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8 October 2024

[REDACTED]
Director Sustainability, Environment & Planning
Metro West
Sydney Metro
Transport for NSW
PO Box K659
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REF: 201208(b) VAMP Rev7

Dear [REDACTED]

RE: Sydney Metro Central Tunnelling Package: Visual Amenity Management Plan (Rev 7)

I refer to Sydney Metro's (5M) submission of the following document required by Condition C1 of the Sydney Metro West Infrastructure Approval (SI 10038):

- Sydney Metro West, Central Tunnelling Package Visual Amenity Management Plan (SMW5TCTP-AFJ-1NL-PE-PLN-000007 Revision 07 dated 2 September 2024).

It is noted that:

- The Visual Amenity Management Plan (VAMP) was originally prepared by Acciona Ferrovial Joint Venture (AFJV) to address the requirements of Condition C1 of the Infrastructure Approval, specifically the Construction Environmental Management Framework (CEMF).
- DPE (now DPHI) approved the Visual Amenity, Solar Access and Overshadowing Report under Conditions D107 and D108 of the Infrastructure Approval (23 March 2022). This is relevant for the Five Dock site.
- A previous version (Rev 6) of the document was endorsed by the ER on 20 November 2023.
- The purpose of this revision of the VAMP (Rev 7) is to address minor changes made as part of an annual review of the Plan.

As the approved Environmental Representative for the Metro West and as required by Conditions A30(j) and C1, following review of the document the VAMP Rev 7 is endorsed.

Yours sincerely

[REDACTED]
[REDACTED]
Environmental Representative – Sydney Metro West

CC: [REDACTED]



Visual Amenity Management Plan

SMWSTCTP-AFJ-1NL-PE-PLN-000007 Revision 07

Sydney Metro West – Central Tunnelling Package



DOCUMENT APPROVAL

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REVISION HISTORY

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00	01/09/2021	All	EW	For submission to Sydney Metro
01	19/10/2021	All	EW	For approval by Sydney Metro
02	07/03/2022	All	EW	Update following completion of additional assessments, for ER endorsement
03	17/10/2022	All	GW	Update in response to ER comments
04	3/11/2022	18 – Section 7.3	GW	Update in response to ER comment
05	08/03/2023	Table 3, 5 & 6, Section 7.1	SG	Updated to address changes to the site layout of the Five Dock western construction site
06	25/09/2023	8 and Appendix B	SG	Resubmission following approval of Five Dock noise mitigation CA
07	02/09/2024	All	DL	Annual Review

GLOSSARY / ABBREVIATIONS

Term / Acronym	Definition
AFJV	Acciona Ferrovia Joint Venture (the Contractor)
Amendment Report	Sydney Metro West Westmead to The Bays and Sydney CBD Amendment Report Concept and Stage 1 (2020)
CEMP	Construction Environmental Management Plan
CoA	Minister's Conditions of Approval (as relevant to Sydney Metro West Concept and Stage 1) (SSI 10038)
CPTED	Crime Prevention Through Environmental Design
CTP	Central Tunnelling Package
DPIE	NSW Department of Planning, Infrastructure and Environment
EIS	Sydney Metro West Concept and Stage 1 Environmental Impact Statement (April 2020)
EP&A Act	NSW <i>Environmental Planning and Assessment Act 1979</i>
Minister, the	NSW Minister for Planning and Public Spaces
Planning Secretary	The Planning Secretary of the Department of Planning, Industry and Environment
POEO Act	NSW <i>Protection of the Environment Operations Act 1997</i>
Project	Sydney Metro West Concept and Stage 1
REMM	Revised Environmental Mitigation Measure
Submissions Report	Sydney Metro West Westmead to The Bays and Sydney CBD Submissions Report Concept and Stage 1 (2020)
VAMP	Visual Amenity Management Plan

CONTENTS

1. INTRODUCTION	1
1.1 PURPOSE AND SCOPE.....	1
2. OBJECTIVES AND TARGETS.....	2
3. ENVIRONMENTAL REQUIREMENTS.....	3
3.1 LEGISLATION AND GUIDELINES.....	3
3.2 PROJECT REQUIREMENTS.....	3
3.2.1 REVISED ENVIRONMENTAL MITIGATION MEASURES	4
3.2.2 PUBLIC HEALTH ORDERS	4
4. SITE LAYOUTS AND EXISTING ENVIRONMENT	5
5. CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN	10
6. ASPECTS AND IMPACTS.....	13
6.1 CONSTRUCTION	13
6.2 IMPACTS	13
7. MANAGEMENT AND MITIGATION.....	14
7.1 FIVE DOCK CONSTRUCTION SITE.....	16
7.2 CONSTRUCTION SITES AND BOUNDARY SCREENING.....	16
7.2.1 BOUNDARY SCREENING DESIGN, BRANDING AND LOGOS.....	17
7.2.2 CONSIDERATION OF THE WHITE BAY CONSERVATION MANAGEMENT PLAN.....	18
7.3 VISUAL AMENITY ASSESSMENT MEMO	18
8. COMPLIANCE MANAGEMENT	24
8.1 ROLES AND RESPONSIBILITIES	24
8.2 TRAINING	24
8.3 MONITORING, INSPECTIONS AND AUDITS.....	24
8.4 REPORTING AND RECORDS.....	24
9. REVIEW AND IMPROVEMENT	25
9.1 CONTINUOUS IMPROVEMENT	25
9.2 REVISION OF THIS PLAN	25
APPENDIX A COA AND REMMS RELEVANT TO THIS PLAN.....	26
APPENDIX B PRELIMINARY CONSTRUCTION SITE LAYOUT/S.....	31
APPENDIX C VISUAL AMENITY ASSESSMENT MEMO.....	32

TABLES

Table 1: Objectives and Targets.....	2
Table 2: Compliance Matrix – Requirements for the Preparation of this Plan	3
Table 3: Existing Environment at Construction Site and Construction Activities	6
Table 4: Crime Prevention Measures	10



Table 5: Mitigation Measures14
Table 6: Visual Amenity Assessment recommendations/comments18

1. INTRODUCTION

Sydney Metro is Australia's biggest public transport program. Services on the North West Metro Line between Rouse Hill and Chatswood started in May 2019. The Sydney Metro network also includes Sydney Metro City & Southwest, Sydney Metro West and Sydney Metro Western Sydney Airport.

Sydney Metro West is a new 24 kilometre metro line between Westmead and the Sydney CBD (the Project). This infrastructure investment will double the rail capacity of the Greater Parramatta to Sydney CBD corridor with a travel time target between the two centres of about 20 minutes.

The planning approvals and environmental impact assessment for Sydney Metro West has been split into a number of stages recognising the size of the project. This includes:

- Stage 1 – Concept and all major civil construction works including station excavation and tunnelling between Westmead and The Bays. Planning approval for this stage was granted in March 2021.
- Stage 2 – All major civil construction works including station excavation and tunnelling from The Bays to Sydney CBD
- Stage 3 – Tunnel fit-out, construction of stations, ancillary facilities and station precincts, and operation and maintenance of the Sydney Metro West line.

An Environmental Impact Statement (EIS) (Jacobs/Arcadis, 2020) for the Concept and Stage 1 (herein referred to as the Project) assessed the potential for impacts in response to the Secretary's Environmental Assessment Requirements issued by the Department of Planning, Industry and Environment (DPIE). The EIS identified the potential for landscape and visual impacts associated with the Project in Chapter 15 (Landscape character and visual impact – Stage 1) and Technical Paper 5 (landscape visual impact assessment). The Project was approved NSW Minister for Planning and Public Spaces on 11 March 2021 (SSI 10038). An administrative modification (Modification 1) was approved on 28 July 2021, modification for Clyde stabling and maintenance facility (Modification 2) was approved 3 June 2022, administration modification (Modification 3) was approved 4 July 2022 and administration modification (Modification 4) was approved 22 December 2022.

1.1 PURPOSE AND SCOPE

This Visual Amenity Management Plan (VAMP or Plan) forms part of the Construction Environmental Management Plan (CEMP) for the design and construction of the Central Tunnelling Package (CTP). This Plan outlines how AFJV will comply with and implement the applicable requirements for the CTP and identify how visual amenity impacts will be managed during construction.

This Plan outlines how AFJV will comply with and implement the applicable elements from the following documents, collectively referred to herein as the 'Project requirements':

- NSW Minister for Planning and Public Spaces Conditions of Approval
- Revised Environmental Mitigation Measures (REMMs); and
- Sydney Metro Construction Environmental Management Framework (CEMF).

A description of the CTP construction sites and visible construction elements are provided in Table 3.

2. OBJECTIVES AND TARGETS

The key objective of this Plan is to ensure that impacts to landscape character and visual amenity are minimised during construction of the CTP and that all works are undertaken in compliance with the CoAs, the Project EIS and REMMs and the CEMF. The CEMF provides objectives that will apply to visual and landscape management during construction, detailed in Table 1.

TABLE 1: OBJECTIVES AND TARGETS

Objective	Target	Measurement Tool
Minimise impacts on existing landscape features as far as reasonable and practical	Establish and operate temporary construction sites to minimise adverse impacts on the existing landscape character.	Inspection records Archival Report/s Pre / Post Construction Condition Survey Reports Monitoring records
Reduce visual impact of construction to surrounding community	Establish and operate temporary construction sites to minimise adverse impacts on the visual amenity of the local community. Incorporate the principles of Crime Prevention Through Environmental Design in mitigation and management measures.	Inspection records Audit reports

3. ENVIRONMENTAL REQUIREMENTS

3.1 LEGISLATION AND GUIDELINES

The relevant legislation to this Plan is the:

- *Environmental Planning and Assessment Act 1979 (EP&A Act)*
- *Protection of the Environment Operations Act 1997 (POEO Act)*

Refer to the CEMP for more details of the relevant legislation.

Additional guidelines and standard relevant to the management of visual impacts include:

- Australian Standard (AS) 4282:1997 Control of the obtrusive effects of outdoor lighting
- Crime Prevention Through Environmental Design (CPTED)
- AS4970 Protection of trees on development sites and adjoining properties.

3.2 PROJECT REQUIREMENTS

This Plan has been prepared in compliance with the CEMF. The CEMF requirements relevant to the preparation of this Plan are listed in Table 2. CoAs and other requirements relevant to this Plan are included in **Appendix A**.

TABLE 2: COMPLIANCE MATRIX – REQUIREMENTS FOR THE PREPARATION OF THIS PLAN

Minister’s Conditions of Approval (SSI 10038) dated 11 March 2021		
C1	Construction Environmental Management Plans (CEMPs) and CEMP Sub-plans must be prepared in accordance with the Construction Environmental Management Framework (CEMF) included in the documents listed in Condition A1 of this schedule to detail how the performance outcomes, commitments and mitigation measures specified in the documents listed in Condition A1 of this schedule will be implemented and achieved during construction.	This Plan
Construction Environmental Management Framework		
Ref	Requirement	Where addressed
14.2a	The Principal Contractor will develop and implement a Visual Amenity Management Plan for temporary works which will include as a minimum:	This Plan
i.	The visual mitigation measures as detailed in the environmental approval documentation for construction	Section 7 and Appendix A
ii.	Input from an experienced Landscape or Urban Designer;	Section 7.1, Section 7.3, Appendix B and Appendix C
iii.	The maintenance of outward facing elements of site hoarding or noise barriers, including the removal of graffiti and weeds;	Section 7 and Section 8.3
iv.	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 3.1 and Section 7
v.	Identify the processes and procedures that will be used for the incorporation of the principles of Crime Prevention Through	Section 5

Minister's Conditions of Approval (SSI 10038) dated 11 March 2021

Environmental Design (CPTED) in the design and construction of any temporary site facilities; and

vi.	Compliance record generation and management.	Section 8.4
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3.2.1 REVISED ENVIRONMENTAL MITIGATION MEASURES

The REMMs relevant to this Plan are included in Appendix A.

3.2.2 PUBLIC HEALTH ORDERS

Construction site layouts are designed to comply with NSW Health Orders in accordance with the Public Health (COVID-19 General) Order 2021. Future changes may be required to site layouts should a change in Health Orders occur after the ER endorsement of this document.

4. SITE LAYOUTS AND EXISTING ENVIRONMENT

The surrounding environment (as described in Technical Paper 5 in the Project EIS) and CTP construction sites are described in Table 3, including a description of the construction activities and elements that would be visible during construction.

The location and indicative construction site layouts are detailed in the Project EIS. Preliminary construction site layouts at each construction site are located in **Appendix B** and are generally in accordance with the EIS. However, the CTP construction sites are subject to final detailed design and may change subsequent to the preparation of this document, based on opportunities for improvement and considerations of access, worker and public safety, environmental and community (such as noise or light) impacts, COVID 19 Health Orders and other pertinent factors.

In consideration of this, at the completion of the detailed design process, final layouts will be reviewed for consistency against the Infrastructure Approval in accordance with Section 5.25 of the *Environmental Planning & Assessment Act 1979* (EP&A Act) in accordance with the process detailed in the CEMP (Section 1.6). At this time, layout changes following completion of detailed design will be captured in a revision to this document along with responses to Project requirements updated where applicable.

The construction site layouts provided in **Appendix B** show the indicative final (i.e. during operation of the site for the purpose of CTP construction) layout of each construction site. It is noted that sites will progress through interim phases of site establishment prior to this final state being achieved. Interim site layouts are generally short in nature and it is proposed that final state layouts will be achieved within about six months of the commencement of construction.

Following completion of detailed design, final site layouts may be updated during construction to reflect a change in methodology or optimisation of available space. In the case of such adjustments to site layouts as provided in **Appendix B**, where these have no greater impact to the environment, community or compliance as described herein, these changes will not necessitate an update to this document.

TABLE 3: EXISTING ENVIRONMENT AT CONSTRUCTION SITE AND CONSTRUCTION ACTIVITIES

Construction site	Existing environment	CTP Construction activities and elements that would be visible
The Bays	<p>The Bays would be within the existing south-west foreshore area of White Bay. The Bays comprises 5.5 kilometres of foreshore land about two kilometres to the east of the Sydney CBD and includes White Bay. The White Bay Power Station and Glebe Island Silos both provide dominant visual landmarks. The construction site is framed by Rozelle, Balmain and Balmain East. These suburbs are predominantly residential in character. Some other uses, including commercial, retail and public open space is interspersed among these areas.</p>	<ul style="list-style-type: none"> ▪ Removal of about 30 trees and all other vegetation within the site ▪ Establishment of parking areas, site offices, amenities, workshops, material/plant storage areas, laydown areas, an elevated conveyor ▪ Water treatment plant ▪ A spoil acoustic shed ▪ A segment acoustic shed (note, the spoil and segment acoustic sheds are similar in scale and would be the same colour) ▪ Station excavation works and support ▪ Temporary spoil storage ▪ Adjustments to the road network ▪ Noise barriers and hoardings surrounding the construction sites, about three to five metres high.
Five Dock	<p>The Five Dock construction site comprises two sites, an eastern and western site, located either side of Great North Road. Five Dock has a vibrant town centre located on Great North Road, including a mix of commercial, retail, community, residential and civic open space uses. The mix of different low-rise buildings in the town centre creates a continuous building form, with similar setbacks and building scales. Great North Road comprises a mix of modern and heritage buildings with distinctive decorative façades that assist in wayfinding along the street. Wide footpaths on both sides of the street, intermittent street trees and continuous awnings provide shade and comfort for pedestrians. The road is highly</p>	<p>Western construction site:</p> <ul style="list-style-type: none"> ▪ Demolition of five (5) commercial buildings, structures and a car park ▪ Removal of about 8 trees and all other vegetation within the site including several small trees facing East Street ▪ Possible trimming of some trees which overhang the site at 151 Great North Road, St Albans Church and 171-173 Great North Road ▪ Site facilities, car parking, laydown area and a water treatment plant

Construction site	Existing environment	CTP Construction activities and elements that would be visible
	<p>activated with retail frontages, street cafes and alfresco dining areas.</p>	<ul style="list-style-type: none"> ▪ Station shaft excavation works and support ▪ Station cavern excavation and temporary spoil storage ▪ Fencing and hoarding surrounding the construction site approximately three metres in height ▪ Site access and haulage routes. <p>Eastern construction site</p> <ul style="list-style-type: none"> ▪ Demolition of five (5) residential buildings at 23-31 Waterview Street and a car park at Second Avenue ▪ Removal of about seven trees within 23 and 25 Waterview Street and the trimming of some trees overhanging the site at 106 and 108 Great North Road ▪ Office and staff amenities double stacked along Waterview Street ▪ Water treatment plant, a workshop and dangerous good storage ▪ Acoustic shed ▪ Station shaft excavation works and support ▪ Station cavern excavation and temporary spoil storage ▪ Site access and haulage routes ▪ Adjustments to street parking, public transport and pedestrian access ▪ Hoarding surrounding the construction site, about three to five metres in height.
Burwood North	<p>The works will use two separate sites. The main Construction Site is located to the north of Parramatta Road and a smaller site to the south. Parramatta Road is a six-lane thoroughfare linking the Parramatta CBD to Sydney CBD. This heavily</p>	<p>North construction site:</p> <ul style="list-style-type: none"> ▪ The demolition of commercial buildings at 1-23a Parramatta Road and 3-9 Burwood Road

Construction site	Existing environment	CTP Construction activities and elements that would be visible
	<p>trafficked road physically and visually separates the urban communities of Burwood and Concord. The Parramatta Road corridor includes retail, commercial, light industrial, medium density residential and open space uses. At North Burwood, Parramatta Road presents a visually harsh streetscape with few street trees, poor pedestrian environments and vehicle-dominated uses.</p>	<ul style="list-style-type: none"> ▪ The demolition of residential buildings at 11-13 Burwood Road and 20-26 Burton Street ▪ The removal of about 60 trees and vegetation within the site and trimming of trees that overhang the site on Neichs Lane and at 18 Burton Street ▪ Site offices and amenities on the northern boundary of the site ▪ Acoustic shed ▪ Station box excavation works and support ▪ Temporary spoil storage ▪ Site laydown area ▪ Closures of Neichs Lane ▪ Adjustments / removal of street parking, public transport and pedestrian access ▪ Water treatment plant ▪ Noise barriers and hoardings surrounding the construction site about three to five metres high. <p>South construction site:</p> <ul style="list-style-type: none"> ▪ Demolition of commercial buildings at 338-342 Parramatta Road and 2 Burwood Road ▪ Adjustments to parking, public transport and pedestrian access ▪ Noise barriers and hoardings surrounding the construction site about three metres high.
<p>North Strathfield</p>	<p>The construction site is located to the east of the existing North Strathfield Station. The North Strathfield local centre includes a block of early twentieth century two-storey</p>	<p>Northern construction site:</p>

Construction site	Existing environment	CTP Construction activities and elements that would be visible
	<p>commercial terrace buildings, with retail and offices at street level and some residences above. Queen Street is characterised by an avenue of mature vegetation that have a local heritage listing that provide screening the station and rail corridor from the adjacent residential area and provide a leafy streetscape character enhancing the amenity of the surrounding residential area. A heritage listed garden is located on Queen Street, at the eastern entrance to the existing North Strathfield Station and contributes to the local identity of the North Strathfield neighbourhood centre.</p>	<ul style="list-style-type: none"> ▪ Removal of about 30 trees and vegetation including the northern garden bed and trees within the heritage listed ornamental gardens and street trees along the west side of Queen Street and all vegetation within the northern construction site ▪ A workshop, material and plant storage area, dangerous goods storage and water treatment plant ▪ Adjustments to parking, pedestrian and public transport access ▪ Site fencing and hoarding surrounding the construction site, about three to five metres high. <p>Southern construction site:</p> <ul style="list-style-type: none"> ▪ Construction site parking ▪ Double stacked site offices and amenities ▪ Site fencing and hoarding surrounding the construction site, about three to five metres high.
<p>Sydney Olympic Park</p>	<p>The construction site is located off Olympic Boulevard, south of the existing Olympic Park Rail Station. The land use is typically high-density mixed use. Street trees soften the commercial nature of the locality. The Abattoir Heritage Precinct located off Herb Elliot Avenue, is designed in a Federation style with a collection of buildings set within landscaped gardens and lawns and provides an important setting and provide a visual contrast to the surrounding urban setting.</p>	<ul style="list-style-type: none"> ▪ Demolition of buildings at 8 Herb Elliott Avenue, and 5 and 7 Figtree Drive ▪ Removal of about 100 trees and shrubs within the construction site, including within the car parks, site boundaries and entrance gardens and two trees on Figtree Drive, located at the south-east and south-west corner of the construction site ▪ Establishment of site offices, parking area, amenities, workshops, material/plant storage areas, dangerous goods storage and water treatment plant.

5. CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN

An assessment of the CTP construction sites and the application of CPTED (natural surveillance, access control, territorial reinforcement and space management) principles has been undertaken by an Infrastructure Security Specialist. The final construction site layout of the CTP construction sites have considered the recommendations made and CPTED principles will continue to be applied through the construction of temporary works. The CPTED principles and prevention measures that will be applied to the CTP works are detailed in Table 4. The mitigation measures detailed in Section 7 incorporate the prevention measures.

A review of crime prevention strategies and security risks will be undertaken in the event of crime activity at a CTP construction site.

TABLE 4: CRIME PREVENTION MEASURES

Principle	Prevention	How Addressed
Active surveillance	Opportunity will be investigated to implement a combination of back-to-base CCTV and onsite security wherever possible, or alternatively one of these active surveillance controls may be implemented.	<p>Security of the main project office and construction site office facilities will be provided with electronic security and security patrol in accordance with the D&C Deed, General Specification.</p> <p>Each construction site will have a sign in point at the access/egress points and will be managed by a gate person and/or CCTV surveillance cameras. Cameras will also be installed within the site on a as needs basis (determined via a risk assessment).</p> <p>The design of the construction site layouts are subject to design review by suitably qualified specialists with consideration of the principles of CPTED.</p> <p>Refer to site layouts provided in Appendix B.</p>
Lighting	Providing a combination of natural and artificial lighting to reduce poorly lit areas within the CTP works area will act as a deterrent to crime.	<p>During construction, AFJV will provide lighting to hoarding installation in high pedestrian traffic locations.</p> <p>Night illumination, including headlights from construction vehicles, will be minimised in accordance with LVMM6 through the installation of hoarding or shade cloth, which will reduce residual impacts to adjacent residential properties.</p> <p>Refer to site layouts provided in Appendix B.</p>
Access control	The CTP works will minimise opportunities for crime and increase the effort required to commit crime by establishing and operating construction sites in such	All construction sites will be protected by a secure perimeter which will consist of either fencing, hoarding or another physical barrier (i.e. a noise wall or a building/shed). In accordance with CoA

Principle	Prevention	How Addressed
	<p>a way that controls the access and movement of people. It will be clear where people can and cannot go, making it difficult for unauthorised people to gain access to people and property within the site by installing security fencing and barriers.</p>	<p>D103, the hoarding at construction sites will be installed with wayfinding information to guide pedestrians and enhance their understanding and experience of the locality and the space, where necessary.</p> <p>All access points will be visible and managed so they are locked and not able to be accessed during shutdown periods.</p> <p>Refer to site layouts provided in Appendix B. Refer to Construction Traffic Management Plan for pedestrian wayfinding signage.</p>
<p>Maintenance and housekeeping</p>	<p>Implementing a maintenance and cleaning regime to ensure areas are kept clean and tidy, with materials and equipment secured to prevent crimes of opportunities. Graffiti will be removed promptly from hoardings and other aspects of construction sites, and the design of construction sites will be such that they contribute to the amenity of that locality and reinforce territorial ownership.</p>	<p>In accordance with LVMM14, AFJV must regularly monitor and remove graffiti within the following timeframes:</p> <ul style="list-style-type: none"> ▪ Offensive graffiti must be removed or covered within 24 hours ▪ Highly visible yet non-offensive graffiti must be cleaned or covered within one week; ▪ Graffiti that is neither offensive nor highly visible must be cleaned or covered during normal operations within one month; and ▪ Any advertising material including bill posters must be removed or covered within 24 hours.
<p>Natural surveillance</p>	<p>Construction site layout will be designed such that they contribute to the visual amenity of that locality including maximizing visibility and fostering positive social interaction among legitimate users of private and public space.</p>	<p>The design of the construction site layouts are subject to design review by suitably qualified specialists with consideration of the principles of CPTED.</p> <p>Refer to site layouts provided in Appendix B.</p>
<p>Territorial ownership</p>	<p>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</p>	<p>The CTP construction sites will be clearly delineated with Sydney Metro approved hoarding/perimeter fencing, they will be well lit in high pedestrian areas, include wayfinding signage and they will have clearly defined ingress/egress points and sign in locations. Refer to site layouts provided in Appendix B.</p> <p>In accordance with LVMM10, construction sites will maintain an aesthetic appeal contributing to the 'pride of place', by reducing visible accessibility to the site through installation of hoarding or shade</p>

Principle	Prevention	How Addressed
	substantial risk of apprehension or scrutiny.	cloth with Sydney Metro approved designs, and through the removal of any advertising or graffiti on site hoarding.

6. ASPECTS AND IMPACTS

6.1 CONSTRUCTION

The construction activities and elements likely to interact with nearby sensitive receivers and surrounding localities are detailed in Table 3.

6.2 IMPACTS

The Project EIS (Chapter 27) identified the key potential impacts requiring mitigation in relating to landscape and visual amenity are:

- Potential temporary visual impacts as a result of the introduction of new elements including acoustic sheds or other acoustic measures, machinery and equipment, site hoardings, partially complete structures, and other construction works
- Loss of mature street trees and vegetation providing screening and amenity and opening up views towards the construction sites.

In addition, aspects and the potential for impacts have been considered during a high-level CTP wide risk assessment which is included as Appendix C of the CEMP. The risk assessment has been undertaken to identify if there is a requirement for establishing appropriate control measures and identifying if there is a requirement for a project-specific or site-specific controls which should be applied (ie. environmental work method statement).

For those activities with residual environmental risks identified as 'high', the justification for accepting the residual risk was discussed with all attendees. For all activities in this category, an Environmental Work Method Statement will be developed for that activity where other risk assessment strategies are not already in place. The risk assessment did not identify a residual risk rating of 'high' for the aspects relating to visual amenity.

Refer to Section 7 for mitigation and management measures that will be implemented to minimise landscape character and visual impacts during the delivery of the CTP. Impacts to Heritage items will be managed in accordance with the Heritage Management Plan.

7. MANAGEMENT AND MITIGATION

Mitigation measures to address Project requirements and manage visual amenity and landscape character during construction are outlined in Table 5. Refer to Section 5 for details on crime prevention measures which are addressed in the mitigation measures detailed in Table 5.

TABLE 5: MITIGATION MEASURES

Ref	Requirement	Timing	Responsibility	Source
LVMM1	Staff and subcontractors will participate in awareness training at the site planning phase that will communicate the implementation of this Plan and describe landscape and visual impacts and management measures.	Prior to construction	Environmental Manager	AFJV best practice
LVMM2	Boundary screening that minimises visual impact must be erected around ancillary facilities that are adjacent to sensitive landuser(s) subject to noise and security requirements for the duration that the ancillary facility is in use unless otherwise agreed with relevant affected residents, business operators or landowners.	Construction	Environmental Manager Construction Manager Community and Stakeholder Manager	CoA A22, A23
LVMM3	At the completion of CTP works AFJV will clear work areas where that area is not required for a subsequent phase or Handover Works. This includes removing plant, machinery and temporary facilities and returning area to pre-existing condition or better.	Construction	Construction Manager Site Supervisor	CEMF 5.4a
LVMM4	Opportunities to retain trees will be identified during detailed construction planning. In the event existing trees are to be retained, they will be protected with suitable tree protection measures prior to the commencement of construction at that location (refer AS 4970 the Australian Standard for Protection of trees on Development Sites and Adjoining Properties).	Prior to construction	Environmental Manager Construction Manager Site Supervisor	CoA D9 REMM LV11
LVMM5	Construction elements (for example stockpiles, sheds etc) within construction sites would be located to minimise visual impacts, where feasible, reasonable and safe.	Construction	Site Supervisor Project Engineer Environmental Coordinator	REMM LV1 Appendix B

Ref	Requirement	Timing	Responsibility	Source
LVMM6	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 residual lighting impacts on residential receivers for all permanent, temporary and mobile light sources.	Prior to construction	Design Manager Site Supervisor Community and Stakeholder Manager	CoA D109
LVMM7	Lighting of construction sites will be oriented to minimise glare and light spill impact on adjacent residential receivers, where reasonable and feasible. Where residual impacts occur, additional mitigation will be considered, such as shrouding or downward facing orientation.	Construction	Site supervisor Project Engineer Environmental Coordinator	CEMF 5.3a REMM LV5
LVMM8	Hoarding / noise barriers (during construction phase) will be inspected regularly and kept clean and free of dust build up.	Construction	Site Supervisor Environmental Coordinator	CEMF 4.4b REMM LV3
LVMM9	Install wayfinding signage to direct pedestrians, commuters and vehicles around the construction site/s. Signage will be updated to reflect new access arrangements and will be installed seven (7) days prior to the new access arrangement being implemented.	Construction	Site Supervisor Project Engineer Community and Stakeholder Manager	CoA D103
LVMM10	AFJV must regularly monitor and remove graffiti within the following timeframes: <ul style="list-style-type: none"> ▪ Offensive graffiti must be removed or covered within 24 hours ▪ Highly visible yet non-offensive graffiti must be cleaned or covered within one week; ▪ Graffiti that is neither offensive nor highly visible must be cleaned or covered during normal operations within one month; and ▪ Any advertising material including bill posters must be removed or covered within 24 hours. 	Construction	Construction Manager Project Engineer Site Supervisor	CoA D104 REMM LV3 CEMF 4.4b, 11.2b D&C Deed

Ref	Requirement	Timing	Responsibility	Source
LVMM11	AFJV will consult with the Department of Planning, Industry and Environment to manage the potential impact of construction on sporting events in other areas of Sydney Olympic Park.	Construction	Community and Stakeholder Manager	REMM LV7
LVMM12	AFJV will coordinate works, where practical, with City of Canada Bay Council to manage the potential impact of construction on sporting events at Concord Oval.	Construction	Community and Stakeholder Manager Construction Manager	REMM LV8

7.1 FIVE DOCK CONSTRUCTION SITE

In accordance with CoA D106, an overshadowing assessment has been prepared for the Five Dock eastern construction site to minimise visual amenity, solar access and overshadowing impacts to the residential apartments facing the acoustic shed at 110 Great Northern Road. The Visual Amenity, Solar Access and Overshadowing Report has been prepared by suitably qualified person and includes:

- A visual amenity impact assessment from the relevant residential apartment/s to the acoustic shed
- A solar access assessment of the relevant residential apartment/s with consideration of the relevant development controls in the Canada Bay Local Environmental Plan (version October 2020) and the Apartment Design Guide.

The overshadowing assessed two design options to compare shed arrangements and heights at the eastern construction site. The Five Dock East acoustic shed and construction site has been designed to minimise impacts on 110 Great North Road, Five Dock to the fullest extent possible. This was achieved by reducing the overall height of the temporary sheds where feasible, and by configuring the site to introduce a setback and stepped configuration by locating the site offices adjacent to the western boundary of the site, pushing the acoustic shed away from the boundary. The pitch of the roof would also assist in further minimising the overshadowing and visual impact. Due to the nature and scale of the acoustic sheds and offices, the Five Dock East site will result in some temporary overshadowing of the existing mixed use building 110 Great North Road located adjacent to the construction site. The visual amenity impact assessment resulted in a “minor adverse” impact. Refer to Five Dock Visual Amenity, Solar Access and Overshadowing Report (SMWSTCTP-AFJ-FDK-AR-RPT-001051).

The Visual Amenity, Solar Access and Overshadowing Report has been provided to the Planning Secretary for approval one month prior to installation of the acoustic shed at the Five Dock eastern construction site.

In accordance with REMM LV9, an overshadowing assessment was undertaken at the Five Dock western construction site to minimise impacts, where feasible and reasonable, to Fred Kelly Reserve. A visual amenity impact assessment of the CTP construction sites was undertaken by a landscape architect / urban designer. The acoustic shed is no longer proposed at Five Dock western construction site, other acoustic measures in the form of hoarding will be installed around the site.

7.2 CONSTRUCTION SITES AND BOUNDARY SCREENING

Boundary screening will be installed within construction sites adjoining or adjacent to sensitive land users in accordance with CoA A22 and A23. The boundary screening will minimise visual impacts on adjacent sensitive receivers. Noise barriers may be incorporated into the boundary screening and will be installed at construction sites generally in accordance with the EIS (between 3-5m in height).

However, final design and location of noise barriers will be determined through the Detailed Noise and Vibration Impact Statement as detailed in the Noise and Vibration Management Plan. The preliminary site layouts illustrate the indicative location of noise barriers (refer to **Appendix B**).

In accordance with CoA A48, all signage on hoardings surrounding the construction sites must include the CSSI name and application number. In accordance with the D&C Deed, the AFJV must provide construction site layouts to Sydney Metro and Sydney Metro provide construction site hoarding / boundary fencing banners including artwork. The layouts must specify locations of all boundary hoardings, sheds, and fencing, viewing holes, viewing platforms, and associated access gates for the purposes of designing temporary or permanent external banner artwork. All aspects of construction site layout and design are approved by Sydney Metro as per the D&C Deed, General Specification.

Consultation with relevant Councils and authorities will be undertaken where required, and where construction hoarding encroaches outside the construction site boundary.

In accordance with CoA D110 the colour chosen for the acoustic, spoil and or segment sheds at all CTP construction sites is in accordance with the colours shown in the photomontages for all sites in the Project EIS (Technical Paper 5). The colour chosen for the CTP construction site acoustic sheds, spoil or segment shed/s is a colourbond colour called Mangrove (refer to **Appendix B**). The choice of this colour is a key architectural treatment for the various sheds, and has been chosen as it is sympathetic to its surroundings.

Due to the urban nature and limited space of the project environment there are limited opportunities for the provision of temporary landscaping and/or vegetative screening. This is particularly the case for the Five Dock and Burwood North sites. However, where practical trees will be retained as per management measure LVMM4. Vegetation has been retained to provide screening as follows:

- The Bays: Retained vegetation adjacent to Robert Street and the Western Distributor
- North Strathfield: Retained heritage listed trees at the southern site. These trees provide direct screening of the site office/amenities
- Sydney Olympic Park: Retained trees/vegetation at the south-eastern extent of the site, adjacent to Fig Tree Drive and Olympic Boulevard which provides a level of screening of the construction site from this area. Note some of this vegetation may require removal at a later date when the project office is demolished.

A visual amenity impact assessment of the CTP construction sites was undertaken by a landscape architect / urban designer (**Appendix C**). The construction site layouts provided in **Appendix B** are generally in accordance with the recommendations made in the visual impact assessment.

7.2.1 BOUNDARY SCREENING DESIGN, BRANDING AND LOGOS

The design of all temporary works including hoarding and boundary fencing will be in accordance with Sydney Metro Project Brand Guideline¹ and Sydney Metro will provide AFJV with all artwork to be printed on the external barriers. AFJV will install external banners illustrating the Sydney Metro artwork on hoarding, sheds (where the external shed walls are the outside boundary of the site) and boundary fencing, and will install temporary external banners where there is a delay to installing final external banner artwork. The inclusion of artwork on the hoarding is a form of architectural treatment as required by CoA D110.

External banners will be replaced every 12 months, if their condition has deteriorated such that they are no longer appropriate for their intended use e.g. if images are faded, wording no longer legible or banners are ripped.

Sydney Metro would undertake consultation with relevant councils and authorities relating to specific design requirements of construction site hoarding and boundary fencing.

¹ as prescribed in the D&C Deed, General Specification

7.2.2 CONSIDERATION OF THE WHITE BAY CONSERVATION MANAGEMENT PLAN

The Project EIS (Technical Paper 3 Non-Aboriginal Heritage) assessed the potential for impacts at The Bays construction site against the White Bay Power Station Conservation Management Plan. In accordance with CoA D110, the CTP must be constructed in a manner that minimises impacts to significant view lines in respect of The Bays. The Project EIS identified that the construction of the CTP at The Bays (refer to Table 3) only occupies a portion of the White Bay curtilage, and the acoustic shed would not exceed the height of existing structures, and the potential for visual impact to significant view lines would be temporary in nature. Since the EIS was prepared, the proposed sheds at The Bays remain of a scale that they do not dominate the views of White Bay Power Station and are in keeping with the built scale on nearby Robert Street, as identified in Appendix C.

7.3 VISUAL AMENITY ASSESSMENT MEMO

A Visual Amenity Assessment memo has been prepared by a landscape architect/urban designer in accordance with CEMF requirement 14.2(a)(ii). The memo is included in Appendix C of this plan. The memo includes a number of recommendations/comments. Table 6 provides a summary of how AFJV have addressed the recommendations/comments.

TABLE 6: VISUAL AMENITY ASSESSMENT RECOMMENDATIONS/COMMENTS

Potential Impacts	Recommendations/Comments	How addressed
The Bays		
Acoustic shed	Consider a colour palette matching adjacent built form to aid visual integration.	As described in Section 7.2 all sheds will be Mangrove in colour. This has been chosen as it is typically sympathetic to its surroundings.
Robert Street	Retention of roadside vegetation and remnant walls on site periphery to provide visual screening.	Removal of vegetation will be minimised to the greatest extent possible, consistent with measure FF09 of the Flora and Fauna Management Plan (FFMP).
Highlighted area	Visual disturbance in this area will be notable from the Anzac Bridge approach shared path partially filtered by distance, level change and vegetation. Likely to be of interest from the elevated share path and would be seen within the context of the working port. No action needed.	Noted
Sitewide	Proposed works in this area are in line with the industrial character and zoning. The scale of the proposed change is in keeping with existing adjacent built form within the port and along Robert Street. No action needed.	Noted
Sitewide	Consider proposed lighting schedule and intensity to be appropriate for roads, residential areas and other surroundings.	Lighting within and around sites is designed in accordance with the principles of <i>Australian Standard 4282-1997 Control of</i>

Potential Impacts	Recommendations/Comments	How addressed
		<i>the obtrusive effects of outdoor lighting, the relevant safety design and deed requirements.</i>
Hoarding	Any hoarding required on Robert Street to be treated with an appropriate colour palette to create visual interest or aid visual integration. Anti-graffiti treatment recommended.	Hoarding is not currently proposed for Robert Street. If this changes in the future, hoarding will be installed in accordance with Sydney Metro standard hoarding requirements.
Five Dock		
1. Acoustic shed (western construction site)	Façade treatment to East Street to aid visual integration. Consider repositioning shed closer to Great North Road to lessen impacts upon East Street properties.	Acoustic shed no longer proposed at Five Dock western construction site, other acoustic measures in the form of hoarding will be installed around the site.
2. Containers (western construction site)	Consider height of proposed works as it will be visible above hoarding and fencing.	The containers would be located near office and crib facilities where practicable to reduce additional visual impact to receivers
3. Hoarding (eastern construction site)	Hoarding frontage to feature artistic involvement to create visual interest at East Street, Great North Road, Fred Kelly Place.	AFJV support the inclusion of artwork to hoarding to create visual interest. The design of artwork is a Sydney Metro responsibility. AFJV will install artwork as directed by Sydney Metro.
5. Office and cribs facilities (eastern construction site) (Note: report does not include #4)	Consider height of proposed works as it will be higher than hoarding and fencing.	Noted. AFJV have removed one storey of the office and crib facilities through the use of 21 Waterview Street as a site office.
6. Stockpile (eastern construction site)	Consider height of stockpile to not exceed hoarding and fencing.	The stockpile would be within the acoustic shed and not visible to receivers.
7. Highlighted area (eastern construction site)	Visual disturbance to Waterview Street and Second Avenue will be prominent.	Noted
8. Acoustic shed (eastern construction site)	Façade colour treatment to Second Avenue to aid visual integration.	As described in Section 7.2 all sheds will be Mangrove in colour. This has been chosen as it is typically sympathetic to its surroundings.

Potential Impacts	Recommendations/Comments	How addressed
9. Containers (eastern construction site)	Consider height of containers to not exceed hoarding and fencing.	The containers would be within the acoustic shed where practicable to reduce visibility to receivers.
10. Kiosk	Façade treatment to create visual interest.	Kiosks are Ausgrid assets. AFJV design kiosks as per Ausgrid design and construction standards. There is limited opportunity for façade treatment.
11. Highlighted area (western construction site)	Visual disturbance to Great North Road will be prominent.	Noted
12. Kiosk (eastern construction site)	Where visible to Second Avenue - façade treatment to create visual interest.	Kiosks are Ausgrid assets. AFJV design kiosks as per Ausgrid design and construction standards. There is limited opportunity for façade treatment.
13. Stockpile (western construction site)	Consider height of stockpile to not exceed hoarding and fencing.	Noted. Long-term stockpiles are not proposed at the western construction site.
14. Fred Kelly Place (western construction site)	Prioritise retention of mature trees to boundary to provide visual screening. Consider artistic treatment to site hoarding to reserve boundary.	The trees at Fred Kelly Place are not proposed to be removed.
15. Apartment block	Consider amenity of residents in three storey apartment block on corner of Great North Road and Second Avenue.	Addressed via the Visual Amenity, Solar Access and Overshadowing Report prepared in accordance with CoA D106. This addresses the apartment block referred to, at 110 Great North Road.
Burwood North		
2. Kiosk	Façade treatment to create visual interest where visible from Burton Street.	Kiosks are Ausgrid assets. AFJV design kiosks as per Ausgrid design and construction standards. There is limited opportunity for façade treatment.
3. Cabins	Consider height of structures to not exceed hoarding and fencing.	Cabins have been limited in height as far as practical, noting there is limited space on site.

Potential Impacts	Recommendations/Comments	How addressed
4. Stockpile	Consider height of proposed works as it will be higher than hoarding and fencing.	The stockpile would be within the acoustic shed and not visible to receivers.
5. Equipment/Tanks	Limit height of proposed works to not exceed hoarding / fencing to retain privacy/ amenity to rear of Burton Street properties.	The height of the water tanks will be limited to that required for the water treatment plant.
8. Highlighted area	Visual disturbance to Parramatta Road frontage will be visually prominent – artistic treatment to hoarding.	AFJV support the inclusion of artwork to hoarding to create visual interest. The design of artwork is a Sydney Metro responsibility. AFJV will install artwork as directed by Sydney Metro.
9. Stockpile	Limit height of proposed works to not exceed hoarding and fencing.	The stockpile would be within the acoustic shed and not visible to receivers.
10. Highlighted area	Visual disturbance to Parramatta Road frontage will be visually prominent – artistic treatment to hoarding.	AFJV support the inclusion of artwork to hoarding to create visual interest. The design of artwork is a Sydney Metro responsibility. AFJV will install artwork as directed by Sydney Metro.
11. Hoarding	Hoarding to be treated with an appropriate colour palette/ artistic design to create visual interest to Esher Lane.	Hoarding is as per Sydney Metro standard colouring. However, AFJV support the inclusion of artwork to hoarding to create visual interest. The design of artwork is a Sydney Metro responsibility. AFJV will install artwork as directed by Sydney Metro.
12. Sitewide	Consider lighting schedule and intensity to be appropriate for roads, residential areas and other surroundings.	Lighting within and around sites is designed in accordance with the principles of <i>Australian Standard 4282-1997 Control of the obtrusive effects of outdoor lighting</i> , the relevant safety design and deed requirements.
13. Acoustic shed	Gable end façade treatments to create visual interest.	As described in Section 7.2 all sheds will be Mangrove in colour. This has been chosen as it is typically sympathetic to its surroundings.

North Strathfield

Potential Impacts	Recommendations/Comments	How addressed
<p>1. Visual disturbance in this area will be extremely prominent due to loss of trees</p>	<p>Retain vegetation.</p>	<p>The majority of the main site is made up of the station box, with the limited remaining space used for haul roads and water tanks. Whilst AFJV aim to retain as much vegetation as possible, the North Strathfield site is majorly constrained in terms of space.</p> <p>Vegetation removal at the smaller support site (to the south of the main site) currently has no vegetation removal proposed.</p>
<p>2. Cabins</p>	<p>Consider limit to height of site cabins to not exceed site hoarding.</p>	<p>The height of cabins has been limited as far as practical, however single storey cabins are not possible. The area immediately to the west of the cabins needs 24/7 clear access for Sydney Trains. The area to the east includes heritage listed trees (which provide visual screening), these would need removed to accommodate cabins. As such, AFJV determined that on balance the temporary visual impact of stacked cabins was less impactful compared to either blocking Sydney Trains access or removing heritage listed trees – again noting the trees do provide a level of screening.</p>
<p>3. Loss of amenity space and vegetation. Encroachment into public space</p>	<p>Consider large scale artwork on hoarding.</p>	<p>AFJV support the inclusion of artwork to hoarding to create visual interest. The design of artwork is a Sydney Metro responsibility. AFJV will install artwork as directed by Sydney Metro.</p>
<p>4. Sitewide</p>	<p>Consider lighting schedule and intensity to be appropriate for roads, residential areas and other surroundings.</p>	<p>Lighting within and around sites is designed in accordance with the principles of <i>Australian Standard 4282-1997 Control of the obtrusive effects of outdoor lighting</i>, the relevant safety design and deed requirements.</p>

Potential Impacts	Recommendations/Comments	How addressed
Sydney Olympic Park		
1. Acoustic shed	Façade colour treatments to aid visual integration.	Acoustic shed no longer proposed at Sydney Olympic Park.
4. Acoustic shed	Façade treatments to create visual interest.	Acoustic shed no longer proposed at Sydney Olympic Park.
5. Cabins	Consider height of proposed works as it will be visible above hoarding and fencing.	Facilities are single storey.
6. Hoarding	Hoarding to be treated with an appropriate colour palette to create visual interest.	Hoarding is as per Sydney Metro standard colouring. Additionally, AFJV will install artwork as directed by Sydney Metro.
7. Site wide	Consider lighting schedule and intensity to be appropriate for roads, residential areas and other surroundings.	Lighting within and around sites is designed in accordance with the principles of <i>Australian Standard 4282-1997 Control of the obtrusive effects of outdoor lighting</i> , the relevant safety design and deed requirements.

8. COMPLIANCE MANAGEMENT

8.1 ROLES AND RESPONSIBILITIES

The environmental roles and responsibilities of key project personnel are outlined in Section 3.5 of the CEMP. Responsibilities specific to the implementation of this Plan are identified in Table 5.

An urban designer will provide input into the development of this Plan in accordance with the CEMP. A suitably qualified person will provide input into this Plan and the development of construction site layout and the implementation of the CPTED principles. In addition, and as described in Section 7.1, AFJV will engage an architect to prepare the overshadowing assessments required at Five Dock construction site.

8.2 TRAINING

Relevant AFJV personnel will participate in awareness training in relation to site planning and visual amenity mitigation measures.

Refer to Section 3.6 of the CEMP for more detail on training and awareness.

8.3 MONITORING, INSPECTIONS AND AUDITS

Weekly site environmental inspections and daily site supervisor inspections will be undertaken to assess the ongoing effectiveness and suitability of the visual amenity management controls, including general housekeeping, checking the health of any retained vegetation, checking site boundary fencing and surveillance for graffiti (Refer to LVMM 11, Table 5).

Audits (both internal and external) will be undertaken to assess the effectiveness of environmental mitigation and management measures, compliance with Project requirements and any other relevant approvals, licenses and guidelines. Audit management is detailed in Section 3.9.4 of the CEMP.

8.4 REPORTING AND RECORDS

Refer to Section 3.10 of the CEMP for all recording and reporting requirements. The AFJV will retain inspection records specific to visual and landscape management including the identification of issues to be rectified and timing of rectification (in accordance with LVMM11).

9. REVIEW AND IMPROVEMENT

9.1 CONTINUOUS IMPROVEMENT

The Visual Amenity Management Plan forms part of the CEMP. Refer to the CEMP for the process on continuous improvement and Plan update and amendment.

9.2 REVISION OF THIS PLAN

Following completion of detailed design for the site layouts, future updates to this Plan would generally only occur where this revision would result in a change in impact to the environment, community, compliance with Project requirements as described herein.

The ER can approve changes where they consider these are minor however where the ER deems it necessary (i.e. where the change is not considered to be minor), the amended CEMP will be provided to the Planning Secretary for approval.

Any revisions to this Plan will be in accordance with the process outlined in Section 3.11 of the CEMP. Section 3.11 of the CEMP provides information on the process for endorsement and approval of the CEMP and sub-plans.

APPENDIX A COA AND REMMS RELEVANT TO THIS PLAN

Minister's Conditions of Approval (SSI 10038) (11th March 2021)

Ref	Requirement	Where addressed
A22	Boundary screening must be erected around ancillary facilities that are adjacent to sensitive land user(s) for the duration that the ancillary facility is in use unless otherwise agreed with relevant affected residents, business operators or landowners.	Section 7, Table 5 Section 7.2
A23	Boundary screening required under Condition A22 of this schedule must minimise visual impacts on adjacent sensitive land user(s).	Section 7, Table 5 Section 7.2
A48	The CSSI name, application number, telephone number, postal address and email address required under Condition B3 of this schedule must be available on site boundary fencing / hoarding at each ancillary facility before the commencement of construction. This information must also be provided on the website required under Condition B11 of this schedule.	Section 7, Table 5 Section 7.2
D9	As many mature trees and as much urban canopy as practicable must be retained during construction. Canopy trimming should be considered where practicable prior to any mature tree removal.	Section 7, Table 5 Refer to Flora and Fauna Management Plan
D98	Safe pedestrian and cyclist access must be maintained around construction sites during construction. In circumstances where pedestrian and cyclist access is restricted or removed due to construction activities, a proximate alternate route which complies with the relevant standards, must be provided and signposted before the restriction or removal of the impacted access.	Section 5 Refer to Construction Traffic Management Plan
D103	Wayfinding information must be incorporated on temporary hoardings to guide pedestrians around ancillary facilities and enhance their understanding and experience of the locality and space.	Section 5 Refer to Construction Traffic Management Plan
D104	Nothing in this approval permits advertising on any element of Stage 1 of the CSSI.	Section 7, Table 5
D106	The acoustic shed at the Five Dock metro station eastern construction site must be designed and constructed in a manner that minimises visual amenity, solar access and overshadowing impacts to the residential apartments at 110 Great North Road, Five Dock facing the acoustic shed. The potential visual amenity, solar access and overshadowing impacts of the acoustic shed on the affected residential apartments must be assessed in a Visual Amenity, Solar Access and Overshadowing Report prepared by the Proponent.	Section 7.1
D107	The Visual Amenity, Solar Access and Overshadowing Report must include:	Section 7.1

Minister's Conditions of Approval (SSI 10038) (11th March 2021)

	<ul style="list-style-type: none"> a) visual amenity impact assessments from the relevant residential apartments to the acoustic shed at the Five Dock metro station eastern construction site; b) solar access assessments of the relevant residential apartments, with consideration for the relevant development controls in the City of Canada Bay Development Control Plan (Version 4, 21 October 2020) and the Apartment Design Guide; and c) a consultation plan to detail how potential impacts and mitigation measures will be discussed and negotiated with potentially affected property owners. d) The Visual Amenity, Solar Access and Overshadowing Report must be provided to the Planning Secretary for approval within (1) month prior to the installation of the acoustic shed at the Five Dock metro station eastern construction site. 	
D108	Where the acoustic shed causes a moderate (or greater) adverse visual amenity impact and / or unreasonable overshadowing and solar access impacts to any of the subject residential apartments, the Proponent must consult with the relevant affected property owners and occupiers to identify appropriate mitigation measures and an agreed implementation program. A copy of agreed implementation programs must be provided to the Planning Secretary for information.	Section 7.1
D109	Stage 1 of the CSSI must be constructed with the objective of minimising light spill to surrounding properties including from headlights of construction vehicles. All lighting associated with the construction of Stage 1 of the CSSI must be consistent with the requirements of <i>Australian Standard 4282-1997 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> . Additionally, mitigation measures must be provided to manage any residual night lighting impacts to protect properties adjoining or adjacent to the CSSI, in consultation with affected landowners.	Section 7, Table 5
D110	Stage 1 of the CSSI must be constructed in a manner that minimises visual impacts of construction sites including, providing temporary landscaping and vegetative screening, minimising light spill, minimising impacts to identified significant view lines in respect of The Bays metro station construction site and incorporating architectural treatment and finishes within key elements of temporary structures that reflect the context within which the construction sites are located, wherever practicable.	Section 7.2 Appendix B

Construction Environmental Management Framework

4.4a	Principal Contractors will ensure as a minimum:	
i.	Temporary construction works consider urban design and visual impacts, including:	Section 7, Table 5 Section 7.2

Minister's Conditions of Approval (SSI 10038) (11th March 2021)

	<ul style="list-style-type: none"> ▪ Artwork, graphics and images to enhance the visual appearance of temporary works in high visibility locations; ▪ Project information to raise awareness on benefits, explain the proposed works at each site and provide updates on construction progress; ▪ Community information, including contact numbers for enquiries / complaints; ▪ Signage and information to mitigate impacts on local businesses which may be obscured by the construction site; ▪ Sydney Metro advertising / public awareness campaigns; and ▪ Logos / branding, including Sydney Metro, NSW Government, and Contractor branding. 	Refer to Small Business Engagement Plan/s
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 7, Table 5 Section 7.2
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 7, Table 5 Section 8.3
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 5, Section 7 and Appendix B
5.3a	<p>Principal Contractors will consider the following in the layout of construction sites:</p> <p>i. The location of site access and egress points in relation to noise and light sensitive receivers, especially for sites proposed to be utilised 24 hours per day;</p>	Appendix B
5.4a	<p>Mitigation measures required for reinstatement will be incorporated into the CEMP and will include as a minimum:</p> <p>i. Principal Contractors will clear and clean all working areas and accesses at project completion</p> <p>ii. 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;</p> <p>iii. All land, including roadways, footpaths, loading facilities or other land having been occupied temporarily will be returned to their pre-existing condition or better;</p>	Section 7, Table 5

Minister's Conditions of Approval (SSI 10038) (11th March 2021)

10.2b	v. Procedures for the demarcation and protection of retained vegetation, including all vegetation outside and adjacent to the construction footprint;	Refer to Flora and Fauna Management Plan
11.2b	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.	Section 8.3
11.2c	The Contractor will retain compliance records of any inspections undertaken in relation to visual and landscape measures.	Section 8.4

Revised Environmental Mitigation Measures

LV1	Where feasible and reasonable, the elements within construction sites would be located to minimise visual impacts (for example storing materials and machinery behind fencing).	Appendix B
LV2	The design and maintenance of construction site hoardings would aim to minimise visual amenity and landscape character impact.	Section 7, Table 5 Appendix B
LV3	Graffiti would be removed promptly from hoardings and any other aspects of construction sites.	Section 7, Table 5 and Section 8.3
LV4	All structures (including acoustic sheds or other acoustic measures, site offices and workshop sheds) would be finished in a colour which aims to minimise their visual impact, if visible from areas external to the construction site. This finish is to be applied to all visible fixtures and fittings (including exposed downpipes).	Section 7, Table 5 Section 7.2
LV5	Lighting of construction sites would be orientated to minimise glare and light spill impacts on adjacent receivers.	Section 7, Table 5
LV6	Construction site hoardings would be designed in accordance with Sydney Metro Brand Design Guidelines and opportunities for public art on hoardings would be considered in high pedestrian locations.	Section 7, Table 5 Section 7.2
LV7	Works would be coordinated with the Department of Planning, Industry and Environment to manage the potential impact of construction on sporting events in other areas of Sydney Olympic Park.	Section 7, Table 5
LV8	Works would be coordinated with City of Canada Bay Council to manage the potential impact of construction on sporting events at Concord Oval.	Section 7, Table 5
LV9	Where feasible and reasonable the location and height of the acoustic shed at the Five Dock Station (if required) would be designed to minimise overshadowing of Fred Kelly Place between 10am and 3pm in mid-winter.	Section 7.1
LV11	Opportunities for the retention and protection of existing street trees and trees within the site would be identified during detailed construction planning.	Section 7, Table 5

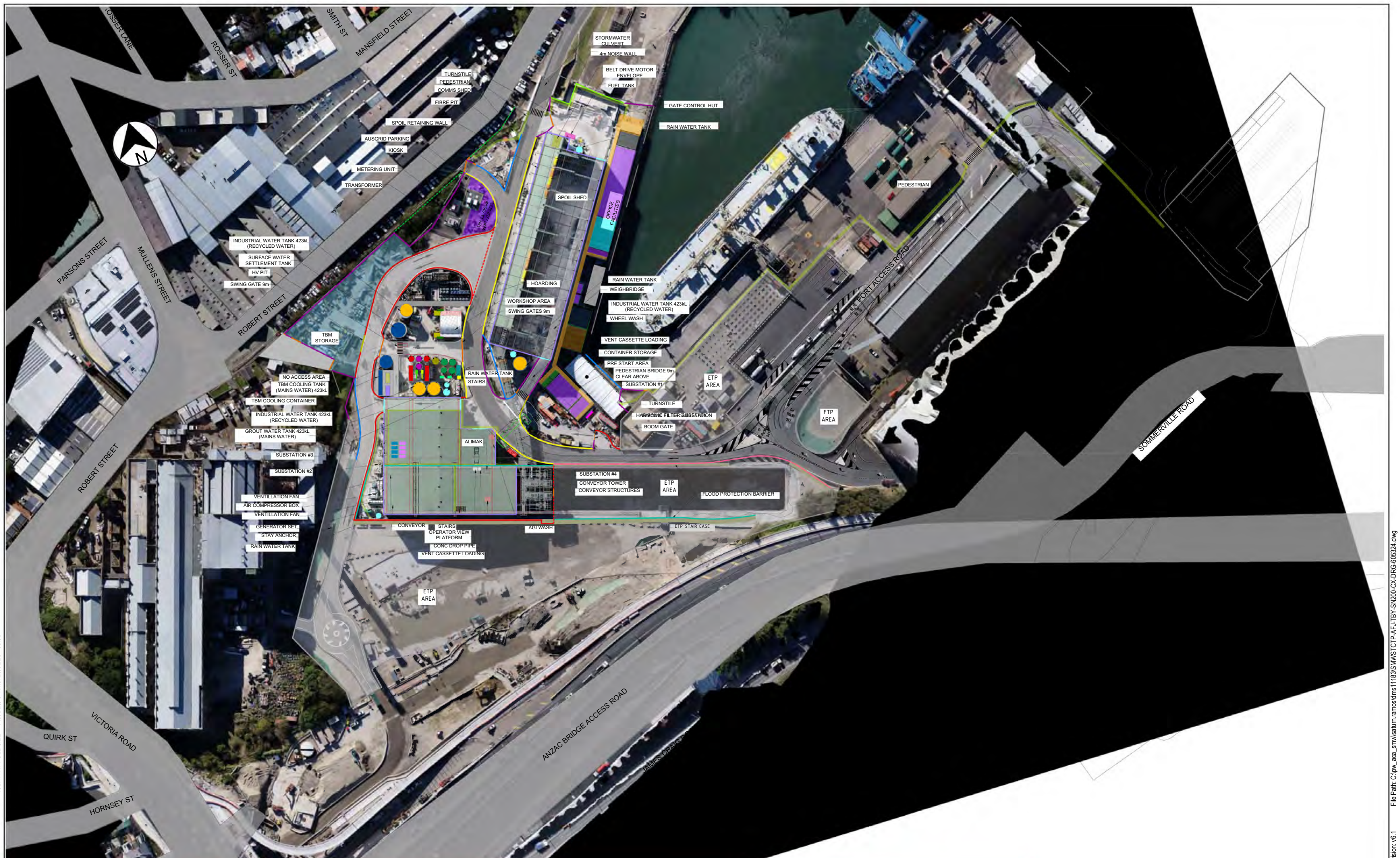
Minister's Conditions of Approval (SSI 10038) (11th March 2021)

		Refer to Flora and Fauna Management Plan
LV12	Existing trees to be retained would be protected prior to the commencement of construction in accordance with Australian Standard AS4970 the Australian Standard for Protection of Trees on Development Sites and Adjoining Properties.	Section 7, Table 5 Refer to Flora and Fauna Management Plan



APPENDIX B PRELIMINARY CONSTRUCTION SITE LAYOUT/S

Note: the preliminary construction site layouts plans included in this Plan are separate documents that are edited independently of this Plan.



Note: Some elements in this site layout will vary as site conditions change, construction progresses or the project transitions to a different phase.

OFFICIAL

APPROVED FOR CONSTRUCTION

REV	AMENDMENT DESCRIPTION	Design by	Verified by	Approved by	Date
P	20 JUNE 2023-SEGMENT RINGS ARRANGEMENT MODIFIED AND AERIAL PHOTO UPDATE				20/06/2023
P	17 MAY 2023-TBM STORAGE, PEDESTRIAN ADDED AND PEDESTRIAN BRIDGE MODIFIED				17/05/2023
P	17 APRIL 2023-FLOOD CONTROL BARRIER MODIFIED, SUBSTATIONS AND RAMP ADDED				17/04/2023
P	15 MARCH 2023-FENCE&HOARDING MODIFIED, HARMONIC FILTER SUBSTATION ADDED				15/03/2023
P	15 FEB 2023-FENCE&HOARDING, WEIGHBRIDGE MODIFIED, FLOOD PROTECTION ADDED				15/02/2023



NOTE: Do not scale from this drawing.

CLIENT:

af JV
AEO Company Name

The information shown on this drawing is for the purposes of the Sydney Metro Project only. No warranty is given or implied as to its suitability for any other purpose. The Service Providers accept no liability arising from the use of this drawing and the information shown thereon for any purpose other than the Sydney Metro Project.

DESIGNED	S RAMOS	16/12/2021
DRG CHECK	S YESHI	16/12/2021
DESIGN CHECK		
APPROVED		

Design company Name: _____
AEO Discipline Description: _____

SYDNEY METRO WEST

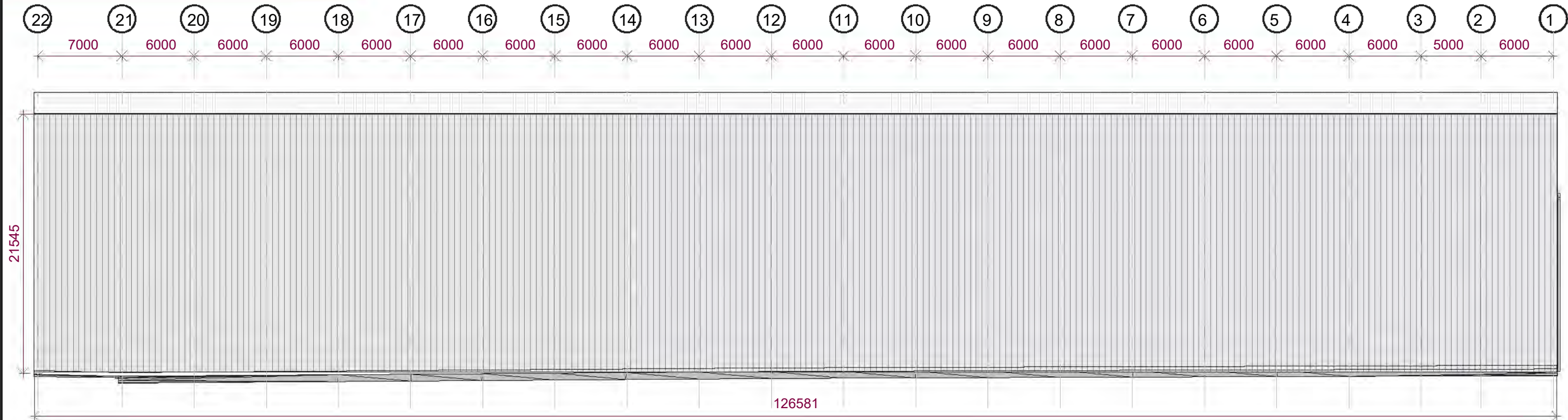
SITE LAYOUT
THE BAYS
OPERATIONAL
THE BAYS SITE LAYOUT- JUNE 2023 ISSUE

FILE No: _____ SHEET: 01 OF 01
STATUS: _____ EDMS No: _____
DRG No: SMWSTCTP-AF-J-TBY-SN200-CX-DRG-605324

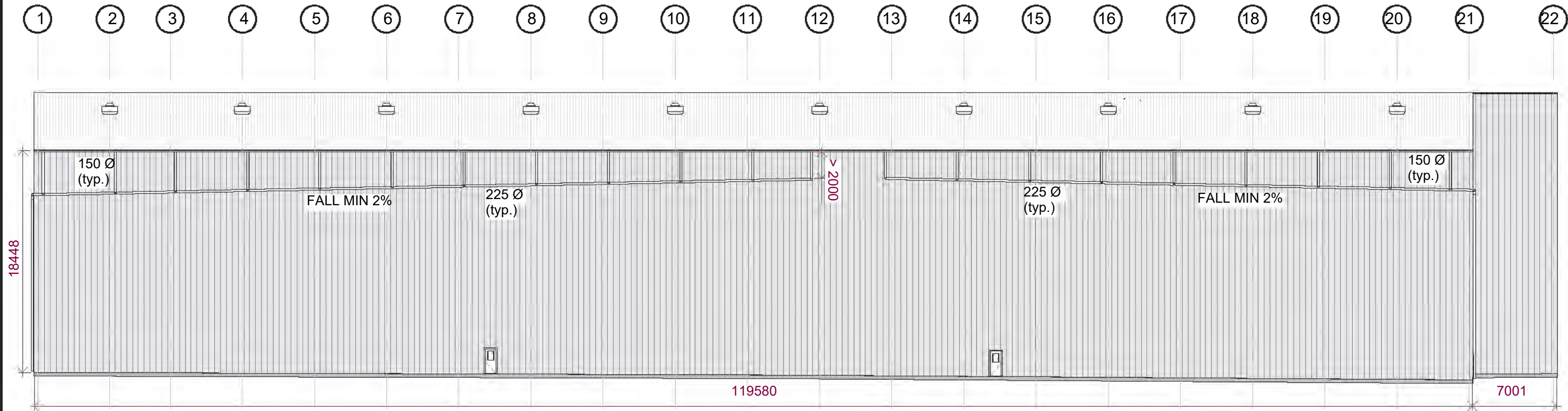
REV	VER
P	1

100mm AT FULL SIZE Plot Date & Time: 20/06/23 - 09:09

File Path: C:\pwr_aca_srnwisatum.ramos\ms1183\SMWSTCTP-AF-J-TBY-SN200-CX-DRG-605324.dwg Title Block Revision: v6.1



NORTH ELEVATION



SOUTH ELEVATION

"Stormwater collector system indicatively shown, variation for item to be approved by AFJV"

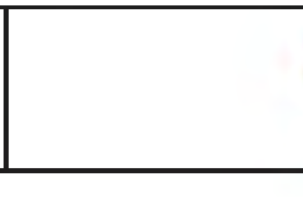
FOR REVIEW

REV.	AMENDMENT DESCRIPTION	Decided by	Verified by	Approved by	Date
A	FOR REVIEW	RG-PC	RG	RG	20/04/22

Co-ordinate System: Height Datum: This sheet may be prepared using colour and may be incomplete if copied

SCALE: NTS

NOTE: Do not scale from this drawing.



CLIENT: Sydney Metro

Engineering Design Solutions

Service Providers:

DRAWN	PC	20/04/22
DESIGNED	RG-PC	20/04/22
DRG CHECK	RG	20/04/22
DESIGN CHECK	RG	20/04/22
APPROVED	RG	20/04/22

SYDNEY METRO WEST

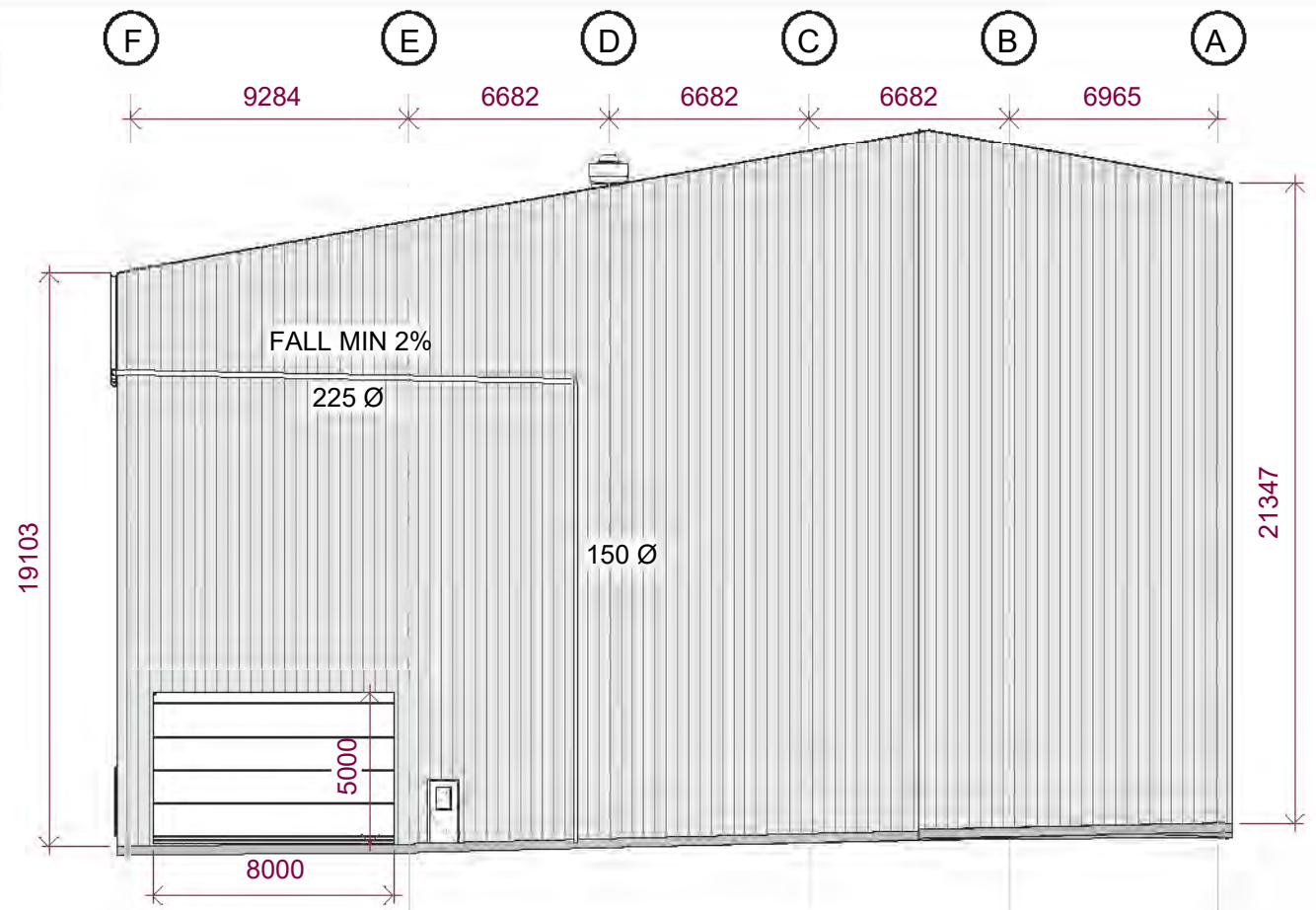
ARCHITECTURAL DRAWINGS
THE BAYS SPOIL SHED
PROTECTOR BUILDING SYSTEMS
NORTH AND SOUTH ELEVATION (PBS-SMWC-BSS-A103 Rev. 0)

FILE No. SHEET: 3 OF 8

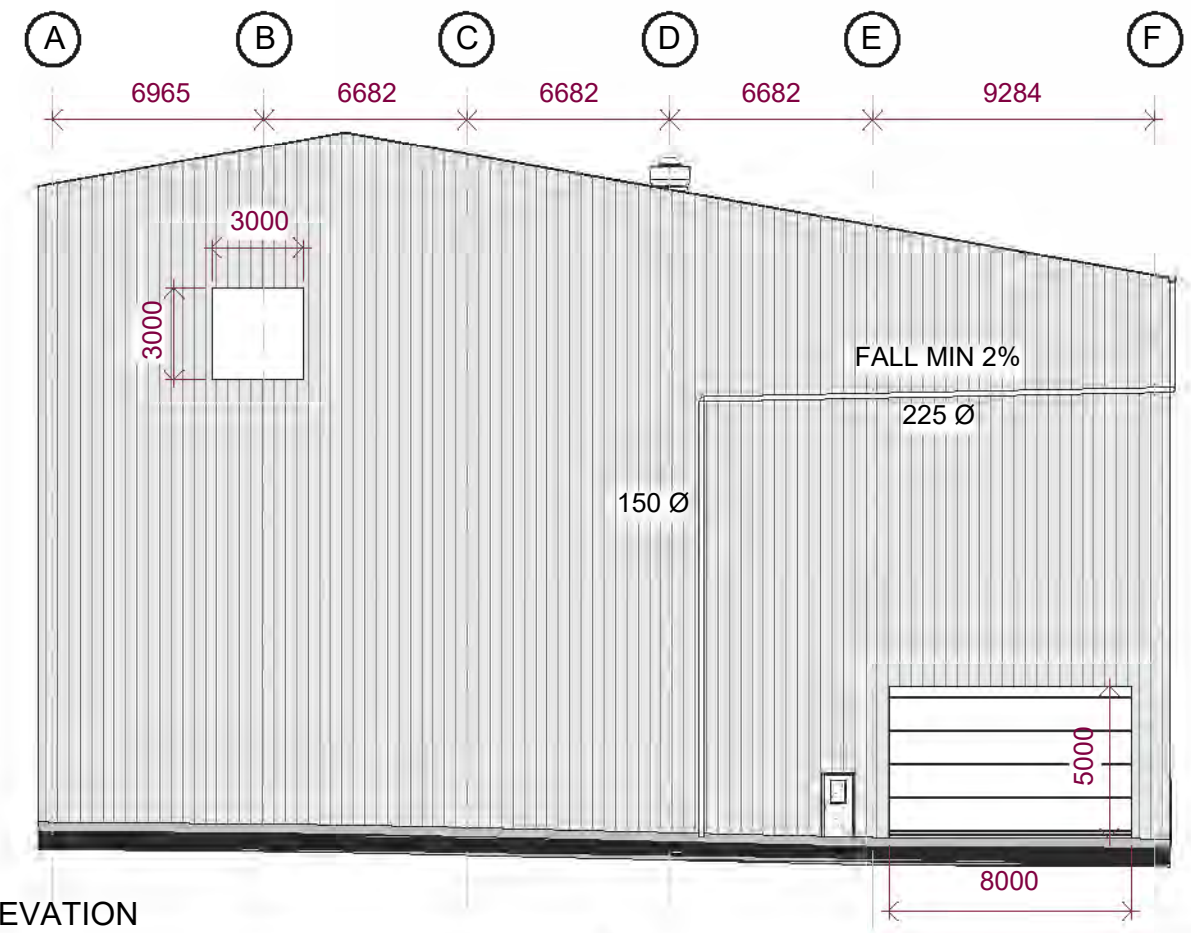
STATUS: FOR REVIEW EDMS No.

DRG No: SMWSTCTP-AFJ-TBY-SN200-TW-DRG- 206312

The Bays Spoil Shed east and west elevation



EAST ELEVATION



WEST ELEVATION

"Stormwater collector system indicatively shown, variation for item to be approved by AFJV"

FOR REVIEW

REV.	FOR REVIEW	AMENDMENT DESCRIPTION	RG-PC	RG	RG	20/04/22
			Design	Verified	Approved	Date

SCALE: 1:200
 NOTE: Do not scale from this drawing.

CLIENT:

Engineering Design Solutions

Service Providers:

DRAWN	PC	20/04/22
DESIGNED	RG - PC	20/04/22
DRG CHECK	RG	20/04/22
DESIGN CHECK	RG	20/04/22
APPROVED	RG	20/04/22

SYDNEY METRO WEST

ARCHITECTURAL DRAWINGS
 THE BAYS SPOIL SHED
 PROTECTOR BUILDING SYSTEMS
 EAST AND WEST ELEVATION (PBS-SMWC-BSS-A104 Rev. 0)

FILE No: _____ SHEET: 4 OF 8
 STATUS: FOR REVIEW EDMS No: _____
 DRG No: SMWSTCTP-AFJ-TBY-SN200-TW-DRG- 206313

The Bays Segment Shed north elevation

Ø 225
(typ.)

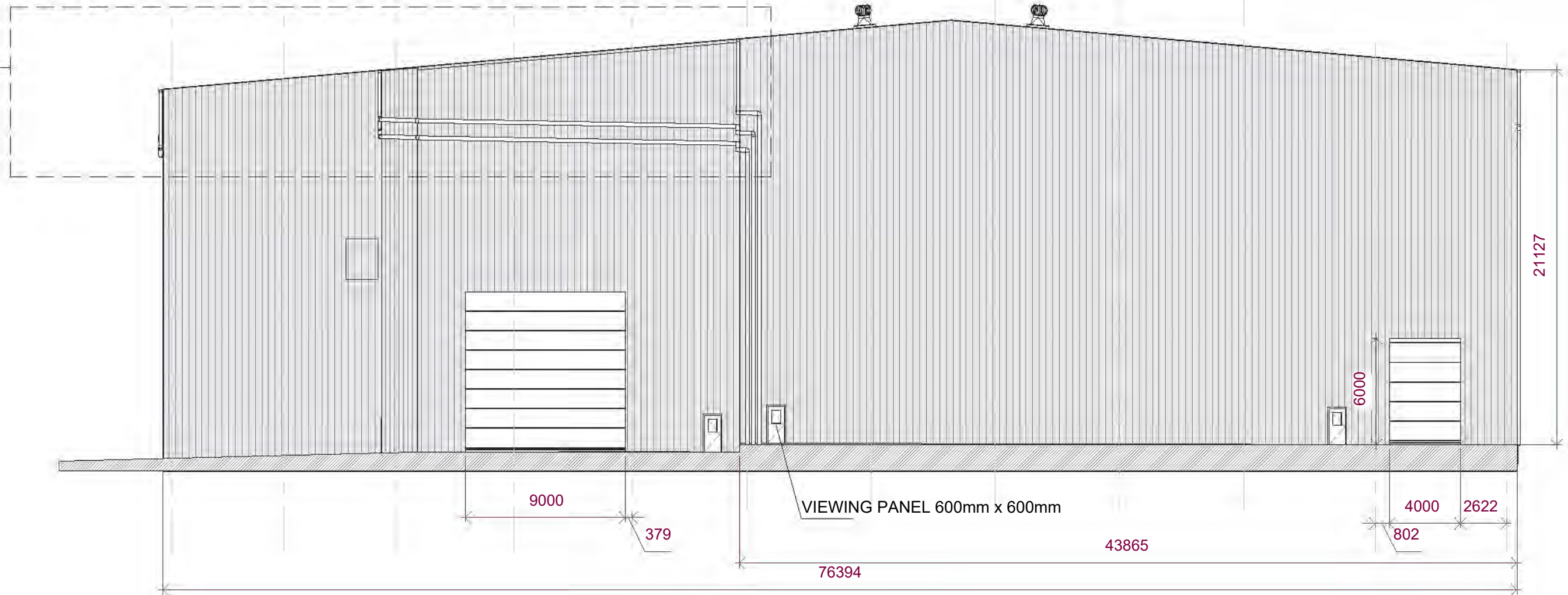
Ø 225
(typ.)

Ø 150
(typ.)

FALL MIN 2%

HORIZONTAL COLECTOR DETAIL NORTH FACADE

12 11 10 9 8 7 6 5 4 3 2 1



FOR REVIEW

REV.	AMENDMENT DESCRIPTION	Designing by	Verified by	Approved by	Date
C	FOR REVIEW	RG-PC	RG	RG	14/06/22
B	FOR REVIEW	RG-PC	RG	RG	27/05/22
A	FOR REVIEW	RG-PC	RG	RG	01/02/22

SCALE: 1:250

NOTE: Do not scale from this drawing.



CLIENT: Sydney Metro

Engineering Design Solutions

Service Providers:

Task	Person	Date
DRAWN	PC	14/06/22
DESIGNED	RG-PC	14/06/22
DRG CHECK	RG	14/06/22
DESIGN CHECK	RG	14/06/22
APPROVED	RG	14/06/22

SYDNEY METRO WEST

ARCHITECTURAL DRAWINGS

THE BAYS STATION SHED

PROTECTOR BUILDING SYSTEMS

NORTH ELEVATION (PBS-SMWC-BSS-A103 Rev. 2)

FILE No.:

STATUS: FOR REVIEW

DRG No: SMWSTCTP-AFJ-TBY-SN200-TW-DRG- 206212

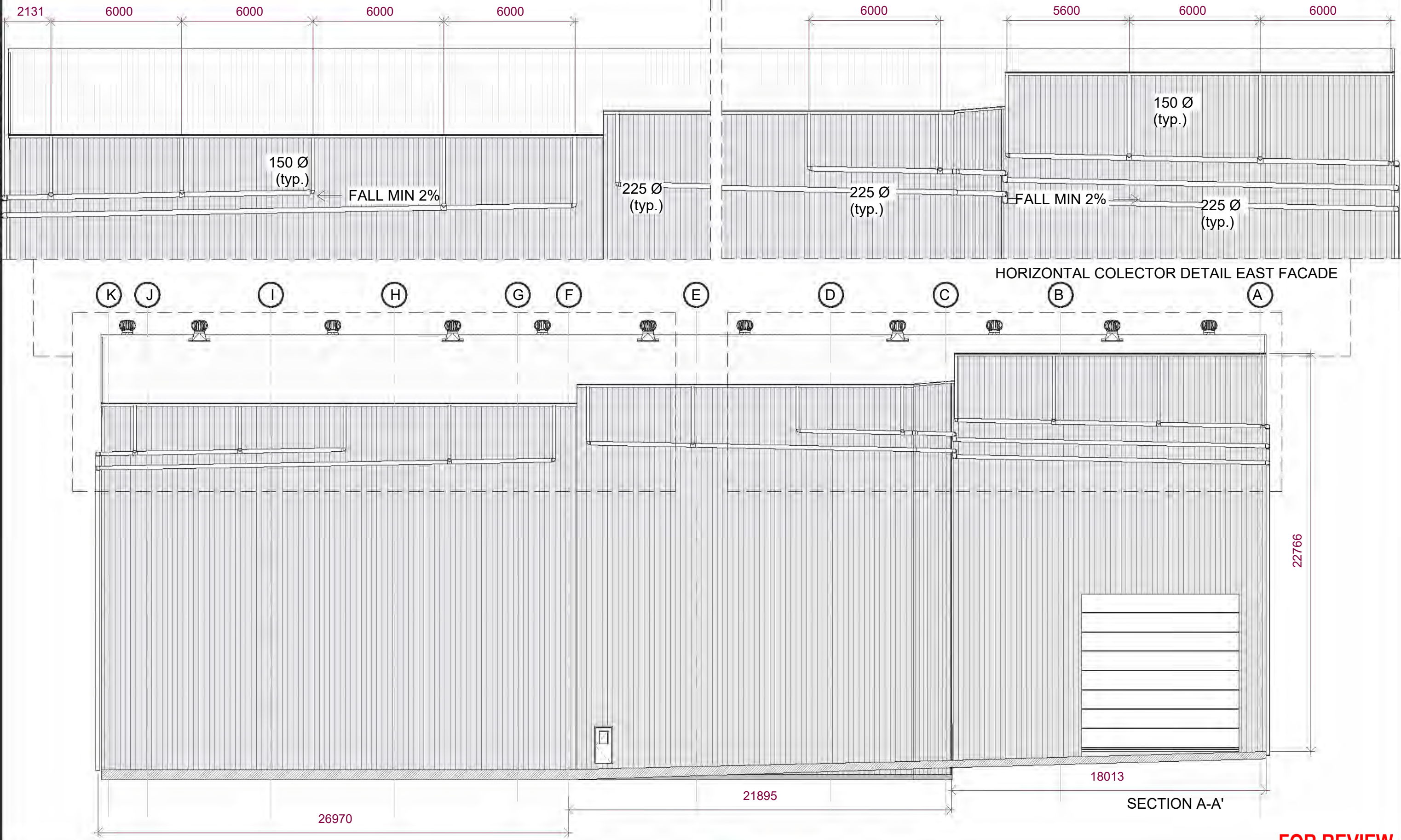
SHEET: 3 OF 12

EDMS No.:

REV C VER

Co-ordinate System: Height Datum: This sheet may be prepared using colour and may be incomplete if copied

The Bays Segment Shed east elevation



FOR REVIEW

REV.	AMENDMENT DESCRIPTION	Designing by	Verified by	Approved by	Date
C	FOR REVIEW	RG-PC	RG	RG	14/06/22
B	FOR REVIEW	RG-PC	RG	RG	27/05/22
A	FOR REVIEW	RG-PC	RG	RG	01/02/22

SCALE: 1:200
 NOTE: Do not scale from this drawing.

CLIENT:

Engineering Design Solutions

Service Providers:

Task	Person	Date
DRAWN	PC	14/06/22
DESIGNED	RG-PC	14/06/22
DRG CHECK	RG	14/06/22
DESIGN CHECK	RG	14/06/22
APPROVED	RG	14/06/22

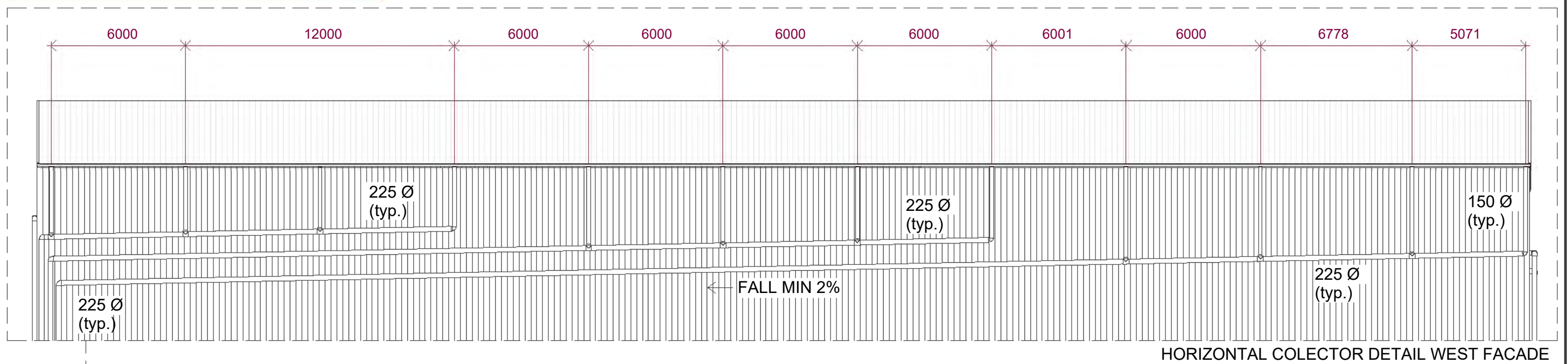
SYDNEY METRO WEST

ARCHITECTURAL DRAWINGS
 THE BAYS STATION SHED
 PROTECTOR BUILDING SYSTEMS
 EAST ELEVATION (PBS-SMWC-BSS-A104 Rev. 2)

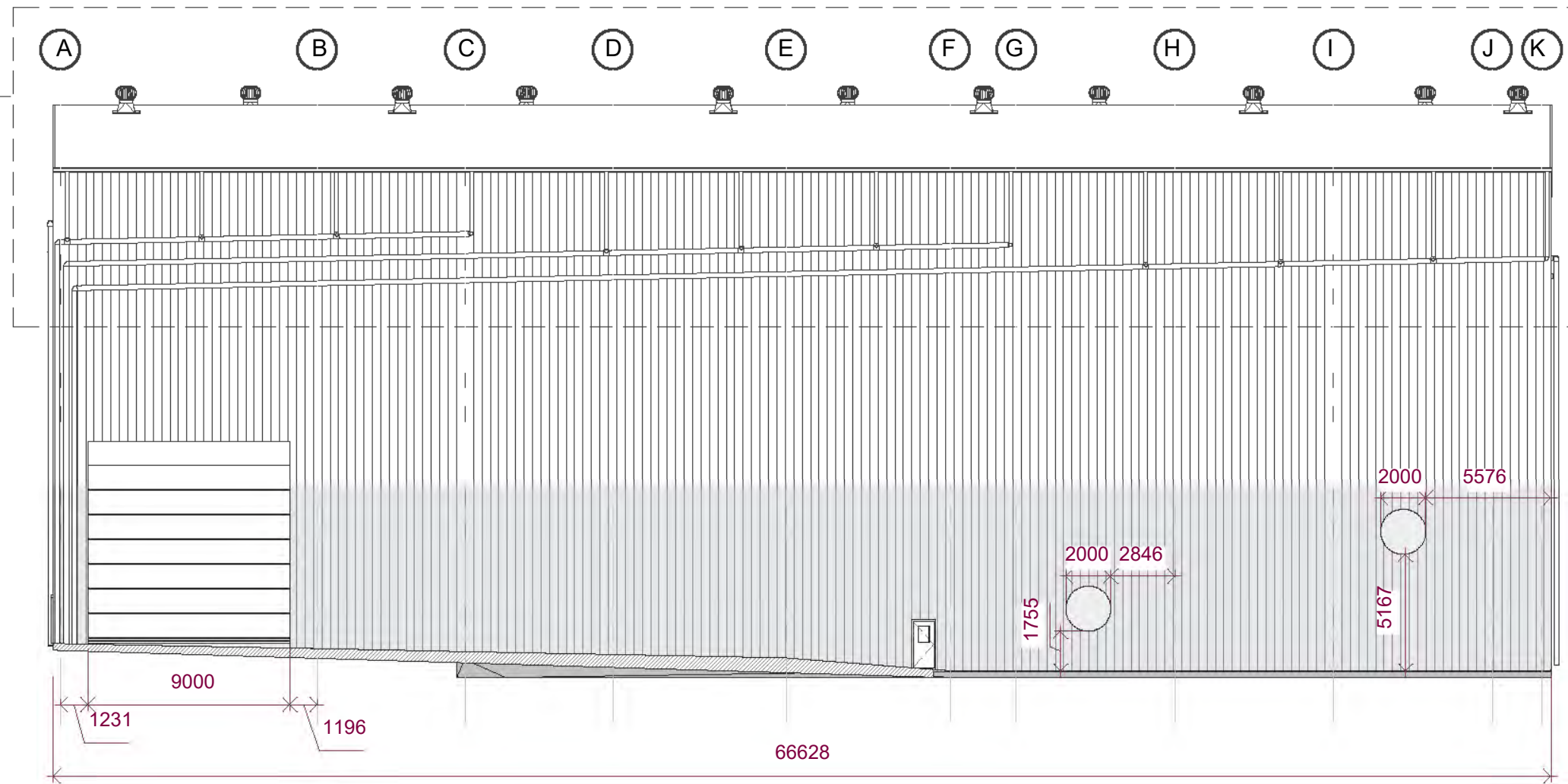
FILE No. _____ SHEET: 4 OF 12
 STATUS: FOR REVIEW EDMS No. _____
 DRG No: SMWSTCTP-AFJ-TBY-SN200-TW-DRG- 206213

Co-ordinate System: _____ Height Datum: _____ This sheet may be prepared using colour and may be incomplete if copied

The Bays Segment Shed west elevation



HORIZONTAL COLECTOR DETAIL WEST FACADE



FOR REVIEW

REV.	AMENDMENT DESCRIPTION	Desing by	Verified by	Approved by	Date
C	FOR REVIEW	RG - PC	RG	RG	14/06/22
B	FOR REVIEW	RG - PC	RG	RG	27/05/22
A	FOR REVIEW	RG - PC	RG	RG	01/02/22

SCALE: 1:250

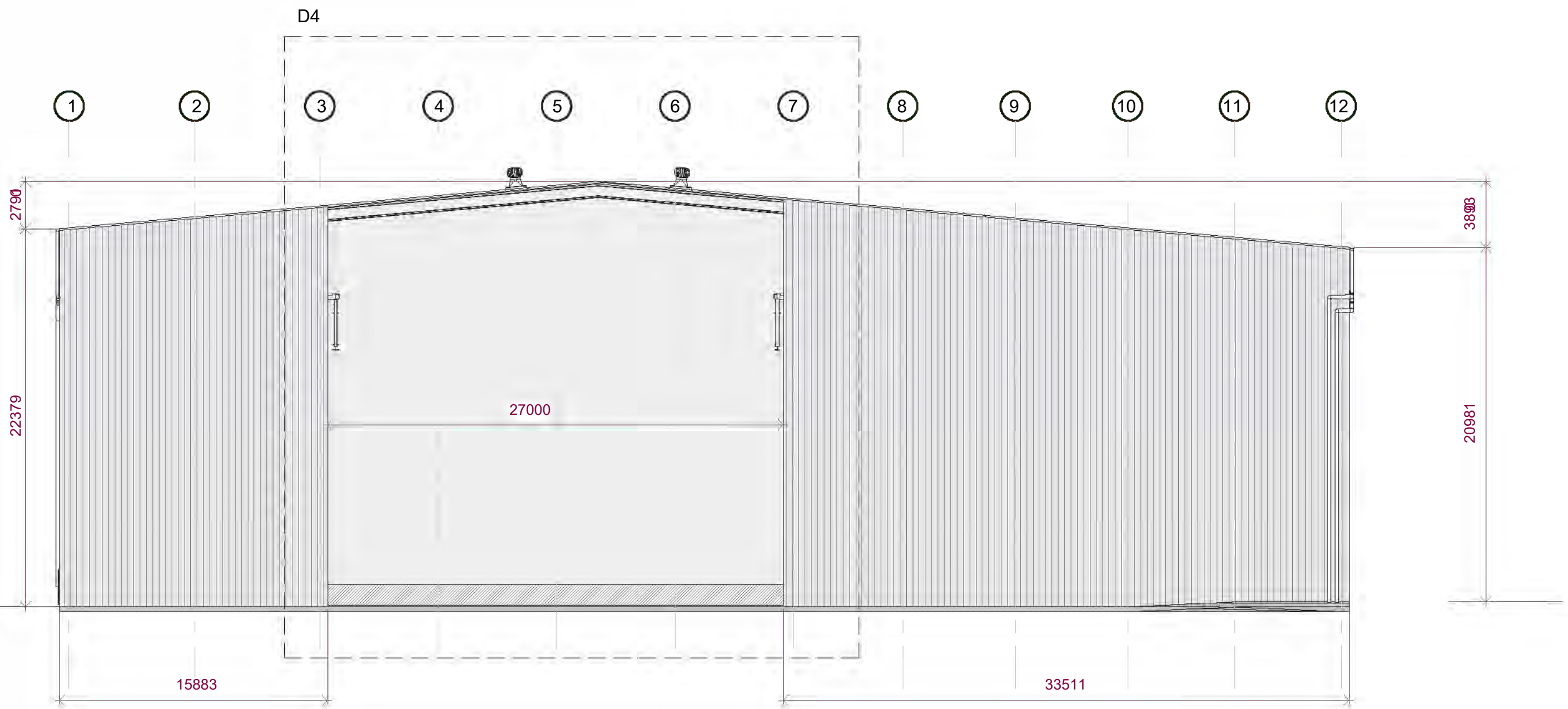
NOTE: Do not scale from this drawing.



CLIENT:		SYDNEY METRO WEST	
SERVICE PROVIDERS:	DRAWN	PC	14/06/22
	DESIGNED	RG - PC	14/06/22
	DRG CHECK	RG	14/06/22
	DESIGN CHECK	RG	14/06/22
	APPROVED	RG	14/06/22

ARCHITECTURAL DRAWINGS		SHEET: 5 OF 12	
THE BAYS STATION SHED		EDMS No:	
PROTECTOR BUILDING SYSTEMS		REV	
WEST ELEVATION (PBS-SMWC-BSS-A105 Rev. 2)		VER	
FILE No:		C	
STATUS: FOR REVIEW			
DRG No: SMWSTCP-AFJ-TBY-SN200-TW-DRG- 206214			

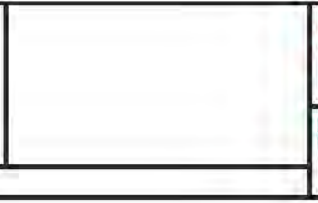
The Bays Segment Shed south elevation



FOR REVIEW

REV.	AMENDMENT DESCRIPTION	Designing by	Verified by	Approved by	Date
C	FOR REVIEW	RG-PC	RG	RG	14/06/22
B	FOR REVIEW	RG-PC	RG	RG	27/05/22
A	FOR REVIEW	RG-PC	RG	RG	01/02/22

SCALE: 1:250
 NOTE: Do not scale from this drawing.

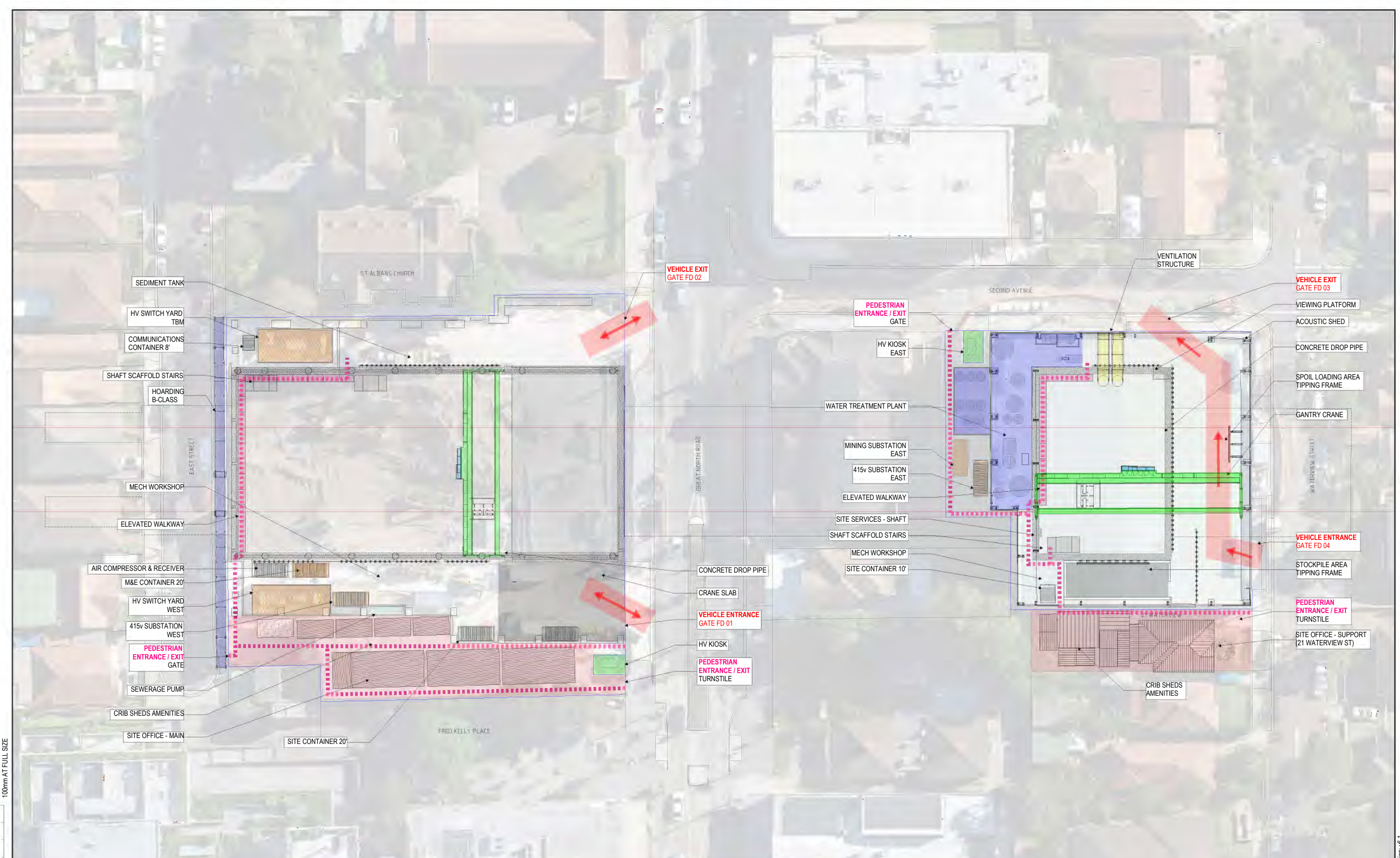


CLIENT:
 Engineering Design Solutions

Service Providers:

Task	Person	Date
DRAWN	PC	14/06/22
DESIGNED	RG-PC	14/06/22
DRG CHECK	RG	14/06/22
DESIGN CHECK	RG	14/06/22
APPROVED	RG	14/06/22

SYDNEY METRO WEST
 ARCHITECTURAL DRAWINGS
 THE BAYS STATION SHED
 PROTECTOR BUILDING SYSTEMS
 SOUTH ELEVATION (PBS-SMWC-BSS-A106 Rev. 2)
 FILE No: _____ SHEET: 6 OF 12
 STATUS: FOR REVIEW EDMS No: _____
 DRG No: SMWSTCTP-AFJ-TBY-SN200-TW-DRG- 206215 REV: C VER: _____



Note: Some elements in this site layout will vary as site conditions change, construction progresses or the project transitions to a different phase.

100mm AT FULL SIZE

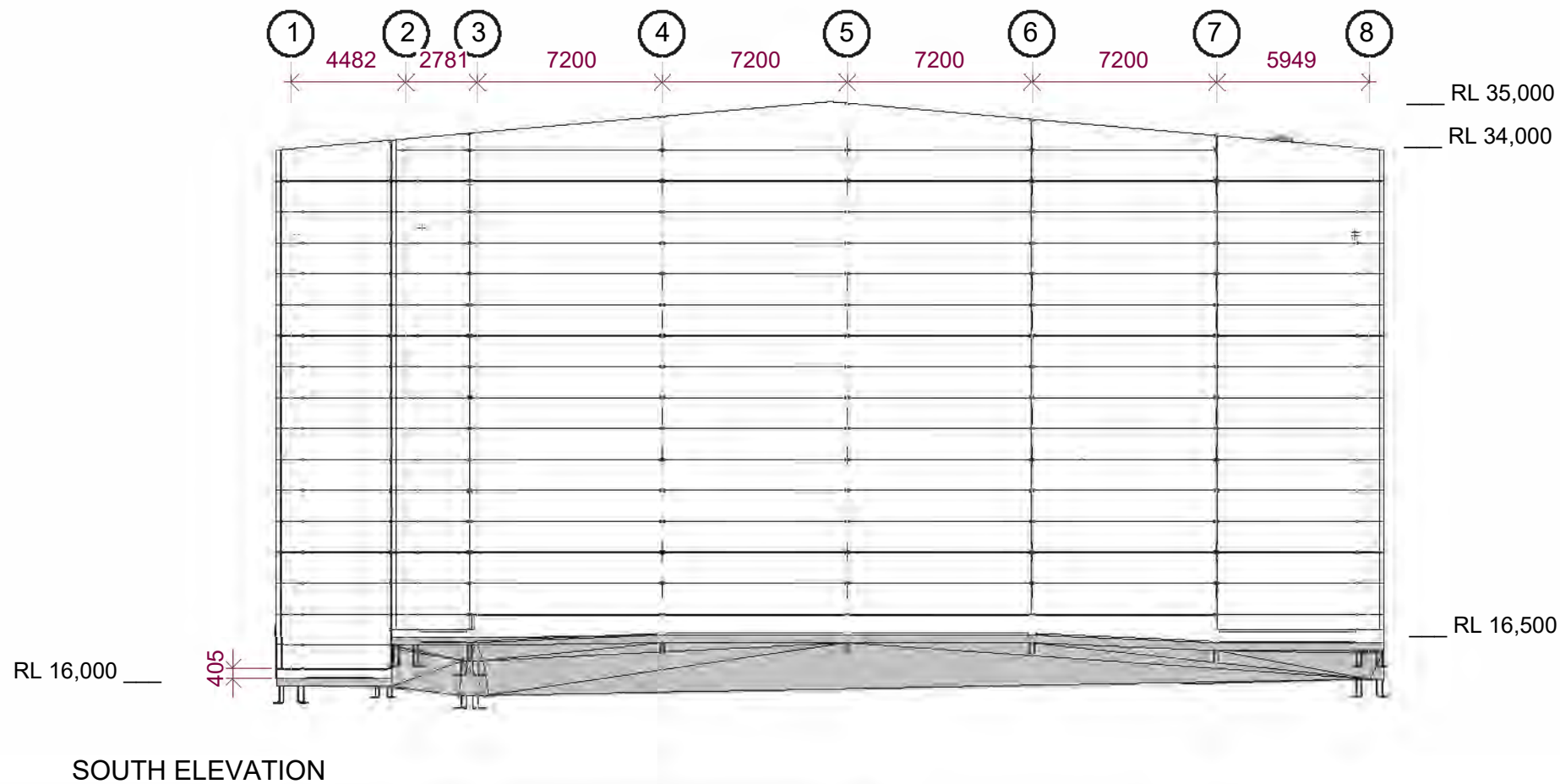
Title block Revision: v6.1

				CLIENT: 		<small>The information shown on this drawing is for the purposes of the Sydney Metro Project only. No warranty is given or implied as to its suitability for any other purpose. The Service Providers accept no liability arising from the use of this drawing and the information shown thereon for any purpose other than the Sydney Metro Project.</small>		SYDNEY METRO WEST FIVE DOCK - EAST / WEST SITES OVERALL SITE PLAN																											
<table border="1"> <tr> <td>ISSUED FOR INFORMATION</td> <td>Design by</td> <td>Verified by</td> <td>CW</td> <td>09/03/23</td> </tr> <tr> <td>REV</td> <td>AMENDMENT DESCRIPTION</td> <td></td> <td>Approved by</td> <td>Date</td> </tr> </table>		ISSUED FOR INFORMATION	Design by	Verified by	CW	09/03/23	REV	AMENDMENT DESCRIPTION		Approved by	Date	A3 Original Co-ordinate System: GDA2020/MGAZONE 56 Height Datum: AHD This sheet may be prepared using colour and may be incomplete if copied		NOTE: Do not scale from this drawing.		<table border="1"> <tr> <td>DRAWN</td> <td>CW</td> </tr> <tr> <td>DESIGNED</td> <td></td> </tr> <tr> <td>DRG CHECK</td> <td></td> </tr> <tr> <td>DESIGN CHECK</td> <td></td> </tr> <tr> <td>APPROVED</td> <td></td> </tr> </table>		DRAWN	CW	DESIGNED		DRG CHECK		DESIGN CHECK		APPROVED		<table border="1"> <tr> <td>FILE No: SITE LAYOUT</td> <td>SHEET: 01 OF 03</td> </tr> <tr> <td>STATUS: FOR INFORMATION ONLY</td> <td>EDMS No:</td> </tr> <tr> <td>DRG No: FDK-SU010</td> <td>REV A VER 1.1</td> </tr> </table>		FILE No: SITE LAYOUT	SHEET: 01 OF 03	STATUS: FOR INFORMATION ONLY	EDMS No:	DRG No: FDK-SU010	REV A VER 1.1
ISSUED FOR INFORMATION	Design by	Verified by	CW	09/03/23																															
REV	AMENDMENT DESCRIPTION		Approved by	Date																															
DRAWN	CW																																		
DESIGNED																																			
DRG CHECK																																			
DESIGN CHECK																																			
APPROVED																																			
FILE No: SITE LAYOUT	SHEET: 01 OF 03																																		
STATUS: FOR INFORMATION ONLY	EDMS No:																																		
DRG No: FDK-SU010	REV A VER 1.1																																		

Five Dock East north and south elevation

STEEL ROLLER SHUTTER "MANGROVE"
(RAPID DOOR INNER)

NORTH ELEVATION



FOR CONSTRUCTION

REV.	FOR CONSTRUCTION	AMENDMENT DESCRIPTION	RG-PC	RG	RG	RG	04/10/22
			Designing	Verified	Approved		Date
00	FOR CONSTRUCTION						

Co-ordinate System: _____ Height Datum: _____ This sheet may be prepared using colour and may be incomplete if copied

SCALE: 1/250

NOTE: Do not scale from this drawing.

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DRAWN	PC	14/03/22
DESIGNED	RG - PC	14/03/22
DRG CHECK	RG	14/03/22
DESIGN CHECK	RG	14/03/22
APPROVED	RG	14/03/22

SYDNEY METRO WEST

ARCHITECTURAL DRAWINGS
FIVE DOCK EAST
PROTECTOR BUILDING SYSTEMS
NORTH AND SOUTH ELEVATION (PBS-SMWC-FDE-A103 Rev.0)

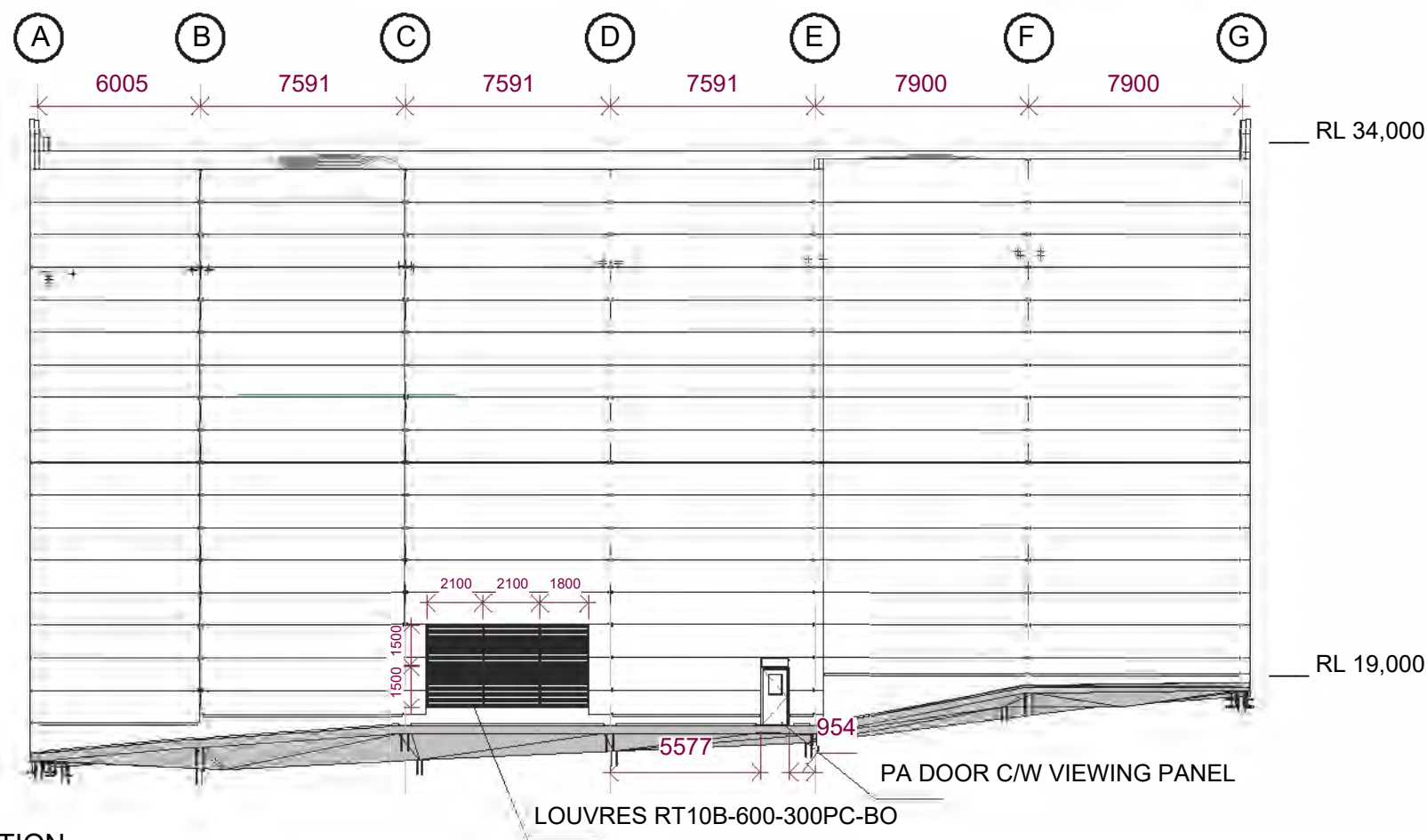
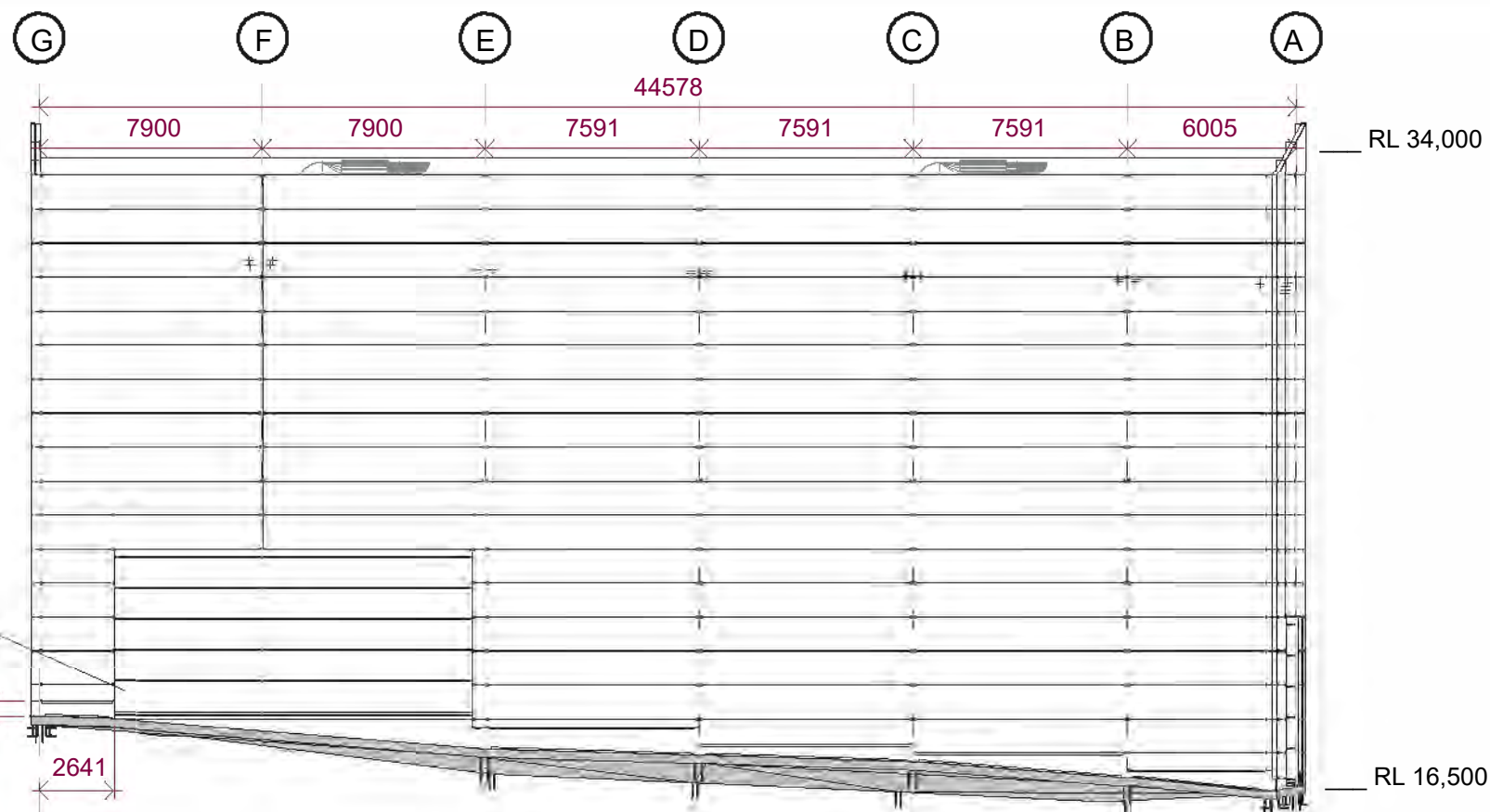
FILE No: _____ SHEET: 3 OF 10
STATUS: FOR CONSTRUCTION EDMS No: _____
DRG No: SMWSTCTP-AFJ-FDK-SN250-TW-DRG- 206212 REV: 00 VER: _____

Five Dock East east and west elevation

STEEL ROLLER SHUTTER "MANGROVE"
(RAPID DOOR INNER)

RL 18,500

EAST ELEVATION



WEST ELEVATION

FOR CONSTRUCTION

00	FOR CONSTRUCTION						
REV.	AMENDMENT DESCRIPTION	RG-PC	RG	RG	04/10/22		
		Design by	Verified by	Approved by	Date		

SCALE: 1/250

NOTE: Do not scale from this drawing.

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DRAWN	PC	14/03/22
DESIGNED	RG - PC	14/03/22
DRG CHECK	RG	14/03/22
DESIGN CHECK	RG	14/03/22
APPROVED	RG	14/03/22

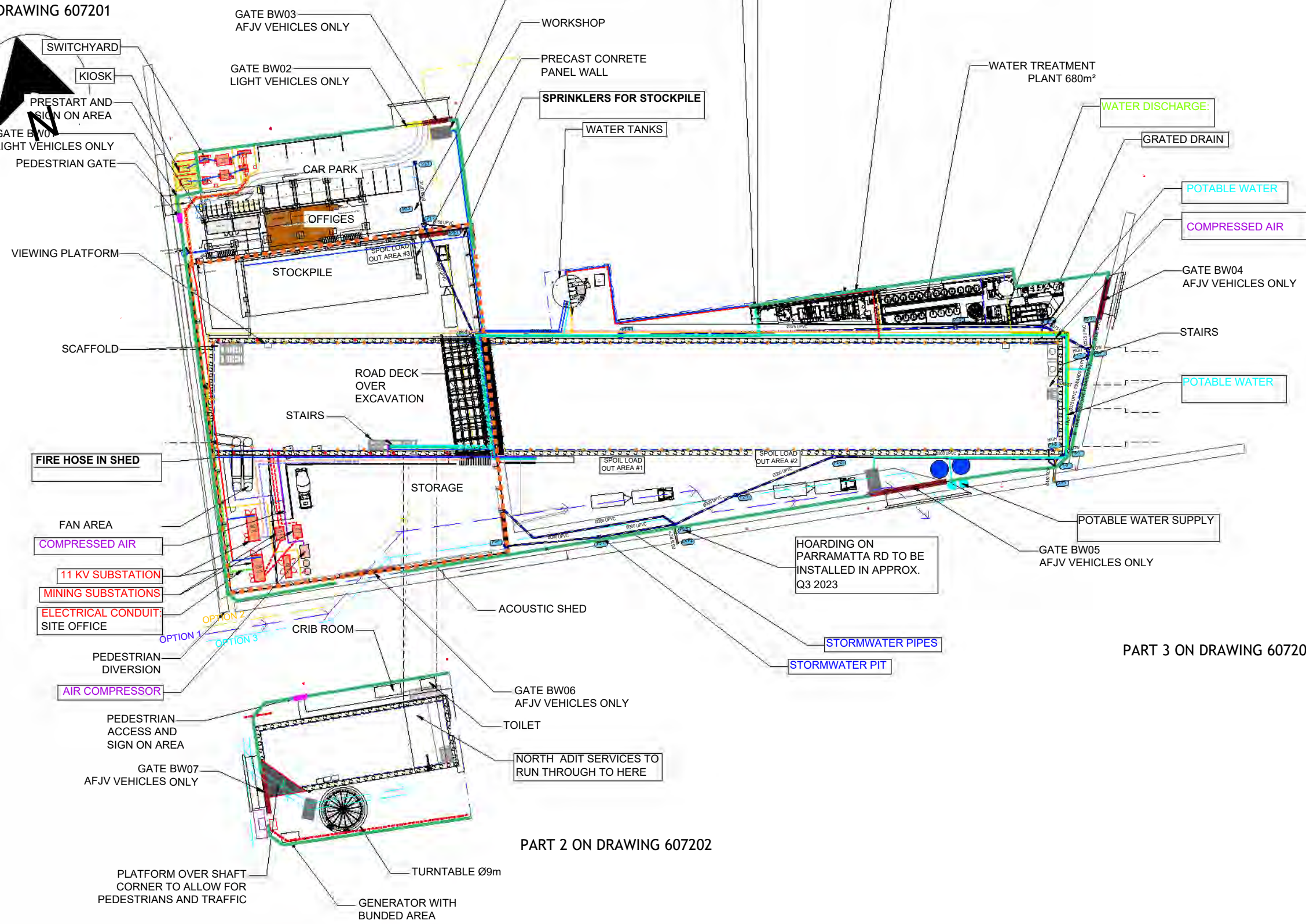
SYDNEY METRO WEST

ARCHITECTURAL DRAWINGS
FIVE DOCK EAST
PROTECTOR BUILDING SYSTEMS
EAST AND WEST ELEVATION (PBS-SMWC-FDE-A104 Rev.0)

FILE No: _____ SHEET: 4 OF 10
STATUS: FOR CONSTRUCTION EDMS No: _____
DRG No: SMWSTCTP-AFJ-FDK-SN250-TW-DRG- 206213 REV 00 VER



PART 1 ON DRAWING 607201



PART 3 ON DRAWING 607203

PART 2 ON DRAWING 607202

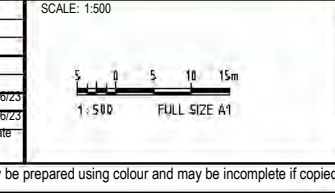
UTILITIES LEGEND	
	Stormwater pipe
	Stormwater pit
	Grated drain
	Dewater OG Ø150 mm
	Dewater UG Ø150 mm
	Potable water OG Ø50 mm
	Potable water UG Ø50 mm
	Potable water OG Ø100 mm
	Potable water UG Ø100 mm
	Industrial water OG Ø100 mm
	Industrial water UG Ø100 mm
	WTP discharge Ø150 mm
	Electrical OG line
	Electrical UG line
	DB (Distribution Board)
	Lights
	Hoarding
	Acoustic Shed

Note: Some elements in this site layout will vary as site conditions change, construction progresses or the project transitions to a different phase.

OFFICIAL

FOR REVIEW AND COMMENT

REV	AMENDMENT DESCRIPTION	Design by	Verified by	Approved by	Date
A1	Original				
A2	UPDATED LAYOUT INCLUDE STAIRS AND FAN	JM	AP		27/06/23
A3	UPDATED LAYOUT INCLUDE STAIRS AND FAN	JM	AP		17/06/23



NOTE: Do not scale from this drawing.

CLIENT:

ACCIONA FERROVIAL JOINT VENTURE

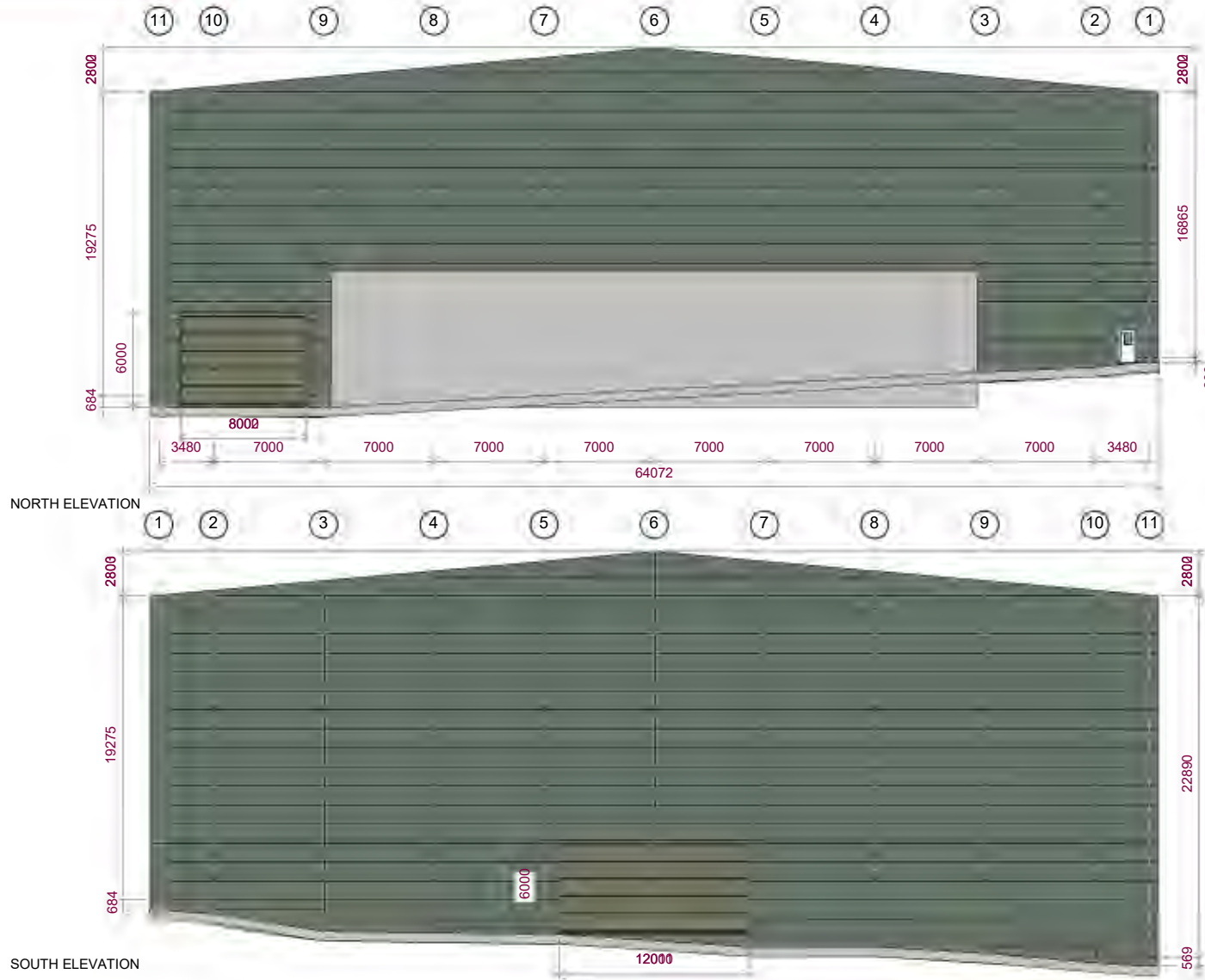
ROLE	NAME	DATE
DRAWN	JOSE MARTINEZ	27/06/2023
DESIGNED		
DRG CHECK	ADRIAN PORCU	27/06/2023
DESIGN CHECK		
APPROVED		

SYDNEY METRO WEST	
BURWOOD NORTH	
SITE LAYOUT	
UTILITIES	
ALL PROPOSED UTILITIES COMBINED	
FILE No:	SHEET: 1 OF 1
STATUS:	EDMS No:
DRG No: SMWSTCTP-AFJ-BWT-SN300-CX-DRG-607200	REV A
	VER 1.7

100mm AT FULL SIZE Plot Date & Time: 28/06/23 - 09:50

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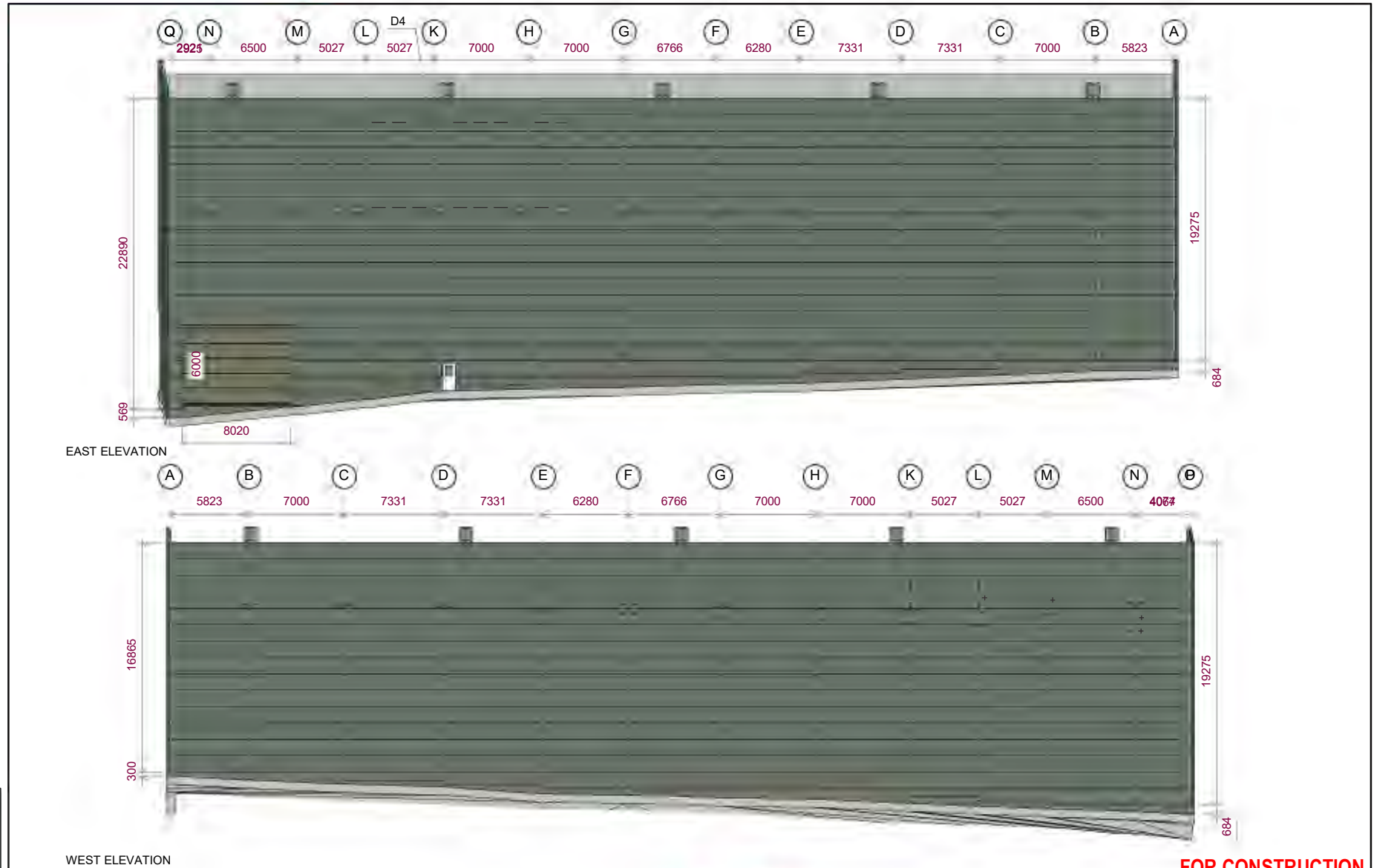
Burwood North north and south elevation



FOR CONSTRUCTION

SCALE: 1:250						<small>© 2019 Sydney Metro West. All rights reserved. The Service Providers accept no liability arising from the use of this drawing and the information shown hereon for any purpose other than the Sydney Metro Project.</small>		SYDNEY METRO WEST ARCHITECTURAL DRAWINGS BURWOOD NORTH SHED PROTECTOR BUILDING SYSTEMS NORTH AND SOUTH ELEVATION (PBS-SMWC-BNE-A103 Rev.0)	
00	FOR CONSTRUCTION	RG-MM	RG	RG	01/09/22		DRAWN: MM 01/09/22 DESIGNED: RG-MM 01/09/22 DRG CHECK: RG 01/09/22 DESIGN CHECK: RG 01/09/22 APPROVED: RG 01/09/22	FILE No: _____ STATUS: FOR REVIEW DRG No: SMWSTCP-AFJ-TBY-SN200-TW-DRG-206212	SHEET: 3 OF 3 EDMS No: _____ REV: 00 VER: _____
AMENDMENT DESCRIPTION Height Datum: This sheet may be prepared using colour and may be incomplete if copied. NOTE: Do not scale from this drawing.									

Burwood North east and west elevation

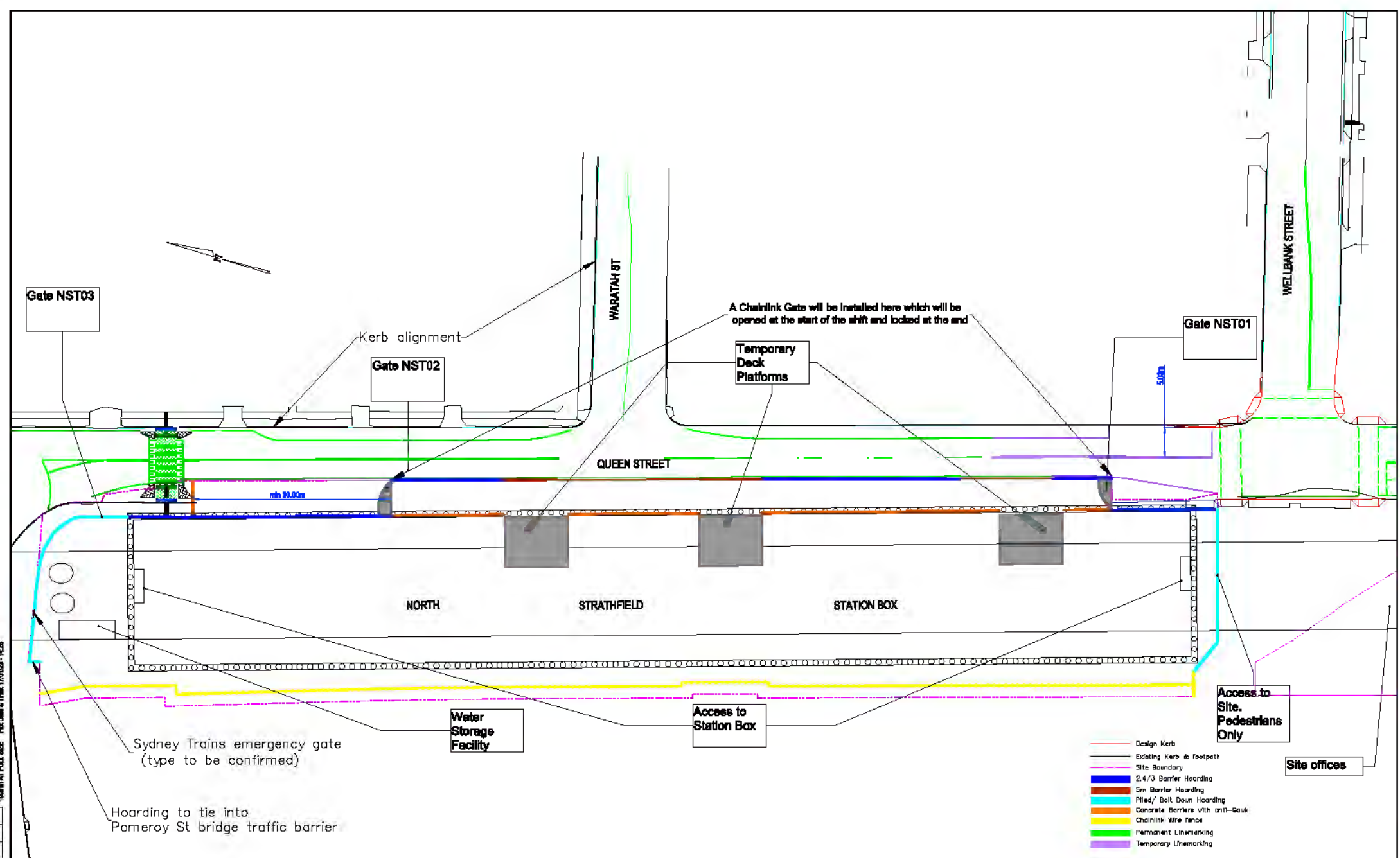


FOR CONSTRUCTION

SCALE: 1/250		CLIENT:  		SERVICE PROVIDERS:		SYDNEY METRO WEST	
DRAWN: MM		01/09/22		ARCHITECTURAL DRAWINGS		ARCHITECTURAL DRAWINGS	
DESIGNED: RG-MM		01/09/22		PROTECTOR BUILDING SYSTEMS		BURWOOD NORTH SHED	
DRG CHECK: RG		01/09/22		EAST AND WEST ELEVATION (PBS-SMWC-BNE-A104 Rev.0)		FILE No:	
DESIGN CHECK: RG		01/09/22		STATUS: FOR REVIEW		DRG No: SMWSTCP-AFJ-TBY-SN200-TW-DRG-206213	
APPROVED: RG		01/09/22		REV: 00		VER: 00	

00	FOR CONSTRUCTION	RG-MM	RG	RG	01/09/22
REV.	AMENDMENT DESCRIPTION	Design by	Verified by	Approved by	Date

Cc-ordinate System: Height Datum: This sheet may be prepared using colour and may be incomplete if copied. NOTE: Do not scale from this drawing.



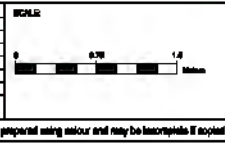
- Design Kerb
- Existing Kerb & Footpath
- Site Boundary
- 2.4/3 Barrier Hoarding
- 5m Barrier Hoarding
- Piled/Bolt Down Hoarding
- Concrete Barriers with anti-Gawk
- Chainlink Wire Fence
- Permanent Linemarking
- Temporary Linemarking

NOTE: Site fencing and hoarding design to not final

Note: Some elements in this site layout will vary as site conditions change, construction progresses or the project transitions to a different phase.

FOR INFORMATION

REV	AMENDMENT DESCRIPTION	DATE	DESIGNED BY	CHECKED BY	APPROVED BY
A	LINE MARKING	12/21/2008	MARTA CASTILLO		
B	LINE MARKING				



SCALE: 1:1000

NOTE: Do not scale from this drawing.

CLIENT:

ACCIONA FERROVIAL JOINT VENTURE

DESIGNED	MARTA CASTILLO	12/21/2008
DESIGN CHECK		
APPROVED	JONQUIN BRS	12/21/2008

SYDNEY METRO WEST

NORTH STRATHFIELD

LOCAL AREA WORKS DESIGN

LINE MARKING DRAWING OPTION - 1

FILE No: STATUTE DETAILED DESIGN - STAGE 3 DETAILED DESIGN (AFC)

DRG No: SMMWSTCTP-AFJ-NST-SNSD-CX-DRG-811002

SHEET: 1 OF 1

REV: A

VER: 1.1

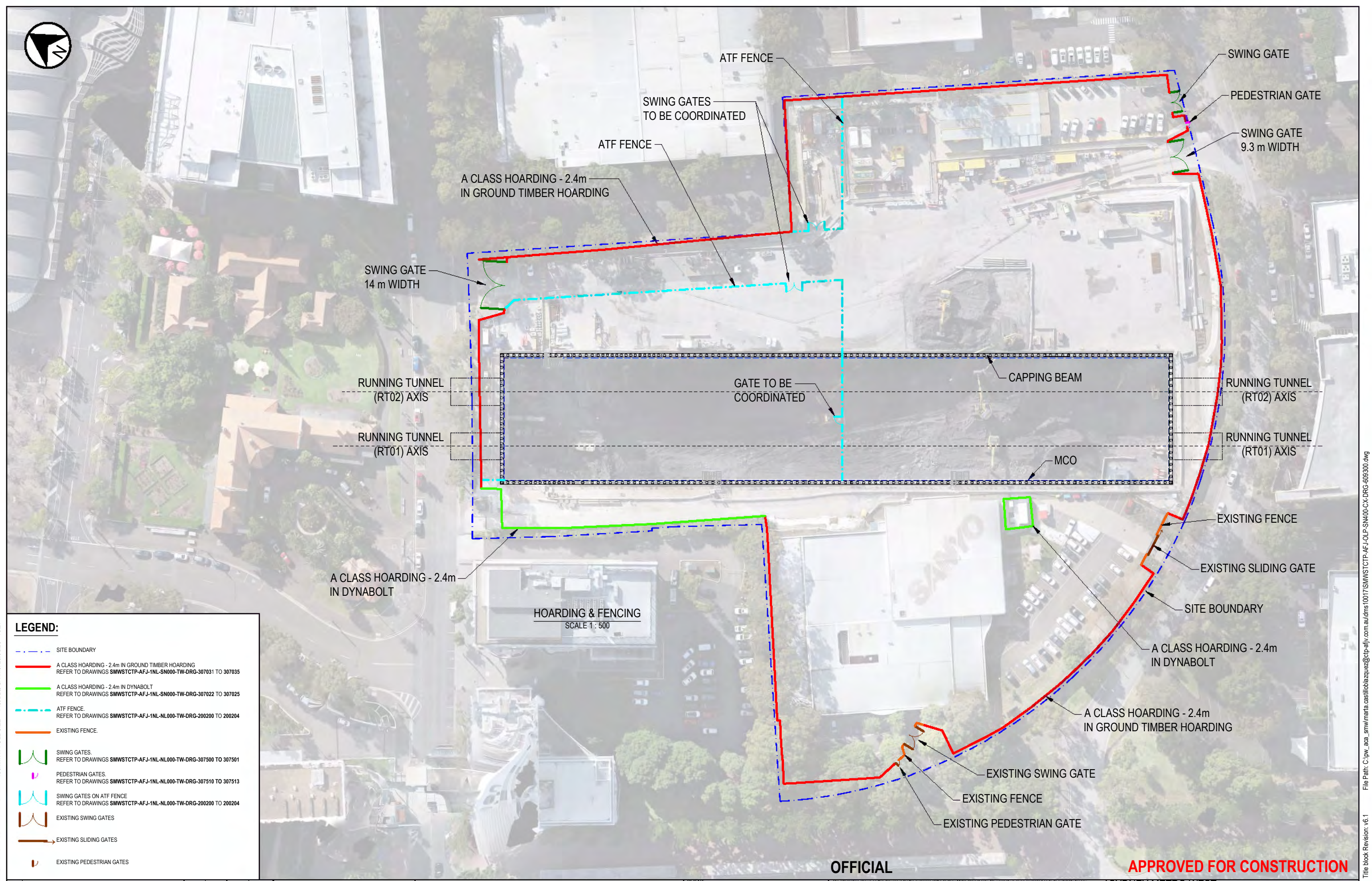
10mm AT FULL SIZE Plot Date & Time: 17/11/2008 1:45

File Path: C:\Users\mcastillo\My Documents\Projects\NSW Metro West\North Strathfield Line Marking\STATUTE DETAILED DESIGN\OPTION 1\DRG-811002.dwg

Office



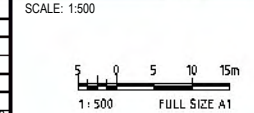
Note: Some elements in this site layout will vary as site conditions change, construction progresses or the project transitions to a different phase.



LEGEND:

- SITE BOUNDARY
- A CLASS HOARDING - 2.4m IN GROUND TIMBER HOARDING
REFER TO DRAWINGS SMWSTCTP-AFJ-1NL-SN000-TW-DRG-307031 TO 307035
- A CLASS HOARDING - 2.4m IN DYNABOLT
REFER TO DRAWINGS SMWSTCTP-AFJ-1NL-SN000-TW-DRG-307022 TO 307025
- ATF FENCE.
REFER TO DRAWINGS SMWSTCTP-AFJ-1NL-NL000-TW-DRG-200200 TO 200204
- EXISTING FENCE.
- SWING GATES.
REFER TO DRAWINGS SMWSTCTP-AFJ-1NL-NL000-TW-DRG-307500 TO 307501
- PEDESTRIAN GATES.
REFER TO DRAWINGS SMWSTCTP-AFJ-1NL-NL000-TW-DRG-307510 TO 307513
- SWING GATES ON ATF FENCE
REFER TO DRAWINGS SMWSTCTP-AFJ-1NL-NL000-TW-DRG-200200 TO 200204
- EXISTING SWING GATES
- EXISTING SLIDING GATES
- EXISTING PEDESTRIAN GATES

HOARDING & FENCING
SCALE 1 : 500



00	HOARDING & FENCING	MCB	AG	20/05/23
REV.	AMENDMENT DESCRIPTION	Design by	Verified by	Approved by
A1	Original	Co-ordinate System: GDA2020/MGAZONE 56	Height Datum: AHD	This sheet may be prepared using colour and may be incomplete if copied

NOTE: Do not scale from this drawing.

CLIENT:

OFFICIAL

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DRAWN	MARTA CASTILLO	20.06.2023
DESIGNED	-----	-----
DRG CHECK	ADRIANA GOMEZ	20.06.2023
DESIGN CHECK	-----	-----
APPROVED	-----	-----

APPROVED FOR CONSTRUCTION

SYDNEY METRO WEST	
SYDNEY OLYMPIC PARK	
SITE LAYOUT	
HANDOVER PORTION 3B	
HOARDING & FENCING	
FILE No:	SHEET: 1 OF 1
STATUS: DETAILED DESIGN - STAGE 3 DETAILED DESIGN (APC)	EDMS No:
DRG No: SMWSTCTP-AFJ-OLP-SN400-CX-DRG-609300	REV 00

100mm AT FULL SIZE Plot Date & Time: 20/06/23 - 16:27

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The colour chosen for the CTP construction site acoustic sheds, spoil or segment shed/s is a colour bond colour called Mangrove. Please see sample below for indicative purposes.





APPENDIX C VISUAL AMENITY ASSESSMENT MEMO

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Subject	Visual Amenity Assessment Memo	Project Name	Sydney Metro West
Attention	Esteban Litvin	Project No.	IA248900
From	Mark Lawton		
Date	11 February 2022		
Copies to			

The purpose of this memo is to supplement the Visual Amenity Assessment plans for each of the five Sydney Metro West station construction sites. The memo collates the recommendations of the plans which are attached as Appendix A.

Sydney Metro is Australia's biggest public transport program. The Sydney Metro Network includes Sydney Metro Northwest, Sydney Metro City & Southwest, Sydney Metro West and Sydney Metro Western Sydney Airport.

Sydney Metro West is a new 24 kilometre metro line between Westmead and the Sydney CBD (the Project). This infrastructure investment will double the rail capacity of the Greater Parramatta to Sydney CBD corridor with a travel time target between the two centres of about 20 minutes. The planning approvals and environmental impact assessment for Sydney Metro West has been split into a number of stages recognising the size of the project. This includes:

- Stage 1 – Concept and all major civil construction works including station excavation and tunnelling between Westmead and The Bays. Planning approval for this stage was granted in March 2021.
- Stage 2 – All major civil construction works including station excavation and tunnelling from The Bays to Sydney CBD
- Stage 3 – Tunnel fit-out, construction of stations, ancillary facilities, and station precincts, and operation and maintenance of the Sydney Metro West line

An Environmental Impact Statement (EIS) (Jacobs/Arcadis, 2020) for the Concept and Stage 1 (herein referred to as the Project) assessed the potential for impacts in response to the Secretary's Environmental Assessment Requirements issued by the Department of Planning, Industry and Environment (DPIE). The EIS identified the potential for landscape and visual impacts associated with the Project in Chapter 15 (Landscape character and visual impact – Stage 1) and Technical Paper 5 (landscape visual impact assessment). The Project was approved NSW Minister for Planning and Public Spaces on 11 March 2021 (SSI 10038). An administrative modification (Modification 1) was approved on 28 July 2021.

This memo describes the proposed construction sites and their likely visual and amenity impacts and makes recommendations for mitigation measures as appropriate.

1. Methodology

A desktop review of the five construction sites was conducted by a landscape architect/ urban designer using the information provided, comprising construction layouts, aerial photographs and the CPTED Visual Amenity Management Plan.

The recommendations are provided with consideration to the planned usage, visual sensitivity and amenity of adjacent areas. The appendix contains two plans for each site, the first illustrates the construction site and their facilities, the second notes sensitive visual receptors and identifies recommendations for mitigation. A summary of the likely impacts and the recommendations is included in section three of this memo.

2. Existing Environment

The five construction site locations assessed include a mix of land uses, including sporting/recreation campus, commercial, services and utilities, and residential uses of varying densities. Each site location is described as follows:

- **The Bays:** The construction site is located in the White Bay port in Balmain on brownfield land east of White Bay Power Station. Access will be from Robert Street into the secure port via Port Access Road. The construction site is extensive and comprises two Acoustic Sheds and numerous associated storage areas and facilities. The site is bounded to the south by the Anzac Bridge access road (A4) which is located at a higher elevation to the site. The newly remodelled Anzac Bridge approach share path will offer elevated views towards the site filtered by built form and vegetation. The surrounding land uses of the site are typically industrial and comprise the power station, A4 road corridor, port buildings and heritage listed White Bay Silos. Views towards the site from Robert Street are currently limited by built form and vegetation and pedestrian movement is limited to a narrow footpath on the opposite side of Robert Street with occasional views available into and across the working port.
- **Five Dock:** The construction site occupies two locations sited to the east and west of Great North Road. Adjacent land uses include retail/ commercial and residential. The largest of the two construction sites occupies a plot between East Street and Great North Road. East Street is a cul-de-sac comprising residential properties, a church, childcare centre and provides rear access to Coles supermarket and Five Dock Library. Great North Road is the main commercial street for Five Dock which the site directly fronts and will be accessed from. The streetscape is appealing and well maintained with recently completed landscape improvements. Fred Kelly Place is an attractive, compact amenity space located directly adjacent to the construction site and features seating, sculpture, mature trees and children's play. Amenity space is also located opposite (by the post office) and to the north (in front of the church), comprising open grass areas, seating and planting. The second construction site is located on the corner of Waterview Street and Second Avenue, with vehicular access served from both streets. Adjacent land uses are residential and commercial, most notably a three-storey apartment block on the corner of Second Avenue and Great North Road, directly adjacent to the site.
- **Burwood North:** The construction site occupies two locations sited either side of the state highway, Parramatta Road and both fronting the intersection with Burwood Road. The larger of the two construction sites will feature prominently within the streetscape as it occupies an entire block, extending east to west from Burwood Road to Loftus Street on a major traffic artery. The site also extends north from Parramatta Road to the primarily residential Burton

Street. Burton Street is an attractive, leafy suburban street with a mixture of one and two storey properties and apartment complexes. The surrounding land uses comprise commercial and residential areas. Additionally, Concord Oval lies on the opposite side of Loftus Street and features mature trees and amenity grass to the Parramatta Road frontage. This section of Parramatta Road typically has a low visual quality and features a mix of architectural styles and scale of development. The acoustic shed will be set on an angled alignment, being set back from the Burton Street intersection with storage areas in front. Site hoarding is aligned to the back of the Parramatta Road footpath. The second construction site location is on the corner of Parramatta Road and Burwood Road and backs onto Esher Lane which is overlooked to the south by a new residential block.

- North Strathfield. The construction site is located on a linear strip of disused land between Queen Street and the railway corridor. Queen Street is an attractive, leafy suburban street with residential properties and a row of shops facing the eastern entrance to North Strathfield Station. The works are aligned parallel with Queen Street and will be visible from the railway corridor.
- Sydney Olympic Park: The recreation campus construction site is located directly east of Olympic Boulevard, one of the main thoroughfares through Olympic Park. Land uses include large-scale commercial buildings with extensive car parks and mature, large-canopy trees. The construction site occupies a large plot between Herb Elliott Avenue and Figtree Drive and comprises a large acoustic shed with extensive car parks, project offices and storage. The project offices extend towards Olympic Drive to the south and incorporates a number of large canopy trees.

3. Potential project impacts

The five station construction sites will typically comprise an acoustic shed structure, storage containers, stockpiles of materials and a range of supporting temporary facilities. Additionally, each site will be secured by hoarding and/ or fencing, with vehicular gates to provide access for staff, plant and deliveries. The scale, massing and position of the site structures and their proximity to existing built form and open space will affect the visual and amenity impacts upon each area. The impacts and recommendations to mitigate them are outlined below:

3.1 The Bays

The construction site is located in Balmain on brownfield land east of White Bay Power Station. The scale, massing and form of the proposed site structures are likely to be in keeping with existing built form along Robert Street and visible within the port. There are no immediate residential properties that would be adversely affected by the proposed works. Retention of vegetation and remnant walls along the Robert Street site periphery are recommended to visually screen the site from the streetscape. The proposed site is unlikely to be prominent within local views and the site environs are of low visual quality.

It should be noted that no visual or amenity impacts upon the heritage listed White Bay Silos have been considered.

The following recommendations should be read in conjunction with Drawing 02 in Appendix A.

THE BAYS STATION	
POTENTIAL IMPACTS	RECOMMENDATIONS/ COMMENTS
Acoustic shed	Consider a colour palette matching adjacent built form to aid visual integration
Robert Street	Retention of roadside vegetation and remnant walls on site periphery to provide visual screening
Highlighted area	Visual disturbance in this area will be notable from the Anzac Bridge approach shared path partially filtered by distance, level change and vegetation. Likely to be of interest from the elevated share path and would be seen within the context of the working port. No action needed
Sitewide	Proposed works in this area are in line with the industrial character and zoning. The scale of the proposed change is in keeping with existing adjacent built form within the port and along Robert Street. No action needed
Site wide	Consider proposed lighting schedule and intensity to be appropriate for roads, residential areas and other surroundings.
Hoarding	Any hoarding required on Robert Street to be treated with an appropriate colour palette to create visual interest or aid visual integration. Anti-graffiti treatment recommended.

3.2 Five Dock

The construction site occupies two locations sited to the east and west of Great North Road, the main commercial street for Five Dock. The largest of the two construction sites occupies the more prominent plot and an appropriate treatment to the site hoarding should be considered. The set back of the acoustic shed within the site will reduce impacts upon the high street however it is recommended to lessen the set back to improve amenity for residential properties on East Street. Impacts upon the adjacent Fred Kelly Place should be considered – retention of the existing vegetation that shares the boundary is a priority and site hoarding should feature an artistic design. The second construction site is located opposite, on the corner of Waterview Street and Second Avenue. A three-storey apartment block on the corner of Second Avenue and Great North Road, fronts onto one site and backs onto the other. Visual amenity of residents to the building should be considered, particularly to the rear where balconies and windows look directly into the site.

The following recommendations should be read in conjunction with Drawing 04 in Appendix A.

FIVE DOCK STATION		
No.	POTENTIAL IMPACTS	RECOMMENDATIONS/ COMMENTS
1	Acoustic shed	Façade treatment to East Street to aid visual integration. Consider repositioning shed closer to Great North Road to lessen impacts upon East Street properties.
2	Containers	Consider height of proposed works as it will be visible above hoarding and fencing
3	Hoarding	Hoarding frontage to feature artistic involvement to create visual interest at East Street, Great North Road, Fred Kelly Place
5	Office and cribs facilities	Consider height of proposed works as it will be higher than hoarding and fencing

6	Stockpile	Consider height of stockpile to not exceed hoarding and fencing
7	Highlighted area	Visual disturbance to Waterview Street and Second Avenue will be prominent
8	Acoustic shed	Façade colour treatment to Second Avenue to aid visual integration
9	Containers	Consider height of containers to not exceed hoarding and fencing.
10	Kiosk	Façade treatment to create visual interest
11	Highlighted area	Visual disturbance to Great North Road will be prominent
12	Kiosk	Where visible to Second Avenue - façade treatment to create visual interest
13	Stockpile	Consider height of stockpile to not exceed hoarding and fencing
14	Fred Kelly Place	Prioritise retention of mature trees to boundary to provide visual screening. Consider artistic treatment to site hoarding to reserve boundary
15	Apartment block	Consider amenity of residents in three storey apartment block on corner of Great North Road and Second Avenue.

3.3 Burwood North

The construction site occupies two locations sited either side of the state highway, Parramatta Road and both fronting the intersection with Burwood Road. The larger of the two construction sites will feature prominently within the streetscape and the site hoarding should be treated appropriately with an artistic design. Properties north of the site on Burton Street will experience rear views of the acoustic shed and consideration should be given to minimise visibility of additional site structures and storage above the hoarding to their garden boundaries. This section of Parramatta Road typically has a low visual quality and features a mix of architectural styles and scale of development that will likely accommodate the proposed changes. Additionally, the larger acoustic shed will be set on an angled alignment, set back from Burton Street intersection which will lessen its visibility and impact. Each gable end of the larger shed will feature prominently within their respective streetscape (Loftus Street particularly). Artistic treatments should be considered to lessen their impact and add interest to the locality.

The following recommendations should be read in conjunction with Drawing 06 in Appendix A.

BURWOOD NORTH STATION		
No.	POTENTIAL IMPACTS	RECOMMENDATIONS/ COMMENTS
2	Kiosk	Façade treatment to create visual interest where visible from Burton Street
3	Cabins	Consider height of structures to not exceed hoarding and fencing
4	Stockpile	Consider height of proposed works as it will be higher than hoarding and fencing
5	Equipment/ Tanks	Limit height of proposed works to not exceed hoarding / fencing to retain privacy/ amenity to rear of Burton Street properties
8	Highlighted area	Visual disturbance to Parramatta Road frontage will be visually prominent – artistic treatment to hoarding
9	Stockpile	Limit height of proposed works to not exceed hoarding and fencing
10	Highlighted area	Visual disturbance to Parramatta Road frontage will be visually prominent – artistic treatment to hoarding
11	Hoarding	Hoarding to be treated with an appropriate colour palette/ artistic design to create visual interest to Esher Lane

12	Sitewide	Consider lighting schedule and intensity to be appropriate for roads, residential areas and other surroundings
13	Acoustic Shed	Gable end façade treatments to create visual interest.

3.4 North Strathfield

The construction site is located on a linear strip of disused land between Queen Street and the railway corridor. The works will require removal of dense roadside vegetation west of Queen Street and half of an attractive landscaped amenity space that provides access to the station. The works are aligned along the Queen Street kerbline and the site hoarding will extend into the road therefore there will be considerable impact upon the quality of the streetscape. Retention of any existing vegetation identified for removal would be recommended.

The following recommendations should be read in conjunction with Drawing 08 in Appendix A.

NORTH STRATHFIELD STATION		
No.	POTENTIAL IMPACTS	RECOMMENDATIONS/ COMMENTS
1	Visual disturbance in this area will be extremely prominent due to loss of trees	Retain vegetation
2	Cabins	Consider limit to height of site cabins to not exceed site hoarding
3	Loss of amenity space and vegetation. Encroachment into public space	Consider large scale artwork on hoarding
4	Site wide	Consider lighting schedule and intensity to be appropriate for roads, residential areas and other surroundings.


3.5 Sydney Olympic Park

The recreation campus construction site is located directly east of Olympic Boulevard, one of the main thoroughfares through Olympic Park. The construction site occupies a large plot between large-scale commercial buildings with extensive car parks and mature, large-canopy trees. The acoustic shed extends south from Herb Elliott Avenue to Figtree Drive and its gable ends will feature prominently within both streetscapes due to the loss of several large-scale buildings and associated mature trees. The northern gable end of the acoustic shed faces a heritage precinct which faces the site across Herb Elliott Avenue. Retention of the Herb Elliott Avenue kerbside trees at the northern gable end of the acoustic shed is a priority as they will filter views from the heritage precinct. Consideration should be given to the colour palette of the shed to visually integrate with its surroundings. Extensive areas around the shed will comprise parking, storage and project offices and retention of existing mature trees to screen these structures should be prioritised to limit impacts from Olympic Boulevard. The removal of significant numbers of trees for the construction site will open views towards the shed from Olympic Boulevard. Consideration should be given to the colour palette and height of the hoardings to

mitigate the loss of the large canopy mature trees and to visually integrate the hoardings with their surroundings.

The following recommendations should be read in conjunction with Drawing 10 in Appendix A.

SYDNEY OLYMPIC PARK		
No.	POTENTIAL IMPACTS	RECOMMENDATIONS/ COMMENTS
1	Acoustic shed	Façade colour treatments to aid visual integration
4	Acoustic shed	Façade treatments to create visual interest
5	Cabins	Consider height of proposed works as it will be visible above hoarding and fencing.
6	Hoarding	Hoarding to be treated with an appropriate colour palette to create visual interest
7	Site wide	Consider lighting schedule and intensity to be appropriate for roads, residential areas and other surroundings.



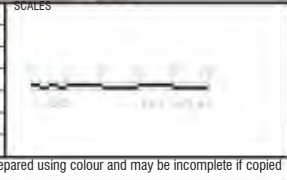
Acoustic shed
no longer
proposed

APPENDIX A: VISUAL AMENITY ASSESSMENT PLANS

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REV.	BY	DATE	DESCRIPTION	APPD.
1	MCB	30/10/2021		



SENSITIVE : NSW CABINET



CLIENT

SYDNEY METRO WEST VISUAL AMENITY ASSESSMENT

THE BAYS STATION - PROPOSED WORKS

OPERATIONAL

STATUS: ECI DESIGN

Drp No. SMW-AFJV-SLY-DWG-605500

SHEET 01 OF 01

REV. 1

SERVICE PROVIDERS

DRAWN	MARTA CASTILLO
DESIGNED	
DRG CHECK	BOBBY SAEHENG
DESIGN CHECK	
APPROVED	

A1 Original Co-ordinate System: GDA 2020 Zone 56 Height Datum: A.H.D. This sheet may be prepared using colour and may be incomplete if copied

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1.ACOUSTIC SHED: CONSIDER A COLOUR PALETTE TO MATCH ADJACENT MATERIALITY TO AID VISUAL INTEGRATION ALONG ROBERT STREET

2.ACOUSTIC SHED: SCALE OF ACOUSTIC SHED LIKELY TO BE CONSISTENT WITH EXISTING BUILTFORM ALONG ROBERT STREET

3.ROBERT STREET: LOW QUALITY STREETScape OF INDUSTRIAL CHARACTER WITH NO RESIDENTIAL ELEMENT

10.ROBERT STREET WALL: RETAIN STRUCTURE AS IT FILTERS VIEW TOWARDS THE SITE FROM ROBERT STREET

RETAIN EXISTING TREES WHERE POSSIBLE TO SCREEN VIEWS FROM ANZAC BRIDGE SHARP PATH

4.ACOUSTIC SHED: CONSIDER A COLOUR PALETTE TO MATCH ADJACENT MATERIALITY TO AID VISUAL INTEGRATION WITHIN VIEWS FROM BALMAIN

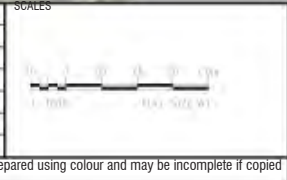
5.VISUAL DISTURBANCE IN THIS AREA WILL BE NOTABLE FROM ANZAC BRIDGE SHARED PATH PARTIALLY FILTERED BY LEVEL CHANGE AND VEGETATION. DISUSED BROWNFIELD SITE - EXISTING LOW VISUAL QUALITY

8.HOARDING CLASS A PRECAST CONCRETE BLOCKS WITH 3M HIGH WALLS: HOARDING TO BE TREATED WITH AN APPROPRIATE COLOUR PALETTE TO CREATE VISUAL INTEREST. ANTI-GRAFFITI TREATMENT RECOMMENDED

6.SITEWIDE:PROPOSED WORKS IN THIS AREA ARE IN LINE WITH THE INDUSTRIAL CHARACTER AND ZONING.THE SCALE OF THE PROPOSED CHANGE IS IN KEEPING WITH EXISTING BUILT FORM

7.SITEWIDE: CONSIDER LIGHTING SCHEDULE AND INTENSITY TO BE APPROPRIATE FOR ROADS, RESIDENTIAL AREAS AND OTHER SURROUNDINGS.

REV.	BY	DATE	DESCRIPTION	APPD.
1	MCB	30/10/2021		



SENSITIVE : NSW CABINET



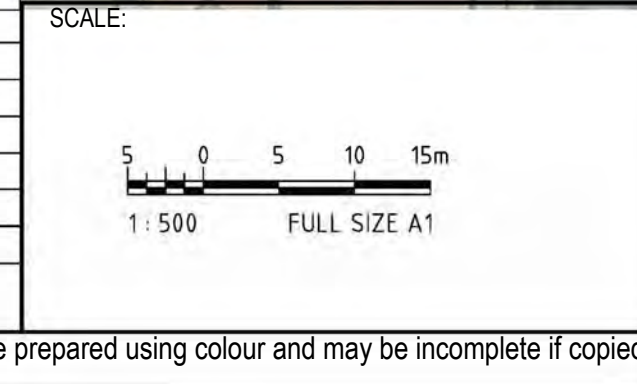
SERVICE PROVIDERS	
DRAWN	MARTA CASTILLO
DESIGNED	
DRG CHECK	BOBBY SAEHENG
DESIGN CHECK	
APPROVED	

SYDNEY METRO WEST VISUAL AMENITY ASSESSMENT	
THE BAYS STATION - RECOMMENDATIONS	
STATUS: ECI DESIGN	SHEET 01 OF 01
Dwg No. SMW-AFJV-SLY-DWG-605500	REV.



SITE LAYOUT LEGEND	
	Fencing location
	Hoarding locations
	Acoustic Shed
	Heavy vehicles gate
	Light vehicles gate
	Pedestrian gate
	Heavy vehicles route
	Light vehicles route
	Loading areas
	Hazardous zones
	Controlled areas
	Pedestrian delineated areas
	Car parks
	Laydown or storage areas
	Site facilities
	B Hoarding
	Sign-on locations
	Concrete delivery pipe
	Emergency evacuation points or routes
	Aboriginal archaeological potential

REV.	AMENDMENT DESCRIPTION	Design by	Verified by	Approved by	Date



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DESIGN CHECK	_____
APPROVED	_____

FOR REVIEW AND COMMENT

SYDNEY METRO WEST - VISUAL AMENITY ASSESSMENT	
FIVE DOCK STATION - PROPOSED WORKS	
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STATUS:	EDMS No:
DRG No: 03	REV VER

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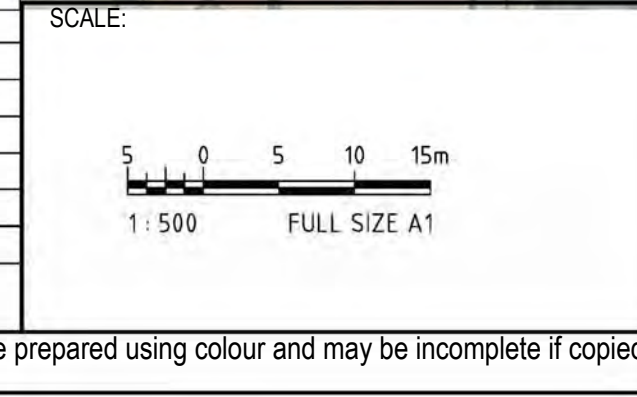
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SITE LAYOUT LEGEND	
	Fencing location
	Hoarding locations
	Acoustic Shed
	Heavy vehicles gate
	Light vehicles gate
	Pedestrian gate
	Heavy vehicles route
	Light vehicles route
	Loading areas
	Hazardous zones
	Controlled areas
	Pedestrian delineated areas
	Car parks
	Laydown or storage areas
	Site facilities
	B Hoarding
	Sign-on locations
	Concrete delivery pipe
	Emergency evacuation points or routes
	Aboriginal archaeological potential

REV.	AMENDMENT DESCRIPTION	Design by	Verified by	Approved by	Date



Original	Co-ordinate System:	Height Datum:	This sheet may be prepared using colour and may be incomplete if copied
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DESIGNED	_____
DRG CHECK	_____
DESIGN CHECK	_____
APPROVED	_____

FOR REVIEW AND COMMENT

SYDNEY METRO WEST - VISUAL AMENITY ASSESSMENT		FIVE DOCK STATION - RECOMMENDATIONS	
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DRG No:	04	REV	VER

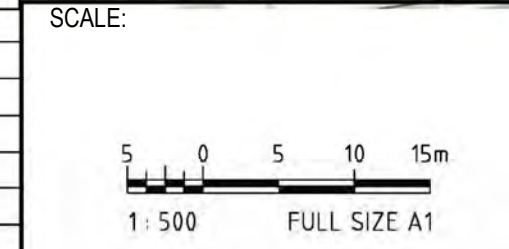
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SITE LAYOUT LEGEND	
	Fencing location
	Hoarding locations
	Acoustic Shed
	Heavy vehicles gate
	Light vehicles gate
	Pedestrian gate
	Loading areas
	Height restrictions
	Hazardous zones
	Controlled areas
	Confined space areas
	Pedestrian delineated areas
	Car parks
	Laydown or storage areas
	Site facilities
	Sign-on locations
	Aboriginal archaeological potential



REV.	AMENDMENT DESCRIPTION	Design by	Verified by	Approved by	Date

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DRG CHECK	_____
DESIGN CHECK	_____
APPROVED	_____

FOR REVIEW AND COMMENT

**SYDNEY METRO WEST - VISUAL AMENITY ASSESSMENT
BURWOOD NORTH STATION - PROPOSED WORK**

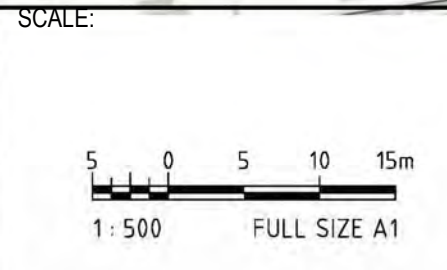
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SITE LAYOUT LEGEND	
	Fencing location
	Hoarding locations
	Acoustic Shed
	Heavy vehicles gate
	Light vehicles gate
	Pedestrian gate
	Loading areas
	Height restrictions
	Hazardous zones
	Controlled areas
	Confined space areas
	Pedestrian delineated areas
	Car parks
	Laydown or storage areas
	Site facilities
	Sign-on locations
	Aboriginal archaeological potential



REV	AMENDMENT DESCRIPTION	Design by	Verified by	Approved by	Date

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FOR REVIEW AND COMMENT

**SYDNEY METRO WEST - VISUAL AMENITY ASSESSMENT
BURWOOD NORTH STATION - RECOMMENDATIONS**

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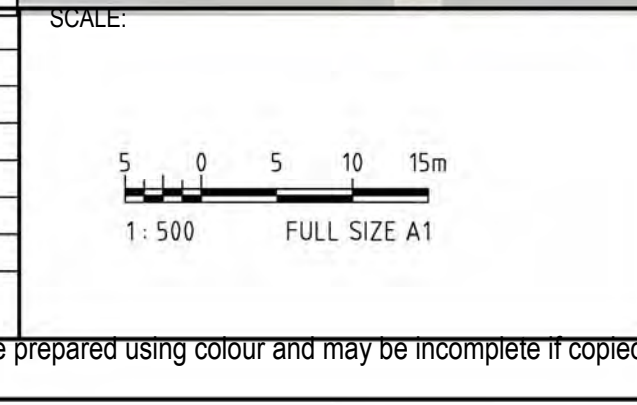
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Vertical



SITE LAYOUT LEGEND	
	Fencing location
	Hoarding locations
	Acoustic Shed
	Heavy vehicles gate
	Light vehicles gate
	Pedestrian gate
	Loading areas
	Height restrictions
	Hazardous zones
	Controlled areas
	Confined space areas
	Pedestrian delineated areas
	Car parks
	Laydown or storage areas
	Site facilities
	Sign-on locations
	Aboriginal archaeological potential



REV.	AMENDMENT DESCRIPTION	Design by	Verified by	Approved by	Date

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 Designed: _____
 DRG Check: _____
 Design Check: _____
 Approved: _____

WORK IN PROGRESS

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FOR REVIEW AND COMMENT

**SYDNEY METRO WEST - VISUAL AMENITY ASSESSMENT
 NORTH STRATHFIELD STATION - PROPOSED WORKS**

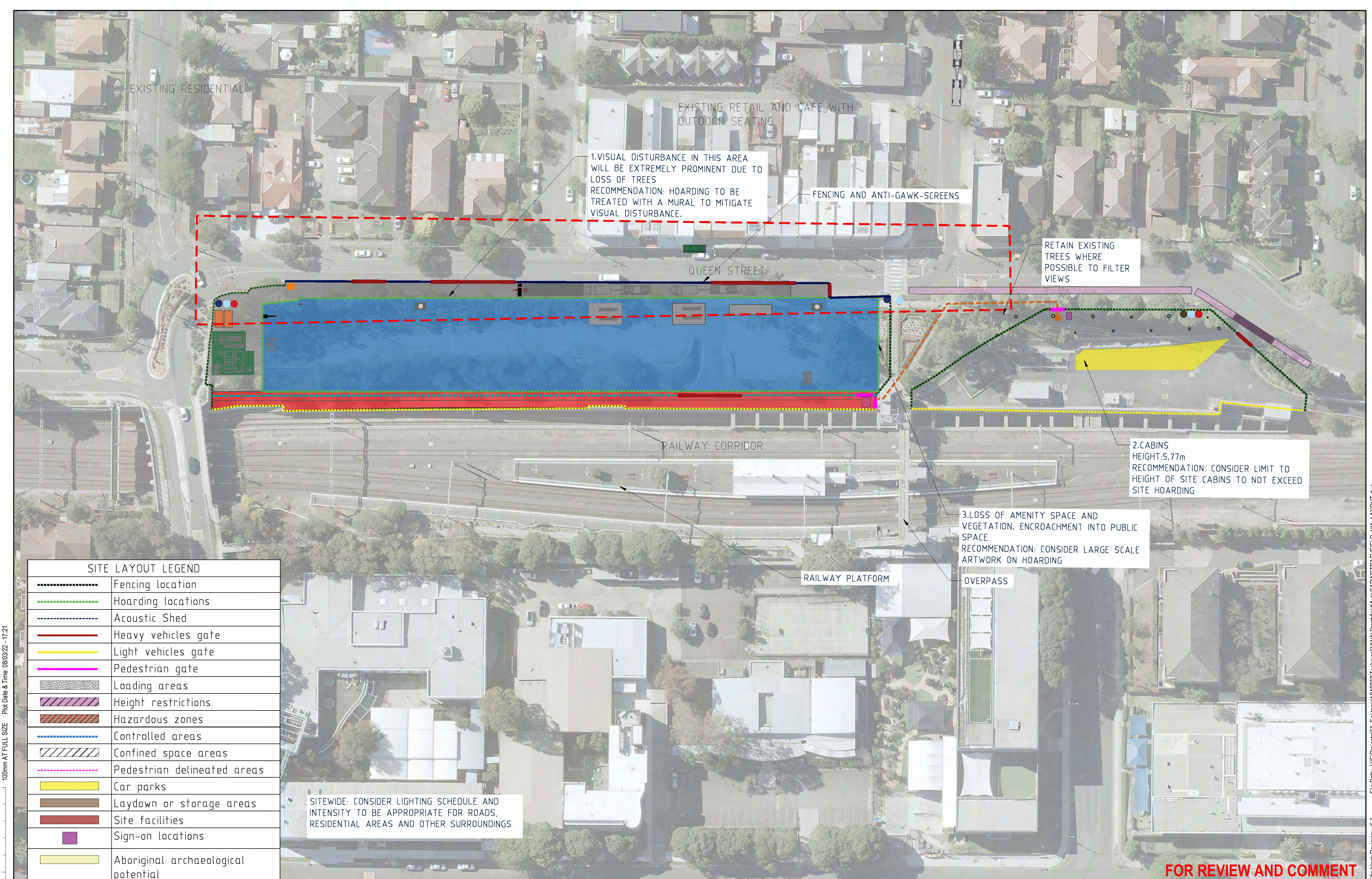
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 DRG No: 07 REV: _____ VER: _____

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100mm AT FULL SIZE Plot Date & Time: 08/03/22 - 17:21

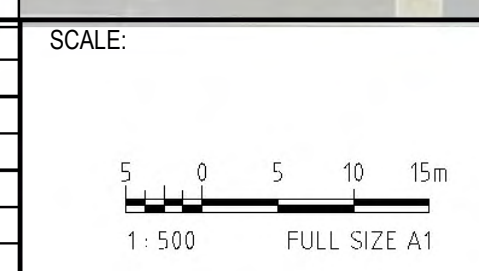
Title block Revision: v6.1

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SITE LAYOUT LEGEND	
	Fencing location
	Hoarding locations
	Acoustic Shed
	Heavy vehicles gate
	Light vehicles gate
	Pedestrian gate
	Loading areas
	Height restrictions
	Hazardous zones
	Controlled areas
	Confined space areas
	Pedestrian delineated areas
	Car parks
	Laydown or storage areas
	Site facilities
	Sign-on locations
	Aboriginal archaeological potential

SITOWIDE: CONSIDER LIGHTING SCHEDULE AND INTENSITY TO BE APPROPRIATE FOR ROADS, RESIDENTIAL AREAS AND OTHER SURROUNDINGS



REV.	AMENDMENT DESCRIPTION	Design by	Verified by	Approved by	Date

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WORK IN PROGRESS

FOR REVIEW AND COMMENT

SYDNEY METRO WEST - VISUAL AMENITY ASSESSMENT		SHEET: OF		©
NORTH STRATHFIELD STATION - RECOMMENDATIONS		EDMS No:		REV
FILE No:	DRG No: 08	REV	VER	



EXISTING COMMERCIAL

EXISTING COMMERCIAL

EXISTING HERITAGE PRECINCT

EXISTING COMMERCIAL

EXISTING COMMERCIAL

HERB ELLIOT AVENUE

Water Treatment Plant 150m²

Storage 200m²

Office & Crib Facilities

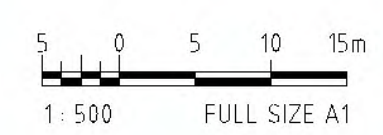
Spoil storage 820m²

Project Office

Hoarding

SITE LAYOUT LEGEND	
	Fencing location
	Hoarding locations
	Acoustic Shed
	Heavy vehicles gate
	Light vehicles gate
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	Car parks
	Laydown or storage areas
	Site facilities
	Sign-on locations
	Aboriginal archaeological potential

SCALE:



REV	AMENDMENT DESCRIPTION	Design by	Verified by	Approved by	Date

Original Co-ordinate System: Height Datum: This sheet may be prepared using colour and may be incomplete if copied

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DESIGNED	_____
DRG CHECK	_____
DESIGN CHECK	_____
APPROVED	_____

**SYDNEY METRO WEST - VISUAL AMENITY ASSESSMENT
SYDNEY OLYMPIC PARK STATION - PROPOSED WORKS**

FILE No:	_____	SHEET: _____ OF _____
STATUS:	_____	EDMS No: _____
DRG No: 09	_____	REV _____ VER _____

FOR REVIEW AND COMMENT

100mm AT FULL SIZE Plot Date & Time: 11/02/22 - 15:15

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EXISTING COMMERCIAL

EXISTING COMMERCIAL

Water Treatment Plant 150m²

Storage 200m²

Office & Crib Facilities

3.SPOIL STORAGE RECOMMENDATION: CONSIDER HEIGHT LIMIT TO SPOIL STORAGE MOUND TO REDUCE VISIBILITY ABOVE HOARDING. STOCKPILE MAY BE PROMINENT ON CORNER IF HIGHER THAN HOARDING

Spoil storage 820m²

RETENTION OF EXISTING LARGE CANOPY TREES ALONG FIGTREE DRIVE A PRIORITY TO AID VISUAL SCREENING

Acoustic shed no longer proposed

1.ACOUSTIC SHED RECOMMENDATION: PRIORITY RETENTION OF EXISTING ROADSIDE TREES TO SCREEN ACOUSTIC SHED FROM HERITAGE PRECINCT. PROMINENCE OF GABLE END DETERMINED BY FL OF ACOUSTIC SHED - EXISTING SITE ON RISING GROUND. HOARDING TO FEATURE ARTISTIC DESIGN - GABLE END MURAL POTENTIAL SUBJECT TO RETENTION/REMOVAL OF EXISTING TREES

HERITAGE PRECINCT: VIEWS AND AMENITY MAY BE IMPACTED BY PROPOSED WORKS

EXISTING HERITAGE PRECINCT

8.VISUAL DISTURBANCE IN THIS AREA WILL BE EXTREMELY PROMINENT

7.HOARDING CLASS A PRECAST CONCRETE BLOCKS WITH 3m HIGH WALLS RECOMMENDATION: HOARDING TO BE TREATED WITH AN APPROPRIATE COLOUR PALETTE TO CREATE VISUAL INTEREST

Project Office

4.ACOUSTIC SHED RECOMMENDATION: FACADE TREATMENTS TO CREATE VISUAL INTEREST

5.VISUAL DISTURBANCE IN THIS AREA WILL BE EXTREMELY PROMINENT. VEGETATION LOSS WILL BE PROMINENT

6.CABINS RECOMMENDATION: CONSIDER HEIGHT OF PROPOSED WORKS AS IT WILL BE VISIBLE ABOVE HOARDING AND FENCING

EXISTING TREES TO BE RETAINED WHERE POSSIBLE TO FILTER VIEWS AND REDUCE VISUAL IMPACT TO COMMERCIAL BUILDINGS AND ASSOCIATED PARKING

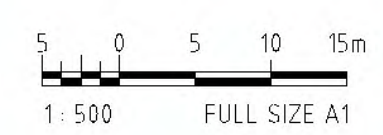
FOR REVIEW AND COMMENT

SITEWIDE: CONSIDER LIGHTING SCHEDULE AND INTENSITY TO BE APPROPRIATE FOR ROADS, RESIDENTIAL AREAS AND OTHER SURROUNDINGS

SITE LAYOUT LEGEND	
	Fencing location
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	Aboriginal archaeological potential

100mm AT FULL SIZE Plot Date & Time: 11/02/22 - 15:12

SCALE:



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DESIGN CHECK	_____
APPROVED	_____

**SYDNEY METRO WEST - VISUAL AMENITY ASSESSMENT
SYDNEY OLYMPIC PARK STATION - RECOMMENDATIONS**

FILE No:	_____	SHEET: _____ OF _____
STATUS:	_____	EDMS No: _____
DRG No: 10	_____	REV _____ VER _____

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