

MANAGEMENT PLAN

Visual Amenity Management Plan
Sydney Metro West – Stations Package West

ISSUE DATE: 28/04/2026

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30 April 2026

Ref: 251202 (c) VAMP (Rev 02)

Dear Ryan

RE: Sydney Metro West - Station Package West (SPW) - Visual Amenity Management Plan (Rev 02)

I refer to Sydney Metro's (SM) submission of the following document required by Condition C1 of the Sydney Metro West – Rail Infrastructure, Stations, Precincts and Operations Approval (SSI 22765520, 25 January 2023)

- Visual Amenity Management Plan, Sydney Metro West - Station Package West Rev 02, dated 28 April 2026 (SMWSTSPW-GEA-SWD-EN-PLN-000010)

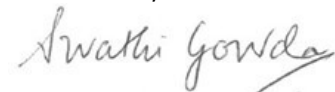
It is noted that:

- The Visual Amenity Management Plan (Rev 02) has been prepared by Gamuda (the SPW Contractor), to address the requirements of Condition C1 of the Infrastructure Approval.
- Section 4.1 of the Visual Amenity Management Plan includes a cross-reference to indicative site layouts (provided in Appendix I of the CEMP), to supplement the information in Table 4-1.
- Previous versions of the document have been reviewed and updated following comments from SM and HBI Environmental Representatives (Swathi Gowda and Michael Woolley).

Following the above reviews, as the approved Environmental Representative for Sydney Metro West Stage 3 and as required by Conditions A33(d) and C7, I am satisfied that the Visual Amenity Management Plan (Rev 02) is consistent with requirements in or under the Approval (SSI 22765520).

On the basis of the above, the Visual Amenity Management Plan (Rev 02), is endorsed and considered appropriate for submission to the Planning Secretary for their consideration for Approval.

Yours sincerely



Swathi Gowda
Environmental Representative – Sydney Metro West Stage 3 – Stations Package West
CC: Ari Stypel

Document Details

Document Title	Visual Amenity Management Plan
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Document Authorisation

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Signature	Signature	Signature
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Date	Date	Date

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DOCUMENT CONTROL

The current document version number and date of revision are shown in the document footer. All changes made to the Management Plan during its implementation on a live project are to be recorded in the amendment tables below.

1.1 Revision History

Revision	Date	Description of changes	Prepared by	Approved by
00a	17/02/2026	Issued for SM, ER Review as Part of CEMP	A. Burke / K. Kerr	R. Petaccia
00	26/03/2026	Review and Update in Response to SM, ER Comments. Updated from CEMP Procedure to CEMP Management Plan with separate document number	A. Burke / K. Kerr	R. Petaccia
01	16/04/2026	Review and update in response to new SM / ER comments	K. Kerr	R. Petaccia
02	28/04/2026	Review and update in response to new SM / ER comments. Submitted for ER Endorsement.	K. Kerr	R. Petaccia

1.2 Management reviews

Review date	Details	Reviewed by

1.3 Controlled copies

Name	Position	Date	Revision

TERMS AND DEFINITIONS

Term	Definition
AMP	Activity Management Plan
CCMS	Sydney Metro Construction Complaints Management System
CEMF	Sydney Metro Construction Environmental Management Framework Version 4.5 dated June 2022
CEMP	Construction Environmental Management Plan
CPTED	Crime Prevention Through Environmental Design
CoA	Conditions of Approval
CSSI	Critical State Significant Infrastructure
CTP	Central Tunnelling Package
Deed	SPW Station Delivery Deed
(the) Department / Planning Secretary	NSW Department of Planning, Housing and Infrastructure
DPHI	NSW Department of Planning, Housing and Infrastructure
ECM	Environmental Control Maps
EINCRP	Sydney Metro Environmental Incident and Non-Compliance Reporting Procedure Version 1.0 dated 1 December 2025
EIS	Environmental Impact Statement
EP&A Act	Environmental Planning and Assessment Act 1979 (NSW)
EMS	Environmental Management System
ER	Environmental Representative
ETP	Eastern Tunnelling Package
Gamuda	Gamuda Engineering Australia
IMS	(Gamuda's) Integrated Management System
OOH	Out of Hours
OOHW	Out of Hours Works
Plan	(this) Visual Amenity Management Plan
Planning Approval	Applicable SSI-22765520 and SSI-10038 conditions as described in the SPW Station Delivery Deed
POEO Act	Protection of the Environment Operations Act 1997 (NSW)
(the Project)	Stations Package West
REMM	Revised Environmental Management Measures
RtS	Response to Submissions Report
S170	Listed under Section 170 of the <i>Heritage Act 1977</i>
SMART	Specific, Measurable, Achievable, Realistic and Timely
SPW	Stations Package West
TPZ	Tree Protection Zone
VAMP	Visual Amenity Management Plan
WTP	Western Tunnelling Package

1 INTRODUCTION

1.1 Purpose

This Construction Visual Amenity Management Plan (VAMP or Plan) forms part of the Construction Environmental Management Plan (SMWSTSPW-GEA-SWD-EN-PLN-000001) (CEMP) for the Sydney Metro Stations Package West (SPW) Project (SPW or the Project).

The purpose of this VAMP is to describe the visual amenity management measures that will be implemented during construction of the SPW works to ensure compliance with:

- The Planning Approval Conditions of Approval (CoA) applicable to SPW works
- Measures listed in the Environmental Impact Statement (EIS) as amended by the Submissions Report known as the Revised Environmental Management Measures (REMMs).
- Sydney Metro Phasing Report
- All applicable Legislation and Guidelines.

This VAMP gives effect to the Planning Approval and supporting environmental assessment documentation. It does not vary, replace or reinterpret the CoA or any other statutory requirement.

1.2 Scope and Application

This VAMP applies to all construction activities undertaken as part of the SPW works that have the potential to generate visual amenity impacts.

The VAMP applies to construction works at the following SPW metro stations:

- Westmead
- North Strathfield
- Burwood North
- Five Dock
- The Bays.

The VAMP applies to all phases of SPW construction, including enabling works, utility works, main works, temporary works and ancillary activities associated with construction of the new stations and precincts. These construction activities would be undertaken within the approved construction footprints, as well as the surrounding road reserves and public domain areas as described in the EIS and RtS Report but excluding Low Impact Work as defined by the Project Approval. A detailed scope summary at each SPW station is provided in Section 1.8 of the CEMP.

It is noted that some station construction activities assessed in the EIS are outside of the SPW scope and will be delivered as part of a separate package of works as detailed in Stage 3 Phasing Report. Activities not related to the SPW Project that were identified to have potential visual amenity impacts include:

- Works within the rail corridor to enable the integration of the metro station with the existing Westmead Train Station, including works on existing overbridges and construction of a new aerial concourse
- Works within the rail corridor to enable the integration of the metro station with the existing North Strathfield Train Station, including construction of new footbridge and upgrades to the existing Queen Street Footbridge
- Construction of the traction substation at the Bays

This VAMP applies to all personnel, subcontractors and suppliers engaged in SPW works where their activities may influence visual amenity outcomes.

1.3 Background

SPW works comprise construction of multiple geographically discrete station sites within highly urbanised environments and interface with earlier Sydney Metro West packages, utilities works and third-party developments. The SPW scope primarily involves construction within completed or substantially completed station boxes and associated surface and structural works, rather than bulk excavation or tunnelling.

Visual amenity impacts from SPW works have been identified and assessed through the EIS, EIS Technical Paper 6 – Landscape and Visual Amenity and the Response to Submissions (RtS) Report (including Appendix G). Station-specific traceability to these assessment documents is summarised in Table 1-1. This table provides a high-level reference to the principal sections addressing construction visual amenity management for each station.

Table 1-1: Construction Visual Amenity – Station Traceability Matrix

Station	EIS Part B	EIS Technical Paper 6	RtS Report
Westmead	Section 7.9	Section 4	Section 6 and Appendix G
North Strathfield	Section 10.9	Section 7	-
Burwood North	Section 11.9	Section 8	-
Five Dock	Section 12.9	Section 9	-
The Bays	Section 13.9	Section 10	-

The EIS visual amenity assessment was undertaken using conservative assumptions and considered potential visual amenity impacts, risks, and interaction with construction activities, and the need for visual amenity management measures.

Consistent with the approved EIS and RtS documentation, this Plan does not re-assess visual amenity impacts at a strategic or proposal-wide level. Instead, it establishes the framework for managing visual amenity during delivery of the SPW works, recognising that:

- Existing structures and vegetation have been removed as part of works completed under earlier packages
- Established construction hoarding and fencing will remain in place around the perimeter of the construction sites
- Areas are highly urbanised and have been experiencing visual impacts associated with the establishment of construction sites, activities and construction vehicle movements for multiple years from both Sydney Metro West and other infrastructure projects.

1.4 Environmental Management System (EMS) Overview

Environmental management for the SPW works is delivered through the application of Gamuda Engineering Australia's Integrated Management System (IMS), as implemented at Project level through the SPW CEMP.

The SPW CEMP establishes the overarching environmental management framework for the Project and defines the governance arrangements, responsibilities, procedures and controls used to identify, manage and monitor environmental risks during construction. The CEMP is implemented through a structured hierarchy of management plans, sub-plans and monitoring programs.

This VAMP forms part of that hierarchy and provides discipline-specific requirements for the management of construction visual amenity risks associated with the SPW works. The VAMP supports the implementation of the SPW CEMP by detailing visual amenity management-specific objectives, requirements, risk context and mitigation measures applicable to construction activities.

1.4.1 Relationship between this Plan and other Project Documents

The key document this Plan interfaces with to ensure Project CoA and REMMs are implemented are detailed in Table 1-2.

Table 1-2: Key Document References

Document	Document Reference	Interface
Construction Environmental Management Plan	SMWSTSPW-GEA-SWD-EN-PLN-000001	The CEMP is the overarching parent document that establishes the Environmental Management System (EMS), governance structure, risk assessment framework, and incident management procedures applicable to this Plan. Interfaces with this Plan regarding Environment in Design (Section 2.6) related to visual amenity Planning Approval requirements to be addressed as part of the permanent Design.
Heritage Management Plan	SMWSTSPW-GEA-SWD-EN-PLN-000006	Manages impacts to Aboriginal and Non-Aboriginal heritage items. Interfaces with this Plan regarding the protection of significant heritage view lines and ensuring temporary works are positioned to minimise visual impacts on heritage items
Flora and Fauna Management Procedure	CEMP Appendix K	Manages flora and fauna impacts associated vegetation removal, tree and retained vegetation protection and pre-demolition inspections for fauna. Interfaces with this Procedure regarding light spill to minimise disruptions to receivers (including fauna), and protection measures and inspections of retained trees and vegetation.
Activity Management Plans (AMP)	N/A as these are activity specific	Detailed work-specific planning documents (e.g., for dewatering or excavation) that translate the high-level requirements of this Plan (such as Hold Points) into practical site instructions
Environmental Control Maps	N/A as these are activity specific	Site-specific visual guides displayed on site that identify the location of critical Visual Amenity controls (e.g. visual screening)

Section 2 of the CEMP provides a full list of plans, procedures, and other documents that form part of the EMS.

1.5 Consultation, Endorsement and Approval Requirements

Based on the Planning Approval framework and the Phase O requirements identified in the Stage 3 Phasing Report, no plan-specific external consultation requirement is identified for the VAMP. Accordingly, this VAMP has been prepared to give effect to the planning approval and approved environmental assessment documentation without a mandatory agency/council consultation step.

Notwithstanding the absence of a formal consultation requirement for this VAMP, the Project will continue to manage visual amenity related stakeholder interfaces through established Project-wide mechanisms where relevant (e.g. regulatory notifications, incident/non-compliance pathways, etc).

In accordance with CoA A33, C7 and C10, and the Phasing Report, this Plan was endorsed by the Environmental Representative (ER) on [INSERT DATE] prior to submission to the Planning Secretary for approval no later than one month before the commencement of construction.

Construction will not commence until the CEMP (including this VAMP) is approved as detailed in Section 2.3 of the CEMP.

2 OBJECTIVES, TARGETS AND PERFORMANCE OUTCOMES

This section sets out the objectives, targets and environmental performance outcomes for the management of construction visual amenity for the SPW works. The objectives define the intent and scope of visual amenity management under this VAMP, the targets describe the standards against which implementation of the VAMP will be assessed, and the environmental performance outcomes reflect the externally defined outcomes established through the Secretary's Environmental Assessment Requirements (SEARs).

The controls and management measures used to achieve these are detailed in subsequent sections of this Plan.

2.1 Objectives

The objectives of this VAMP are to:

- Minimise impacts on existing landscape features as far as feasible and reasonable.
- Ensure the successful implementation of the Landscape Design (where applicable to construction activities).
- Reduce the visual impact of construction to the surrounding community.
- Ensure graffiti is removed promptly and weeds are progressively managed across construction sites.
- Ensure construction lighting is managed to minimise sleep disturbance and sky glow.
- Ensure compliance with all relevant legislative requirements, the Conditions of Approval (CoA), the Revised Environmental Mitigation Measures (REMMs), and the Sydney Metro CEMF applicable to SPW works.

2.2 Targets

The visual amenity management targets for the SPW works are to:

- Implement visual amenity management measures that are consistent with applicable approval requirements and environmental commitments, supported by appropriate inspection and record-keeping.
- Establish and operate temporary construction sites to minimise adverse impacts on the existing landscape character and visual amenity of the local community.
- Incorporate the principles of Crime Prevention Through Environmental Design (CPTED) and visual amenity mitigation and management measures into temporary works for visible construction-phase elements.

2.3 Environmental Performance Outcomes

The SEARs issued for the Project did not identify a specific desired performance outcome for construction-phase visual amenity management. Only permanent design-related performance outcomes were identified, which are outside the scope of this Plan.

3 ENVIRONMENTAL REQUIREMENTS

The following identifies the statutory, approval and Project-specific requirements that apply to the management of construction visual amenity impacts for the SPW works. These requirements establish the framework within which construction visual amenity impacts must be assessed, managed and monitored during delivery of the Project.

The requirements set out in this section are derived from applicable legislation, the CoA, the REMMs, and Sydney Metro's environmental management framework and standards. Compliance with these requirements is mandatory and informs the development and implementation of the management measures described in subsequent sections of this VAMP.

3.1 Relevant Legislation, Specifications, Guidelines and Standards

Visual amenity associated with the SPW works must be managed in accordance with the legislation, standards, specifications and guidelines listed in Table 3-1, as applicable. These instruments establish the statutory and technical framework for the assessment and management of construction visual amenity impacts for the Project.

Where inconsistencies exist between the documents listed, the requirements of the CoA and Sydney Metro standards take precedence.

Table 3-1: Relevant Legislation, Specifications, Guidelines and Standards

Category	Instrument
Legislation	<i>Environmental Planning and Assessment Act 1979 (NSW)</i>
	<i>Environment Protection and Biodiversity Conservation Act 1999 (Cth)</i>
	<i>Heritage Act 1977</i>
Sydney Metro Requirements	Sydney Metro Construction Environmental Management Framework (CEMF)
Government Guidelines and Policies	Transport for NSW Guidance note EIA-N04 Guidelines for Landscape Character and Visual Impact Assessment (TfNSW, 2018)
	Guidance for Landscape and Visual Impact Assessment (Landscape Institute and Institute of Environmental Management & Assessment, 2013)
	Guidance Note for Landscape and Visual Assessment (Australian Institute of Landscape Architects, 2018)
	Guidance for the reduction of obtrusive light (United Kingdom Institution of Lighting Engineers, 2011)
Australian and International Standards	AS/NZS 4282:2019 Control of the obtrusive effects of outdoor lighting
	AS/NZS 1158 – Lighting for Roads and Public Spaces.
	AS/NZS ISO 14001:2016 Environmental Management Systems

3.2 CoA and REMMs

This VAMP has been prepared to satisfy CoA C1 and the Phasing Report that require the preparation and implementation of a Construction Visual Amenity Management Plan for the SPW works. This VAMP also gives effect to the REMMs relevant to construction-phase Visual Amenity management, as identified in the EIS and RtS Report.

A consolidated register of all CoA, REMMs and CEMF requirements relevant to construction Visual Amenity management, including how each requirement is addressed by this VAMP or associated documents, is provided in Appendix A.

4 VISUAL AMENITY RISK CONTEXT

This section documents the visual amenity risk context for construction of the SPW works at each station site. It is based on a sequenced evidence framework comprising:

- Assessments undertaken for the EIS (Chapters 7, 10 to 13) and RtS Report (Section 6, 7 and Appendix C),
- Outcomes of construction undertaken by the Central Tunnelling Package (CTP), Eastern Tunnelling Package (ETP) and Western Tunnelling Package (WTP) Contractors, and
- Confirmation of the status of inherited site conditions during SPW site possession and handover.

The existing visual amenity environment described in this section reflects an inherited, post-excavation and established construction site condition. Visual amenity at the Project sites has been subject to multi-year demolition, bulk excavation, and civil construction activities, including the establishment of acoustic sheds and hoardings some of which have been removed by previous contractors. Accordingly, this section is intentionally focused on summarising the residual risks requiring management during SPW station fit-out, facade installation, and surface precinct works.

4.1 Existing Environment and SPW Construction Interfaces

Across the five station sites, SPW are inheriting established construction sites where all buildings and vegetation have been removed as part of works carried out by previous Sydney Metro West Contractors (including WTP, CTP and ETP). As a result, site boundary fencing and hoarding has also been established on the site and in place for multiple years.

The existing environment and broader landscape setting for each station site, as described in the EIS are summarised in Table 4-1, including interfacing SPW works and visual amenity management focuses. Unlike the previous tunnelling packages, acoustic sheds are not proposed for any of the SPW sites given the criticality of tower cranes during station fit out and building activities.

To supplement the information in Table 4-1, indicative site layouts are provided in Appendix I of the CEMP. The indicative site layouts show that visually prominent construction elements, including tower cranes, scaffold systems, alimaks and hoists, are generally located within the centre of the construction footprint and around the station structures rather than being positioned along multiple site boundaries.

These elements extend above the hoarding line and are visible from surrounding receivers. As a result, the layout approach focuses on concentrating vertical construction elements within defined areas of the site so that they read as a single, consolidated construction zone, rather than multiple vertical elements distributed along all interfaces.

Tower cranes are positioned within the primary work areas at each site, resulting in crane booms being visible above the site from surrounding streets and properties. The central positioning of these cranes avoids creating multiple edge conditions where cranes would otherwise be located adjacent to different boundaries.

Similarly, scaffolding, alimaks and other vertical structures are generally grouped around the station box and core construction areas, limiting the extent to which vertical elements are spread across the site perimeter. This results in vertical construction activity being concentrated within a defined portion of the site, rather than presenting as a continuous or distributed condition along all boundaries.

Temporary site facilities, laydown and loading activities are arranged to support this approach, remaining within defined zones and avoiding distribution across site edges. This ensures that both vertical and ground-level construction elements are viewed as contained components of the site layout, rather than multiple independent sources of visual activity disrupting view lines.

While vertical elements are consolidated where feasible, visual amenity impacts are still driven by temporary boundary works (site sheds, laydown, lighting, and overlapping crane swings). These will be positioned, where feasible and reasonable, to minimise line-of-sight exposure, visual clutter and light spill to sensitive receivers.

Particular consideration has been given to the Five Dock receivers and public domain interfaces, including the adjacent multi-storey residential receiver on Great North Road, East Street, St Alban's Church and Fred Kelly Place. These interfaces have been considered in the development of the indicative site utilisation layout, including the location of temporary site facilities, laydown, loading areas, tower cranes, hoardings and pedestrian access arrangements.

Five Dock is a highly constrained construction footprint. The SPW works require a larger and more sustained workforce than the previous tunnelling works due to concurrent structural, architectural, services, fit-out and precinct activities. As a result, temporary site facilities is required to be stacked and located along portions of the site perimeter to preserve the internal work area for core construction activities, including safe tower crane operations, material handling, loading, pedestrian movement and vehicle circulation. This layout is not a standalone visual amenity control, however, it pre-emptively manages several visual amenity risks by consolidating site facilities, maintaining the active construction zone within the approved footprint, reducing dispersed visual clutter and limiting the need for additional site establishment areas.

At the eastern Five Dock site, temporary site facilities are positioned along the shared boundary with the adjacent multi-storey residential receiver on Great North Road. The indicative site utilisation layout shows stacked temporary site facilities in this location, up to approximately three levels (approximately 10 metres, typically 9.6m). This arrangement creates a defined interface between the residential receiver and the active construction zone and reduces direct downward views into excavation, crane operations, laydown and material handling areas. The location therefore provides a screening function while still recognising that upper-level temporary site facilities may introduce localised privacy, overlooking, lighting and temporary shadowing considerations.

A similar layout used by the previous tunnelling contractor, including setting facilities further away from the boundary and relying on lower-height facilities (i.e. water treatment plant) closer to the receiver, has been considered. That arrangement is not practicable for the SPW works because the station delivery scope requires the internal footprint to remain available for active construction, tower crane operations, logistics and safe workforce movement. The temporary site facilities at this interface comprise stacked modular units up to three levels (approximately 9.6 metres in height). The previous tunnelling configuration also included a large continuous acoustic shed exceeding approximately 15 metres in height, which formed the dominant visual element of the site. By comparison, the SPW temporary site facilities are materially lower in height, modular and discontinuous in form. Although some temporary site facilities are closer to the boundary, their reduced height, broken form and consolidated arrangement materially reduces overall visual bulk and avoids a large continuous massing element. There are no feasible alternative temporary site facility arrangements within the approved construction footprint that would maintain safe construction operations while reducing visual interface impacts at this location.

Temporary shadowing from the stacked temporary site facilities may occur at certain times and sun angles however, the scale, duration and extent of this shadowing remain materially less than, and within the previously established visual and overshadowing parameters associated with the former acoustic shed condition. The layout therefore retains visual and overshadowing impacts within the established construction-site context while using the modular and discontinuous form of the

temporary site facilities to reduce massing where practicable. No further formal visual or overshadowing assessment is required under the Planning Approval or CEMF for temporary site facilities.

Privacy and light spill risks at this interface will be managed through the layout and the targeted controls in this VAMP, including strategic window orientation, privacy screening (including frosted or obscured glazing or blinds) on elevations facing the residential interface, to be implemented to manage overlooking, internal light management outside working hours, downward-oriented external lighting and physical beam shields to prevent upward or horizontal light spill toward adjacent residential receivers.

Use of 21 Waterview Street is being separately investigated as a potential ancillary facility. If available and approved for use, it may provide additional support space however, it is not relied upon as the primary mitigation for the current VAMP layout because the SPW workforce and site facility requirements mean the current indicative temporary site facilities arrangement will be required regardless (i.e. 21 Waterview will be in addition to the site layout requirements).

At the western Five Dock site, temporary site facilities are positioned along the perimeter B-Class hoardings at the East Street boundary, the northern interface with St Alban's Church and the southern interface near Fred Kelly Place. The indicative site utilisation layout shows varying stack heights depending on location, including up to two levels along the East Street boundary, generally single-level temporary site facilities or hoarding/laydown interface adjacent to St Alban's Church, and up to three levels (approximately 9.6 metres) adjacent to Fred Kelly Place. This reflects the functional requirement to preserve the internal footprint for construction logistics while avoiding a more dispersed arrangement of site sheds and laydown across the site. There are no feasible alternative site facility arrangements at these interfaces that would maintain safe construction operations while reducing visual amenity impacts.

In considering this arrangement, it is important to recognise how this interface has visually evolved. Prior to project commencement, the East Street frontage was characterised by existing multi-storey commercial buildings built directly to the boundary, creating a substantially enclosed urban streetscape condition rather than an open interface.

Following demolition of these buildings for the initial tunnelling works, the site transitioned to an open construction footprint defined by perimeter hoarding, with internal construction activities, plant and laydown areas more directly visible from surrounding receivers depending on their location within the site.

The proposed SPW site layout re-establishes a defined interface condition along portions of the boundary through the placement of temporary site accommodation, while maintaining the primary construction activities, including excavation, crane operations and laydown, within the internal footprint. This arrangement consolidates visually prominent elements within defined zones and reduces the extent to which internal construction activity is distributed across multiple site interfaces.

The proposed modular temporary site accommodation is discontinuous in form and arranged in a consolidated configuration along the site perimeter. As a result, while the interface is re-established at the boundary, the overall visual condition is more contained, with internal construction activity screened and visual impacts more localised in nature when compared to an open construction footprint.

The western site layout also pre-emptively manages visual amenity by consolidating temporary site facilities and laydown into defined zones rather than distributing facilities across multiple uncontrolled interfaces. Potential localised visual impacts from the western site temporary site facilities, including visibility from East Street, St Alban's Church and Fred Kelly Place, will be managed through hoarding presentation, strict housekeeping, targeted screening, internal light

management, directional shielded lighting and the targeted mitigation measures identified in Table 4-2 and implemented through Section 5 of this VAMP.

This approach demonstrates that the indicative layout has been developed to manage visual amenity risks in advance by consolidating facilities, maintaining safe construction functionality, minimising dispersed clutter, using temporary site facilities as a managed interface, and applying targeted controls for privacy, light spill, overlooking, temporary shadowing and public domain presentation.

This integrated layout and mitigation approach ensures that visual amenity impacts are proactively managed through both site design and targeted controls, rather than relying solely on post-installation mitigation measures.

Table 4-1: Station Specific Visual Amenity Risks

Station	Existing Environment	Key Visual Amenity Receptors	EIS Impact Ratings	Interfacing SPW Works / Visible Temporary Works	Visual Amenity Management Focus
Westmead	The site is located to the east of Hawkesbury Road, between Railway Parade to the north, Bailey Street to the south, and Hassall Street to the east. Several major institutions are located north-west of the site including Western Sydney University Westmead and the Westmead health and medical research precinct. Westmead Public School is located to the south-west of the site. Mays Hill Precinct is located to the east and forms part of the visual setting and green space buffer of Parramatta Park. However, there are no views between the metro station site and the Precinct. Given this context, the area was assigned a local and neighbourhood landscape sensitivity level. In the north, night-time visual sensitivity was assessed as very low given the area is of high district brightness due to the close proximity to Westmead Train Station. To the south, low sensitivity was given as the area is of medium district brightness.	- Residential: High and medium density apartments on Bailey Street and Alexandra Avenue - Heritage: Views to adjacent heritage items (Western Sydney University). - Public Domain: Westmead Public School.	- Minor to moderate landscape impact rating - Minor to moderate daytime visual impacts - Negligible to minor night-time visual amenity impacts	- Multi-storey (2 levels) site offices and amenities south of the station box along Bailey St, - Tower and other mobile cranes - Scaffold walkways man/material hoists above the station box - Perimeter noise barriers and hoardings - Site and security lighting	- Site Layout & Visual Clutter: Consolidation of visually intrusive elements within the established site footprint is applied to minimise line-of-sight exposure. Multi-storey site offices are clustered exclusively on the southern Bailey Street boundary, with tower cranes centrally located as an intentional consolidation to avoid creating multiple edge conditions. - Light Spill: Strict directional lighting controls are required to minimise light spill / sleep disturbance for residential receivers during night works. - Hoarding & Public Domain: Given the direct interface with sensitive receivers and high pedestrian traffic at the station interchange, a high standard of hoarding / site presentation is critical.
North Strathfield	The two construction sites are adjacent to the existing North Strathfield Station, generally between Pomeroy Street to the north, Queen Street to the east and Hamilton Street East to the south. The southern site within the Sydney Trains maintenance yard is screened with	Heritage: Adjacent station heritage gardens, Queen St streetscape, and the existing North Strathfield Station (including the s170	- Minor to moderate landscape impact rating - Minor to moderate daytime visual impacts	Multi-storey (3 levels) site offices and amenities south of the station box near Hamilton Street East, screened by Queens Street trees to east and buffered by rail corridor to west.	Site Layout & Visual Clutter: Consolidation of visually intrusive elements within the established site footprint is applied to minimise line-of-sight exposure. Storage of materials, site sheds, and active laydown areas are intentionally consolidated to ensure they

Station	Existing Environment	Key Visual Amenity Receptors	EIS Impact Ratings	Interfacing SPW Works / Visible Temporary Works	Visual Amenity Management Focus
	existing street trees on Queen St. These street trees are a locally listed heritage item. The existing train station and sites are surrounded by a mix of residential and commercial single and two-storey buildings. At the train station entry from Queen St, only part of the heritage garden bed remains. Given this context, the area was assigned a local landscape sensitivity level. Night-time visual sensitivity was assessed as low given the area is of medium district brightness.	listed platform building and southern pedestrian bridge). - Schools: The McDonald College (boarding facilities) and Our Lady of the Assumption Catholic Primary School. - Commercial: Queen Street shops and restaurants	Moderate night-time visual amenity impacts	- Adjustments / removal of street parking, public transport and pedestrian access (including partial occupation of Queen Street) - Demolition and replacement of the remaining heritage garden bed as part of precinct works. - Tower and other mobile cranes - Scaffold walkways man/material hoists above the station box - Adjustments / removal of street parking, public transport and pedestrian access - Noise barriers and hoardings surrounding the construction site - Site and security lighting	do not encroach on the heritage garden curtilage or Queen Street frontage. Heritage, Hoarding & Public Domain: Given the direct interface with sensitive receivers (heritage items, schools, and commercial properties), a high standard of hoarding / site presentation is critical. Retained heritage-listed street trees on Queen Street must be protected, and temporary facilities must be sited to minimise obstruction of significant heritage view lines to the listed station.
Burwood North	Comprises two established construction sites either side of Parramatta Road generally between Burwood Road and Loftus Street. Both sites have established boundary fencing and hoarding. Surrounding roads are heavily trafficked with a mix of retail, commercial, light-industrial, open-space areas including Concord Oval and medium to low-density residual properties. Given this context, streetscapes were assigned a local landscape sensitivity level. Night-time visual sensitivity was assessed as low given the area is of medium district brightness.	- High Density Residential: Overlooking apartments on Burwood/Parramatta Rd look down into the site. - Medium to Low Density Residential: Houses and apartments on Burton Street and Loftus Avenue - Commercial: Active retail frontages.	- Minor to moderate landscape impact rating - Minor to moderate daytime visual impacts - Minor night-time visual amenity impacts	- Multi-storey (3 levels) site offices and amenities on the south-western corner of the northern construction site boundary bordering Burwood Road and Parramatta Road. - Tower and other mobile cranes - Scaffold walkways man/material hoists above the station box - Adjustments / removal of street parking, public transport and pedestrian access - Noise barriers and hoardings surrounding the construction site - Site and security lighting	- Site Layout & Visual Clutter: Consolidation of visually intrusive elements within the established site footprint is applied to minimise line-of-sight exposure. Multi-storey site offices are stacked on the south-west corners (Burwood/Parramatta Rd) combined with central tower cranes as an intentional consolidation. Because highly sensitive residential receivers look directly down into the open station box/site, strict housekeeping is a critical baseline control. - Light Spill: Strict directional lighting controls are required to prevent glare into

Station	Existing Environment	Key Visual Amenity Receptors	EIS Impact Ratings	Interfacing SPW Works / Visible Temporary Works	Visual Amenity Management Focus
					adjacent overlooking apartments and minimise light spill / sleep disturbance. Hoarding & Public Domain: Given the direct interface with sensitive receivers (overlooking apartments and active retail frontages), a high standard of hoarding / site presentation is critical.
Five Dock	Comprises two sites, one located between Great North Road and East Street (the western site), and the other on the corner of Waterview Street and Second Avenue (the eastern site). The western site borders Fred Kelly Place and the heritage listed St Alban's Anglican Church. Five Dock is identified as a vibrant town centre made up of a mix of commercial, retail, community, residential and civic open space uses (including heritage buildings). Given this context, streetscapes and Fred Kelly Place were assigned a local landscape sensitivity level. Night-time visual sensitivity was assessed as low given the area is of medium district brightness.	- Town Centre: Great North Road and Fred Kelly Place (Civic Hub) - High-density apartments at Great North Road (highly sensitive, dual-sided exposure), plus medium and low-density residential properties along East Street, Second Avenue, and Waterview Street. - Public Domain: Outdoor dining adjacent to hoardings.	- Minor to moderate landscape impact rating - Negligible to moderate daytime visual impacts - Minor night-time visual amenity impacts	- Multi-storey site offices and amenities located along selected perimeter interfaces, including stacked temporary site facilities adjacent to the Great North Road multi-storey residential interface up to approximately three levels / 9.6 metres (eastern site), and temporary site facilities along the East Street boundary generally up to two levels, generally single-level temporary site facilities or hoarding/laydown interface adjacent to St Alban's Church, and temporary site facilities up to three levels / approximately 9.6 metres adjacent to Fred Kelly Place (western site). - B-Class hoarding, hoarding-mounted laydown and perimeter screening. - Tower cranes, mobile cranes, scaffold, alimaks, hoists and stretcher stairs associated with station construction.	- Site Layout & Visual Clutter: The indicative site utilisation layout consolidates visually intrusive elements within the established construction footprint and defined perimeter zones to minimise dispersed visual clutter. Tower cranes, hoists, scaffold and active work areas are concentrated around the station box and primary work zones, while temporary site facilities and laydown are arranged to preserve safe internal construction operations. This layout pre-emptively manages visual amenity by reducing the need for additional site establishment areas and limiting uncontrolled distribution of sheds, laydown and lighting across the site. - Adjacent Multi-Storey Residential Interface: At the eastern site, the stacked temporary site facilities adjacent to the Great North Road multi-storey residential receiver provides a defined interface and reduces direct views into active construction areas. The layout also introduces potential localised privacy, overlooking, temporary shadowing and light spill considerations. These are managed through strategic window

Station	Existing Environment	Key Visual Amenity Receptors	EIS Impact Ratings	Interfacing SPW Works / Visible Temporary Works	Visual Amenity Management Focus
				- Material laydown and loading zones consolidated within the construction footprint. - Site and security lighting, including lighting associated with temporary site facilities and pedestrian access. - Pedestrian walkways, covered walkways, access gates, construction loading zones and public domain interfaces.	orientation, privacy screening where required, internal light management, downward-oriented external lighting, physical beam shields and strict housekeeping. - East Street / St Alban's Church / Fred Kelly Place Interfaces: At the western site, temporary site facilities and B-Class hoarding are located along selected perimeter interfaces to preserve the constrained internal footprint for construction logistics. Visual impacts are managed through the modular and discontinuous form of the temporary site facilities, varying stack heights, hoarding presentation, consolidated laydown, lighting controls and maintaining a clean public domain interface. - Temporary Shadowing: Temporary shadowing from stacked temporary site facilities may occur at certain times and sun angles. At the eastern site interface with the adjacent multi-storey residential receiver, the modular, discontinuous and lower-height temporary site facility arrangement remains materially reduced in bulk and massing compared with the previous continuous acoustic shed condition. At the western site interfaces, temporary shadowing is associated with the proposed stacked temporary site facilities and is managed through the consolidated, modular and discontinuous arrangement of the site layout.

Station	Existing Environment	Key Visual Amenity Receptors	EIS Impact Ratings	Interfacing SPW Works / Visible Temporary Works	Visual Amenity Management Focus
					- Light Spill: Directional lighting controls, including downward-oriented lights and physical beam shields where required, are to be implemented to minimise glare, upward light spill and horizontal light spill toward adjacent residential, heritage and public domain receivers. - Hoarding & Public Domain: Given the direct interface with sensitive receivers and high pedestrian activity, hoardings, site sheds, storage areas and public-facing site elements must be maintained in a clean, orderly and well-presented condition. Material storage is to be consolidated away from direct downward views from adjacent multi-storey residential receivers where practicable.
The Bays	Situated on heavily modified foreshore land adjacent to the former White Bay Power Station which is not publicly accessible. Current land uses comprise industry, maritime and other construction projects including Western Harbour Tunnel. Site is bordered by the Anzac Bridge Access Road. Given this context, the baseline environment was assigned a neighbourhood landscape sensitivity level. The landscape setting is also currently in a state of transition with the precinct undergoing major urban renewal, with SPW works supporting this transition.	- White Bay Power Station: State Heritage significance - White Bay / Harbour: Waterway views and Anzac Bridge view lines.	- Negligible landscape impact rating - Negligible to moderate daytime visual impacts - Minor night-time visual amenity impacts	- Multi-storey site offices and amenities near the Anzac Bridge Access Road - Vegetation removal adjacent to the Power Station - Roadwork and precinct work required in publicly accessible areas on Robert Street - Tower and other mobile cranes - Scaffold walkways man/material hoists above the station box - Noise barriers and hoardings surrounding the site on Robert Street	- Site Layout & Visual Clutter: Consolidation of visually intrusive elements within the established site footprint is applied to minimise line-of-sight exposure. Central tower cranes and stacked multi-storey site offices are intentionally consolidated on the south and eastern margin, arranged to preserve the physical view corridor to the White Bay Power Station. - Light Spill: Strict directional lighting controls are required to ensure lighting must not shine directly onto the Harbour water surface (marine fauna impact) or the Power Station façade (unless approved).

Station	Existing Environment	Key Visual Amenity Receptors	EIS Impact Ratings	Interfacing SPW Works / Visible Temporary Works	Visual Amenity Management Focus
	Night-time visual sensitivity was assessed as low given the area is of medium district brightness.				Hoarding & Public Domain: Given the direct interface with sensitive receivers (heritage items and public domain), a high standard of hoarding / site presentation is critical.

4.2 Visual Amenity Risk Summary

Table 4-2 consolidates the residual, delivery-phase visual amenity risks identified for the SPW works across all station sites, based on the detailed station-specific visual amenity contexts presented in Section 4.1. It reflects the inherited site conditions of already established sites from Stage 1 and 2 and focuses on the nature and magnitude of visual amenity interactions relevant to SPW construction activities and temporary works.

Table 4-2: Visual Amenity Risk Summary

Station	Risk	Rating	Specific Mitigation Measures
Westmead	Night-time light spill affecting residential receivers (Bailey St/Alexandra Ave) and adjacent heritage; visual clutter from dispersed laydown and active work areas.	Low-Medium	No, standard controls (refer Section 5.2) apply. Emphasis on the following where required and / or feasible: - Consolidation of site layout and strict housekeeping controls are critical to manage visual clutter as receivers view the site from above. Multi-storey site offices are clustered primarily on the southern Bailey Street boundary, with tower cranes centrally located. - Strict directional lighting controls in adherence to AS 4282 to ensure no direct beam falls on residential windows or heritage facades.
North Strathfield	Loss of visual screening due to damage to Queen St trees; visual clutter from dispersed laydown and active work areas affecting heritage gardens and Queen Street commercial receivers.	Low-Medium	No, standard controls (refer Section 5.2) apply. Emphasis on the following where required and / or feasible: - Consolidation of site layout and strict housekeeping controls to manage visual clutter. Storage of materials, site sheds, and active laydown areas are intentionally consolidated to ensure they do not encroach on the heritage garden curtilage or Queen Street frontage. - Maintenance of Tree Protection Zones (TPZs) to preserve Heritage Listed Queen St trees and preserve visual screening. - Locate temporary site facilities to minimise obstruction of significant heritage view lines to the s170 listed station.
Burwood North	Visual clutter from dispersed laydown and active work areas visible from highly sensitive overlooking apartments (Burwood Rd, Parramatta Rd, Burton St, Loftus Ave); night-time light spill affecting residential receivers	Low-Medium	No, standard controls (refer Section 5.2) apply. Emphasis on the following where required and / or feasible: - Consolidation of site layout and strict housekeeping controls are critical to manage visual clutter as receivers view the site from above. Multi-storey site offices are stacked on the south-west corners (Burwood/Parramatta Rd) combined with central tower cranes. - Strict directional lighting controls in adherence to AS 4282 to ensure no direct beam falls on residential windows.
Five Dock	Reduced amenity at the Great North Road, East Street, St Alban's Church and Fred Kelly Place interfaces due to stacked temporary site facilities, hoarding-mounted laydown, cranes, scaffold, loading zones, site lighting and active construction areas. Potential localised impacts include visual clutter, privacy / overlooking, temporary shadowing, night-time light spill	Low-Medium	Yes. Standard controls in Section 5.2 and Five Dock-specific controls in Section 5.3 apply. - Consolidation of site layout and strict housekeeping controls, utilising site layout to create visual breaks and minimise overlooking. Material storage is intentionally consolidated outside the immediate downward view of the high-density apartments at Great North Road, where possible. - Optimised site layout to minimise direct interface impacts where feasible. This is achieved by limiting continuous massing through a discontinuous modular arrangement, consolidating temporary site facilities and laydown into

Station	Risk	Rating	Specific Mitigation Measures
	and public domain presentation impacts.		defined zones, and, at the eastern site interface with the adjacent multi-storey residential receiver, relying on the materially reduced height and bulk of the temporary site facilities relative to the previous continuous acoustic shed condition. At the western site interfaces, the layout relies on consolidation of temporary site facilities, varying stack heights, hoarding presentation and reduced distribution of visual activity across multiple site edges. • Privacy / overlooking controls for temporary site facilities facing sensitive residential interfaces, including strategic window orientation and privacy screening where required, such as frosted / obscured glazing or blinds. • Internal light management outside working hours for temporary site facilities facing sensitive residential interfaces. • Strict directional lighting controls, including physical beam shields and downward-oriented lighting, to prevent upward or horizontal light spill toward the high-density apartments at Great North Road and other adjacent sensitive receivers. • Proactive and high standard of hoarding / site presentation, including cleaning and graffiti removal, to maintain town centre visual amenity and avoid damage to street tree canopies during hoarding or facade works. • The use of 21 Waterview Street is being separately investigated as a potential ancillary facility. If available and approved, it may provide additional support space; however, it is not relied upon as the primary mitigation for the current indicative site layout.
The Bays	Obstruction of heritage views to White Bay Power Station due to the uncontrolled spread of visually intrusive elements; light spill to Harbour waters.	Low-Medium	No, standard controls (refer Section 5.2) apply. Emphasis on the following where required and / or feasible: • Consolidation of site layout and strict housekeeping controls. Central tower cranes and stacked multi-storey site offices are intentionally consolidated on the south and eastern margin, arranged to preserve the physical view corridor to the White Bay Power Station. • Strict directional lighting controls to avoid illuminating the harbour surface or heritage facade.

5 ENVIRONMENTAL MITIGATION MEASURES

This section sets out the construction visual amenity mitigation measures to be implemented for the SPW works. Measures are presented in a structured register format to support construction planning, consistent implementation across sites, and auditable demonstration of compliance with the Planning Approval (CoA and REMMs) and Sydney Metro requirements (including the CEMF).

Mitigation measures are grouped as follows:

- Standard measures (Section 5.2): apply across all SPW works unless otherwise stated
- Station-specific measures for Five Dock station site (Section 5.3): apply where the receiver context, local constraints or assessed risks differ between stations.

5.1 Control Hierarchy and SMART Application

Construction visual amenity management for the SPW works is implemented through a structured hierarchy of controls consistent with the principles of avoidance, minimisation, management and verification, and aligned with the SMART framework (Specific, Measurable, Achievable, Realistic and Timely).

Table 5-1 illustrates the control hierarchy applied under this Plan and how SMART requirements are embedded into the selection, implementation and verification of mitigation measures.

Table 5-1: Control Hierarchy and SMART Application

SMART	Control Type	Example
S – Specific, what must be done M – Measurable, how it will be checked A – Achievable, can be implemented in construction R – Realistic, practical for site conditions T – Timely, applied when required	Avoid / Eliminate	Plan site layouts so visually intrusive elements (plant, materials, stockpiles) are positioned behind screening or away from boundaries where feasible and reasonable to reduce visual exposure.
	Substitute / Minimise at Source	Apply defined design standards to relevant temporary works such as directional lighting setup and screening requirements that can be verified during installation and inspection.
	Engineering	Install boundary hoarding, screening, architectural finishes, and directional lighting controls consistent with construction staging and temporary works design.
	Administrative	Maintain hoardings, remove graffiti promptly, include required wayfinding information, and integrate visual amenity controls into AMP planning and routine inspections.
	Receiver Based Mitigation	Implement verification at trigger points such as hoarding installation/modification, lighting setup, temporary structure installation, tree protection implementation, and placemaking initiatives where required.

5.2 Standard Visual Amenity Mitigation Measures

Standard mitigation measures applicable across the SPW works are provided in Table 5-2. These measures apply to all station sites and works activities unless explicitly identified as station-specific in subsequent subsections.

Table 5-2: Standard Visual Amenity Mitigation Measures

ID	Measure	Control Type	Timing / Frequency	Responsibility	Source / Reference	Relevant Management Document / Process
VA-01	Construction site elements (e.g. plant, materials, stockpiles) must be located where feasible and reasonable to minimise visual impacts, including use of screening or setback from site boundaries.	Avoid / Eliminate	Construction planning and during construction	Stations Manager	CEMF-LV1	Site Layout Plan; ECM
VA-02	Boundary screening (including hoarding) must be installed and maintained around ancillary facilities adjacent to sensitive land uses to minimise visual amenity impacts for the duration of use.	Engineering	Site establishment and duration of works	Stations Manager	CoA A25; CoA A26; CEMF-LV2	Hoarding Design Plan Environmental inspection records
VA-03	Temporary hoardings must include pedestrian wayfinding information and must not display commercial advertising.	Administrative	Installation and modification of hoardings	Stakeholder & Community Engagement Manager	CoA E78; CoA E80	OCCS
VA-04	Graffiti on hoardings or construction site elements must be removed promptly.	Administrative	As required	Site Engineers / Superintendents / Senior Environment Advisor / Environment Advisor	CEMF-LV3	Environmental inspection records
VA-05	Construction hoardings must be maintained to minimise visual amenity and landscape character impacts.	Administrative	Routine inspections during construction	Senior Environment Advisor / Environment Advisor	CEMF-LV2	Environmental inspection records
VA-06	Construction lighting must be oriented to minimise glare and light spill impacts and operated in accordance with AS/NZS 4282:2019.	Engineering	During construction where lighting is used	Site Engineers / Superintendents	CEMF-LV5	AMP; work planning controls, OOH Noise Monitoring Events
VA-07	Hoardings must be designed in accordance with Sydney Metro Brand Design Guidelines, with opportunities for public art considered where pedestrian activity is high.	Engineering	Hoarding design and installation	Stations Manager	CEMF-LV6	Hoarding Design Plan
VA-08	Opportunities to retain and protect existing trees must be identified during construction planning.	Avoid / Eliminate	Construction planning	Stations Manager	CEMF-LV7	Tree Protection Plan

ID	Measure	Control Type	Timing / Frequency	Responsibility	Source / Reference	Relevant Management Document / Process
VA-09	Trees to be retained must be protected prior to construction in accordance with AS4970.	Engineering	Prior to works affecting trees	Site Engineers / Superintendents	CEMF-LV8	Tree Protection Plan
VA-10	The principles of Crime Prevention Through Environmental Design (CPTED) will be incorporated in the design and construction of any temporary elements	Engineering	Temporary Works Design	Stations Manager	CEMF	Temporary Works Design Documentation
VA-11	Site boundary hoarding must display required CSSI identification information prior to construction commencement and maintain required public contact details.	Administrative	Prior to commencement and ongoing	Stakeholder & Community Engagement Manager (content); Stations Manager (installation)	CoA A52	Hoarding signage; OCCS
VA-12	Work sites and temporary structures must be designed and finished to minimise visual impacts and incorporate privacy considerations where there is a direct interface with sensitive receivers. This may include, where required, decorative hoarding, screening or window treatments (e.g. frosting, black-outs), and architectural treatments or finishes that reduce visual prominence where externally visible.	Engineering	Construction planning and implementation	Stations Manager	CoA E79; CEMF-LV4	Temporary works / site establishment controls
VA-13	Temporary placemaking initiatives must be developed and implemented where applicable, in consultation with relevant stakeholders, consistent with planning approval requirements.	Administrative	Construction planning and during works	Stakeholder & Community Engagement Manager	CoA E81	Stakeholder engagement records

5.3 Five Dock Station Mitigation Measures

Construction visual amenity mitigation measures specific to Five Dock station construction site are provided in Table 5-3. These measures supplement the Standard Visual Amenity Mitigation Measures in Section 5.2 and apply where the construction visual amenity risk profile (refer Section 4.1 and 4.2) at Five Dock differs from other SPW station sites.

Table 5-3: Five Dock Station Visual Amenity Mitigation Measures

ID	Measure	Control Type	Timing / Frequency	Responsibility	Source / Reference	Relevant Management Document / Process
VA-14	Opportunities for temporary activation during construction at Five Dock must be explored with City of Canada Bay Council.	Administrative	Construction planning and during works	Stakeholder & Community Engagement Manager	REMM EIS-LV15	Consultation records
VA-15	Temporary structures facing Fred Kelly Place must incorporate urban design or landscape treatments to minimise visual impact where feasible and reasonable.	Engineering	Prior to installation and during use	Stations Manager	REMM EIS-LV16	Temporary works controls

6 IMPLEMENTATION AND RESPONSIBILITIES

6.1 Roles and Responsibilities

The roles and responsibilities of key Project personnel with respect to the management of visual amenity are defined in Table 6-1. These roles are consistent with the governance structure established in the SPW Construction Environmental Management Plan (CEMP).

Table 6-1: Visual Amenity Management Responsibilities

Role	Responsibility
Environment Operations and Approval Lead	- Own overall implementation and compliance assurance for visual amenity requirements. - Confirm visual amenity controls are defined, implemented, and evidence is maintained. - Lead environmental assurance activities for visual amenity (verification approach, recordkeeping, and issue close-out).
Stations Manager	- Ensure visual amenity controls are implemented on site (site presentation, screening/hoardings, temporary structures and siting). - Embed visual amenity requirements into construction planning and ensure controls remain effective during changes to site establishment, layouts, and interfaces.
Senior Environment Advisor / Environment Advisor	- Undertake routine and targeted verification checks for visual amenity. Maintain inspection records and photographic evidence. - Provide practical advice to teams and drive corrective actions (e.g., hoarding condition, graffiti response, lighting adjustments) to completion.
Site Engineers / Superintendents	- Implement visual amenity controls at activity level through day-to-day planning and work authorisation. Verify controls are in place at set-up / modification points (e.g., lighting, hoardings, temporary works). - Action and track rectification of issues identified through inspections or complaints.
Integration and Interface Manager	- Coordinate interface requirements that influence visual amenity outcomes (public domain interfaces, heritage/viewline considerations, council land interfaces). - Support integration of visual amenity requirements across packages/third parties and ensure interface constraints are addressed in planning and delivery.
Stakeholder and Community Engagement Manager	- Manage stakeholder-facing visual amenity requirements (hoarding information content, wayfinding, no advertising). - Coordinate and document consultation/engagement required for activation/placemaking initiatives where applicable and maintain evidence suitable for Sydney Metro / ER review.

6.2 Design/Construction Planning and Work Authorisation

6.2.1 Temporary Works Design and Procurement

To ensure visual amenity impacts of temporary construction elements are minimised, specific design-related mitigation measures identified in this Plan will be considered during the planning and procurement of relevant temporary works.

Where new temporary works are proposed that are visible from the public domain or adjacent properties, and are expected to remain in place for an extended period (generally greater than six months), and cannot be adequately mitigated through the existing site layout controls (refer Section 4) or measures identified in Section 5, the design will be informed by an appropriately qualified Landscape Architect or Urban Designer. This will ensure due consideration is given to

visual integration, streetscape character, and, where practicable, minimising overlooking into construction areas.

6.2.2 Activity Management Plans (AMPs)

To ensure that the specific management and mitigation measures identified in this Plan are implemented appropriately, the required actions are to be included in the Activity Management Plans (AMP) prepared for relevant activities (e.g. site shed establishment and hoarding installation) where they are required as per Section 5.12 of the CEMP. Subject to the type of activity, the AMP will generally address the following as relevant to the works:

- Applicable visual amenity management measures detailed in Section 5.2, including but not limited to:
 - Lighting Plan (Night Works): For Out-of-Hours Works (OOHW), the location and orientation of task lighting to ensure compliance with AS/NZS 4282:2019 (prevention of light spill into residential windows)
 - Visual Screening: Specific screening requirements for high-visual-impact tasks (e.g., welding flash screens, dust screens for demolition).
 - Housekeeping: Task-specific requirements for the progressive clean-up of waste and orderly stacking of materials to prevent visual clutter.
- Any specific interface and community details relevant to the activity location
- Any specific Environmental Control Maps relevant to the activity location.

Consistent with the overarching CEMP, AMPs (or equivalent activity-specific delivery documentation) do not constitute statutory approval documents under the Planning Approval or CEMF and are not subject to external review or endorsement. They operate as internal operational planning tools and serve as supporting evidence demonstrating how the visual amenity controls within this Plan are practically implemented during construction execution.

6.2.3 Environment Control Maps (ECMs)

ECMs have been prepared for each construction site, which outline the location of protection measures, monitoring requirements, environmental obligations and environmentally sensitive areas (refer to Section 5.9 and Appendix H of the CEMP). It is the practical application of the proposed control measures and an important tool to communicate these to all personnel including subcontractors.

In accordance with the overarching CEMP, ECMs are controlled 'live' documents maintained on-site and are reviewed and updated progressively to reflect construction staging, changes to site layout, or lessons learned. ECMs are endorsed internally and do not form a separate statutory review or approval pathway. Updates to live ECMs do not trigger a formal revision or update to this Plan.

For the purposes of this VAMP, ECMs will include visual amenity specific information such as:

- Hoarding and Fencing: Location and type of site boundary fencing (e.g., Class A Hoarding) required to screen ancillary facilities from adjacent sensitive land uses.
- Sensitive Receivers: Location of residential receivers and heritage items (e.g., White Bay Power Station) requiring protection from light spill or visual obstruction.
- Storage Areas: Designated locations for material storage and stockpiles, sited away from boundaries or behind screening where feasible.
- Lighting: Indicative location of fixed lighting towers or security lighting.

ECMs will be communicated to Project personnel at the Project induction prior to works commencing (refer to Section 6.3) and displayed at site office and compound areas.

6.3 Training and Awareness

All Project personnel, including employees, contractors, and utility staff working onsite, will undergo site induction training relating to visual amenity management issues. The induction training will address elements related to visual amenity management including:

- Inspection and maintenance requirements for hoarding to ensure site perimeters are kept tidy
- Requirements for temporary construction lighting and minimising light spill on neighbouring properties
- General site housekeeping, especially around sensitive receivers overlooking construction sites

7 MONITORING AND VERIFICATION

7.1 Inspections and Verification

7.1.1 Verification Monitoring and Inspections

Inspection and verification activities under this Plan focus on confirming that visual amenity controls required by the CoA, REMMs, CEMF, and this VAMP are implemented, maintained and effective during construction.

Monitoring for visual amenity under the SPW works is primarily verification-based monitoring, rather than quantitative environmental monitoring, reflecting the inherited urbanised site conditions and low residual environmental risk profile identified in Section 4.2.

Verification activities will be undertaken through routine environmental inspections (which will capture triggers such as the modification of hoardings, lighting setup, or temporary structure installation) and activity-specific verification under relevant Activity Management Plans (AMPs).

Table 7-1 summarises the verification and inspection activities relevant to visual amenity management during SPW works.

Table 7-1: Visual Amenity Inspection and Verification Activities

Activity	Frequency / Timing	Verification Focus	Responsibility	Records
Boundary screening and hoarding verification	At installation and modification	Screening installed, CSSI information displayed, wayfinding included no advertising present	Stations Manager / Site Engineers	Site establishment records; photographic evidence
Construction lighting verification	At initial setup or modification	Lighting orientation configured to minimise glare and light spill.	Site Engineers / Superintendents / Senior Environment Advisor / Environment Advisor	AMP or work planning records OOH Noise Monitoring Field Sheet or Register
Hoardings condition checks	During routine inspections where visual amenity issues identified	Graffiti removed promptly; hoarding maintained	Senior Environment Advisor / Site Engineers	Site establishment records; environmental inspection records; photographic evidence
Temporary structures and visual treatments verification	Prior to installation or modification	Visual finishes and treatments implemented to minimise impact	Stations Manager	Temporary works verification records
Tree protection implementation verification	Prior to works affecting retained trees	Tree protection measures installed consistent with Tree Protection Plan	Site Engineers / Environment Team	Tree protection inspection records w/ qualified Arborist
Placemaking / activation initiatives	During planning and implementation stages	Consultation and implementation consistent with requirements	Stakeholder & Community Engagement Manager	Consultation records

7.2 Reporting

Reporting will be undertaken to demonstrate compliance with the Planning Approval, REMMs, and CEMF. Table 7-2 summarises the broader reporting obligations required to verify the implementation of this VAMP.

Table 7-2: Visual Amenity Reporting Obligations

Report Name	Source Reference	Report Details	Timing	Report Recipient
Stakeholder consultation documentation	CoA E81; REMM EIS-LV15	Evidence of consultation regarding (and where adopted, the implementation of) temporary activation or placemaking initiatives.	As applicable	Project records; available for Sydney Metro, ER review

8 COMPLAINTS, INCIDENTS AND NON-COMPLIANCES

8.1 Complaints Management

Environmental complaints related to visual amenity will be recorded and managed in accordance with the process detailed in Section 7.4 of the CEMP, which defines the Project-wide approach to community information, notifications and complaints handling.

In support of this framework, the Contractor will manage and respond to visual amenity complaints arising from construction activities within their scope and provide required information to Sydney Metro for inclusion in the CCMS.

Where required, corrective actions will be implemented by the construction team as soon as reasonably practicable to minimise further impacts. Complaints and associated investigation outcomes will be recorded within Sydney Metro's nominated complaints management system in accordance with CEMP Section 7.4.2.

8.2 Incident and Non-Compliance Management

All visual amenity-related environmental incidents, non-compliances and associated events arising from SPW works will be managed in accordance with Section 8 of the CEMP. Incident classification and reporting will be undertaken in accordance with this framework to meet internal, Sydney Metro and external reporting requirements.

8.2.1 Auditing

Audits (both internal and external) will also be undertaken to assess the effectiveness of environmental controls, compliance with this Plan, Project requirements and any other relevant approvals, licenses and guidelines. These audits will be undertaken at planned intervals to provide information on whether the Project:

- Is meeting its compliance obligations
- Conforms to this Plan
- Determines if this Plan is effectively implemented and maintained.

The approach to internal and independent audits, including audit requirements and the auditing schedule, are detailed in Section 9.3 of the CEMP.

8.2.2 Non-Compliance and Environmental Issues

Visual Amenity-related statutory incidents and non-compliances arising from SPW works will be identified, classified, escalated, managed and closed out in accordance with the Planning Approval (SSI-22765520) and overarching framework detailed in Section 8.1.3 of the CEMP.

For the purposes of this Plan, specific triggers that may require investigation to determine the appropriate classification and management response include:

- Failure to implement required visual amenity management measures or controls
- Deviations from the procedures outlined in this Plan or the overarching CEMP
- Non-compliance with Planning Approval requirements
- Potential incidents or non-compliances identified by Sydney Metro and/or the Environmental Representative (ER).

As detailed in Section 8.1.3 of the CEMP, any event meeting the definition of a statutory incident or non-compliance under the Planning Approval is to be classified and managed in accordance with the relevant notification and reporting requirements.

Events that do not meet the definition of a statutory incident or non-compliance under the Planning Approval may be managed as an Environmental Issue in accordance with the Sydney Metro Environmental Incident and Non-Compliance Reporting Procedure (EINCRP), where applicable.

For clarity, where adopted in accordance with the EINCRP, an Environmental Issue:

- Does not constitute a statutory incident or non-compliance
- Does not trigger Planning Approval notification requirements
- Is managed to support effective environmental management and continuous improvement.

In the spirit of collaborative Project delivery, Environmental Issues and other lower-level environmental matters will be managed in good faith with Sydney Metro, the Environmental Representative (ER), and relevant stakeholders to support proactive resolution and continuous environmental improvement, consistent with the EINCRP framework.

The identification and management of Environmental Issues do not in itself constitute a breach of this Plan or the Planning Approval.

9 REVIEW AND CONTINUAL IMPROVEMENT

9.1 Continuous Improvement

Continuous improvement of this Plan will be achieved by the ongoing evaluation of environmental management performance against environmental policies, objectives, and targets.

The continuous improvement process will be designed to:

- Identify areas of opportunity for improvement of environmental management and performance
- Determine the cause or causes of Environmental Issues, statutory non-compliances and associated events
- Develop and implement a plan of corrective and preventative action to address any Environmental Issues, statutory non-compliances and associated events
- Verify the effectiveness of the corrective and preventative actions
- Document any changes in procedures resulting from process improvement
- Compare objectives and targets.

9.2 Review Triggers

This VAMP will be reviewed and, where necessary, updated to ensure it remains effective, compliant with SPW Project requirements. Reviews will be undertaken annually as a minimum, or in response to specific events or circumstances where deemed necessary, including:

- Issues raised during environmental surveillance, audits, complaints and monitoring as identified by the Project team, ER, AA or Sydney Metro
- Expanded scope of works (which alters the environmental risk rating detailed in Section 4)
- Environmental Issues, statutory non-compliances and incidents
- Changes to the Gamuda Australia IMS.

9.3 Plan Updates

The processes described in Section 10.2 of the CEMP may result in the need to update or revise this Plan. This will occur as needed. Only the Environment and Sustainability Manager (or delegate) has the authority to make and approve changes to the requirements of this Plan.

Minor Amendments may be approved by the Environmental Representative (ER) in accordance with Condition A33(j) and Section 10.2 of the CEMP, provided they do not increase impacts to nearby sensitive land use(s) and are consistent with the conditions of the approval. Amendments not considered minor by the ER must be submitted to the Planning Secretary for approval.

A copy of the updated Plan and changes will be distributed to all relevant stakeholders in accordance with the approved document control procedure. For details, refer to Section 10 of the CEMP.

APPENDICES

Appendix A – Construction Visual Amenity Management Compliance Matrix

Table A-1 Relevant Conditions of Approval

CoA No.	Requirement	Document Reference
A25	Boundary screening must be erected around ancillary facilities that are adjacent to sensitive land use(s) for the duration of the time that the ancillary facility is in use, unless otherwise agreed with relevant affected residents, business operators or landowners	Table 5-2 (VA-02)
A26	Boundary screening required under Condition A25 must minimise visual impacts on adjacent sensitive land use(s)	Table 5-2 (VA-02)
A52	The CSSI name, application number, telephone number, postal address and email address required under Condition B3 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.	Table 5-2 (VA-11)
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 to detail how the performance outcomes, commitments and mitigation measures specified in the documents listed in Condition A1 will be implemented and achieved during construction.	Section 1.4, Section 1.5
C3	The CEMP not requiring the Planning Secretary's approval must be submitted to the ER for endorsement no later than one (1) month before the commencement of construction or where construction is phased no later than one (1) month before the commencement of that phase. That CEMP must obtain the endorsement of the ER as being consistent with the conditions of this approval and all undertakings made in the documents listed in Condition A1.	Section 1.5
C6	The CEMP Sub-plans must state how: a) the environmental performance outcomes identified in the documents listed in Condition A1 will be achieved; b) the mitigation measures identified in the documents listed in Condition A1 will be implemented; c) the relevant terms of this approval will be complied with; and d) issues requiring management during construction (including cumulative impacts), as identified through ongoing environmental risk analysis, will be managed through SMART principles.	Section 2.3, 3.2 and 5
C7	With the exception of any CEMP Sub-plans expressly nominated by the Planning Secretary to be endorsed by the ER, all CEMP Sub-plans must be submitted to the Planning Secretary for approval.	Section 1.5
C9	Any of the CEMP Sub-plans to be approved by the Planning Secretary must be submitted to the Planning Secretary with, or subsequent to, the submission of the CEMP but in any event, no later than one (1) month before construction or where construction is phased no later than one (1) month before the commencement of that phase.	Section 1.5
C10	Construction must not commence until the relevant CEMP(s) and CEMP Sub-plans have been approved by the Planning Secretary or endorsed by the ER (whichever is applicable), unless otherwise agreed by the Planning Secretary. The CEMP and CEMP Sub-plans, as approved by the Planning Secretary or endorsed by the ER (whichever is applicable), including any minor amendments approved by the ER, must be implemented for the duration of construction. Where construction of the CSSI is phased, construction of a phase must not commence until the CEMP and CEMP Sub-plans for that phase have been approved by the Planning Secretary or endorsed by the ER upon nomination by the Planning Secretary (whichever is applicable).	Section 1.5
E78	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.	Table 5-2 (VA-03)
E79	The CSSI must be constructed in a manner that minimises visual impacts of work sites including, providing temporary decorative hoarding, landscaping and vegetative screening of ancillary facilities, minimising impacts to identified significant view lines and incorporating architectural treatment and finishes within key elements of temporary structures that reflect the context within which the work sites are located, including recognition of Country wherever practical.	Table 5-2 (VA-12)
E80	Nothing in this approval permits commercial advertising on any element of the CSSI	Table 5-2 (VA-03)
E81	Temporary placemaking initiatives for the benefit of the community must be implemented around the perimeter or in the vicinity of work sites at Parramatta and Five Dock with the objective of temporarily enhancing visual amenity, providing gathering places in the local area and creating temporary active frontages to work sites. These initiatives must be developed in consultation with key stakeholders, not limited to Relevant Council(s) and local landowners and businesses.	Table 5-2 (VA-13)

Table A-2 Relevant Revised Environmental Management Mitigation Measures

REMM No.	Requirement	Document Reference
EIS-LV4	Lighting at stations and ancillary facilities would be operated in accordance with AS4282-2019 Control of the obtrusive effects of outdoor lighting.	Table 5-2 (VA-06)
EIS-LV15	Opportunities to provide temporary activation during construction in the vicinity of the Parramatta metro station construction site and the Five Dock Station western construction site would be explored in consultation with the City of Parramatta Council and City of Canada Bay Council respectively.	Table 5-3 (VA-14)
EIS-LV16	Any new temporary structures facing Fred Kelly Place and Richard Johnson Square would be designed with a suitable urban design and/or landscape treatment to minimise visual amenity and landscape character impact where feasible and reasonable.	Table 5-3 (VA-15)

Table A-3 Relevant CEMF Requirements

Clause	Requirement	Document Reference
10.1 a.	The following visual and landscape management objectives will apply to the construction of the project: i. Minimise impacts on existing landscape features as far as feasible and reasonable; ii. Ensure the successful implementation of the Landscape Design; and iii. Reduce visual impact of construction to surrounding community.	Section 2.1
10.2 a.	Principal Contractors will develop and implement a Visual Amenity Management Plan for temporary works which will include as a minimum: i. The visual mitigation measures as detailed in the environmental approval documentation for construction and Appendix B of this Construction Environmental Management Framework; ii. Input from an experienced Landscape or Urban Designer; iii. The maintenance of outward facing elements of site hoarding or noise barriers, including the removal of graffiti and weeds; iv. Apply the principles of Australian Standard 4282-2019 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; v. Identify the processes and procedures that will be used for the incorporation of the principles of Crime Prevention Through Environmental Design (CPTED) in the design and construction of any temporary site facilities; and vi. Compliance record generation and management.	Relevant CEMF mitigation measures and where they have been addressed in this Plan is provided below in this table. Input from a Landscape or Urban Designer will be obtained during the Temporary Works Design and Procurement process as detailed in Section 6.2.1 Table 5-2 (VA-04) Table 5-2 (VA-06) Table 5-2 (VA-10) Relevant compliance records are detailed in Section 5.2 (Table 5-2) and Section 7
10.2 b.	Visual and landscape measures will be incorporated into the Principal Contractor's regular inspections including checking the health of retained vegetation around site boundaries, checking the condition of any site hoarding and acoustic sheds, and checking the position and direction of any sight lighting.	Section 7. Inspections of retained vegetation adjacent to Project sites is detailed in the FFMP.
10.2 c.	The Contractor will retain compliance records of any inspections undertaken in relation to visual and landscape measures.	Environmental inspection records will be retained as detailed Section 5.2 (Table 5-2) and Section 7
CEMF-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).	Table 5-2 (VA-01)
CEMF-LV2	The design and maintenance of construction site hoardings would aim to minimise visual amenity and landscape character impact	Table 5-2 (VA-02; VA-05)
CEMF-LV3	Graffiti would be removed promptly from hoardings and any other aspects of construction sites.	Table 5-2 (VA-04)
CEMF-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).	Table 5-2 (VA-12)
CEMF-LV5	Lighting of construction sites would be orientated to minimise glare and light spill impacts on adjacent receivers and would be installed and operated in accordance with AS4282:1997 Control of the Obtrusive Effect of Outdoor Lighting.	Table 5-2 (VA-06)
CEMF-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 locations of high pedestrian use.	Table 5-2 (VA-07)
CEMF-LV7	Opportunities for the retention and protection of existing street trees and trees on the perimeter or within the site would be identified during detailed construction planning.	Table 5-2 (VA-08)
CEMF-LV8	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	Table 5-2 (VA-09)
CEMF-LV9	Trees removed would be replaced to provide a net increase in the number of mature trees at a ratio of 2:1.	Refer to the Flora and Fauna Management Procedure (Appendix K of the CEMP)
CEMF-LV10	Where work is required on council land, opportunities would be investigated with the relevant local council to provide plantings in proximity to the impacted areas during construction where feasible and reasonable.	Refer to the Flora and Fauna Management Procedure (Appendix K of the CEMP)