

Construction Visual and Landscape Management Plan

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DOCUMENT INFORMATION

DOCUMENT APPROVAL

	PREPARED BY	REVIEWED BY	APPROVED BY
Name			
Company	Element Environment	Element Environment	A W Edwards Pty Ltd
Project Role	Senior Environmental Consultant	Technical Reviewer	Project Director
Signature			
Date	22 January 2024	22 January 2024	22 January 2024

A W EDWARDS PTY LIMITED

Construction Visual Landscape Management Plan**REVISION**

REVISION	DATE	STATUS	AUTHOR	APPROVED BY	COMMENTS
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Senior Site Manager		
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Planning & Environment Manager		
Environment Coordinator		
Sydney Metro Delivery Director		
Sydney Metro Environment Manager		
Sydney Metro Senior H&S Manager		
Sydney Metro Senior Communications Manager		
Independent Environmental Representative		
Sydney Metro Engineering Assurance Manager		
Sydney Metro Safety Assurance Manager		



AW EDWARDS acknowledges the Traditional Owners of Country throughout Australia and recognises the continuing connection to lands, waters and communities. We pay our respect to Aboriginal and Torres Strait Islander people and culture, and to their Elders past and present.

“COMMUNITY”
Artwork by Raechel Saunders

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1 INTRODUCTION

1.1 BACKGROUND

The Sydney Metro City & Southwest is a 30 kilometre metro rail between Chatswood and Bankstown, including; 17 kilometres of new tunnel from Chatswood, under the harbour to Sydenham connecting seven new underground stations at Crows Nest, Victoria Cross (North Sydney), Barangaroo, Pitt Street, Martin Place, Central and Waterloo. Upgrading 13 kilometres of the Bankstown line, including 11 existing stations; Sydenham, Marrickville, Dulwich Hill, Hurlstone Park, Canterbury, Campsie, Belmore, Lakemba, Wiley Park, Punchbowl and Bankstown plus southern service facilities.

Several separate environmental impact assessments of the project were progressed by Transport for NSW (TfNSW). In May 2016, an environmental impact statement (EIS) for the Chatswood to Sydenham section of the project was placed on public exhibition. A preferred infrastructure report on the Chatswood to Sydenham component (the PIR) was then prepared and publicly released in October 2016. The project was approved on 9 January 2017 (SSI 15_7400) (project planning approval). Following approval, eight modifications have been approved by NSW Department of Planning, Infrastructure and Environment (DPIE). A W Edwards has been appointed by Sydney Metro to construct the Crows Nest Integrated Station Development (the project).

1.2 PURPOSE

This Construction Visual Amenity and Landscape Management Plan (CVLMP) describes how A W Edwards will avoid, minimise and manage impacts to visual amenity during construction of the project.

This CVLMP forms part of the construction environmental management plan (CEMP) for the project and was prepared in accordance with:

- The relevant planning approvals and conditions of approval (CoA) for the project (refer to Chapter 2);
- Applicable legislation and regulatory requirements;
- Sydney Metro Construction Environmental Management Framework – Chatswood to Sydenham (CEMF);
- Revised environmental mitigation measures (REMMs); and
- Sydney Metro contractual requirements, including the project deed and scope of work and technical criteria.

1.3 PROJECT OVERVIEW

Crows Nest Station will be between the Pacific Highway and Clarke Lane (eastern side of the Pacific Highway) and between Oxley Street and south of Hume Street. It will be strategically located to the south of the existing station at St Leonards and close to the leisure and retail strip along Willoughby Road.

Crows Nest Station will support the St Leonards specialised centre as a southern gateway to commercial and mixed-use activities. The station will also improve access to the restaurants and specialist shops in the Crows Nest village. Crows Nest Station will:

- Create a new transport focus on the southern side of the St Leonards specialised centre.
- Maximise legibility and connectivity with the local urban structure.

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- Integrate the station with local improvement plans and make a positive contribution to the sense of place.

Refer to Chapter 2 of the CEMP for detailed scope of work and construction method.

1.4 OBJECTIVES

The objectives of this CVLMP, consistent with those described in Section 12.1 of the CEMF are to:

- Minimise impacts on existing landscape features.
- Ensure the successful implementation of the landscape design.
- Reduce visual impact of construction to the surrounding community.
- Comply with CoAs specific to visual amenity.
- Ensure management measures are effective and properly maintained.
- Achieve compliance with statutory requirements for principles of crime prevention through environmental design (CPTED).

1.5 CONSULTATION

In accordance with CoA C5, the CEMP sub-plans must be developed in consultation with relevant government agencies.

As this CVLMP is not a requirement of a CoA, but rather the CEMF, no consultation with stakeholders is required.

1.6 ENVIRONMENTAL MANAGEMENT STRUCTURE

This CVLMP is part of A W Edward's environmental management framework for the project and is supported by other documents such as:

- CEMP.
- Community and Stakeholder Engagement Plan.
- Environmental control maps (ECMs), inclusive of relevant visual amenity management measures.

1.7 APPROVAL

This CVLMP will be reviewed by Sydney Metro, endorsed by the environmental representative (ER) and submitted to the Secretary of DPIE for approval as an appendix to the CEMP in accordance with CoA C8.

This CVLMP will be submitted for approval to the Secretary of DPIE no later than one month before commencement of construction of the project.

Construction will not commence until the CEMP and sub-plans (including this CVLMP) have been approved.

2 LEGAL AND APPROVAL REQUIREMENTS

2.1 PLANNING APPROVALS

Sydney Metro City & Southwest has been declared as critical State significant infrastructure (CSSI) under Division 5.2 of the NSW Environmental Planning and Assessment Act 1979 (EP&A Act) and State Environmental Planning Policy (State and Regional Development) 2011. There are two CSSI planning approvals for Sydney Metro City & Southwest:

- Construction and operation of the section between Chatswood and the Sydenham dive site known as “CSSI_7400”, which was granted on 9 January 2017. Several modifications to CSSI_7400 have since been approved. A W Edwards will be required to comply with CSSI_7400, including the modifications to this approval, to the extent required by Sydney Metro.
- The section of the rail corridor between Sydenham and Bankstown and is known as “CSSI_8256” and does not have any requirements that are relevant to the project.

Any future amendments to the CSSI approval (Chatswood to Sydenham) will be subject to Sydney Metro approval and will continue to be managed and lodged by Sydney Metro.

The environmental assessments relevant to the project, which have been referenced during the preparation of this plan are:

- Sydney Metro City & Southwest – Chatswood to Sydenham – Environmental Impact Statement (TfNSW, 2016).
- Sydney Metro City & Southwest – Crows Nest Over Station Development – Environmental Impact Statement (TfNSW, 2018).
- Minor Works Approval for Enabling Works (CN-PCMW-001 Site Establishment Works) – April 2020.

The station will be designed and operated in accordance with Sydney Metro (2020) Crows Nest Station Design and Precinct Plan. Visual amenity and landscape impacts associated with construction will be managed in accordance with this CVLMP.

A W Edwards submitted a Planning Approval Consistency Assessment Form to Sydney Metro on 14 May 2021. The form assessed the installation of a temporary covered walkway constructed from modified shipping containers from the site amenities at 28 Clarke Street to the station box against the Approved Project. Sydney Metro and the independent Environmental Representative determined on 20 May 2021 that the covered walkway was consistent with the Approved Project and no further assessment is required. The walkway was removed in September 2023 to install scaffolding for the installation of the façade.

2.2 LEGISLATION AND REGULATORY REQUIREMENTS

In April 2001, the NSW Department of Infrastructure, Planning and Natural Resources introduced Crime Prevention Legislative Guidelines to Section 4.15 (formerly Section 79C) of the EP&A Act. These guidelines require consent authorities to ensure that development provides safety and security to users and the community. If a development presents a crime risk, the guidelines can be used to justify modification of the development to minimise crime risk, or, refusal of the development on the grounds that crime risk cannot be appropriately minimised.'

The guidelines contain two parts:

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- Part A details the need for a formal crime risk assessment (Safer by Design Evaluation) to be completed in conjunction with trained police; and
- Part B outlines basic CPTED principles and strategies that can be used by consent authorities to minimise risk.

Despite the project being approved a CSSI (thereby meaning that the provisions of Section 4.15 of the EP&A Act are not applicable), construction of the project will adopt relevant CPTED principles into temporary site facilities and perimeter hoarding.

2.3 GUIDELINES

Additional guidelines and standards relating to visual amenity and landscape management are:

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

2.4 PROJECT APPROVAL REQUIREMENTS

This plan has been prepared to demonstrate compliance with the relevant CoAs, as summarised in table 2.4.

The CoA relevant to the project have been confirmed via the Sydney Metro Chatswood to Sydenham Staging Report (Sydney Metro, 2019)

Table 2.4: CoA requirements

ITEM	REQUIREMENT	DOCUMENT REFERENCE
A19	Boundary fencing that incorporates screening must be erected around all ancillary facilities that are adjacent to sensitive receivers for the duration of construction unless otherwise agreed with Relevant Council(s), and affected residents, business operators or landowners.	Section 4.2
A20	Boundary screening required under Condition A19 of this approval must minimise visual, noise and air quality impacts on adjacent sensitive receivers.	Section 4.2
E99	The CSSI must be constructed in a manner that minimises visual impacts of construction sites, including, providing temporary landscaping where appropriate to soften views of the construction sites, minimising light spill, and incorporating architectural treatment and finishes within key elements of temporary structures that reflect the context within which the construction sites are located.	This plan
E105	The placement of CCTV cameras associated with the CSSI must be undertaken in consultation with the relevant public authority and the NSW Police.	Sydney Metro

2.5 CONSTRUCTION ENVIRONMENTAL MANAGEMENT FRAMEWORK

This plan has been prepared to demonstrate compliance with the CEMF as summarised in Table 2.5.

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Table 2.5: CEMF requirements

ITEM	REQUIREMENT	DOCUMENT REFERENCE
12.1 (a)	Minimise impacts on existing landscape features as far as feasible and reasonable	Section 3; Section 4.1; Section 4.2
	Ensure the successful implementation of the Landscape Design.	Section 5.3
12.2 (a)	Reduce visual impact of construction to surrounding community.	Section 4.1; Section 4.2
	Principal contractors 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 4.1
	ii. Input from an experienced Landscape or Urban Designer.	This has been addressed throughout the design stage of the project.
	iii. The maintenance of outward facing elements of site hoarding or noise barriers, including the removal of graffiti and weeds.	Section 4.1 Section 4.2
	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 4.1
	v. Identify the processes and procedures that will be used for the incorporation of the principles of Crime Prevention Through Environmental Design (CPTED) in the design and construction of any temporary site facilities.	Section 4.3
vi. Compliance record generation and management.	Section 5.7	
12.2(b)	Visual and landscape measures will be incorporated into the Principal Contractor's regular inspections including checking the health of retained vegetation around site boundaries, checking the condition of any site hoarding and acoustic sheds, and checking the position and direction of any sight lighting.	Section 5.3
12.2(c)	The Contractor will retain compliance records of any inspections undertaken in relation to visual and landscape measures.	Section 5.7
12.3(a)	Examples of visual amenity mitigation measures include:	
	i) Wherever feasible and reasonable, vegetation around the perimeter of the construction sites will be maintained.	Section 4.1
	ii) Temporary construction works will be designed with consideration of urban design and visual amenity as per Section 4.4.	Section 4.2
	iii) Temporary site lighting, for security purposes or night works will be installed and operated in accordance with AS4282:1997 Control of the Obtrusive Effect of Outdoor Lighting.	Section 4.1

3 VISUAL CONTEXT AND POTENTIAL IMPACTS

3.1 EXISTING ENVIRONMENT

The Crows Nest Station site and surrounds has a mixture of built structures of varying ages, heights, styles, uses and setbacks, and is influenced by a recent influx of high-rise and mid-rise office and residential tower developments. Low scale showroom developments are located along the Pacific Highway, alongside a concentration of 19th century two storey shopfront facades to the south of Hume Street (TfNSW, 2016).

Oxley, Hume and Clarke streets are lined with a mixture of office and apartment buildings (up to ten storeys), as well as other uses such as an indoor sports complex, child care centre, community centre, post office and a historic substation. As Clarke Street rises to Willoughby Road, the street narrows, and is lined with double storey Victorian terraces with ground level retail (TfNSW, 2016).

The St Leonards Centre, located adjacent to the project site at the corner of Oxley and Clarke streets, is a local visual landmark. Mature London plane trees along the Pacific Highway, Oxley Street and Clarke Street soften views and provide a unifying element along an otherwise eclectic and architecturally disjointed urban streetscape (TfNSW, 2016).

Willoughby Road is a nearby retail and restaurant precinct, and the heart of the Crows Nest village. It includes over 400 metres of single and double storey, mostly Victorian, shopfronts functioning as a 'high street' between the Pacific Highway in the south and Albany Street in the north. The streetscape is narrow and prioritises pedestrian movement. London plane trees, podium planting and planter boxes soften the street and create a sheltered environment for alfresco dining. Views north along Willoughby Road feature the spire of St Leonards Catholic Church as a quaint local focal point (TfNSW, 2016).

Hume Street Park provides the only local green space in the vicinity of the project site. It is located opposite the project on Clarke Street and consists of a mounded grassy area with shade trees and paved pathways.

Several high-rise apartment buildings have been recently built and are being constructed in the vicinity, to support the growing population and emerging role of St Leonards Town Centre as a 'Specialist Centre'.

3.2 POTENTIAL IMPACTS

Four landscape character areas and five representative viewpoints were selected to inform the landscape character and visual amenity assessment for Crows Nest Station (TfNSW, 2016).

The landscape character areas include:

- Willoughby Road restaurant precinct.
- Oxley, Hume and Clarke streets.
- Pacific Highway.
- Hume Street Park.

During construction, there would be a minor adverse landscape impact on Oxley, Hume and Clarke streets and the Pacific Highway. This impact would be primarily due to proposed direct impacts on pedestrian movement and the loss of mature street trees at these locations.

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There would be minor and moderate visual impacts due to the extent of demolition and the scale of the proposed acoustic enclosures and construction sites. The range of impact levels at this location reflects the scale and proximity of the works to the viewing location. Generally, impacts would be more substantial in the vicinity of Hume Street where the construction site works would be more complex and have a larger footprint.

There would be a negligible visual impact on the locality during night works due to the brightly lit visual context of the area.

3.2.1 Temporary Covered Walkway & Gantries

A temporary covered walkway will be installed along the site boundary, adjacent to Clarke Lane between Site A, Site C and near Oxley Street. This walkway will allow workers to safely access the station box from the site amenities. The walkway will be built from grey shipping containers and will sit approximately 4.9 metres above Clarke Lane. Two container “bridges” will be installed that join the site amenities at Site C and 28 Clarke Street to the covered walkway (refer Figure 3.1 and Figure 3.2). Stop / slow traffic controls will be in place on Clarke Lane during installation for the safety of motorists, pedestrians and our workers.

Figure 3.1: Location of Overhead Walkway

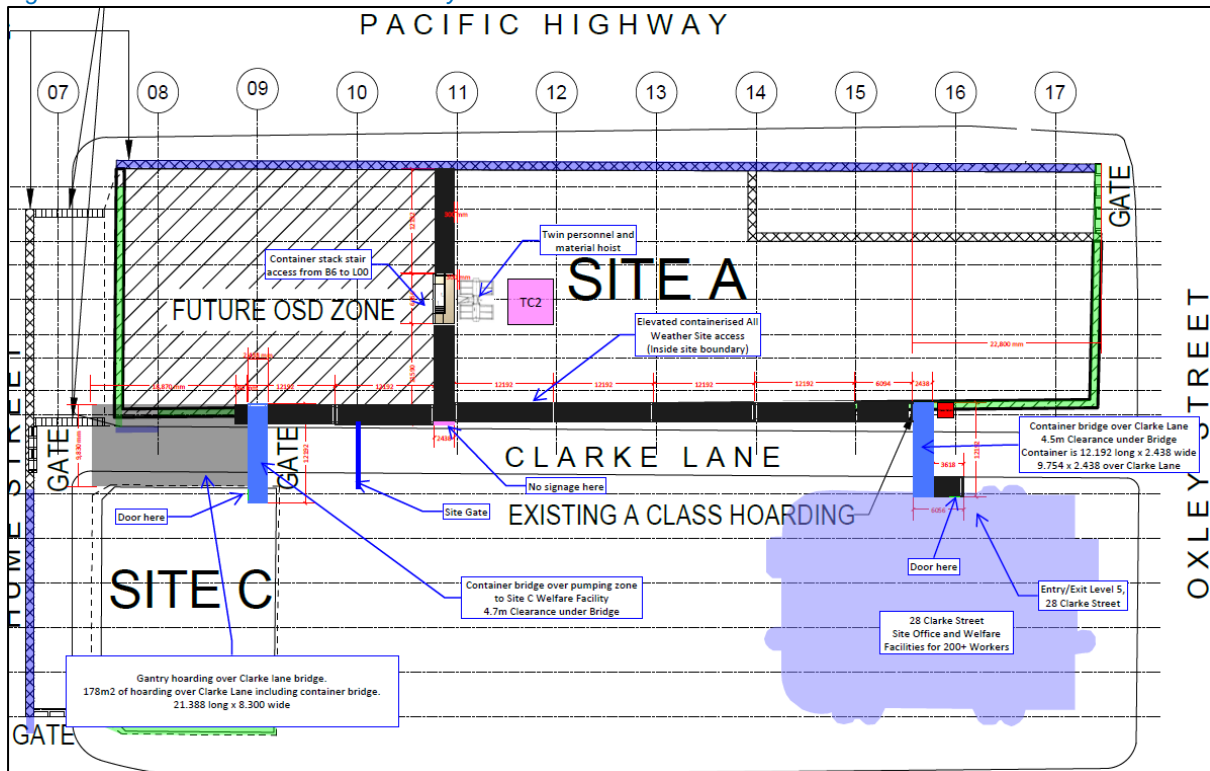
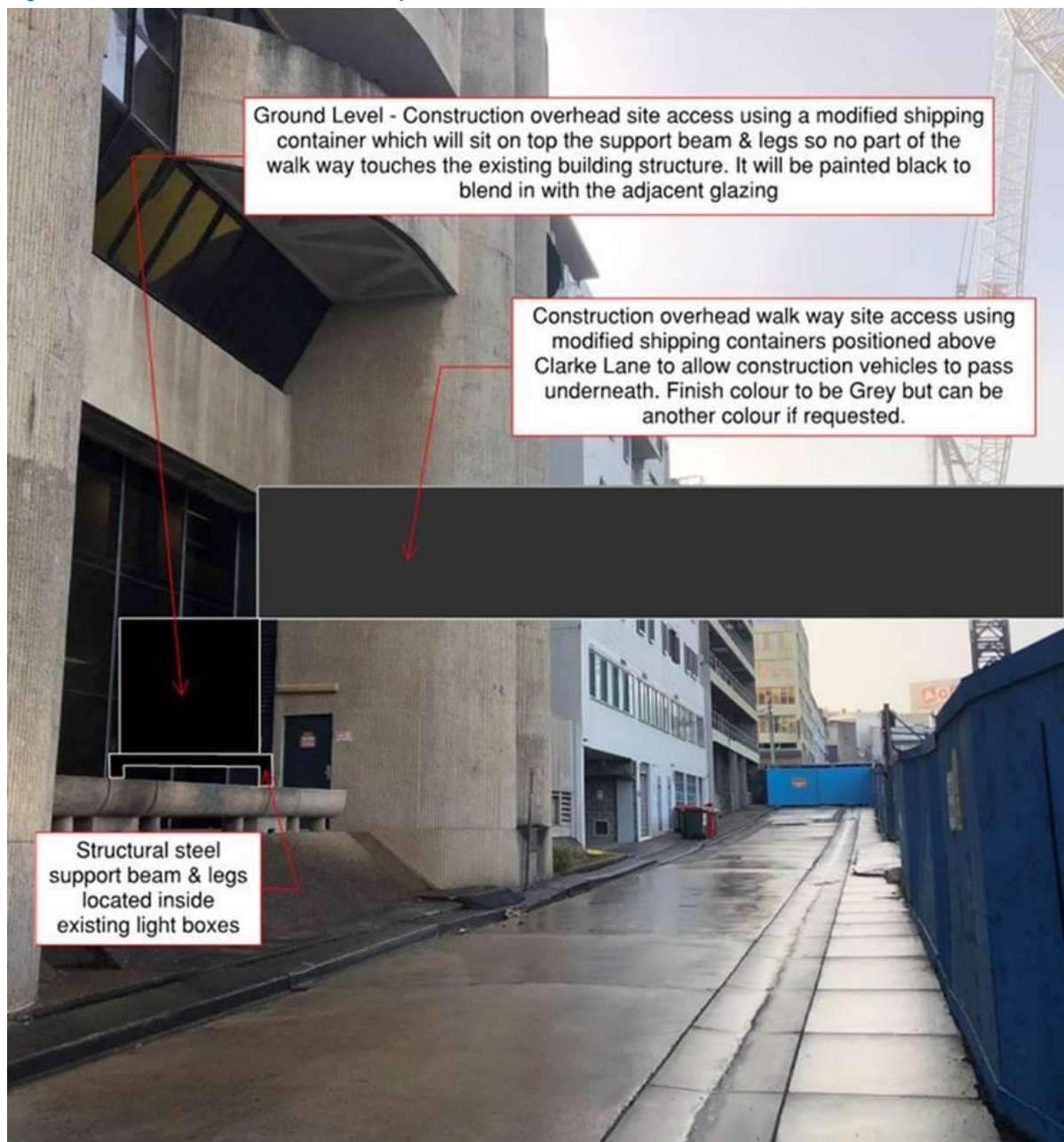


Figure 3.2: Location of Overhead Walkway



The enclosed nature of the shipping containers will ensure that the privacy of nearby residents is not impacted. Nearby residents and businesses located on Clarke Street and who overlook the site have been consulted on the 31/03/2021. Consultation with these properties regarding the visual amenity of the proposed walkway has been undertaken. Adjacent residents and commercial users are not concerned by the colour of the covered walkway or the visual impact. The community consultation notification for the installation of this walkway is included as Appendix A to this plan. This walkway was removed in 2023.

In addition to the installation of the overhead walkway there will be a gantry installed within the project boundary at Site C on Clarke Lane, where Clarke Lane intersects Hume Street. This gantry will sit 4.5m high and provide an additional storage area and working space for the site. The gantry will provide some noise attenuation for concrete pumping on Clarke

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Lane. Hoarding will be installed on the edge/perimeter of the gantry to minimise potential visual and noise impacts.

3.2.2 Minor Ancillary Facility Clarke Lane North

A laydown area has been installed along Clarke Lane north, behind 20 Clarke Street (commercial) and 22-26 Clarke Street (residential) as presented in Figure 3.3 below. This laydown area has been assessed by the ER to meet the criteria of a Minor Ancillary Facility (MAF) as described in Condition A18 of State significant infrastructure (SSI) approval #7400 (SSI 7400):

1. have no greater environmental and amenity impacts than those that can be managed through the implementation of environmental measures detailed in the CEMP required under Condition C1 of SSI 7400; and
2. have been assessed by the ER to have:
 - a. minimal amenity impacts to surrounding residences and businesses, after consideration of matters such as compliance with the *Interim Construction Noise Guideline* (DECC 2009), traffic and access impacts, dust and odour impacts, and visual (including light spill) impacts;
 - b. minimal environmental impact with respect to waste management and flooding; and
 - c. no impacts on biodiversity, soil and water, and heritage items beyond those already approved under other terms of this approval.

Figure 3.3: Location of Minor Ancillary Facility



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The MAF will be used for the laydown of construction materials and equipment. Examples of construction materials that will be kept in this area includes rigging equipment, wall shutters, PVC conduit and skip bins. A Materials will be kept in this area 24/7, however will only be placed or moved during standard working hours.

A W Edwards has consulted with strata management of 22-26 Clarke Street regarding the occupation of this portion of Clarke Lane, informing management that access will be maintained for 22-26 Clarke Street and that the laydown area will be visible.

There will be minor visual impacts for 22-26 Clarke Street and 20 Clarke Street who will see the MAF, however visual screening has been installed around the MAF per condition A19. Should temporary lighting be required to illuminate the MAF, light fittings will be directed down and have sufficient shrouds to minimise light spill onto the above ground residential apartments.

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Potential impacts to visual amenity and landscape features would be minimised by focussing on the following aspects:

- Urban design and management of temporary works;
- Crime Prevention Through Environmental Design (CPTED);
- Tree protection and pruning; and
- Lighting.

Table 4.1 outlines the controls and mitigation measures to be implemented to minimise the potential for impacts to landscape character and visual amenity.

Table 4.1: Landscape character and visual amenity REMMs

REFERENCE	MITIGATION MEASURE	TIMING	RESPONSIBILITY
LV1	Where feasible and reasonable, the elements within construction sites would be located to minimise visual impacts, for example materials and machinery would be stored behind fencing.	Construction	Site Manager
LV2	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.	Pre-construction Construction	Site Manager Planning & Environment Manager
LV3	Lighting of construction sites would be oriented to minimise glare and light spill impact on adjacent receivers.	Construction	Site Manager Foreman
LV4	Visual mitigation would be implemented as soon as feasible and reasonable after the commencement of construction and remain for the duration of the construction period.	Construction	Site Manager Foreman
LV5	Opportunities for the retention and protection of existing street trees would be identified during detailed construction planning.	Pre-construction Construction	Site Manager Planning & Environment Manager
LV6	The design and maintenance of construction site hoardings would aim to minimise visual amenity and landscape character impacts, including the prompt removal of graffiti. Public art opportunities would be considered.	Pre-construction Construction	Project Director Planning & Environment Manager
LV10	Temporary impacts to public open space would be rehabilitated in consultation with the relevant local council and / or landowner.	Post-construction	Project Director Planning & Environment Manager

4.2 URBAN DESIGN AND MANAGEMENT OF TEMPORARY WORKS

Site hoarding will be erected around all ancillary facilities that are adjacent to sensitive receivers for the duration of construction, minimising visual, noise and air quality impacts on adjacent sensitive receivers.

Site hoarding will consider urban design and visual impacts, and include the following:

- Project information to 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; and
- Sydney Metro, NSW Government, and A W Edwards branding.

Per Section 5.3, site hoarding and any scaffolding will be routinely inspected and kept clean of graffiti, dust build up and weeds.

4.3 CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN

The CPTED guidelines have been applied as described in Table 4.3. As there is no public access to the construction site, the principles have been modified to apply to the surrounds of the work sites.

Table 4.3: CPTED principles and requirements

PRINCIPLE	REQUIREMENT
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Natural surveillance	Openings in site boundary will be located and designed to overlook public places to maximise casual surveillance.
	The main entry to the site will face the street.
	An external entry path to a site will be direct to avoid potential hiding places.
	Entry areas to and from car parking areas will be transparent, allowing viewing into and from these.
	Pedestrian access will be well lit and maximise sightlines.
Active surveillance	CCTV system will cover all high-risk areas including all entry areas.
Access control	Entry points will be secured outside business hours.
	Access to the sites will be controlled at the entry points. Only security cleared personnel may enter.
Territorial ownership	Site planning provides a clear definition of territory and ownership of all private, semi- public and public property.
Lighting	Both natural and artificial lighting will be used to reduce poorly lit or dark areas to deter crime.
	Lighting will be provided to the following areas to promote safety and security at night: external entry path, foyer driveway; and car parking area.
	The lighting in a car parking area will conform to Australian Standards 1158.1, 1680, 2890.1.
	Use of lighting fixtures, and vandal resistant, high mounted light fixtures, which are less susceptible to damage in the boundary areas of the temporary sites.
Maintenance and housekeeping	Public areas will be well maintained.
	Main public areas will be kept free of rubbish.
	Graffiti will be removed promptly.

4.4 TREE PROTECTION AND PRUNING

No trees are planned to be removed or pruned. The Flora and Fauna Management Procedure will be implemented if potential impacts to existing street trees are anticipated during construction.

4.5 LIGHTING

Permanent, temporary or mobile site lighting for both security purposes and night works will be installed and operated in accordance with AS4282:2019 *Control of the Obtrusive Effect of Outdoor Lighting* to ensure outdoor lighting does not impact upon sensitive receivers. All lighting will be orientated to minimise glare and light spill on adjacent receivers.

5 COMPLIANCE MANAGEMENT

5.1 ROLES AND RESPONSIBILITIES

The overall roles and responsibilities for A W Edwards personnel are outlined in Chapter 4 of the CEMP. Responsibilities for the implementation of landscape and visual amenity mitigation measures are detailed in Table 5.1.

Table 5.1: Roles and responsibilities

ROLE	RESPONSIBILITY
Project Director	Managing the delivery of the project including overseeing implementation of visual and landscape management measures.
Planning and Environment Manager	Oversee the implementation of all visual and landscape management initiatives. Responsible for managing ongoing compliance with the CoA and CVLMP requirements. Manage the on-ground application of visual and landscape management measures during construction. Monitor and report on visual and landscape management during construction.
Construction Manager	Ensure that relevant visual and landscape management requirements are considered in procuring materials and services.
Foreman	Manage the delivery of the construction process, in relation to visual and landscape management across all sites in conjunction with the Planning and Environment Manager.
Project Engineer	Design the relevant sections of the project that ensure incorporation of architectural treatments and finishes within key elements of temporary structures. Implement visual and landscape management activities during construction works.

5.2 TRAINING

All employees, contractors and staff working on site will undergo site induction training relating to landscape and visual amenity management issues, including:

- requirements of this CVLMP;
- relevant legislation;
- roles and responsibilities for landscape and visual amenity management; and
- disciplinary action around non-compliance with this CVLMP.

Further details regarding staff induction and training are outlined in Chapter 6 of the CEMP.

5.3 MONITORING AND INSPECTIONS

General requirements and responsibilities in relation to inspections and compliance monitoring are documented in Chapter 9 of the CEMP. Routine environmental inspections will include determination of compliance with this CVLMP and will include inspections on the health of retained vegetation around site boundaries, the condition of any site hoarding, and checking the position and orientation of any lighting.

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Site hoarding will be inspected daily for the presence of any graffiti or unauthorised advertising material. In the event graffiti or advertising material is identified, it would be reported to Sydney Metro immediately and removed or cleaned in accordance with Sydney Metro requirements.

5.4 NON-CONFORMANCES

Non-conformances will be identified, managed and documented in accordance with Section 9.4 of the CEMP.

5.5 COMPLAINTS

Complaints will be recorded and addressed in accordance with Section 7.4.2 of the CEMP and the Community and Stakeholder Engagement Plan.

5.6 AUDITS

Audits (both internal and external) will be undertaken to assess the effectiveness of management and mitigation measures, compliance with this CVLMP, planning approval conditions and relevant guidelines. Audit requirements are detailed in Section 9.3 of the CEMP.

5.7 RECORD MANAGEMENT

Compliance records would be maintained as detailed in Section 11.2 of the CEMP and may include the following aspects regarding heritage management:

- inspections undertaken in relation to landscape and visual management measures; and
- records of any impacts avoided or minimised through design or construction method.

The above records will be made available to Sydney Metro.

6 REVIEW AND IMPROVEMENT

This CVLMP will be reviewed annually to ensure compliance with legislative requirements and its suitability and effectiveness for the project.

The review may be in the form of:

- A formal management review;
- A second party audit; and/or
- Inclusion as a separate item at a site meeting.

The Planning & Environmental Manager may review and update the plan more regularly where:

- Significant changes in design or construction activities occur;
- Where targets are not being achieved; or
- In response to lessons learned, audits and non-conformity reports.

Any changes to the CVLMP will be approved by Sydney Metro and endorsed by the ER in accordance with Chapter 10 of the CEMP.