



Integrated  
Management  
System

# Planning Approval Consistency Assessment Form

SM ES-FT-414

Sydney Metro Integrated Management System (IMS)

<b>Assessment Name:</b>	Hunter Street East Tree Removals
<b>Prepared by:</b>	John Holland CBP Contactors Ghella Joint Venture (JCG)
<b>Prepared for:</b>	Sydney Metro West and JCG
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## 1. Existing Approved Project

Planning approval reference details (Application/Document No. (including modifications)):

SSI-19238057: Sydney Metro West – Major civil construction between The Bays to Sydney CBD (Stage 2 of the planning approval process for Sydney Metro West)

Date of determination:	24 August 2022	Type of planning approval:	Critical State Significant Infrastructure (CSSI) (Division 5.2)
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Relevant background information (including Environmental Assessments, Review of Environmental Factors, Submissions Report, Director General’s Report, Minister’s Conditions of Approval):

*Sydney Metro West Environmental Impact Statement – Concept and Stage 1 (major civil construction between Westmead and The Bays)* (Sydney Metro, April 2020) (EIS 1)

*Sydney Metro West – Concept and Stage 1 Conditions of Approval (SSI 10038)* (11 March 2021)

*Sydney Metro West Environmental Impact Statement – Major civil construction between The Bays and Sydney CBD* (Sydney Metro, November 2021) (referred to throughout this document as the ‘Stage 2 EIS’)

*Sydney Metro West Stage 2 Submissions Report – Major civil construction work between The Bays and Sydney CBD* (Sydney Metro, April 2022)

*Sydney Metro West Stage 2 – Assessment Report (SSI 19238057)* (24 August 2022)

*Sydney Metro West Stage 2 – Instrument of Approval – Conditions of approval* (24 August 2022)

*Sydney Metro West Stage 2 – Modification Request (Mod 1 Request)* – (February 2022)

All proposed work identified in the assessment would be carried out in accordance with the mitigation measures identified in the Stage 2 EIS, Submissions Report and the Conditions of Approval. The Sydney Metro West Stage 2 – Modification Request (Mod 1 Request) is subject to determination from the Department of Planning and Environment.

Description of existing Approved Project you are assessing for consistency:

**Sydney Metro West – all major civil construction work between Westmead and The Bays (Stage 1)**

Sydney Metro West – Concept and Stage 1 (major civil construction between Westmead and The Bays), including station excavation and tunnelling, was determined on 11 March 2021.

**Sydney Metro West – all major civil construction work and tunnelling between The Bays and Sydney CBD (Stage 2, the Approved Project)**

The major civil construction work between The Bays and Sydney CBD was determined on 24 August 2022. The scope of the Approved Project is described in Chapter 5 of the Stage 2 EIS and would include:

- Enabling work such as demolition, utility supply to construction sites, utility adjustments, and modifications to the existing transport network

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- Tunnel excavation including tunnel support activities
- Station excavation for new metro stations at Pyrmont and at Hunter Street, in the Sydney CBD.

**Construction methodology for the Approved Project**

The work for the Approved Project was described in the *Sydney Metro West Environmental Impact Statement – Sydney Metro West – The Bays to Sydney CBD* (Sydney Metro, 2021) (Stage 2 of the planning approvals process).

**Sydney Metro West Stage 2 – Modification Request (Mod 1 Request)**

Sydney Metro has submitted a Modification Request to the Department of Planning and Environment to enable tunnelling by other means including rockbreaker and roadheader (i.e. non-TBM tunnelling) to be undertaken 24 hours a day, seven days a week. This would align with the assessment provided in the Stage 2 EIS for the Approved Project and is consistent with the construction of all recent tunnel projects in Sydney including Sydney Metro West - Major civil construction between Westmead and The Bays.

The Modification Request would then be subject to assessment and determination by the Department of Planning and Environment. This Consistency Assessment considers both the Approved Project and the project as proposed as part of the Modification Request.

**2. Description of proposed change which is the subject of this assessment**

Reflecting the outcomes of detailed construction planning and stakeholder consultation with Transport for NSW Customer Journey Planning (CJP) on site access and City of Sydney Council on tree impacts (22 March 2023), the purpose of this Consistency Assessment is to assess the impacts of removing three (3) additional street tree and pruning of five (5) street trees (Proposed Works) to facilitate delivery of the Approved Project at the Hunter Street East construction site (Table 1).

A comparison of the Proposed Works against relevant elements of the Approved Project is provided in Table 2 and Figure 1.

**Table 1 – Summary of Proposed Tree Impacts**

Tree ID.	Botanical and Common Name	Age	Tree Significance <sup>1</sup> / Retention Value <sup>2</sup>	Approved Project	Proposed changes	Justification
TN1	<i>Platanus x acerifolia</i> (London Plane)	Mature	Medium	Remove	Remove (no change)	Installation of B Class hoarding
TN2	<i>Celtis australis</i> (Southern Hackberry)	Young	High	Retain	Remove	Installation of B Class hoarding and safe operation of tower crane

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TN3	<i>Celtis australis</i> (Southern Hackberry)	Young	Medium	Retain	<b>Remove</b>	Installation of B Class hoarding and safe operation of tower crane
TN4	<i>Celtis australis</i> (Southern Hackberry)	Young	Medium	Retain	Retain (crown pruning)	Installation of B Class hoarding and safe operation of tower crane
TN5	<i>Celtis australis</i> (Southern Hackberry)	Young	Medium	Retain	Retain (crown pruning)	Installation of B Class hoarding and safe operation of tower crane
TN6	<i>Celtis australis</i> (Southern Hackberry)	Young	Medium	Retain	Retain (crown pruning)	Installation of B Class hoarding
TN7	<i>Celtis australis</i> (Southern Hackberry)	Young	High	Retain	Retain (crown pruning)	Installation of B Class hoarding
TN8	<i>Celtis australis</i> (Southern Hackberry)	Young	High	Retain	Retain (crown pruning)	Installation of B Class hoarding
TN9	<i>Platanus x acerifolia</i> (London Plane)	Young	Medium	<b>Remove</b>	<b>Remove</b> (no change)	Installation of B Class hoarding
TN10	<i>Celtis australis</i> (Southern Hackberry)	Young	Medium	<b>Remove</b>	<b>Remove</b> (no change)	Installation of B Class hoarding
TN11	<i>Celtis australis</i> (Southern Hackberry)	Young	Medium	Retain	<b>Remove</b>	Construction of O’Connell Street ingress

**Notes:**

1. Tree significance is determined using the Tree Significance – Assessment Criteria of the IACA Significance of a Tree, Assessment Rating System (STARS)© (IACA, 2010). In accordance with this methodology, the project arborist rated each assessed tree as high, medium or low significance.
2. Tree retention value is determined using the Retention Value – Sustainable Retention Index Value (SRIV)© (IACA, 2010). In accordance with this methodology, the project arborist rated each assessed tree as high, medium or low retention value.

**Table 2 – Comparison of Proposed Works with relevant elements of the Approved Project**

Relevant elements of the Approved Project	Proposed Works
<p><b>Project Description</b> Section 5.4.5 of the Stage 2 EIS provides a description of the Hunter Street Station construction sites. The indicative site layout proposed in the Stage 2 EIS</p>	<p>Reflecting the outcomes of further construction planning, the existing driveway on O’Connell Street would be utilised and a new egress driveway would be constructed on Hunter Street. The relocation of the egress driveway to Hunter</p>

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<p>describes the site access to the Hunter Street East construction site as being the left-in and left-out via O’Connell Street.</p> <p>Section 5.5.2 of the Stage 2 EIS describes demolition activities which includes the establishment of hoarding, scaffolding and protection barriers around the perimeter of the site.</p> <p>Section 5.4.2 of the Stage 2 EIS notes that site establishment activities undertaken at the Hunter Street Station construction sites would include the removal of vegetation.</p>	<p>Street would require the tower crane to be positioned adjacent to the driveway to load heavy vehicles.</p> <p>The installation of site hoarding does not represent a change to the Approved Project. The Stage 2 EIS identified the need to provide hoarding around Sydney Metro construction sites and conducted a high-level assessment of impacts. However, the Stage 2 EIS did not specify the type of hoarding to be used at each location. Reflecting the outcomes of detailed design, it has been determined that B Class hoarding would be required at the Hunter Street East construction site.</p> <p>The project arborist has assessed the potential impacts of the site access, B Class hoarding and tower crane, and determined that the works would result in the removal of six (6) street trees (a net increase of three trees) and pruning of five (5) street trees (Table 1). This determination is based on the extent of impacts to the tree crowns and/or roots.</p>
<p><b>Traffic and Access</b></p> <p>Information relating to haulage routes, the daily profile of construction traffic movements for each site, construction traffic impacts and mitigation is provided in Chapter 6 (Transport and traffic) and Technical Paper 1 (Transport and traffic) of the Stage 2 EIS.</p> <p>Consistent with the description of the project, Technical Paper 1 describes the primary site access to the Hunter Street East construction site as being the left-in and left-out via O’Connell Street.</p>	<p>Based on further construction planning and consultation with stakeholders, the existing driveway on O’Connell Street would be utilised and a new egress driveway would be constructed on Hunter Street. As a result, there is a requirement to remove one (1) additional street tree.</p>
<p><b>Noise and Vibration</b></p> <p>Chapter 7 of the Stage 2 EIS assesses noise and vibration impacts associated with the Approved Project.</p>	<p>The removal of six (6) street trees (a net increase of three trees) and the pruning of five (5) street trees would result in minor short-term noise impacts in the vicinity of the works which is further discussed in Section 9 – Impact Assessment of this Consistency Assessment.</p>
<p><b>Heritage</b></p> <p>Aboriginal heritage at the Hunter Street East construction site is described in Section 9.9.1 of the Stage 2 EIS, noting there are no known Aboriginal sites that would be impacted by the Approved Project.</p> <p>Section 8.9.1 of the Stage 2 EIS notes that while there are no listed heritage items within the Hunter Street East construction site, there are 16 listed heritage items in the study area including the adjacent Richard Johnson Square. The Stage 2 EIS notes that the Hunter Street East construction site is located within the expanded curtilage of Richard Johnson Square resulting in minor temporary impacts to views and vistas.</p>	<p>The Proposed Works would occur on land within the Approved Project (as defined in Schedule 1 of the SSI 19238057 Infrastructure Approval) and would not result in new or altered archaeological impacts.</p> <p>The street trees proposed to be removed and pruned are not defined as significant trees or heritage trees. However, the removal and pruning of street trees on O’Connell Street and Hunter Street would impact the existing streetscape views and vistas which is discussed further in Section 9 – Impact Assessment of this Consistency Assessment.</p> <p>To enable the retention of trees TN4, TN5, TN6, TN7 and TN8 (Table 1), the site sheds would be relocated to the south-eastern side of the construction site (Richard Johnson Square). The relocated site sheds would have a temporary</p>

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<p>The Stage 2 EIS (Section 8.9.2) determined that there is no potential for predicted significant archaeological resources at the Hunter Street East construction site.</p>	<p>indirect impact on Richard Johnson Square (locally listed heritage item) which is discussed further in Section 9 – Impact Assessment of this Consistency Assessment.</p>
<p><b>Property and land use</b> The Hunter Street East construction site is described in Section 10.8.1 of the Stage 2 EIS as being located at the corner of O’Connell Street, Hunter Street and Bligh Street on land that is partially occupied for the Sydney Metro City &amp; Southwest construction site. The remainder of the site is occupied by commercial office buildings and ground floor business premises.</p>	<p>The Proposed Works would occur on land within the Approved Project (as defined in Schedule 1 of the SSI 19238057 Infrastructure Approval) and as such, there would be no additional private property acquisitions. The Proposed Works would not alter the land use of the Hunter Street East construction site or the surrounds.</p>
<p><b>Landscape and Visual Amenity</b> Chapter 11 of the Stage 2 EIS assesses landscape and visual amenity impacts associated with the Approved Project. The Stage 2 EIS determined that the Approved Project would result in a minor adverse visual amenity impacts at each of the Hunter Street East viewpoints. Section 11.7.2 of the Stage 2 EIS specifically notes that the Approved Project would result in the “<i>potential removal of exotic street trees</i>” and the “<i>possible trimming of some trees</i>” to establish hoardings.</p>	<p>The Proposed Works would necessitate the removal of six (6) street trees (a net increase of three trees) and the pruning of five (5) street trees. The removal and pruning of street trees would result in a noticeable reduction of canopy coverage and the amenity of O’Connell Street and Hunter Street.  The landscape and visual impacts of the Proposed Works are discussed further in Section 9 – Impact Assessment of this Consistency Assessment.</p>
<p><b>Biodiversity</b> Section 18.8.2 of the Stage 2 EIS describes the potential biodiversity impacts of the Approved Project including the removal of up to three (3) exotic street trees surrounding the Hunter Street East construction site.</p>	<p>The Proposed Works would necessitate the removal of removal of six (6) street trees (a net increase of three trees) and the pruning of five (5) street trees. The biodiversity impacts of the Proposed Works are discussed further in Section 9 – Impact Assessment of this Consistency Assessment.</p>





Figure 1 Tree Impacts of Approved Project and Project Arborist Assessment

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### 3. Timeframe

The indicative construction program for the Hunter Street East construction site (Figure 5-13 of the Stage 2 EIS) notes that the enabling and demolition works would commence during quarter 2 of 2023 and continue for 12 months. Section 5.3 of the Stage 2 EIS notes that the actual program and commencement of the civil work at each construction site may vary and is subject to ongoing design development and construction planning to be agreed with the successful contractor of each work package.

Construction of the site access, installation of B Class hoarding and installation of the tower crane would commence during the second quarter of 2023 during the site establishment works and would remain in operation for the duration of the Approved Project. A Road Occupancy Licences (ROL) would be required for approximately four shifts (outside of standard hours) to remove street trees.

### 4. Site description

The Hunter Street East construction site is located in the Sydney CBD, at the corner of O'Connell Street, Hunter Street and Bligh Street. The site is partially occupied by modern commercial medium and high-rise buildings. The site also houses the former Sydney Metro City & Southwest construction site, including:

- Site hoarding
- Acoustic shed (approximately 20 metres in height).
- Spoil handling facilities and truck access
- Water treatment plant and high voltage power supply
- Temporary office and amenities.

The road network surrounding the Hunter Street East construction site is described as follows:

- Hunter Street – A four-lane, two-way road in the CBD road network, extending between George Street in the west to Macquarie Street in the east. The section of the road between Pitt Street and Macquarie Street offers restricted on-street parking within the kerbside lane. Hunter Street intersects with O'Connell Street and Bligh Street/ Castlereagh Street via signalised junctions with marked pedestrian crossings on all approaches of the intersection, except for the eastern leg at the O'Connell Street intersection.
- Bligh Street – A two-lane, one-way road in the southbound direction, extending between Bent Street to the north and Hunter Street to the south.
- O'Connell Street – A two-lane, one-way road in the southbound direction extending between Bent Street and Hunter Street. Indented parking is provided on the eastern side of the road and a kerbside parking lane is available on the western side of the street.

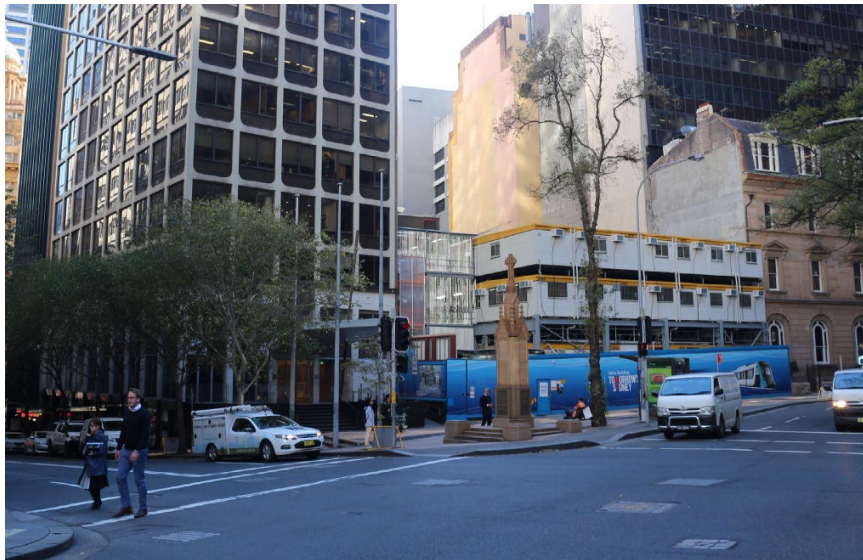
## 5. Site Environmental Characteristics

The Hunter Street East construction site is located in a highly urbanised environment within the Sydney CBD. The site and surrounds are characterised by medium and high rise developments which are occupied by commercial office buildings and ground floor business premises. The Hunter Street East construction site is a short walk from some of Sydney's most prominent landmarks and attractions including Martin Place, Hyde Park, and Circular Quay. This part of the CBD is traversed by several important civic streets including Hunter Street which is lined by office towers, intermittent historic buildings, street trees and public squares.

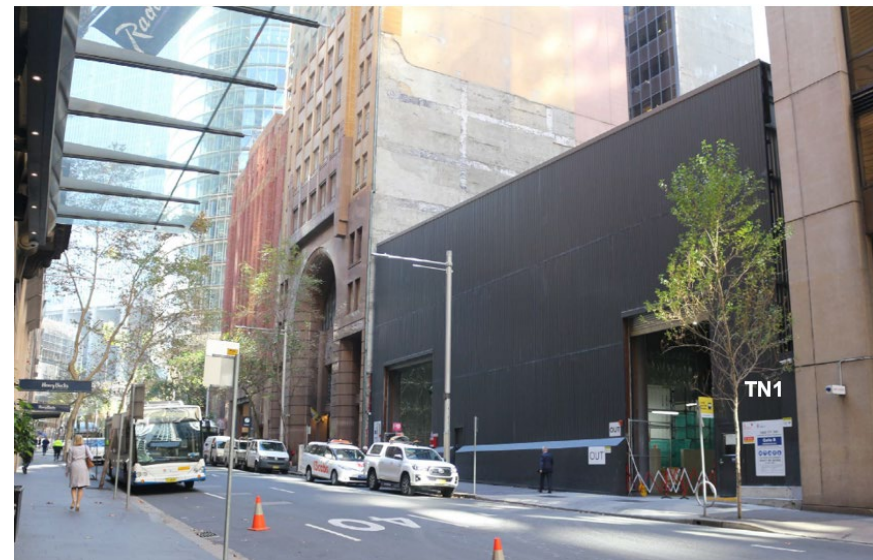
The Hunter Street East construction site is located adjacent to Richard Johnson Square (local heritage value, Sydney LEP 2012 item no. I1673) (Photo 1) and there are 15 other heritage items in the study area. The existing multi-story office and amenities for the former City & Southwest Sydney Metro construction site are located adjacent to Richard Johnson Square (Photo 1).

Several young street trees line Hunter, O'Connell and Bligh streets, providing canopy coverage and amenity to the streetscape and soften views within this intensely urban environment (Photo 2 and Photo 3).

There is no threatened vegetation or protected species proximal to the site, or that would be affected by the Proposed Works detailed in this Consistency Assessment. The nearest waterbody is Sydney Harbour which is located over 500m from the Hunter Street East construction site.



**Photo 1: View of Richard Johnson Square and the Hunter Street East construction site, including the former City & Southwest Sydney Metro site sheds (Source: EIS Technical Paper 5)**



**Photo 2: O'Connell Street tree (Source: EIS Technical Paper 5)**

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Photo 3 Hunter Street trees (TN2 to TN8) (Source: EIS Technical Paper 5)

## 6. Justification for the proposed change

### Justification (tree removal for site access)

The proposed utilisation of an existing driveway on O'Connell Street and a construction of a new egress driveway on Hunter Street is the result of further construction planning and is justified on the following basis:

- **Site levels** – The floor level of the existing acoustic shed (accessed via gates HE1 and HE2 on O'Connell Street) is approximately 3 metres lower than the ground level of the adjacent buildings to be demolished. The acoustic shed floor level hinders access to the adjacent buildings and demolition works would not be feasible.
- **Heavy vehicle movements** – The demolition scope would be undertaken in parallel with preliminary excavation works within the acoustic shed. The number of heavy vehicle movements during this stage of works would exceed the capacity of the existing O'Connell Street ingress and egress and introduce a material risk of blocking pedestrian and vehicle traffic. The proposed egress driveway on Hunter Street is sufficiently separated from nearby intersections to manage vehicle and pedestrian safety.

The Hunter Street East construction site is bounded by O'Connell Street, Hunter Street and Bligh Street and the former Sydney Metro City & Southwest acoustic shed. As such, the following alternative access locations have been assessed by JCG on behalf of Sydney Metro:

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- O’Connell Street – It would be technically feasible to construct an additional egress driveway in the area between the existing gate and the Hunter Street intersection. However, given the limited manoeuvrability on site, the egress would be located within five metres of the traffic signals at the Hunter Street intersection. The close proximity of the site egress to the traffic signals would result in potential blocking of pedestrian and vehicle traffic. Given the potential safety risks to pedestrians, the O’Connell Street egress is not supported by CJP.
- Bligh Street – Although Bligh Street borders the northern portion of the Hunter Street East construction site, the southern portion (which is subject to demolition works) is adjacent to the heritage listed Richard Johnson Square. As such, the construction of a site egress in this location would result in unacceptable impacts to Richard Johnson Square (and associated heritage values). The proposed egress driveway on Hunter Street would not impact on heritage items.

Reflecting the outcomes of the above assessment, it was determined that there is no alternative egress option which satisfies feasibility and safety criteria. The revised access location would require the removal of one (1) street tree.

**Justification (tree removal for B Class hoarding)**

Reflecting the requirements of Demolition Work Code of Practice (NSW Government, August 2019), overhead protective structures (B Class hoarding) should be constructed where demolition work is undertaken adjacent to a public place and there is a risk of falling debris. It is noted that the Hunter Street East demolition scope includes the removal of the following buildings which are adjacent to footpaths:

- 28-34 O’Connell St, Sydney (19 stories, including three basement levels)
- 44-48 Hunter St, Sydney (16 stories, including one basement level)
- 37 Bligh St, Sydney (16 stories, including one basement level).

B Class hoarding (incorporating a gantry over the footpath) provides superior benefits to pedestrian safety and as such, is proposed for installation at the Hunter Street East construction site prior to commencement of demolition works.

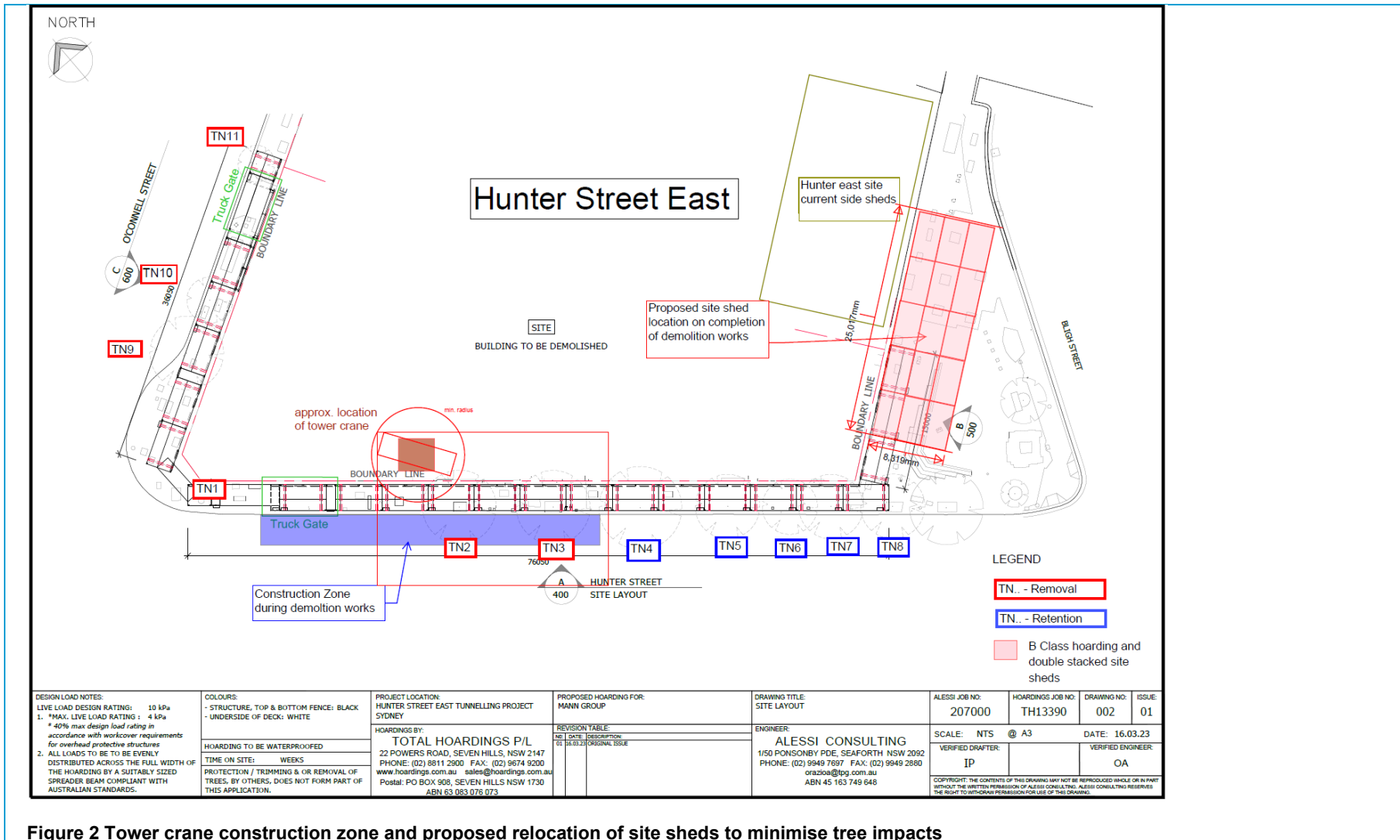
The alternative option, A Class hoarding, was considered during construction planning. While A Class hoarding prevents unauthorised access and provides some protection from construction works, this control would not be sufficient during demolition of the adjacent 16 to 19 story buildings and would only be feasible if the footpath were closed to pedestrians. Given the high pedestrian traffic on Hunter Street and O’Connell Street, it would not be feasible to close the footpath for the duration of the Approved Project.

The project arborist has assessed the potential impacts of the B Class hoarding and determined that the works would result in the removal of five (5) street trees and the pruning of five (5) street trees (Table 1).

To enable the retention of trees TN4, TN5, TN6, TN7 and TN8, the site sheds would be relocated to the south-eastern side of the construction site (Richard Johnson Square, local heritage item SLEP no. 11673). The relocated site sheds would have a temporary minor indirect impact to Richard Johnson Square (locally listed heritage item) which is discussed further in Section 9 – Impact Assessment of this Consistency Assessment.

**Justification (tree removal for safe operation of tower crane)**

The relocation of the egress driveway to Hunter Street requires the tower crane to be positioned adjacent to the driveway to load heavy vehicles. To ensure the safe operation of the tower crane, the area below the tower crane (defined as the construction zone) must be free of obstructions (Figure 2). The safe operation of the tower crane would require the removal of two (2) street trees and the pruning of two (2) street trees, all of which are impacted by the B Class hoarding. It is noted that there are no works undertaken in the construction zone and the land is within the Approved Project (as defined in Schedule 1 of the SSI 19238057 Infrastructure Approval).



<b>DESIGN LOAD NOTES:</b> LIVE LOAD DESIGN RATING: 10 kPa 1. *MAX. LINE LOAD RATING: 4 kPa * 40% max design load rating in accordance with workover requirements for overhead protective structures 2. ALL LOADS TO BE TO BE EVENLY DISTRIBUTED ACROSS THE FULL WIDTH OF THE HOARDING BY A SUITABLY SIZED SPREADER BEAM COMPLIANT WITH AUSTRALIAN STANDARDS.	<b>COLOURS:</b> - STRUCTURE, TOP & BOTTOM FENCE: BLACK - UNDERSIDE OF DECK: WHITE  HOARDING TO BE WATERPROOFED  TIME ON SITE: WEEKS  PROTECTION / TRIMMING & OR REMOVAL OF TREES, BY OTHERS, DOES NOT FORM PART OF THIS APPLICATION.	<b>PROJECT LOCATION:</b> HUNTER STREET EAST TUNNELLING PROJECT SYDNEY  <b>HOARDINGS BY:</b> TOTAL HOARDINGS P/L 22 POWERS ROAD, SEVEN HILLS, NSW 2147 PHONE: (02) 8811 2900 FAX: (02) 9674 9200 www.hoardings.com.au sales@hoardings.com.au Postal: PO BOX 908, SEVEN HILLS NSW 1730 ABN 63 083 076 073	<b>PROPOSED HOARDING FOR:</b> MANN GROUP  <b>REVISION TABLE:</b> NO. DATE DESCRIPTION 01 16.03.23 ORIGINAL ISSUE	<b>DRAWING TITLE:</b> SITE LAYOUT  <b>ENGINEER:</b> ALESSI CONSULTING 1/50 PONSONBY PDE, SEAFORTH NSW 2092 PHONE: (02) 9949 7697 FAX: (02) 9949 2890 orazioa@tpg.com.au ABN 45 163 749 648	ALESSI JOB NO: 207000	HOARDINGS JOB NO: TH13390	DRAWING NO: 002	ISSUE: 01
					SCALE: NTS @ A3	DATE: 16.03.23	VERIFIED DRAFTER: IP	VERIFIED ENGINEER: OA

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### 7. Environmental Benefit

The environmental benefits of the Proposed Works are anticipated to be consistent with the environmental benefits of the Approved Project.

### 8. Control Measures

Will a project and site specific EMP be prepared?	<input checked="" type="checkbox"/> Yes	Are appropriate control measures already identified in an existing EMP?  A project Construction Environmental Management Plan (CEMP) and Sub-plans have been prepared by John Holland CPB Contractors Ghella Joint Venture (JCG). In addition, a site-specific Construction Traffic Management Plan (CTMP) has been prepared. The CEMP and CTMP have been prepared in accordance with the relevant conditions of the Infrastructure Approval and project mitigation measures which are appropriate for the activities described within this Consistency Assessment. All work will be undertaken in accordance with the control measures outlined in the CEMP, CTMP and this Consistency Assessment.	<input checked="" type="checkbox"/> Yes
	<input type="checkbox"/> No		<input type="checkbox"/> No

### 9. Conditions of approval

Will the proposal be consistent with the conditions of approval?	<input checked="" type="checkbox"/> Yes
	<input type="checkbox"/> No

## 9. Impact Assessment – Construction

Aspect	Nature and extent of impacts (negative and positive) during construction (if control measures implemented) of the proposed change, relative to the relevant impact in the Approved Project	Proposed Control Measures in addition to project CoA and REMMs	Minimal Impact Y/N	Endorsed	
				Y/N	Comments
Flora and fauna	<p>The Hunter Street East construction site is located within a highly modified landscape where fauna habitats have been largely cleared. There are no rivers, streams, estuaries or important wetlands present within or adjacent to the Hunter Street East construction site.</p> <p>The Proposed Works would necessitate the removal of six (6) street trees (a net increase of three trees) and pruning of five (5) street trees which would result in a noticeable reduction of canopy coverage and the amenity of Hunter Street. The impacted trees are all exotic species (<i>Platanus x acerifolia</i> or London Plane and <i>Celtis australis</i> or Southern Hackberry) and primarily of medium significance/retention value.</p> <p>Considering the extent of higher quality foraging resources in the locality (Royal Botanic Gardens and the Domain), the removal of three (3) additional exotic trees is not considered likely to impact threatened fauna species that may use the trees for foraging.</p> <p>The trees removed by the Proposed Works would be replaced at a ratio of 2:1 as per the relevant Concept and Stage 3 conditions of approval.</p>	No additional measures required.	Y	Y	
Water	The Hunter Street East construction site is located over 500 metres from the nearest	No additional measures required.	Y	Y	

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Aspect	Nature and extent of impacts (negative and positive) during construction (if control measures implemented) of the proposed change, relative to the relevant impact in the Approved Project	Proposed Control Measures in addition to project CoA and REMMs	Minimal Impact Y/N	Endorsed	
				Y/N	Comments
	<p>surface waterbody (Sydney Harbour). The Proposed Works are consistent with the Approved Project which includes the removal of vegetation as part of site establishment works. Environmental management would be as per the CEMP, including the Soil and Water Management Sub-plan.</p> <p>Relative to the Approved Project, there are no additional hydrology, drainage, groundwater or surface water quality impacts anticipated as a result of the Proposed Works.</p>				
Soils and contamination	<p>The Hunter Street East construction site is located in the heart of the CBD with a mainly commercial past. The Stage 2 EIS assessed the risk of contamination (soil and groundwater) as low or very low. The Proposed Works are therefore not within an area of known contamination.</p> <p>Spoil would be classified in accordance with the NSW Environment Protection Agency <i>Waste Classification Guidelines</i> (2014) and would be managed under the existing environmental mitigation measures and the Construction Environmental Management Framework.</p>	No additional measures required.	Y	Y	
Air quality	No change from Approved Project.	No additional measures required.	Y	Y	
Noise and vibration	The noise and vibration impacts associated with the removal of street trees were considered and assessed as part of the Approved Project. It is noted that the Stage 2 EIS assumed that tree removal works would be undertaken during standard hours. However,	No additional measures required.		Y	

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Aspect	Nature and extent of impacts (negative and positive) during construction (if control measures implemented) of the proposed change, relative to the relevant impact in the Approved Project	Proposed Control Measures in addition to project CoA and REMMs	Minimal Impact Y/N	Endorsed	
				Y/N	Comments
	<p>detailed construction planning has identified that closure of the footpath is required during some of the tree removal works. The road authority has indicated that an ROL would not be granted to conduct the works during standard hours. Approximately four night shifts would be required for tree removal works.</p> <p>Renzo Tonin have subsequently prepared a Detailed Noise and Vibration Impact Statement (DNVIS) to assess the site-specific impacts of works including the Proposed Works:</p> <ul style="list-style-type: none"> <li>▪ Preliminary Works – Project Wide (10 February 2023) includes the assessment of tree pruning and removal on Hunter Street (adjacent to the Hunter Street East construction site) (four night shifts).</li> </ul> <p>The DNVIS, as endorsed by the Acoustic Advisor, identifies that there are no residential receivers that are expected to be construction noise affected by the Proposed Works. Other sensitive receivers including hotels are expected to be construction noise affected by the Proposed Works. However, the duration of the works would be limited to four shifts and would continue to be effectively managed under the Sydney Metro Construction Noise and Vibration Standard.</p> <p>The following additional measures, as detailed in the DNVIS, would also be implemented to achieve a 5-15dB reduction in noise levels:</p> <ul style="list-style-type: none"> <li>▪ Where practicable, the timing of works would be managed to reduce noise levels</li> </ul>				

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Aspect	Nature and extent of impacts (negative and positive) during construction (if control measures implemented) of the proposed change, relative to the relevant impact in the Approved Project	Proposed Control Measures in addition to project CoA and REMMs	Minimal Impact Y/N	Endorsed	
				Y/N	Comments
	<p>during more sensitive periods (i.e. after 10pm and after 12am)</p> <ul style="list-style-type: none"> <li>Noisy plant that supports tree removal (e.g. woodchipper) would be limited to day use only within the worksite, or off-site, where practicable.</li> </ul> <p>Reflecting the above measures, the noise and vibration impact of the Proposed Works has been assessed as minimal.</p>				
Aboriginal heritage	<p>Aboriginal heritage at the Hunter Street East construction site is described in Section 9.9.1 of the Stage 2 EIS, noting there are no known Aboriginal sites within or adjacent to the site.</p> <p>The removal of tree stumps/roots would be limited to approximately 250mm below existing footpath level to allow for pavement construction. As such, there would be no substantial changes to Aboriginal heritage as a result of the Proposed Works. Irrespective, the Proposed Works would be undertaken in accordance with the Sydney Metro Unexpected Heritage Finds Procedure (SM-20-00099497).</p>	No additional measures required.	Y	Y	
Non-Aboriginal heritage	<p>The affected trees are located on O’Connell Street and Hunter Street, on the footpaths surrounding the 1980s office blocks. While neither the buildings nor the trees have heritage significance, there are five state significant heritage items and three locally significant heritage items in the vicinity (within 20 metres of the study area):</p>	No additional measures required.	Y	Y	

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Aspect	Nature and extent of impacts (negative and positive) during construction (if control measures implemented) of the proposed change, relative to the relevant impact in the Approved Project	Proposed Control Measures in addition to project CoA and REMMs	Minimal Impact Y/N	Endorsed	
				Y/N	Comments
	<ul style="list-style-type: none"> <li>▪ Former Wales House – State significant heritage item SHR no. 00586</li> <li>▪ Public Trust Office – State significant heritage item SHR no. 01019</li> <li>▪ Former Delphin House – Local heritage item SLEP no. I1903</li> <li>▪ Former Industrial Building 'Manufacturers Mutual' – Local heritage item SLEP no. 1902</li> <li>▪ NSW Club House Building – State significant heritage item SHR no. 00145</li> <li>▪ City Mutual Life Assurance Building – State significant heritage item SHR no. 00585</li> <li>▪ Richard Johnson Square – Local heritage item SLEP no. I1673</li> <li>▪ Perpetual Trustee Company – State significant heritage item SHR no. 00678.</li> </ul> <p>The trees on O'Connell Street are opposite the Former Wales House (SHR no. 00586). As detailed in the heritage assessment in Attachment A, the removal of the trees would not impact the heritage significance values of SHR item 00586.</p> <p>The trees on Hunter Street are opposite the Perpetual Trustee Company (SHR no. 00678). While the building's relationship to its Hunter Street environment contributes to its heritage significance, it is the contrast to the built form surrounding it (and not the trees) which are significant in this relationship. As such, the removal of street trees and pruning of street</p>				

(Uncontrolled when printed)

Aspect	Nature and extent of impacts (negative and positive) during construction (if control measures implemented) of the proposed change, relative to the relevant impact in the Approved Project	Proposed Control Measures in addition to project CoA and REMMs	Minimal Impact Y/N	Endorsed	
				Y/N	Comments
	<p>trees would not impact the heritage significance values of SHR item 00678.</p> <p>To enable the retention of nominated trees on Hunter Street (TN4, TN5, TN6, TN7 and TN8), the site sheds would be relocated to the south-eastern side of the construction site (Richard Johnson Square, local heritage item SLEP no. I1673). Locating the site sheds within Richard Johnson Square would result in temporary non-significant changes to the setting of this heritage item which is substantially altered from its historic setting. The site sheds would be elevated, and the installation of the sheds would not require any excavation works. However, the site sheds would have a temporary minor indirect impact to the overall urban context which is consistent with the EIS. There would be no direct permanent impacts to Richard Johnson Square.</p> <p>There is no potential for predicted significant archaeological resources at the Hunter Street East construction site (Attachment A). The removal of tree stumps/roots would be limited to approximately 250mm below existing footpath level. As such, there would be no substantial changes to Non-Aboriginal archaeology as a result of the Proposed Works. Irrespective, the Proposed Works would be undertaken in accordance with the Sydney Metro Unexpected Heritage Finds Procedure (SM-20-00099497).</p>				

(Uncontrolled when printed)

Aspect	Nature and extent of impacts (negative and positive) during construction (if control measures implemented) of the proposed change, relative to the relevant impact in the Approved Project	Proposed Control Measures in addition to project CoA and REMMs	Minimal Impact Y/N	Endorsed	
				Y/N	Comments
Community and socio-economic	<p>Notwithstanding the impacts to visual amenity and community open space (refer to the non-Aboriginal heritage section for details on Richard Johnson Square) as described in this table, there would be no substantial changes to the community and socio-economic impacts of the Proposed Works as compared to the Approved Project.</p> <p>There would be no substantial changes to noise and vibration, traffic, land use and property, and air quality as a result of the Proposed Works.</p>	No additional measures required.	Y	Y	
Traffic and transport	<p>An ROL would be required for the proposed tree removal works (approximately four night shifts).</p> <p>The site sheds within Richard Johnson Square would be elevated on piers to minimise impacts to pedestrians. As such, there would be negligible impact to pedestrian movements.</p> <p>The relocation of the heavy vehicle egress from O'Connell Street to Hunter Street would enable the demolition works scope to be undertaken while maintaining pedestrian and vehicle safety at nearby intersections.</p>	<p>The following additional measures are reflected in the CTMP for Hunter Street East – Stage 2 – Demolition (SMWSTETP-JCG-SCB-SN100-TF-PLN-002059):</p> <ul style="list-style-type: none"> <li>▪ Traffic controllers will guide and control pedestrians on the footpath while trucks are entering/existing the site</li> <li>▪ Concertina gates and a traffic controller will be deployed to temporarily hold pedestrians on either side of the driveway whenever a truck is entering/exiting the site</li> <li>▪ Nominated construction haulage routes will be communicated to truck drivers and adhered to. Where practicable, these routes</li> </ul>	Y	Y	

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Aspect	Nature and extent of impacts (negative and positive) during construction (if control measures implemented) of the proposed change, relative to the relevant impact in the Approved Project	Proposed Control Measures in addition to project CoA and REMMs	Minimal Impact Y/N	Endorsed	
				Y/N	Comments
		will use major arterial roads in preference to local roads <ul style="list-style-type: none"> <li>▪ General signposting would be displayed on the hoardings with the appropriate warning signs to guide pedestrians across the site access driveways.</li> </ul>			
Waste and resource management	No change from Approved Project.	No additional measures required.	Y	Y	
Visual	<p>The Proposed Works would necessitate the removal of six (6) street trees (a net increase of three trees) and the pruning of five (5) street trees which would result in a noticeable reduction of canopy coverage and the amenity of O’Connell Street and Hunter Street. This streetscape was assessed in the Stage 2 EIS as being of local landscape sensitivity and the trees provide a moderate contribution to the amenity of the streetscape.</p> <p>The appeal of Richard Johnson Square as a meeting place would be marginally reduced by the pruning of street trees and relocation of the site sheds. However, the Square currently faces the former Sydney Metro City &amp; Southwest Bligh Street construction site (Photo 1).</p> <p>While the removal of three additional street trees and the relocation of the site sheds to Richard Johnson Square would have a noticeable reduction in the quality of the streetscape and a cumulative impact, the predominant impacts are associated with the</p>	No additional measures required.	Y	Y	

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Aspect	Nature and extent of impacts (negative and positive) during construction (if control measures implemented) of the proposed change, relative to the relevant impact in the Approved Project	Proposed Control Measures in addition to project CoA and REMMs	Minimal Impact Y/N	Endorsed	
				Y/N	Comments
	Approved Project. Specifically, the demolition of three buildings and the continued operation of an existing acoustic shed will have a minor adverse landscape impact. As such, while the Proposed Works would have a noticeable impact on visual amenity, the impact is consistent with the Approved Project.				
Land use and property	<p>The Proposed Works would occur on land within the Approved Project (as defined in Schedule 1 of the SSI 19238057 Infrastructure Approval) and there would be no additional private property acquisitions. A temporary access licence agreement would be established with the City of Sydney Council to enable the installation of the site sheds within Richard Johnson Square.</p> <p>The Proposed Works would not alter the land use of the Hunter Street East construction site or the surrounds. As such, there is no change from the Approved Project.</p>	No additional control measures proposed.	Y	Y	
Hazard and risk	No change from Approved Project.	No additional measures required.	Y	Y	



## 10. Impact Assessment – Operation

The Approved Project covers the major civil construction between The Bays and Sydney CBD (SSI-19238057). The proposed changes detailed in this Consistency Assessment are for the purpose of construction safety, feasibility and pedestrian safety. Operation of the Sydney Metro West project is assessed in SSI-22765520. Any impacts associated with the Proposed Works would be managed into the operational stage of the Sydney Metro West project.

Aspect	Nature and extent of impacts (negative and positive) during operation (if control measures implemented) of the proposed change, relative to the relevant impact in the Approved Project	Proposed Control Measures in addition to project COA and REMMs	Minimal Impact Y/N	Endorsed	
				Y/N	Comments
Flora and fauna	No change from Approved Project.	No additional measures required.	N/A	Y	
Water	No change from Approved Project.	No additional measures required.	N/A	Y	
Soils and contamination	No change from Approved Project.	No additional measures required.	N/A	Y	
Air quality	No change from Approved Project.	No additional measures required.	N/A	Y	
Noise and vibration	No change from Approved Project.	No additional measures required.	N/A	Y	
Aboriginal heritage	No change from Approved Project.	No additional measures required.	N/A	Y	
Non-Aboriginal heritage	No change from Approved Project.	No additional measures required.	N/A	Y	
Community and socio-economic	No change from Approved Project.	No additional measures required.	N/A	Y	
Traffic and transport	No change from Approved Project.	No additional measures required.	N/A	Y	

Aspect	Nature and extent of impacts (negative and positive) during operation (if control measures implemented) of the proposed change, relative to the relevant impact in the Approved Project	Proposed Control Measures in addition to project COA and REMMs	Minimal Impact Y/N	Endorsed	
				Y/N	Comments
Waste and resource management	No change from Approved Project.	No additional measures required.	N/A	Y	
Visual and urban design	No change from Approved Project.	No additional measures required.	N/A	Y	
Land use and property	No change from Approved Project.	No additional measures required.	N/A	Y	
Hazard and risk	No change from Approved Project.	No additional measures required.	N/A	Y	

## 11. Consistency with the Approved Project

Question	Consider the following:
Is the project as modified consistent with the conditions of approval?	Yes. The Proposed Works are consistent with the Conditions of Approval.
Is the project (including the proposed changes) consistent with the objectives and functions of elements of the Approved Project?	Yes. The Proposed Works identified in this assessment are consistent with the objectives and functions of the relevant elements of the Approved Project. The purpose of the Proposed Works is to ensure the feasibility of the demolition works and mitigate risks to pedestrian safety and intersection performance arising from the Approved Project.
Are the environmental impacts of the proposed change consistent with the impacts of the Approved Project?	Yes. The environmental impacts of the Proposed Works are consistent with the environmental impacts as assessed for the Approved Project.
Is the change within the envelope of what has been approved?	Yes. The Proposed Works would occur on land within the Approved Project (as defined in Schedule 1 of the SSI 19238057 Infrastructure Approval).
Are there any new environmental impacts as a result of the proposed works/project changes?	All risks would be adequately addressed through the application of the mitigation measures in the above tables. There would be no new environmental risks as a result of the Proposed Works.
Are the impacts of the proposed activity/works known and understood?	Yes. The impacts of the Proposed Works are understood and would be accounted for by implementing the control measures within this document and the existing mitigation measures established under the Approved Project.
Are the impacts of the proposed activity/works able to be managed so as not to have an adverse impact?	Yes. The impacts of the Proposed Works can be managed under the existing environmental mitigation measures so as to avoid an adverse impact.
Is the proposed change/s consistent with the approval (having regard to the above assessment)?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No

## 12. Other Environmental Approvals

<b>Identify all other approvals required for the proposed works:</b>	An ROL would be required from the relevant road authority prior to temporary occupation of footpaths or road lanes.
--	---

## 14. Recommendation

Based on the above impact assessment, and with reference to the environmental impact assessment documents, including the conditions of approval, it is recommended that:

Tick relevant box	
The proposed change has negligible or more than negligible impacts on the environment or community however is consistent with the Approval, including the conditions of approval. The proposed impacts are consistent with those assessed for the Approved Project (i.e., does not trigger a change to the conditions of approval).	<input checked="" type="checkbox"/>
The proposed change is not consistent with the Approved Project including the conditions of approval and would be subject to a separate modification application.	
The proposed change is not substantially the same as the Approved Project and is considered a radical transformation. A new planning pathway should be considered.	

## Author certification


I certify that to the best of my knowledge this Consistency Checklist:

- Examines and takes into account the fullest extent possible all matters affecting or likely to affect the environment as a result of activities associated with the proposed change; and
- Examines the consistency of the proposed change with the Approved Project; is accurate in all material respects and does not omit any material information.

Name:	Sally Reynolds	Signature:	
Title:	Environment, Approvals and Sustainability Director		
Company:	JCG JV	Date:	14 April 2023

## Assessment Supporting Signature

Application supported and submitted by

Name:	Katie Mackenzie	Date:	17/04/2023
Title:	A/Associate Director Planning Approvals	Comments:	
Signature:			

## Assessment Endorsement

Based on the above assessment, are the impacts and scope of the proposed change consistent with the existing Approved Project?

Yes  The proposed change is consistent with the Approved Project and no further assessment is required.

No  The proposed change is not consistent with the Approved Project.

A modification or a new activity approval/ consent is required. Advise Senior Project Manager of appropriate alternative planning approvals pathway to be undertaken.

Endorsed by			
Name:	Ryan Butler	Date:	17/4/2023
Title:	A/Director Environment, Sustainability, Planning	Comments:	
Signature:			

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## Attachment A – Heritage Assessment

# MEMO



**DATE:** 13 April 2023

**AMBS Ref:** 23111

**TO:** Sally Reynolds – Environment, Approvals & Sustainability Director, Eastern Tunnelling Package. John Holland CPB Contractors Ghella JV

**FROM:** James Cole, AMBS Senior Historic Heritage Consultant

**SUBJECT:** Tree removal and site shed relocation at Pyrmont East and Hunter Street East station sites

AMBS Ecology & Heritage Pty Ltd (AMBS) has been engaged by John Holland CPB Contractors Ghella JV (JCG JV) to provide heritage services for Stage 2 of the Sydney Metro West project, a new 24 - kilometre metro line connecting Greater Paramatta to Sydney CBD. Stage 2 of the project includes all major civil construction works including station excavation and tunnelling between The Bays and CBD. This project is being completed under the State Significant Infrastructure approval SSI 19238057.

As part of the project, JCG-JV require heritage advice for planned tree removal outside of the construction sites as identified in the Environmental Impact Statement (EIS). The following provides archaeological and heritage advice for the proposed removal of trees at the Pyrmont East and Hunter Street East station sites (Figure 1 and Figure 2). It is also proposed to relocate existing site sheds within the Hunter Street East site to Bligh Street, outside of the eastern construction site (Figure 3).

This memo has been written by AMBS Senior Historic Heritage Consultants Lian Ramage and Mike Hincks, with updates by James Cole to address the proposed site shed relocation works.



**Figure 1** Location of trees proposed for removal and trimming – Pyrmont East station site.





Figure 2 Location of trees proposed for removal and trimming – Hunter East station site.

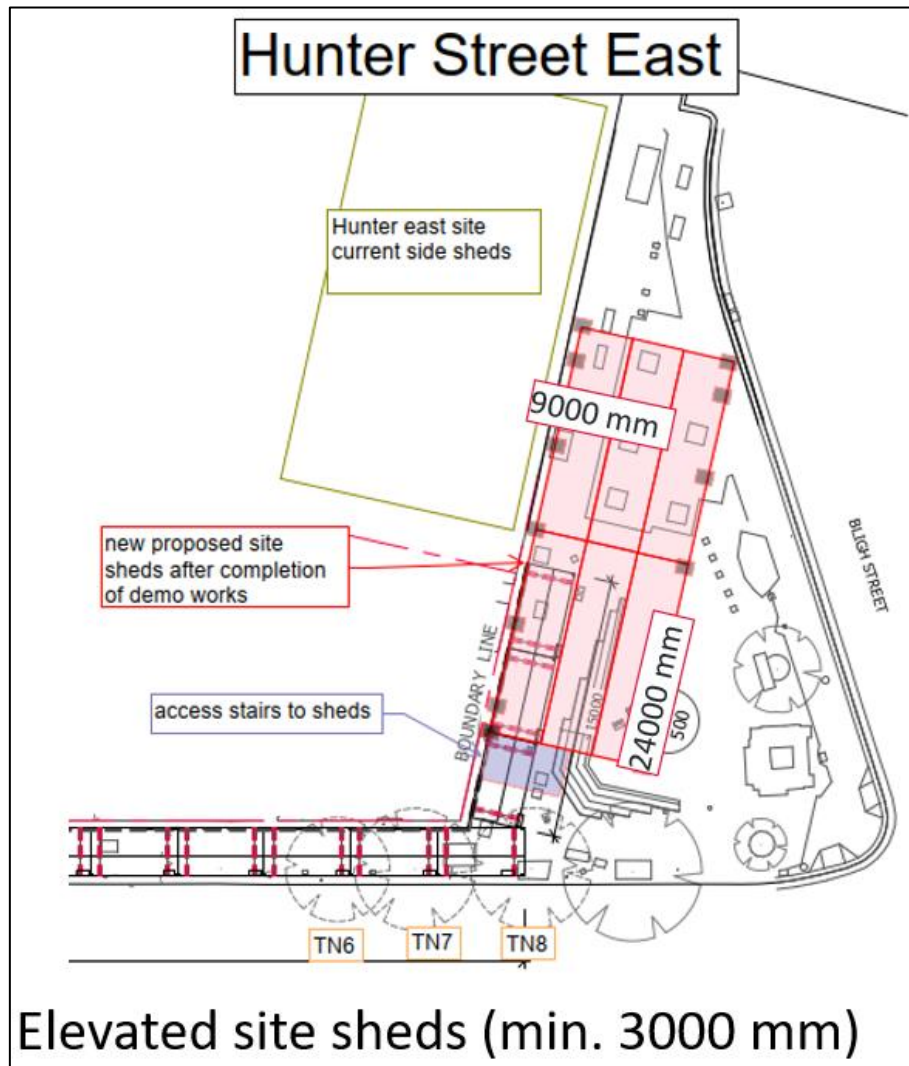


Figure 3 Proposed site shed location on Bligh Street, near to its intersection with Hunter Street.

### ***Tree Removal Methodology***

Trees will be cut to ground level whereby a stump grinder will be utilised for removal of tree trunk to a maximum depth of 250mm below pavement level. No removal of root collar or lateral roots will take place. A summary of the proposed impacts to trees is given in Table 1.

**Table 1 Summary of proposed impacts to trees.**

<b>Site</b>	<b>Tree ID</b>	<b>Proposed Impact</b>
Pymont East	PE1	Remove
	PE2	Remove
	PE3	Remove
	PE4	Remove
	PE5	Remove
	PE6	Remove
	PE7	Remove
	PE8	Remove
	PE9	Remove
	PE0	Remove
	PE11	Remove
	PE12	Remove
	PE13	Retain, prune crown and roots
	PE14	Retain, prune crown and roots
	PE15	Retain, prune crown and roots
	PE16	Retain, prune crown and roots
	PE17	Remove
	PE18	Remove
	PE19	Remove
	PE20	Remove
	PE21	Remove
Hunter Street East	HE1	Remove
	HE2	Remove
	HE3	Remove
	HE4	Retain, prune crown
	HE5	Retain, prune crown
	HE6	Retain, prune crown
	HE7	Retain, prune crown
	HE8	Retain, prune crown
	HE9	Remove
	HE10	Remove
	HE11	Remove

### ***Site Shed Relocation***

It is proposed to relocate two site sheds from within the Hunter Street East site boundary to an adjacent area on Bligh Street immediately to the north of its intersection with Hunter Street. The proposed relocation would take place after demolition works on the Hunter Street East site are complete. The sheds would have a footprint of approximately 24 metres by 9 metres and be elevated to a minimum height of 3 meters above street level, supported on piles extending to ground level. No excavation or ground disturbing works are proposed for the erection of the site sheds, which would be removed at the completion of works.

### ***Assessment of Heritage Impact***

The following historical background is summarised from the project EIS and the Archaeological Research Designs for Pymont Station sites, prepared by Artefact and the Hunter Street Station sites, prepared by Extent.

### *Pymont East Station Site*

The Pymont East station site is a triangular block bounded by Pymont Road, Union Street and Edward Street.

Substantial development of the Pymont area did not occur until the 1840s, when Pymont was established as an industrial community, with shipbuilding and quarrying emerging as the key industries within the Ultimo estate. In 1844, Pymont was officially incorporated into the City of Sydney area as the permanent population grew. Pymont village was subdivided in 1854 in response to the industrialization of the peninsula. Pymont became a more desirable place to live due to its proximity to places of work, and the construction of Pymont Bridge in 1858 further improved accessibility and desirability to the area. Despite this, little development had occurred on the south side of Union Street at this time, and Pymont Street, Harris Street and Union Street were not officially formed and ballasted with kerb and guttering until around 1862. Pymont grew in the following decades with mixed-use developments and much of the earlier housing rebuilt and replaced with brick terraces. A shift in the twentieth century saw industry move out of the area and a focus on residential occupation with retention and reuse of former industrial buildings. Pymont retains evidence of its original undulating landform and key evidence of its working class and industrial past, while the Pymont Conservation Area serves to retain the built remains of this former history.

The first recorded occupation of the Pymont East station site was in 1878 with two buildings noted as being located on the south side of Union Street, a blacksmith and a general store. Four occupants were residing on the eastern side of Edward Street in 1897. The block was fully developed by the mid- to late 1880s with double storey terraced shops and residential buildings on Union Street comprising largely of stone and brick, notably one a 'Hall' utilised as a meeting place for various associations. In 1891 a three-storey commercial building with basement was constructed on the north-eastern corner. Development along Pymont Bridge Road and Edward Street was largely residential, with the four Edward Street properties and two on Pymont Bridge Road noted as timber buildings. The site underwent several phases of reconfiguration. Various buildings were demolished and redeveloped throughout the twentieth century. A variety of businesses including a wine merchants, timber yard, car park, service station and mixed small scale commercial premises had occupied the site by the 1980s.

There are five heritage items located within 25 metres of the site:

- Former New York Hotel – Local heritage SLEP item no. I1275
- Former Warehouse 'Bank of NSW Stores – Local heritage SLEP item no. I1256
- Corner Shop and Residence 'Charmelu' – Local heritage SLEP item no. I1213
- Terrace Group – Local heritage item SLEP no. I1274
- Pymont Bridge Road Hotel – Local heritage item SLEP no. I1255

The significance of each of these items is limited to the built form and does not include archaeology or the relationship of the item to its environment. The Pymont Conservation Area is located approximately 50 metres to the west, terminating along the western side of Pymont Street, and will be unaffected by the proposed works.

Potential archaeological resources outside of the Pymont East station site were not addressed in the EIS. Development in the immediate area was relatively late. Union Street, Edward Street and Pymont Bridge Road dictated the subdivision layout. Resumption of land for the widening of Pymont Bridge Road did not include the eastern station site, and was

seemingly limited to the western portion of Pymont Bridge Road. Because Pymont Street, Harris Street and Union Street were not officially formed and ballasted with kerb and guttering until around 1862, it can be concluded that the potential for archaeological resources in the pathways and roads of Union Street, Edward Street and Pymont Bridge Road is low. Additionally, as the proposed impacts are limited to stump grinding, there would be no impacts to archaeological resources.

### *Hunter Street East Station Site*

The Hunter Street East station site is bordered by Hunter Street, O'Connell Street and Bligh Street on the south, west and east sides respectively. The site was occupied as early as 1807, with a small early lease granted to James Petty. However it was not until 1833 that buildings were unambiguously recorded within the study area. By that time, the site had been subdivided into seven separate lots, each containing substantial structures and associated outbuildings. Properties within the site in the 1830s would have had dual residential and commercial functions, with many businesses operating out of people's homes and properties.

By 1843 there was a double-storey shopfront on the corner of Hunter and O'Connell Streets and a range of smaller single and double-storey shopfronts and houses. *The Horse and Jockey Hotel* was operating on the corner of Hunter and O'Connell Streets by the mid-1850s and the buildings along the north side of Hunter Street were occupied by businesses including a butcher, a tailor, an upholsterer, and an importer. There was a livery stable on the corner of Bligh and Hunter Streets.

By 1865 many of the buildings on this block were constructed in brick, but there was a number of wooden buildings and sheds still present. By 1880 the stables had made way for a Solicitor's Office and other buildings on the site were occupied by a cabinet maker, a restaurant, loan officers, and several solicitors. There was a proliferation of triple-storey buildings on the site by this time, replacing many of the early nineteenth-century buildings.

By the turn of the century, the site was a densely occupied block in an important commercial sector of the city. In the early 1920s the site of the former *Horse and Jockey Hotel* was replaced with a seven-storey building (with a basement) that housed the South British Insurance Company. This building joined a number of large-multistorey buildings such as the Norwich Chambers, that were occupied by the Australian Metropolitan Life Assurance Company (an eleven-storey building with a basement). The former stables were replaced by a range of large six and five-storey buildings.

During the second half of the twentieth century, the early twentieth-century buildings on the site were progressively demolished and replaced by large multi-storey buildings. Whilst some of the early twentieth-century buildings remained until the 1960s, they had all been demolished and replaced with large multi-storey concrete buildings by the 1980s. This process mirrored the progressive demolition of late nineteenth and early twentieth century buildings of Sydney during this period.

The city streets of Sydney are known to have been widened or narrowed (or both) since they were first laid out. There is potential for nineteenth century archaeological remains of structures on previous alignments to be present beneath the footpaths along Hunter and O'Connell Streets. However, the construction of the late-twentieth century towers, the installation of services and the tree plantings themselves, mean that this potential is considered to be nil to low in the affected areas of the tree removal. As the grinding of the

stumps will have no impact outside the tree footprint, there are no archaeological impacts from the proposed works.

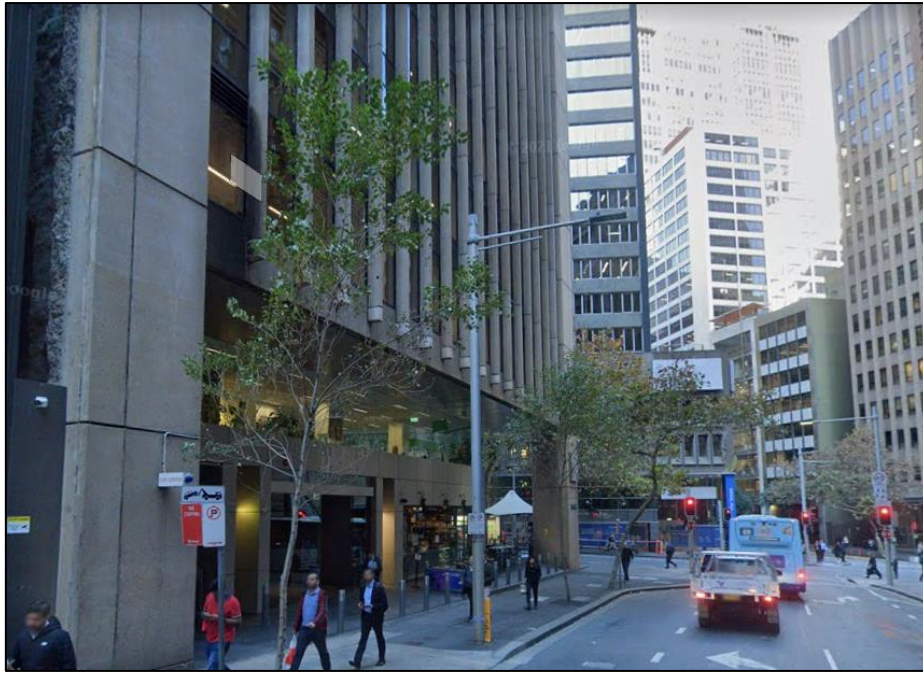
The affected trees are located on O'Connell Street and Hunter Street, on the footpaths surrounding the 1980s office blocks. While these buildings do not have heritage significance, there are five state significant heritage items and three locally significant heritage items in the vicinity of the Hunter Street East site:

- Former Wales House – State significant heritage item SHR no. 00586
- Public Trust Office – State significant heritage item SHR no. 01019
- Former Delphin House – Local heritage item SLEP no. I1903
- Former Industrial Building 'Manufacturers Mutual' – Local heritage item SLEP no. 1902
- NSW Club House Building – State significant heritage item SHR no. 00145
- City Mutual Life Assurance Building – State significant heritage item SHR no. 00585
- Richard Johnson Square – Local heritage item SLEP no. I1673
- Perpetual Trustee Company – State significant heritage item SHR no. 00678.

The affected trees are within 40m of three of these items: the Former Wales House, Richard Johnson Square, and the Perpetual Trustee Company.



**Figure 4 Affected trees on Hunter Street (right hand side of road only), looking west from Richard Johnson Square (Google Street View May 2021).**



**Figure 5 Affected trees on O'Connell Street looking south towards Hunter Street (Google Street View May 2021).**



**Figure 6 Heritage items in the vicinity of Hunter Street East.**

The trees on O'Connell Street are opposite the former Wales House (SHR no. 00586). Two of the trees will be retained and pruned, one will be removed. The site of the former Wales House has historical significance through an association with Australia's oldest surviving

newspaper, the Sydney Morning Herald. The building is aesthetically significant as ‘a fine example of the Inter War Commercial Palazzo style, with many intact external elements and some preserved interiors. It has a strong townscape presence on its acutely angled corner site’ (NSW SHI). The removal and pruning of the trees will not impact the heritage significance values of SHR item 00586.

The trees on Hunter Street are opposite the Perpetual Trustee Company (SHR no. 00678). Two of these trees will be removed. The Perpetual Trustee Company Building is of state significance by virtue of its historic, social, architectural, aesthetic and scientific values:

*This building is Hunter Street's sole surviving Edwardian building and displays characteristics of its time. It embodies Edwardian architectural and construction techniques with respect to multi-storey office buildings and has the ability to inform research in this area... The building's presence on one of Sydney's oldest streets informs comprehension of Hunter Street's development. (NSW SHI)*

While the building’s relationship to its Hunter Street environment contributes to its heritage significance, it is the contrast to the built form surrounding it (and not the trees) which are significant in this relationship:

*The building is a local landmark as a counterfoil to the surrounding modern developments. (NSW SHI)*

The removal of the trees will not impact the heritage significance values of SHR item 00678.

The trees on Hunter Street are adjacent to, and partially border Richard Johnson Square (SLEP no. I1673). The tree on the southern edge of Richard Johnson Square and adjacent trees on Hunter Street will be retained and pruned. The remaining trees along Hunter and O’Connell Streets will be removed (Figure 2). Richard Johnson Square is historically and culturally significant as an important example of twentieth century civic planning. It demonstrated the council’s public works to reshape Sydney as a result of its first strategic plan, designed by architects, Clarke Gazzard Pty Ltd. The stone memorial commemorates the site of the first church erected in Australia (1793-1798), the Chaplain being the Reverend Richard Johnson.

Aerial imagery shows that the plantings post-date the creation of the square and do not contribute to its significance as a designed civic space. The pruning of the tree at the southern edge of the square and the adjacent trees on Hunter Street will not impact the heritage significance of SLEP item I1673. The removal of the remaining trees along Hunter and O’Connell Streets will not impact this item.

The proposed relocation of the site sheds will place them within the heritage curtilage of Richard Johnson Square (SLEP no. I1673) (Figure 6). The proposed works will not result in any direct impacts to the square, as no removal of fabric or excavation is proposed. The installation of the site sheds will result in a temporary indirect visual impact for the duration of works at the site. There will be no impacts to either the layout of the square or the monument to Richard Johnson, which are the primary values associated with the listing. The assessment of indirect impacts to the square from the EIS for the project stated that it would have a minor indirect impact:

*The Hunter Street Station (Sydney CBD) eastern construction site will be located directly adjacent to the heritage item. The demolition of existing buildings and construction*

*activities in the vicinity of Richard Johnson Square would result in non-significant changes to the setting of the heritage item, which is substantially altered from its historic setting, and is currently surrounded by large modern office buildings, of varying architectural styles and provenance. However, the ongoing presence o[f] the existing acoustic shed located directly next to the heritage item would result in temporary minor overshadowing of the item. The acoustic shed would also have a temporary impact to the overall urban context, due to its lack of architectural contribution to the streetscape (Artefact 2021, p. 177).*

The proposed site shed relocation will result in a temporary overshadowing of the item for the duration of works but will not result in any permanent impacts to the item or its setting. The overall impact of the site shed relocation is minor, and consistent with the assessment provided in the EIS.

### **Conclusion**

The proposed tree removal works will have no impact on the significance of heritage items in the vicinity of Pymont East and Hunter Street East station sites, or on potential archaeology at locations where the trees will be removed. The proposed relocation of the site sheds will have a temporary indirect impact to Richard Johnson Square. This impact has been assessed as minor and will be reversed at the completion of the project. As such, the site shed relocation works are considered to be consistent with the EIS from a heritage perspective.