



Planning Approval Consistency Assessment Form

SM ES-FT-414

Sydney Metro Integrated Management System (IMS)

Assessment Name:	Pymont Station East Tree Removals
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Prepared for:	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, 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 City of Sydney Council (22 March 2023), the purpose of this Consistency Assessment is to assess the impacts of removing eight (8) additional street trees (Proposed Works) to facilitate delivery of the Approved Project at Pyrmont Station East (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 ¹ / Retention Value ²	Approved Project	Proposed Works	Justification
TN1	<i>Platanus x acerifolia</i> (London Plane)	Mature	High	Retain	Remove	Site access
TN2	<i>Populus simonii</i> (Simon Poplar)	Young	Medium	Retain	Remove	Site access and installation of B Class hoarding
TN3	<i>Populus simonii</i> (Simon Poplar)	Young	Medium	Retain	Remove	Site access and installation of B Class hoarding

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TN4	<i>Populus simonii</i> (Simon Poplar)	Young	Medium	Retain	Remove	Site access and installation of B Class hoarding
TN5	<i>Populus simonii</i> (Simon Poplar)	Young	Medium	Remove	Remove (no change)	Site access and installation of B Class hoarding
TN6	<i>Platanus x acerifolia</i> (London Plane)	Mature	Medium	Remove	Remove (no change) ⁵	Installation of B Class hoarding and shaft excavation
TN7	<i>Platanus x acerifolia</i> (London Plane)	Mature	High	Remove	Remove (no change) ⁵	Installation of B Class hoarding and shaft excavation
TN8	<i>Platanus x acerifolia</i> (London Plane)	Mature	High	Remove	Remove (no change) ⁵	Installation of B Class hoarding and shaft excavation
TN9	<i>Platanus x acerifolia</i> (London Plane)	Mature	High	Retain	Remove ⁵	Installation of B Class hoarding and shaft excavation
TN10	<i>Populus simonii</i> (Simon Poplar)	Young	Medium	Remove	Remove (no change) ⁴	Installation of B Class hoarding
TN11	<i>Populus simonii</i> (Simon Poplar)	Young	Medium	Remove	Remove (no change) ⁴	Installation of B Class hoarding
TN12	<i>Populus simonii</i> (Simon Poplar)	Young	Medium	Retain	Remove ⁴	Installation of B Class hoarding
TN13	<i>Platanus x acerifolia</i> (London Plane)	Mature	High	Retain	Retain (prune crown and roots) ⁴	Installation of B Class hoarding
TN14	<i>Platanus x acerifolia</i> (London Plane)	Mature	High	Retain	Retain (prune crown and roots) ⁴	Installation of B Class hoarding
TN15	<i>Platanus x acerifolia</i> (London Plane)	Mature	High	Retain	Retain (prune crown and roots) ⁴	Installation of B Class hoarding
TN16	<i>Platanus x acerifolia</i> (London Plane)	Mature	High	Retain	Retain (prune crown and roots) ⁴	Installation of B Class hoarding
TN17	<i>Celtis sinensis</i> (Chinese Nettle)	Young	Low	Remove ³	Remove (no change)	Bulk excavation to site boundary
TN18	<i>Celtis sinensis</i> (Chinese Nettle)	Young	Low	Remove ³	Remove (no change)	Bulk excavation to site boundary
TN19	<i>Celtis sinensis</i> (Chinese Nettle)	Young	Low	Remove ³	Remove (no change)	Bulk excavation to site boundary
TN20	<i>Populus simonii</i> (Simon Poplar)	Young	Medium	Retain	Remove	Installation of B Class hoarding
TN21	<i>Populus simonii</i> (Simon Poplar)	Young	Medium	Retain	Remove ⁴	Installation of B Class hoarding

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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.
3. TN17 and TN18 are small trees that were likely classified as ‘exotic vegetation’ in the EIS. Subsequent growth has resulted in the ‘exotic vegetation’ being reclassified as a tree by the project arborist.
4. Design review investigation to be undertaken of TN10, TN11, TN12, TN13, TN14, TN15, TN16, TN21 in consultation with the project arborist to minimise the level of impact of the Proposed Works.
5. Root mapping to be undertaken by project arborist of TN6, TN7, TN8 and TN9 to assess the level of impact of the Proposed Works and determine if the trees can be retained.

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

Relevant elements of the Approved Project	Proposed Works
<p>Project Description</p> <p>Section 5.4.4 of the Stage 2 EIS provides a description of the Pymont Station construction sites. The indicative site layouts proposed in the Stage 2 EIS include access to the Pymont Station East construction site via Edward Street, Union Street and Pymont Bridge Road.</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 Pymont Station construction sites would include the removal of vegetation.</p>	<p>Reflecting the outcomes of further construction planning and the swept path analysis, the existing driveways on Edward Street and Pymont Bridge Road would need to be widened to accommodate heavy vehicles.</p> <p>The installation of hoarding to facilitate demolition activities 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.</p> <p>The project arborist has assessed the potential impacts of the site accesses and B Class hoarding and determined that eight (8) additional street trees would require removal and a further four (4) trees would require crown and root pruning.</p>
<p>Traffic and Access</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>Based on further construction planning and the swept path analysis, the existing site driveways would need to be widened to accommodate heavy vehicles, resulting in additional impacts to street trees. Further information is provided in Section 6.</p>
<p>Noise and Vibration</p> <p>Chapter 7 of the Stage 2 EIS assesses noise and vibration impacts associated with the Approved Project.</p>	<p>The removal of eight (8) additional street trees and pruning of four (4) street trees would result in minor short-term noise impacts in the vicinity of the works. This is</p>

	further discussed in Section 10 – Impact Assessment of this Consistency Assessment.
<p>Heritage</p> <p>Aboriginal heritage at Pyrmont Station construction sites is described in Section 9.8.1 of the Stage 2 EIS, noting there are no known Aboriginal sites that would be impacted by the Approved Project.</p> <p>Section 8.8.1 of the Stage 2 EIS notes that there are no listed heritage items within or adjacent to the Pyrmont Station East construction site. There is moderate potential for locally significant archaeology within the Pyrmont Station East construction site.</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 eight (8) additional street trees proposed to be removed are not defined as significant trees or heritage trees.</p> <p>Heritage impacts are assessed in Section 10 – Impact Assessment of this Consistency Assessment and Attachment A.</p>
<p>Property and land use</p> <p>Section 10.7.1 of the Stage 2 EIS describes the Pyrmont Station East construction site as being bounded by Union Street, Edward Street and Pyrmont Bridge Road.</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 Pyrmont Station East construction site or the surrounds.</p>
<p>Landscape and Visual Amenity</p> <p>Chapter 11 of the Stage 2 EIS assesses landscape and visual amenity impacts associated with the Approved Project. Specifically, Section 11.6.2 identifies that the activities at Pyrmont Station construction sites would include “<i>potential removal of streets trees</i>” and “<i>possible trimming of some street trees</i>” to provide appropriate clearance for trucks or large equipment. While the proposed removal eight (8) additional exotic street trees was not specifically identified in the Stage 2 EIS, tree removal and pruning activities were identified and assessed.</p> <p>The Stage 2 EIS determined that the Approved Project would result in a minor adverse visual amenity impacts at each of the Pyrmont Station East viewpoints.</p>	<p>The Proposed Works would necessitate the removal of eight (8) additional street trees and pruning of four (4) street trees which would result in a localised reduction of canopy coverage and amenity of Edward Street, Union Street and Pyrmont Bridge Road.</p> <p>The landscape and visual amenity impacts of the Proposed Works are discussed further in Section 10 – Impact Assessment of this Consistency Assessment.</p>
<p>Biodiversity</p> <p>Section 18.7.2 of the Stage 2 EIS describes the potential biodiversity impacts of the Approved Project including the removal of up to nine planted native trees, five exotic trees and 250 square meters of exotic vegetation within or surrounding the Pyrmont Station construction sites.</p>	<p>The Proposed Works would necessitate the removal of eight (8) additional exotic street trees and pruning of four (4) exotic street trees (Table 1 and Figure 1). Further investigation, including design reviews and root mapping, would be undertaken of nominated trees to minimise the level of impact and determine if retention is feasible (Table 1).</p> <p>The biodiversity impacts of the Proposed Works are discussed further in Section 10 – 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 Pymont Station East (Figure 5-11 of the Stage 2 EIS) notes that the enabling and demolition works would occur between April and September 2023. 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.

The Proposed Works are scheduled to commence in April 2023 and as such would align with the indicative construction program. Road Occupancy Licences (ROLs) would be required for approximately five shifts to remove/prune street trees (outside of standard hours).

4. Site description

Pymont Station East is bounded by Pymont Bridge Road, Union Street and Edward Street. The Pymont Station East construction site is currently occupied by two, three-storey commercial buildings with at-grade parking and loading facilities provided at the centre of the site at 37-69 Union Street. The Pymont Station East property has been acquired by Sydney Metro and the buildings will be demolished as part of the Approved Project. The Proposed Works would occur on land within the Approved Project as defined in Schedule 1 of the SSI 19238057 Infrastructure Approval.

The road network surrounding Pymont Station East is described as follows:

- Pymont Bridge Road – A four-lane, two-way classified state road connecting Bridge Road to the west and Union Street to the east. Pymont Bridge Road intersects with Pymont Street via a signalised junction with formal pedestrian crossings provided on all approaches of the intersection.
- Union Street – To the east of Pymont Street, Union Street is a two-lane, two-way road, whereas to the west of Pymont Street, Union Street is a one-lane, one-way road for eastbound traffic in a 10 km/hr shared zone. Shared bicycle paths and metered parking are available along sections of Union Street.
- Edward Street – A two-lane, two-way road. Within the section of road bordering the Pymont Station East construction site, the southbound lane is a 2P metred parking lane. The northbound kerbside lane consists of unrestricted motorbike parking and a loading zone / 2P metred parking area.

5. Site Environmental Characteristics

The suburb of Pymont includes low and medium rise developments with a mixture of retail, commercial and residential uses. The buildings consist of terraces, former warehouses and local hotels at prominent corner sites.

While there are no listed heritage items within or adjacent to the Pymont Station East construction site, the following heritage items are 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.

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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. 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. Pymont Station East is located over 250 metres from the nearest surface waterbody (Darling Harbour).

6. Justification for the proposed change

Justification (tree removal for site access)

The Stage 2 EIS indicative site layout included ingress and egress driveways to the Pymont Station East construction site from Edward Street, Union Street and Pymont Bridge Road. With the exception of the Pymont Bridge Road egress, the access locations nominated in the Stage 2 EIS aligned with existing driveways. While the locations of the driveways are largely suitable, the swept path analysis has determined that the existing driveways on Edward Street and Pymont Bridge Road would need to be widened to accommodate heavy vehicles. Widening the Edward Street and Pymont Bridge Road accesses would require the removal of four (4) additional street trees, of which three (3) street trees are also impacted by B Class hoarding.

Justification (tree removal for B Class hoarding)

Reflecting the requirements of Demolition Work Code of Practice (NSW Government, August 2019), overhead protective structures 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 demolition of the buildings within Pymont Station East (three-story) will be undertaken adjacent to the footpaths on Union Street, Edward Street and Pymont Bridge Road. In addition, the footpaths around Pymont Station East are heavily utilised by pedestrians. B Class hoarding (incorporating a gantry over the footpath) provides superior benefits to pedestrian safety and as such, is proposed for installation at Pymont Station East prior to commencement of demolition works. The installation of B Class hoarding would require the removal of seven (7) additional street trees, of which three (3) street trees are also impacted by site accesses. A further four (4) street trees would require pruning.

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 the demolition of the adjacent three story buildings. As such, this option was not considered to be an adequate or appropriate control measure for Pymont Station East.

Justification (tree removal for shaft excavation)

Reflecting the Stage 2 EIS, the excavation of the Pymont Station shaft will extend to Union Street. The extent of the excavation works would sever the roots of four (4) street trees, resulting a material risk of collapse. All four (4) street trees impacted by shaft excavation are also impacted by B Class hoarding. There is no alternative option for shaft excavation.

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

	<input checked="" type="checkbox"/> Yes		<input checked="" type="checkbox"/> Yes
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<p>Will a project and site specific EMP be prepared?</p>	<p><input type="checkbox"/> No</p>	<p>Are appropriate control measures already identified in an existing EMP?</p> <p>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.</p>	<p><input type="checkbox"/> No</p>
<p>9. Conditions of approval</p>			
<p>Will the proposal be consistent with the conditions of approval?</p>	<p><input checked="" type="checkbox"/> Yes</p> <p><input type="checkbox"/> No</p>		

10. 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>Pymont Station East 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 Pymont Station East.</p> <p>The Proposed Works would necessitate the removal of the following eight (8) additional exotic street trees:</p> <ul style="list-style-type: none"> ▪ <i>Populus simonii</i> (Simon Poplar) – Six (6) young street trees assessed by project arborist as being of medium significance / retention value ▪ <i>Platanus x acerifolia</i> or London Plane – Two (2) mature street trees assessed by project arborist as being of high significance / retention value. <p>A further four <i>Platanus x acerifolia</i> (London Plane trees) would be pruned to enable the installation of B Class hoarding.</p> <p>Considering the extent of higher quality foraging resources in the locality (Sydney Botanic Gardens and the Domain), the removal of eight (8) additional planted trees is not considered likely to impact threatened fauna species that may use the trees for foraging. As such, the potential impacts to biodiversity are assessed as minimal.</p>	<p>Prior to commencement of works:</p> <ul style="list-style-type: none"> ▪ Conduct a design review investigation in consultation with the project arborist to minimise the level of impact to TN10, TN11, TN12, TN13, TN14, TN15, TN16 and TN21. ▪ Conduct root mapping of TN6, TN7, TN8 and TN9 to assess the level of impact and determine if the trees can be retained. 	Y	Y	

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	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.				
Water	<p>Pyrmont Station East is located over 250 metres from the nearest surface waterbody (Darling 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>	No additional measures required.	Y	Y	
Soils and contamination	The Proposed Works are not within an area of known contamination. 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.	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, detailed construction planning has identified that closure of the footpath is	No additional measures required.	Y	Y	

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	<p>required during tree removal works. The road authority has indicated that an ROL would not be granted to conduct the works during standard hours. As such, tree removal works are required to be undertaken outside of standard hours (five shifts).</p> <p>Renzo Tonin have subsequently prepared the following 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"> ▪ Preliminary Works – Project Wide (10 February 2023) includes the assessment of tree pruning and removal works outside of standard hours. <p>The DNVIS, endorsed by the Environmental Representative and Acoustic Advisor, identifies that there will be construction noise affected residential receivers, including exceedance of sleep disturbance criteria, when works are undertaken outside of standard hours. However, the duration of the works would be limited to five shifts. The following additional measures, as detailed in the DNVIS, would also be implemented to achieve a 5-15 dB reduction in noise levels:</p> <ul style="list-style-type: none"> ▪ Where practicable, the timing of works would be managed to reduce noise levels during more sensitive periods (i.e. after 10pm and after 12am) ▪ Noisy plant that supports tree removal (e.g. woodchipper) would be limited to day use only within the worksite, or off-site, where practicable. 				
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	Reflecting the above measures, the noise and vibration impact of the Proposed Works has been assessed as minimal.				
Aboriginal heritage	<p>Aboriginal heritage at Pyrmont Station East is described in Section 9.8.1 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>While there are no listed heritage items within or adjacent to Pyrmont Station East, the following heritage items are located within 25m of the site:</p> <ul style="list-style-type: none"> ▪ 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 ▪ Pyrmont Bridge Road Hotel – Local heritage item SLEP no. I1255. <p>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 Pyrmont</p>	No additional measures required.	Y	Y	

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	<p>Conservation Area is located approximately 50 metres to the west, terminating along the western side of Pyrmont Street, and will be unaffected by the Proposed Works.</p> <p>The street trees proposed to be removed as part of the Proposed Works are not defined as significant trees or heritage trees. On this basis, the heritage assessment (Attachment A) determined that the Proposed Works would have no impact on the significance values of heritage items in the vicinity of Pyrmont Station East.</p> <p>The removal of tree stumps/roots would be limited to approximately 250mm below existing footpath level to allow for pavement construction. As detailed in the heritage assessment (Attachment A), there is low potential for archaeological resources to be within the footpath and roadways surrounding Pyrmont Station East. Irrespective, the Proposed Works would be undertaken in accordance with the Sydney Metro Unexpected Heritage Finds Procedure (SM-20-00099497).</p>				
Community and socio-economic	<p>Notwithstanding the impacts to visual amenity 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	Based on further construction planning and the swept path analysis, the existing site driveways would need to be widened to	No additional measures required.	Y	Y	

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	<p>accommodate heavy vehicles, resulting in additional impacts to street trees.</p> <p>An ROL would be required for the proposed tree removal works (approximately five shifts outside of standard hours).</p>				
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 eight (8) additional street trees of which six (6) are young and two (2) are mature. A further four (4) street trees would be pruned (roots and canopy).</p> <p>This streetscape was assessed in the EIS as being of local landscape sensitivity and the trees provide a moderate contribution to the amenity of the streetscape.</p> <p>While the Proposed Works would have a noticeable reduction in the quality of the local streetscape, the impact is consistent with the Stage 2 EIS. The predominant visual amenity impacts are associated with the Approved Project. Specifically, the removal of existing buildings, the installation of an acoustic shed, the removal of mature London Plane trees on Union Street and additional heavy vehicle movements will have a minor adverse landscape impact. As such, the Proposed Works would not result in a material change in visual impact as compared to the Approved Project.</p>	<p>Prior to commencement of works:</p> <ul style="list-style-type: none"> Conduct a design review investigation in consultation with the project arborist to minimise the level of impact to TN10, TN11, TN12, TN13, TN14, TN15, TN16 and TN21. Conduct root mapping of TN6, TN7, TN8 and TN9 to assess the level of impact and determine if the trees can be retained. 	Y	Y	
Land use and property	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. The Proposed Works would not alter the land use of Pyrmont Station East or the	No additional control measures proposed.	Y	Y	

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	surrounds. As such, there is no change from the Approved Project.				
Hazard and risk	No change from Approved Project.	No additional measures required.	Y	Y	

11. Impact Assessment – Operation

The Approved Project covers the major civil construction between The Bays and Sydney CBD (SSI-19238057). The Proposed Works 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	

12. 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 facilitate access to Pymont Station East and to mitigate potential risks to pedestrian safety 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) and as such, are within the envelope of what has been approved.
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

13. Other Environmental Approvals

Identify all other approvals required for the proposed works:

A Road Occupancy Licence (ROL) will be required from the relevant road authority prior to temporary occupation of footpaths or road lanes. Specifically, an ROL will be obtained to enable the proposed removal of eight (8) additional street trees and the pruning of four (4) street trees.

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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:	31 March 2023

Assessment Supporting Signature

Application supported and submitted by

Name:	Yvette Buchli	Date:	04/04/2023
Title:	Assoc. 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:	Ben Armstrong	Date:	4 April 2023
Title:	Director ESP West	Comments:	
Signature:			

Attachment A – Non-Aboriginal Heritage Assessment

MEMO



DATE: 23 March 2023

AMBS Ref: 23111

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

FROM: Lian Ramage AMBS Senior Historic Heritage Consultant, Mike Hincks AMBS Senior Historic Heritage Consultant

SUBJECT: Tree Removal on Pymont 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 project boundary as identified in the Environmental Impact Statement (EIS). The following provides archaeological and heritage advice for the proposed removal of trees at the Pymont East and Hunter Street East station sites (Figure 1 and Figure 2).



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



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

Site	Tree ID	Proposed Impact
Pyrmont 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	Remove
	HE5	Remove
	HE6	Remove
	HE7	Remove
	HE8	Retain, prune crown
	HE9	Retain, prune crown
	HE10	Retain, prune crown
	HE11	Remove

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.

Assessment of Heritage Impact

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

Pyrmont East Station Site

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

Substantial development of the Pyrmont area did not occur until the 1840s, when Pyrmont was established as an industrial community, with shipbuilding and quarrying emerging as the key industries within the Ultimo estate. In 1844, Pyrmont was officially incorporated into the City of Sydney area as the permanent population grew. Pyrmont village was subdivided in 1854 in response to the industrialization of the peninsula. Pyrmont became a more desirable place to live due to its proximity to places of work, and the construction of Pyrmont 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 Pyrmont Street, Harris Street and Union Street were not officially formed and ballasted with kerb and guttering until around 1862. Pyrmont 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. Pyrmont retains evidence of its original undulating landform and key evidence of its working class and industrial past, while the Pyrmont Conservation Area serves to retain the built remains of this former history.

The first recorded occupation of the Pyrmont 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 (Figure 61). 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 (within 20m of the study area):

- 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 20m of three of these items:

- Former Wales House – State significant heritage item SHR no. 00586
- Richard Johnson Square – Local heritage item SLEP no. I1673
- Perpetual Trustee Company – State significant heritage item SHR no. 00678



Figure 3: Affected trees on Hunter Street (right hand side of road only), looking west from Richard Johnson Square (Google Street View May 2021).

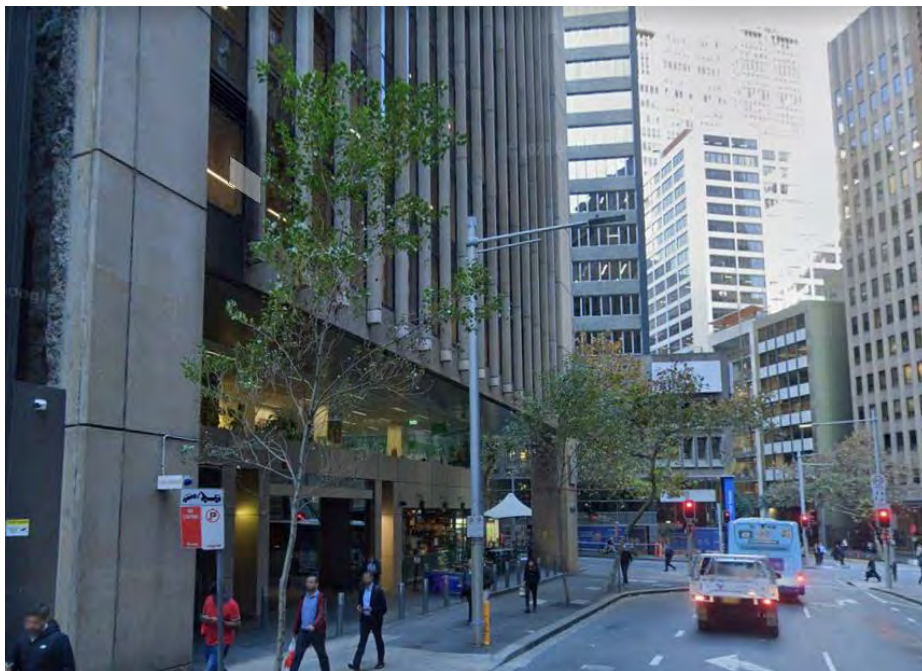


Figure 4: Affected trees on O'Connell Street looking south towards Hunter Street (Google Street View May 2021).



Figure 5: 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). 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 Johnstone Square will be retained and pruned. The remaining trees will be removed. Richard Johnson Square is historically and culturally significant as an important example of 20th 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 Gizzard 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 will not impact the heritage significance of SLEP item I1673. The removal of the trees to the west along Hunter Street will not impact this item.

Conclusion

The proposed works will have no impact on the significance values of heritage items in the vicinity of Pyrmont East and Hunter Street East station sites, or on potential archaeology at locations where the trees will be removed.