



Integrated
Management
System

Planning Approval Consistency Assessment Form

SM ES-FT-414

Sydney Metro Integrated Management System (IMS)

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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 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 two (2) additional street trees (Proposed Works) to facilitate delivery of the Approved Project at Pyrmont Station West (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 changes	Justification
1	<i>Robinia pseudoacacia</i> ('Frisia' Golden Robinia)	Young	Low	Retain	The removal of TN1 and TN2 is outside of the scope of this Consistency Assessment; removal was approved as part of Environmental Review JCG02 (SM-23-00020050). Cumulative impacts are assessed in Section 10 – Impact Assessment of this Consistency Assessment.	
2	<i>Robinia pseudoacacia</i> ('Frisia' Golden Robinia)	Young	Low	Retain		
3	<i>Eucalyptus variegata</i> (Spotted Gum)	Young	Medium	Remove	Remove (no change)	Installation of Class B hoarding

4	<i>Robinia pseudoacacia</i> ('Frisia' Golden Robinia)	Young	Medium	Remove	Remove (no change)	Installation of Class B hoarding
5	<i>Populus simonii</i> (Simon Poplar)	Young	Medium	Remove	Remove (no change)	Installation of Class B hoarding
6	<i>Platanus x acerifolia</i> (London Plane)	Young	Medium	Retain	Remove	Installation of Class B hoarding and construction of driveway
7	<i>Platanus x acerifolia</i> (London Plane)	Mature	High	Retain	Remove ³	Installation of Class B hoarding
8	<i>Platanus x acerifolia</i> (London Plane)	Mature	High	Retain	Retain (prune roots)	Construction of driveway

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. Design review investigations will be undertaken in consultation with the project arborist (including root mapping as necessary) to assess the level of impact and determine if the tree 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
Project Description 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 describe the primary site access to Pymont Station West construction site as being the left-in and left-out via Pymont Bridge Road. This one-way access results in the positioning of egress driveway in close proximity to the intersection. 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. 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.	Reflecting the outcomes of further construction planning and consultation with CJP, the Pymont Station West egress would be relocated from Pymont Bridge Road to Pymont Street. 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. The project arborist has assessed the potential impacts of the Pymont Street egress and B Class hoarding and determined that two (2) additional street tree would require removal due to extensive crown impacts.
Traffic and Access	Based on further construction planning and consultation with stakeholders, the egress has been relocated from Pymont Bridge Road to Pymont Street which

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<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, Section 5.6.1 of Technical Paper 1 describes the primary site access to Pyrmont Station West construction site as being the left-in and left-out via Pyrmont Bridge Road.</p>	<p>results 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 two (2) street trees and pruning of tree roots would result in minor short-term noise impacts in the vicinity of the works. This is further discussed in Section 10 – Impact Assessment of this Consistency Assessment.</p>
<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 West construction site. However, the Pyrmont Station West construction site is within the Pyrmont Heritage Conservation Area and there are eight locally listed heritage items within the study area. There is also moderate potential for locally significant archaeology within the Pyrmont Station West 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 two (2) street trees proposed to be removed are not defined as significant trees or heritage trees. However, the removal of two trees within the Pyrmont Heritage Conservation Area would impact the existing views and vistas which is 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 West construction site as being located at 26-32 Pyrmont Bridge Road, Pyrmont, and bounded by Pyrmont Bridge Road, Paternoster Row, Pyrmont Street and residential 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 Pyrmont Station West 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 two (2) 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 West viewpoints.</p>	<p>The Proposed Works would necessitate the removal of one (1) young street tree and one (1) mature street tree which would result in a localised reduction of canopy coverage and amenity of Pyrmont Street.</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>

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Biodiversity

Section 18.7.2 of the Stage 2 EIS describes the potential biodiversity impacts of the Approved Project including the removal of up to seven planted native trees, five exotic trees and 250 square meters of exotic vegetation within or surrounding the Pyrmont Station construction sites. The tree removals identified in the Stage 2 EIS are limited to Pyrmont Bridge Road and within the Pyrmont Station West construction site.

The Proposed Works would necessitate the removal of two (2) additional exotic street trees on Pyrmont Street (Table 1 and Figure 1). Root mapping and root pruning would be undertaken within the structural root zone of one (1) additional tree to enable retention during driveway construction (Table 1 and Figure 1). The biodiversity impacts of the Proposed Works are discussed further in Section 10 – Impact Assessment of this Consistency Assessment.



Figure 1 Tree Impacts of Approved Project and Project Arborist Assessment

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3. Timeframe

The indicative construction program for Pyrmont Station West (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 at the end of March 2023 and as such would not result in a material change to the indicative construction program. Road Occupancy Licences (ROLs) would be required for approximately four shifts to remove/prune street trees.

4. Site description

Pyrmont Station West is located at 26-32 Pyrmont Bridge Road, Pyrmont, and occupies an area of approximately 1,250 square metres. Bounded by Pyrmont Bridge Road, Paternoster Row, Pyrmont Street and residential premises, Pyrmont Station West is occupied by low and medium rise commercial office and business premises. The Pyrmont Station West property has been acquired by Sydney Metro and the building 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 Pyrmont Station West is described as follows:

- Pyrmont Bridge Road – A four-lane, two-way classified state road connecting Bridge Road to the west and Union Street to the east. Pyrmont Bridge Road intersects with Pyrmont Street via a signalised junction with formal pedestrian crossings provided on all approaches of the intersection.
- Pyrmont Street – A four-lane, two-way road to the north of Pyrmont Bridge Road, connecting to Point Street. The northbound kerbside lane is a 1P parking lane (24 hours) and the southbound kerbside lane is a No Stopping zone between 3:00pm and 2:00am and a 1P restricted parking lane at all other times.
- Paternoster Row – A one-lane, one-way northbound road connecting Pyrmont Bridge Road to the south and Union Street to the north. Paternoster Row is a 10km/hr shared zone used by vehicles and pedestrians and access is limited to vehicles under three tonnes.

5. Site Environmental Characteristics

The suburb of Pyrmont 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. The former 'Waite & Bull' building, on the corner of Pyrmont Bridge Road and Pyrmont Street and located opposite Pyrmont West site, is a five-storey former wool store building with a curved façade and is one of several historic commercial warehouse buildings.

Pyrmont Station West forms part of the Pyrmont Heritage Conservation Area and includes the former Gilbey's Gin Distillery which was approved for demolition as part of the Approved Project. The Pyrmont Heritage Conservation Area includes buildings, structures and public open spaces that collectively provide a 'good example of a mid to late Victorian working class community consisting of both residential and commercial buildings which are largely intact and make a positive contribution to the streetscape' (OEH, 2011).

The Pyrmont Street and Pyrmont Bridge Road streetscapes border the eastern and southern sides of Pyrmont Station West. An avenue of mature London Plane trees along both sides of Pyrmont Street strongly contribute to the character of this street and are noted in the Pyrmont Conservation Area local heritage listing as being an interesting landscape feature and relic of former street planning. Overall, these streetscapes were assessed in the Stage 2 EIS as being of local landscape sensitivity.

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.

6. Justification for the proposed change

Justification (tree removal for site access)

The Stage 2 EIS indicative site layout included a one-way ingress from Pyrmont Bridge Road to the construction site and a one-way egress from the construction site onto Pyrmont Bridge Road. Given the limited manoeuvrability on site, the egress would be located within five metres of the traffic signals at the intersection of Pyrmont Bridge Road and Pyrmont Street. The close proximity of the Pyrmont Bridge Road egress to the traffic signals would block vehicle traffic and result in a pedestrian safety risk by limiting the area available for pedestrians to safely congregate at the intersection. Given the impacts to intersection performance and potential safety risks to pedestrians, the Pyrmont Bridge Road egress was not supported by CJP.

The alternative egress location – Paternoster Row – is a one-lane, one-way northbound road which is limited to vehicles under three tonnes. As such, Paternoster Row was assessed as not adequate or appropriate for heavy vehicle access.

The proposed egress driveway on Pyrmont Street has also been designed to comply with the heavy vehicle sight distance requirements of Australian Standard S2890.2 (Parking facilities off-street commercial vehicle facilities). Specifically, a minimum of 55m or five-second gap sight distance is achieved by the proposed Pyrmont Street egress (Figure 2). In addition, Pyrmont Street was identified in the Approved Project as a haulage route and as such, it is permissible for heavy vehicles to right turn or left turn onto Pyrmont Street (Figure 3). The availability of haulage route options will minimise the impact of traffic movements on the surrounding precinct and maintain the effective operation of the traffic signals at the intersection of Pyrmont Bridge Road and Pyrmont Street.

Reflecting the outcomes of the above assessment, JCG determined in consultation with CJP and City of Sydney council that there is no alternative egress option which satisfies feasibility and safety criteria. The revised egress location would require the removal of one (1) street tree and the pruning (roots) of one (1) street tree.

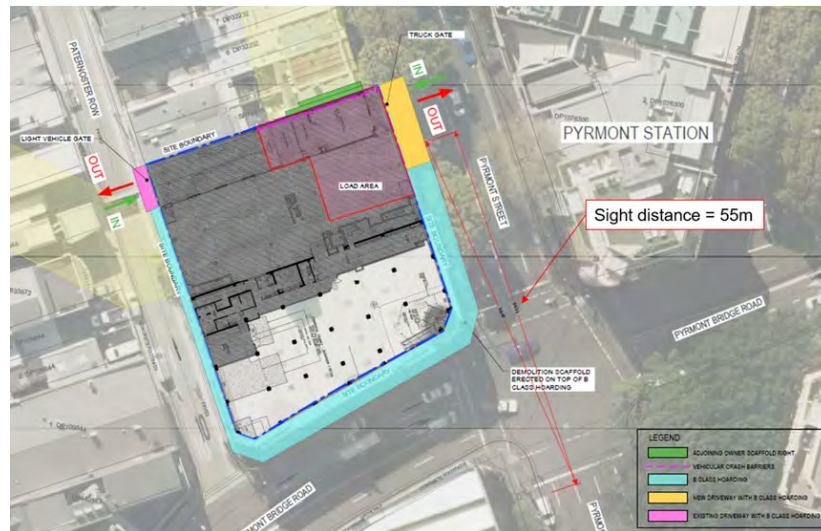


Figure 2 Pyrmont Street proposed access

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 26-32 Pyrmont Bridge Road (a five-story building) will be undertaken adjacent to the Pyrmont Street footpath. In addition, the footpaths around Pyrmont Station West are heavily utilised by pedestrians. Class B hoarding (incorporating a gantry over the footpath) provides superior benefits to pedestrian safety and as such, is proposed for installation at Pyrmont Station West prior to commencement of demolition works. The installation of B Class hoarding would require the removal of one (1) street tree.

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 five story building. As such, this option was not considered to be an adequate or appropriate control measure for Pyrmont Station West.



Figure 3 Pyrmont Station West swept path analysis

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	<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>	<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

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 West 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 West.</p> <p>The Proposed Works would necessitate the removal of the following exotic street trees on Pymont Street:</p> <ul style="list-style-type: none"> ▪ <i>Platanus x acerifolia</i> or London Plane – A young street tree assessed by project arborist as being of medium significance / retention value ▪ <i>Platanus x acerifolia</i> or London Plane – A mature street tree assessed by project arborist as being of high significance / retention value. <p>The proposed removal of two (2) trees on Pymont Street represents a potential cumulative impact following the approval of Environmental Review JCG02 (SM-23-00020050) which permits the removal of two (2) trees on</p>	<p>Prior to commencement of works:</p> <ul style="list-style-type: none"> ▪ Conduct root mapping and root pruning within the structural root zone of TN8 to enable retention during driveway construction ▪ Undertake design review investigations in consultation with the project arborist (including root mapping as necessary) to assess the level of impact to TN7 and determine if the tree can be retained. 	Y	Y	

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	<p>Paternoster Row. However, the street trees on Paternoster Row were both young exotic trees of low significance and retention value.</p> <p>Considering the extent of higher quality foraging resources in the locality (Sydney Botanic Gardens and the Domain), the removal of two (2) 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>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>				
Water	<p>Pymont Station West 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.</p> <p>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	<p>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</i></p>	No additional measures required.	Y	Y	

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	<i>Guidelines</i> (2014) and would be managed under the existing environmental mitigation measures and the Construction Environmental Management Framework.				
Air quality	No change from Approved Project.	No additional measures required.	Y	Y	
Noise and vibration	<p>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 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 (four night 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 on Pyrmont Street (four night shifts) <p>The DNVIS, endorsed by the Environmental Representative and Acoustic Advisor, identifies that there will be construction noise affected</p>	No additional measures required.		Y	

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	<p>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 four 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. <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 Pyrmont Station West 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</p>	No additional measures required.	Y	Y	

	with the Sydney Metro Unexpected Heritage Finds Procedure (SM-20-00099497).				
Non-Aboriginal heritage	<p>While there are no listed heritage items within or adjacent to Pyrmont Station West, Pyrmont Station West is located within the Pyrmont Heritage Conservation Area.</p> <p>The Pyrmont Conservation Area (C52 Schedule 5 SLEP 2012) represents an intact collection of houses from the mid-to-late Victorian period which reflects the working-class history of the suburb. The area contains predominately residential development, mostly consisting of rows of terraces and semi-detached terraces constructed to meet the pressures of a growing working population seeking accommodation in the area. The area was also interspersed with commercial premises and shops, most of which have now been converted to cafes and restaurants.</p> <p>The avenue of mature London Plane trees along both sides of Pyrmont Street are noted in the Pyrmont Conservation Area local heritage listing as being an interesting landscape feature and relic of former street planning. However, the two (2) street trees proposed to be removed as part of the Proposed Works are not defined as significant trees or heritage trees.</p> <p>The State Heritage Inventory listing of the Pyrmont Conservation Area</p>	No additional measures required.	Y	Y	

	<p>includes the following management measures pertaining to trees:</p> <ul style="list-style-type: none"> ▪ <i>Maintain and enhance street planting to unify streetscape</i> ▪ <i>Encourage trees at the end of streets to reinforce landscape vistas and frame views.</i> <p>As detailed in heritage assessment (Attachment A), the removal of two (2) street trees is likely to have a minor indirect impact to Pyrmont Conservation Area views and vistas. This is lower than the Approved Project which was assessed in the Stage 2 EIS as having a moderate indirect impact on views and vistas.</p> <p>As detailed above, 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> <p>As detailed in the heritage assessment (Attachment A), there is low potential for archaeological resources within the footpath and roadway of Pyrmont Street.</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 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>				
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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> <p>The relocation of the heavy vehicle egress from Pyrmont Bridge Road to Pyrmont Street would provide community benefits including improved pedestrian safety and a reduction in traffic impacts.</p>	No additional measures required.	Y	Y	
Traffic and transport	<p>An ROL would be required for the proposed tree removal works (approximately four shifts outside of standard hours) and proposed driveway construction (approximately five shifts during standard hours where permitted).</p> <p>The relocation of the heavy vehicle egress from Pyrmont Bridge Road to Pyrmont Street and the availability of two haulage route options would minimise the impact of traffic movements on the surrounding precinct and maintain the effective operation of the Pyrmont Bridge Road traffic signals. As such, the Proposed Works would facilitate a positive impact to traffic and access as compared to the Approved Project.</p>	No additional measures required.	Y	Y	
Waste and resource management	No change from Approved Project.	No additional measures required.	Y	Y	

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Visual	<p>The Proposed Works would necessitate the removal of one (1) young street tree and one (1) mature street tree from an avenue of mature London Plane trees along Pymont 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>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 loss of a somewhat prominent corner building and the installation of an acoustic shed 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 root mapping and root pruning within the structural root zone of TN8 to enable retention during driveway construction Undertake design review investigations in consultation with the project arborist (including root mapping as necessary) to assess the level of impact to TN7 and determine if the tree can be retained. 	Y	Y	
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. The Proposed Works would not alter the land use of Pymont Station West or the surrounds. As such, there is no change from the Approved Project.</p>	<p>No additional control measures proposed.</p>	Y	Y	
Hazard and risk	<p>No change from Approved Project.</p>	<p>No additional measures required.</p>	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 not carry 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 works to mitigate risks to vehicle safety, 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) 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 two (2) 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.	<input type="checkbox"/>
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.	<input type="checkbox"/>

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:	24 March 2023

Assessment Supporting Signature

Application supported and submitted by

Name:	Yvette Buchli	Date:	24/03/2023
Title:	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:	Ben Armstrong	Date:	24 March 2023
Title:	Director ESP West	Comments:	
Signature:			

Attachment A – Non-Aboriginal Heritage Assessment

MEMO



DATE: 15 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

SUBJECT: Tree Removal on Pyrmont Street, Pyrmont (TN6 & TN7, Trimming of TN8)

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 TN6, TN7 and trimming of TN8 located on Pyrmont Street, Pyrmont (Figure 1).



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

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 2000 Archaeological Research Design for 26-32 Pymont Bridge Road undertaken by GML. Substantial development of the Pymont area did not occur until the 1840s, where Pymont was established as an industrial community, with shipbuilding and quarrying emerging as the key industries within the Ultimo estate. Pymont village, subdivided in 1854 grew out of the introduction of industry in the area which increased the areas desirability for living due to its proximity to places of work. In 1844, Pymont was officially incorporated into the City of Sydney area as the permanent population grew. Pymont grew in the following decades with mixed-use developments with 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, partially encompassing the site, serves to retain the built remains of this former history.

The Pymont West station site remained substantially undeveloped until the late 1800s, with the area initially being used for grazing, potentially containing small sheds and associated structures. However there are no plans confirming the location of these structures. The first structures on the site were a row of 8 terraced buildings constructed in the late 1800s fronting Pymont Bridge Road between Paternoster Row and Pymont Street with rear lane access at the back of the yards and a row of terraced houses fronting Pymont Street. The terraces fronting Pymont Bridge Road were later demolished in 1915 for the widening of Pymont Bridge Road. In 1967 No. 133 and 135 Pymont Street were demolished for the construction of the extant building, 26-32 Pymont Bridge Road.

Potential archaeological resources outside of the Pymont West station site were not addressed in the EIS. Development in the immediate area was relatively late with Pymont Street and Pymont Bridge Road shaping the subdivision layout. Later resumption of the southern portion of the Pymont West station site for the widening of Pymont Bridge Road would indicate there is moderate potential for resources in the pathway associated with Pymont Bridge Road. However, there is no indication that Pymont Street was widened at any time. Therefore, it can be concluded that the potential for archaeological resources to be identified in the path and road along Pymont Street can be considered low and because the impacts are limited to stump grinding, there will be no impact to archaeological resources.

Pymont Street is within the curtilage of the Pymont Conservation Area, listed as an item of local significance on the city of Sydney Local Environmental Plan 2012 LEP item no C52. The State Heritage Inventory (SHI) lists all items of local and state significance in New South Wales. The statement of significance for the Pymont Conservation Area is as follows:

The area dates from one of the key periods of development of Pymont as a direct result of subdivision of the Harris and Macarthur Estates. It is a good example of a mid to late Victorian working-class community consisting of both residential and commercial

buildings which are largely intact and make a positive contribution to the streetscape. Heritage listed Federation buildings also represent a key period of development in the area linked to the widening of Pyrmont Bridge Road.

Included within the listing on the SHI is additional information including physical descriptions and management measures. The listing for Pyrmont Conservation Area describes significant elements and street scapes of the area including a rating and is as follows:

This area comprises predominantly 19th Century two storey residential and commercial streetscapes, of diverse and substantially intact character of the 1860s and 1870s development of Pyrmont. Highlights are corner hotels (The Dunkirk, Quarryman's Hotel, and institutional buildings such as the former Pyrmont Post Office). Demonstrates evidence of the consolidation of the expansion of the Victorian working-class population with large blocks of terraces on Bulwara, Mount and Harris Streets, adjacent to the main retail node at Harris, Miller and Union Streets. The area includes shops, hotel, bank and Post Office centred on a public square (Union Square) which is the main pedestrian entry to the area from the City. The area features sandstone kerbing, sandstone cutting and stairs cut into rock that repeat themes throughout the Pyrmont Peninsular. Amongst the Victorian structures are key Federation buildings constructed due to the widening of Pyrmont Bridge Road.

Pyrmont Street - wide, heavily trafficked street with substantial street trees (London planes) dominated by relatively intact rows of Victorian Filigree terraces. Street Rating: A.

The recommended management pertaining to the trees is as follows:

3. Enhance Significance of conservation area

- Maintain and enhance street planting to unify streetscape

5. Landscaping

- Encourage trees at the end of streets to reinforce landscape vistas and frame views.

The Pyrmont Conservation Area encompasses Pyrmont Street and the corner of Pyrmont Bridge Road, with retaining and enhancing street planting, specifically encouraging trees at the end of streets recommended management measures to enhance the significance of the conservation area. Therefore, the proposed removal of two trees along Pyrmont Street near the intersection of Pyrmont Bridge Road is inconsistent with policy recommendations three and five and their removal is likely to have a minor indirect impact to the views and vistas of the conservation area.

Recommendations

This memo has demonstrated that there is low potential for archaeological resources to be within the path and roadway of Pyrmont Street and therefore removal of the trees TN6 and TN7 would not impact potential archaeological resources. However, as Pyrmont Street is within the Pyrmont Conservation Area, there is potential minor indirect impacts to the views and vistas of the conservation area. It is recommended that trees be trimmed rather than removed where possible. Should this not be achievable and trees TN6 and TN7 require removal then reinstatement of trees in accordance with the City of Sydney Tree Management Policy must be considered upon completion of the project to ensure protection and reinstatement of lost significance of the Pyrmont Conservation Area.