



Metro
Body of
Knowledge

Planning Approval Environmental Review Form

SM-22-00008046

Sydney Metro – Metro Body of Knowledge (MBoK)

Assessment Name:	Breust Place – Punchbowl – partial and full road closure – Environmental Review
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Prepared for:	Sydney Metro and JHLOR
Assessment number	SMCSWSW8-JHL-WEC-EM-REC-000002 (JHLOR 4)
Type of assessment:	Assessment under EP&A Act 1979, Division 5.2
Version:	Final Rev. 1.0
Planning approval No. (where relevant):	SSI 8256 (C&SW)
Date required:	August 2025
iCentral number	SM-25-00168959

Form information – do not alter

Form number	SM ES-FT-414
Applicable to:	Sydney Metro
Document Owner:	Principal Manager, Sustainability, Environment & Planning
System Owner:	Executive Director, Safety, Sustainability & Environment
Status:	Final
Version:	2.0
Date of issue:	March 2024

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Review date:	As required
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Environmental Review

1. Proposed works and justification

An environmental review is applicable to design changes which are consistent with the conditions of approval and would have negligible impacts on the community and/or the environment. This environmental review is required to demonstrate compliance with the conditions of approval. A description of activities is listed in Table 1 and an assessment provided in Section 2.

Table 1 Description of proposed works

Description	Overview
Location of works	Breust Place, Punchbowl, Lot 1, Lot 2 and Lot 3 in Deposited Plan 1161298, 1161298, 839167 (See Figure 2)
Scope of works	As part of the Southwest Metro Stage 3 (SWM3) package, JHLOR will undertake civil works on the existing pedestrian and cycle ramp at Punchbowl Station, upgrade of the footpath at Breust Place, including new raised pedestrian crossings, and landscaped areas at Punchbowl. The subject area is located within the Canterbury-Bankstown Council. The EIS allows for works to be undertaken in the areas around the stations to better integrate with other modes of transport, improve travel paths, and meet statutory accessibility requirements. This includes provision of pedestrian, cyclist, and other transport interchange facilities; as well as works to the public domain, including landscaping. The potential changes to road network for station works are captured in Table 10.35 of the EIS. The potential changes are indicative, based on the stage of the design at the time of the EIS. Final changes were deferred to detailed design and construction planning, which requires consultation with the relevant local council and Roads and Maritime Services. This Environmental Review (ER) relates to the 12 week partial road closure and single weekend full road closure required to safely complete the works, as this closure is not explicitly captured by location within the Project approval. Pedestrians will be required to use the footpath on the other side of Breust Place. This will be managed in accordance with the Proposed Traffic Control Set up developed for the area (See Figure 3). It is noted there is a bus stop (on the s14 route) that is retained within the works area that operates Monday to Friday, 9am to 1pm. This bus stop will not be impacted by the 12 week partial road closure, nor the single weekend full road closure. Approximately 10-15 on street parking spaces will need to be remove for the duration of the works. The indicative extent of the work area for the partial road closure is shown in Figure 1, and the Proposed TGS is shown in Figure 3. The project has received approval from the City of Canterbury & Bankstown Council (CCBC) for partial road closure of Breust Place, under road closure permits. Light vehicles will be used by traffic controllers as part of the partial road closure works. Approximately 5-10 workers will be working on this partial road closure. There are no known utility impacts as part of the partial road closure activity. Other than the 12 week partial road and single weekend full road closure, the proposal is consistent with the Project EIS.
Justification for works	The 12 week partial road and single weekend full road closure is required to mitigate safety impacts associated with plant required for the footpath upgrade.

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	Exclusion zones will need to be set-up around the location adjacent to live traffic. Due to limited space and the amount of plant required to operate in close proximity to live traffic, the road must be partially closed to traffic and pedestrians will be detoured on the other side of the road. To mitigate safety risks to road users a partial road closure must be in place.
Timeframe for works	The works will require a 12 week partial road and single weekend full road closure. Works are expected to commence in August 2025, and continue for 3 months, subject to program and weather delays. The full road closure is scheduled for October 2025 over one weekend only. The project will endeavour to finish the works in as short a time as possible and remove any traffic control.
Work hours, workforce and equipment / machinery	The area would be primarily used during standard construction hours as per the S2B project EPL 21147. However, any works that may be required outside of standard construction hours would occur under an out of hours work permit. Standard working hours as following: - Monday to Friday 7am-6pm - Saturday 8am-6pm - No works on Sunday or Public Holidays The road occupancy traffic control will be utilised at each end for the works, with signage to inform pedestrians and approaching vehicles of the changed conditions. Light vehicles will be used by traffic controllers as part of the works. Approximately 5-10 workers will be engaged for the traffic control aspects during work activities. Other plant, equipment, and workers will be working adjacent on footpath and landscaping works. The 12 week partial road closure is scheduled to commence in August and full road closure in October for one weekend which is subject to a Road Occupancy Licence (ROL) and Council Permit.

Figure 1 Site Location – Breust Place – Punchbowl



Figure 2 area Lot details

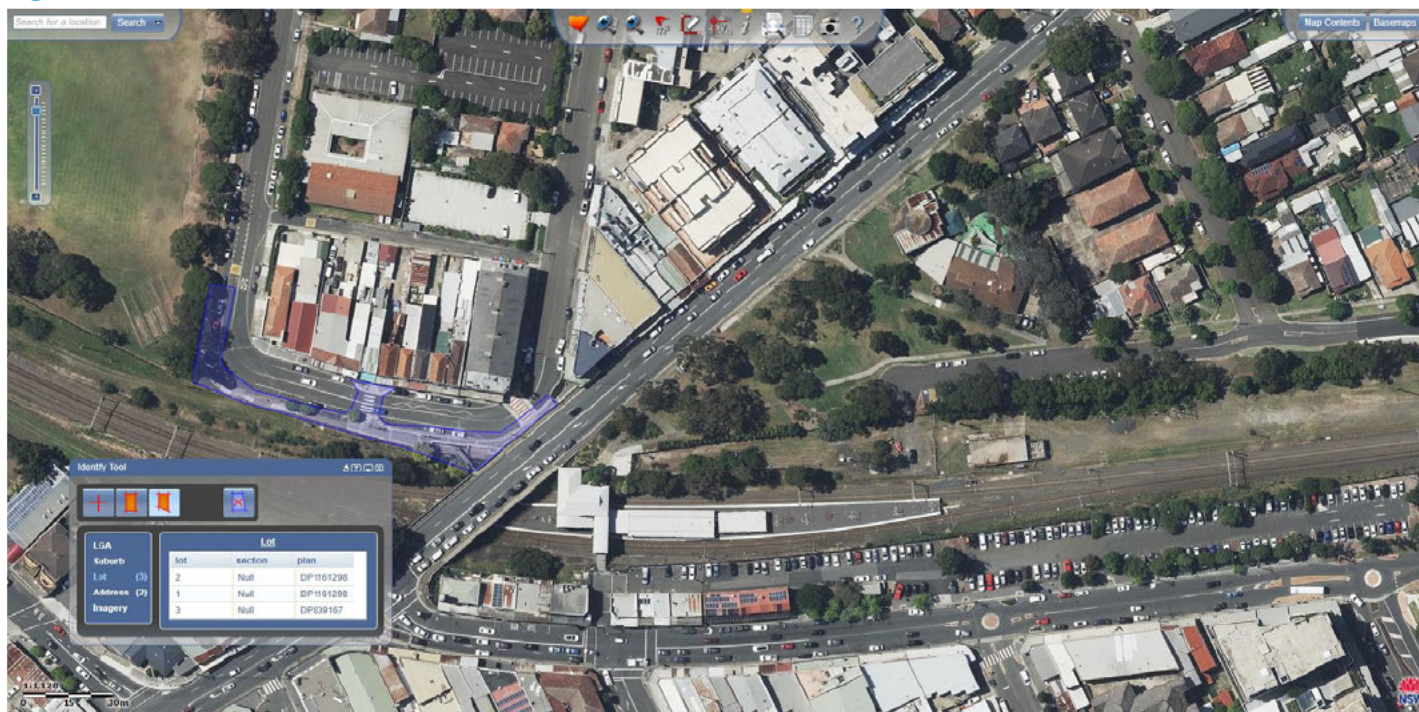


Figure 3 - Proposed Traffic Control Setup for 12 week partial closure



2. Consistency with Conditions of Approval

The following table outlines whether the proposed changes would be consistent with the relevant Conditions of Approval.

Table 2 Comparison of the proposal with relevant elements of the Approved Project

Relevant elements of the Approved Project	Proposed Change
EIS Table 10.35 Potential changes to road network for station works	The potential changes to road network for station works are captured in Table 10.35 of the EIS. The potential changes are indicative, based on the stage of the design at the time of the EIS. Final changes were deferred to detailed design and construction planning, which requires consultation with the relevant local council and Roads and Maritime Services. Breust Place did not feature in the indicative listing, however the consultation requirements within the Overarching Community Communication Strategy (OCCS) have been followed. The closure was planned and communicated in the Traffic & Transport Liaison Group (TTLG) and Traffic Control Group (TCG). City of Canterbury Bankstown Council (CCBC) attend both forums. The processes and procedures within the Project Construction Traffic Management Plan (CTMP) have been followed as part of the detailed design and construction planning process. Traffic, pedestrians and cyclists will be managed through a site specific Traffic Guidance Scheme (TGS) which visually details the placement of traffic control measures like signs, cones, and barriers, ensuring safe movement around construction sites. The partial road closure is temporary in nature and will be carried out in accordance with the terms of CSSI 8256 and generally in accordance with the description of the EIS/SPIR.
Sydney Metro City & Southwest Sydenham to Bankstown Upgrade - Submissions and Preferred Infrastructure Report (2018), Section 5.9.2, details no full road closures would be required during station upgrade works	The SPIR identified key changes to the construction methodology for the preferred project (compared to the exhibited project in the EIS) to reduce community impacts. One of these changes identified that no full road closures or diversions would be required during the station upgrade works. However, progression of project design has identified that road improvement works at Breust Place are now required due to the need to improve the condition of the road surface for traffic, pedestrians and cyclists and to integrate design of upgrade works with the Punchbowl Road pedestrian underpass. These works require the full closure of Breust Place over one full weekend (scheduled for October 2025) only. The proposed full road closure is an additional impact that was not considered in the Approved Project due to changes made in the SPIR, however can be managed effectively in accordance with relevant Conditions of Approval and REMMS. The full road closure is of short duration (one weekend only).
CoA B1 A Community Communication Strategy must be prepared to provide mechanisms to facilitate communication between the Proponent, the relevant council(s) and the community (including adjoining affected landowners and businesses, and others directly impacted by the CSSI), during the design and Construction of the CSSI and for a minimum of 12 months following the completion of Construction of the CSSI.	An Overarching Community Communication Strategy (OCCS) was prepared by Sydney Metro on 25 October 2023. All consultation activities related to the road closure would continue to be managed in accordance with the OCCS, ensuring engagement with affected residents and businesses regarding road and pedestrian network changes, construction work notices, and ongoing construction updates.

CoA E51 During Construction, all reasonably practicable measures must be implemented to maintain pedestrian and vehicular access to, and parking in the vicinity of, businesses and affected properties. Disruptions are to be avoided, and where avoidance is not possible, minimised. Where disruption cannot be minimised, alternative pedestrian and vehicular access must be provided, and opportunities for parking arrangements must be investigated in consultation with affected businesses/properties and implemented before the disruption. Adequate signage and directions to businesses/properties must be provided before, and for the duration of, any disruption.	Due to the closure of one lane only of Breust Place, vehicle access will be maintained through the partial road closure. The partial closure would impact the west bound lane only. This lane is directly adjacent to the rail corridor, with no businesses or residents located on this side. Businesses are located on the east bound lane of Breust Place, however this lane will remain open (managed by traffic control) for the entirety of the partial road closure. There would be temporary impacts on parking as a result of the partial road closure, with the removal of approximately 10-15 car spaces for the duration of works. Consultation with businesses and stakeholders with the potential to be affected would be undertaken prior to commencement of works, to further understand how impacts to pedestrian and vehicular access, and parking arrangements could be minimised and determine alternate access provisions. Local pedestrian and cyclist access to residential properties, the school and businesses on Breust Place would be maintained during the partial road closure. Therefore, the proposed change would be consistent with the Condition of Approval.
CoA E52 Safe pedestrian and cyclist access must be maintained around Work sites during Construction. In circumstances where pedestrian and cyclist access are restricted or removed due to Construction activities, an alternate route which complies with the relevant standards must be provided and signposted.	Safe pedestrian and cyclist access would be maintained on Breust Place. Pedestrian diversions would be implemented for the duration of the works that would direct pedestrians coming off Punchbowl Road to the northern side of Breust Place. A TGS will be in place for the duration of the works to ensure vehicle, pedestrian and cyclist safety. Traffic controllers would be available during works to assist pedestrians around the worksite safely. Therefore, the proposed change would be consistent with the Condition of Approval.
REMM TC4 Opportunities to reduce the loss of existing on and off street car parking (including the amount of spaces reduced and the time associated with this reduction) would be reviewed during detailed design and construction planning.	Approximately 10-15 car spaces will be taken for the duration of the works to be able to safely conduct the works. Opportunities to reduce impacts on parking have been investigated. For efficiency of work in a short construction window the only feasible reduction was determined to be returning a number of parking spaces adjacent the high school grounds at the end of a shift. Therefore, the proposed change would be consistent with the Revised Environmental Mitigation Measure.

REMM TC8 A construction traffic management plan would be prepared and implemented prior to construction. The plan would be prepared in accordance with the Construction Environmental Management Framework, and would detail, as a minimum: • how traffic would be managed when construction works are being carried out • the activities proposed and their impact on the road network and on road users • how these impacts would be addressed. The plan would be prepared in consultation with the Traffic and Transport Liaison Group and would be approved by the relevant authority before construction commences.	The existing CTMP will be used to manage the proposed road closure, road safety and pedestrian/cycling access which would be maintained for the duration of the road closure. The CTMP would be updated accordingly to document the revised arrangement and any proposed control measures informed by consultation with affected businesses and stakeholders. Therefore, the proposed change would be consistent with the Revised Environmental Mitigation Measure.
REMM TC14 Directional signage and line marking would be used to direct and guide drivers, pedestrians, and other road users past construction compounds and work sites, and on the surrounding road network. This may be supplemented by variable message signs to advise drivers of potential delays, traffic diversions, speed restrictions, or alternate routes	Traffic, pedestrians and cyclists will be managed through a Traffic Guidance Scheme (TGS) which visually details the placement of traffic control measures like signs, cones, and barriers, ensuring safe movement around construction sites. Therefore, the proposed change would be consistent with the Revised Environmental Mitigation Measure.
REMM TC17 The community would be notified in advance of proposed road and pedestrian network changes through appropriate forms of community notification.	Communication in accordance with the OCCS. The closure was planned and communicated in the Traffic & Transport Liaison Group (TTLG) and Traffic Control Group (TCG) to TfNSW and City of Canterbury Bankstown Council (CCBC). Community notification would be distributed prior to the works commencing in accordance with the OCCS. Therefore, the proposed change would be consistent with the Revised Environmental Mitigation Measure.
REMM TC19 Pedestrian, cyclist, and motorist safety in the vicinity of the construction sites would be addressed during construction planning and development of the construction traffic management plan.	Road safety and the safety of pedestrian and cyclist in the vicinity of the Approved Project will be maintained through implementation of measures identified in the existing CTMP in addition to the site specific TGS. Therefore, the proposed change would be consistent with the Revised Environmental Mitigation Measure.
REMM TC20 Access for residents, businesses, and community infrastructure would be maintained. Where disruption to access cannot be avoided, consultation would be undertaken with the owners and occupants of affected properties, to confirm their access requirements and to discuss alternatives.	Local pedestrian and cyclist access to businesses on Breust Place would be maintained for the duration of the road closure. During the full road closure a diversion will be set up for through traffic access Therefore, the proposed change would be consistent with the Revised Environmental Mitigation Measure

REMM TC21 Access to stations and surrounding properties for emergency vehicles would be provided at all times. Emergency service providers (i.e. police and ambulance) would be consulted throughout construction to ensure they are aware of station closures, changes to access, including bridge lane closures, and changes to station or rail corridor access.	Access to surrounding properties for emergency vehicles would be provided for the duration of the road closure. Emergency service providers would continue to be consulted with to ensure they are aware of any changes to Breust Place. Therefore, the proposed change would be consistent with the Revised Environmental Mitigation Measure.
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3. Environmental review

The following table provides a risk review of the potential environmental impacts of the proposed works.

Table 3 Environmental review

Environmental review	Yes / No	Description of impacts (including consideration of safeguards required by the Approved Project)
Is the proposal to take place outside of the construction footprint of the project	Yes	The proposal is being carried out outside the project boundary due the requirement of upgrading the footpath as well as Punchbowl Station surroundings. Refer to Figure 1 above. Green line designates the project boundaries. The proposed partial road closure is being carried outside of the current project boundaries.
Is the location of works within the existing EPL premise boundary	Yes	The location of the proposed works is within the existing EPL premise boundary Rev 45.
Will the works take longer than 2 weeks to complete.	Yes	The works are expected to take up to 12 weeks, subject to program and weather.
Does the work require OOHW approval	Yes	Work will be carried out during both standard and OOH. As such OOH work will occur under the S2B Environmental Protection License 21147, Condition L5.6.
Will the works impact an EEC or threatened species	No	Proposed scope will not impact any EEC, TEC, Habitat or hollow bearing trees, or vegetation and is limited to traffic control for a 12 week partial road and single weekend full road closure only.
Will works impact on native vegetation	No	
Will the works impact on habitat trees	No	
Will clearing of non EECs or ground disturbance be of High / moderate condition vegetation. What is the area of impact	No	
Will the works result in medium / high noise or vibration impacts	No	The road closure will only involve light vehicles so no vibratory impacts are expected All work outside of standard construction hours to be assessed under an OOHW Application.

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Will noise and vibration impacts on sensitive receivers be greater than that predicted in the EIA		Additional Mitigation Measures as per the Construction Noise and Vibration Strategy (i.e., community consultation and notifications). Comply with mitigation measures as stated within the CEMP, CEMP sub-plans and CTMP.
Will the works result in medium/high air quality impacts	No	No change from the approved project. Comply with mitigation measures as stated within the CEMP and CEMP sub-plans.
Will the activity be located adjacent to or in close proximity to sensitive receivers	Yes	Closest sensitive receivers are within 5m radius.
Would there be additional impact from what was predicted in the EIS on an Aboriginal / Historic heritage site as a result of the works	No	No change from the approved project
Are works within 10m of a watercourse	Yes	Road drains are adjacent to the works, however unlikely to be impacted by the traffic control to be established for the road closures
Are works in an area of known contamination	No	There is no known contamination in the proposed area.
Will the works result in temporary or long-term traffic impacts	Yes	There will be temporary impacts for local residents, business, pedestrians, and road traffic. Pedestrian and cyclist access to commercial properties on Breust Place would be maintained for the duration of the partial and full road closure. A temporary pedestrian/cyclist diversion would be implemented for the duration of the temporary road closure. Sydney Metro would continue to provide safe pedestrian and cyclist access and signposting at the construction site, in accordance with CoA E52. Access to commercial properties on Breust Place will be fully maintained for the duration of the partial and full road closure. Access would be managed by traffic control and measures identified in the CTMP. The road closure may cause a temporary disruption to motor vehicles users as through movements between both sides Breust Place. The short term loss of parking impacts will be offset with the improvement of long term parking with the conversion of an existing bus stop to street parking on the north side of Breust St. To mitigate this the work will: - Comply with all CoA and REMMs as allocated under the Staging Report. - Maintain footpath access and implement any additional controls (traffic controllers, signage etc. based on the works). - Access for residents, businesses, and community infrastructure will be maintained. - Implement any additional mitigation measures as agreed with TCG/TTLG. - Implementation of control measures as per the CEMP and CTMP

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Will the works result in visual impacts to sensitive receivers	Yes	Vehicles, equipment, plant, signage and barricading might be visible in accordance with the requirements of the contract and the conditions of approval. No change from the EIS and SPIR. Implementation of control measures as per the CEMP and VAMP
Will the works involve significant earthworks	No	The proposal is limited to traffic control for a 12 week partial road and single weekend full road closure only.

4. Recommendation

Based on the above assessment, including the conditions of approval and associated CEMP and plans, it is recommended that:

X	The proposed design/construction change is consistent with the Approved Project including the conditions of approval, • Sydney Metro City & Southwest - Sydenham to Bankstown (SSI 8256) • Sydney Metro City & Southwest - Sydenham to Bankstown Modification 1 • Sydney Metro City & Southwest - Sydenham to Bankstown Modification 2 has negligible impacts on the community and environment and no further assessment is required.
	The proposed design/construction change is likely to be consistent with the Approved Project, • Sydney Metro City & Southwest - Sydenham to Bankstown (SSI 8256) • Sydney Metro City & Southwest - Sydenham to Bankstown Modification 1 • Sydney Metro City & Southwest - Sydenham to Bankstown Modification 2 however more than a negligible impact on the community and environment may result and further assessment in the form of a Planning Approval Consistency Assessment form is required to be completed and submitted to the Planning team for the proposed design/construction change.
	The proposed design/ construction change is not substantially the same as the Approved Project and is considered a radical transformation. A new planning pathway should be considered.

5. Certification

The above information provides a true and fair review of the proposed works.

Prepared by (signed):

[Redacted signature]

Date: 07/08/2025

Name: Mathew Neeson

Position: Environmental Advisor

Reviewed by (signed)

[Redacted signature]

Date: 07/08/2025

Name: Lucas Dobrolot

Position: Environmental Manager

6. Endorsement

I have reviewed the above review and provide the following endorsement:

	The proposed design/construction change is consistent with the • Sydney Metro City & Southwest - Sydenham to Bankstown (SSI 8256) • Sydney Metro City & Southwest - Sydenham to Bankstown Modification 1 • Sydney Metro City & Southwest - Sydenham to Bankstown Administrative Modification 2 has negligible impacts on the community and environment and no further assessment or modification of the planning approval is required.
	The proposed design/construction change is consistent with the • Sydney Metro City & Southwest - Sydenham to Bankstown (SSI 8256) • Sydney Metro City & Southwest - Sydenham to Bankstown Modification 1 • Sydney Metro City & Southwest - Sydenham to Bankstown Administrative Modification 2 however more than negligible impacts are expected on the community and environment and further assessment is required.
	The proposed design/construction change constitutes a project modification and requires further assessment and approval.

This endorsement is conditional on the following:

1. All works will be carried out in accordance with the:
 - Sydney Metro City & Southwest - Sydenham to Bankstown (SSI 8256)
 - Sydney Metro City & Southwest - Sydenham to Bankstown Modification 1
 - Sydney Metro City & Southwest - Sydenham to Bankstown Administrative Modification 2
 - The Project Conditions of Approval.
2. All works will be carried out in accordance with the approved Construction Environmental Management Plan and any relevant sub plans.

Signed:	
Endorsed by:	Ashe Earl-Peacock (A/ Director Planning Approvals)
Date:	20 August 2025

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