



Planning Approval Consistency Assessment Form

SM-17-00000111

Metro Body of Knowledge (MBoK)

Assessment name:	Removal of Punchbowl lamp room (Parcels Office) to support underpass upgrade and removal of Punchbowl Road signalised mid-block crossing
Prepared by:	Sydney Metro
Prepared for:	Sydney Metro
Assessment number:	TfNSW55
Status:	Final
Version:	3.0
Planning approval:	SSI 8256 (C&SW)
Date required:	23 September 2022
iCentral number:	SM-22-00407245
© Sydney Metro 2020	

For information – do not alter:

Applicable to:	Sydney Metro
Document Owner:	Director, Environment, Sustainability & Planning
System Owner:	Deputy Chief Executive, Operations, Customer & Place-making
Status:	Final
Version:	3.0
Date of issue:	27 November 2020
© Sydney Metro 2020	

Table of contents

1. Existing Approved Project.....	3
2. Description of proposed development/activity/works	5
3. Timeframe.....	10
4. Site description	10
5. Site Environmental Characteristics	10
6. Justification for the proposal	11
7. Environmental Benefit	11
8. Control Measures	11
9. Impact Assessment – Construction	12
10. Impact Assessment – Operation.....	16
11. Consistency with the Approved Project.....	18
12. Other Environmental Approvals	18
Author certification	19

The Planning Approval Consistency Assessment Form should be completed in accordance with [SM-17-00000103 Planning Approval Consistency Assessment Procedure](#).

1. Existing Approved Project

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

Planning approval reference for the approved project include:

SSI_8256 Sydney Metro City & Southwest – Sydenham to Bankstown

SSI_8256 Sydney Metro City & Southwest – Sydenham to Bankstown Station Modification 1 – October 2020

Date of determination:

Planning approval dates of determination for the approved project include:

Infrastructure Approval date – 12 December 2018

Modification 1 Approval date – 22 October 2020

Type of planning approval:

Type of planning approval for the approved project is: Critical State Significant Infrastructure

Approved project

The project involves upgrading ten existing stations west of Sydenham (Marrickville to Bankstown inclusive), and a 13 kilometre long section of the Sydney Trains T3 Bankstown Line, between west of Sydenham Station and west of Bankstown Station, to improve accessibility for customers and meet the standards required for metro operations.

Station works are included as part of the Approved Project from Sydenham to Bankstown. This Consistency Assessment relates to the Punchbowl Station upgrade. Punchbowl Station is located to the east of the Punchbowl Road overbridge on the Sydney Trains T3 Bankstown Line. Upgrades to Punchbowl Station and the adjacent pedestrian underpass are included as part of the approved project. In 2017, the existing Overhead Booking Office at Punchbowl Station was proposed to be demolished and a new Metro Station constructed to the east.

Following community and stakeholder consultation, a preferred infrastructure design was prepared for Punchbowl Station. The key design elements as part of the preferred project are provided in Table 1.9 of the SPIR summarised as follows (works associated with the Overhead Booking Office and Punchbowl Road signalised mid-block crossing are highlighted in **bold**):

Station works

- **The existing station entrance would be retained and upgraded**
- **Three new lifts and two new stairs would be provided**
- **The existing concourse footbridge would be extended to accommodate new lifts and stairs**
- The existing stairs to both entrances would be replaced
- The existing heritage listed platform would be re-levelled
- **The existing heritage listed station buildings and Overhead Booking Office would be retained.**

Station area

- The existing bus stops on Punchbowl Road and The Boulevarde would be retained
- New bike parking would be provided at the northern and southern station entrances
- Kerbside facilities would be provided on The Boulevarde
- The existing accessible parking adjacent to the southern station entrance would be retained
- **A new pedestrian crossing would be provided on Punchbowl Road north-east of Bruest Place**
- **The existing pedestrian underpass below Punchbowl Road would be retained and upgraded.**

Relevant background information (including EA, REF, Submissions Report, Director General's Report, MCoA):

Sydenham to Bankstown Environmental Impact Statement (EIS) – September 2017

Sydenham to Bankstown Submissions and Preferred Infrastructure Report (SPIR) – June 2018

Sydenham to Bankstown Submissions Report (SR) – September 2018

Sydenham to Bankstown Modified Conditions of Approval – October 2020

All proposed works identified in the assessment would be undertaken in accordance with the mitigation measures identified in the EIS, SPIR and SR and the conditions of approval.

2. Description of proposed development/activity/works

This consistency assessment has been prepared for changes proposed at Punchbowl Station (the proposal). The proposal would include removal of the Parcels Office (lamp room) and adjacent obsolete wall feature (“Lolly Pop store walls”) at Punchbowl Station, as part of the design of Punchbowl Plaza and widening of the Punchbowl Road Underpass. The Parcels Office is recognised as being a part of the curtilage that makes up the Punchbowl Railway Station locally listed heritage item. The proposal also removes the proposed mid-block crossing at Punchbowl Road.

The proposal involves the removal of the Parcels Office and reinstatement of the original form of the Overhead Booking Office (OHBO), including the Dutch Symmetrical Gable Roof to improve the amenity and public safety of pedestrians and cyclists in the area below, and has the benefit of improving the relationship between the OHBO, the Punchbowl Road Overbridge and the overall setting of the station.

The proposal also involves the reconstruction of the timber framed high level windows based on the 1929 drawings and reinstates the galvanised metal cladding in between the timber columns to the base of the façade, whilst maintaining the improved functionality of the Punchbowl Road underpass and plaza.

As part of the Parcels Office removal, the existing Lolly Pop store walls are planned to be demolished as an existing demolition as part from the project in the EIS/SPIR. The Lolly Pop store is not heritage listed and was built following project approval. The overall Parcels Office removal plan is shown as Figure 3.

The Punchbowl Road mid-block pedestrian crossing proposed as part of the EIS/SPIR would no longer be delivered as part of the project. The widening of the pedestrian underpass below Punchbowl Road would mean that suitable access is provided to the other side of Punchbowl Road and the pedestrian crossing is not required. The location of the mid-block crossing as proposed as part of the EIS/SPIR is shown in Figure 4.

Figure 3 outlines the proposed concept design of Punchbowl Station and Plaza but is subject to further detailed design.

It is important to note that the demolition is not planned to be immediately followed by re-construction of the Dutch Symmetrical Gable Roof but would be made safe and stable during the interim period until re-construction, at this stage likely scheduled for 2023.

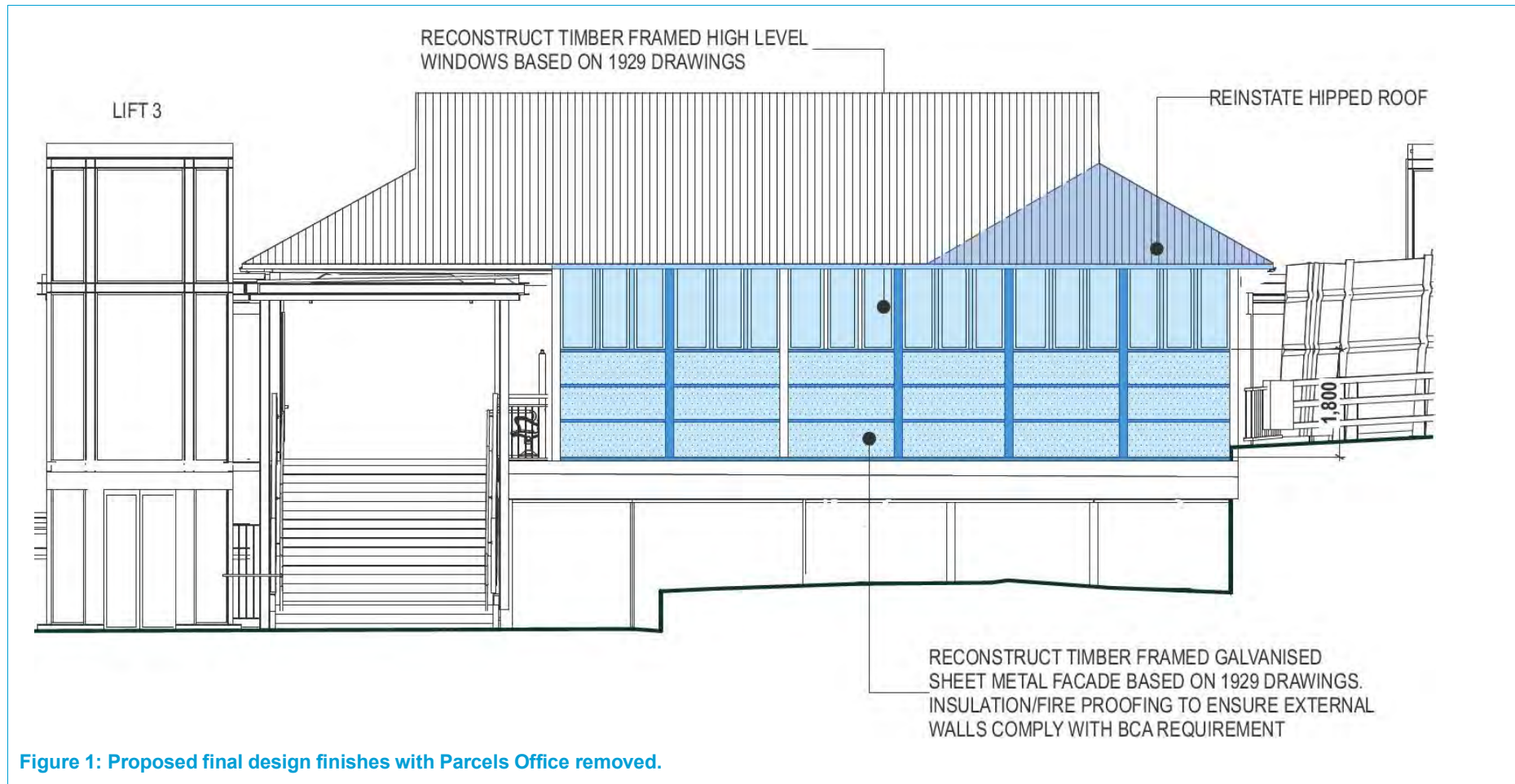


Figure 1: Proposed final design finishes with Parcels Office removed.

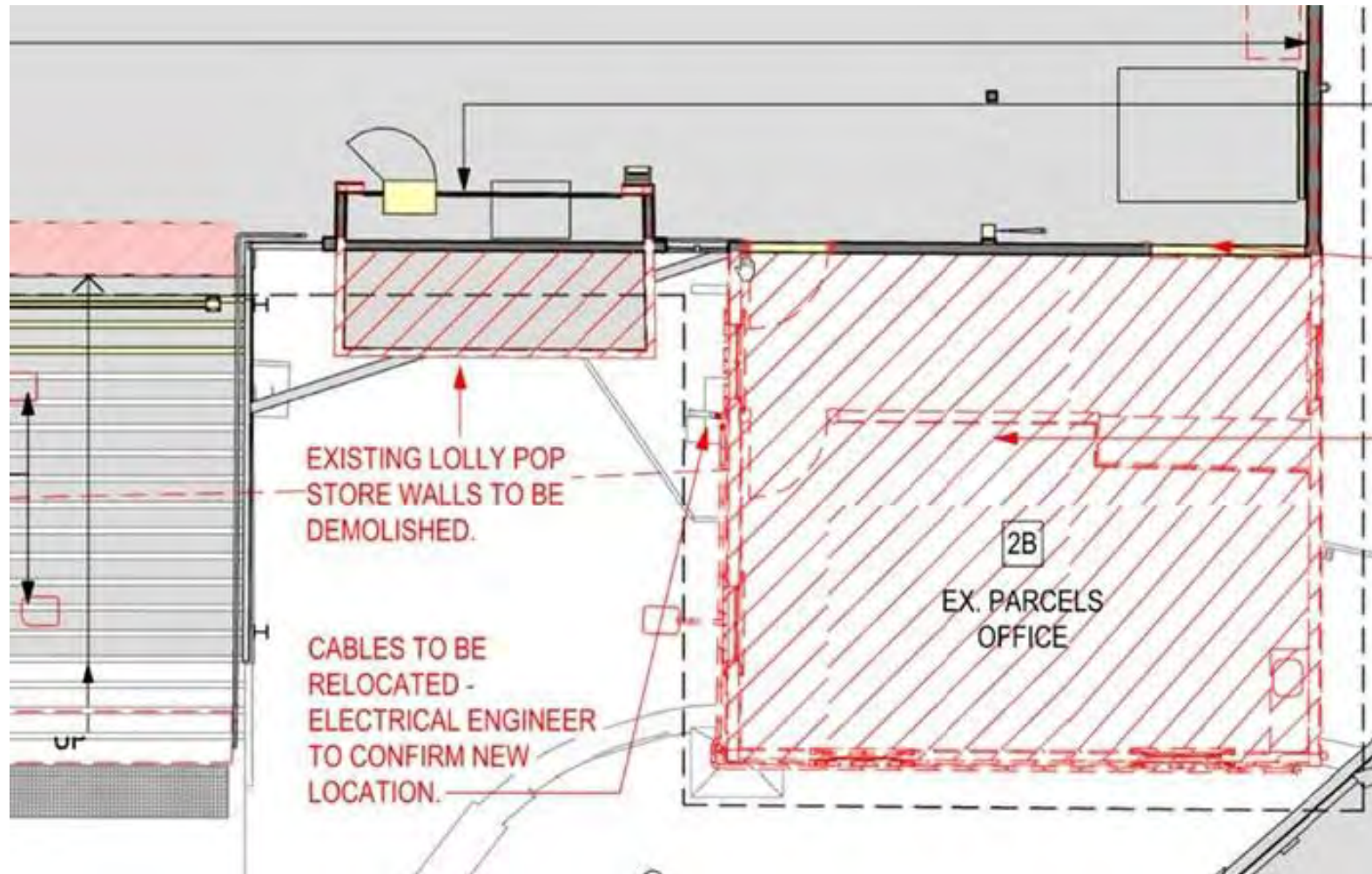


Figure 2: Proposed Demolition Plan (subject to detailed design).

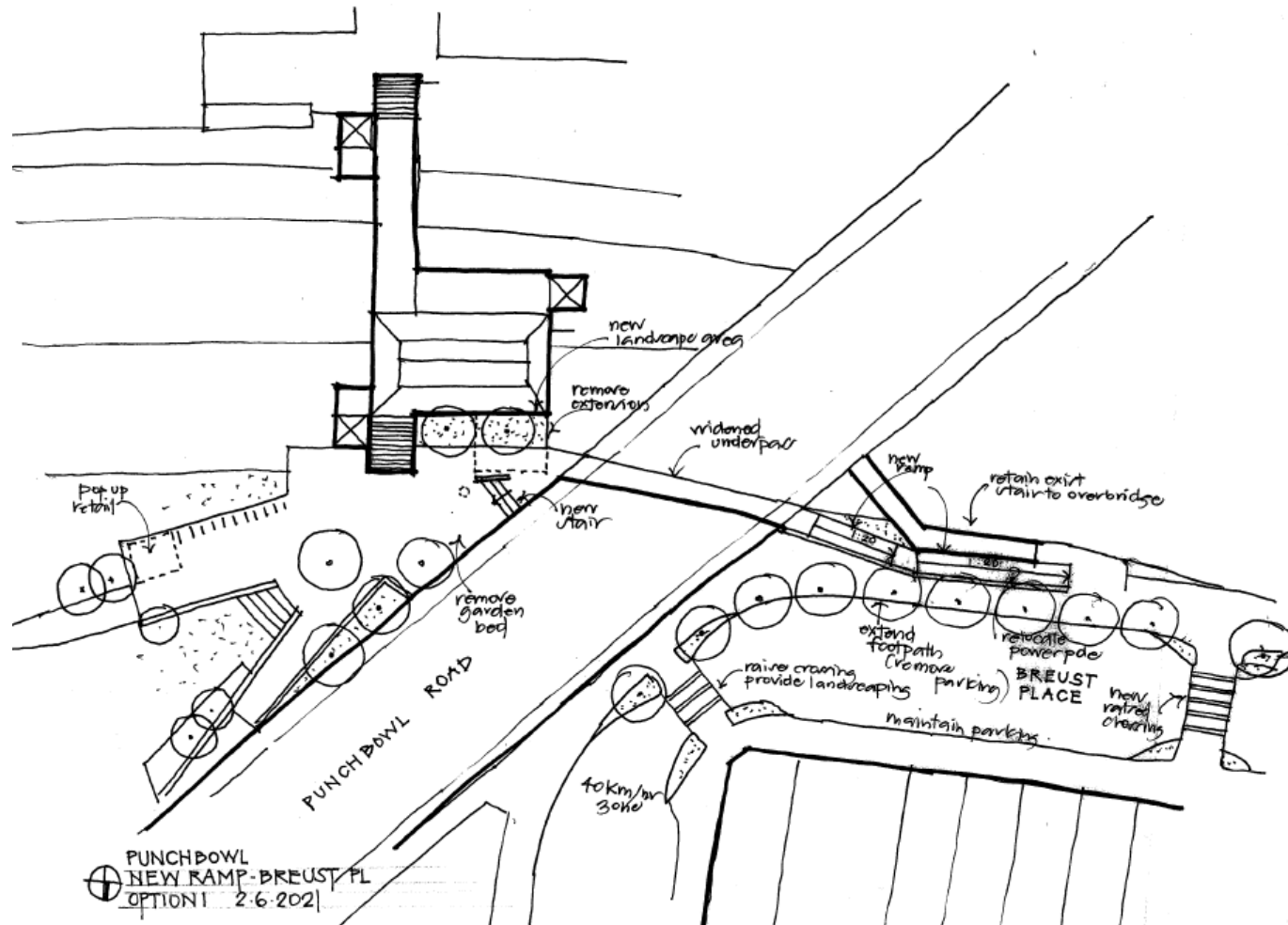


Figure 3: Concept design of proposed Punchbowl Plaza and Punchbowl Road Underpass with Parcels Office removed (subject to detailed design).

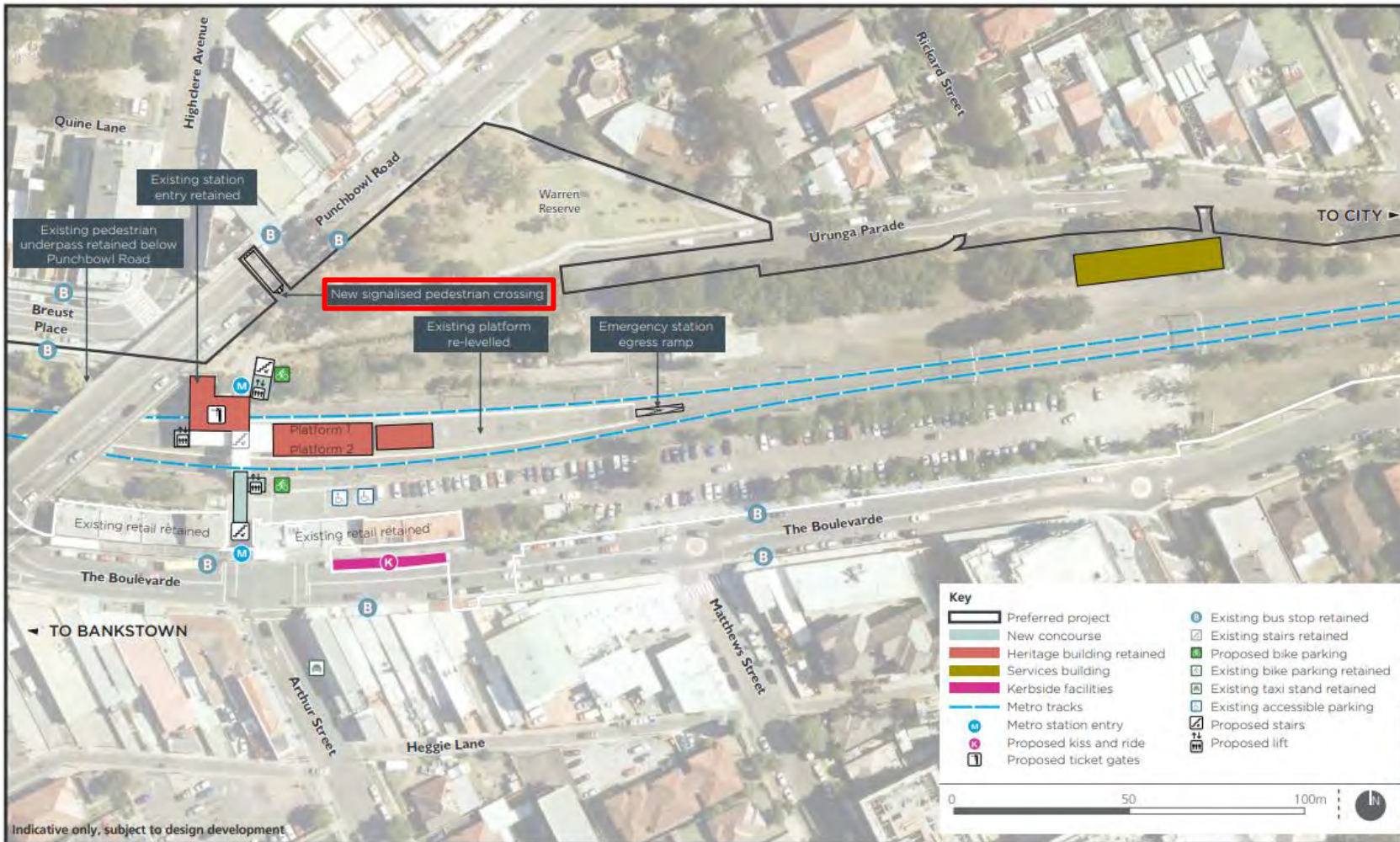


Figure 4: Punchbowl Station – indicative layout of key design elements (Figure 9.9 of the SPIR) – Punchbowl Road mid-block crossing highlighted in red.

3. Timeframe

When will the proposed change take place? For how long?

The demolition is proposed to occur during a 2022 T3 Bankstown line possession. The reinstatement works are planned to occur following this period and may occur outside of a possession period if safe to do so.

4. Site description

The proposal would be at Punchbowl Station (Lot 3 DP 839167) which is located to the east of the Punchbowl Road overbridge and the mid-block pedestrian crossing is located on Punchbowl Road north-east of Bruest Place. The station area is bounded by commercial land uses and a car park fronting The Boulevard to the south, Warren Reserve and Urguna Parade to the north, and Punchbowl Road to the west. The entry to Punchbowl Station is via the OHBO which is located on Punchbowl Road (via Warren Reserve) to the north, and The Boulevard to the south. The OHBO is a timber framed, weatherboard clad building with a hipped corrugated steel-clad roof. Punchbowl Station consists of the OHBO and footbridge, two station platforms and the main station entry on Punchbowl Road.

5. Site Environmental Characteristics

Punchbowl Station (269A The Boulevard, Punchbowl) is a railway station in operation along the T3 Bankstown Line rail corridor. Punchbowl Station was opened on 14 April 1909 when the Bankstown line was extended and the entry to Punchbowl Station is via the OHBO which was constructed in 1929. Part of the significance of this building has been attributed to the 1946 Parcels Office addition to the north, which is referred to in the heritage listing as an 'unaltered Lamp Room'.

Punchbowl Railway Station has local historical significance. The Punchbowl Station buildings are subject to the following non-Aboriginal heritage listings:

- Sydney Trains S170 Local heritage item (#4802009)- 'Punchbowl Railway Station Group'
- Canterbury Local Environmental Plan (CLEP) 2012 local heritage item (#1155) – 'Federation railway station buildings'

The station is also in close proximity to the War memorial and street trees, also local heritage assets, located south of the station along Broadway and Hillcrest streets.

No listed Aboriginal sites are located within the proposal area. However, an area of potential archaeological deposit of moderate significance was identified during field surveys near Punchbowl Station (S2B PAD 02).

The surrounding area is generally residential, retail, a few schools, and commercial buildings. To the south, the station entry and rail corridor are enclosed along The Boulevard by terraced shopfronts and a car park with a network of mature trees.

6. Justification for the proposal

Demolition of the Punchbowl Station Parcels Office and localised additions are required to facilitate upgrades to the Punchbowl Road underpass. The Punchbowl Road underpass is crucial link in a future active transport corridor along the railway line. The proposal would allow for improved access and the amenity of the underpass by removing the overhead height restriction, increasing access to natural light, headroom and pavement regrading to meet DDA compliance, and allowing for the pathway to be widened.

The proposed enhancements and widening of the underpass provide justification for not delivering the signalised mid-block crossing as proposed in the EIS/SPIR. Not delivering the mid-block crossing would avoid potential congestion, vehicle sight line issues, loss of parking, and associated business impacts. Delivery of the proposed mid-block pedestrian crossing is also not supported by key stakeholders, including TfNSW and local council.

7. Environmental Benefit

The proposal would facilitate the improved amenity of the Punchbowl Road underpass, part of a future active transport corridor along the railway line.

8. Control Measures

The proposed works would be undertaken in accordance with the Construction Heritage Management Sub-plan which falls under the approved Construction Environmental Management Plan (CEMP), approved by Department of Planning and Environment (DPE). The Construction Heritage Management Plan (CHMP) will be updated to reflect the revised scope.

9. Impact Assessment – Construction

Aspect	Nature and extent of impacts (negative and positive) during construction (if control measures implemented) of the proposed/activity, relative to 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 changes from the Approved Project.	No additional measures required.	Y	Y	
Water	No changes from the Approved Project.	No additional measures required.	Y	Y	
Air quality	No changes from the Approved Project.	No additional measures required.	Y	Y	
Noise and vibration	No changes from the Approved Project. The machinery and materials used would be standard construction machinery that's already consistent with the project.	No additional measures required.	Y	Y	
Aboriginal heritage	<p>The proposed works would involve some ground disturbance through the removal of the supporting beams associated with the Parcels Office and Bookstall additions to the station building.</p> <p>Technical paper 4 – Aboriginal heritage in the EIS concluded that there are no identified Aboriginal sites within the Punchbowl Station survey unit (location of the proposed work). Whilst a potential archaeological deposit (PAD) with moderate significance was located within the small park between Punchbowl Road and Urugnga Parade, this is outside the proposed scope of works. Compliance with existing REMMs and CoA would be required.</p>	No additional measures required.	Y	Y	
Non-Aboriginal heritage	<p>Punchbowl Station is subject to the following heritage listings:</p> <ul style="list-style-type: none"> S170 Local heritage item (#4802009)- 'Punchbowl Railway Station Group' 	<p>Mitigation measure includes:</p> <ul style="list-style-type: none"> Replacement of non-original metal and FC cladding with FC 	Y	Y	

Aspect	Nature and extent of impacts (negative and positive) during construction (if control measures implemented) of the proposed/activity, relative to the Approved Project	Proposed Control Measures in addition to project COA and REMMs	Minimal Impact Y/N	Endorsed	
				Y/N	Comments
	<ul style="list-style-type: none"> Canterbury Local Environmental Plan (CLEP) 2012 local heritage item (#1155) – ‘Federation railway station buildings’ <p>Appendix F- Non-Aboriginal heritage in the SPIR concluded that the OHBO at Punchbowl Station is of high heritage significance and in good condition. The Approved Project, which included retention of the OHBO and Parcels Office, was considered to have a potential moderate impact on the heritage item.</p> <p>This proposal includes the demolition of the Parcels Office and Lolly Pop wall additions to the OHBO station building. The removal of the Parcels Office and Lolly Pop wall additions would have a ‘minor’ impact upon heritage significant and would not alter the heritage listing of the OHBO and Punchbowl Railway Station heritage listing. The reinstatement of the 1929 plans on the north elevation would mitigate any impacts of the parcels rooms removal.</p> <p>Overall, the proposed works are not significantly expected to increase the impact to the heritage item and are considered to be consistent with the Approved Project.</p>	weatherboard cladding to match the size and profile of existing boards from the Parcels Office addition.			
Community and stakeholder	There would be temporary community impacts as a result of construction. However, the impacts would occur during planning possession periods, and no additional possessions would be required. Changes would be minimal and temporary, therefore consistent with the approved project	No additional measures required.	Y	Y	

Metro Body of Knowledge (MBoK)

(Uncontrolled when printed)



Traffic & Transport	Construction would occur during possessions on the T3 Bankstown Line. Entrance to Punchbowl Station via the OHBO, would not be accessible during this time. Access of the underpass would be closed and alternate pedestrian access would be provided. This is consistent with the Approved Project.	No additional measures required.	Y	Y	
Waste	The demolition would result in the generation of building waste. Storage and disposal of waste would be undertaken in compliance with legal requirements and the project mitigation measures and plans. The impacts are negligible compared with the Approved Project.	No additional measures required.	Y	Y	
Social	No changes from the Approved Project.	No additional measures required.	Y	Y	
Economic	No changes from the Approved Project.	No additional measures required.	Y	Y	
Visual	There are moderate visual impacts associated with the removal of the Parcels Office and Bookstall additions during construction. However, these impacts would be partially mitigated through the reinstatement of the OHBO 1929 original form. Visual changes at Punchbowl Station are consistent with the Approved Project.	No additional measures required.	Y	Y	
Urban design	Changes are consistent with the Approved Project. Heritage elements are to be retained, refreshed and re-purposed.	No additional measures required.	Y	Y	
Geotechnical	No changes from the Approved Project.	No additional measures required.	Y	Y	
Land use	No changes from the Approved Project.	No additional measures required.	Y	Y	

Unclassified

Metro Body of Knowledge (MBoK)

(Uncontrolled when printed)



Climate Change	No changes from the Approved Project.	No additional measures required.	Y	Y	
Risk	No changes from the Approved Project.	No additional measures required.	Y	Y	
Other	No changes from the Approved Project.	No additional measures required.	Y	Y	

10. Impact Assessment – Operation

Aspect	Nature and extent of impacts (negative and positive) during operation (if control measures implemented) of the proposed activity/works, relative to 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 changes from the Approved Project.	No additional measures required.	Y	Y	
Water	No changes from the Approved Project.	No additional measures required.	Y	Y	
Air quality	No changes from the Approved Project.	No additional measures required.	Y	Y	
Noise vibration	No changes from the Approved Project.	No additional measures required.	Y	Y	
Aboriginal heritage	No changes from the Approved Project.	No additional measures required.	Y	Y	
Non-Aboriginal heritage	No changes from the Approved Project.	No additional measures required.	Y	Y	
Community and stakeholder	<p>The Punchbowl Road mid-block crossing would be removed from the design as part of the proposal as assessed in this Consistency Assessment. This provides improved amenity of Punchbowl Station underpass.</p> <p>Council also identified that the proposed mid-block pedestrian crossing could cause traffic congestion, which has been a long term community issue.</p> <p>Although this proposed change is different to what was assessed in the Approved Project, it is supported by the proposed enhancements to the underpass. This provides a positive change to the community than what was assessed in the EIS/SPIR.</p>	No additional measures required.	Y	Y	

Metro Body of Knowledge (MBoK)

(Uncontrolled when printed)



Traffic & Transport	<p>The proposed location of the mid-block crossing would have resulted in the loss of 10-14 parking spaces.</p> <p>The removal of the proposed mid-block crossing would avoid potential congestion and sight line issues and loss of parking.</p> <p>The proposal would improve the accessibility of Punchbowl Station and amenity and safety of pedestrians and cyclists in the underpass below. The changes are consistent with the Approved Project.</p>	No additional measures required.	Y	Y	
Waste	No changes from the Approved Project.	No additional measures required.	Y	Y	
Social	No changes from the Approved Project.	No additional measures required.	Y	Y	
Economic	No changes from the Approved Project.	No additional measures required.	Y	Y	
Visual	There would be negligible visual impacts to Punchbowl Station, however with the removal of the Parcels Office, there would be improved access and amenity of the underpass.	No additional measures required.	Y	Y	
Urban design	No changes from the Approved Project.	No additional measures required.	Y	Y	
Geotechnical	No changes from the Approved Project.	No additional measures required.	Y	Y	
Land use	No changes from the Approved Project.	No additional measures required.	Y	Y	
Climate Change	No changes from the Approved Project.	No additional measures required.	Y	Y	
Risk	No changes from the Approved Project.	No additional measures required.	Y	Y	
Other	No changes from the Approved Project.	No additional measures required.	Y	Y	

11. Consistency with the Approved Project

Based on a review and understanding of the existing Approved Project and the proposed modifications, is there a transformation of the Project?	No. The proposed works would not transform the project. The project would continue to provide a metro rail line between Sydenham and Bankstown.
Is the project as modified consistent with the objectives and functions of the Approved Project as a whole?	Yes. The proposed works would be consistent with the objectives and functions of the Approved Project.
Is the project as modified consistent with the objectives and functions of elements of the Approved Project?	Yes. The changes identified in this assessment are consistent with the objectives and functions of the Approved Project.
Are there any new environmental impacts as a result of the proposed works/modifications?	No. The proposed works do not result in any new environmental impacts beyond those considered in the Approved Project.
Is the project as modified consistent with the conditions of approval?	Yes. The proposed works would be consistent with the conditions of approval.
Are the impacts of the proposed activity/works known and understood?	Yes. The impacts of the proposed works are understood.
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 so as to avoid an adverse impact.

12. Other Environmental Approvals

Identify all other approvals required for the project:	N/A
--	-----

Author certification

To be completed by person preparing checklist.

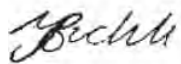
I certify that to the best of my knowledge this Consistency Checklist:

- 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 Revision; and
- Examines the consistency of the Proposed Revision with the Approved Project; is accurate in all material respects and does not omit any material information.

Name:	Isabella Caruso	Signature:	
Title:	Planning Officer		
Company:	Sydney Metro	Date:	20/09/2022

This section is for Sydney Metro only.

Application supported and submitted by

Name:	Yvette Buchli	Date:	20/09/2022
Title:	Associate Director Planning Approvals	Comments:	
Signature:			

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

- Yes The proposed activity/works are consistent and no further assessment is required.
- No The proposed works/activity is not consistent with the Approved Project. A modification or a new activity approval/ consent is required. Advise Project Manager of appropriate alternative planning approvals pathway to be undertaken.

Endorsed by			
Name:	Fil Cerone	Date:	21 September 2022
Title:	Director City & Southwest, Environment, Sustainability & Planning	Comments:	
Signature:	