



WestConnex M4-M5 Link Modification 7

Modification to permanently close Northcote Street,
Haberfield
State Significant Infrastructure Modification Assessment
(SSI 7485 MOD 7)



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Cover image: Northcote Street permanent closure Artist Impression (Transport for NSW)

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Glossary

Abbreviation	Definition
Approval	Infrastructure Approval
Approved project	WestConnex M4-M5 Link (SSI-7485)
Council	Inner West Council
CNVMP	Construction Noise and Vibration Management Plan
Department	Department of Planning and Environment
EIS	Environmental Impact Statement
EPA	Environment Protection Authority
EP&A Act	<i>Environmental Planning and Assessment Act 1979</i>
EP&A Regulation	Environmental Planning and Assessment Regulation 2021
HCA	Heritage Conservation Area
HAMU	Historic Archaeology Management Unit
LoS	Level of Service
Minister	Minister for Planning
MOD	Modification
ONVR	Operational Noise and Vibration Review
PRCUTS	Parramatta Road Corridor Urban Transformation Strategy
Proponent	Transport for NSW (formerly Roads and Maritime Services)
RtS	Response to Submissions
RLMP	Residual Land Management Plan
Secretary	Planning Secretary of the Department of Planning and Environment
SSI	State Significant Infrastructure
TfNSW	Transport for NSW
UDLP	Urban Design Landscape Plan

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1 Introduction

This report provides an assessment of an application to modify the State significant infrastructure (SSI) approval for WestConnex M4-M5 Link (SSI-7485) (the approved project). The modification application seeks approval to permanently close access from Northcote Street, Haberfield to Parramatta Road. The street has been temporarily closed since 2016 for construction of the M4 East and the M4-M5 Link Mainline Tunnels projects. The design of the closure is an interim solution until the use of adjoining lots are finalised under the M4 East Residual Land Management Plan and future assessments.

The application was lodged on 2 May 2022 by Transport for NSW (TfNSW) (the Proponent) pursuant to section 5.25 of the *Environmental Planning and Assessment Act 1979* (EP&A Act).

1.1 Background

WestConnex M4-M5 Link forms part of the broader WestConnex motorway project and involves building twin tunnels approximately 7.5km long between the M4 East at Haberfield and new M8 (formerly M5) at St Peters, including associated surface works to connect to the existing road network. Construction commenced in 2018 with the tunnels expected to open to traffic in 2023.

The current arrangement of Northcote Street is shown in Figure 1.

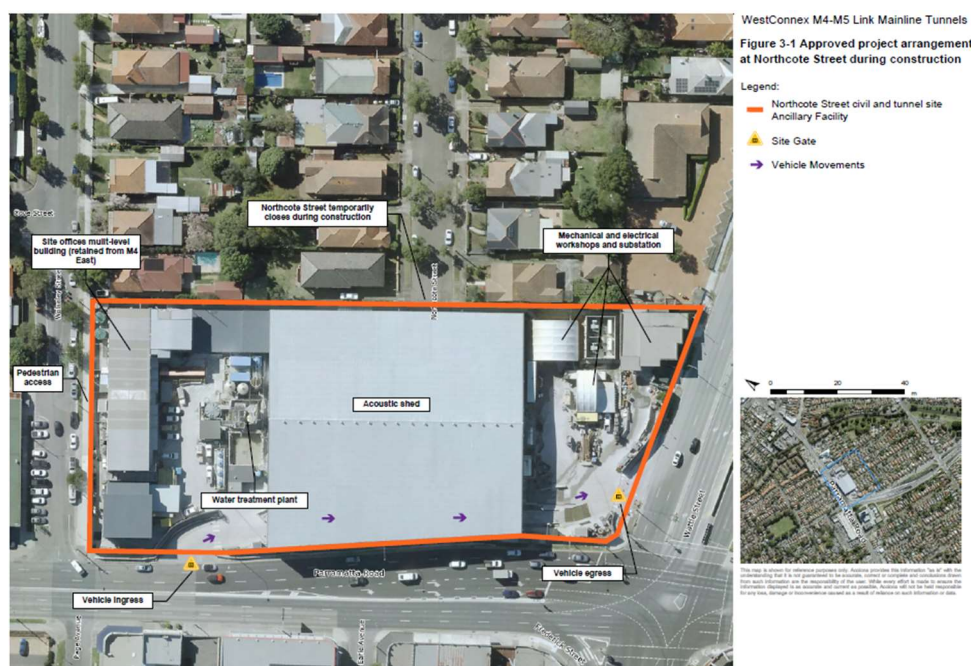


Figure 1 | Approved project arrangement at Northcote Street during construction (Source: Modification Report April 2022)

1.2 Approval history

The WestConnex M4-M5 Link (SSI 7485) was approved on 17 April 2018 by the then Minister for Planning. The project approval has been modified on five previous occasions (see **Table 1**).

Table 1 | Summary of Modifications

Mod No.	Summary of Modifications	Approval Authority	Type	Approval Date
MOD 1	Civil Sites & Ancillary Facilities Design refinement for construction site arrangements assessed in the EIS and SPIR to reduce community impacts and to decrease the number of construction sites required for Stage 1 of the approved project.	Minister	5.25	25/02/2019
MOD 2	The Crescent overpass and active transport links Constructing a grade separated vehicular overpass comprising a two-lane east-bound flyover separating the at-grade intersection at The Crescent and City West Link and relocation of the Rozelle Rail Yard Pedestrian and Cycling Green Link.	Minister	5.25	30/09/2020
MOD 3	Iron Cove ventilation underground Relocating ventilation facilities and other features (e.g., substation) of the Iron Cove Ventilation Facility (Motorway Operations Centre – MOC 4) below ground by providing an in-tunnel ventilation exhaust facility in a rock cavern.	Minister	5.25	28/07/2020
MOD 4	Glebe Island Construction Ancillary Facility The establishment and use of a construction ancillary facility on Glebe Island to receive and assembly equipment required for the Rozelle Interchange.	Department	5.25	28/07/2020
MOD 5	Other Ancillary Facilities Condition To allow the establishment of additional minor ancillary facilities that are likely to have minimal impacts to provide consistency with other major infrastructure projects.	Department	5.25	18/11/2020
MOD 6	Haul Road Relocation at Rozelle Interchange The re-routing of an existing haul road to allow for the placement of a weighbridge, rumble strip and wheel wash before vehicles join the shared haul route with Sydney Metro West.	-	-	Withdrawn

2 Proposed modification

The Proponent is seeking to modify the approved project to permanently close access from Northcote Street, Haberfield to Parramatta Road. The closure would enable the current cul-de-sac arrangement to remain, reduce traffic flow in Northcote Street while reinstating pedestrian access and improving safety at the intersection of Northcote Street and Parramatta Road.

The Northcote Street civil and tunnel site ancillary facility was previously used for the M4 East Project (SSI 6307). The facility is currently used for the M4-M5 Link Project. A temporary hoarding separates the ancillary facility from residential properties at the southern end of Northcote Street. The proposed modification (as shown in Figure 2 and Figure 3) includes:

- chain link fences on the eastern and western road reserve boundaries
- a pedestrian access ramp from Northcote Street
- pedestrian footpaths connecting the footpath from Parramatta Road to Northcote Street
- pedestrian fencing on Parramatta Road
- lighting
- a turfed grass verge bounded by planter boxes, and
- removable bollards and swing gates.

The proposal also includes modification to the existing stormwater drainage to discharge into the recommissioned drainage pits and stormwater network on Parramatta Road.



Figure 2 | Indicative design of the pedestrian access between Parramatta Road and Northcote Street
(Source: Modification Report April 2022)

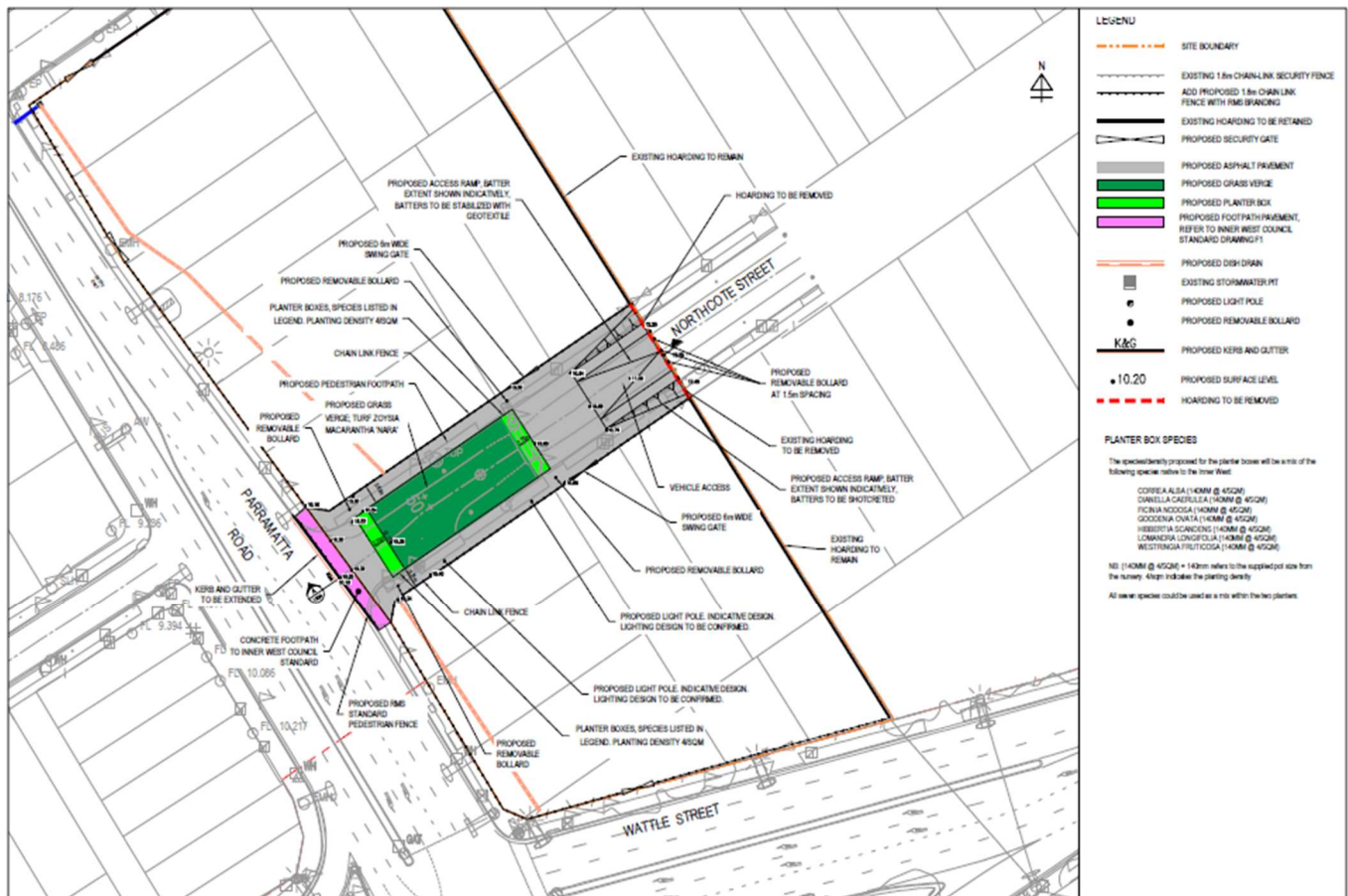


Figure 3 | Indicative design of the pedestrian access (Source: Modification Report April 2022)

The design of the closure is an interim solution until the use of adjoining lots are finalised under the M4 East Residual Land Management Plan and future assessments. The remaining sections would be paved for future development.

3 Statutory context

3.1 Scope of modifications

In accordance with section 5.25 of the EP&A Act, a proponent may request the Minister to modify the approval for State significant infrastructure. The Minister's approval for a modification is not required if the infrastructure as modified will be consistent with the existing approval. The changes requested by the Proponent in this modification are not consistent with the existing approval. Consequently, modification of the Minister's approval under section 5.25 of the EP&A Act is required.

3.2 Delegated authority

The Minister is the approval authority under section 5.25 of the EP&A Act unless the Minister has delegated his determination functions to the Department.

3.3 Ministers delegate as determining authority

Under the Instrument of Delegation dated 9 March 2022, the functions and powers of the Minister for Planning under section 5.25 of the EP&A Act to determine a modification of the Minister's approval may be delegated whereby:

- council **has not** made a submission by way of objection
- a political disclosure statement has not been made
- there are less than 15 public submissions (other than a council) in the nature of objections.

The proposed modification meets the terms of this delegation. As such, the Director, Transport Assessments, has the delegated authority to determine the modification request.

4 Engagement

4.1 Department's engagement

Under section 5.28(1)(g) of the EP&A Act, the Planning Secretary is required to make requests for modifications of approvals determined by the Minister publicly available. Accordingly, the Department made the modification request publicly available on its website and exhibited the modification from 18 May 2022 until 31 May 2022, for 14 days. The Department advertised the exhibition in the Sydney Morning Herald and The Daily Telegraph. The modification request was also referred to Inner West Council (Council) for comment.

4.2 Summary of submissions

During the exhibition period, the Department received 17 unique submissions on the proposal. One submitter made two submissions; the second submission was an update to the previous submission made. Of the unique submissions received, one was from local council and 16 were from the members of the community.

Six submissions supported the proposal, three submissions objected to the proposal and eight submissions provided comments only.

The majority, being 94% of community members who made a submission, are located within 5 km of the proposal, with 6% located within 5-100 km of the proposal.

A summary of the submissions is provided in **Table 2** and **Table 3** below, and a link to the full copy of the submissions is provided in **Appendix C**.

Table 2 | Summary of Council Submission

Inner West Council	
Modification Report	<p>Council stated that the proposed modification was appropriate for the interim as it will allow for a flexible response to future planning considerations that are now not known. Council provided the following comments:</p> <ul style="list-style-type: none"> the traffic assessment did not consider the amenity and safety impacts on the residents of Wolseley Street the need to identify future active transport links and public domain enhancements in the proposed location and the surrounding area, by providing direct cycle access requested clarification on the involvement of the local traffic committee in the decision-making process the proposal should be clearly identified as an interim measure, with a permanent solution to follow future access to the residual lot located south of the proposed connection could be problematic, as it is bounded by Wattle Street, Paramatta Road and Northcote Street, specifically in the event that Northcote Street would reopen in the future requested ongoing consultation on flooding, drainage, contamination, and in detailed design.

Table 3 | Summary of submissions

Submitter	Number of unique submissions	Position
Unique submissions from Community Members		
< 5 km	2	Object
	6 (1 updated)	Support
	7	Comment
5–100 km	1	Object
		Support
		Comment
TOTAL	16	

4.3 Key issues raised

The key issues related to the proposed modification are summarised below.

Traffic, transport and access

- inadequate assessment of traffic impacts on surrounding residential streets (specifically Wolseley Street) between Parramatta Road and Ramsay Street
- concern for Wolseley Street remaining a 'rat-run' resulting in an increase in traffic and safety issues within the surrounding residential area
- concern for lack of traffic mitigation and loss of street parking

Place and design

- request for a semi-circular design that allows for service vehicles like garbage trucks to turn around safely
- the proposed design of the pedestrian ramp and railing is unsafe for children as the design doesn't provide a continuous footpath and the full extent of the handrail
- the design is too minimalist, inadequate and is out of character with the 'Garden Suburb' identity of Haberfield, the permanent closure offers a rare opportunity to create greenspace on the Parramatta Road corridor and to establish the garden character of Haberfield
- a children's playground, street furniture and a drinking fountain should be provided.
- reduce the size of concrete area to standard pedestrian footpaths and cycleway to allow for more landscaping and greenspace
- request to provide privacy, improve safety, reduce noise levels by introducing a wall or raised garden beds and additional vegetation

Other

- retain the existing hoarding and plant additional vegetation to assist in blocking noise from Parramatta Road and address amenity concerns that may result from future development
- lack of information and detail concerning the intention for future development on the vacant blocks of land and future accessibility on either side of Northcote Street
- the minimalist design should consider the potential for reopening of Northcote Street in the future.

4.4 Response to Submissions

Following completion of the public exhibition period, the Department requested the Proponent to prepare a response to submissions. The Response to Submissions (RtS) responded to the issues raised in the submissions and provided further information to support the modification. The Department made the RtS publicly available on its website on 6 September 2022.

In response to submissions on the proposed modification the Proponent has included the following:

- semi-mature trees in standalone pots along with heritage features including brickwork and/or sandstone features on planter boxes and along walkways, and,
- extension of the footpath and the removal of handrails at the top of the pedestrian access ramp.

5 Assessment

The Department has reviewed the Proponent's Modification Report, RtS and has considered the submissions received as part of its assessment. The key issues identified were traffic and transport (**Section 5.1**), and place and design (**Section 5.2**). Other issues considered are discussed in **Section 5.3**.

5.1 Traffic, Transport and Access

Issue

The traffic and transport impacts associated with the proposed modification would be consistent with those assessed for the approved project. However, under the current approval, Northcote Street cul-de-sac is a temporary closure and following completion of construction would be reopened to Parramatta Road to provide a left in and left out route for traffic.

The permanent closure is intended to benefit the community by removing a potential 'rat-run' between Parramatta Road and Ramsay Street. As a local road, Northcote Street offered an alternate route to vehicles seeking to bypass the Parramatta Road and Wattle Street intersection. The proposed modification aims to maintain the residential amenity and safety established from the temporary closure and reduced traffic volume in Northcote Street, while providing pedestrian and cyclist access.

The intersection of Northcote Street and Parramatta Road is not identified as a key pedestrian or cycle route and no diversions were required during the temporary closure. As such, direct cycle access is not proposed under the modification. The proposed modification would not prevent cyclists from the ability to dismount and use the pedestrian connection.

Issues identified included:

- traffic impacts of a permanent closure on the local traffic network
- reduced amenity and risk to safety on residents at Wolseley Street (being an alternate route for traffic between Ramsay Street and Parramatta Road since the closure of Northcote Street in 2016).

Submissions

Inner West Council (Council) raised concern that the amenity impact of the permanent closure had not been adequately addressed in the traffic assessment, particularly for the residents of Wolseley Street. Council noted that the proposal is generally opposed by Wolseley Street residents and supported by Northcote Street residents with regard to through traffic impacts and safety concerns. Council requested for the Proponent to specifically address amenity concerns at Wolseley Street.

Community submissions on the proposed modification were concerned with increased traffic, the creation of a permanent 'rat-run' on Wolseley Street, reduced safety along Wolseley Street and loss of on-street parking.

Consideration

Traffic volumes would operate satisfactorily at key intersections

To evaluate current road network performance surrounding the proposed modification, traffic survey data (to inform the traffic impact assessment) was collected at the following key intersections at Council's request during April and May 2021 (as shown in **Figure 4**)

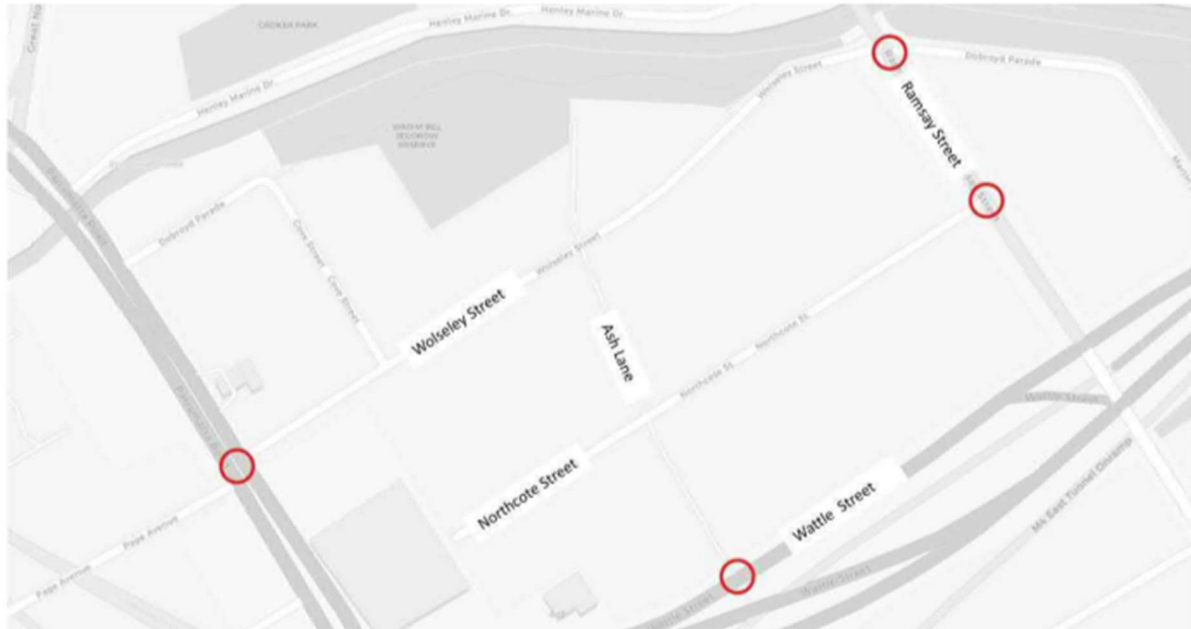


Figure 4 | Surveyed intersections (Source: Modification Report April 2022)

The traffic impact assessment considered existing performance of intersections against long term operation impacts of a permanent closure at Northcote Street. All intersections were found to operate at acceptable levels of service (LoS) in all peak periods (AM and PM weekdays and Saturday peaks) and the modification it is not expected to result in adverse impacts on traffic capacity or road network performance, including Wolseley Street. The Department notes that Wolseley Street intersection at Parramatta Road is a left in left out that would limit the potential of 'rat-run' traffic due to the limited movements available.

The Department is satisfied that traffic volumes would remain satisfactory at key intersections as a result of the proposed modification. The traffic assessment is considered reasonable with regard to the proposed modification, with no changes to current local traffic network as a result of the permanent closure.

The permanent closure of Northcote Street would not generate additional traffic and is not considered to impact the amenity and safety of residents on surrounding streets.

The Department notes that community submissions raised concern for the loss of amenity (with regard to loss of parking and increased traffic) and increased safety risk. Concerns were raised by Council and in community submissions relating to the assessment of impacts that the modification would have, specifically for the residents of Wolseley Street.

The Modification Report indicates there have been no major safety issues in the surrounding streets as a result of the temporary closure. The proposed modification would not introduce additional parking

restrictions and heavy vehicles would not be used on local roads as a 3-tonne limit operates on Northcote and Wolseley Streets.

While the Department notes community submissions with regard to safety concerns, the proposed modification is not anticipated to generate additional traffic on the local road network. The traffic assessment concluded that alternative routes to/from Parramatta Road are available and that detrimental safety impacts are not expected at surrounding locations.

The Department acknowledges the existing Northcote Street closure configuration has been in place since 2016, and that the proposed modification would not change the existing cul-de-sac design. Project vehicles would continue to use Northcote Street civil and tunnel site from Parramatta Road and Wattle Street. Works would coincide with the Northcote Street civil and tunnel demobilisation; however, no significant construction traffic impacts are anticipated as a result of the proposed modification.

Loss of street parking was raised as a concern in community submissions, although further loss is not proposed in the modification. The replacement of on street parking from the loss created by the original temporary closure is not considered necessary as it is noted that the development that generated demand for that parking has been removed.

While the proposed modification would generally benefit the residents of Northcote Street by maintaining the 'as is' configuration of the closure point for a safer street with reduced local traffic, it is considered there would be no adverse impact to amenity and safety at Wolseley Street compared to current conditions. The permanent closure would not create additional traffic generation along Wolseley Street or loss of street parking at Northcote Street.

5.2 Place and Design

Issue

The proposed modification would return the Northcote Street civil and tunnel ancillary site to Council as a public road cul-de-sac with pedestrian access. While the proposed modification would retain the existing cul-de-sac configuration, the proposed pedestrian connection would change the streetscape and visual amenity of the southern end of Northcote Street, compared to its former residential and business land use.

Haberfield is renowned for its 'garden suburb' character and green streetscaped identity. As an interim design, the intent of the proposed modification is to provide a pedestrian connection that responds to the local context of Haberfield, while also remaining subject to a final design with regard to the future development of the residual lots located to the north and south of the proposed road closure.

The residual lots would be managed under the M4 East Residual Land Management Plan (RLMP) by and the use and final form of the residual lots are not within the scope of this modification.

Pedestrian fencing would be installed along the Parramatta Road frontage of the Northcote Street closure point to discourage pedestrians from unlawful vehicular access and to provide a visual aid to identify the site as remaining closed to vehicles.

Issues identified included:

- the proposed design with regard to the character and visual amenity of Haberfield
- the existing temporary cul-de-sac configuration of Northcote Street/ Parramatta Road to become a permanent closure.

Submissions

Community submissions raised concern that the proposed permanent closure requires an appropriate cul-de-sac design with a turning circle, particularly for large vehicles and garbage trucks to safely manoeuvre around the closure point of Northcote Street. There was also concern for the 'minimalist' design that is out of character with the 'garden suburb' character of Haberfield and that the design demonstrated the potential for future traffic access on Northcote Street.

Community submissions referenced the importance of the provision of additional landscaped areas, and for trees to align with the established streetscape of Northcote Street. Submissions identified the opportunity to achieve greater amenity for the local area by providing additional green space, street furniture and play equipment. Submissions also raised concern for pedestrian safety with regard to motorists.

Consideration

The proposed cul-de-sac design and visual amenity of the closure point are appropriate as an interim measure

The Department acknowledges that the proposed permanent closure would maintain the temporary cul-de-sac configuration. Community submissions raised concern with the existing design of the cul-de-sac as a permanent closure. A semi-circular cul-de-sac would encroach into the adjoining residual lots and is more appropriately considered as part of the future planning of these lots.

The existing configuration is considered appropriate for the intent of the modification, as it has been functional with regard to carriage width and access since closure in 2016. Although, it is noted that larger vehicles (e.g., garbage trucks) are unable to perform a complete rotation, the Department has recommended a condition for the Proponent to consider the road geometry of the cul-de-sac in the final design. The final design would be demonstrated in the recommended condition for the Urban Design Landscape Plan (UDLP) for Northcote Street and subject to further consultation and approval.

Community submissions raised concern with the 'minimalist' design. The Department requested that the RtS respond to the design of the proposed hard and soft landscaping by addressing the character of the area and the streetscape. The Proponent has updated the proposal (as stated in Chapter 4.1 of the RtS) to include additional semi-mature trees in standalone pots along with heritage features including brickwork and/or sandstone features on planter boxes and along walkways.

While the 'garden suburb' identity of Haberfield is noted, the provision of greenspace consistent with the local area (and associated infrastructure), as raised in community submissions, is more appropriate for consideration in future development of the adjoining residual land.

In response to community concern for pedestrian safety, an updated proposal was provided in the RtS which removes the proposed perpendicular handrails adjoining the top of the pedestrian access ramp (as shown in Figure 2). The footpaths are proposed to be extended for direct access between Northcote Street and the pedestrian connection.

The Department is satisfied that the proposed modification and the visual amenity impacts are satisfactory as an interim measure. The Department notes that the site would be further developed to provide a final design outcome for Northcote Street, subject to the future planning of the adjoining lots. A permanent design would require separate assessment and consideration for which a condition has been recommended that requires consultation with Council and review by the Design Review Panel to update the final UDLP.

5.3 Other issues

Non- Aboriginal heritage, noise and vibration, land use and property, and flooding and drainage were issues either assessed by the Proponent as part of the Modification Report or raised in submissions. These were assessed by the Department and addressed in **Table 4**.

Table 4 | Consideration of other issues

Issue	Findings	Recommendation
Non-Aboriginal heritage	The heritage character of Haberfield was raised in community submissions. As the proposed modification is partially located within the Haberfield Heritage Conservation Area (HCA) under Ashfield Local Environmental Plan 2013, the Department requested the Proponent address the proposed heritage impacts in the RtS as it was not identified in the Modification Report. In response, the Proponent stated, the design will incorporate semi-mature trees in standalone pots, brickwork and/or sandstone features on planter boxes and along walkways to offset the temporary impacts of the interim design with the heritage interface of Northcote Street.	The Department is satisfied that the proposed impacts to heritage (with respect to the visual amenity of the Haberfield HCA) are appropriately managed as an interim measure through the provision of additional landscaping and landscaped features as identified in the RtS.
	The Department notes that the proposed hard and soft landscaping is not representative of the 'Garden suburb' identity of Haberfield and the established streetscape of the HCA, as raised in community submissions. However, the proposed modification is an interim design and is considered appropriate as an interim measure.	
	The approved project EIS stated that significant archaeological remains are considered unlikely in the Historic Archaeology Management Unit (HAMU) of Northcote Street following construction undertaken for the M4 East project.	The Department has recommended a condition for the final design solution of Northcote Street to have regard for the Haberfield heritage conservation area and integrate with the established streetscape. The final design UDLP must be prepared in consultation with Council and reviewed by the Design Review Panel.
	The proposed modification is partially located within the Haberfield HCA. As such, the neutral and no impact	

Issue	Findings	Recommendation
	<p>classifications assessed for archaeological and heritage items under the approved project are considered to apply for the proposed modification.</p>	
Noise and vibration	<p>The proposed modification would not directly impact additional sensitive receivers to those identified in the EIS for the M4 East project. While there were four residential properties demolished on Northcote Street under the M4 East project, the proposed modification does not seek to remove the hoarding alongside residential properties.</p>	
	<p>Sensitive receivers may be subject to noise and vibration impacts during construction of the closure. Construction noise impacts are expected to be consistent with or less than that for the approved project, considering the use of similar plant and equipment.</p>	<p>The Department is satisfied that the proposed impacts are consistent with the approved project or can be addressed through existing conditions.</p>
	<p>Operational noise impacts from Parramatta Road were raised as a concern in community submissions, as was noise from increased traffic along Wolseley Street.</p>	<p>No changes to or new conditions are considered necessary.</p>
	<p>Condition E92 of the approved project requires the preparation of an Operational Noise and Vibration Review (ONVR) to confirm noise and vibration control measures. This ONVR would be updated to address this potential exposure.</p>	
Land use and property	<p>Access to residential properties on Northcote Street would be maintained via Ramsay Street through construction and operation of the proposed modification as currently occurs. Access</p>	<p>The Department is satisfied the proposed modification would not result in</p>

Issue	Findings	Recommendation
	<p>to private property would remain unchanged.</p> <p>Community submissions raised concerns regarding the future use of the residual lots, the existing land-use zoning, and property access.</p> <p>Prior to the construction of permanent works, the residual lots to the north and south of the proposed modification would be transferred back to the Proponent as vacant lots and considered under the Residual Land Management Plan (RLMP).</p>	<p>land use or access issues for residential properties.</p> <p>Future development potential of the residual lots would be subject to separate assessment.</p> <p>To ensure the interim design does not become permanent, the Department has recommended a condition that ensures that the final design of Northcote Street cul-de-sac is addressed within two years of an approval for the proposed modification or another time as agreed by the Planning Secretary.</p> <p>The recommended condition for the final design of Northcote Street requires consideration of the Haberfield conservation area, interface with Parramatta Road, integration with the existing streetscape, and road geometry to allow for service vehicles to turn around on Northcote Street cul-de-sac.</p>
Flooding and drainage	<p>The proposed modification is located outside the Probable Maximum Flood extent for mainstream flooding and overland flow, and as such flooding impacts are not anticipated.</p> <p>Surface water will naturally drain from southeast to northwest towards Parramatta Road and the proposed paved surface of the residual land, discharging into the recommissioned drainage pits and the drainage network on Parramatta Road.</p> <p>The proposed interim design incorporates a dish/drain swale within the residual land owned by the Proponent.</p>	<p>The Department is satisfied that the proposed modification would not create adverse impacts to flooding and drainage as the site is not located on flood prone land and will utilise existing recommissioned stormwater pits.</p> <p>No changes to or new conditions are considered necessary.</p>

6 Evaluation

The Department considers that the proposed modification should be approved subject to conditions. The permanent closure of Northcote Street would reduce safety and amenity impacts. The reopening of Northcote Street at the intersection of Parramatta Road has the potential to create 'rat-run' traffic between Parramatta Road and Wattle Street. The proposed modification supports the intent of WestConnex to remove traffic from local streets.

The key issues associated with the proposed modification are transport and traffic, and place and design. Other issues include impacts to non-Aboriginal heritage, noise and vibration, land-use and property, and flooding and drainage. The Department considers that the modification will provide beneficial community outcomes whilst having a minor environmental impact.

Impacts associated with the permanent closure of Northcote Street, Haberfield are largely consistent with the approved project. Based on its assessment, the Department has recommended further conditions of approval to address stakeholder concerns about place and design of the final design which will be progressed separately as part of investigations regarding the future of the residual land.

The Department is satisfied that the issues raised in submissions have been appropriately considered and responded to by the Proponent and overall, the merits of the modification have been evaluated and it is concluded that the benefits of the proposed modification outweigh the potential impacts. As such, the Department considers the proposed modification should be approved, subject to conditions.

7 Recommendation

It is recommended that the Director, Transport Assessments, as delegate of the Minister for Planning:

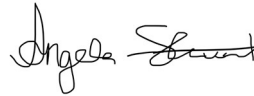
- **considers** the findings and recommendations of this report
- **determines** that the application WestConnex M4-M5 Link Modification 7 – Northcote Street Closure (SSI-7485 MOD 7) falls within the scope of section 5.25 of the EP&A Act
- **accepts and adopts** all of the findings and recommendations in this report as the reasons for making the decision to approve the modification
- **agrees** with the key reasons for approval listed in the notice of decision;
- **modify** the approval SSI-7485
- **signs** the attached Notice of Modification (see **Appendix F**).

Recommended by:



Jeremy Martin
Planning Officer
Transport Assessments

Recommended by:



Angela Stewart
Acting Team Leader
Transport Assessments

8 Determination

The recommendation is **Adopted** / ~~Not adopted~~ by:



Glenn Snow

Director

Transport Assessments

as delegate of the Minister for Planning

Appendices

Appendix A – List of Documents

1. *WestConnex M4-M5 Link Mainline Tunnels – Modification 7: Northcote Street Cul-de-sac Northcote Street Modification Report* dated April 2022 (the EIS)
2. *WestConnex M4-M5 Link Mainline Tunnels Modification 7 – Northcote Street Cul- de-sac Response to Submissions Report* dated August 2022 (RtS)
3. *Parramatta Road Corridor Urban Transformation Strategy* (UrbanGrowth NSW, 2016)
4. *M4-M5 Link Environmental Impact Statement* (Roads and Maritime Services, 2017)
5. *WestConnex M4 East Environmental Impact Statement* (WestConnex Delivery Authority, 2015)

Appendix B – Modification Report

<https://pp.planningportal.nsw.gov.au/major-projects/projects/mod-7-northcote-street-closure>

Appendix C – Submissions

<https://pp.planningportal.nsw.gov.au/major-projects/projects/mod-7-northcote-street-closure>

Appendix D – Submissions Report

<https://pp.planningportal.nsw.gov.au/major-projects/projects/mod-7-northcote-street-closure>

Appendix E – Consolidated Approval

<https://pp.planningportal.nsw.gov.au/major-projects/projects/mod-7-northcote-street-closure>

Appendix F – Notice of Modification

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Appendix G – Community Views for Draft Notice of Decision

<i>Issue</i>	<i>Consideration</i>
<p><i>Traffic, transport and access</i></p> <ul style="list-style-type: none"> Increased traffic and safety risk and amenity impacts in surrounding streets, including Wolseley Street. Loss of parking. Creation of a 'rat-run' on Wolseley Street There is no assessment on the impacts to residents at Wolseley Street. Requirement for direct cycle access and consideration of future active transport links within Haberfield. Concern of future end state and access to residual lots via Northcote Street. A turning circle should be incorporated in the design of the Northcote Street cul-de-sac. 	<p><i>Assessment</i></p> <ul style="list-style-type: none"> The permanent closure would not generate additional traffic to the surrounding area. Alternative routes to/from Parramatta Road are available and detrimental safety impacts are not expected at surrounding locations. The permanent closure would not impact upon the existing amenity and safety for the residents of surrounding streets, including Wolseley Street. The intersection of Northcote Street and Parramatta Road is not identified as a key pedestrian or cycle route and no diversions were required during the temporary closure. As such, direct cycle access is not proposed under the modification. The proposed modification would not prevent cyclists from the ability to dismount and use the pedestrian connection. Further assessment of pedestrian, cyclist and vehicular traffic generation is outside of the scope of the proposed modification. The future end state and access to the residual lots are not within the scope of the proposed modification. The proposed modification will retain the 'as is' cul-de-sac configuration in Northcote Street. <p><i>Recommended conditions</i></p> <ul style="list-style-type: none"> A refined cul-de-sac configuration is required to be considered in the final design of the Northcote Street closure
<p><i>Noise</i></p> <ul style="list-style-type: none"> Request to install raised garden beds at the closure point to reduce the acoustic and visual impact from heavy traffic on Parramatta Road. Objection to increased traffic noise on Wolseley Street. Request for a permanent acoustic wall at the closure point, with pedestrian access. Support for the reduction of traffic noise by the permanent closure Northcote Street. 	<p><i>Assessment</i></p> <ul style="list-style-type: none"> The proposed impacts are consistent with the approved project or can be addressed through existing conditions, including an update to the Operational Noise and Vibration Review. <p><i>Recommended conditions</i></p> <p>No further conditions are required.</p>
<p><i>Design and public space</i></p> <ul style="list-style-type: none"> Support opportunity for greenspace, although the current design is minimalist and should consider the established streetscape and the local identity of Haberfield. Request for additional landscaped areas, trees (specifically mature trees to replace the trees removed during the initial closure of Northcote Street), street furniture, shading, a children's playground and a drinking fountain. Opportunity to create greenspace along the Parramatta Road corridor. Request to address safety in the pedestrian connection design 	<p><i>Assessment</i></p> <ul style="list-style-type: none"> The proposed modification is considered appropriate as an interim design. The Proponent has updated the interim design in response to submissions to better reflect local context and improve pedestrian safety. Location of stormwater pits will be finalised during detailed design in consultation with Council and the Design Review Panel. <p><i>Recommended conditions</i></p> <ul style="list-style-type: none"> The UDLP will address the interim and final design of Northcote Street. The final design must have regard to the Haberfield heritage conservation area (in consideration of the character of Haberfield), integration with the existing streetscape and adjoining development, and interface with Parramatta Road

<i>Issue</i>	<i>Consideration</i>
<p><i>Non-Aboriginal heritage</i></p> <ul style="list-style-type: none"> Need to consider the heritage character of Haberfield as a 'Garden Suburb'. 	<p><i>Assessment</i></p> <ul style="list-style-type: none"> The proposed impacts to heritage (with respect to the visual amenity of the Haberfield heritage conservation area) are appropriately managed as an interim measure through the provision of additional landscaping and landscaped features as identified in the Response to Submissions RtS Report. It is considered appropriate to achieve a greater outcome for the design to incorporate the established streetscape and consider the Haberfield heritage conservation area in the final design of Northcote Street. <p><i>Recommended conditions / Response</i></p> <ul style="list-style-type: none"> The UDLP for the final design is to have regard for the Haberfield heritage conservation area and integrate with the established streetscape. The UDLP final design must be prepared in consultation with Council and reviewed by the Design Review Panel.
<p><i>Future development</i></p> <ul style="list-style-type: none"> The future development of residual lots owned by the Proponent. The existing residential and business zoning of the residual lots. Future of the residential zoning and potential for future development to be relocated closer to residential properties on Northcote Street. The permanent closure may be reinstated as a through road. Request the proposed modification be clearly referenced as an interim design with a final design to follow, subject to separate consultation, consideration and approval. 	<p><i>Assessment</i></p> <ul style="list-style-type: none"> The proposed modification is a permanent closure with an interim design. Future planning and development of the adjoining residual lots is not within the scope of the proposed modification. <p><i>Recommended conditions</i></p> <p>No further conditions are required.</p>
<p><i>Flooding and hydrology</i></p> <ul style="list-style-type: none"> Ensure there are no adverse flooding and drainage impacts. 	<p><i>Assessment</i></p> <ul style="list-style-type: none"> Surface water will naturally drain from southeast to northwest towards Parramatta Road and the proposed paved surface of the residual land, discharging into the recommissioned drainage pits and the drainage network on Parramatta Road. The modification must be consistent with existing flooding and hydrology conditions. <p><i>Recommended conditions / Response</i></p> <p>No further conditions are required.</p>
<p><i>Land use and property</i></p> <ul style="list-style-type: none"> Future property access to the residual lots at Northcote Street. Concern the existing hoarding would remain and 	<p><i>Assessment</i></p> <ul style="list-style-type: none"> Future property access to the residual lots is not in the scope of the proposed modification. The proposed modification is being presented as an interim design. The Proponent would maintain the hoarding until its removal upon divestment of the residual lots in accordance with the M4 East Residual Land Management Plan (RLMP).

<i>Issue</i>	<i>Consideration</i>
<p>maintenance of the hoarding along a residential property.</p> <ul style="list-style-type: none"> There is a ground level discrepancy and requirement for a retaining wall between the residual lots and residential property. Loss of property access 	<ul style="list-style-type: none"> The finished ground level of the residual lots would be considered as part of the future planning and assessment of these lots. No loss of property access has been identified. <p><i>Recommended conditions</i></p> <p>No further conditions are required.</p>
<p>Contamination</p> <ul style="list-style-type: none"> Ensure there are no impacts on contamination. 	<p><i>Assessment</i></p> <ul style="list-style-type: none"> In accordance with the condition E183, a copy of the Site Audit Statement and Site Audit Report will be submitted to the Secretary and Council for information no later than one month prior to the commencement of operation. <p><i>Recommended conditions</i></p> <p>No further conditions are required.</p>
<p><i>MOD 7 justification</i></p> <ul style="list-style-type: none"> The permanent closure of Northcote Street should be considered as a final option. The proposed modification does not benefit the residents of Wolseley Street. 	<p><i>Assessment</i></p> <ul style="list-style-type: none"> The permanent closure of Northcote Street was identified as the preferred option by the Proponent in consultation with Council and the community and therefore is within the public interest. The proposed modification is considered to not impose negative impact to amenity and safety on Wolseley Street, as the permanent closure would not generate additional traffic since the temporary closure began in 2016. <p><i>Recommended conditions</i></p> <p>No further conditions are required.</p>