

Appendix A

Consideration of section 171
factors and matters of national
environmental significance and
Commonwealth land



Section 171 Factors

In addition to the requirements of the Guideline for Division 5.1 assessments (DPE 2022) and the Roads and Related Facilities EIS Guideline (DUAP 1996) as detailed in the REF, the following factors, listed in section 171 of the Environmental Planning and Assessment Regulation 2021, have also been considered to assess the likely impacts of the proposal on the natural and built environment.

Factor	Impact
<p>(a) Any environmental impact on the community?</p> <p>Construction of the proposal would result in impacts on the local community associated with property and land use, social infrastructure, community values, noise, visual amenity and traffic and access. Construction impacts would be managed through the implementation of safeguards and management measures identified in Chapter 7.</p> <p>Once operational, the proposal would improve safety, ease of access for a broad range of customer groups and biker riders, including seniors, families, people with disability and lower level of fitness, and decrease congestion due to the existing bottleneck caused by the stairs. The proposal would also enhance amenity of the area and encourage cycling as an alternative form of transport to driving, which would assist in relieving congestion on roads.</p>	<p>Short term negative</p> <p>Long term positive</p>
<p>(b) Any transformation of a locality?</p> <p>The proposal would have a minor to moderate visual impact on the locality due to the installation of the bike ramp, which would be installed above the entrance to Milsons Point Station and connect to the Sydney Harbour Bridge. Some loss of open and green space would be experienced within Bradfield Park north due to the introduction of the elevated linear bike ramp within and above the park. The proposal would, however, improve safety and accessibility for bike riders and pedestrians and support future growth in the number of bike riders travelling between the lower north shore, North Sydney CBD and Sydney's CBD.</p> <p>The safeguards and management measures identified in Chapter 7 would minimise the visual impacts of the proposal and help recognise community benefits from the proposal.</p>	<p>Nil</p>
<p>(c) Any environmental impact on the ecosystems of the locality?</p> <p>The proposal is not likely to significantly impact threatened species or ecological communities or their habitats, within the meaning of the Biodiversity Conservation Act 2016 or EPBC Act.</p> <p>The proposal would require the removal of five non-native poplar trees, one ornamental pear in Bradfield Park north and a Canary Island date palm from the centre of the roundabout at the intersection of Alfred Street South, Lavender Street and Middlemiss Street. A Tree and Hollow Replacement Plan would be prepared for the proposal in accordance with Transport's Tree and Hollow Replacement Guideline (2022) and would specify the number of trees to be provided as offsets for the proposal. Trees would be replaced at a minimum ratio of 4:1. See Section 6.7.5 and Chapter 7 for detailed safeguards and management measures.</p>	<p>Nil</p>
<p>(d) Any reduction of the aesthetic, recreational, scientific or other environmental quality or value of a locality?</p> <p>During construction, the proposal would temporarily affect the amenity of the area as a result of impacts on public open space, visual impacts, noise and vibration, lighting during night works, and temporary changes to access to parking, cycleways and footpaths. Construction of the proposal would result in minor to moderate adverse short-term impacts due to the introduction of construction sites, enclosed by site fencing and hoarding, in the middle ground of most viewpoints. Views of Bradfield Park and the Sydney Harbour Bridge would largely remain visible, however there would be construction activity partly obstructing many viewpoints, altering the character of the view temporarily. Impacts on amenity would be experienced mostly by nearby residents and those who frequently use Bradfield Park and the surrounding area for formal and informal recreational activities.</p>	<p>Short term negative</p>

Factor	Impact
<p>Noise impacts during the construction phase will be mitigated through safeguards referred to in Section 6.3.5. Safeguards and management measures are detailed in Chapter 7.</p> <p>During operation, the proposal would improve the amenity and accessibility of the Sydney Harbour Bridge and potentially attract more users and tourists to Milsons Point and Kirribilli. Considerable effort has been made through the options identification and proposal design (refer to Chapters 2 and 3) to ensure a high quality urban design outcome that will enhance the amenity of the area and result in a minimal loss of usable open space. The upgrades to pavement and landscaping would also enhance the amenity along Alfred Street South for park users.</p> <p>Visual impacts of the proposal would be mitigated through design features that minimise the visual bulk and scale of the structure, reducing its prominence. The proposal was assessed as having a low-moderate visual impact during operation. Section 6.2.4 details the visual safeguards and management measures in place to mitigate potential impacts.</p> <p>No additional impacts related to noise generation would occur during operation of the proposal.</p>	Long term positive
<p>(e) Any effect on a locality, place or building having aesthetic, anthropological, archaeological, architectural, cultural, historical, scientific or social significance or other special value for present or future generations?</p> <p>Construction of the proposal would result in a minor to moderate impact to the heritage fabric of the locally, state and nationally heritage listed Sydney Harbour Bridge as well as a moderate impact to the locally listed Bradfield Park. Other direct impacts to heritage listed items would be minor to negligible. The potential for construction works to impact on significant archaeological resources would be moderate given that earthworks would be limited to relatively shallow excavation. The impact to the heritage listings would be mitigated through good contemporary design, by locating the proposed elevated linear bike ramp close to the concrete bridge approach, and by graduating the proposed elevated linear bike ramp from its connection to the Sydney Harbour Bridge and Bradfield Park. Safeguards and management measures are provided in Chapter 7.</p> <p>During operation, the proposal would improve accessibility and amenity for commuters and visitors to the Sydney Harbour Bridge and would enhance and strengthen the core function of the Sydney Harbour Bridge as an iconic and critical transport link, as well as have a positive impact on its National Heritage values. Measures that would be considered in further design development to mitigate impacts to listed heritage items and visual amenity are listed in Sections 6.2.4 and 6.1.4.</p>	Short term negative Long term positive
<p>(f) Any impact on the habitat of protected fauna (within the meaning of the <i>Biodiversity Conservation Act 2016</i>)?</p> <p>The significant impact test applied to threatened species and ecological communities relevant to the proposal is presented in Section 6.7 of the REF. The proposal is unlikely to have a significant impact on any Biodiversity Conservation Act 2016 listed species, populations or ecological communities or their habitats.</p>	Nil
<p>g Any endangering of any species of animal, plant or other form of life, whether living on land, in water or in the air?</p> <p>The proposal would not result in the endangering of any species.</p>	Nil
<p>(h) Any long-term effects on the environment?</p> <p>The proposal design development has avoided impacts to the environment, including tree removal, as much as possible. The proposal would require the removal of five non-native poplar trees and one ornamental pear in Bradfield Park north and a Canary Island date palm from the centre of the roundabout at the intersection of Alfred Street South, Lavender Street and Middlemiss Street. A Tree and Hollow Replacement Plan would be prepared for the proposal, as detailed in Section 6.7.</p>	Nil

Factor	Impact
As the proposal boundary is a highly urbanised area with no remnant native vegetation present, there are no additional long-term effects on the environment.	
<p>(i) Any degradation of the quality of the environment?</p> <p>During construction, the proposal would result in some impacts to heritage items, visual amenity and noise and vibration. Safeguards and management measures to ameliorate or minimise these expected impacts are detailed in Chapter 7.</p> <p>The proposal would require the removal of five non-native poplar trees and one ornamental pear in Bradfield Park north and a Canary Island date palm from the centre of the roundabout at the intersection of Alfred Street South, Lavender Street and Middlemiss Street. A Tree and Hollow Replacement Plan would be prepared for the proposal in accordance with Transport's Biodiversity Policy 2022 which aims to 'protect and enhance biodiversity, with the goal of achieving a no net loss of biodiversity as a consequence of its infrastructure development activities'.</p>	<p>Short term negative</p> <p>Long term - Nil</p>
<p>(j) Any risk to the safety of the environment?</p> <p>It is considered unlikely that significant contamination is present within the proposal boundary. The proposal boundary is not mapped as occurring in high flood hazard land, bushfire prone land or adjacent to hazardous or offensive development. During construction, excavation would be minor and relatively shallow. Further detail and management measures are provided in Section 6.5.</p> <p>Construction of the proposal would require work on roads and deliveries requiring multiple, temporary road closures, which have the potential to cause safety issues. These risks would be managed by carrying out works outside standard construction hours to minimise disruption to the traffic network and safety risks and implementing the safeguards identified in Section 6.4.</p> <p>Risks and hazards associated with climate change were assessed as low to moderate, based on the climate change pre-screening assessment. Further detail is provided in Section 6.11.</p> <p>Operation of the proposal will improve the safety for bike riders, pedestrians and road users.</p>	<p>Short term negative</p> <p>Long term positive</p>
<p>(k) Any reduction in the range of beneficial uses of the environment?</p> <p>Construction of the proposal would result in some, temporary loss of open space within Bradfield Park. The Kirribilli markets would be relocated for the duration of construction. The south bowling green would remain open for use by school children during the week and there is an ongoing engagement with Loreto Kirribilli and St Aloysius School to ensure impact on the school use would be minimised. Negotiations with Billi Boules Club are ongoing to identify alternative locations for the boules pistes during construction. Measures to mitigate the loss of open space during construction are identified in Chapter 7.</p> <p>During operation, the proposal would increase the range of beneficial users of the environment as it would improve mobility of bike riders and pedestrians. The proposal would improve amenity and accessibility of the Sydney Harbour Bridge and potentially attract more users and tourists to Milsons Point and Kirribilli. The proposal would provide the community with greater confidence to walk or cycle to their destination and feel safe while riding their bikes.</p>	<p>Short term negative</p> <p>Long term positive</p>
<p>(l) Any pollution of the environment?</p> <p>Potential construction impacts associated with pollution of the environment include potential spills, noise, air quality (assessed as minor) and waste generation which would be managed through the implementation of safeguards and management measures identified in Sections 6.3, Section 6.9, Section 6.13.4 and Chapter 7.</p> <p>During operation, by creating a safer and more accessible cycleway, the proposal aims to reduce the pressure on roads and potentially decrease road-related pollutant contributions, indirectly contributing to an improvement in ambient air quality.</p>	<p>Short term negative</p> <p>Long term positive</p>
(m) Any environmental problems associated with the disposal of waste?	

Factor	Impact
<p>Waste streams that would be generated during construction include cleared excavation, spoil, vegetation clearing, domestic waste from the site compound, packaging, scrap material and other general construction waste. It is not anticipated any waste disposal issues would be encountered. An in-situ waste classification of soils would be conducted in accordance with the safeguards in Section 6.5.4. This would be done prior to excavation and removal of soil from within the proposal boundary</p> <p>Management measures to minimize waste impacts are proposed in Section 6.12. A Waste Management Plan (WMP) would be prepared and implemented as part of the CEMP.</p>	Short term negative
<p>(n) Any increased demands on resources (natural or otherwise) that are, or are likely to become, in short supply?</p> <p>There would be no increased demands on resources that are, or are likely to become in short supply, as a result of the proposal.</p>	Nil
<p>(o) Any cumulative environmental effect with other existing or likely future activities? Potential cumulative impacts during construction of the proposal include the potential for cumulative heritage impacts to the heritage values of the Sydney Harbour Bridge resulting from concurrent construction of the proposal with the Sydney Harbour Bridge Arch Maintenance Units project. Potential cumulative construction noise impacts from the Sydney Harbour Bridge deck upgrade, the Warringah Freeway Upgrade and the proposal occurring concurrently. As these projects are all managed by Transport, ongoing planning would ensure noise impacts are adequately managed. Cumulative socio-economic impacts during construction would be minor and associated with traffic delays, temporary changes to amenity, decrease in patronage to local businesses and temporary loss of public open space. Potential, minor, cumulative traffic impacts may occur as a result of the overlap with the North Sydney Olympic Pool redevelopment project. Safeguards and management measures to avoid, reduce or manage cumulative impacts are presented in Section 6.13.</p> <p>During operation of the proposal there would be a minor cumulative heritage impact to the heritage values of the Sydney Harbour Bridge, due to overlap of the proposal with the Sydney Harbour Bridge Arch Maintenance Units projects. However, the combined projects would positively allow better access to the Sydney Harbour Bridge for the public and support ongoing use of the bridge. The arch maintenance project would also potentially cause a cumulative visual impact due to the introduction of permanent new elements to the Sydney Harbour Bridge. Operation of the proposal would promote positive cumulative traffic impacts, given that it would improve active transport accessibility and safety and decrease motorists on the road, reducing road traffic.</p>	<p>Short term negative</p> <p>Long term positive</p>
<p>(p) Any impact on coastal processes and coastal hazards, including those under projected climate change conditions?</p> <p>The proposal would not impact on coastal processes or coastal hazards.</p>	Nil
<p>(q) Applicable local strategic planning statements, regional strategic plans or district strategic plans made under the Act, Division 3.1</p> <p>The proposal is consistent with and would help fulfil the goals and objectives of numerous strategic planning instruments, such as the Future Transport Strategy – Our Vision for NSW (Transport for NSW, 2022), Connecting to the future: Our 10 Year Blueprint (Transport for NSW, 2018), NSW Infrastructure Strategy 2022-2042 (Infrastructure NSW, 2022) and Transport Sustainability Plan 2021 (Transport for NSW, 2020). A detailed description of all applicable strategic planning and policy documents is presented in Section 2.2.</p> <p>A detailed description of how the proposal would help to fulfill the goals and objectives of strategic planning instruments is outlined in Section 8.1.</p>	<p>Short term negative</p> <p>Long term positive</p>
<p>(r) Other relevant environmental factors.</p>	In considering the potential impacts of this proposal all relevant environmental factors have been considered, refer to Chapter 6 of this assessment.

Matters of National Environmental Significance and Commonwealth land

Under the environmental assessment provisions of the EPBC Act, the following matters of national environmental significance and impacts on Commonwealth land are required to be considered to assist in determining whether the proposal should be referred to the Australian Department of Climate Change, Energy, the Environment and Water.

A referral is not required for proposed actions that may affect nationally-listed threatened species, endangered ecological communities and migratory species. Impacts on these matters are still assessed as part of the REF in accordance with Australian Government significant impact criteria and taking into account relevant guidelines and policies.

Factor	Impact
a Any impact on a World Heritage property?	Nil
b Any impact on a National Heritage place?	Minor to moderate Construction of the proposal would result in a minor to moderate impact to the heritage fabric of the locally, state and nationally heritage listed Sydney Harbour Bridge. This impact would be mitigated through good contemporary design, by locating the proposed elevated linear bike ramp close to the concrete bridge approach, and by graduating the proposed elevated linear bike ramp from its connection to the Sydney Harbour Bridge and Bradfield Park.
c Any impact on a wetland of international importance?	Nil
d Any impact on a listed threatened species or communities?	Nil
e Any impacts on listed migratory species?	Nil
f Any impact on a Commonwealth marine area?	Nil
g Does the proposal involve a nuclear action (including uranium mining)?	Nil
h Additionally, any impact (direct or indirect) on the environment of Commonwealth land?	Nil

Appendix B

Statutory consultation checklists



Transport and Infrastructure SEPP

Certain development types

Development type	Description	Yes / No	If 'yes' consult with	SEPP (Transport and Infrastructure) Section
Car Park	Does the project include a car park intended for the use by commuters using regular bus services?	No	North Sydney Council and the occupiers of adjoining land	Section 2.110
Bus Depots	Does the project propose a bus depot?	No	North Sydney Council and the occupiers of adjoining land	Section 2.110
Permanent road maintenance depot and associated infrastructure	Does the project propose a permanent road maintenance depot or associated infrastructure such as garages, sheds, tool houses, storage yards, training facilities and workers' amenities?	No	North Sydney Council and the occupiers of adjoining land	Section 2.110

Development within the Coastal Zone

Development type	Description	Yes / No	If 'yes' consult with	SEPP (Transport and Infrastructure) Section
Development with impacts on certain land within the coastal zone	Is the proposal within a coastal vulnerability area and is inconsistent with a certified coastal management program applying to that land?	No	North Sydney Council	Section 2.14

Note: See interactive map at [Planning Portal NSW spatial viewer - find a property](#). Note the coastal vulnerability area has not yet been mapped.

Note: a certified coastal zone management plan is taken to be a certified coastal management program.

Council related infrastructure or services

Development type	Potential impact	Yes / No	If 'yes' consult with	SEPP (Transport and Infrastructure) Section
Stormwater	Are the works likely to have a <i>substantial</i> impact on the stormwater management services which are provided by council?	No	North Sydney Council	Section 2.10
Traffic	Are the works likely to generate traffic to an extent that will <i>strain</i> the capacity of the existing road system in a local government area?	Yes	North Sydney Council	Section 2.10

Development type	Potential impact	Yes / No	If 'yes' consult with	SEPP (Transport and Infrastructure) Section
Sewerage system	Will the works involve connection to a council owned sewerage system? If so, will this connection have a <i>substantial</i> impact on the capacity of any part of the system?	No	North Sydney Council	Section 2.10
Water usage	Will the works involve connection to a council owned water supply system? If so, will this require the use of a <i>substantial</i> volume of water?	No	North Sydney Council	Section 2.10
Temporary structures	Will the works involve the installation of a temporary structure on, or the enclosing of, a public place which is under local council management or control? If so, will this cause more than a <i>minor</i> or <i>inconsequential</i> disruption to pedestrian or vehicular flow?	Yes	North Sydney Council	Section 2.10
Road & footpath excavation	Will the works involve more than <i>minor</i> or <i>inconsequential</i> excavation of a road or adjacent footpath for which council is the roads authority and responsible for maintenance?	Yes	North Sydney Council	Section 2.10

Local heritage items

Development type	Potential impact	Yes / No	If 'yes' consult with	SEPP (Transport and Infrastructure) Section
Local heritage	Is there is a local heritage item (that is not also a State heritage item) or a heritage conservation area in the study area for the works? If yes, does a heritage assessment indicate that the potential impacts to the heritage significance of the item/area are more than minor or inconsequential?	Yes	North Sydney Council	Section 2.11

Flood liable land

Development type	Potential impact	Yes / No	If 'yes' consult with	SEPP (Transport and Infrastructure) Section
Flood liable land	Are the works located on flood liable land? If so, will the works change flood patterns to more than a <i>minor</i> extent?	No	North Sydney Council	Section 2.12

Development type	Potential impact	Yes / No	If 'yes' consult with	SEPP (Transport and Infrastructure) Section
Flood liable land	Are the works located on flood liable land? (to any extent). If so, do the works comprise more than minor alterations or additions to, or the demolition of, a building, emergency works or routine maintenance?	No	State Emergency Services Email: erm@ses.nsw.gov.au	Section 2.13

Note: Flood liable land means land that is susceptible to flooding by the probable maximum flood event, identified in accordance with the principles set out in the manual entitled Floodplain Development Manual: the management of flood liable land published by the New South Wales Government.

Public authorities other than councils

Development type	Potential impact	Yes / No	If 'yes' consult with	SEPP (Transport and Infrastructure) Section
National parks and reserves	Are the works adjacent to a national park or nature reserve, or other area reserved under the <i>National Parks and Wildlife Act 1974</i> , or on land acquired under that Act?	No	Environment and Heritage Group, DPE	Section 2.15
National parks and reserves	Are the works on land in Zone E1 National Parks and Nature Reserves or in a land use zone equivalent to that zone?	No	Environment and Heritage Group, DPE	Section 2.15
Navigable waters	Do the works include a fixed or floating structure in or over navigable waters?	No	Transport for NSW - Maritime	Section 2.15
Bush fire prone land	Are the works for the purpose of residential development, an educational establishment, a health services facility, a correctional centre or group home in bush fire prone land?	No	Rural Fire Service (RFS) [Refer to the NSW RFS publication: <i>Planning for Bush Fire Protection (2006)</i>]	Section 2.15
Artificial light	Would the works increase the amount of artificial light in the night sky and that is on land within the dark sky region as identified on the dark sky region map? (Note: the dark sky region is within 200 kilometres of the Siding Spring Observatory)	No	Director of the Siding Spring Observatory	Section 2.15
Defence communications buffer land	Are the works on buffer land around the defence communications facility near Morundah? (Note: refer to Defence Communications Facility Buffer Map referred to in Section 5.15 of Lockhart LEP 2012, Narrandera LEP 2013 and Urana LEP 2011.	No	Secretary of the Commonwealth Department of Defence	Section 2.15

Development type	Potential impact	Yes / No	If 'yes' consult with	SEPP (Transport and Infrastructure) Section
Mine subsidence land	Are the works on land in a mine subsidence district within the meaning of the <i>Mine Subsidence Compensation Act 1961</i> ?	No	Mine Subsidence Board	Section 2.15

