

Appendix H: Section 171 Factors

Section 171 Factors

The assessment of the proposal against the Section 171 requirements under the Environmental Planning and Assessment Regulation was reviewed during preparation of the submissions report. Section 171 Factor (b), relating to ‘transformation of the locality’ been assessed to be a ‘minor’ impact to account for the change that the proposal would bring to the locality. All other Section 171 factors were assessed to have the same impact level as presented in the REF.

Factor	Impact as assessed in the REF	Impact revised for submissions report
<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 section 6.2 of this submissions report.</p> <p>Once operational, the proposal would improve safety, ease of access for a broad range of customer groups and bike 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>No change</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.</p> <p>It is acknowledged that the proposal would lead to a change to the locality through improvements to safety and accessibility for bike riders that would support future growth in the number of bike riders using the Sydney Harbour Bridge Cycleway. The proposal would also enhance amenity of the area through encouraging cycling as an alternative form of transport to driving, which would assist in relieving congestion on roads.</p> <p>The safeguards and management measures identified in section 6.2 of this submissions report would minimise the visual impacts of the proposal and help recognise community benefits from the proposal.</p>	<p>Nil</p>	<p>Minor, long-term negative</p> <p>Long-term positive</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 of the REF and section 6.2 of this submissions report for detailed safeguards and management measures.</p>	<p>Nil</p>	<p>No change</p>
<p>(d) Any reduction of the aesthetic, recreational, scientific or other environmental quality or value of a locality?</p>		

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<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>Noise impacts during the construction phase will be mitigated through safeguards referred to section 6.2 of this submissions report.</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 design process (refer to Chapters 2 and 3 of the REF) 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 of this submissions report 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>	<p>Short term negative</p> <p>Long term positive</p>	<p>No change</p>
<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 section 6.2 of this submissions report.</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</p>	<p>Short term negative</p> <p>Long term positive</p>	<p>No change</p>

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<p>Heritage values. Measures that would be considered in further design development to mitigate impacts to listed heritage items and visual amenity are listed in section 6.2 of this submissions report.</p>		
<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	No change
<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	No change
<p>(h) Any long-term effects on the environment?</p> <p>The design development of the proposal 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 6.2 of this submissions report.</p> <p>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>	Nil	No change
<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 section 6.2 of this submissions report.</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>	No change
<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 6.2 of this submissions report.</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 6.2 of this submissions report.</p>	<p>Short term negative</p> <p>Long term positive</p>	No change

Factor	Impact as assessed in the REF	Impact revised for submissions report
<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 of the REF.</p> <p>Operation of the proposal will improve the safety for bike riders, pedestrians and road users.</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 have advised that the Coal Loader site would be appropriate for them to use during the construction period, with the option to use the Waverton Bowling Club, if needed. Measures to mitigate the loss of open space during construction are identified in section 6.2 of this submissions report.</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>No change</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 section 6.2 of this submissions report.</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>	<p>No change</p>
<p>(m) Any environmental problems associated with the disposal of waste?</p> <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 6.2 of this submissions report.. This would be done prior to excavation and removal of soil from within the proposal boundary. Management measures to minimize waste impacts are proposed in section 6.2 of this submissions report. A Waste Management Plan (WMP) would be prepared and implemented as part of the CEMP.</p>	<p>Short term negative</p>	<p>No change</p>
<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. Material selection would be completed during detailed design, material sources would comply with relevant Transport material quality specifications and would be sourced from local commercial suppliers where available.</p>	<p>Nil</p>	<p>No change</p>

Factor	Impact as assessed in the REF	Impact revised for submissions report
<p>(o) Any cumulative environmental effect with other existing or likely future activities?</p> <p>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 6.2 of this submissions report.</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>No change</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>	<p>Nil</p>	<p>No change</p>
<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 of the REF.</p> <p>A detailed description of how the proposal would help to fulfil the goals and objectives of strategic planning instruments is outlined in section 2.2 of the REF.</p>	<p>Long term positive</p>	<p>No change</p>
<p>(r) Other relevant environmental factors.</p>	<p>In considering the potential impacts of this proposal all relevant environmental factors have been considered, refer to</p>	<p>In considering the potential impacts of this proposal all relevant environmental factors have been considered. Refer to Chapter 6 of the REF</p>

Factor	Impact as assessed in the REF	Impact revised for submissions report
	Chapter 5 of this assessment.	and Chapter 5 of this submissions report.