



Transport
Roads & Maritime
Services

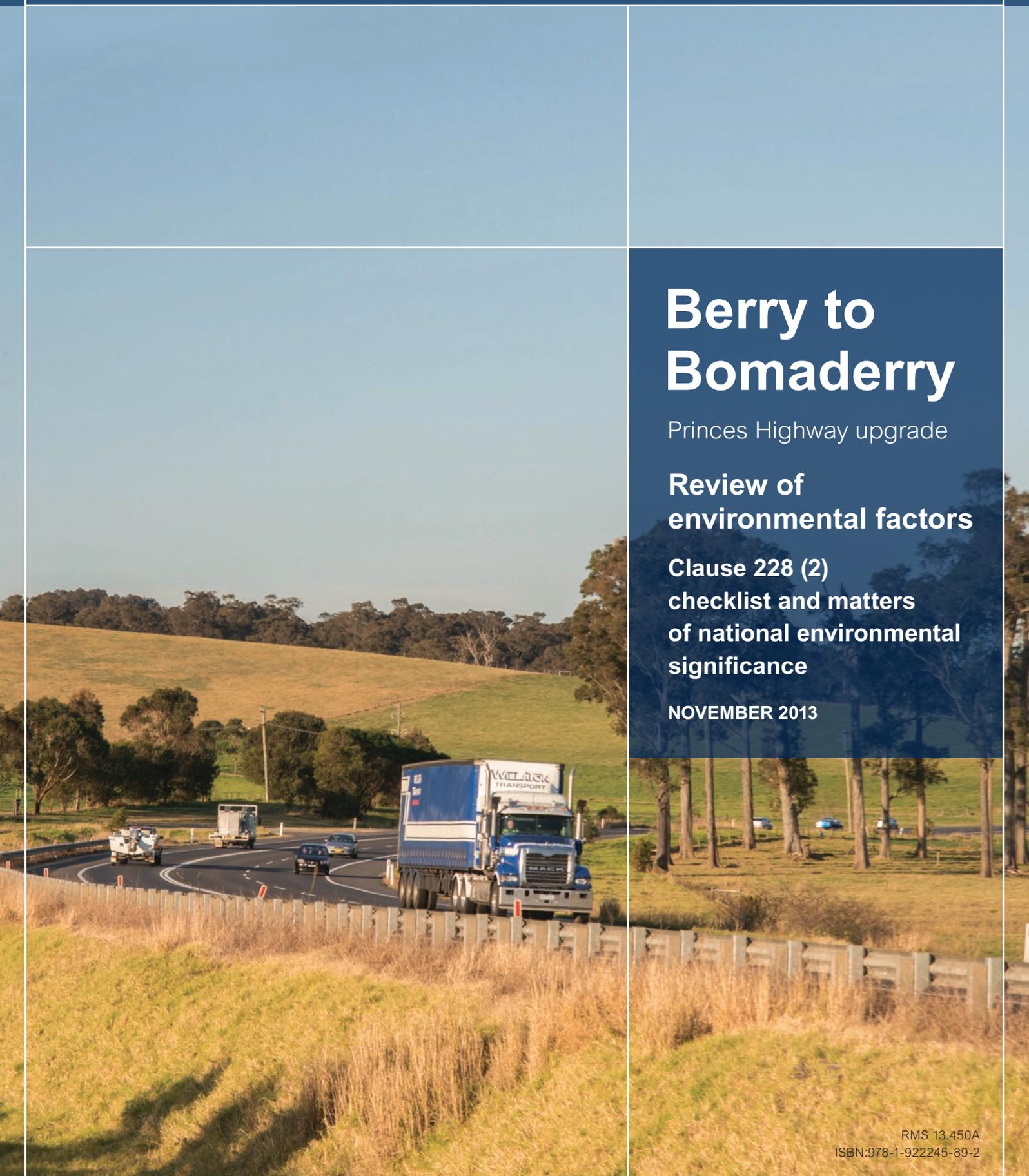
Berry to Bomaderry

Princes Highway upgrade

**Review of
environmental factors**

**Clause 228 (2)
checklist and matters
of national environmental
significance**

NOVEMBER 2013



Appendix A

Consideration of clause 228(2) factors and matters of national environmental significance

Clause 228(2) Checklist

The factors listed in Clause 228(2) of the *Environmental Planning and Assessment Regulation 2000* (**Table A-1**) are required to be considered when assessing the likely impacts of the proposal on the natural and built environment. **Table A-1** below outlines how these factors relate to the proposal, and how they have been considered throughout the preparation of this review of environmental factors.

Table A-1 Consideration of clause 228(2) factors for the proposal

Factor	Impact
a. Any environmental impact on a community?	
Construction of the proposal would generate short-term adverse impacts on the surrounding environment. This would include impacts to traffic conditions and road performance, the local noise environment, landscape character and visual amenity, and air quality. These impacts would be temporary and safeguards and management measures (refer to Chapter 7) would be implemented to minimise the impacts of the proposal on sensitive receivers as much as practically possible throughout the construction phase.	Short-term, minor, negative impact.
Construction of the proposal would change the visual appearance of the Princes Highway along the proposal in the short-term through the presence and movement of construction plant and equipment. These impacts would be short-term throughout the construction phase only. Safeguards and management measures to minimise the loss of visual amenity in the vicinity of the proposal are provided in Section 6.6.4 and Appendix H .	Short-term, minor, negative impact.
The proposal would require the permanent acquisition of 46 hectares of rural land used for agriculture and would alter property accesses along the proposal. The proposal would restrict property and local road accesses to left-in left-out only, as a result of the central median barrier. This would increase travel time for trips to and from affected properties by up to four minutes, however; the proposal would reduce travel times between Berry and Bomaderry by up to one minute and provide substantial improvements in road safety. Affected property owners would continue to be consulted throughout the detailed design and construction stages of the proposal. Safeguards and management measures would be implemented to minimise the impacts of the proposal on land use and property access arrangements. These are detailed in Section 6.1.4 and Section 6.9.4 .	Long-term, positive and negative impacts.
The proposal would also require the permanent removal of 5.11 hectares of native vegetation, including 0.30 hectares of RFEFCF EEC, 0.02 hectares of FWCF EEC and 0.53 hectares of ILGW EEC. An additional 0.61 hectares of FWCF EEC would be disturbed during construction and 5.93 hectares of native vegetation would be indirectly affected by the proposal. Native vegetation that would be affected by the proposal is considered to be of poor quality. However, vegetation clearance would remove known and/or potential fauna habitat. Safeguards and management measures to minimise impacts of the proposal on local biodiversity are provided in Section 6.3.4 , Appendix E and Appendix F .	Long-term, minor, negative impact.

Factor	Impact
<p>The proposal would permanently modify the visual appearance of the Princes Highway along the length of the proposal. These changes would include the provision of a wider road reserve, an altered vertical and horizontal alignment, eight new bridges over local waterways, one flood mitigation bridge, two grade-separated facilities, one grade-separated half-interchange, a heavy vehicle inspection bay and one large cutting at Strongs Road, Jaspers Brush about 300 metres long and 10 metres deep. The proposal would be designed to be integrated into the surrounding landscape as much as practically possible. The proposal would be constructed in accordance with the urban design and landscape plan (Section 6.6.4 and Appendix H). Further, the visual appearance of the Princes Highway along the length of the proposal would be consistent with the urban and landscape design of the wider Princes Highway upgrade between Gerringong and Bomaderry.</p>	<p>Long-term, moderate, negative impact.</p>
<p>The proposal would deliver long-term positive impacts to the community through improvements to road safety and traffic efficiency, including safer property access arrangements and an improved road alignment.</p>	<p>Long term, positive impact.</p>
<p>b. Any transformation of a locality?</p>	
<p>Construction of the proposal would temporarily impact the locality, predominantly through adverse impacts on visual amenity. Visual amenity impacts would be affected by the presence and movement of construction plant and equipment within the proposal area. The proposal would also result in the permanent removal of 5.11 hectares of native vegetation, including 0.30 hectares of RFEFCF EEC, 0.02 hectares of FWCF EEC and 0.53 hectares of ILGW EEC. An additional 0.61 hectares of FWCF EEC would be disturbed during construction and 5.93 hectares of native vegetation would be indirectly affected by the proposal.</p>	<p>Short-term, minor, negative impact.</p> <p>Long-term, minor, negative impact.</p>
<p>In the longer term, the proposal would transform the locality largely through the provision of a wider road reserve that would increase the footprint of the existing highway. The footprint of the proposal would also require the removal of one residential dwelling, the construction of eight bridges over local waterways, one flood mitigation bridge, two grade-separated facilities (including local road overpasses), one grade-separated half-interchange and one large cutting. The permanent changes to the locality in the context of the proposal are considered to be moderate, particularly as the proposal generally follows the alignment of the existing highway, and would largely be located within the existing road reserve. Safeguards and management measure to minimise the impacts of the proposal on the landscape character and visual amenity, including the proposed urban and landscape plan are detailed in Section 6.6.4 and Appendix H.</p>	<p>Long-term, moderate, negative impact.</p>
<p>Changes to the locality would not impact on local community structure within the vicinity of the proposal. The proposal would improve accessibility to the south coast from the north, and would improve road safety and traffic efficiency for local road users and through traffic, including freight.</p>	<p>Long-term, positive impact.</p>

Factor	Impact
c. Any environmental impact on the ecosystems of the locality?	
<p>The proposal would require the removal of 5.11 hectares of generally low quality native vegetation. This includes the clearance of 0.30 hectares of the RFEFCF EEC, 0.02 hectares of FWCF EEC and 0.53 hectares of the ILGW EEC, which is considered to be of low conservation significance due to its highly modified state (refer to Section 6.3.3). The vegetation to be removed would include known and/or potential habitat for four threatened flora species and 37 threatened fauna species. Clearance could result in the loss of nesting habitat and roosting hollows, as well as feeding, shelter and dispersal resources. Areas of vegetation that would be removed would be unlikely to significantly impact on important habitat in the study area (Section 6.3.4 and Appendix E).</p>	<p>Long-term, minor, negative impact.</p>
<p>Overall, impacts of the proposal on flora, fauna and vegetation communities within the study area during construction are not considered to be significant, provided the safeguards and management measures outlined in Section 6.3.4 are implemented. Mitigation would include site specific measures to minimise vegetation clearances where reasonable and feasible, and measures to minimise the impacts of the proposal on wildlife connectivity and habitat fragmentation, changes to hydrology, water quality and aquatic ecology, loss of threatened species and their habitat, and to restrict the spread of weeds.</p>	<p>Long-term, minor, negative impact.</p>
<p>In the long term, operation of the proposal would permanently remove potential threatened flora and fauna habitat (as a result of construction); have the potential to facilitate the spread of weeds and would also create the potential for fauna mortality.</p>	<p>Long-term, minor, negative impact.</p>
d. Any reduction of the aesthetic, recreational, scientific or other environmental quality or value of a locality?	
<p>Construction of the proposal would impact on the local landscape character and visual amenity, air quality, noise environment, traffic conditions and road performance. These impacts would be temporary throughout the construction phase only. A range of safeguards and management measures would be implemented to minimise these impacts on sensitive receivers. These measures are summarised in Chapter 7.</p>	<p>Short-term, moderate, negative impact.</p>
<p>The proposal would have a permanent impact on the aesthetic quality of the proposal area and surrounds. These impacts would largely be through vegetation clearance, the presence of a wider road reserve and the construction of two grade-separated facilities, a grade separated half-interchange, one large cutting and eight new bridges over local waterways. The proposal is largely located within the road reserve of the existing highway and a range of landscape and urban design features have been integrated into the design of the proposal to minimise impacts on the aesthetic quality of the study area and surrounds (Section 6.6.4). The overall amenity of the study area and surrounds is not anticipated to be considerably impacted by the operation of the proposal.</p>	<p>Long-term, minor, negative impact.</p>
<p>No recreational or scientific qualities of the study area are anticipated to be impacted during the construction and operation of the proposal.</p>	<p>No impact.</p>

Factor	Impact
<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>The proposal would fully impact 10 and partially impact 14 sites, items or objects of Aboriginal heritage significance (Section 6.7.3). Impacts to Aboriginal heritage would be minimised through the implementation of a range of safeguards and management measures, which are outlined in Section 6.7.4.</p>	<p>Long-term, minor, negative impact.</p>
<p>The proposal would fully impact two, partially impact eight and indirectly impact 13 items of non-Aboriginal heritage significance. Impacts were found to be acceptable (Section 6.8.3), subject to the implementation of the safeguards and management measures outlined in Section 6.8.4.</p>	<p>Long-term, minor, negative impact.</p>
<p>f. Any impact on the habitat of protected fauna (within the meaning of the National Parks and Wildlife Act 1974)?</p>	
<p>The proposal would require the permanent removal of 5.11 hectares of native vegetation, including 0.30 hectares of RFEFCF EEC, 0.02 hectares of FWCF EEC and 0.53 hectares of ILGW EEC. Removal of this vegetation would result in the loss of fauna habitat features such as nesting habitat and roosting hollows, as well as feeding, shelter, habitat and dispersal resources. The majority of native vegetation to be cleared is in a poor condition, or has been completely altered and is considered to be of low conservation significance. Although vegetation within the study area potentially provides a range of food and shelter for fauna, the proposal is unlikely to significantly impact on important fauna habitats within the study area (Section 6.3.3).</p>	<p>Long-term, minor, negative impact.</p>
<p>A number of threatened fauna species listed under the TSC Act and/or EPBC Act were recorded or considered to have potential habitat within the study area. These threatened fauna species may be impacted as a result of the proposal through death or injury of individuals, as well as the loss or disturbance of limiting foraging resources and/or limiting breeding resources. The proposal may also impact the foraging habitat and connectivity of these species. However, it is unlikely that the proposal would significantly impact on their survival. The likelihood of this occurring as a result of the proposal would be minimised through the implementation of appropriate mitigation measures, as detailed in Section 6.3.4.</p>	<p>Long-term, minor, negative impact.</p>
<p>The known and/or potential habitat for migratory species is not considered important for the species previously recorded within 10 kilometres of the study area. Impacts to known and/or potential migratory species habitat within the study area are considered to be minimal.</p>	<p>Negligible impact.</p>
<p>The study area is considered highly disturbed, containing only small patches of native vegetation. Further fragmentation of habitats and barrier effects as a result of the proposal are considered to be unlikely, as the proposal generally follows the path of the existing Princes Highway. Impacts of existing fragmentation, and the exacerbation of edge effects within the study area on threatened species habitat and threatened ecological communities in the study area is unlikely to increase as a result of the proposal, given the high degree of existing fragmentation within the study area (Section 6.3.3).</p>	<p>Negligible impact.</p>

Factor	Impact
g. Any endangering of any species of animal, plant or other form of life, whether living on land, in water or in the air?	
The proposal involves the permanent removal of 5.11 hectares of native vegetation, including 0.30 hectares of RFEFCF EEC, 0.02 hectares of FWCF EEC and 0.53 hectares of ILGW EEC.. The vegetation to be removed would include potential habitat for some threatened flora and fauna species known to or likely to occur within 10 kilometres of the proposal. Assessments of significance were undertaken for four flora species and 18 fauna species. It was determined that the proposal would be unlikely to significantly impact on these species. However, due to the presence of suitable habitat within the study area, targeted surveys are to be undertaken for four threatened flora species and three threatened fauna species prior to the commencement of construction.	Long-term, minor, negative impact.
The proposal is considered unlikely to further endanger any species of flora or fauna, as the potential flora and fauna habitat to be removed has been significantly altered and is of low conservation significance.	Negligible impact.
h. Any long-term effects on the environment?	
The proposal would have minor impacts within the study area in the long-term. This would include permanent changes to the landscape character and visual amenity through the provision of a widened road reserve, two local road overpasses at grade-separated facilities, a flood mitigation bridge and a large cutting at Strongs Road, Jaspers Brush. The impacts of the proposal on the landscape would be minimised through the implementation of the urban and landscape character plan, and through the implementation of safeguards and management measure to reduce the visual impacts of the proposal during construction and operation (refer Section 6.6.4 and Appendix H).	Long-term, minor, negative impact.
The proposal would have a minor long term impact on the environment through the removal of 5.11 hectares of native vegetation, including 0.30 hectares of RFEFCF EEC, 0.02 hectares of FWCF EEC and 0.53 hectares of ILGW EEC...	Long-term, minor, negative impact.
i. Any degradation of the quality of the environment?	
The proposal would generate long term land use and property impacts, which would arise from the commencement of construction. Forty-six hectares of land predominantly used for agriculture would be acquired permanently by Roads and Maritime to accommodate the widened road reserve. The land to be acquired would be largely through strip acquisition adjacent to the existing highway, and would not inhibit the residual land on these lots from being used for agricultural purposes. One residential dwelling would be impacted by the proposal for the grade-separated facility at Jaspers Brush Road and Strongs Road.	Long-term, minor, negative impact.
The central median barrier to be constructed along the length of the proposal would restrict all property access directly connected to the proposal to left-in left-out only, which would provide safer access for local road users onto the proposal.	Long-term, moderately positive and negative impacts.

Factor	Impact
<p>Operation of the proposal has been predicted to potentially increase the relevant road traffic noise at numerous noise sensitive receivers during daytime and night-time periods. A number of sensitive receivers would be exposed to noise levels above the relevant operational noise criteria. To address noise impacts low noise pavement has been included in the concept design for the entire length of the proposal. With low noise pavement, 42 residential receivers and one child care centre would be considered for architectural treatment. Noise barriers are not considered to be feasible or reasonable in these locations. Safeguards and management measures to minimise impacts of the proposal on noise levels at sensitive receivers are provided in Section 6.2.5 and Appendix D.</p>	<p>Long-term, minor, negative impact.</p>
<p>The proposal would permanently alter the landscape character and visual amenity of the proposal area and surrounds. This would be through the provision of a widened road reserve, two local road overpasses at grade-separated facilities, a grade-separated half-interchange, a flood mitigation bridge and a large cutting at Strongs Road, Jaspers Brush. The proposal would modify the well-established cultural landscape relationship that has evolved between the existing corridor and the adjacent land uses. Impacts of the proposal on the landscape character and visual amenity of the proposal area and surrounds would be minimised as much as practically possible through the implementation of the safeguards and management measures outlined in Section 6.6.4, including the urban and landscape character plan.</p>	<p>Long-term, minor, negative impact.</p>
<p>Other than in areas where permanent, man-made barriers are erected, barrier effects as a result of the proposal are unlikely to increase substantially from what is present from the existing highway. The proposal would widen the road reserve of the Princes Highway along the length of the proposal which would result in a wider barrier to fauna movement. However, the proposal is not considered to impact upon the level of wildlife connectivity. The proposal would require the removal of 5.11 hectares of native vegetation for the construction of the proposal, including 0.30 hectares of the RFEFCF EEC, 0.02 hectares of FWCF EEC and 0.53 hectares of the ILGW EEC. The vegetation to be removed is of poor quality and low conservation significance, however, provides some known and/or potential habitat for threatened flora and fauna species. Safeguards and management measures to avoid and minimise impacts of the proposal on biodiversity are detailed in Section 6.3.4, Appendix E and Appendix F.</p>	<p>Long-term, minor, negative impact.</p>
<p>Throughout construction, the proposal may impact water quality through potential increased sedimentation, mobilisation of contaminants into waterways, and spills and leakages of fuel into local waterways. Safeguards and management measures to minimise impacts of the proposal on local water quality and water pollution throughout construction are provided in Section 6.4.5, Appendix F and Appendix G.</p>	<p>Short-term, minor, negative impact.</p>
<p>The proposal would result in the construction of an operational water quality treatment system, which would improve the quality of surface water runoff entering local waterways when compared to the existing highway. The water quality treatment system would be provided to meet specified water quality targets downstream of the proposal. It is expected that the operational water quality treatment system would produce a future net benefit to water quality.</p>	<p>Long-term, positive impact.</p>
<p>The proposal would widen the existing highway to four lanes with median separation (two in each direction). The proposal would improve road safety and traffic efficiency along this section of the Princes Highway, and would contribute to improving access to the NSW South Coast from the north.</p>	<p>Long-term, positive impact.</p>

Factor	Impact
j. Any risk to the safety of the environment?	
Construction works along the length of the proposal could potentially impact road safety through altered traffic conditions. This would be managed through the implementation of safeguards and management measures outlined in Section 6.1.4 including the implementation of a Traffic Management Plan.	Short-term, negative impacts.
Operation of the proposal would meet the proposal objective of improved road safety. This would be achieved through the provision of a wider, four-lane highway with central median separation. Hazards and risks associated with the proposal have been addressed in Section 6.13 of this review of environmental factors.	Long-term, positive impacts.
k. Any reduction in the range of beneficial uses of the environment?	
The proposal would require the permanent acquisition of about 46 hectares of predominantly agricultural land from the commencement of construction. The land to be acquired would largely be through strip acquisition across 61 lots, and would comprise a small percentage of each of the individual properties. Almost all land acquisition would be adjacent to the existing highway and would not affect the residual portions of these lots, which would be able to continue to be used for agriculture.	Long-term, minor, negative impact.
The proposal would remove up to 11.65 hectares of vegetation, including the direct removal of 5.11 hectares of native vegetation to accommodate the footprint of the proposal. The vegetation to be removed would include known and/or potential habitat for threatened flora and fauna species, however; the native vegetation to be removed is considered to be poor quality native vegetation of low conservation significance.	Long-term, minor, negative impact.
During construction, the proposal would impact traffic conditions along the existing highway and surrounding roads by increasing the number of heavy vehicles, by generating interruptions to traffic flow and from temporary changes in the speed limit. In the long-term, the proposal would improve road safety and traffic efficiency along the Princes Highway within the proposal area.	Short-term minor negative impacts, long-term positive impacts.
l. Any pollution of the environment?	
During construction, there is the potential that the proposal would result in some pollution within local waterways. This could be as a result of increased sedimentation, increased soil nutrients, wastes, and fuel and chemical spills/leakages. Safeguards and management measures outlined in Section 6.4.5 would be implemented to minimise the risk of water pollution as a result of construction of the proposal as much as practically possible.	Short-term, minor, negative impact.
Local noise and air quality impacts may also occur throughout construction of the proposal. These minor, short-term impacts would largely be a result of the operation of construction plant and equipment, and the generation of dust. The proposal also has the potential to generate some minor, short-term water pollution impacts, should sediments, soil nutrients, waste and spilt fuels and chemicals enter the waterways. Management of impacts to water quality, noise and air quality during construction would be undertaken in accordance with the safeguards and management measures outlined in Section 7.2 .	Minor, short term negative impacts.
The safeguards and management measures outlined in Section 6.2.5 would be implemented throughout the operation of the proposal and would mitigate long-term adverse noise impacts as much as practically possible.	Minor, long-term, negative impacts

Factor	Impact
m. Any environmental problems associated with the disposal of waste?	
<p>Issues surrounding waste disposal are not anticipated to arise as a result of the proposal. The management and disposal of waste would be undertaken in accordance with the applicable State legislation and government policies. A Waste Management Plan would also be prepared as part of the CEMP.</p>	No impact.
<p>There is a low likelihood that the land within the footprint of the proposal is currently or has been historically affected by contamination. The potential for contamination to be encountered during construction of the proposal on agricultural, residential and/or commercial lands is considered to be low. Should contamination be encountered, it would most likely be localised to areas identified as being of potential concern (Table 6-57 in Section 6.11.2). In the event that contamination is encountered, work would cease in that area until further assessment has been undertaken. Additionally, a procedure would be implemented for handling the unexpected discovery of contamination. Further safeguards and management measures that would be implemented to manage contamination and waste are provided in Section 6.11 and Section 6.14 respectively.</p>	Negligible impacts.
n. Any increased demands on resources (natural or otherwise) that are, or are likely to become, in short supply?	
<p>Construction of the proposal would largely use common construction materials (such as concrete and asphalt), and would not create any significant demand on these resources.</p> <p>At the time of writing of this review of environmental factors, the resources required for the construction of the proposal were not identified as being in short supply.</p>	No impact.
o. Any cumulative environmental effect with other existing or likely future activities?	
<p>Cumulative impacts arising from simultaneous or consecutive construction of the proposal with the Princes Highway would be temporary, and limited to sensitive receivers at the northern tie-in point of the proposal, and local and through traffic. It is not expected that cumulative impacts would be considerable. Operation of the proposal and the Gerringong upgrade project and the Foxground and Berry bypass project would have beneficial effects, namely improvements to road safety and traffic efficiency along the Princes Highway between Gerringong and Bomaderry.</p>	Short term, minor, negative impact.
<p>Two other projects were identified as having potential cumulative impacts with the proposal; North Nowra Link Road and the Shoalhaven Starches factory site proposed gas pipeline (refer to Section 6.16.2). The timing and staging of construction of these two projects are currently unknown. Should they be constructed simultaneously with the proposal, there is potential for impacts to occur relating to traffic, noise and visual amenity. The implications of these two projects would be determined during detailed design (refer to Section 6.16.2).</p>	Negligible impact.
p. Any impact on coastal processes and coastal hazards, including those under projected climate change conditions?	
<p>Projected climate change risks related to the proposal include higher temperatures and increased evaporation, as well as more intense and frequent fire-risk days, an increase in the severity and frequency of heavy rainfall and resultant flood events.</p>	No impact.

Factor	Impact
<p>The proposal has been designed with an awareness of the potential climate change impacts. This has included incorporating drainage structures into the concept design that would adequately withstand future climatic changes, including an additional six per cent increase in rainfall intensity. Further safeguards and management measures to avoid and minimise the impacts of climate change on the proposal have been provided in Table 6-69 of this review of environmental factors in Section 6.15.</p>	<p>No impact.</p>

Matters of National Environmental Significance

Under the environmental assessment provisions of the *Environment Protection and Biodiversity Conservation Act 1999*, 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 Federal Department of the Environment.

Table A-2 Consideration of Matters of National Environmental Significance

Factor	Impact
a. Any impact on a World Heritage property?	
There are no World Heritage Properties in the vicinity of the proposal.	No impact.
b. Any impact on a National Heritage place?	
There are no National Heritage Places in the vicinity of the proposal.	No impact.
c. Any impact on a wetland of international importance?	
There are no wetlands of international importance in the vicinity of the proposal.	No impact.
d. Any impact on a listed threatened species or communities?	
<p>The aquatic and terrestrial ecology assessments undertaken for the proposal (refer to Section 6.3, Appendix E and Appendix F) identified 26 threatened flora species and 70 threatened fauna species listed under the TSC and/or EPBC Act which are known to occur, or have the potential to occur within 10 kilometres of the proposal.</p> <p>The majority of impacts to threatened flora would be limited to areas requiring vegetation clearance only, and would not result in further isolation or fragmentation of potential habitat for any threatened flora species. Impacts to the six fauna species listed as threatened under the Environment Protection and Biodiversity Conservation Act are anticipated to be minimal. A referral to the Commonwealth Minister for the environment is not considered necessary for impacts to threatened flora and fauna species in the vicinity of the proposal.</p> <p>Construction of the proposal would require the removal of 5.11 hectares of native vegetation, including 0.30 hectares of riverbank forest consistent with the RFEFCF EEC, 0.02 hectares of FWCF EEC and 0.53 hectares of South Coast Grassy Woodland consistent with the ILGW EEC. These two vegetation communities are not commonwealth listed; however, they are listed as EECs under the TSC Act. As these vegetation communities are not commonwealth listed, a referral to the Commonwealth Minister for the environment is not considered necessary.</p>	Minimal impact.
e. Any impacts on listed migratory species?	
The aquatic and terrestrial ecology assessments undertaken for the proposal (refer to Section 6.3, Appendix E and Appendix F) identified four migratory species within the study area, and identified potential habitat for an additional 18 migratory species. The known and/or potential habitat for migratory species within the study area was not considered to be important habitat for these species. Impacts of the proposal on migratory species are therefore considered to be minimal and a referral to the Commonwealth Minister for the environment is not considered necessary.	Minimal impact.
f. Any impact on a Commonwealth marine area?	
There are no Commonwealth marine areas in the vicinity of the proposal.	No impact.

Factor	Impact
g. Does the proposal involve a nuclear action (including uranium mining)?	
The proposal does not involve a nuclear action.	No impact.
Additionally, any impact (direct or indirect) on Commonwealth land?	
No Commonwealth land would be directly or inadvertently impacted by the proposal.	No impact.