2-4 Hale Street Botany Waste Management Facility Social Impact Assessment

For Coombes Property Group

16 March 2024

About Astrolabe Group

Astrolabe Group are the recognised experts in urban growth and change management with a uniquely empathetic approach to client and community.

This report was prepared for Coombes Property Group.

In preparing the report, Astrolabe has made every effort to ensure the information included is reliable and accurate. Astrolabe is unable to accept responsibility or liability for the use of this report by third parties.

Acknowledgement of Country

In the spirit of reconciliation, Astrolabe Group Acknowledges the Traditional Owners of Country throughout Australia and their continuing connections to land waters and community.

We show our respect to elders past and present. We acknowledge that we stand on Country which was and always will be Aboriginal Land.

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Executive Summary

Coombes Property Group and KLF Group are seeking to develop a new Waste Management Facility at 2-4 Hale Street, Botany. This Social Impact Assessment (SIA) will inform the State Significant Development Application (SSDA) Environmental Impact Statement (EIS) process for the subject application (SSD-62855708).

Astrolabe Group has prepared this SIA in line with the requirements set out in the Secretary's Environmental Assessment Requirements (SEARs), which were issued on the 25 October 2023.

The proposed Waste Management Facility will have capacity to process up to 300,000 tonnes of Construction and Demolition (C&D) waste per year. Construction will involve a new hardstand, a purpose-built warehouse and ancillary offices to support the functioning of the waste transfer facility. The facility will operate 24 hours a day, 7 days a week, and will handle receipt and basic sorting of materials, as well as transport of materials to advanced resource recovery facilities within the KLF Group.

The proposal is aligned with key state and local government strategic directions for expanding circular economy and waste management operations within urban areas.

This SIA has found that there are no potential high magnitude negative social impacts related to the proposal. Potential negative social impacts that have been identified include:

- **Way of life** – Additional private and heavy vehicle traffic has the potential to increase emissions, congestion on local roads and travel times.
- **Way of life –** Increased Urban Heat Island effect
- **Culture –** Buried sands hold the potential for the presence of Aboriginal objects
- **Health and wellbeing** – Air quality impacts caused by particulate matter associated with site operation.
- **Surroundings** – Wildlife attraction contributing to bird-strike at Sydney Airport during construction and operation

Additionally, a number of potential positive social impacts arising from the development have been identified, including:

- **Accessibility –** An improved stormwater drainage network
- **Livelihoods –** Temporary and permanent employment associated with the development.

Glossary

Term	Meaning
ABS	Australian Bureau of Statistics
AIA	Aviation Impact Assessment
AQIA	Air Quality Impact Assessment
ASMP	Acid Sulfate Management Plan
C&D	Construction & Demolition
CMP	Construction Management Plan
CNVMP	Construction Noise and Vibration Management Plan
EIS	Environmental Impact Statement
EP&A Act	Environmental Planning & Assessment Act 1979
EPA	Environment Protection Authority
ESD	Ecologically Sustainable Development
GFA	Gross Floor Area
ILS	Instrument Landing System
IPC	Independent Planning Commission
LGA	Local Government Area
MLA	Metropolitan Levy Area
NASF	National Airports Safeguarding Framework
NVIA	Noise and Vibration Impact Assessment
RAP	Remedial Action Plan
SA2	Statistical Area 2
SEARs	Planning Secretary's Environmental Assessment Requirements
SEPP	State Environmental Planning Policy
SIA	Social Impact Assessment
SSD	State Significant Development
SSDA	State Significant Development Application

1. Introduction

1.1 Report purpose

Astrolabe Group has been commissioned by Coombes Property Group to undertake a social impact assessment in relation to the proposed development of *Waste Management Facility* located at 2-4 Hale Street in Botany.

The Social Impact Assessment supports the State Signfiicant Development Application (SSDA) SSD-62855708.

1.2 Secretary's Environmental Assessment Requirements

This Social Impact Assessment has been prepared in accordance with the Secretary's Environmental Assessment Requirements (SEARs). The SEARs for the proposal outlines the social impact assessment to be undertaken as part of the Environmental Impact Statement (EIS). Table 1 outlines the relevant SEARs addressed in this report.

Table 1 Planning Secretary's Environmental Assessment Requirements

SEARs Item	SEARs	Response
Key Issues	Social – including a social impact assessment in accordance with the Department's *Social Impact Assessment Guideline*.	• Social and economic baseline in Section 4. • Predicting, analysing, and evaluating social impacts in Section 5. • Responses to social impacts in Section 5.

1.3 Project overview

The proposed development is for a construction and demolition (C&D) waste management facility in Botany. Coombes Property Group (CPG) has partnered with KLF Group (KLF) to deliver and operate the project. The site, shown in Figure 1, is located within Bayside Local Government Area at 2-4 Hale Street, Botany, legally described as Lot 1 DP 562374. The title comprises approximately 7,439 m^2 and is within an industrial area zoned IN1 – General Industrial under the provisions of SEPP (Transport and Infrastructure) 2021.

Figure 1 Site location in local context

The Project is classified as State significant development (SSD) under Section 4.36 of the EP&A Act because it involves development for the purposes of a waste or resource transfer station that meets the threshold listed under sub-section 23(3) of Schedule 1 of the State Environmental Planning Policy (Planning Systems) 2021 (Planning Systems SEPP). Consequently, the Project will require development consent from the Minister (or delegate) or the Independent Planning Commission (IPC) under Section 4.5(1) of the EP&A Act.

The waste management facility proposes to accept up to 300,000 tonnes of C&D waste per annum and will operate as a waste transfer station. Activities involve receipt and basic sorting of materials and the transport of materials for more advanced sorting and recycling to be undertaken at advanced resource recovery facilities within the KLF Group.

The proposed development includes a new hardstand, a purpose-built warehouse, lunchroom, office and amenities and two new crossovers. These features are outlined in the site plan, shown in Figure 2 below.

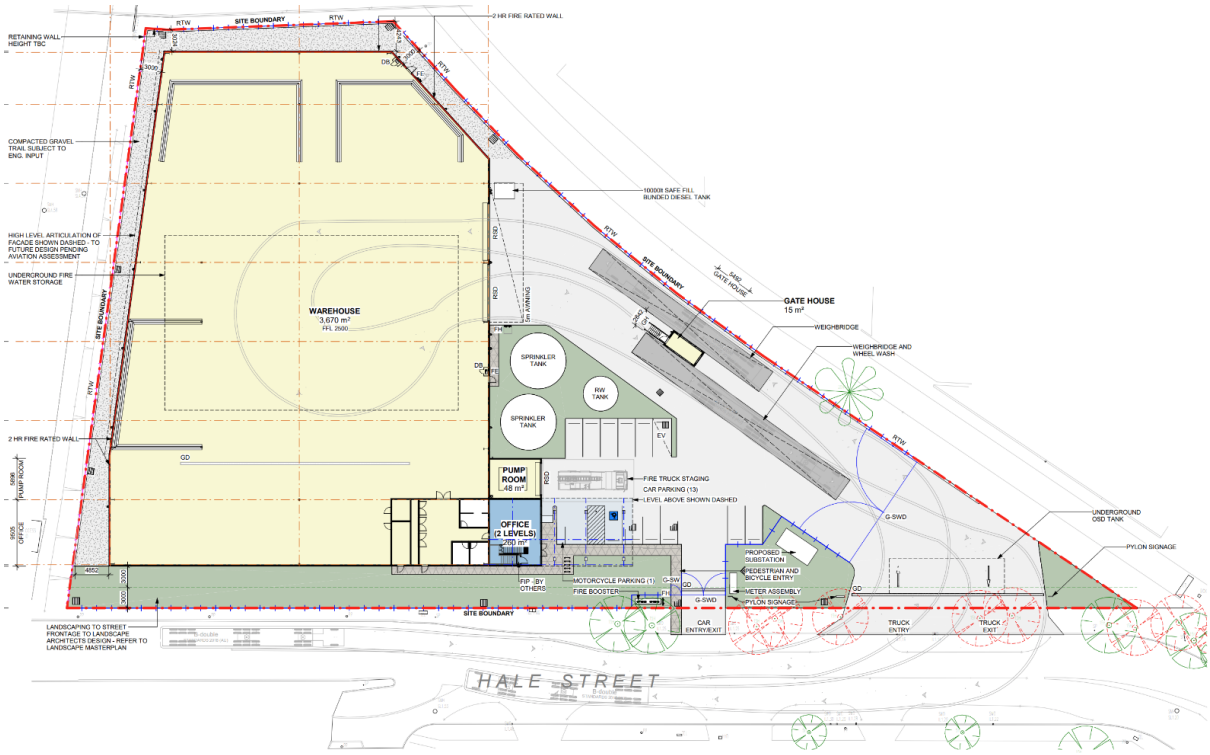


Figure 2 Site plan (Source: Reid Campbell)

1.4 Report structure

The content of this report is set out across six sections, as shown below:

- **Section 1:** Report purpose and requirements, and a project overview
- **Section 2:** Methodology used for the social impact assessment
- **Section 3:** Overview of the strategic need of the proposal, and alignment with policy documents
- **Section 4:** Defines the social baseline against which potential social impacts will be assessed
- **Section 5:** Potential social impacts

2. Methodology

This Social Impact Assessment has been prepared in accordance with the *Social Impact Assessment Guideline* (the Guideline) (Department of Planning and Environment, 2023), which outlines how social impacts are to be identified and assessed.

Social impacts have been assessed by:

- Understanding the surrounding community, including residents, businesses, and services
- Identifying local community values through engagement activities and the strategy and policy landscape
- Identifying potential social impacts and how they will be distributed, in consideration of supporting technical studies.

Impacts have been assessed by category, as outlined in the Guideline. These categories are:

- **Way of life,** including how people live, how they get around, how they work, how they play, and how they interact each day
- **Community**, including composition, cohesion, character, how the community functions, resilience, and people's sense of place
- **Accessibility**, including how people access and use infrastructure, services and facilities, whether provided by a public, private, or not-for-profit organisation
- **Culture**, both Aboriginal and non-Aboriginal, including shared beliefs, customs, practices, obligations, values and stories, and connections to Country, land, waterways, places and buildings
- **Health and wellbeing**, including physical and mental health especially for people vulnerable to social exclusion or substantial change, psychological stress resulting from financial or other pressures, access to open space and effects on public health
- **Surroundings**, including ecosystem services such as shade, pollution control, erosion control, public safety and security, access to and use of the natural and built environment, and aesthetic value and amenity
- **Livelihoods**, including people's capacity to sustain themselves through employment or business
- **Decision-making systems**, including the extent to which people can have a say in decisions that affect their lives, and have access to complaint, remedy and grievance mechanisms.

The process of assessment involves a standardised matrix approach that considers likelihood and magnitude of potential impacts (Table 1). The following dimensions were considered in understanding potential impacts (in alignment with the *Technical Supplement: Social Impact Assessment Guideline for State Significant Projects*):

- **Likelihood** – ranging from very unlikely to almost certain
- **Extent** – who will be affected (directly, indirectly, or cumulatively), including vulnerable people? What is the geographic extent of these impacts, and will they be generational?
- **Duration** – when are the impacts likely to occur?

- **Intensity or scale** – what is the likely scale or degree of change?
- **Sensitivity or importance** – how sensitive/vulnerable or adaptable/resilient people are to the impact? How do they value the matter being impacted?
- **Level of concern/interest** – how concerned or interested are people?

Table 1 Impact significance matrix (Source: Department of Planning and Environment, 2023)

	Magnitude level				
	1	2	3	4	5
Likelihood level	Minimal	Minor	Moderate	Major	Transformational
A Almost Certain	Low	Medium	High	Very High	Very High
B Likely	Low	Medium	High	High	Very High
C Possible	Low	Medium	Medium	High	High
D Unlikely	Low	Low	Medium	Medium	High
E Very unlikely	Low	Low	Low	Medium	Medium

2.1 Social locality

The social baseline outlined in this assessment has been developed in consideration of the social locality, which is defined by the Botany Statistical Area 2 (SA2). The proposed waste management facility is expected to serve a regional catchment within Greater Sydney, though due to the nature of future operations, the reach of potential impacts will be largely confined to the immediate area.

The Botany SA2 has thus been selected as the social locality as it represents a community that interacts together socially and economically."[1] This will ensure that impact assessment is commensurate with the context and scale of potential impacts. The ABS publishes data at an SA2 scale, which provides the social baseline against which potential impacts can be assessed.

The social locality is in the east of the Bayside LGA, bound by the Mill Stream in the north and west, as well as Botany Bay in the west. In the south, Sir Joseph Banks Park and Foreshore Drive create natural and urban barriers which define the locality. The northern and western parts of the locality are primarily industrial and commercial.

The closest residential area is 320m east-northeast. Residential land uses are concentrated in the south and east, with a significant commercial and retail presence on Botany Road. The surrounding area is used predominantly for industrial use, and the site has been used for industrial and commercial purposes since at least 1955.

Figure 3 below shows the proposal site in relation to the social locality.

[1] Australian Bureau of Statistics, https://www.abs.gov.au/statistics/standards/australian-statistical-geography-standard-asgs-edition-3/jul2021-jun2026/main-structure-and-greater-capital-city-statistical-areas/statistical-area-level-2.

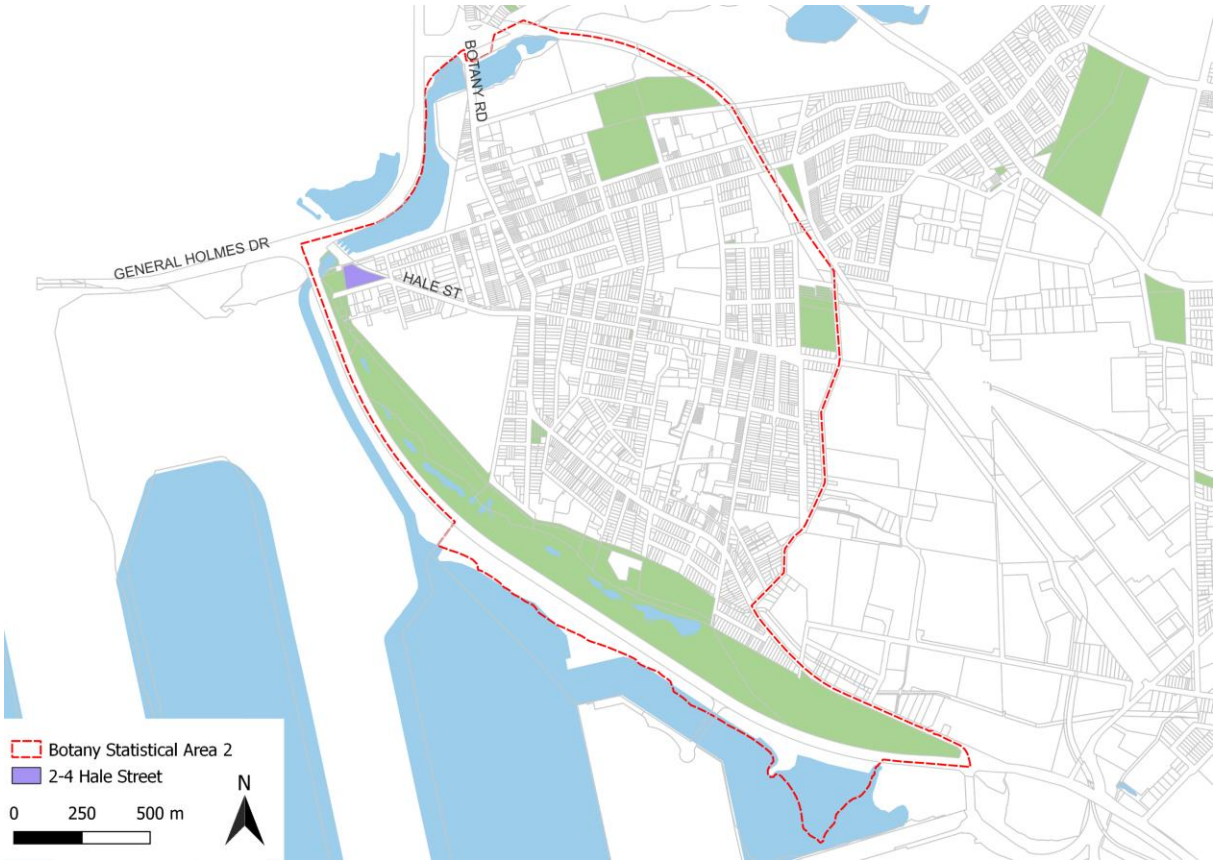


Figure 3 Botany Statistical Area 2 Social Locality

3. Policy context

3.1 Strategic need for project

Landfill space is decreasing across Greater Sydney, and current waste management facilities do not have adequate capacity to cater for future demand. According to the *NSW Waste and Sustainable Materials Strategy 2041* (Department of Planning, Industry and Environment, 2021), the Sydney Metropolitan Levy Area (MLA) will run out of non-putrescible landfill airspace by 2027-28. Thus, there is an acute need for an increased rate of waste diversion from landfill to improve both population servicing and environmental outcomes.

The proposed development will have the capacity to process 300,000 tonnes of C&D waste per year. As noted in the *NSW State of the Environment 2021* report (NSW Environment Protection Authority, 2021), approximately 3 million tonnes of C&D waste were disposed to non-putrescible landfill in the 2019-20 period. As landfill space declines across Greater Sydney, there is a need to further the transition to the recycling and recovery of this type of waste.

Over the past decade, the rate of C&D waste recycling has been relatively stagnant, ranging from 78% in 2015-16 and 79% in 2020-21 (EPA Waste Performance Data). The addition of this facility will improve the capacity and geographic coverage of advanced resource recovery capabilities across Sydney, contributing towards the increased diversion of C&D waste from limited landfill space.

3.2 Policy review

This section presents a summary of relevant state and local policies and outlines how the proposal aligns with their directions and contributes to meeting targets.

Table 2 Policy review and project alignment

Policy/strategy	Key directions/priorities	Project alignment
NSW Waste and Sustainable Materials Strategy 2041	The NSW Waste and Sustainable Materials Strategy aims to encourage waste reduction and recycling as NSW transitions to a circular economy, resulting in less waste and emissions. It sets out the following three focus areas: • Meeting the future infrastructure and service needs • Reducing carbon emissions through better waste and materials management; and • Further protecting the environment and human health from waste pollution. Specific targets identified by the Strategy are: • Reduce total waste generated by 10% per person by 2030; • Have an 80% average recovery rate from all waste streams by 2030; and • An overall litter reduction target of 60% by 2030.	The proposed development supports strategy by providing infrastructure to allow construction and demolition waste to be recycled and thus diverted from landfill and contributing towards the circular economy.
Bayside Waste Avoidance and Resource Recovery Strategy 2030 (2018)	The Bayside Waste Avoidance and Resource Recovery Strategy outlines Bayside Council's commitment to optimising waste materials and reducing reliance on landfill. The strategy contains a number of relevant actions, including: • Action 1: Avoiding and Reducing Waste • Action 2: Recovering Resources.	The proposed development supports the strategy through contributing towards the reduction of landfill waste and capturing valuable resources from waste material through recycling and diversion.

Greater Sydney Region Plan: A Metropolis of Three Cities (2018)	The Greater Sydney Region Plan provides a comprehensive 40-year strategic vision for the future planning and development of Greater Sydney. The plan acknowledges that existing waste management infrastructure cannot cope with future demand, particularly as landfill space decreases across the region. To address this, the plan outlines a number of directions and supporting objectives, including: • Direction 9. An efficient city • Objective 35. More waste is re-used and recycled to support the development of a circular economy • Strategy 35.1. Protect existing, and identify new, locations for waste recycling and management.	The proposed development supports the regional plan by providing a new location for waste recycling and management within the Eastern Harbour City, where capacity is currently limited. The proposal will also support the development of a circular waste economy within Greater Sydney.
Eastern City District Plan (2018)	The Eastern City District Plan sets out the planning priorities for the district over a 20-year period in order to achieve an overarching 40-year vision for Greater Sydney. The plan calls for additional waste management reprocessing, re-use and recycling facilities in the district, which are currently limited. The plan outlines a number of planning priorities, supporting objectives and actions, including: • Planning Priority E12. Retaining and managing industrial and urban services land • Planning Priority E19. Reducing carbon emissions and managing energy, water and waste efficiently • Objective 23. Industrial and urban services land is planned, retained and managed • Objective 35. More waste is re-used and recycled to support the development of a circular economy.	The proposed development supports the plan by identifying and providing additional land for waste management facilities. The development also supports the objective that industrial land is planned, retained and managed within the district, and will reduce waste transport requirements for intra-district waste.

	• Action 70. Protect existing and identify new locations for waste recycling and management. • Action 71. Support innovative solutions to reduce the volume of waste and reduce waste transport requirements.	
Bayside 2032 – Community Strategic Plan 2018-2032	The Bayside Community Strategic Plan outlines a 10-year vision for Council operations in Bayside based on community input. The plan outlines a desire for sustainable waste management across the region. The plan contains outcomes and strategies relevant to the proposal, including: • Community Outcome 3.4. Bayside's waste is well managed • Action 3.4.3. Promote a circular economy by encouraging and/or implementing avoidance, reuse, rehoming, repair, recycling, recover solutions before landfilling. The plan outlines a target to maintain or increase the total volume of recycling in the Council area.	The proposed development supports the plan by contributing to a more sustainable waste management ecosystem in Bayside. The development aims to divert construction and demolition waste from landfill for recycling, which aligns with actions in the strategic plan. Additionally, the proposal will increase the total volume of recycling within Bayside.
Bayside Local Strategic Planning Statement (2020)	The Local Strategic Planning Statement sets out a 20-year strategic vision for land use planning in the Bayside Local Government Area. The statement recognises the potential of waste diversion in reducing carbon emissions. The statement outlines a number of planning priorities related to waste management: • Planning Priority B17. Retain and manage industrial and urban services lands • Planning Priority B23. Reduce carbon emissions through improved management of energy, water and waste.	The proposed development supports the policy by retaining and managing industrial land which will function as urban services land. The proposal also supports reduction of carbon emissions by facilitating the transition towards a circular economy and a subsequent reduction in waste.

Greater Sydney Industrial Lands Retain and Manage Policy	The 'Retain and Manage' policy of industrial land within the Eastern Harbour City aims to ensure that the city's limited critical industrial land capacity is protected from future land use changes. It sets out Draft Guiding Principles or managing industrial land: • 1. Securing capacity of industrial and urban services land • 2. Supporting sustainability Policy and aspirations • 3. Optimising diverse supply chains supported by infrastructure • 7. Servicing population needs.	The proposed development supports the policy by retaining industrial land within the Eastern Harbour City. The proposal supports the Draft Guiding Principles, including securing industrial and urban services capacity, promoting sustainability and servicing population needs.
Future Transport Strategy (2022)	The Future Transport Strategy outlines a strategic vision for future passenger and freight journeys across NSW. The strategy recognises that emerging waste management activities will increasingly rely on the freight network to function. The strategy outlines a number of strategic directions and responses to support waste management, including: • P4. Transport minimises environmental impacts • P4.3. Use space and assets more sustainably • P4.4. Use more sustainable materials • P4.5. Design out waste and keep materials in use.	The proposed development supports the strategy by providing non-putrescible landfill airspace which will reduce waste, and promote waste recycling and recovery. The proposal will also reduce traffic movements between Botany and advanced recovery facilities further afield, minimising the environmental impacts of freight transport in line with the strategy.

4. Social baseline

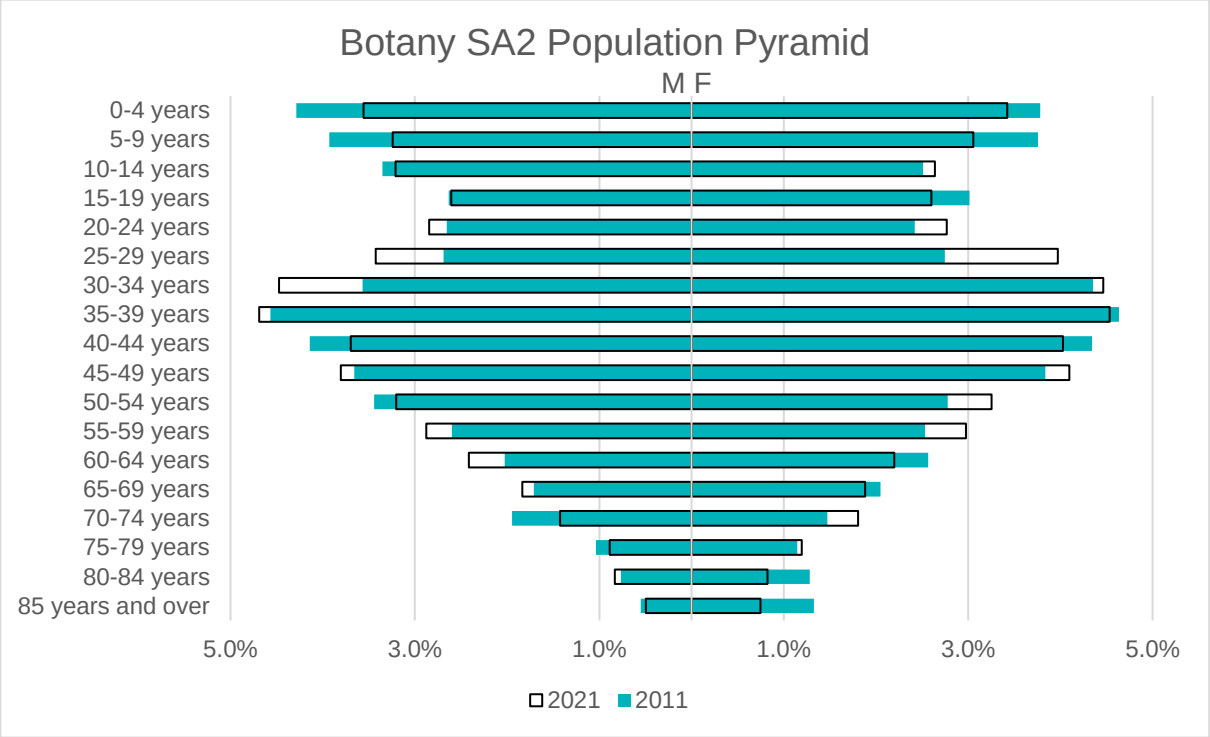
4.1 Local context

A community profile provides an overview of the demographic make-up of the area most likely to experience social impacts as a result of the proposed development. A profile is useful in determining who may experience the greatest impact and how any negative impacts may be mitigated

The community profile for Botany has been built using Australian Bureau of Statistics (ABS) 2011, 2016 and 2021 Census data. The areas referenced include Botany Statistical Area 2 (Botany), Bayside LGA and Greater Sydney, as defined by the ABS. Additional data used will be referenced where relevant.

Botany is increasingly becoming a destination for working age residents. In 2021, Botany had a population of 12,960 people. There are 377 Aboriginal or Torres Strait Islander people living in Botany, representing 3% of the suburb's population. The median age of Botany is 36, which is higher than the Bayside LGA median of 35, but lower than the Greater Sydney median of 37.

The population pyramid demonstrates that there has been a significant proportional increase in the number of 20-35 year olds in Botany. This shows that there has been an influx of working age people moving into the suburb.



Botany has a relatively low level of linguistic diversity. Approximately 70% of its residents speak only English at home. This is relatively high compared to 57% of residents in Greater Sydney who speak only English at home. Mandarin (3%), Spanish (2%) and Greek (2%) were the three most popular spoken languages in Botany apart from English.

Most Botany residents (63%) were born in Australia. Apart from Australia, the three largest countries of birth are the United Kingdom (4%), New Zealand (2%) and China (2%).

Botany is primarily a medium-high density suburb. Approximately 51% of dwellings in Botany are flats or apartments, compared to 27% being detached homes. This contrasts with Greater Sydney, where 55% of dwellings are separate houses. Out of all typologies in Botany, 58% are owned in some capacity and 36% are rented.

Homes and households in Botany are getting smaller. The average household size has decreased from 2.8 to 2.6 persons per household on average, while the average number of persons per bedroom has increased marginally from 1.0 to 1.1.

Botany is relatively expensive to live in. Median weekly rent and monthly mortgage repayments have increased from 2011 to 2021. The median weekly rent in Botany ($550) is approximately 17% higher than the Greater Sydney median ($470), and is higher than the Bayside LGA median of $500.

The most popular resident industry of employment in Botany is health care and social assistance. This represents 835 workers (12% of employed residents), and is the same largest employing industry for Bayside residents. The second largest industry is construction (10%) and education and training (9%). Transport, postal and warehousing employs 613 Botany residents, making up 9% of the population.

All of Botany's 66 hectares of employment land has been developed.

Most Botany residents are in the labour force. Approximately 69% of working age residents are in the labour force, while there are 232 unemployed people looking for work in the suburb. The majority of workers are employed full-time, representing 64% of the workforce.

Most Botany residents travel to work by car. Of residents who did not work from home and went to work, 82% travelled to work as either as driver or passenger in a car for at least one leg of the journey, representing 3,762 people.

4.2 Community values

This section presents key findings identified during community engagement for the EIS. Detailed engagement outcomes can be found in the Engagement Report submitted alongside the EIS.

These findings will be considered when assessing the proposal's impacts, particularly in identifying the level of concern or interest from the community.

Table 3 Key findings from community engagement

Theme	Key concerns
Additional vehicle congestion	• The community has a negative sentiment in regard to traffic congestion • Local residents are concerned that an increase in trucks in the area may result in difficulty accessing Botany Road and congestion at the Botany Road and Hale Street intersection • There is general community concern about the volume of existing trucks in Botany, and they do not want more in the area • Stakeholders are concerned about how movement will be enforced to not encroach on Botany Road or residential streets
Noise from operations and vehicle movement	• The community is concerned about noise pollution in residential and business areas • There are concerns about the facility operating 24 hours a day, 7 days a week
Odour from waste	• There are resident concerns about odour and pollution from the facility infiltrating into residential areas
Environmental impact	• Community members were worried about dust from vehicles and the facility • There is a question around the impact of the facility on air quality, and whether it would intensify fumes from Sydney Airport operation • There is a question whether the development would contain hazardous material or contaminate Mill Pond.

5. Potential social impacts

5.1 Negligible impacts

This section outlines impacts that are anticipated to have no social impact or a negligible impact once the identified mitigations are implemented. These impacts have not been considered for further assessment as they do not have a significant social impact on the community. These impacts have been grouped by categories in alignment with the Department of Planning and Environment's Social Impact Assessment Guideline.

Way of life

- The workplace environment of the proposed development during operation may negatively impact upon the experience of workers and visitors to the site. The ESD report outlines that the proposal has committed to a number of initiatives that enhance the indoor environment quality and comfort of the facility.
- Construction noise and vibration has the potential to negatively impact surrounding properties. Construction noise emissions to nearby sensitive receivers will result in minor, likely intermittent noise level exceedances during demolition while louder equipment is used. The Noise and Vibration Impact Assessment (NVIA) report proposes noise exceedance monitoring to mitigate any impact and to ensure noise and vibrations resulting from construction are appropriate. A Construction Noise and Vibration Management Plan will be prepared during the construction certificate submission process, which will include a bespoke noise and vibration monitoring program.
- Construction mechanical plant and machinery noise has the potential to cause discomfort to local residents, workers and pedestrians. The NVIA report states that these levels will be acceptable without mitigations.
- General site operation noise has the potential to negatively impact surrounding residents, workers and pedestrians. Prospective machinery typical for this type of development is not expected to exceed acceptable noise levels. However, the NVIA proposes a detailed review during the design development phase, where findings based on operational assumptions will be considered in the operational management plan.

Accessibility

- There is potential for lighting fixtures on the facility to exceed relevant Candela limits in the National Airports Safeguarding Framework (NASF) Lighting Zones that is located (A and B), which can cause distractions to aircraft operators. The Aviation Impact Assessment (AIA) report suggests measures such as light intensity maximums to ensure mitigation of any distraction.
- Airservices Australia identified that the proposal has the potential to further deteriorate the Instrument Landing System signal at Sydney Airport. The AIA has identified mitigations in the case that signal impacts are found post-construction, which include altering the façade.

Health and wellbeing

- Construction particulate matter and fugitive dust emissions have the potential to cause a nuisance to workers and local properties. Other construction activities, such as demolition, have the capacity to cause medium health risks in humans if un-mitigated. The Air Quality Impact

Assessment (AQIA) notes that the Construction Management Plan will provide for adequate mitigation mechanisms, removing a need for air quality monitoring.

- The potential of heavy metals in the soil on site could pose a risk to future vegetation and landscaped areas around the site. Identification of heavy metals in the Detailed Site Investigation will require an impacted fill solution, which will ensure that human and ecological receptors are not impacted.
- The site contains disturbed terrain and land that potentially contains acid sulfate soils, which can damage infrastructure when oxidised. Building foundations and footings have been designed to limit or have no impact on the natural sands layer containing acid sulfate soils on the site.
- Vapours containing isolated trichloroethene in the north-west of the site have the potential to cause health risks to warehouse occupants. The amount of impacted soil will determine the remediation method. The Remedial Action Plan (RAP) suggests on-site excavation and treatment of the soil under supervision of an Environmental Consultant.
- Bonded asbestos on-site has the potential for inhalation exposure to workers and visitors. The RAP suggests a permanent physical separation to eliminate exposure risk for asbestos fibres.
- Two underground tanks on-site may provide an ongoing source of contamination which will require decommissioning during construction. The RAP recommends that they are decommissioned in accordance with Australian standards, including disconnection and dangerous goods removal.
- General operation activities may contribute to poor air quality for the local community. The AQIA report identifies good site management practices that will be sufficient to mitigate any impacts. A complaints log will also be used to record any air quality related complaints.

Surroundings

- Excessive greenhouse gas emissions emitted from the facility will lead to further climate changes that will affect residents, businesses and workers. Initiatives to minimise energy consumption are highlighted in the ESD report, including installation of a solar photovoltaic system to enable use of renewable energy and a fully electrified design. The facility would not require fossil fuels such as gas, further enabling use of renewable energy and zero carbon emission in operation.
- Irresponsible water consumption may impact the availability of water for future residents, businesses and users of the site. To ensure responsible water usage, the Integrated Water Management report and ESD report recommends the development utilises water sensitive urban design and highlights a variety of water-saving initiatives to be implemented.
- Potential negative visual impact of the site to residents and businesses. The Visual Impact Assessment highlights the design of the development will integrate into its surroundings through materials, colours, building height, landscaping and coherence with nearby infrastructure.

Livelihoods

- There is potential general fire risk on the site that could impact the livelihoods of workers, residents and neighbouring businesses. Numerous initiatives to reduce the risk of fire impacting the community are outlined in the Fire Safety Assessment, examples include ensuring fire hydrants can flow for a minimum of four hours and building fire resistant walls.

5.2 Low to very high impacts

This section outlines impacts that are anticipated to have low to very high social impacts once mitigations are implemented. These impacts have been grouped by categories in alignment with the methodology outlined in Section 2.

Way of life

The social impact of the project on way of life is expected to be low negative. The table below presents a description of the potential impacts, impacted groups and any identified mitigations.

Impact description	Potentially impacted groups
Operation	
Additional private and heavy vehicle traffic is an expected result of general operations (18 vehicles trips per day for articulated vehicles and 318 vehicle trips per day for rigid vehicles). 80% of truck movement will occur during 7am-6pm and 20% between 6pm-7am. This has the potential to increase emissions, congestion on local roads and travel times. The Traffic Impact Assessment recommends managing impacts through set traffic routes and trip distribution for vehicles entering and leaving the site. It also identifies alternative modes of transport for workers should be promoted by providing seven bicycle spaces and one motorcycle parking space. Operational noise mitigation measures, including speed limits and scheduling, will ensure that traffic noise requirements are not exceeded. The Ecological Sustainable Development report outlines sustainable transport methods for workers that should be encouraged through building designs. These include bicycle parking to be used by staff and EV infrastructure.	Residents, businesses, workers
The site location experiences a high level of urban heat island impact compared to its surroundings. The development has the potential contribute to this impact, resulting in discomfort to local residents, workers and visitors from increased temperatures. To minimise the impacts of urban heat island, the Ecological Sustainable Development report suggests: • Keeping existing vegetation on the site where possible • Using light-coloured external materials and roof • Design to have the minimum façade opening in office spaces to receive daylight but minimise thermal gain	Residents, businesses, workers

Impact assessment	
Likelihood	Likely
Magnitude	Minimal
Impact	Low negative

Accessibility

The social impact of the project on accessibility is expected to be low positive. The table below presents a description of the potential impacts, impacted groups and any identified mitigations.

Impact description	Potentially impacted groups
Operation	
The existing site does not have an authorised drainage connection which represents a risk to the management of surface water from the site. The Integrated Water Management Strategy outlines the requirements for a new stormwater discharge point to be installed at the front of the site on Hale Street. This improvement would see the minor system cater to storm events up to the 1% AEP.	Workers, businesses, residents

Impact assessment	
Likelihood	Very unlikely
Magnitude	Moderate
Impact	Low positive

Culture

The social impact of the project on culture is expected to be low negative. The table below presents a description of the potential impacts, impacted groups and any identified mitigations.

Impact description	Potentially impacted groups
Construction	
Site investigations identified buried sands as holding potential for the presence of Aboriginal objects. The Aboriginal Cultural Heritage Assessment Report (ACHAR) identified a Potential Archaeological Deposit (PAD) 01 which is likely to have partial direct impacts on the construction of the facility, particularly during the proposed underground storage tank remediation works. As PAD 01 has unknown significance, a methodology for further archaeological investigation is required, such as when natural contexts are encountered as a result of the proposed works. The ACHAR recommends that an Aboriginal Cultural Heritage Management Plan is prepared to provide guidance on project approvals, ongoing consultation, methodology for archaeological investigation and unexpected finds procedure. The methodology for future subsurface archaeological investigations must consider timing in relation to contamination remediation procedures, particularly related to the on-site underground storage tanks.	Local Aboriginal groups

Impact assessment	
Likelihood	Possible
Magnitude	Minimal
Impact	Low negative

Health and wellbeing

The social impact of the project on health and wellbeing is expected to be low negative. The table below presents a description of the potential impacts, impacted groups and any identified mitigations.

Impact description	Potentially impacted groups
Construction	
The use of dangerous building materials can present health risks to individuals and result in harmful impacts to the environment. The Ecological Sustainable Development report suggest limiting the quantities of new building materials and choosing the least harmful option. The report suggests using the following building materials: • Low VOC and Low Formaldehyde materials (i.e. paints, adhesives, carpets, engineered wood) • Best practice PVC • Best practice steel • FSC timber • Sustainable concrete	Workers, businesses, residents, visitors
Operation	
There is potential for particulate matter from operations to be emitted and affect air quality. Emission reduction methods outlined in the Air Quality Assessment include: • Performing activities indoors, such as truck loading and unloading, sorting, stockpile wind erosion • Erect three sided enclosures around storage piles • Apply a water misting system to control emissions from truck loading and unloading, sorting, stockpile loading, vehicle movements inside the warehouse and stockpile wind erosion	Residents, workers, businesses

Additional mitigations	Impact before mitigation		After mitigation
Ensure up to date emergency management procedures are available on site and reviewed regularly, and all staff and visitors are made aware of these procedures.	Likelihood	Very unlikely	Very unlikely
	Magnitude	Moderate	Moderate
	Impact	Low negative	Low negative

Surroundings

The social impact of the project on surroundings is expected to be medium negative. The table below presents a description of the potential impacts, impacted groups and any identified mitigations.

Impact description	Potentially impacted groups
Construction	
Potential for wildlife attraction during construction, contributing to bird-strike at Sydney Airport. The Aviation Impact Assessment recommends the following mitigation measures during construction: • Remove foraging opportunities such as scattered vegetation and water bodies • Construction activities may create temporary foraging habitats in the form of soil stockpiles, however this is considered to be low risk in a busy construction site, which naturally deters the presence of wildlife	Sydney Airport
Operation	
There is a risk of attracting wildlife during operations, which would potentially increase bird strike risk at Sydney Airport. The National Airports Safeguarding Framework guidelines recommend developments within 3km of the airport take active measures to reduce the attractiveness of the site of wildlife. The Aviation Impact Assessment outlined the following mitigation measures: • Use of light industrial equipment that is likely to reduce attractiveness to wildlife • Water storage on site will be in fully enclosed containers • The report highlights the following measures to be taken in building design: • No new planting on the site that offers shelter or nesting • Building design should minimise areas for wildlife such as fences and lighting. Wildlife awareness and training will be completed by all staff and construction contractors. A Wildlife Management Plan will be implemented that includes monitoring of wildlife and reporting protocols. The Landscape Concept Design also identified the impact of attracting birds and wildlife close to the airport. The report recommended selecting and spacing trees and plants to minimise wildlife attraction, for example avoiding species with abundant fruits and berries.	Sydney Airport

Impact description	Potentially impacted groups
Potential for contaminants to impact surrounding environmental features and vegetation. The Soil and Contamination Assessment Report identifies Areas of Environmental Concern including: • Fill materials of unknown origin • On site storage of chemicals • Former building structures e.g. asbestos • Offsite sources e.g. heavy metals • Underlying natural soil e.g. ASS The Assessment Report proposed the following mitigation measures to manage potential contaminants: • Implement recommendations of the RAP to conduct further assessment and actions to remediate contamination risks • Implement a validation plan to assess the effectiveness of management actions and assess the suitability of the site for the proposed use • Implement recommendations of the Acid Sulfate Soil Management Plan to manage ASS/PASS risks	Workers, future site users

Impact assessment	
Likelihood	Unlikely
Magnitude	Moderate
Impact	Medium negative

Livelihoods

The social impact of the project on livelihoods is expected to be low positive. The table below presents a description of the potential impacts, impacted groups and any identified mitigations.

Impact description	Potentially impacted groups
Construction	
The proposal is expected to create 12 temporary jobs during the installation, construction, and commissioning period. This positively impacts the potential for workers to sustain themselves through employment.	Workers
Operation	
The proposal is expected to create 11 permanent jobs at the facility once operational. This positively impacts the potential for workers to sustain themselves through employment.	Workers

Impact assessment	
Likelihood	Almost certain
Magnitude	Minimal
Impact	Low positive

Overall, the proposal's social impact range from low negative to low positive. The social impact is expected to be minimal, as the future operations generally aligns with the industrial characteristics of the site's existing use and surrounding area.

The proposal also responds to the strategic need to further the transition of recycling and recovery of non-putrescible waste. As landfill space decreases across Greater Sydney, and current waste management facilities do not have adequate capacity to cater for future demand, this proposal will increase the diversion of waste from landfill and improve environmental outcomes.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