



Engagement Report

2-4 Hale Street Waste Management Facility Botany

For Coombes Property Group

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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1. Introduction

1.1 Purpose of this report

Astrolabe Group have been commissioned to conduct community and stakeholder engagement activities on behalf of Coombes Property Group, for a new waste management facility at 2-4 Hale Street, Botany.

The engagement supports the State Significant Development Application (SSDA) (SSD-62855708) with the Department of Planning and complies with requirements in preparation of the Environmental Impact Statement (EIS).

1.2 Secretary's Environmental Assessment Requirements

This engagement report has been prepared in accordance with the Secretary's Environmental Assessment Requirements (SEARs). The SEARs for the proposal outlines the consultation to be undertaken as part of this Environmental Impact Statement.

EIS requirement (SEARs)	Our response
<p>A community and stakeholder engagement strategy consistent with the Department's Undertaking Engagement Guidelines for State Significant Projects for all stages of the development, including (but not limited to):</p> <ul style="list-style-type: none">• details of how issues raised, and feedback provided during engagement activities have been considered and responded to in the development• details of the proposed approach to future community and stakeholder engagement based on the results of consultation	<ul style="list-style-type: none">• Section 4.1 and 4.2 highlight the issues and feedback from engagement.• Section 4.1 and 4.2 outline our response to stakeholder feedback.



2. About the proposal

2.1 The proposed development

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 to deliver and operate the project. The 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 basic sorting and recycling 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.

2.2 Site details and location

The site 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 m² and is within an industrial area zoned IN1 – General Industrial under the provisions of SEPP (Transport and Infrastructure) 2021. The site is adjacent to Sydney Airport and 8km south of Sydney CBD (shown in Figure 1: Site location in regional context). Access to the site is via Hale Street which provides a link to General Holmes Drives (M1) through Foreshore Road.

The closest residential area is 320m east-northeast of the site and is zoned R2 – Low density Residential. The surrounding area is used predominantly for industrial use, and the site has been used for industrial and commercial purposes since at least 1955. There are a few environmental features surrounding the site; Sir Joseph Banks Park is located adjacent to the site to the west and Mill stream is located 30m to the northwest of the site (Figure 2: Site location in local context).





Figure 1: Site location in regional context



Figure 2: Site location in local context



3. Consultation process

3.1 Objectives

The purpose of our engagement was to create awareness of the proposed development and understand stakeholder views on:

- Potential impacts during construction and operation of the facility
- Managing impacts
- Interface issues with adjacent uses and transport networks
- Waste management methods

3.2 Overview of stakeholders

Two key stakeholder groups were engaged:

1. Community stakeholders who comprise of local residents and businesses
2. Local and state government and relevant industries

The key stakeholders to engage in this proposal were identified in the SEARs.

Stakeholders identified in the SEARs

Stakeholder types	Specific agencies identified
<ul style="list-style-type: none">• Local, state or Commonwealth Government authorities• Local and regional community and environmental groups• Surrounding local landowners, businesses and stakeholders• Local Aboriginal Land Council• Public transport, utilities or community service providers	<ul style="list-style-type: none">• Bayside City Council• DPE – Environment and Heritage Group• DPE – Water Group• DPE – Environment Protection Authority• Sydney Airport• Civil Aviation Safety Authority• Airservices Australia• Heritage NSW• Transport for NSW• Fire & Rescue NSW• NSW Rural Fire Service• Sydney Water• Endeavour Energy• WaterNSW• Jemena• Viva Energy

Community stakeholders

The catchment for community engagement is outlined in the map below, representing roughly 600 residential dwellings and businesses.

This catchment was formed based on the terrain and surrounding infrastructure that influence potential impacts on the community including Botany Road and General Holmes Drive (M1), and Mill Stream, Mill Pond and Sir Joseph Banks Park.

A desktop review was also undertaken to identify any community or business groups to be included in engagement activity.



Figure 3: Catchment for community engagement



Government and industry stakeholders

All agencies outlined in the SEARs were contacted with an invitation for engagement. The following table highlights the responses received.

Category	Agency
Agencies that were engaged	<ul style="list-style-type: none"> • Bayside Council • DPE – Assessments Team • Sydney Airport • Civil Aviation Safety Authority (CASA) • Airservices Australia • Fire & Rescue NSW • Jemena • NSW State Emergency Service • DCCEEW – Biodiversity and Conservation
Agencies that advised they would respond following formal lodgement	<ul style="list-style-type: none"> • EPA • Ausgrid • Ampol • Heritage NSW • Sydney Water • Transport for NSW
Agencies that advised they were not relevant	<ul style="list-style-type: none"> • Endeavour Energy • Viva Energy
Agencies that agreed engagement was not relevant	<ul style="list-style-type: none"> • NSW Rural Fire Service • Water NSW

3.3 Engagement approach

The guidelines from DPE ensures that engagement is proportionate to the scale and impact of the project, and the likely interest the community may have in the project.

Proportionate engagement prevents consultation fatigue and keeps costs and time impacts to reasonable levels while remaining meaningful. Proportionate engagement relates to the:

- scale and likely impacts of the project
- geographic reach of engagement
- number of activities (including the number of tailored activities for specific groups)
- stage of engagement.



Engagement activities

A summary of the engagement activities are identified in the tables below. As residences are located just over 320m from the site, reasonable engagement was determined as letterbox distribution of flyers with details of the proposal to local residents and businesses. These flyers also included details on how to share feedback via an in-person forum and/or an online survey.

Local organisations with an anticipated interest were identified through a desktop scan and invited to an individual briefing session to discuss the proposal. There organisations contacted were:

- Botany Public School
- John Brothie Nursery School
- La Perouse Local Aboriginal Land Council
- Landcare NSW

Community		
Engagement tool	Description & Purpose	Stakeholders reached
Community, business and stakeholder flyer distribution	Flyer distribution to every letterbox within the catchment in Figure 3: Catchment for community engagement, outlining the proposed development, providing the website link and an invitation to attend the forum.	Approximately 600 flyers delivered between 14 – 20 November 2023.
Community landing page	Information on the proposal and a link to a survey which allows visitors to submit feedback and questions.	Went live 3 November 2023. 540 site visits.
Online survey	An online survey embedded in the website to collect feedback on community support for the proposal as part of the submission to DPHI.	14 total responses between 3 November – 31 January 2024.
Letters to key stakeholders	Letters to key organisations in the community outlining the proposed development and an invitation to meet for an individual briefing session.	4 organisations were emailed on 8 November 2023. Follow up sent 13 December 2023.
Community forum	Face-to-face forum with a presentation on the proposal followed by a Q&A to allow facilitate a community discussion on the proposal.	2 people registered for the forum. 0 people attended the forum.



Government and industry

Stakeholder	Date and format	Attendees
Bayside Council	15 February 2024, virtual meeting	Council, CPG, KLF, EME
	21 February 2024, virtual meeting	Council, CPG, CJ Arms
DPE – Assessments Team	7 th March 2024, virtual meeting	DPHI, CPG, KLF, EME
Sydney Airport	29 November 2023, virtual meeting	Sydney Airport, CPG and EME
	31 January 2024, virtual meeting	Sydney Airport, CPG and ARUP
Civil Aviation Safety Authority (CASA)	22 nd February 2024, virtual meeting	CASA, CPG and ARUP
Airservices Australia	19 th December 2023, virtual meeting	Airservices, CPG, ARUP
Airservices Australia	27 th February 2024, virtual meeting	Airservices, CPG, KLF, ARUP, ATS
Fire & Rescue NSW	14 th March 2024, virtual meeting	FRNSW, CPG, KLF, GHD, CJ Arms
Jemena	20 th September 2023, phone call	EME, Jemena
Ampol	Correspondence 18 th -22 nd January 2024	EME, independent facilitator, Ampol
NSW SES; DCCEEW – Biodiversity and Conservation	28 th March 2024, virtual meeting	NSW SES, DCCEEW, CJ Arms, KLF, EME



4. Key themes

4.1 Feedback from community

The table below summarises feedback from the online survey. No feedback was received from local organisations or the community drop-in forum.

Theme	Key concerns and response to feedback
<p>Congestion from additional vehicles through residential areas</p>	<p><u>Key issues</u></p> <p>There was negative sentiment from community around traffic congestion.</p> <p>Local residents were concerned that with an increase of trucks in the area they may have difficulty accessing Botany Road, one resident in particular highlighting congestion at the intersection off Hale Street and Botany Road.</p> <p>Stakeholders widely reflected there is community concern about the volume of existing trucks passing through Botany, and that they did not want more trucks in the area.</p> <p>Stakeholders were concerned about how truck movement will be enforced to not encroach on Botany Road and residential streets.</p> <hr/> <p><u>Response to feedback</u></p> <ul style="list-style-type: none"> Commercial truck drivers are obligated to follow the predetermined route from Hale Street onto Foreshore Road and General Holmes Drive, bypassing residential areas. The proposed facility will accept B doubles, complying with the General Mass Limits and Concessional Mass Limits under the National Heavy Vehicle Regulator. This is under the condition that the entry and exit of the facility must be via Foreshore Road.
<p>Noise from the facility and vehicle movement</p>	<p><u>Key issues</u></p> <p>Many stakeholders were concerned about noise pollution in residential and business areas, and there was concern about the noise of a facility that operated 24 hours a day, 7 days a week.</p> <hr/> <p><u>Response to feedback</u></p> <ul style="list-style-type: none"> A noise propagation model is being undertaken to ensure compliance with EPA’s Noise Policy for Industry during construction and operation. Noise will be mitigated to ensure compliance. All sorting of materials will happen in an enclosed warehouse, reducing noise impact. Outdoor activities are limited to entering and exiting vehicles and accessing the weighbridge.



Theme	Key concerns and response to feedback
Odour from waste	<p><u>Key issues</u></p> <p>A couple of local residents were concerned that odour and pollution from the facility would infiltrate into residential areas.</p> <hr/> <p><u>Response to feedback</u></p> <ul style="list-style-type: none"> • The facility will only accept construction and demolition materials which is non-putrescible waste (solid waste that does not contain organic matter) and not associated with odour. • The facility is a permissible use under the zoning of the land.
Environmental impacts	<p><u>Key issues</u></p> <p>Many stakeholders were worried about dust from vehicles and the facility.</p> <p>One community member was concerned about the impact of the facility on air quality and doesn't want this to intensify existing fumes from Sydney Airport operations.</p> <p>There was a question whether the proposed development would contain hazardous material or contaminate Mill Pond.</p> <hr/> <p><u>Response to feedback</u></p> <ul style="list-style-type: none"> • No hazardous materials are proposed to be accepted at the facility. • There are proposed emission control methods to significantly minimise the risk of adverse air quality impacts at surrounding land uses. • An assessment on the contribution to existing air quality was conducted and found that the proposed activities are well below the NSW EPA assessment criteria at the nearest residential address. • It is not considered likely that the proposal will impact water-dependent threatened species in Mill Pond, as the site lacks standing water and is fenced off from Mill Stream and Mill Pond. • There is no hydraulic connection between the site and Mill Pond. Stormwater from the site will be treated then discharged to Mill Stream (downstream of Mill Pond).



4.2 Feedback from Government and industry

The table below summarises key discussion points and outcomes of engagement with government and industry.

Agency	Key discussion points	Outcomes of engagement
Bayside Council	<ul style="list-style-type: none"> • Set backs • On-site car parking reduction • Accurate flood model survey information • Additional Blockage Scenarios • Climate change • Proposed evacuation strategy 	<ul style="list-style-type: none"> • Traffic impact assessment will be updated to address parking reduction based on employee numbers • EIS will provide basis for reduced set back • Additional survey work will be undertaken for flood modelling, and additional blockage scenarios run • Flood Emergency Management Plan to be developed
DPE – Assessments Team	<ul style="list-style-type: none"> • Update on engagement, technical assessments and timing for lodgement • Pre-lodgement requirements for DPHI 	<ul style="list-style-type: none"> • Meeting scheduled with NSW SES and DCCEEW – Biodiversity and Conservation in relation to flood emergency evacuation • Precedent project reference included in Flood Emergency Management Plan
Sydney Airport	<ul style="list-style-type: none"> • Question around whether waste would be putrescible or non-putrescible and how this would impact risk of bird strike • Principles for wildlife management was presented to and accepted by Sydney Airport • Discussion about CPG meeting with Airservices 	<ul style="list-style-type: none"> • Update to the Aviation Impact Assessment to include the principles that will inform the Wildlife Management Plan



Agency	Key discussion points	Outcomes of engagement
Civil Aviation Safety Authority	<ul style="list-style-type: none"> • Dust suppression • Windshear and turbulence • Wildlife Management Plan • Lighting • Obstacle Limitation Surface • Instrument Landing System, Furnaces 	<ul style="list-style-type: none"> • No changes required
Airservices Australia	<ul style="list-style-type: none"> • Potential risk of further deteriorating the Instrument Landing System signal • CGP suggested they would conduct their own modelling however Airservices outlined there would be no benefit • Current Airservices modelling shows the west wall could create a reflection of the signal but doesn't account for existing conditions 	<ul style="list-style-type: none"> • CPG will reduce the height of the west wall from 16m to 14m • Concrete adopted as the material for the west wall to reduce reflection • Design team will investigate impressions similar to a sound wall to reduce reflection • Post completion flight inspection required, as well as meeting with Airservices to discuss if further façade works are required
Fire & Rescue NSW (FRNSW)	<ul style="list-style-type: none"> • Project briefing and overview of fire safety assessment • No objections to the proposed design and fire mitigation measures 	<ul style="list-style-type: none"> • Update to Fire Safety Assessment • Further consultation required with FRNSW on the Fire Engineering Brief Questionnaire and Fire Engineering Report as design progresses
Jemena	<ul style="list-style-type: none"> • A gas representative is not required to supervise the construction stage 	<ul style="list-style-type: none"> • The guideline to designing, constructing, and operating around the existing AS4645 natural gas network will be adhered to
Ampol	<ul style="list-style-type: none"> • A Safety Management Study will be prepared prior to issuing the Construction Certificate 	<ul style="list-style-type: none"> • No changes required



Agency	Key discussion points	Outcomes of engagement
NSW SES & DCCEEW – Biodiversity and Conservation	<ul style="list-style-type: none"> Flood Emergency Management Plan 	<ul style="list-style-type: none"> Updates to the Flood Emergency Management Plan including: broader map scale for flood models, sensitivity of flood events between 1% AEP to PMF, do not rely on evacuation centres or mass rescues and communication between incoming and outgoing shifts Following engagement, NSW SES provided written advice on flood issues that should be considered in the proposal's emergency management. This advice was largely aligned with the feedback provided during the engagement session. The Flood Evacuation Management Plan was updated to reflect this advice.



5. Future community and stakeholder engagement

Community

All questions from the community through the survey have been responded to where contact details were provided.

The community website, <https://halestreetwastemanagement.com>, will remain be accessible to the community and stakeholders for 12 months and includes links to NSW Planning major project website for information and to provide further feedback. No additional community engagement is anticipated.

Government

Further engagement will be undertaken as follows:

- Key authorities as required for areas related to construction.
- Council Engineers regarding flooding and stormwater.
- Fire and Rescue NSW on the Fire Engineering Brief Questionnaire and Fire Engineering Report required as the design progresses.





Appendix



Appendix A – community & local business website

HALE STREET WASTE MANAGEMENT



The proposed waste management facility is for construction and demolition materials (solid waste that does not contain organic matter - known as non-putrescible waste).

Coombes Property Group has partnered with KLF Group to deliver and operate the proposed facility. KLF Group is an Australian owned and operated waste management company with over 25 years industry experience and a focus on achieving sustainable waste management outcomes and environmental solutions for the community.

ABOUT THE SITE

The site has been used for industrial and commercial purposes since at least 1955. It is centrally located in an industrial area between Sydney Airport and NSW Ports Terminal.

Currently the site is being leased to multiple tenants for industrial and commercial use.



SUPPORTING WASTE MANAGEMENT AND RECYCLING

Construction and demolition waste represents the largest residual waste stream, and we need to increase the rate of recycling and resource recovery, to divert these materials away from typical landfills.

This proposal development will support the objectives of the [NSW Waste and Sustainable Materials Strategy 2041](#) and the [Greater Sydney Region Plan: A Metropolis of Three Cities](#) by providing infrastructure to allow construction and demolition waste to be recycled and diverted from landfill and supporting the development of a circular economy.

ABOUT THE PROPOSED DEVELOPMENT

The proposed facility will accept up to 300,000 tonnes of construction and demolition waste each year and serve as a waste transfer station to KLF's network of advanced resource recovery facilities. The proposal will expand the recycling of construction and demolition waste geographically and improve the efficiency of the existing KLF network. The site will be used to capture construction waste from the forecasted growth in population across South Sydney and the CBD.

The proposed site will operate 24 hours, 7 days a week with waste activities at the site involving receipt of waste, sorting, and aggregation for transport to other facilities. Waste will be sorted into four types:

- plant feed
- clean concrete and brick
- metal
- light mixed waste



Unloading, sorting, stockpiling and reloading for transfer to other facilities will occur in a fully enclosed warehouse.

Movement in and out of the facility will be within the industrial precinct through Hale Street and Foreshore Road which connect to the major transport corridor, General Holmes Drive (M1). Vehicle movement will include:

- approximately 168 incoming vehicles per day where 80% of movement happens during the daytime (7am-6pm) and 20% during the evening and night (6pm-7am)
- approximately 38 outbound vehicles per day carrying materials such as light waste, bricks, concrete, metal and heavy waste.

WHAT TO EXPECT DURING CONSTRUCTION OF THE FACILITY

The expected duration of construction is 6 months during standard construction hours.

The main construction includes site establishment, demolition of existing buildings and hardstand, construction of new buildings and hardstand.

WHERE TO FIND MORE INFORMATION

This proposal is being considered as part of a State Significant Development Application as it meets the threshold of development for the purpose of waste or resource transfer under Schedule 1 of the State Environmental Planning Policy 2021.

Along with engaging with the community, a range of technical specialists have been engaged to complete detailed environmental assessments to inform the proposal. These include key issues such as air quality, noise, traffic, flooding, fire safety and aviation.

You can find out more information about the State significant development process, and where this proposal is in the planning process, through the Department of Planning [website for major projects](#)



Appendix B – community and local business survey

New waste management facility Botany

We want to understand your views on the proposal. Your feedback will be considered as the proposal is finalised to submit to the NSW Department of Planning and Environment.

* Required

1. What is your postcode *

2. Are you a resident, business or other interested stakeholder? *

Resident

Business

Other

3. How important is supporting sustainable waste practices in the facility's operations?

	Not very important	Not important	Neutral	Important	Very important
	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

4. Do you have other feedback about the proposed facility?

5. Do you have any other questions you'd like answered?

6. What are your contact details?

Submit



Appendix C – Stakeholder letter



www.astrolabegroup.com.au

[Redacted]

Via email: [Redacted]

7 November 2023

[Redacted]

Proposed new waste management facility at Hale Street, Botany

There is currently a proposal to develop a construction and demolition waste management facility at **2-4 Hale Street, Botany** by Coombes Property Group (CPG) and KLF Group. The proposed facility is for construction and demolition materials only (solid waste that does not contain organic matter - known as non-putrescible waste).

Coombes Property Group and KLF Group have commissioned Astrolabe Group to help engage with local community and stakeholders as they progress their proposal with the NSW Department of Planning and Environment (DPE).

We are writing to you as a local community stakeholder to let you know a bit more about the proposal and offer you the opportunity to provide feedback. All responses will be considered as the proposal is finalised for submission.

About the site

The site is located within an industrial area and is currently being leased to multiple tenants for industrial and commercial use.



Supporting waste management and recycling

Construction and demolition waste represents the largest residual waste stream, and we need to increase the rate of recycling and resource recovery, to divert these materials away from typical landfills.

This proposal will support the objectives of the [NSW Waste and Sustainable Materials Strategy 2041](#) to allow construction and demolition waste to be recycled and diverted from landfill.

About the proposed facility

The facility proposes to accept up to 300,000 tonnes per annum of construction and demolition waste each year and serve as a waste transfer station for the receipt, basic sorting and recycling of material.

Movement in and out of the facility will be within the industrial precinct through Hale Street and Foreshore Road which connect to the major transport corridor, General Holmes Drive (M1).

During construction

Construction is expected to take approximately 6 months during standard construction hours. The main construction includes site establishment, demolition of existing buildings and hardstand, construction of new buildings and hardstand.

Next steps to progress the proposal

An Environmental Impact Statement (EIS) is currently being prepared that responds to requirements of the Secretary's Environmental Assessment Requirements (SEARs) issued by DPE. The SEARs specifies the issues that are required to be addressed in the EIS, and can be found at the [Major Projects](#) website.

Along with engaging with the community, a range of technical specialists have been engaged to complete detailed environmental assessments to inform the proposal. These include key issues such as air quality, noise, traffic, flooding, fire safety and aviation.

How to provide feedback

You can provide feedback on the proposal through any of the following:

- Attending our **community drop-in session** on 28th November 2023, anytime between 4 – 6pm at Eastgardens Library (52 Bunnerong Rd, Eastgardens)
- Filling out a [online survey](#)
- Request a **briefing session** with us by contacting

Your feedback will be considered in developing the EIS. We would appreciate your feedback by no later than the 22 December 2023. Further details on the proposal can be found at halestreetwastemanagement.com.

Yours sincerely,



Belinda Comminos
Managing Director, Astrolabe Group



Appendix D – information pamphlets for letterbox drop

Front and back



We're seeking development approval from the NSW Department of Planning & Environment for a construction and demolition waste management facility at

**2 - 4 HALE STREET,
BOTANY**

Let us know your thoughts by:

Attending a drop-in info session

Filling out a survey

See back for details on how to give feedback

Give your feedback

Head to our website at halestreetwastemanagement.com or scan the code below to:

Register for the community info session on **Tues 28 Nov**, and drop in anytime from **4 - 6pm** at **Eastgardens Library**.

Fill out our short survey to provide comments and ask questions.



About the waste management facility

The facility will promote a circular economy through diverting and keeping construction and demolition waste out of landfill.

Once operational, the facility will accept up to 300,000 tonnes of construction and demolition waste each year.

Activities at the facility will include receipt of waste, sorting and aggregation for transportation to other facilities and recycling partners.

Construction is expected to take approximately 6 months during standard construction hours.



Appendix E – Community forum material

WELCOME

Acknowledgment of Country

We acknowledge the Traditional Custodians of Country and their connections to land, sea and community.

We acknowledge the Traditional Custodians of this land as the Bidjigal people and pay our respect to elders past, present and emerging.

About Coombes Property Group and KLF Group

Coombes Property Group has partnered with KLF Group to deliver and operate a construction and demolition waste management facility.

Coombes Property Group are a privately-owned organisation which develops, owns and manages a diversified national portfolio of office, retail, entertainment, land and other assets.

KLF Group will own and operate the facility. They are an Australian owned company with a focus on achieving sustainable waste management outcomes and environmental solutions.

KLF are members of the Green Building Council Australia, and hold the following sustainable certifications:



- ISO 14004:2015 Environmental Management System
- ISO 145001:2018 Occupational Health and Safety Management



ABOUT THE SITE

Location

The facility is proposed at 2 - 4 Hale Street, Botany approximately 8 km south of Sydney's CBD and adjacent to Sydney Airport.

The site is well located to capture waste from the southern Sydney region and CBD.

The site is zoned IN1 General Industrial. It is located in an industrial area with Wanless Waste Management and Botany Scrap Metal Recycling to the east and numerous industrial developments to the south such as Australian Metal Co Pty Ltd, 2k20 Automotive and ULD Transport.

History

The site has been used for industrial and commercial purposes since at least 1955, and the surrounding area is predominately industrial land use.



DURING CONSTRUCTION

Construction is proposed to take 6 months.

Construction works proposed include:

- Demolition of existing buildings and paved surfaces
- Construction of new buildings and hardstand.

A specialist acoustic consultant will be engaged to assess noise emissions and potential impacts associated with the proposal during construction and operation, carried out in accordance with the Interim Construction Noise Guideline and Noise Policy for Industry. This work will identify measures to manage noise within acceptable levels.

The facility is proposed to include:

- Purpose-built warehouse
- Site office with amenities and lunch room
- Paved surfaces for vehicle movement, weighbridge and parking
- 2 new driveways accessed from Hale Street: one for cars and one for trucks.

12 temporary jobs are expected to be created during the installation, construction and commissioning period.



DURING OPERATION

The waste management facility is proposed to accept up to 300,000 tonnes of construction and demolition waste annually.

The facility is proposed to sort non-putrescible waste, which means it does not contain organic matter associated with odour.

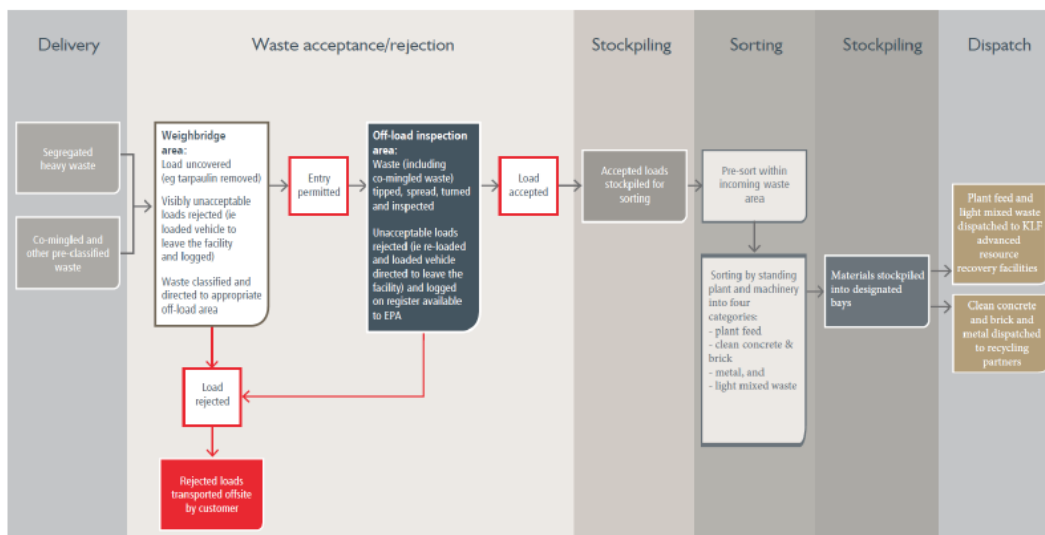
Indoor activities will take place in a fully enclosed warehouse, they include unloading, sorting, stockpiling and reloading for dispatch to other facilities.

Outdoor activities are limited to incoming and outgoing truck movements, weighbridge activities and vehicle washdown.

The facility will operate 24 hours, 7 days a week. The proposal is expected to create 11 permanent jobs at the facility. Activities will involve receipt of waste, sorting, and aggregation for transport to other facilities.

The facility's operations will be regulated by the Environment Protection Authority through an Environment Protection Licence.

Waste management process



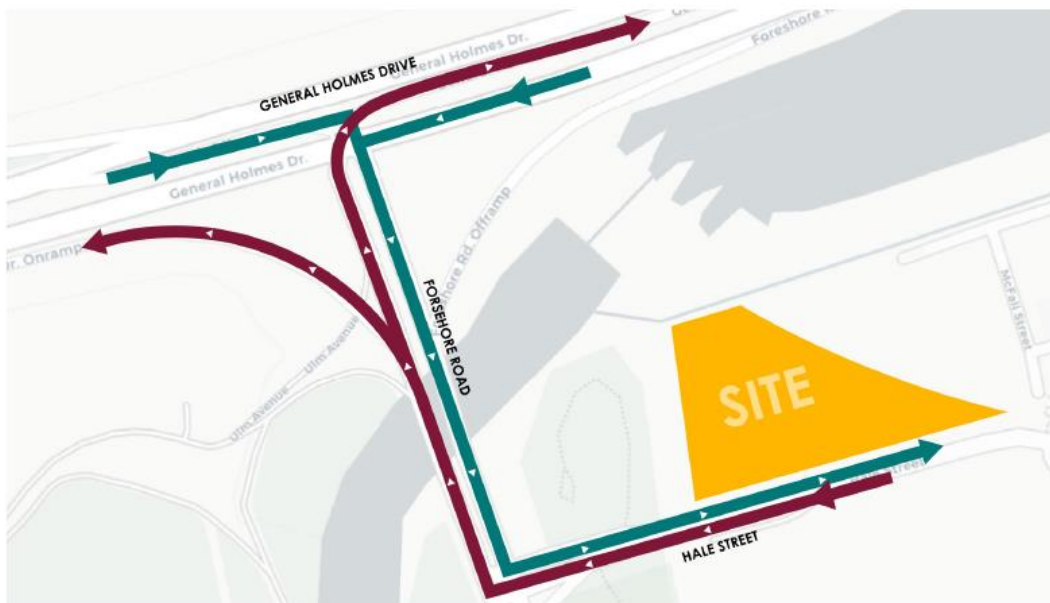
DURING OPERATION

Traffic

A specialist consultant will be engaged to assess the traffic-related issues associated with the proposal, carried out in accordance with TfNSW's Guide to Traffic Generating Developments and other relevant guidelines and standards. This work will identify traffic controls and mitigation measures required.

The primary route for heavy vehicles aims to avoid residential areas to minimise impacts. The route utilises General Holmes Drive, Foreshore Road and Hale Street, which are located within an approved B-double route area.

A maximum of 41 vehicle movements are expected within an hour, with the most movement expected during 8 - 9am and 4.30 to 5.30pm.



Air quality

A specialist consultant will be engaged to undertake an air quality impact assessment for the proposal in accordance with the Approved Methods for the Modelling and Assessment of Air Pollutants in New South Wales. This work will address the need for mitigation measures.



SUSTAINABILITY

Construction and demolition waste represents the largest residual waste stream in NSW. Residual waste is waste that has not been recycled or recovered, and is typically disposed to landfill.

Landfill space in the Sydney region is limited. The facility supports government circular economy policies by providing infrastructure to increase the volume of waste recycled and reduce the volume sent to landfill.

Three trees have been identified for removal, however no native vegetation communities are expected to be affected.

Soft landscaping and Water Sensitive Urban Design is proposed to manage stormwater runoff.



WHAT HAPPENS NEXT

Scoping report submitted to DPE and Secretary's Environmental Assessment Requirements issued



WE ARE HERE:
Prepare Environmental Impact Statement

Technical experts have been engaged to provide full assessments in accordance with the SEARs and relevant regulations. This includes for air quality, noise and traffic.

Your feedback will be shared with technical experts for consideration in their assessments.



EIS on public exhibition



Collate public submissions



Proponent responds to submissions



DPE assesses the proposal



DPE provides a determination



Appendix F – Survey responses

<i>ID</i>	<i>Postcode, stakeholder type</i>	<i>How important is supporting sustainable waste practices in the facility's operations?</i>	<i>Do you have other feedback about the proposed facility?</i>	<i>Do you have any other questions you'd like answered?</i>
1	2019, resident	Neutral	<p>I oppose to this development going ahead. as it's important to be sustainable this proposed site is no good as it is mixed with residential . There will be an added congestion that we don't need as it is bad already aswell as it is bad enough that the planes let off toxic fumes and we don't need added health hazards as dust and building materials. We already have a waste site in bay street and it is chaos with trucks constantly going up and down which is dangerous as kids play in the street. Also the parking is horrendous. Also noise pollution as this site will probably be operating 24/7</p>	Operating times noise pollution parking



2	2019, resident	Neutral		<p>What do you plan to do about the increase in trucks on Botany Road and past our residential streets? We all know the majority of waste trucks are not as big as the container trucks so are able to use all streets.</p> <p>Hale Street was reserved for the ports usage not industrial waste, what do you plan to do about dust and dirt</p>
3	2019, resident	Neutral	Why does it have to be in a residential area.	Are all trucks arriving and leaving via Foreshore Road
4	2019, resident	Neutral	Too close to the residential area and Botany road needs less trucks driving through.	
5	2019, resident	Neutral	Hale St is already congested at the best of times adding a facility that utilises even more traffic coming and going seems ludicrous and I pray there are no more trucks than currently do., travelling along and entering from Botany Rd.	<p>How do you propose to manage the traffic congestion?</p> <p>Will the facility smell?</p> <p>Will the facility be noisy?</p>
6	2019, business	Important	Concerns around dust and noise. Inappropriate location for the facility. It should be located in a heavy industrial area, not bordering a business zone.	
7	2019, resident	Neutral	Don't do it	Do you ever think about the residence of the area



8	2019, resident	Not very important	No thanks, move outside of this area. Will make access to roads and airport more restricted	
9	2019, resident	Very important	My main concern is whether there will be increased heavy traffic on Botany Rd or will all the traffic use Foreshore Rd.	How will you ensure that all heavy truck movements to the waste station will only use Foreshore drive?
10	2019, resident	Neutral	The position of this facility is too close to residential buildings. Not only does this create a pollution and smell problem but the road access is a huge problem. The main road in Botany, namely Botany Road, is already a nightmare traffic wise, the Hale Street turn-off is not suitable to large vehicles and it is a bottleneck for traffic at the best of times! This project should NOT be allowed to go ahead!	When is this planned for?
11	2019, resident	Not important	WE SAY NO TO THE WASTE MANAGEMENT FACILITY 1 - This will cause more trucks on the road, especially on Botany Road. 2 - Not many truck drivers know not to use part of Botany Road. 3 - Do not obey signage for trucks signage. 4 - Smell 5 - Noise	Why Botany? Why so close to a populated area?
12	2019, resident	Important	How come you didn't ask How important is supporting sustainable waste practices in the facility's operations in your suburb'	Yes, what will you doing to ensure that the odour from this facility does no permeate into the local area. The facility on canal road St Peter's left a horrid smell, especially in summer



13	2019, resident	Neutral	<p>Can we be assured that there is no chance of contamination into the surrounding millpond and that there will be no hazardous materials accepted and processed at the facility.</p> <p>The Foreshore and Hale st are already heavily congested this will add significant vehicles to an area that is already experiencing traffic congestion.</p>	<p>How can we be reassured that vehicles transporting the waste materials are not going to be driving along Botany road. We have already rules in place in regard to truck movements yet trucks still try to access Hale st from Botany rd causing more traffic problems for the local residents.</p>
14	2019, resident	Neutral	<p>What guarantee do you have that the proposed vehicles frequenting the site will not use Botany Rd?</p>	



Appendix G – Stakeholder Engagement Tracker

Agency	Agency Representative name/s	Lead consultant	Focus of engagement (key matters)	Engagement details (incl. method, time/date, attendees)	Summary of discussion	Outcomes (changes made to proposal)
Bayside City Council	Robert McKinlay	CPG	Offer project briefing to cover items raised in SEARs advice including Built Form, Traffic, Parking, Access and Public Domain, Stormwater Management, Flooding, Landscaping, Tree Management, Development near Critical Infrastructure, Amenity and Environmental Impacts.	CPG Email 31 Jan 2024 offering project briefing. Council Email response 31 Jan 2024 advising change in planner and will come back on meeting times. CPG and Council confirmed by email 7 Feb 2024 for meeting on 15 Feb 2024 CPG (NOK) and Council (RMcK) phone call 8 Feb 2024 to confirm agenda. Council (RMcK) emailed CPG (NOK) 20 Feb 2024	General project briefing provided at meeting on 15 Feb 2024. Key points of discussion for Council included set backs, on-site car parking reduction and further meeting required with Council Engineers on Flooding and Stormwater. Flooding and Stormwater meeting held 21 Feb 2024. Key points of discussion for Council included updating flood model with accurate survey	Car Parking Reduction - TIA updated to address parking reduction based on employee numbers. Set Backs - Architectural report to provide basis for reduced set back. Flood Modelling - Additional survey work undertaken and additional blockage scenarios run.



				<p>to arrange a followup meeting with Council Engineers on Flooding and Stormwater. Meeting held 21 Feb 2024 attended by Council, CPG and CJ Arms. Follow up email from CPG to council, 21 Feb 2024 requesting modelling clarification. Council responded 22 Feb 24.</p>	<p>information, additional Blockage Scenarios to be run per Jacobs Report, addressing Climate Change and rise and sea level and proposed Evacuation Strategy.</p>	
DPE - Assessments Team	Chris Ritchie and Sally Munk	EME	Provide project update following engagement with Council and Aviation Authorities	Meeting held Thursday 7 March 2024. Attendedes Chris Ritchie and Sally Munk from DPHI. CPG, KLF and EME	<p>Agenda:</p> <ol style="list-style-type: none"> 1. Engagement Update 2. Technical Assessments 3. Timing for Lodgement 4. Pre-lodgement Requirements for DPHI 	DPHI provided feedback in relation to engaging with NSW SES and DCCEEW and suggested a Flood Emergency management Plan (FEMP) be developed. Including providing precedent proejct reference.



DPE - Heritage NSW	Nicole Davis	EME	Offer project briefing to cover items raised in SEARs advice.	EME email 6 March 2024 offering project briefing. Heritage NSW emailed 7 March 2024 advising they will await submission.	N/A	N/A
DPE - Water Group (DCCEEW - Water knowledge division)	Rob Brownbill	CPG	Request advice on State owned water assets.	CPG Email 11 Mar 2024 requesting information on state owned assets and offering a project briefing. DCCEEW responded 12 Mar 2024 requesting specific question. CPG further email 13 Mar 2024 requesting confirmation of Controlled Activity Approval. No response received.	No response received.	N/A



DPE - Environment Protection Authority	Rashad Danoun	EME	Offer project briefing to cover items raised in SEARs advice.	EME email 24 January 2024 offering project briefing. EPA email response 31 January 2024 advising EPA will assess the project once submitted.	N/A	N/A
Sydney Airport	Peter Bleasdale	CPG	Airport Safeguarding matters including Wildlife Management and interface with navigation aids and AirServices Australia.	Meeting held 29 Nov 2023 with CPG and SYD to discuss updated advice letter to DPE in relation to risk of bird strikes and wildlife management. Further meeting held 31 Jan 2024 to present Wildlife Management Plan and other Airport Safeguarding Matters incl ILS glidepath interface. Email and phone call from CPG on	SYD raised additional concerns around proposal for a waste facility, queried if facility was putrescible or non-putrescible waste and potential increased risk of bird strike to the airport. CPG then engaged ARUP, as part of the Aviation Impact Assessment, to establish a set of principles for Wildlife Management on the site which was further presented to and	Aviation Impact Assessment updated to include Wildlife Management Plan based on advice and feedback from SYD.



				28 Feb 2024 advising SYD of outcome of meeting with AirServices.	accepted by SYD. CPG also provided update on meeting with AirServices Australia.	
Civil Aviation Safety Authority	David Alder	CPG	Offer project briefing to cover items CASA raised in SEARs advice: Dust Suppression, Windshear & Turbulence, Wildlife Management Plan, Lighting, OLS, ILS, Furnaces	CPG Email 31 Jan 2024 offering project briefing. CASA (David Alder) responded 8 Feb 2024 CPG sent through meeting invite for 22 Feb 2024.	CASA generally had no issues with the matters discussed on the call. They offered to undertake a preliminary assessment if that's of interest for us but agreed that this can be managed post application.	No changes required as a result of the meeting.



Airservices Australia	Richard Tomlinson	ARUP	Interface with navigation aids, namely building's west wall penetration of ILS glidepath.	Initial engagement undertaken prior to scoping report with outcome of correspondence included in Scoping Report. CPG Emailed 28 Nov 2023 and 30 Nov 2023 requesting data for RWY 16L ILS glidepath. ATS and Airservices had telephone call on 14 Dec 2023 to discuss data request. AirServices requested meeting on 19 Dec 2023 attended by Applicant, ARUP and AirServices. Follow up meeting requests sent by CPG on 15 Jan 24, 18 Jan 24, 23 Jan 24, 20 Feb 24.	Airservices Australia identified a potential risk to further deteriorate the ILS signal post completion of the development and recommended that CPG should plan or take into consideration any counter measures. CPG proposed to undertake their own modelling to determinate likelihood / extent of potential impact to inform if any design measures can be incorporated to mitigate the potential impact. Airservices suggested there would be no benefit in CPG commissioning own modelling. Airservices shared	As a result, CPG endeavoured to reduce the height of the west wall as much as possible. (Originally modelled at 16m, now modelled at 14m). Material of west wall considered - concrete reduces reflection. Design team will investigate patterning / impressions similar to a sound wall to further reduce reflection. Aviation Impact Assessment details methodology agreed with Airservices Australia in relation to existing flight data, post completion flight inspection and working with Airservices if further facade works are required post completion.
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				Airservices responded 20 Feb 24 offering meeting date. Meeting held 27 Feb 24.	outputs of their modelling and whilst it did show the west wall could create a reflection of the signal, Airservices acknowledged that it does not take into account the existing signal degradation nor the existing and surrounding conditions.	
Heritage NSW	Refer row 5 above					
Transport for NSW	Xin Zhao Shengxi Lin	Traffix	Offer opportunity for TfNSW to provide further comments noting advice to DPE that modelling on the classified road network is not required.	Traffix emailed 20 Feb 2024. TfNSW responded 8 Mar 2024 advising TfNSW will review post submission.	No further pre-lodgement engagement required.	N/A



Fire & Rescue NSW	Fire Safety General	GHD	Preliminary Design and Fire Safety Assessment briefing meeting	<p>GHD email 8 Feb 24 requesting meeting to discuss preliminary design review.</p> <p>GHD email 15 Feb 24 following-up on request.</p> <p>FRNSW email 29 Feb 24 advising Operational Liaison Team will facilitate meeting.</p> <p>GHD email 08 Mar 24 requesting update for meeting.</p> <p>FRNSW phoned GHD to advise meeting time for 14 Mar 2024 at 10am.</p>	<p>Project briefing provided to FRNSW including operational overview, fire services design for facility and walk through of fire safety assessment.</p> <p>Notes from meeting sent to FRNSW for their record on 15 Mar 2024.</p> <p>FRNSW noted that advice and comments only and are not considered formal confirmations or approval.</p> <p>Based upon information presented, FRNSW did not have objections to the proposed design and measures currently described.</p>	<p>Fire Safety Assessment updated following the meeting to capture the summary of the discussions and information presented.</p> <p>Further consultation with FRNSW on the FEBQ and FER required as the design progresses.</p>
NSW Rural Fire Service	Not Required					



Sydney Water	Growth Planning Team	CJ Arms	Feasibility request has been lodged. Application receipt received 15 Feb 24.	Sydney Water provided response on the feasibility request on 14 Mar 2024.	No major issues raised in the feasibility.	N/A
Endeavour Energy	Customer Service	EME	Provided scoping report and sought comments in relation to any nearby Endeavour Energy Assets.	Customer enquiry form submitted by EME on 12 Jan 2024. Endeavour energy responded 12 Jan 2024 confirmed project does not fall within their network and referred to Ausgrid.	Engagement not required.	N/A
Ausgrid	Paul Nakhle	EME	Contact made in response to DBYD	Customer enquiry form submitted by EME on 15 Jan 2024. Response from Paul Nakhle at Ausgrid received 23 Jan 2024 advising that Ausgrid will provide a formal response once the	No further pre-lodgement engagement required.	N/A



				EIS has been finalised.		
WaterNSW	Not Required					
Jemena	Lands Management Officer	EME	Contact made in response to DBYD	Email sent by EME on 12 Sept 2023. Jemena responded on 14 Sept 2023 directing to infrastructure protection team for when project is starting. Jemena secondary field officer responded on 18 Sept 2023 and additional phone call on 20 Sept 2023.	No further pre-lodgement engagement required. Jemena advised gas representative not required to supervise construction stage.	The Guideline to Designing, Construction and Operating around the Existing AS4645 Natural Gas Network will be adhered to prior to construction and operation of the proposed development.
Viva Energy	Pipelines Property and Stakeholder Manager	EME	Contact made in response to DBYD	Email sent by EME on 11 Sept 2023 requesting confirmation of DBYD information that no Viva Energy	Engagement not required.	N/A



				assets are near the site. Viva Energy responded 13 Oct 2023 confirming no comments or objections from Viva Energy.		
<i>Others (list)</i>						
Ampol	Dean Allison (AMPOL) Jeff Jones (Independent Facilitator)	EME	Offer project briefing to Dean Allison NSW BYDA Pipeline Supervisor.	EME email 11 Sept 2023 offering project briefing. Ampol responded 29 Sept 2023 requesting Safety Management Study to be undertaken. Provided independent facilitator's details. Facilitator contacted 29 Sept 2023 and responded 18 Oct 2023. Further correspondence 18-22 Jan 2024	Safety Management Study (SMS) will be required to be carried out by an Independent Facilitator. Agreed that this can be undertaken prior to issue of a construction certificate.	No changes required as a result of the engagement with Ampol and Independent Facilitator.



confirmed timing for SMS.

SES	Daniela Mitreski, Elspeth O'Shannessy, Claire Flashman, NSW SES Risk Reduction	CPG	Offer project briefing and discuss flood emergency management plan (FEMP).	CPG Email 11 Mar 2024 offering project briefing and to discuss FEMP. SES responded 12 Mar 2024 with meeting availabilities and requesting DPHI and DCCEEW Reps attend meeting. Meeting scheduled for 28 Mar 2024 Attendees: Kate Dawes, Claire Flashman, Elspeth O'Shannessy, Ana-Maria-Bianca Chitu. CPG, CJ Arms, KLF and EME.	Meeting attended by both NSW SES and DCCEEW. CJ Arms presented FEMP Feedback received in relation to report and management plan.	FEMP updated based on feedback including: <ul style="list-style-type: none"> - broader map scale for flood models shown in report to provide more context and access to site - address potential flood hazards on site - provide sensitivity of different flood events between 1% AEP to PMF - do not rely on evacuation centres - do not rely on mass rescues - communication between incoming and outgoing shifts
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DCCEEW - Biodiversity and Conservation	Dana Alderson, Senior Project Office Planning Biodiversity and Conservation (DCCEEW)	CPG	Offer project briefing and discuss flood emergency management plan (FEMP).	CPG Email 11 Mar 2024 offering project briefing and to discuss FEMP. CPG further email 13 Mar 2024 requesting attendance at meeting with NSW SES. DCCEEW responded 15 Mar 2024. Meeting schedule for 28 Mar 2024. Attendees: Dana Alderson and Priom Rahman. CPG, CJ Arms, KLF and EME
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