

Strathfield South Material Recovery Facility Expansion

Social Impact Assessment

Contents

Glossary	7
Executive summary	8
The Project	8
Purpose of this assessment	8
Impact assessment	9
Management and mitigation measures	9
1 Introduction	10
1.1 Background	10
1.2 Project description	10
1.3 Purpose of this assessment	13
2 Methodology	14
2.1 Overview	14
2.2 Methodology	14
2.2.1 <i>Review of existing environment</i>	14
2.2.2 <i>Describing the existing environment</i>	14
2.2.3 <i>Impact assessment</i>	14
2.2.4 <i>Developing management and mitigation measures</i>	15
2.3 Assessing levels of significance	15
2.4 Social locality	17
3 Policy context	19
3.1 National Waste Policy Action Plan 2019	19
3.2 NSW Waste and Sustainable Materials Strategy 2041	19
3.2.1 <i>NSW Waste and Sustainable Materials Strategy: A guide to future infrastructure needs</i>	20
3.3 Greater Sydney Region Plan – A Metropolis of Three Cities	20
3.4 Eastern City District Plan	21
3.5 Strathfield 2035 Community Strategic Plan	21
3.6 Strathfield 2040 Local Strategic Planning Statement	21
4 Community and stakeholder engagement	23
4.1 Engagement objectives	23
4.2 Engagement approach	23
4.3 Communication and engagement tools	24
4.4 Key issues raised	24
5 Social baseline	26
5.1 Way of life	26
5.1.1 <i>Population</i>	26

5.1.2	Age profile	26
5.1.3	Aboriginal and Torres Strait Islander residents	27
5.1.4	Cultural diversity	27
5.1.5	Families and housing	27
5.1.6	Socio-economic indicators for areas (SEIFA)	29
5.1.7	Travel behaviour	30
5.1.8	Travel to work	30
5.2	Community	31
5.3	Accessibility	32
5.3.1	Key transport networks	32
5.4	Culture	33
5.5	Health and wellbeing	33
5.5.1	Health	33
5.5.2	Need for assistance	34
5.6	Surroundings	34
5.6.1	Local businesses	34
5.6.2	Social infrastructure	36
5.7	Livelihoods	37
5.7.1	Employment	37
5.7.2	Household income	37
5.7.3	Industry of employment	37
5.8	Decision-making systems	39
6	Impact assessment	40
6.1	Construction	40
6.2	Operation	40
6.2.1	Way of life	40
6.2.2	Community	42
6.2.3	Accessibility	42
6.2.4	Culture	43
6.2.5	Health and wellbeing	43
6.2.6	Surroundings	44
6.2.7	Livelihoods	45
7	Management and mitigation measures	46
7.1	Management and mitigation measures	46
8	Residual impacts	47
8.1	Residual impacts	47
9	Conclusion	52
10	References	53

bd infrastructure Pty Ltd

ABN 84 161 384 596

www.bdinfrastucture.com

Quality control

Document: Strathfield South Materials Recovery Facility Expansion

Version: V1-4

Date: 2 December 2025

File: Re.Cycle SIA_V1-4_251121_Final

List of tables

Table 1-1: Summary of the Project.....	11
Table 1-2: Details regarding the social impact assessment for the Project as outlined in the SEARs.....	13
Table 2-1: Social impact assessment categories	15
Table 2-2: Levels of likelihood.....	15
Table 2-3: Levels of magnitude	16
Table 2-4: Matrix to assess level of significance of identified impacts.....	17
Table 4-1: Approach to community and stakeholder engagement	24
Table 4-2: Communication and engagement tools.....	24
Table 4-3: Key social issues raised during community and stakeholder engagement carried out during preparation of the EIS	25
Table 5-1: Total resident population.....	26
Table 5-2: Aboriginal and/or Torres Strait Islander residents	27
Table 5-3: Cultural diversity	27
Table 5-4: Household composition.....	28
Table 5-5: Housing tenure.....	29
Table 5-6: Occupancy of dwellings	29
Table 5-7: Method of travel to work.....	30
Table 5-8: Long-term health conditions.....	33
Table 5-9: Local businesses located near the Project.....	35
Table 5-10: Social infrastructure located near the Project.....	36
Table 5-11: Labour force	37
Table 5-12: Household income	37
Table 5-13: Industry of employment.....	38
Table 6-1: Operational hours for the Project	41
Table 6-2: Summary of impacts to way of life	42
Table 6-3: Summary of impacts to community	42
Table 6-4: Summary of impacts to accessibility	43
Table 6-6: Summary of impacts to health and wellbeing.....	44
Table 6-7: Summary of potential impacts to surroundings	45
Table 6-8: Summary of impacts to livelihoods.....	45
Table 7-1: Management and mitigation measures	46
Table 8-1: Residual impacts following implementation of safeguards and management measures	48

List of figures

Figure 1-1: Location of the Project	12
Figure 2-1: Social locality	18
Figure 5-1: Age profile.....	26
Figure 5-2: Place of usual residence.....	28
Figure 5-3: Number of registered motor vehicles per occupied dwelling.....	30
Figure 5-4: Need for assistance	34

Glossary

Term	Definition
ABS	Australian Bureau of Statistics
EP&A Act	<i>Environmental Planning and Assessment Act 1979</i>
CBD	Central Business District
CO ₂	Carbon dioxide
DPHI	Department of Planning, Housing and Infrastructure
EIS	Environmental Impact Statement
LGA	Local Government Area
MRF	Material Recovery Facility
SA2	Statistical Area Level 2
SEARs	Secretary's Environmental Assessment Requirements
SEPP	State Environmental Planning Policy
SIA	Social Impact Assessment
Strathfield LEP	Strathfield Local Environmental Plan 2012
SSD	State significant development

Executive summary

The Project

Re.Cycle is seeking a new development consent to increase the glass, co-mingled recyclables and paper and cardboard processing capacity at the existing Strathfield South Material Recovery Facility (MRF) by an additional throughput of 100,100 tonnes per annum. The additional throughput would be processed through the existing approved facility. No additional buildings, plant or equipment, or changes to the site layout would be required. The Project would increase the total materials received and processed on the site from the currently approved 99,900 tonnes per annum to 200,000 tonnes per annum.

The Project represents an intensification of operations utilising existing buildings, infrastructure, and site layout arrangement. Other than the additional material throughput, the Project would not involve changes to the site layout or built form. Further details of the Project include:

- Construction works or additional buildings, plant, or equipment would not be required to accommodate the Project.
- While there would be an increase in traffic generation (i.e., up to 58 additional truck movements per day for delivery of material and 13 additional truck movements per day for material load out), there would not be any changes to the existing approved site access arrangements, on-site traffic circulation, or external transportation routes currently used by trucks/vehicles to and from the site. There would be no change to the performance of intersections used by heavy vehicles to access the site.
- There would be a minor change to the existing approved hours of operation to allow the additional material to be received at the Strathfield South MRF from 4.30am to 6pm, Monday to Saturday (receiving is currently limited to 4.30am to 3pm).
- There would not be any changes to existing off-street car parking requirements or arrangements. The existing approved car parking provision is sufficient to accommodate the proposed car parking needs.
- There would not be any changes to existing customer/visitor access arrangements.

Purpose of this assessment

The Project is State Significant Development (SSD) under Section 23 of Schedule 1 of the State Environmental Planning Policy (Planning Systems) 2021 (Planning Systems SEPP) and approval for the Project is required under Part 4, Division 4.7 of the *Environmental Planning and Assessment Act 1979* (EP&A Act). It is a requirement that the SSD application for the Project is accompanied by an Environmental Impact Statement (EIS).

This Social Impact Assessment (SIA) has been prepared to inform the EIS for the Project. The purpose of a SIA is to 'identify, predict and evaluate likely social impacts arising from a project and propose responses to the predicted impacts' (NSW Department of Planning, Industry and Environment, 2023).

This SIA outlines the existing social baseline of the locality, assesses potential social impacts which may occur as a result of the Project, and identifies measures to help manage or mitigate any potential impacts.

Secretary's Environmental Assessment Requirements (SEARs) were provided for the Project on 15 October 2025. The SEARs identified that the Project must consider social impacts in accordance with the Social Impact Assessment Guideline (NSW Department of Planning, Industry and Environment, 2025).

Impact assessment

The additional material throughput would be processed through the existing approved Strathfield South MRF. No additional buildings, plant or equipment, or changes to the site layout would be required. As a result, the Project would not require construction activities, and therefore social impacts resulting from construction are not assessed.

Operation of the Project is expected to have positive impacts by contributing to long-term sustainability initiatives and reducing waste diverted to landfill, which is aligned with a number of State and local government policies. The Project would also require up to six additional full-time equivalent jobs within the Strathfield South MRF, resulting in a positive impact for local employment.

In terms of operational impacts, the Project will lead to an increase in truck movements to the site during the morning period. However, a traffic impact assessment indicates that this increase will have a negligible effect on delays. Additionally, the air quality assessment suggests that all air quality standards are expected to be met, ensuring no adverse effects on neighbouring areas. The noise assessment also confirms that, with the implementation of noise control measures, the proposed development will comply with sleep disturbance targets at all nearby residential properties, maintaining a suitable environment for local residents.

Management and mitigation measures

Social impacts identified in Chapter 6 of this SIA should be managed in accordance with the recommended management and mitigation measures outlined in respective technical assessments for the Project (provided as part of the EIS). These may include (but are not limited to):

- Traffic impact assessment
- Noise and vibration impact assessment
- Air quality impact assessment

Additional management and mitigation measures to address potential social impacts as a result of the Project would include the implementation of measures to incorporate community and stakeholder engagement into the environmental assessment and operational phase of the Project. Other relevant management and mitigation measures would be consistent with current management procedures currently implemented at the Strathfield South MRF.

1 Introduction

1.1 Background

Re.Cycle Operations Pty Ltd (Re.Cycle), a legal entity of Re.Group, owns and operates a material recovery facility (MRF) at 40 Madeline Street, Strathfield South in New South Wales (NSW). The Strathfield South MRF is located at Lot 24, DP 1200563 within an industrial estate, with low-density residential areas and public recreation areas further to the north, south and east. The Strathfield South MRF is located within the Strathfield local government area (LGA), and zoned E4 General Industrial under the provisions of the Strathfield Local Environmental Plan 2012 (Strathfield LEP). The location of the Strathfield South MRF is shown on Figure 1-1.

The existing Strathfield South MRF has an approved throughput of 30,000 tonnes per annum of paper and cardboard and 69,900 tonnes per annum of mixed metals (steel, tin and aluminium), glass and mixed plastics. Re.Cycle is seeking a new development consent to increase the glass processing (referred to as glass beneficiation), co-mingled recyclables and paper and cardboard capacity at the existing Strathfield South MRF by an additional 100,100 tonnes per annum, thereby increasing the total throughput of the MRF for all materials from 99,900 tonnes per annum to 200,000 tonnes per annum (the Project).

As the Project proposes to increase the waste processing capacity of the existing Strathfield South MRF to 200,000 tonnes per annum, the Project is classified as State significant development (SSD) under Division 4.7 of Part 4 of the *Environmental Planning and Assessment Act 1979* (EP&A Act). Section 23(3) of Schedule 1 of the State Environmental Planning Policy (Planning Systems) 2021 (Planning Systems SEPP) identifies 'development for the purpose of resource recovery or recycling facilities that handle more than 100,000 tonnes per year of waste' as SSD.

1.2 Project description

Re.Cycle is seeking a new development consent to increase the glass beneficiation, co-mingled recyclables and paper and cardboard capacity at the existing Strathfield South MRF by an additional throughput of 100,100 tonnes per annum. The additional throughput would be processed through the existing approved facility. No additional buildings, plant or equipment, or changes to the site layout would be required. The Project would increase the total materials received and processed on the site from the currently approved 99,900 tonnes per annum to 200,000 tonnes per annum.

Further details of the Project include:

- Construction works or additional buildings, plant, or equipment would not be required to accommodate the Project.
- While there would be an increase in traffic generation (i.e., up to 58 additional truck movements per day for material delivery, 13 additional truck movements per day for material load out and 12 employee light vehicle movements per day), there would not be any changes to the existing approved site access arrangements, on-site traffic circulation, or external transportation routes currently used by trucks/vehicles to and from the site. There would be no change to the performance of intersections used by heavy vehicles to access the site.
- There would be a minor change to the existing approved hours of operation to allow the additional material to be received at the Strathfield South MRF from 4.30am to 6pm, Monday to Saturday (receiving is currently limited to 4.30am to 3pm).
- There would not be any changes to existing off-street car parking requirements or arrangements. The existing approved car parking provision is sufficient to accommodate the proposed car parking needs.
- There would not be any changes to existing customer/visitor access arrangements.

A summary of the Project is provided in Table 1-1.

Table 1-1: Summary of the Project

Project element	Description
Glass beneficiation process	The Project does not propose to alter the existing glass beneficiation process, other than to increase the throughput of glass and other approved materials by an additional 100,100 tonnes per annum.
Storage	Increase in the amount of waste that can be stored on site at any one time from 4,200 to 8,000 tonnes.
Site infrastructure and layout	No changes to the existing approved site layout are proposed. No additional buildings, plant, or equipment are proposed.
Traffic, access and parking	58 additional truck movements per day for material delivery. 13 additional truck movements per day for material load out. 12 additional employee light vehicle movements per day. 24 additional vehicle movements during the AM peak period (15 in, 9 out) The Project would not result in any change to existing on-site car parking requirements or arrangements. The current car parking provision is sufficient to accommodate the Project.
Hours of operation	The Project proposes a variation to the existing approved hours of operation to allow the additional material to be received at the MRF from 4.30am to 6pm, Monday to Saturday (receiving is currently limited to 4.30am to 3pm). All other activities associated with the additional material processing would be undertaken within the hours currently imposed by Development Consent DA 2015/177/2.
Employment	The Project would generate six additional full-time equivalent jobs (i.e., three additional personnel per shift).
Capital investment value (CIV)	Not applicable. No changes to the existing site layout or built form are proposed.



Figure 1-1: Location of the Project

1.3 Purpose of this assessment

The Project is SSD under Schedule 1 of the Planning Systems SEPP and approval for the Project is required under Part 4, Division 4.7 of the EP&A Act. It is a requirement that the SSD application for the Project is accompanied by an EIS.

This Social Impact Assessment (SIA) has been prepared to inform the EIS for the Project. The purpose of a SIA is to 'identify, predict and evaluate likely social impacts arising from a project and propose responses to the predicted impacts' (NSW Department of Planning, Industry and Environment, 2023).

This SIA outlines the existing social baseline of the locality, assesses potential social impacts which may occur as a result of the Project, and identifies measures to help manage or mitigate any potential impacts.

The Secretary's Environmental Assessment Requirements (SEARs) were initially provided for the Project on 29 March 2023. These SEARs have now lapsed, and new SEARs were issued 15 October 2025. The SEARs identified that the Project must consider social impacts in accordance with the Social Impact Assessment Guideline (NSW Department of Planning, Industry and Environment, 2023) (refer to Table 1-2).

Table 1-2: Details regarding the social impact assessment for the Project as outlined in the SEARs

Key issue	Description
Social	Including a social impact assessment in accordance with the Department's Social Impact Assessment Guideline

2 Methodology

2.1 Overview

This SIA has been prepared in accordance with the *Social Impact Assessment Guideline* (NSW Department of Planning, Industry and Environment, 2023) and the *Technical Supplement, Social Impact Assessment Guideline for State Significant Projects* (NSW Department of Planning, Industry and Environment, 2023). This SIA has also been prepared to address the SEARs for the Project (refer to Section 1.3).

2.2 Methodology

2.2.1 Review of existing environment

A desktop review of existing information relevant to the Project was carried out. This included:

- A review of previous public submissions received in respect of the two most recent modifications to Development Application No. 2015/177 (i.e., DA 2015/177/2 – for minor additions and alterations to the existing Strathfield South MRF; and DA 2015/177/3 – for a temporary increase in processing throughput by 50,100 tonnes per annum to 120,000 tonnes per annum) to identify any key stakeholder issues and interests.
- A review of existing State and local government policies, such as community strategic plans, to understand how the Project meets local objectives.
- A review of existing literature to identify any additional impacts (benefits or disbenefits) or mitigation and management measures relevant to the Project

2.2.2 Describing the existing environment

A description of the existing socio-economic environment relevant to the Project was carried out. This included:

- Identifying the extent of the social locality by reviewing the Project footprint and using geographic areas from the Australian Bureau of Statistics (ABS) Australian Statistical Geography Standard, such as Statistical Areas Level 2, as well as non-ABS structures, such as the Project's LGA. Further details regarding the methodology for defining the study area is provided in Section 2.4.
- Developing the existing social environment (social baseline) primarily using information from the ABS 2021 Census of Population and Housing.
- A desktop review of aerial imagery (such as Google Maps) to identify social infrastructure near the Project and establish a list of key businesses in the area.
- Review of outcomes from community and stakeholder engagement carried out during the preparation of the EIS for the Project to inform the social baseline, as well as assist in the identification of social impacts and mitigation and management measures.
- Describing the existing social environment with consideration to the eight social impact categories identified in the *Social Impact Assessment Guideline* (NSW Department of Planning, Industry and Environment, 2023) (refer to Table 2-1).

2.2.3 Impact assessment

The SIA was carried out by:

- Utilising the existing social environment and reviewing and refining potential impacts (both benefits and disbenefits, direct and indirect) associated with the Project. This included reviewing other technical papers to understand impacts on environmental aspects, as relevant, and considering cumulative impacts.

- Assessing all identified social impacts (either positive or negative) associated with the Project, including an understanding of how these impacts may affect people and communities, in accordance with the *Social Impact Assessment Guideline* (NSW Department of Planning, Industry and Environment, 2023). Further details on how the level of significance was identified is provided in Section 2.3.

Table 2-1: Social impact assessment categories

Social impact category	Description
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	Including both Aboriginal and non-Aboriginal, such as 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.

Adapted from *Social Impact Assessment Guideline* (NSW Department of Planning, Industry and Environment, 2023)

2.2.4 Developing management and mitigation measures

In consultation with Re.Cycle, management and mitigation measures were identified. Outcomes from community and stakeholder engagement were incorporated into this SIA to show how impact identification and development of management and mitigation measures have taken into consideration engagement outcomes.

2.3 Assessing levels of significance

In accordance with the *Technical Supplement, Social Impact Assessment Guideline for State Significant Projects* (NSW Department of Planning, Industry and Environment, 2023), the likely significance of both positive and negative social impacts was assessed by considering the likelihood and magnitude of each identified impact. This was determined based on professional judgement.

The levels of likelihood to be considered when determining the significance of social impacts are shown in Table 2-2.

Table 2-2: Levels of likelihood

Likelihood	Description
Almost certain	Definite or almost definitely expected (e.g., has happened on similar projects)
Likely	High probability
Possible	Medium probability

Likelihood	Description
Unlikely	Low probability
Very unlikely	Improbable or remote probability

Adapted from *Technical Supplement, Social Impact Assessment Guideline for State Significant Projects* (NSW Department of Planning, Industry and Environment, 2023)

As per the *Technical Supplement, Social Impact Assessment Guideline for State Significant Projects* (NSW Department of Planning, Industry and Environment, 2023), when determining the magnitude of the Project, the following issues should be considered:

- Extent: consideration of who may be affected directly, indirectly, or cumulatively by the Project, including any vulnerable people. Consideration of the location of people affected by the Project.
- Duration: When is the social impact expected to occur, including whether it will be a temporary or permanent impact.
- Intensity or scale: Would the likely scale or degree of change be mild, moderate or severe.
- Sensitivity or importance: How sensitive / vulnerable (or how adaptable / resilient) are affected people to the impact, or (for positive impacts) how important is it to them.
- Level of concern / interest: How concerned / interested are people. Sometimes, concerns may be disproportionate to findings from technical assessments of likelihood, duration and / or intensity.

The levels of magnitude to be considered when determining the significance of social impacts are shown in Table 2-3.

Table 2-3: Levels of magnitude

Magnitude	Description
Transformational	Substantial change experienced in community wellbeing, livelihood, infrastructure, services, health, and/or heritage values; permanent displacement or addition of at least 20 per cent of a community.
Major	Substantial deterioration/improvement to something that people value highly, either lasting for an indefinite time or affecting many people in a widespread area.
Moderate	Noticeable deterioration/improvement to something that people value highly, either lasting for an extensive time or affecting a group of people.
Minor	Mild deterioration/improvement, for a reasonably short time, for a small number of people who are generally adaptable and not vulnerable.
Minimal	Little noticeable change experienced by people in the locality.

Adapted from *Technical Supplement, Social Impact Assessment Guideline for State Significance Projects* (NSW Department of Planning, Industry and Environment, 2023)

Table 2-4 was then used to determine and assess the level of significance of the potential social impacts as a result of the Project.

Table 2-4: Matrix to assess level of significance of identified impacts

Likelihood level	Magnitude level					
		1. Minimal	2. Minor	3. Moderate	4. Major	5. 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

Adapted from *Technical Supplement, Social Impact Assessment Guideline for State Significance Projects* (NSW Department of Planning, Industry and Environment, 2023)

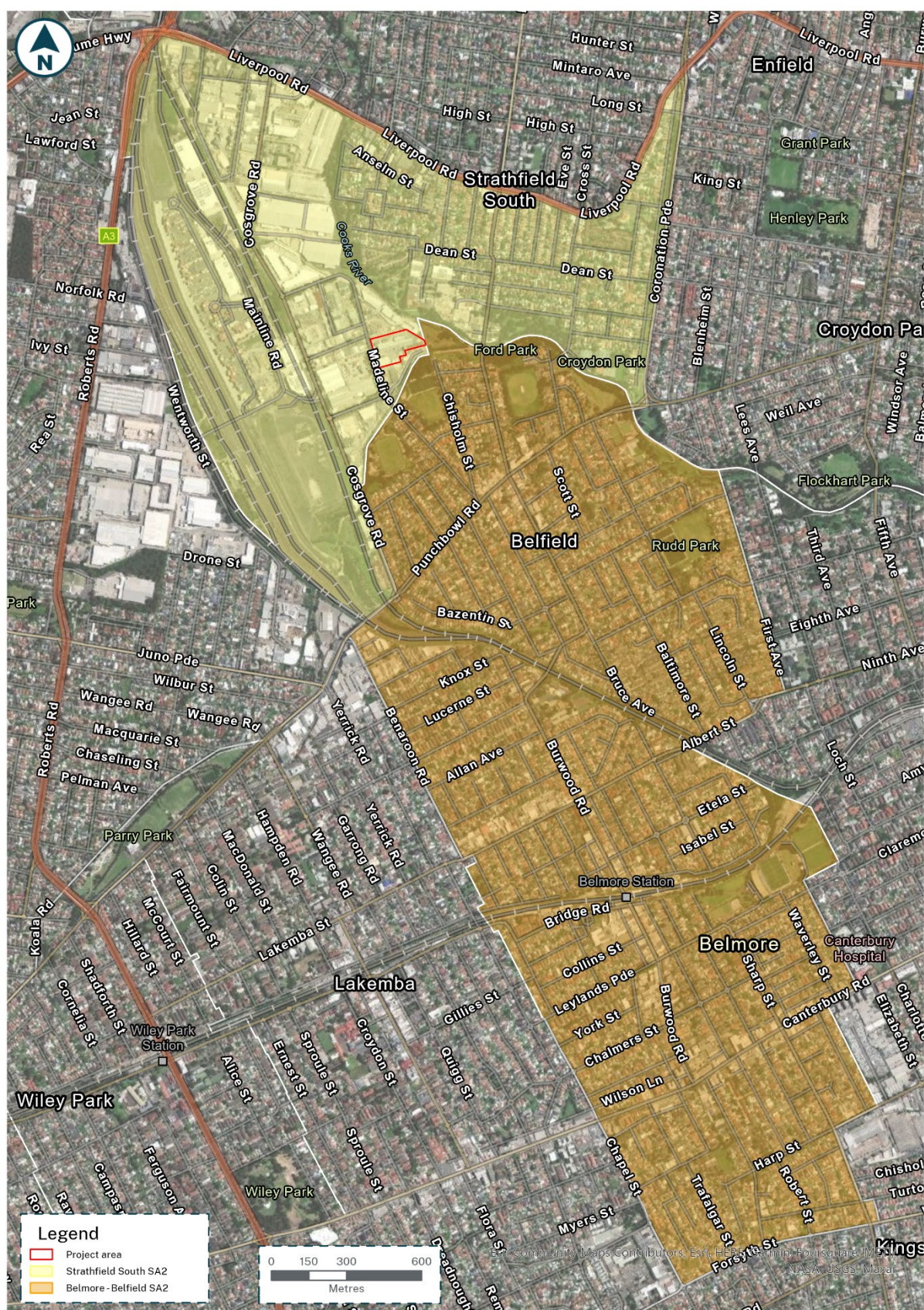
2.4 Social locality

The social locality for this SIA considers the geographical extent of potential impacts (including both local and regional impacts) to communities as a result of the Project.

This SIA defines the social locality as the area surrounding the Project. It is the area in which people are most likely to experience social impacts, including direct and indirect impacts as a result of the Project. These people could include businesses, workers, residents, or visitors to the area. The locality for the study area includes the Strathfield South Statistical Area Level 2 (SA2) and the Belmore-Belfield SA2.

This SIA defines region as the broader area compared to the locality. It is the area in which people may experience indirect impacts as a result of the Project. The region for the study area includes the Strathfield LGA. The Strathfield LGA has generally been considered in order to compare and analyse data of the social locality.

The social locality for this SIA is shown on Figure 2-1.



3 Policy context

3.1 National Waste Policy Action Plan 2019

The National Waste Policy Action Plan 2019 (Australian Government, 2019) sets a unified national direction for waste and recycling in Australia. The National Waste Policy Action Plan 2019 is underpinned by circular economy principles for waste.

Circular systems employ strategies such as reuse, repair, redistribution, and recycling to optimise resource utilisation while minimising waste, pollution, and carbon emissions. Their primary goal is to extend the lifespan of products, diverging from the conventional, linear, and disposable production model. The transition to a circular economy will also yield job opportunities, foster a more advanced industry, and have favourable environmental and community well-being impacts.

- The National Waste Policy Action Plan 2019 provides seven national targets to avoid waste, increase recycling, improve information to support innovation and build markets and demand for recycled products. These include:
 - Target 1: Ban the export of waste plastic, paper, glass and tyres commencing in the second half of 2020.
 - Target 2: Reduce total waste generated in Australia by 10 per cent per person by 2030
 - Target 3: 80 per cent average resource recovery rate from all waste streams following the waste hierarchy by 2030.
 - Target 4: Significantly increase the use of recycled content by governments and industry.
 - Target 7: Make comprehensive, economy-wide and timely data publicly available to support better consumer, investment and policy decisions.

The Project is directly aligned with Target 3 as it would increase the average resource recovery rate at the Strathfield South MRF and contributes to both Targets 1 and 4 by increasing the supply of glass cullet for use as inputs in domestic remanufacturing.

3.2 NSW Waste and Sustainable Materials Strategy 2041

The NSW Waste and Sustainable Materials Strategy 2041 (Stage 1: 2021-2027) (the Strategy) (NSW Department of Planning, Industry and Environment, 2021) outlines the targets for waste reduction and landfill diversion in NSW, as well as the environmental benefits and economic opportunities regarding how waste is managed.

The Strategy adopts the targets of the National Waste Policy Action Plan, including to:

- Reduce total waste generated by 10 per cent by person by 2030;
- Have an 80 per cent average recovery rate from all waste streams by 2030;
- Significantly increase the use of recycled content by governments and industry;
- Phase out problematic and unnecessary plastics by 2025; and
- Halve the amount of organic waste sent to landfill by 2030.

In addition to these targets, the Strategy:

- Introduces a new overall litter reduction target of 60 per cent by 2030 and a plastic litter reduction target of 30 per cent by 2025;
- Sets a goal to triple the plastics recycling rate by 2030;
- Reaffirms the commitment to the goal of net zero emissions from organic waste by 2030;

- Establishes new indicators to help track progress on infrastructure investment and the cost of waste services; and
- Develops a new measure of the emissions performance of waste and materials management to help track the performance across the lifecycle of materials.

The Strategy outlines a six-year plan that will deliver on long-term objectives through three focus areas. These include.:

- Meeting future infrastructure and service needs;
- Reducing carbon emissions through better waste and materials management; and
- Building on work to protect the environment and human health from waste pollution.

Regarding the focus area to meet future infrastructure and service needs, the Strategy notes that 'NSW already has a network of waste and resource recovery infrastructure but will need to expand and modernise it to meet the challenge of developing a circular economy.' Although the Project is not specifically identified in the Strategy, it would be aligned with this focus area as it would increase the material processing capacity at the existing Strathfield South MRF by an additional throughput of 100,100 tonnes per annum.

The Project would also align with other focus areas identified in the Strategy by increasing infrastructure capability, reducing carbon emissions, and protecting the environment from waste pollution by diverting more glass away from landfill and improving end-of-life material management.

3.2.1 NSW Waste and Sustainable Materials Strategy: A guide to future infrastructure needs

The NSW Waste and Sustainable Materials Strategy: A guide to future infrastructure needs (NSW Department of Planning, Industry and Environment, 2021) is an accompanying, infrastructure targeted strategy, to the NSW Waste and Sustainable Materials Strategy 2041 (Stage 1: 2021-2027). As more manufacturers increase the recycled content of their glass bottles, it anticipates demand for glass processing and recycling to grow. The Strategy outlines that existing locations have the capacity to meet such demand. The 2030 needs identified in the Strategy for glass processing include:

- If pipeline facilities proceed, there would be no need for new large-scale facilities in NSW;
- Minor capacity enhancement may be required in regional levy areas; and
- Priorities will include quality improvement upgrades.

Although not specifically identified in the Strategy, the Project is aligned with this Strategy, as it would utilise an existing Strathfield South MRF facility, with quality and capacity enhancement being delivered by an increase in throughput capacity.

3.3 Greater Sydney Region Plan – A Metropolis of Three Cities

The Greater Sydney Regional Plan – A Metropolis of Three Cities (the Plan) (Greater Sydney Commission, 2018) outlines a 40-year vision and a 20-year strategic plan for the growth and change of Greater Sydney. It works to inform and assist infrastructure planning in the context of social, economic, and environmental factors to improve liveability. The Plan seeks to transform Greater Sydney into three connected cities comprising the Central River City, the Western Parkland City, and the Eastern Harbour City.

In particular, the Plan highlights how to better leverage the capacity and efficiency of existing infrastructure to become more sustainable and mitigate future impacts of climate change. A sustainable region minimises its use of resources, and its impacts on global systems and climate change.

The Project is aligned with key infrastructure and liveability goals identified in the Plan, as it would improve the efficiency of existing industrial infrastructure and respond to increased market demands for recycling. Strategic objectives relevant to the Project identified in the Plan to achieve these goals/outcomes include:

- Objective 6: Services and infrastructure meet communities' changing needs.
- Objective 23: Industrial and urban services land is planned, retained and managed (*supports retention of local recycling and waste management facilities*).

The Project is also aligned with key sustainability outcomes to support responses to climate change and reduce emissions of greenhouse gases, reduce waste, and increase recycling and re-use. Strategic objectives relevant to the Project identified in the Plan to achieve these goals/outcomes include:

- Objective 33: A low-carbon city contributes to net-zero emissions by 2050 and mitigates climate change; and
- Objective 35: More waste is re-used and recycled to support the development of a circular economy.

3.4 Eastern City District Plan

The Eastern City District Plan (Greater Sydney Commission, 2018) is a supporting document for the Greater Sydney Regional Plan. It is a guide for implementing the Greater Sydney Regional Plan at a district level. It focuses on creating well-connected communities, increasing housing and job opportunities, improving transportation, enhancing the environment, and fostering vibrant urban spaces to support the region's growth and liveability.

Several key district level initiatives are identified in the Eastern City District Plan which are consistent with the Project, including:

- Planning Priority E1: Planning for a city supported by infrastructure;
- Planning Priority E3: Providing services and social infrastructure to meet people's changing needs;
- Planning Priority E12: Retaining and managing industrial and urban services land;
- Planning Priority E19: Reducing carbon emissions and managing energy, water and waste efficiently; and
- Planning Priority E20: Adapting to the impacts of urban and natural hazards and climate change.

The Project would be consistent with the Eastern City District Plan as it would capitalise on existing infrastructure, provide in-demand recycling services, actively manage industrial land, reduce waste, and contribute to mitigation of climate change effects.

3.5 Strathfield 2035 Community Strategic Plan

The Strathfield 2035 Community Strategic Plan (Strathfield Council, 2022) aims to make Strathfield LGA a better place to live by focusing on community well-being, sustainable development, environmental care, a strong local economy, and effective governance.

Waste was identified as the LGA's third largest carbon dioxide (CO₂) emissions contributor in the 2019/2020 reporting period. In 2021, the LGA did not meet the NSW Government's resource recovery rate of 80 percent by 2030, with only 37 percent of LGA residential waste diverted from landfill. To reduce waste accrual, the LGA has prioritised action, including:

- 4.2.1 Provide high quality, efficient and sustainable waste services and education to reduce landfill and improve recycling and reuse; and
- 4.3.2 Implement sustainable practices and efficiencies in resource use to support a healthy built environment.

The Project would help Strathfield LGA meet its NSW 2030 waste reduction targets, improve efficiencies in recycling, and support a circular economy for a healthy built environment.

3.6 Strathfield 2040 Local Strategic Planning Statement

The Strathfield 2040 Local Strategic Planning Statement (Strathfield Council, 2020) is a long-term roadmap for land use and infrastructure provision in Strathfield LGA. Actions identified in the plan will be incrementally implemented by 2040. The plan gives effect to the Eastern City District Plan and the Strathfield 2035 Community Strategic Plan. Strathfield's four planning priorities are identified as: infrastructure and collaboration, liveability, productivity, and sustainability.

Several key district level planning priorities are identified in the Strathfield 2040 Local Strategic Planning Statement which are consistent with the Project, including:

- P3: Freight corridors and local servicing meets needs with minimal impact on neighbourhoods and centres.
- P10: Industrial land and precincts deliver District and local urban services and provide activated spaces with minimal impact on neighbourhoods.
- P16: A healthy built environment delivers sustainable and resource efficient outcomes.
- A106: Investigate appropriate locations for recycling centres and waste drop off points.

The Project would deliver on these priorities as it is aiming to increase glass and other material processing capacity without any changes to operating hours and with minimal impact on neighbourhoods. Increased glass processing capacity also delivers efficient and sustainable outcomes by providing an appropriate, existing location along the freight corridor for increased recycling.

4 Community and stakeholder engagement

4.1 Engagement objectives

Engagement objectives for the Project include to:

- **Provide an update and inform** community and stakeholder members about the Project, its impacts and benefits.
- **Use quality engagement** to develop relationships with the community and understand values relevant to the drafting of the EIS.
- **Help the local community** understand the Project benefits, development approval process and how they can participate in the process.
- **Demonstrate Re.Cycle's commitment to appropriate and responsive engagement**, by collecting and presenting information and outlining an engagement approach that demonstrates appropriate effort under relevant guidelines.
- **Respond to community feedback** by making relevant changes to the Project and including mitigation measures in the EIS.
- **Enable** authentic conversations through **all stages of the EIS** by using quality engagement and communications materials that enable community members and stakeholders to provide informed feedback.

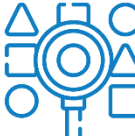
4.2 Engagement approach

Community and stakeholder engagement during preparation of the EIS was carried out in accordance with the following guidelines:

- Undertaking Engagement Guidelines for State Significant Projects (NSW Department of Planning, Housing and Infrastructure, 2024);
- Social Impact Assessment Guideline for State Significant Projects (NSW Department of Planning, Industry and Environment, 2023); and
- Best practice principles championed by the Engagement Institute (formerly the International Association of Public Participation (IAP2)).

The approach to community and stakeholder engagement during preparation of the EIS incorporated the core principles of Undertaking Engagement Guidelines for State Significant Projects (NSW Department of Planning, Industry and Environment, 2023) (refer to Table 4-1).

Table 4-1: Approach to community and stakeholder engagement

				
Open and inclusive	Easy to access	Relevant	Timely	Meaningful
Our communications will be clear and concise, easy to understand and supported by engaging visual content.	Our approach allows for targeted one-on-one engagement and broader consultation via accessible online and in person tools and communications.	We will clearly identify elements of the project that can be influenced or shaped by stakeholders and the community and align our communications with their interests.	We will engage early in the SIA development allowing time for feedback to be considered in the assessment.	We will work with community members to close the loop on feedback, clearly articulating how feedback has been addressed and why.

4.3 Communication and engagement tools

Communication and engagement tools used during community and stakeholder engagement carried out during preparation of the EIS are listed in Table 4-2.

Table 4-2: Communication and engagement tools

Engagement tool	Description
Newsletter / Fact sheet	A Newsletter was distributed to local communities and residents on Tuesday 17 October 2023 to provide information regarding the Project, including details of upcoming consultation activities.
Webpage	The webpage is a central repository of information relating to the Project, including publicly available documents and communications materials. The information on the website was kept up to date throughout the Project, including updates regarding key milestones.
Stakeholder briefings	One one-hour online briefing was carried out on Wednesday 18 October 2023 with local businesses located near the Project to provide targeted and tailored information and gather feedback. Another one-hour briefing was held with Strathfield Council on Thursday 9 November 2023.
Door knocking campaign	Doorknocking was carried out on Monday 23 October 2023 to outline specific Project impacts to stakeholders with the potential to be directly affected by the Project and their feedback collected via a survey.
Community online survey	An online survey was used to identify social and economic impacts associated with the Project and understand community views and aspirations for the Project. The online survey opened on Tuesday 17 October 2023 and closed on Sunday 5 November 2023. One response to the survey was received.
Drop-in session	An in-person information session was held on Tuesday 24 October 2023 to provide community members and stakeholder groups with an opportunity to meet the project team, learn more, ask questions, and provide informed feedback.

4.4 Key issues raised

Key social issues raised during community and stakeholder engagement carried out during preparation of the EIS, including where these issues have been addressed in this SIA, are outlined in Table 4-3.

Table 4-3: Key social issues raised during community and stakeholder engagement carried out during preparation of the EIS

Social issue	Description	Where addressed in this SIA
Increased traffic	Concerns regarding traffic from heavy vehicles, especially along Cosgrove Road. Concern that traffic would worsen as a result of the Project.	Section 6.2.1
Poor road quality	Concerns that the poor road quality of Madeline Street would further deteriorate as a result of the Project.	Section 6.2.3
Increased noise	Concerns regarding noise produced by the operation of the facility. Concern that this issue would worsen as a result of the Project.	Section 6.2.6
Reduced air quality	Concerns regarding the air quality and dust produced by the operation of the facility. Concern that this issue would worsen as a result of the Project.	Section 6.2.6
Increased pests, bugs and vermin	Concerns regarding the operation of the facility, as it attracts pests, bugs and vermin. Concern that this issue would worsen with increased capacity.	Section 6.2.6
Changes to hours of operation	Community members noted the use of Cooke Skate Park was popular with children late into the evening and had concerns about extended hours of operation. Concerns were also raised regarding the proposed extension to operating hours on Saturdays.	Section 6.2.1

5 Social baseline

5.1 Way of life

5.1.1 Population

At the 2021 Census, the social locality had a total resident population of about 23,968 people, representing about 52.6 per cent of the population of the Strathfield LGA, which had a total resident population of about 45,593 people (refer to Table 5-1).

Table 5-1: Total resident population

	Strathfield South SA2	Belmore-Belfield SA2	Social locality	Strathfield LGA	NSW
Resident population	3,636	20,332	23,968	45,593	8,072,163

Source: Based on 2021 Census of Population and Housing, Australian Bureau of Statistics (General Community Profile)

5.1.2 Age profile

The social locality had a slightly older age profile than the Strathfield LGA, with a median age of 38 years (South Strathfield SA2) and 39 years (Belmore-Belfield SA2) compared to 33 years (Strathfield LGA).

At the 2021 Census, the social locality had a higher proportion of children (0-14 years) and a higher proportion of people aged 45 years and over, compared to the Strathfield LGA (refer to Figure 5-1). This may indicate a potentially older residential population near the Project.

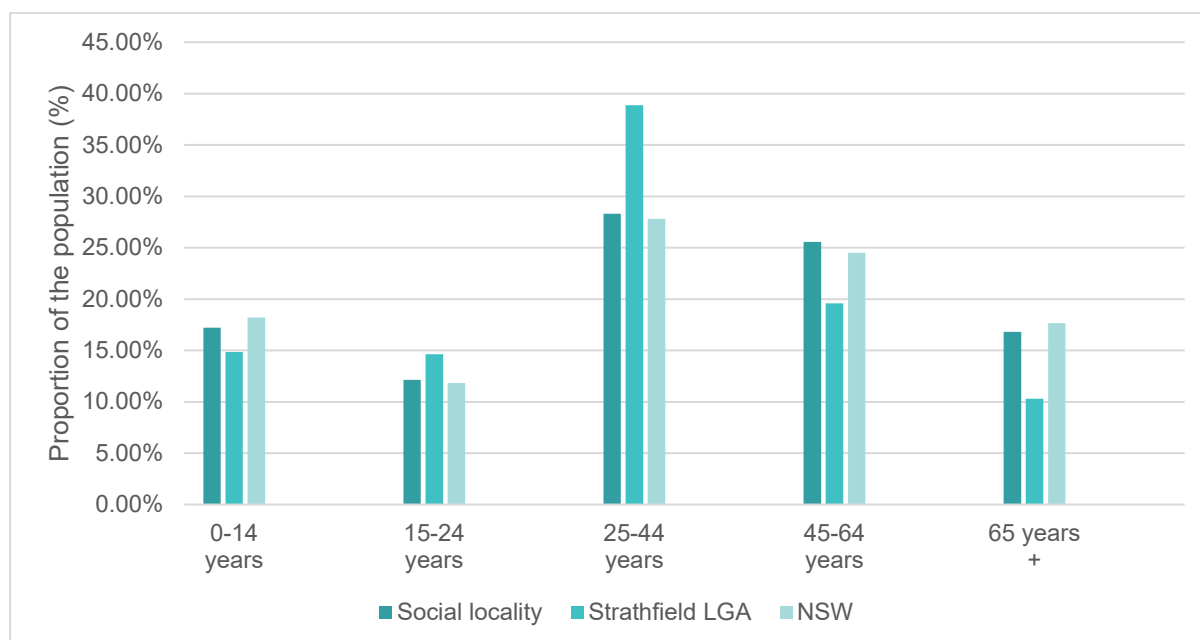


Figure 5-1: Age profile

Source: Based on 2021 Census of Population and Housing, Australian Bureau of Statistics (General Community Profile)

5.1.3 Aboriginal and Torres Strait Islander residents

At the 2021 Census, both the social locality and the Strathfield LGA had a lower proportion of Aboriginal and/or Torres Strait Islander residents compared to NSW, at about 0.5 per cent and about 0.4 per cent, respectively (refer to Table 5-2).

Table 5-2: Aboriginal and/or Torres Strait Islander residents

	Strathfield South SA2	Belmore-Belfield SA2	Social locality	Strathfield LGA	NSW
Aboriginal and Torres Strait Islander population	0.5%	0.5%	0.5%	0.4%	3.4%

Source: Based on 2021 Census of Population and Housing, Australian Bureau of Statistics (General Community Profile)

5.1.4 Cultural diversity

At the 2021 Census, the social locality represented higher levels of cultural diversity when compared to NSW (refer to Table 5-3). This is reflected by:

- A higher proportion of residents born overseas when compared to NSW (about 45.3 per cent, compared to about 29.3 per cent). The Strathfield LGA had the highest level of cultural diversity, with about 58.9 per cent of residents born overseas.
- A higher proportion of residents who spoke a language other than English at home compared to NSW. About 58.3 per cent of the social locality spoke a language other than English at home, and about 65.3 per cent of the Strathfield LGA spoke a language other than English at home.

Table 5-3: Cultural diversity

	Strathfield South SA2	Belmore-Belfield SA2	Social locality	Strathfield LGA	NSW
Born overseas	46.9%	45.5%	45.3%	58.9%	29.3%
Language other than English spoken at home	56.2%	58.7%	58.3%	65.3%	26.6%

Source: Based on 2021 Census of Population and Housing, Australian Bureau of Statistics (General Community Profile)

5.1.5 Families and housing

Household composition

At the 2021 Census, the social locality had a higher proportion of family households when compared to the Strathfield LGA and NSW (refer to Table 5-4). The Strathfield South SA2 represented the highest proportion of family households, at about 76.5 per cent. The Strathfield South SA2 also had a higher portion of couple families with children and lower proportion of couple families with no children when compared to the Strathfield LGA and NSW. The Strathfield LGA had higher proportions of group households (at about 8.7 per cent) when compared to the social locality (at about 3.5 per cent) and NSW (at about 3.8 per cent). This could potentially be due to tertiary education facilities located within or near the Strathfield LGA, including:

- The Australian Catholic University Strathfield Campus, which is located at Barker Road, Strathfield (about 2.4 kilometres north of the Project);
- The Western Sydney Institute, which is located at Wentworth Road, Strathfield (about 3.2 kilometres north-east of the Project); and
- The Western Sydney University campus, located at Australia Avenue, Sydney Olympic Park (about 5.8 kilometres north-east of the Project).

Table 5-4: Household composition

	Strathfield South SA2	Belmore-Belfield SA2	Social locality	Strathfield LGA	NSW
Family households	76.5%	71.6%	72.4%	70.8%	71.2%
Couple family with no children	22.1%	20.4%	20.7%	25.3%	26.3%
Couple family with children	42.1%	34.6%	35.8%	34.7%	32.5%
Lone person households	20.8%	24.8%	24.2%	20.5%	25.0%
Group households	2.8%	3.6%	3.5%	8.7%	3.8%

Source: Based on 2021 Census of Population and Housing, Australian Bureau of Statistics (General Community Profile)

Household mobility

The social locality had relatively low proportions of household mobility at the 2021 Census when compared to the Strathfield LGA and NSW, with about 80.9 per cent of the population living at the same address as 12 months ago and about 59.0 per cent of the population living at the same address as five years ago (refer to Figure 5-2).

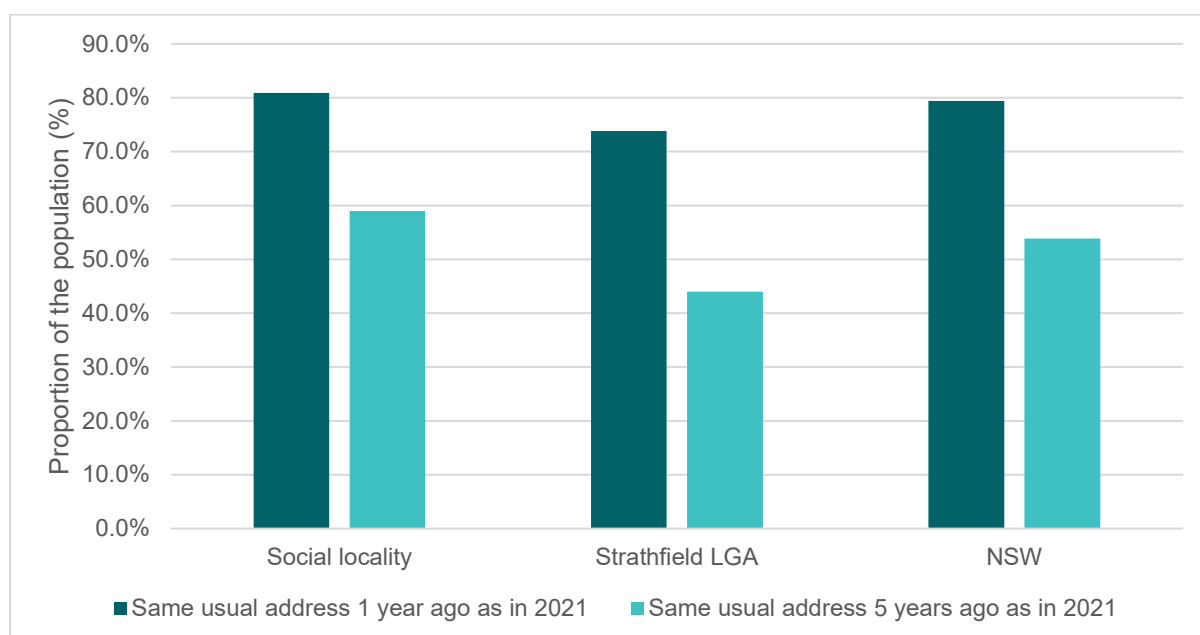


Figure 5-2: Place of usual residence

Source: Based on 2021 Census of Population and Housing, Australian Bureau of Statistics (General Community Profile)

Housing tenure

The social locality had a higher proportion of dwellings owned outright or with a mortgage at the 2021 Census compared to the Strathfield LGA (at about 58.0 per cent compared to 50.5 per cent, respectively) (refer to Table 5-5). This was lower than the NSW average, at 64.0 per cent.

Table 5-5: Housing tenure

	Strathfield South SA2	Belmore-Belfield SA2	Social locality	Strathfield LGA	NSW
Dwellings owned outright or with a mortgage	63.3%	57.1%	58.0%	50.5%	64.0%
Dwellings rented	33.8%	39.1%	38.3%	46.2%	32.6%

Source: Based on 2021 Census of Population and Housing, Australian Bureau of Statistics (General Community Profile)

Dwellings

At the 2021 Census, the social locality had higher proportions of occupied private dwellings and lower proportions of unoccupied private dwellings compared to the Strathfield LGA and NSW (refer to Table 5-6).

Table 5-6: Occupancy of dwellings

	Strathfield South SA2	Belmore-Belfield SA2	Social locality	Strathfield LGA	NSW
Occupied private dwellings	93.2%	92.1%	92.3%	90.0%	90.6%
Unoccupied private dwellings	6.8%	7.9%	7.7%	10.0%	9.4%
Total dwellings	1,373	7,540	8,913	17,495	3,199,988

Source: Based on 2021 Census of Population and Housing, Australian Bureau of Statistics (General Community Profile)

5.1.6 Socio-economic indicators for areas (SEIFA)

Socio-economic Index for Areas (SEIFA) is a comparative tool which measures the relative advantage and/or disadvantage of an area compared to the rest of Australia. It summarises different aspects of the socio-economic conditions of the people living in a given area based on a range of data such as income, educational attainment, unemployment, and dwellings without motor vehicles.

In this SIA, the SEIFA metric used is the Index of Relative Socio-economic Advantage and Disadvantage (IRSAD). IRSAD considers factors that indicate both advantage and disadvantage in the same score. IRSAD has been represented in deciles in this SIA. Each decile represents a proportion of an area within Australia. IRSAD deciles range from 1-10, where decile 1 reflects high levels of disadvantage and low levels of advantage and 10 reflects low levels of disadvantage and high levels of advantage. For example, a suburb with an IRSAD decile of 10:

- Has very high levels of advantage;
- Has very low levels of disadvantage; and
- Is in the top 10 per cent of suburbs in Australia based on their high levels of advantage and low levels of disadvantage.

When considering the IRSAD scores of the social locality the Strathfield South SA2 has relatively high levels of advantage and relatively low levels of disadvantage, with a decile score of 8. This is compared to the Belmore-Belfield SA2, which has a decile score of 5. The Strathfield LGA also has low levels of disadvantage and high levels of advantage, with a decile score of 10.

The IRSAD scores suggest the Strathfield South SA2 and Strathfield LGA have a low representation of vulnerable people, households and/or communities; however, these groups of people may have a higher representation in the Belmore-Belfield SA2.

5.1.7 Travel behaviour

Vehicle ownership

At the 2021 Census, the Strathfield LGA had low levels of vehicle ownership, with about 14.1 per cent of occupied dwellings having no motor vehicles, compared to the social locality and NSW (at about 12.0 per cent and about 9.0 per cent, respectively) (refer to Figure 5-3).

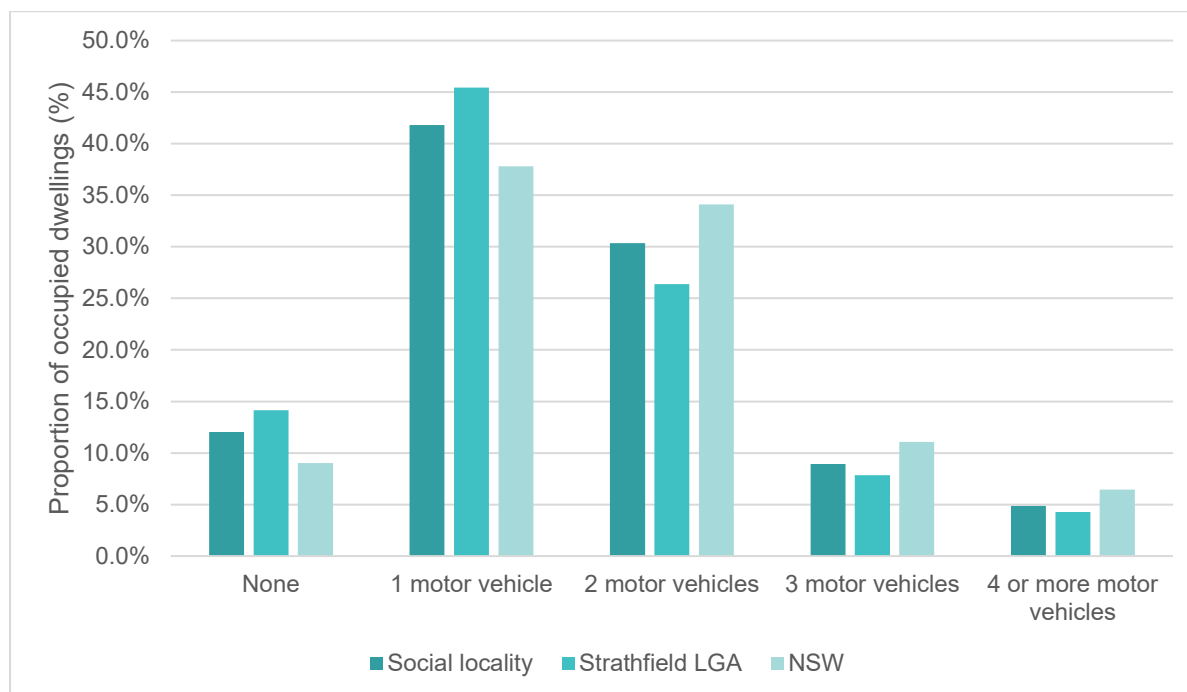


Figure 5-3: Number of registered motor vehicles per occupied dwelling

Source: Based on 2021 Census of Population and Housing, Australian Bureau of Statistics (General Community Profile)

5.1.8 Travel to work

At the 2021 Census, the primary method of travel to work was via car (as a driver or passenger), with about 37.7 per cent of people living in the social locality travelling to work via car only (refer to Table 5-7). However, a large proportion of people living in the social locality worked from home in 2021 (about 34.0 per cent).

It is important to note the 2021 Census was undertaken during COVID-19, with results heavily skewed towards work from home employment due to lockdown measures. As such, data from the 2016 Census has been included as a comparison (refer to Table 5-7).

Table 5-7: Method of travel to work

	Strathfield South SA2		Belmore-Belfield SA2		Social locality		Strathfield LGA		NSW	
	2016	2021	2016	2021	2016	2021	2016	2021	2016	2021
One method										
Train	6.5%	1.4%	14.2%	3.4%	12.8%	3.1%	24.9%	8.5%	7.5%	1.7%
Bus	3.1%	1.0%	1.8%	0.6%	2.0%	0.6%	2.0%	0.6%	4.0%	0.9%
Taxi/rid e-share service	0.2%	0.2%	0.2%	0.2%	0.2%	0.2%	0.1%	0.2%	0.2%	0.1%

	Strathfield South SA2		Belmore-Belfield SA2		Social locality		Strathfield LGA		NSW	
	2016	2021	2016	2021	2016	2021	2016	2021	2016	2021
Car (as driver or passenger)	58.2%	37.7%	61.3%	37.8%	60.8%	37.7%	47.5%	34.0%	62.1%	46.3%
Truck	0.8%	0.5%	1.2%	0.5%	1.1%	0.5%	0.5%	0.3%	1.0%	0.7%
Motorbike/scooter	0.6%	0.2%	0.5%	0.3%	0.5%	0.3%	0.4%	0.6%	0.6%	0.4%
Bicycle	0.0%	0.0%	0.2%	0.2%	0.2%	0.1%	0.4%	0.2%	0.7%	0.4%
Walked only	1.3%	0.8%	2.1%	1.6%	2.0%	1.5%	3.2%	1.8%	3.9%	2.5%
Two methods										
Train and Bus	12.6%	2.6%	3.2%	1.5%	4.9%	1.7%	5.9%	2.9%	1.8%	0.6%
Train and car (as driver or passenger)	2.6%	0.7%	1.8%	0.4%	1.9%	0.4%	1.8%	0.5%	1.3%	0.2%
Bus and car (as driver or passenger)	0.9%	0.0%	0.3%	0.1%	0.4%	0.1%	0.2%	0.0%	0.3%	0.1%
Other										
Worked at home	3.5%	41.4%	2.7%	32.3%	2.9%	34.0%	3.3%	36.3%	4.8%	31.0%
Did not go to work	5.9%	12.4%	7.1%	18.8%	6.9%	17.6%	6.3%	11.6%	8.7%	13.2%

Source: Based on 2021 Census of Population and Housing, Australian Bureau of Statistics (General Community Profile) and 2016 Census of Population and Housing, Australian Bureau of Statistics (General Community Profile)

5.2 Community

The Strathfield Council's 2035 Community Strategic Plan (Strathfield Council, 2022) captures the community's core values and priorities. It places significant importance on safety, easy transportation access, and the maintenance of a clean and secure environment. It highlights a commitment to community wellbeing, where diversity is pivotal in creating healthy, active, and secure local environments. The community's strong connection to open spaces and preservation of canopy cover are viewed as integral to promoting Strathfield's healthy and active communities.

The plan also emphasises the celebration and nurturing of local identity, making neighbourhoods genuinely liveable and inclusive spaces. Social cohesion and cultural diversity are viewed as positive local area strengths that make Strathfield a welcoming place to live. The plan reveals that 83 per cent of the community strongly embraces its multicultural, diverse, and accepting atmosphere.

During consultation, community members placed high value on parklands, the natural environment and environmental protection. Community members viewed pollution as a challenge in their area and supported investing in local businesses.

5.3 Accessibility

5.3.1 Key transport networks

Roads

Key roads near the Project include:

- The Hume Highway, which provides an east-west connection to the north of the Project has a posted speed limit of 60 kilometres per hour.
- Cosgrove Road, which provides a north-south connection to the west of the Project. Cosgrove Road has a posted speed limit of 60 kilometres per hour.
- Punchbowl Road, which provides an east-west connection to the south of the Project. Punchbowl Road has a posted speed limit of 60 kilometres per hour.

Public transport

Bus services

While there are no bus stops located in the industrial zone, extensive bus networks run north of the site along the Hume Highway and south from the site along Punchbowl Road. Along the Hume Highway, bus route 913 links the area with Strathfield and Bankstown, route 914 links the area with Strathfield and Greenacre, route M90 links the area with Liverpool, Revesby, Bankstown and Burwood and route 480 links the area to the Central Business District (CBD) passing through Ashfield, Croydon, Haberfield and running along Parramatta Road to Haymarket.

Along Punchbowl Road, route 415 links the area to the Canada Bay LGA, passing through Burwood, Five Dock and finishing at Chiswick and route 450 links the area to Hurstville, passing through Lakemba, Roselands, and Beverly Hills. The closest bus stop to the site is stop ID 219123, at Water Street opposite Excelsior Avenue. It is approximately 800 metres southeast from the site or about an 11-minute walk, with bus route 450 servicing the stop.

Train services

The project site is a considerable distance from a train network, with the closest station being Belmore Train Station, around 2.6 kilometres away or a 37-minute walk. Additionally, the proposed 2024 closure of the T3 Bankstown Train line, between Sydenham and Bankstown, will include Belmore Station.

Active transport

Footpaths run on both sides of Madeline Street where the project site is located, however the footpath ends further past the project site at 14 Madeline Street. Pedestrians can still utilise a footpath on the opposite side of Madeline Street, which is unbroken and connects into Cleveland Street and Hope Street.

The closest cycleway is the Cooks River Cycleway, which sits approximately 270 metres east of the project site. The Cooks River Cycleway is one of Sydney's most extensive cycleway routes, running along the Cooks River from Strathfield all the way to Botany Bay. To the north of the project site, the Cooks River Cycleway also feeds into the Bay-to-Bay cycle way, which connects all the way to Ryde.

There are no other shared paths within the industrial area zone.

5.4 Culture

In the Community Strategic Plan 2035 (Strathfield Council, 2023), Strathfield's culturally diversity promotes a 'sense of belonging and social cohesiveness'. The LGA is highly multicultural, with 65.3 percent of residents speaking a language other than English at home. This is mirrored in the Strathfield South SA2, where 56.2 percent of residents speak a language other than English, with 46.9 percent of residents being born overseas. According to the Community Strategic Plan 2035 (Strathfield Council 2023), the multicultural nature of the LGA is "well accepted by its local community and the community views diversity as a strength." High cultural diversity was also identified as a vulnerability and challenge, especially regarding poor English language proficiency and its effect on connections to community.

5.5 Health and wellbeing

Strathfield LGA prioritises access to leafy, green environments and recreation facilities. Residential areas in the area are defined by their wide leafy tree lined avenues and established canopies. The natural environment plays a vital role in contributing to local ecosystem and community satisfaction, with 9 percent of the LGA being open space utilised for parks and other reserves. This is especially important as density has increased in the area, especially along Parramatta and Liverpool Roads. The Community Strategic Plan 2035 identified 'healthy and active communities' as an imperative to 'Community wellbeing'. Strategies to achieve this include 'managing open space, recreation and community facilities and programs to provide fair access and meet community, leisure and recreational needs' and promoting 'healthy and active living programs.'

5.5.1 Health

Statistics regarding long-term health conditions experienced by communities are available from the 2021 Census. The top four long-term health conditions for the social locality include arthritis, diabetes (excluding gestational diabetes), asthma, and a mental health condition (including depression or anxiety) (refer to Table 5-8).

Table 5-8: Long-term health conditions

	Strathfield South SA2	Belmore-Belfield SA2	Strathfield LGA	NSW
Arthritis	6.1%	6.4%	4.3%	8.4%
Asthma	6.1%	5.1%	4.3%	7.8%
Cancer (including remission)	2.1%	2.2%	1.6%	2.8%
Dementia (including Alzheimer's)	0.2%	0.9%	0.7%	0.8%
Diabetes (excluding gestational diabetes)	5.7%	6.0%	4.3%	4.8%
Heart disease (including heart attack or angina)	3.5%	3.5%	2.6%	3.9%
Kidney disease	1.1%	0.9%	0.6%	1.0%
Lung condition (including COPD or emphysema)	0.7%	1.0%	0.6%	1.7%
Mental health condition (including depression or anxiety)	5.3%	5.1%	4.0%	8.0%
Stroke	0.6%	0.7%	0.6%	0.9%

	Strathfield South SA2	Belmore-Belfield SA2	Strathfield LGA	NSW
Any other long-term health condition(s)	7.3%	7.2%	5.9%	7.8%
No long-term health condition(s)	67.7%	64.6%	72.6%	61.0%
Not stated	5.3%	9.7%	6.8%	8.1%

Source: Based on 2021 Census of Population and Housing, Australian Bureau of Statistics (General Community Profile)

5.5.2 Need for assistance

At the 2021 Census, about 6.8 per cent of people living in the social locality had a need for assistance in their day-to-day lives in one or more of the three core activity areas of self-care, mobility, and communication because of a long-term health condition (lasting six months or more), a disability (lasting six months or more), or old age, which was higher compared to the Strathfield LGA and NSW (refer to Figure 5-4).

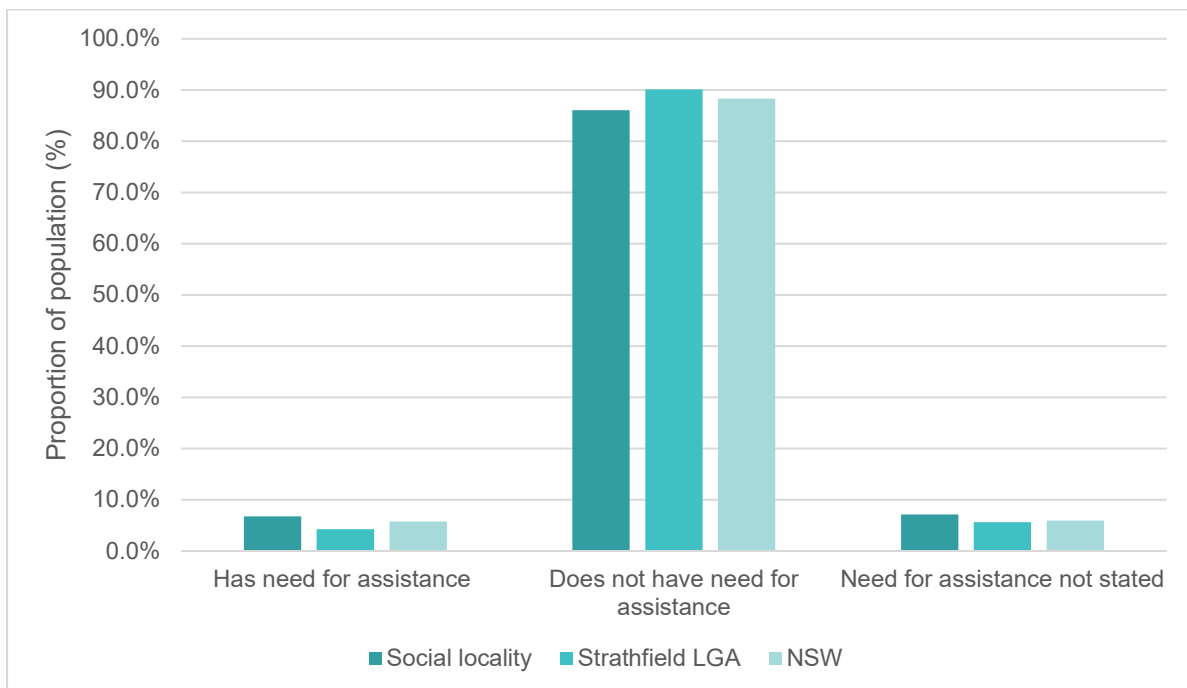


Figure 5-4: Need for assistance

Source: Based on 2021 Census of Population and Housing, Australian Bureau of Statistics (General Community Profile)

5.6 Surroundings

5.6.1 Local businesses

The Project is located within an industrial estate, zoned E4 General Industrial under the provisions of the Strathfield LEP. Surrounding business are predominantly industrial, with waste centres, construction businesses and distribution centres. Smaller business types are dominated by auto repair business, and food wholesalers and suppliers.

Local businesses located near the Project, and along the transport route utilised by heavy vehicles accessing the Strathfield South MRF, are listed in Table 5-9. These businesses are generally located along the northern section of Madeline Street, Cleveland Street, and Cosgrove Road.

Table 5-9: Local businesses located near the Project

Business type	Business name	Location
Industrial	Dela Civil Pty	38 Madeline Street, Strathfield South NSW 2136
	Crawford's Casting	27 Madeline Street, Strathfield South NSW 2136
	GroundTec Equipment	4 Madeline Street, Strathfield South NSW 2136
	Advanced Timber	2 Madeline Street, Strathfield South NSW 2136
	Jora Industries	U 4/81-89 Cosgrove Road, Strathfield South NSW 2136
	Australian Synthetic Lawns	14/50-60 Cosgrove Road, Strathfield South NSW 2136
	Booktopia (Customer Fulfilment Centre)	34 Cosgrove Road, Strathfield South NSW 2136
	Waste 360	63/65 Cosgrove Road, Strathfield South NSW 2136
	Joye Group	45 Cosgrove Road, Strathfield South NSW 2136
	Canterbury Timber & Building Supplies	64-68 Cosgrove Road, Strathfield South NSW 2136
	Diamond Hard Chrome	27 Cosgrove Road, Strathfield South NSW 2136
	Lion Civil Group	1/3 Cosgrove Road, Strathfield South NSW 2136
Retail	Italian Shoes	U 1/50-60 Cosgrove Road, Strathfield South NSW 2136
	Chokyo Pet Warehouse	U 3/50 Cosgrove Road, Strathfield South NSW 2136
	Pacific Pool Products Australia	U 3/ 26-32 Cosgrove Road, Strathfield South NSW 2136
	Omni Building & Hardware Supply	51 Cosgrove Road, Strathfield South NSW 2136
	Shako Blinds & Shades	15/50 Cosgrove Road, Strathfield South NSW 2136
	Total Concept Security	19 Cosgrove Road, Strathfield South NSW 2136
	Royal Formwork Solutions Sales & Hire – NSW Trade Centre	6/14 Cosgrove Road, Strathfield South NSW 2136
	Royal Hire	6/14 Cosgrove Road, Strathfield South NSW 2136
	Frogie	U 53/50-62 Cosgrove Road, Strathfield South NSW 2136
	LCS Air	17/50-62 Cosgrove Road, Strathfield South NSW 2136
Catering / Wholesale Food	Green Pasture Meats	6B/1-21 Madeline Street, Strathfield South NSW 2136
	Osawa Enterprises	6B/1-21 Madeline Street, Strathfield South NSW 2136
	Sydney Meat Market	1 Madeline Street, Strathfield South NSW 2136
	Kapamilya Imports	55 Cosgrove Road, Strathfield South NSW 2136

Business type	Business name	Location
	EH Palmer	1-21 Madeline Street, Strathfield South NSW 2136
	United Meat Co	2A/1-21 Madeline Street, Strathfield South NSW 2136
	Beef Producers Australia	2A/1-21 Madeline Street, Strathfield South NSW 2136
Auto Repair	CollisionCare Vehicle Repair	23 Madeline Street, Strathfield South NSW 2136
	Eurologic	82 Cosgrove Road, Strathfield South NSW 2136
	Metro Auto Glass	69/52 Cosgrove Road, Strathfield Sout NSW 2136
	Strathfield Autobody	47/49 Cosgrove Road, Strathfield South NSW 2136
	Advance Motor Mechanics	31 Cosgrove Road, Strathfield South NSW 2136
	Payless Tyres, Brakes & Mechanical Repairs	25 Cosgrove Road, Strathfield South NSW 2136
	South Strathfield Auto Electrical Services	23 Cosgrove Road, Strathfield South NSW 2136
	Cosgrove Smash Repairs	17 Cosgrove Road, Strathfield South NSW 2136
	Lansvale Smash Repairs	5/11 Cosgrove Road, Strathfield South NSW 2136
	Motorserve South Strathfield Car Servicing	2 Cosgrove Road, Strathfield South NSW 2136
Courier / Moving services / Trucking Company	Super Removalists	14a Madeline Street, Strathfield South NSW 2136
	Lopez Brothers	4 Cleveland Street, Strathfield South NSW 2136
Educational Centres	Swann College	U 3/53-57 Cosgrove Road, Strathfield South NSW 2136

5.6.2 Social infrastructure

Cooke Park, which hosts six community sporting teams, as well as playground and skate park facilities, is the closest social infrastructure located near the Project (refer to Table 5-10).

Table 5-10: Social infrastructure located near the Project

Social infrastructure	Description	Location and proximity to Project
Cooke Park	Large local park comprising: a skate Park, a playground, soccer, and rugby fields (Begnell Field) with Cox Creek running along its North-West perimeter. Many sporting clubs utilise the fields, especially on weekends.	Runs along Madeline Street and Chisholm Street about 50 metres at its nearest point south of the Project.
St Anne's Catholic Primary School	Catholic primary school offering a catholic education for school children in years Kindergarten – year six.	Entry through St Anne's Square about 550 metres north of the Project
Papilo Early Learning South Strathfield	Preschool offering preparatory education and childcare services.	Entry through Liverpool Road about 745 metres north-east of the Project.

Social infrastructure	Description	Location and proximity to Project
Alphabeta Retaval Preparatory School	The school offers preparatory education, long day care vacation care and before and after day care for primary aged students. Working hours are Monday-Friday most days of the year	Entry through Elliott Street, located about 400 metres at its nearest point west of the Project.
Sydney Jongbopsa	A Buddhist temple, mainly serving the Korean-Australian Buddhist congregation.	Located at 2 Elliott Street Belfield, about 560 metres at its nearest point south-west of the Project.

5.7 Livelihoods

5.7.1 Employment

Within the social locality, the Strathfield South SA2 had lower proportions of unemployment (at about 5.5 per cent), compared to the Strathfield LGA (at about 6.4 per cent) (refer to Table 5-11). Both the Strathfield South SA2 and the Strathfield LGA had higher proportions of unemployment when compared to NSW.

Table 5-11: Labour force

	Strathfield South SA2	Belmore-Belfield SA2	Strathfield LGA	NSW
Total unemployed	5.5%	6.4%	6.4%	4.9%
Total labour force participation	62.2%	49.0%	62.8%	58.7%

Source: Based on 2021 Census of Population and Housing, Australian Bureau of Statistics (General Community Profile)

5.7.2 Household income

The median weekly household income within the social locality was \$1,785 at the 2021 Census. This was lower than that of the Strathfield LGA (\$2,105) and NSW (\$1,829) (refer to Table 5-12).

Table 5-12: Household income

	Strathfield South SA2	Belmore-Belfield SA2	Social locality	Strathfield LGA	NSW
Median total personal income per week	\$870	\$650	\$760*	\$869	\$813
Median total family income per week	\$2,341	\$1,845	\$2,093*	\$2,301	\$2,185
Median total household income per week	\$2,045	\$1,525	\$1,785*	\$2,105	\$1,829

*Average of Strathfield South SA2 and Belmore-Belfield SA2

Source: Based on 2021 Census of Population and Housing, Australian Bureau of Statistics (General Community Profile)

5.7.3 Industry of employment

At the 2021 Census, the five most common industries of employment within the social locality included:

- Health Care and Social Assistance, at 13.5 per cent;

- Retail Trade, at 9.7 per cent;
- Construction, at 8.8 per cent;
- Education and Training, at 8.8 per cent; and
- Professional, Scientific and Technical Services, at 7.7 per cent (refer to Table 5-13).

This may be reflective of private and public education institutions located within Strathfield LGA and its proximity to the Sydney and Parramatta central business districts.

Table 5-13: Industry of employment

	Strathfield South SA2	Belmore-Belfield SA2	Strathfield LGA	NSW
Agriculture, Forestry and Fishing	0.0%	0.2%	0.2%	2.0%
Mining	0.0%	0.1%	0.2%	1.0%
Manufacturing	5.0%	4.9%	4.2%	5.5%
Electricity, Gas, Water and Waste Services	0.9%	0.5%	0.5%	1.0%
Construction	7.1%	9.2%	6.2%	8.6%
Wholesale Trade	4.0%	2.8%	3.4%	2.8%
Retail Trade	7.5%	10.1%	9.9%	9.0%
Accommodation and Food Services	4.1%	6.3%	7.1%	6.2%
Transport, Postal and Warehousing	5.7%	6.9%	4.7%	4.6%
Information Media and Telecommunications	1.9%	2.1%	2.0%	1.8%
Financial and Insurance Services	8.5%	6.0%	8.0%	5.3%
Rental, Hiring and Real Estate Services	2.3%	1.9%	1.9%	1.7%
Professional, Scientific and Technical Services	10.8%	7.0%	11.7%	8.9%
Administrative and Support Services	3.3%	3.5%	4.3%	3.2%
Public Administration and Safety	5.4%	5.2%	4.5%	6.1%
Education and Training	10.8%	8.4%	6.8%	8.7%
Health Care and Social Assistance	12.4%	13.8%	15.4%	14.4%

	Strathfield South SA2	Belmore-Belfield SA2	Strathfield LGA	NSW
Arts and Recreation Services	1.2%	1.4%	1.0%	1.4%
Other Services	4.2%	4.2%	2.4%	3.4%
Inadequately described/Not stated	4.8%	5.4%	5.8%	4.6%

Source: Based on 2021 Census of Population and Housing, Australian Bureau of Statistics (General Community Profile)

5.8 Decision-making systems

The Community Strategic Plan 2035 (Strathfield Council, 2023) identified that the ability to participate in decision-making and having a say in plans and policies is important to the local community. A key priority in the Plan is for 'Responsible Leadership' and that 'Council is responsive, accountable and includes community in decision making processes.' This includes encouraging people to actively participate in community decisions and making sure council is 'effectively and responsibly managed to respond to community needs, priorities and values.' Two strategies are identified to help achieve this priority, including to help the community 'be well informed, engaged and represented in council policy making and advocacy' and delivering 'ethical, responsible leadership and accountability'.

The Community Strategic Plan 2035 (Strathfield Council, 2023) also highlighted the importance of community participation and engagement within the LGA. 'Culturally diverse, socially cohesive, and connected communities' is identified as a foundation of community engagement and community wellbeing. Future strategies identified to achieve this priority include to 'deliver programs to meet identified community needs in partnership with key stakeholders, community and government agencies' and to 'provide opportunities and programs to build community capacity and resilience.'

6 Impact assessment

This chapter analyses potential social impacts (both negative and positive) predicted to occur during the operation of the Project, if the Project is granted planning approval.

6.1 Construction

The additional material throughput would be processed through the existing approved Strathfield South MRF. No additional buildings, plant or equipment, or changes to the site layout would be required. As a result, the Project would not require construction activities, and social impacts due to construction are not relevant.

6.2 Operation

6.2.1 Way of life

Way of life refers to 'how people live, how they get around, how they work, how they play, and how they interact each day' (NSW Department of Planning, Industry and Environment, 2023).

Community consultation results indicated concerns with the proposed increase in truck movements, which some people predict will cause traffic delays and poor air quality.

Increased heavy vehicle movements

Operation of the Project would generate up to 58 additional truck movements per day for material delivery, 13 additional truck movements per day for material load out and 12 employee light vehicle movements per day. Additional traffic in the AM peak period would be 24 vehicles (15 in, 9 out).

Community concerns were raised regarding the increase in heavy vehicles as a result of the Project and its effect on both traffic and air quality. Community members noted the high levels of traffic, especially from heavy vehicle usage, along Cosgrove Road. The traffic volume was identified to be highest in the morning, which coincided with school drop-off time. Community members also noted that longer operating hours could increase the interaction between heavy vehicles and young people along Madeline Street. However, a chicane in Madeline Street prevents heavy vehicles from accessing Madeline Street towards the park, which eliminates any truck interaction with park users.

The Traffic Impact Assessment (Traffix, 2026) found that the proposed truck route, which avoids residential areas and directs trucks to arterial roads like Liverpool Road and Punchbowl Road, will minimise impacts on local traffic. The assessment estimates a net increase of 24 vehicle trips during the morning peak hour, which is not expected to significantly affect the road network. Key intersections around the site are projected to continue operating at Level of Service (LoS) A, indicating no significant delays or capacity issues. The proposed traffic plan is designed to ensure minimal disruption to local traffic flow.

In terms of cumulative traffic impacts, the Traffic Impact Assessment (Traffix, 2026) identified two nearby projects at 127 Cosgrove Road, Strathfield South (MP05_0147-Mod-15, approved) and 13 Bellfrog Street, Greenacre (SSD-67497708, preparing Response to Submissions). The Bellfrog Street development would use different access roads and is not expected to have any cumulative impact with the Project. The approved project at 127 Cosgrove Road was assessed to have minimal and acceptable cumulative impacts when combined with the proposed Project.

The Air Quality and Greenhouse Gas Assessment (Northstar, 2024) indicate that all air quality criteria are predicted to be achieved at the identified sensitive receptor locations. Modelled concentrations associated with the operation of the facility including the approved development at nearby receptors are minimal and would not result in any additional exceedances of the air quality.

The significance rating for the impact of the Project on amenity (air-quality) and road safety due to increased heavy vehicle movements during operation has been assessed as medium (refer to Table 6-2).

Noise and vibration impacts

Operation of the Project would require an extension to the approved hours of operation of the Strathfield South MRF (refer to Table 6-1). This would comprise an extra three hours on Monday to Saturday (4:30am to 6pm, instead of 4:30am to 3pm) to allow for additional material to be received at the facility. All other activities associated with the additional materials, including processing and dispatch, would be carried out within the hours currently imposed by Development Application 2015/177/2.

Table 6-1: Operational hours for the Project

Activity	Day	Hours	Proposed hours
Receipt	Monday to Saturday	4:30 am to 3 pm	4:30 am to 6 pm
	Sunday	Closed	No change
Processing	Monday to Saturday	5 am to 10 pm	No change
	Sunday	Closed	
Dispatch	Monday to Saturday	5 am to 6 pm	No change
	Sunday	Closed	
Maintenance	Monday to Sunday	10 pm to 5 am	No change

Submissions received in respect of the two most recent modifications to Development Application No. 2015/177 (i.e. DA 2015/177/2 – for minor additions and alterations to the existing Strathfield South MRF and DA 2015/177/3 – for a temporary increase in processing throughput by 50,100 tonnes per annum to 120,000 tonnes per annum) indicated some local residents are concerned about potential noise impacts from operational activities.

Consultation indicated that community members were concerned about potential noise impacts as a result of the Project. Community members identified beeping noises from heavy vehicles and forklifts to be particular areas of concern.

The Noise and Vibration Impact Assessment (Waves, 2024) found that while operational noise could lead to disturbances, particularly for shift workers and those requiring quieter environments, these impacts can be managed. Noise from operational activities is expected to be within acceptable limits,

The significance rating for the impact of the Project on vibration and noise impacts has been assessed as medium (refer to Table 6-2).

Sustainability benefits

The Project is expected to have a positive impact on way of life by contributing to long-term sustainability initiatives and reducing waste diverted to landfill, which is aligned with a number of State and local government policies (refer to Chapter 3).

Overall, while some temporary disruptions to daily routines may occur during operations, the Project is expected to have a positive impact on way of life by contributing to long-term sustainability initiatives and reducing waste diverted to landfill

The significance rating for the impact of the Project on way of life during operation was assessed to be medium (refer to Table 6-2).

Table 6-2: Summary of impacts to way of life

Impact	Nature of impact	Likelihood	Magnitude	Significance rating
Impacts to amenity and road safety due to increased heavy vehicle movements	Negative	Possible	Minor	Medium
Reduction in the air quality due to increased heavy vehicle movements	Negative	Possible	Minor	Medium
Vibration and noise impacts from longer facility hours and extended operating hours	Negative	Possible	Moderate	Medium
Contributing to long-term sustainability initiatives and reducing waste diverted to landfill	Positive	Almost certain	N/A	Medium

6.2.2 Community

Community refers to the 'composition, cohesion, character, how the community functions, resilience, and people's sense of place.' (NSW Department of Planning, Industry and Environment, 2023).

Community consultation results indicated support for the environment, parklands, clean open spaces and investing in local businesses. The community's strong connection to open spaces and preservation of canopy cover are viewed as integral to promoting healthy and active communities. The Project's potential impact on the community's natural environment was a focus for some people, including air quality and pollution concerns from the proposed extended operating hours.

The Air Quality and Greenhouse Gas Assessment (Northstar, 2024) indicate that all air quality criteria are predicted to be achieved at the identified sensitive receptor locations. Modelled concentrations associated with the operation of the facility including the approved development at nearby receptors are minimal and would not result in any additional exceedances of the air quality. The assessment indicates that the levels of particulate matter and exhaust gases will remain within environmental standards, with no significant adverse effects on local air quality.

As a result, the significance rating for the impact of the Project on community during operation has been assessed as low (refer to Table 6-3).

Table 6-3: Summary of impacts to community

Impact	Nature of impact	Likelihood	Magnitude	Significance rating
Impact of the Project on community values during operation	Negative	Possible	Minimal	Low

6.2.3 Accessibility

Accessibility refers to how 'people access and use infrastructure, services, and facilities' whether they be provided by a 'public, private or not-for-profit organisation' (NSW Department of Planning, Industry and Environment, 2023).

Local road network and access

Consultation indicated that car use and road access are important for local residents, business and visitors. As noted in Section 5.3.1, the key roads near the Project include the Hume Highway, Punchbowl Road and Cosgrove Road. Heavy vehicles would continue to use the approved external transportation route (i.e., travelling north along Madeline Street, continuing along Cleveland Street and Cosgrove Road and connecting with the Hume Highway). As noted previously, this road network is extensively used by heavy vehicles as it services an industrial area with various operations. The traffic assessment commissioned for the EIS, (Traffix, 2024) indicates that there will be minimal traffic impact, with a net increase in traffic of 25 vehicles in the morning peak hour. Delays and queuing are expected to be minimal and comparable to current conditions.

Public and active transport

As noted in Section 5.3.1, extensive bus networks run north of the Project along the Hume Highway and south from the Project along Punchbowl Road. Within the social locality, 0.6 percent of residents take the bus to work (refer to Table 5-7). Belmore Railway Station is the closest railway station, located about 2.6 kilometres from the Project. The increase of about 58 additional truck movements per day for material delivery and 13 truck movements per day for material load out would have a minimal impact to the bus and active transport traffic within the social locality.

The Project is expected to have a medium impact on the accessibility and use of vehicle and active transport services within the study area (refer to Table 6-4).

Table 6-4: Summary of impacts to accessibility

Impact	Nature of impact	Likelihood	Magnitude	Significance rating
Increased traffic and congestion on local road networks impacting vehicle and active transport travel times for residents and workers	Negative	Possible	Minor	Medium

6.2.4 Culture

Culture refers to 'both Aboriginal and non-Aboriginal, such as shared beliefs, customs, practices, obligations, values and stories, and connections to Country, land, waterways, places and buildings' (NSW Department of Planning, Industry and Environment, 2023).

During community consultation, Project details were shared with local community groups, but no responses were received.

As the Project would not involve any construction and disturbance to land, and the site is within an existing industrial area, no significance rating for the impact of the Project on culture during operation has been assessed.

6.2.5 Health and wellbeing

As noted in Section 2.2.3, health and wellbeing refers to both the 'physical and mental health' and includes the effects of 'substantial change, psychological stress resulting from financial or other pressures, access to open spaces and effects on public health' (NSW Department of Planning, Industry and Environment, 2023).

Strathfield LGA community members prioritise access to leafy, green environments and open public spaces for community wellbeing (refer to Section 5.5). The top four local long-term health conditions for the social locality include arthritis, diabetes (excluding gestational diabetes), asthma and a mental health condition (including depression or anxiety) (refer to Section 5.5.1).

Consultation indicated that clean natural environments and access to open spaces is important to the local community, with health and wellbeing being a strong value for the community. While concerns were raised regarding perceived air quality and dust impacts from the Project, particularly from increased vehicle movements

and extended operating hours, the Air Quality and Greenhouse Gas Assessment (Northstar, 2024) found that the Project would not result in any exceedances of the air quality criteria.

As a result, the Project impact on health and wellbeing is expected to have a significance rating of medium (refer to Table 6-6).

Table 6-5: Summary of impacts to health and wellbeing

Impact	Nature of impact	Likelihood	Magnitude	Significance rating
Impacts to health and wellbeing due to operational vibration and air quality reductions from dust and other emissions.	Negative	Possible	Minor	Medium

6.2.6 Surroundings

As noted in Section 2.2.3, surroundings refers to ‘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’ (NSW Department of Planning, Industry and Environment, 2023).

Natural environment

It is understood that the Strathfield LGA has a strong connection to open spaces and the preservation of canopy cover is viewed as integral to promoting Strathfield’s healthy and active communities (refer to Section 5.2). The Project represents an intensification of operations utilising existing buildings, infrastructure, and site layout arrangement. Other than the additional material throughput, the Project would not involve changes to the site layout or built form. As a result, operation of the Project would not require the removal of trees or other vegetation. The significance rating for the impact of the Project on the natural environment due to the removal of trees or other vegetation during operation has been assessed as low (refer to Table 6-7).

Social infrastructure

Social infrastructure located near the Project is outlined in Section 5.6.2. The closest outdoor recreational facility includes Cooke Park, which is located about 50 metres to the south-east of the Project. The closest educational facility, Alphabeta Retaval Preparatory School, is located about 400 metres from the Project, while the closest place of worship, Sydney Jongbopsa, is located about 560 metres from the Project.

Operation of the Project would not result in direct impacts to social infrastructure facilities; however, some users of social infrastructure facilities may experience indirect impacts due to minor changes in amenity (whether they are perceived or tangible).

Community consultation indicated the importance of recreational activities nearby, including within Cooke Park, which is located along Madeline Street. The Cooke Skate Park was also identified as popular with children and young people. Community members noted that longer operating hours could increase the interaction between heavy vehicles and young people along Madeline Street. However, a chicane in Madeline Street prevents heavy vehicles from accessing Madeline Street towards the park, which eliminates any truck interaction with park users.

The significance rating for the impact of the Project on social infrastructure during operation has been assessed as low (refer to Table 6-7).

Amenity impacts

During operation, air pollution would be primarily from dust and vehicle emissions, which does not differ from the existing conditions. Air pollution would primarily involve dust and vehicle emissions, which is consistent with current conditions. The Air Quality and Greenhouse Gas Assessment (Northstar, 2024) indicated that dust and particulate matter concentrations exceed the established criteria levels, but this is primarily due to the background dust and emissions from the surrounding industrial area. The Assessment (Northstar, 2024) also found that all air quality metrics will remain within acceptable limits, with the implementation of dust suppression measures and the use of efficiently sized vehicles to minimise the number of trips required to manage any potential impacts. The assessment confirms that air quality will not exceed the established criteria.

Community concerns regarding foul odour and potential vermin were raised, particularly in relation to the temporary storage of non-recyclable waste. However, the Project will not increase the amount of residual waste stored outside, and waste storage will continue to be cleared daily. The Air Quality and Greenhouse Gas Assessment (Northstar, 2024), found that predicted concentrations of odour from the proposed Project are minor.

The significance rating for the impact of foul odours and vermin from the Project has been assessed as medium and low respectively (refer to Table 6-7).

Table 6-6: Summary of potential impacts to surroundings

Impact	Nature of impact	Likelihood	Magnitude	Significance rating
Impacts to the natural environment due to removal of trees or other vegetation	Negative	Very unlikely	Minimal	Low
Impacts to social infrastructure due to changes in amenity	Negative	Unlikely	Minor	Low
Impacts to amenity due to a reduction in air quality for nearby residents	Negative	Possible	Minor	Medium
Increased pests, bugs and vermin attracted to the site as a result of the Project	Negative	Unlikely	Minor	Low
Increase in foul odours from the facility as a result of the Project.	Negative	Possible	Minor	Medium

6.2.7 Livelihoods

As noted in Section 2.2.3, livelihoods refer to 'people's capacity to sustain themselves through employment or business' (NSW Department of Planning, Industry and Environment, 2023).

Operation of the Project would require up to six additional full-time jobs within the Strathfield South MRF, resulting in a potential positive social impact. Noting the small scale of operational employment relative to the size of the working labour force in the social locality, the magnitude of the impact has been assessed as minor.

As a result, the significance rating for the impact of the Project due to increased employment opportunities during operation has been assessed as low (positive) (refer to Table 6-8).

Table 6-7: Summary of impacts to livelihoods

Impact	Nature of impact	Likelihood	Magnitude	Significance rating
Increased employment opportunities	Positive	Almost certain	Minor	Low

7 Management and mitigation measures

7.1 Management and mitigation measures

Socio-economic impacts identified in Chapter 6 of this SIA should be managed in accordance with the recommended management and mitigation measures outlined in respective technical assessments for the Project (provided as part of the EIS). These may include (but are not limited to) (see Table 7-1)

- Traffic impact assessment
- Noise and vibration impact assessment
- Air quality impact assessment.

Additional management and mitigation measures to address potential social impacts as a result of the Project would include the implementation of measures to incorporate community and stakeholder engagement into the environmental assessment and operational phase of the Project. Other relevant management and mitigation measures would be consistent with current management procedures currently implemented at the Strathfield South MRF (refer to Table 7-1).

Table 7-1: Management and mitigation measures

Issue	Management and mitigation measures	Responsibility	Timing
Community and stakeholder engagement during environmental assessment phase	The Project has been carried out in accordance with the Community Stakeholder Engagement Plan (2023)	Re.Cycle	Preparation of the environmental assessment for the project
Community and stakeholder engagement during operation	The site has a 24-hour hotline service that allows any persons affected by site-related activities to make enquiries about these activities or register a complaint. Details of this service are provided at the entrance (gate 1) of the site. A logbook of complaints is kept and available for review by Council on request.	Re.Cycle	Operation
Environmental management procedures	The Project will be carried out in accordance with the Environmental Management Plan: 14-82 Madeline Street, Strathfield South (2022) which is in the process of being finalised.	Re.Cycle	Operation
Traffic management procedures	The Project will be carried out in accordance with the Traffic Plan of Management – 14-82 Madeline Street, Strathfield South (2016).	Re.Cycle	Operation
Safety and environmental management procedures	The Project will be carried out in accordance with the Safety and Environmental Management Plan (2023).	Re.Cycle	Operation

8 Residual impacts

8.1 Residual impacts

Safeguards and management measures to address potential social impacts as a result of the Project are identified in Table 8-1.

Table 8-1: Residual impacts following implementation of safeguards and management measures

Impact	Nature of impact	Significance rating (unmitigated)	Safeguard, mitigation and enhancement measures	Significance rating (mitigated) / residual impact
Way of life				
Impacts to amenity and road safety due to increased heavy vehicle movements	Negative	Medium (possible, minor)	Additional measures to those outlined in Section 7.1: Traffic The assessment by Traffix in the TIA (2024) recommend that Re.Cycle: - Implement internal speed limits within the site: 10 km/h for vehicle traffic areas. - Walking pace in loading/unloading areas and pedestrian designated areas. 5 km/h in vehicle parking areas. Noise The following measures are recommended in the NIA by Waves (2024): - Line the underside of the roof above the air compressors with acoustic material that has an NRC of at least 0.75 (MM03). - Reduce the duty of the air compressors to 80% during the night-time to minimise noise output (MM04). - Install 1500 sqm of acoustic material on the inside of the building to line the walls and the upper part of the walls, providing an NRC of at least 0.75 (MM05). - Review and repair all facade and roof elements to close any gaps, cracks, or damaged elements (MM06). - Close all access doors except for doors H & I during the evening and night-time for Building 2 (MM07). - Increase the noise wall height to 5.5 meters to the east of Building 2 and line the internal face with acoustic material with an NRC of not less than 0.75. Extend the noise wall to wrap around the southern boundary of the site (MM08). Air-quality The recommendations by Northstar (2024) recommend that Re.Cycle: - Keep building doors closed when possible to reduce the egress of uncontrolled emissions.	Low (possible, minimal)
Reduction in the air quality due to increased heavy vehicle movements	Negative	Medium (possible, minor)		Low (possible, minimal)
Vibration and noise impacts from longer facility hours and extended operating hours	Negative	Medium (possible, moderate)		Medium (possible, minor)
Contributing to long-term sustainability initiatives and reducing waste diverted to landfill	Positive	Medium (almost certain, possible)		Medium (almost certain, possible)

Impact	Nature of impact	Significance rating (unmitigated)	Safeguard, mitigation and enhancement measures	Significance rating (mitigated) / residual impact
			- Ensure dust capture systems (such as baghouses) are operating effectively and are maintained to reduce emissions associated with glass beneficiation. - Store baled products and glass cullet in enclosed areas to limit the release of dust and particulate matter. - Limit vehicle speeds on-site to 10 km/h to minimise dust generation and air pollution.	
Community				
Impact of the Project on community values during operation	Negative	Low (possible, minimal)	Additional measures to those outlined in Section 7.1: Community engagement Continued implementation of consultation plan to promote feedback mechanisms, including: - enquiries and complaints handling process - regular updates to residents to ensure transparency	Low
Accessibility				
Increased traffic and congestion on local road networks impacting vehicle and active transport travel times for residents and workers	Negative	Medium (possible, minor)	Additional measures to those outlined in Section 7.1: Traffic The recommendations by Traffix in the TIA (2024) recommend that Re.Cycle: - Use truck route that avoid residential areas by directing trucks to and from Liverpool Road and Punchbowl Road - Queuing will be managed within the site. A traffic Management Plan will be developed.	Low (possible, minimal)
Culture				
Impacts to culture (non-Aboriginal heritage)	Negative	Low (very unlikely, minimal)	The project will have no impact to Aboriginal heritage.	Low (very unlikely, minimal)

Impact	Nature of impact	Significance rating (unmitigated)	Safeguard, mitigation and enhancement measures	Significance rating (mitigated) / residual impact
Impacts to culture (Aboriginal heritage)	Negative	Low (very unlikely, minimal)		Low (very unlikely, minimal)
Health and wellbeing				
Impacts to health and wellbeing due to operational vibration and air quality reductions from dust and other emissions.	Negative	Medium (possible, minor)	Noise The following measures are recommended in the NIA by Waves (2024): - Line the underside of the roof above the air compressors with acoustic material that has an NRC of at least 0.75 (MM03). - Reduce the duty of the air compressors to 80% during the night-time to minimise noise output (MM04). - Install 1500 sqm of acoustic material on the inside of the building to line the walls and the upper part of the walls, providing an NRC of at least 0.75 (MM05). - Review and repair all facade and roof elements to close any gaps, cracks, or damaged elements (MM06). - Close all access doors except for doors H & I during the evening and night-time for Building 2 (MM07). - Increase the noise wall height to 5.5 meters to the east of Building 2 and line the internal face with acoustic material with an NRC of not less than 0.75. Extend the noise wall to wrap around the southern boundary of the site (MM08). Air-quality The recommendations by Northstar (2024) recommend that Re.Cycle: - Keep building doors closed when possible, to reduce the egress of uncontrolled emissions. - Ensure dust capture systems (such as baghouses) are operating effectively and are maintained to reduce emissions associated with glass beneficiation. - Store baled products and glass cullet in enclosed areas to limit the release of dust and particulate matter. Limit vehicle speeds on-site to 5 km/h to minimise dust generation and air pollution.	Low (possible, minimal)
Surroundings				

Impact	Nature of impact	Significance rating (unmitigated)	Safeguard, mitigation and enhancement measures	Significance rating (mitigated) / residual impact
Impacts to the natural environment due to removal of trees or other vegetation	Negative	Low (very unlikely, minimal)	Additional measures to those outlined in Section 7.1: Traffic The recommendations by Traffix in the TIA (2024) recommend that Re.Cycle: - Implement internal speed limits within the site: 10 km/h for vehicle traffic areas. - Walking pace in loading/unloading areas and pedestrian designated areas. 5 km/h in vehicle parking areas. Odour and vermin management Ongoing odour and vermin management will be addressed through regular cleaning procedures and improvements in Re.Cycle's processing pipeline, which will expedite the off-take of mixed recyclable materials, the primary source of odour concerns.	Low (very unlikely, minimal)
Impacts to social infrastructure due to changes in amenity	Negative	Low (unlikely, minor)		Low (very unlikely, minor)
Impacts to amenity due to a reduction in air quality for nearby residents	Negative	Medium (possible, minor)		Low (possible, minimal)
Increased pests, bugs and vermin attracted to the site as a result of the Project	Negative	Low (unlikely, minor)		Low (unlikely, minimal)
Increase in foul odours from the facility as a result of the Project.	Negative	Medium (possible, minor)		Low (possible, minimal)
Livelihoods				
Increased employment opportunities	Positive	Low (almost certain, minor)	Not applicable	Low (positive)

9 Conclusion

The Project would increase the total materials received and processed at the Strathfield South MRF from the currently approved 99,900 tonnes per annum to 200,000 tonnes per annum. This would require an increase in traffic generation (i.e., approximately 58 additional truck movements per day for material delivery, 13 additional truck movements per day for material load out and 12 additional employee light vehicle movements per day) and a slight variation to the existing approved hours of operation to allow the additional material to be received at the MRF from 4.30am to 6pm, Monday to Saturday (receiving is currently limited to 4.30am to 3pm).

The additional material throughput would be processed through the existing approved Strathfield South MRF. No additional buildings, plant or equipment, or changes to the site layout would be required. As a result, the Project would not require construction activities, and construction related social impacts are not relevant to the assessment.

Operation of the Project is expected to have long-term positive impacts on way of life by contributing to long-term sustainability initiatives and reducing waste diverted to landfill, which is aligned with a number of State and local government policies. The Project would also require up to six additional full-time jobs within the Strathfield South MRF, resulting in a positive social impact.

While the Project will result in some increase in traffic, air and noise emissions, the impacts have been assessed as being within criteria with the implementation of mitigation measures. Mitigation measures such as directing truck movements along arterial roads to avoid residential areas and implementing noise management strategies will help minimise potential impacts. The Traffic Impact Assessment (Traffix, 2024) and Noise and Vibration Impact Assessment (Waves, 2024) confirm that the Project's impacts on road safety and operational noise will be manageable, with no significant disruptions to the local community. Similarly, the Air Quality and Greenhouse Gas Assessment (Northstar, 2024) indicates that the Project will not result in any exceedances of air quality criteria, and emissions will remain within acceptable limits.

In summary, while minor impacts are anticipated, the Project is expected to contribute positively to both the local community and broader sustainability goals. With appropriate mitigation measures in place, the negative effects on traffic, air quality, and noise are considered low and manageable, ensuring the Project's overall benefit to the region.

10 References

- Australian Government. (2019). *National Waste Policy Action Plan 2019*.
- Greater Sydney Commission. (2018). *Eastern City District Plan*.
- Greater Sydney Commission. (2018). *Greater Sydney Region Plan: A Metropolis of Three Cities*.
- Northstar. (2024). *Air Quality and Greenhouse Gas Assessment Strathfield South MRF*.
- NSW Department of Planning, Housing and Infrastructure. (2024). *Undertaking Engagement Guidelines for State Significant Projects*.
- NSW Department of Planning, Industry and Environment . (2023). *Technical Supplement, Social Impact Assessment Guideline for State Significant Projects*.
- NSW Department of Planning, Industry and Environment. (2021). *NSW Waste and Sustainable Materials Strategy 2041 Stage 1: 2021-2027*.
- NSW Department of Planning, Industry and Environment. (2021). *NSW Waste and Sustainable Materials Strategy: A guide to future infrastructure needs*.
- NSW Department of Planning, Industry and Environment. (2023). *Social Impact Assessment Guideline*.
- NSW Department of Planning, Industry and Environment. (2023). *Social Impact Assessment Guideline*.
- NSW Department of Planning, Industry and Environment. (2023). *Social Impact Assessment Guideline for State Significant Projects*.
- Strathfield Council . (2020). *Strathfield 2040 Local Strategic Planning Statement*.
- Strathfield Council. (2022). *Strathfield 2035 Community Strategic Plan*.
- Traffix. (2024). *Traffic Impact Assessment Strathfield South MRF*.
- Waves. (2024). *Noise and Vibration Impact Assessment Strathfield South MRF*.