



**SAM SEVIERI**

**OBJECT**

Submission ID: 217640

Organisation: N/A	Key issues: <i>Social impacts, Land use compatibility (surrounding land uses)</i>
Location: New South Wales 2577	
Attachment: N/A	

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*My submission concerns land use incompatibility and resultant social impacts on immediate landowners, nearby residents, businesses, childcare and schools as well impacts on employment and educational opportunities for Southern Highlands residents more generally.*

*The proposed heavy industrial use of the site is inconsistent with the objectives of the adjoining C4 Environment Living Zone located directly opposite the site on Braddon Road and with the broader objectives and benefits of the Southern Highlands Innovation Park concept design and masterplan--which, unlike this proposal, has been developed in consultation with the community. The nearest residential development, if approved, would be a mere 90 metres southwest of this proposal. These neighbouring properties were not considered by DPHI or the proponent in either the planning assessment or social impact assessment processes. Incredibly, the proponent proposes to use the residential Braddon Road for heavy truck access to and from the site, which would cause significant land and road use conflicts and present daily safety issues.*

*The Southern Highlands Innovation Park (SHIP) is a regionally significant long-term employment precinct of some 1,000 hectares, which Council and the community will provide a state of the art research, training and advanced manufacturing precinct which is wholly incompatible with a heavy, high-risk industry comprising regular operation with volatile chemicals and plastic feedstock of variable quality and stability. The development is expected to generate around 100 heavy vehicle movements and 280 light vehicle movements per day--a total 380 vehicle movements per day to and from a facility without any suitable roads or supporting infrastructure and within a state of the art advanced manufacturing and bio-research park? Far from stimulating local employment, Plasrefine would deter any potential investment in the SHIP and kill any opportunity for the SHIP to be a community asset with bike paths, fine-grain retail businesses and green infrastructure. It would sentence the entire area to slow death.*

*In its assessment report, DPHI states that it engaged a specialist consultant to independently review the Social Impact Assessment report. This 5-page review, by Professor Roberta Ryan, distils a complex proposal and the myriad of technical and assessment concerns raised by the community during the EIS process to a few high-level and largely unexamined 'key issues' raised by the community. Somewhat laughably, this peer review states that among the key issues raised by the community, are "positive impacts to be as follows... Benefits to livelihoods due to the creation of jobs and potential benefits to local businesses" and "delivering public benefits through technical research to resolve a key environmental issue". Firstly, these purported positive impacts are ascribed a false equivalence with the very real concerns raised by the community; to imply concerns around environmental and other impacts can be in some way 'offset' by a few jobs is risible. Secondly, both the social impact assessment and the peer review are fundamentally flawed inasmuch as they completely fail to assess the social impacts of the proposal on the masterplan and design for the SHIP. To ignore the social impacts that would arise from the loss of investment from high-value research, training and advanced manufacturing businesses together with the jobs, training and vocational opportunities they would bring to the Southern Highlands via the SHIP is remiss at best. In its assessment report, DPHI repeats the proposal's claim that it will support '200 full time equivalent construction jobs and 140 operational jobs' without any apparent attempt to substantiate this number. Since employment is consistently raised by DPHI and the proponent as a positive 'social impact' it seems odd that there has been no attempt to elaborate on these jobs and why they are considered more important or valuable than the hundreds of jobs and training opportunities presented by the SHIP and which would be jeopardised by this proposal if it is approved.*



*I therefore posit that the social impact assessment, DPHI's assessment of the social impacts and the peer review of the social impact assessments are fundamentally flawed and incomplete as they ignore the positive impact of the SHIP and the potential damage and impact this proposal would have on the future viability of the regionally-significant SHIP and the Southern Highlands if approved.*

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