

Cleanaway Operations Pty Ltd

Bromelton Energy and Resource Centre

Socio-Economic Impact Assessment

Reference: BERC-ARUP-BNE-SIA-RPT-0001

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This report takes into account the particular instructions and requirements of our client. It is not intended for and should not be relied upon by any third party and no responsibility is undertaken to any third party.

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Acknowledgement of Country

Arup acknowledges the Traditional Owners across all lands, waters and skies our firm may reach; we acknowledge their wisdom, resilience, and rich cultural heritage. We pay our respects to the Elders, past and present, and to all Aboriginal and Torres Strait Islander peoples.

'Continuing to Shift to shape an even better world' original artwork by Tarni O'Shea of Gilimbaa and updated by David Williams of Gilimbaa.

Abbreviations

Abbreviations	Definition
ABS	Australian Bureau of Statistics
APCr	Air Pollution Control residue
BAT	Best Available Techniques
BATC	Best Available Techniques Conclusions
BERC	Bromelton Energy Resource Centre
BREF	Best Available Techniques Reference
C&I waste	Commercial & Industrial waste
CEMP	Construction Environment Management Plan
DETSI	Department of Environment, Tourism, Science and Innovation
DSDILGP	Department of State Development, Infrastructure, Local Government and Planning
DTMR	Department of Transport and Main Roads
EA	Environmental Authority
EfW	Energy from waste
EPBC Act	Environmental Protection and Biodiversity Conservation Act
EPP	Environmental Protection Policy
EP Regulation	Environmental Protection Regulation 2019
ERA	Environmentally Relevant Activity
GIS	Geographic Information System
IBA	Incinerator bottom ash
IED	Industrial Emissions Directive
KPI	Key Performance Indicator
LGA	Local Government Area
MNES	Matters of National Environmental Significance
MSW	Municipal Solid Waste
OCG	Office of the Coordinator-General
OEMP	Operation Environment Management Plan
OSM	Open Street Map
QGSO	Queensland Government Statistician's Office
QSC	Queensland Spatial Catalogue

Abbreviations	Definition
SA2	Statistical Area Level 2
SDA	State Development Area
SDPWO Act	State Development and Public Works Organisation Act
SEIFA	Socio-Economic Index for Areas
SEQ	South East Queensland
SIA	Socio-Economic Impact Assessment
SIMP	Social Impact Management Plan
SLO	Social Licence to Operate
SRRC	Scenic Rim Regional Council
TEEP	Technically, Environmentally and Economically Practical
tpa	Tonnes per annum
WHO	World Health Organisation

Executive summary

This report presents the findings of a Socio-Economic Impact Assessment (SIA) undertaken for an energy from waste (EfW) facility in Bromelton, proposed by Cleanaway Operations Pty Ltd (Cleanaway). The facility, known as the Bromelton Energy Resource Centre (BERC /the Project), is designed to thermally process 760,000 tonnes per annum (tpa) of waste feedstock that would otherwise be sent to landfill. The Project involves the development of all onsite infrastructure to support the EfW facility including site utilities, internal roads, parking, fencing and landscaping. A visitor and education centre are also proposed to educate the community around the EfW process, circular economy, recycling, resource recovery, and other benefits associated with landfill diversion.

This SIA has been carried out in accordance with the Queensland Social Impact Assessment Guideline (SIA Guideline) (2025) including scoping, baseline analysis, inputs from community and stakeholder engagement, impact assessment, and impact mitigation and benefit enhancement. The Project elements, including information on construction and operation activities, were reviewed to identify and assess positive and negative social impacts during the construction and operation phases compared to baseline conditions. This assessment also considers overall impact with consideration to their likelihood and consequence, both with and without proposed mitigation measures. This process included drawing upon other specialist technical assessments (e.g. noise, visual impact, hazard and risk, human health, air quality).

This assessment has considered a broad range of potential socio-economic impacts during both construction and operation against the social impact categories outlined in the SIA Guideline (2025) which includes the following:

- Community values and function: Changes to community values and/or the way the community functions.
- Way of life: Impacts on how people live, work, play and interact with one another on a day-to-day basis.
- Culture and heritage: Impacts on culture, history, and ability to access cultural resources.
- Community safety and access to resources: Impacts on communities' physical safety, exposure to hazards or risks, and access to and control over resources.
- Quality of life: Impacts on communities' quality of life including liveability and aesthetics, as well as the condition of their environment (for example, air quality, noise levels, and access to water).
- Access and infrastructure: Impacts on communities' access to, and quality of, infrastructure, services and facilities.
- Health and wellbeing: Impacts on communities' physical and mental health and well-being, as well as their social, cultural and economic well-being.
- Livelihood: Changes to livelihoods, for example, whether peoples' jobs, properties or businesses are affected, or whether they experience advantage/disadvantage.

Key impacts

Overall, the Project would generate some potential negative socio-economic impacts to the local community, however there is also the potential for some potential positive socio-economic benefits to the local and broader community. The key positive and negative social impacts associated with the Project, assessed as having a social significance rating of medium or high are summarised below:

Construction:

- Potential impacts on community values (sense of place) from construction and new industrial infrastructure.
- Potential disruption to community composition due to increased construction workforce.
- Potential impacts to First Nations people due to impact on culture and heritage from potential disturbance of Indigenous items of significance.

- Potential benefits on way of life as a result of increased local employment and training opportunities.
- Potential benefits to livelihoods associated with direct job opportunities (800 jobs) and flow-on effects from increased business opportunities and indirect economic activity.

Operation:

- Potential impacts to quality of life and socio-economic status from fear of living near an EfW facility.
- Potential for greater awareness and education of the local community around sustainable waste management and energy generation.
- Potential for enhanced community resilience and support of strategic sustainability objectives and encouraging circular economy practices in the area.
- Potential improvements to way of life due to local employment opportunities and a diversified local economy (around 50-60 job opportunities).
- Potential improvements to liveability associated with an increase in community initiatives supported by the Community Benefits Fund.
- Potential increased community and infrastructure resilience through providing additional infrastructure for the region.
- Potential improvements to livelihoods due to employment, training and upskilling opportunities for the local community.
- Potential improvements to livelihoods related to local procurement for businesses.

Recommended mitigation and enhancement measures

Several mitigation and enhancement measures have been identified to address the potential negative socio-economic impacts and enhance the potential benefits. These are provided in section 5.3 and are complemented by other mitigation measures identified in the Environmental Risk Assessment for the Project (such as the development of Construction and Operation Environmental Management Plans and supporting sub-plans/strategies). In particular, these include measures around the preparation of a Social Impact Management Plan (SIMP), local procurement and training strategies and practices, community benefit fund and ongoing community engagement.

1. Introduction

This Socio-Economic Impact Assessment (SIA) provides an assessment of the potential socio-economic impacts, both positive and negative, on the community within the study area (refer section 2.3) as a result of the Project. A social impact is something that is experienced or felt (real or perceived) by an individual, or social group. The report also identifies recommended mitigation measures to avoid and/or minimise potential negative impacts while maximising the potential positive impacts.

1.1 Purpose of assessment

The purpose of this Socio-Economic Assessment is to identify key issues, anticipate potential changes, and integrate these insights into strategies to manage both the positive and negative impacts of the Project.

The assessment also seeks to demonstrate compliance with the various authority and best practice requirements for the construction and operation of an EfW facility as noted in section 2.5.11 of the Bromelton State Development Area (SDA) Development Scheme.

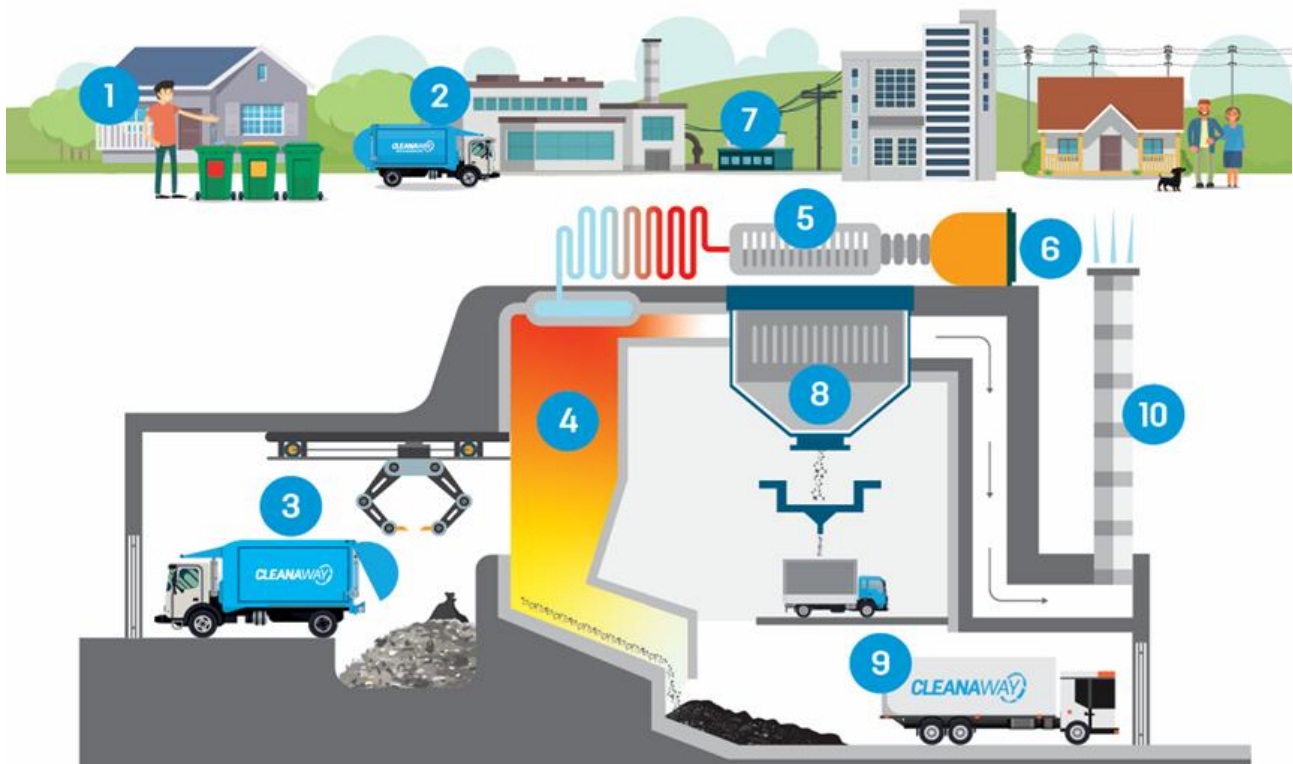
This Socio-Economic Assessment report should be read in conjunction with the Community and Stakeholder Engagement Report (Arup, Rev C). The engagement inputs and insights have informed the assessment findings, but the SIA is not intended to summarise all the engagement to date.

1.2 Project description

1.2.1 Overview

Cleanaway Operations Pty Ltd (Cleanaway) is developing an Energy from Waste (EfW) facility in Queensland known as the Bromelton Energy and Resource Centre (BERC / the Project). The Project will be located within the Special Industry Precinct of the Bromelton State Development Area (SDA), west of Beaudesert within the Scenic Rim Regional Council local government area.

The Project has been designed to thermally treat approximately 760,000 tonnes per annum (tpa) of waste feedstock, consisting of residual Municipal Solid Waste (MSW) and residual Commercial and Industrial (C&I) waste. Residual waste is waste that is not technically, environmentally and economically practical (TEEP) to reuse or recycle, which would otherwise be sent to landfill for disposal. The facility's actual annual throughput will vary depending on the calorific value of the feedstock and plant availability. To account for variability in feedstock energy content, the facility will be designed for a maximum processing capacity of up to 10% above the nominal figure (836,000 tpa). The EfW process is summarised in Figure 1.



- 1 At home and work, we sort our waste into recyclable and non-recyclable items.
- 2 Before arrival at the energy from waste facility, residual waste that has been sorted at home and work is delivered to the facility.
- 3 In the bunker, waste is mixed, ensuring consistency, by large crane claws before placement into the combustion chamber.
- 4 Waste is combusted as it moves along a moving grate. The temperature in the combustion chamber reaches more than 850°C to ensure that waste combusts completely while also destroying organic pollutants and odour.
- 5 Water is heated during combustion creating steam which turns a turbine.
- 6 Baseload electricity is generated.
- 7 Electricity is put back into the grid and used to power homes and businesses.
- 8 Gases created during combustion pass through a multi-step flue gas treatment system, removing pollutants from the gases. Residues from the flue gas treatment are collected in a sealed system for treatment before disposal.
- 9 Bottom ash from the combustion process is collected and stored. Metals are recovered for recycling. It is intended that the remaining bottom ash is sent for reuse in construction.
- 10 Cleaned gases and steam are dispersed high into the atmosphere, mixing well to ensure negligible impact on the surrounding air quality.

Figure 1: Energy from waste process

1.2.2 Proponent

Cleanaway, an Australian owned company, has operated for more than 50 years, supporting industry, government, communities and households across Australia. Its mission is to make a sustainable future possible, achieved through action across all levels of the waste hierarchy. Waste generation is minimised through extensive education programs, with Cleanaway's 50 education officers reaching over 120 businesses, 30 councils, and almost 33,000 school participants in the last financial year.

Cleanaway invests heavily in recycling, operating several Material Recovery Facilities nationwide and has partnered with Pact Group, Asahi Beverages and Coca-Cola to deliver two large-scale PET (polyethylene terephthalate) recycling facilities and a HDPE (high density polyethylene) recycling facility with Pact Group. In addition, in collaboration with Viva Energy, Cleanaway is developing a soft plastics recycling plant. EfW is recognised by Cleanaway as an important part of the future waste management framework, enabling recovery of energy and other resources from residual waste that cannot otherwise be recycled.

1.2.3 Policy alignment

The BERC aligns with the Queensland EfW Policy and the Queensland EfW Guideline (2021) by diverting residual waste from landfill and delivering economic and social benefits through employment and local business opportunities in South East Queensland.

In accordance with Policy outcome 7 of the Queensland EfW Policy, the BERC will be designed to meet the best practice emission standards and requirements of the European Industrial Emissions Directive (IED) (2010) and the associated Best Available Techniques Reference (BREF) Document for Waste Incineration (2019), which sets the European Union environmental standards for waste incineration.

The Project also supports the Queensland Waste Strategy contributing to its 2050 targets to reduce household waste by 25%, recycle 75% of all waste, and divert 90% from landfill. In doing so, the BERC will play a key role in advancing Queensland's transition to a circular economy and reducing long-term reliance on landfill.

1.2.4 Key components

The key components of the Project are summarised in Table 1.

Table 1: Key Project components

Project component	Detail
Address	Lot 1 Beaudesert Boonah Road, Bromelton, Queensland, 4285 (Lot 1 on RP45234). Refer Figure 2.
Site area	63 hectares.
Summary of proposed works	The Project includes the construction of a main EfW facility for waste processing, incinerator bottom ash (IBA) maturation and processing facility and an air pollution control residue (APCr) facility. It also includes all onsite infrastructure needed for the EfW facility, such as site utilities, internal roads, weighbridges, parking and hardstand areas, stormwater infrastructure, fencing and landscaping. The Project will include a visitor centre to help educate and inform the community on circular economy principles, the waste hierarchy, including waste avoidance, recycling, resource recovery, the benefits of landfill diversion and the EfW process. The intent behind this education is to drive a shift in community awareness and attitudes toward waste management and resource recovery.
Technology used	The proposed technology is moving grate combustion technology. This has been used globally for over 100 years and is common in many of the 500 similar operational examples across Europe.
Facility outputs	Approximately 73.2 MW (577,600 MWh/year, corrected for ambient temperature) exported to the grid as baseload electricity. Potential to supply energy in the form of heat and/or process steam to local industrial users. Residual materials include IBA and APCr. - It is intended that the IBA will be mechanically processed on site to create incinerator bottom ash aggregate (IBAA). During this process, both ferrous and non-ferrous metals are recovered for recycling and sale. It is intended that the remaining material is repurposed for use as an aggregate in construction. - The Project includes a facility to stabilise APCr before removal and disposal at a licensed landfill.
Key infrastructure	- EfW facility including administration and visitor's centre. - IBA maturation and processing facility (2 x pads and 2 x sheds). - APCr facility (1 x pad, 1 x shed). - Transformer yard and switchyard.

Project component	Detail
	• De-coupling area for trucks. • Weighbridges. • Internal road network and carparking. • 2 x combined storm water treatment and detention basin. • 1 x lined retention basin. • Access from Beaudesert Boonah Road via a signalised intersection with Recycling Street.
Hours of operation	24 hours per day, seven days per week (365 days per year).
Operational staff	Approximately 60 staff.



Figure 2: Site location

1.3 Regulatory context

This section sets out the SIA legislation, policy and guidelines applicable to Queensland. Together, these documents form the current regulatory context for the SIA in relation to the site.

1.3.1 State legislation and policy

The following subsections outline the State legislation and policy relevant to this assessment (either in terms of how to carry out the SIA or to inform strategic policy context for the region).

Social Impact Assessment Guideline (SIA Guideline) 2025

The SIA is a required component for all resource projects subject to an environmental impact statement (EIS) as identified in the SDPWO Act, as impacts on the ‘environment’ include social matters that affect people and communities. However, the SIA Guideline is a non-statutory instrument for non-resource projects subject to an EIS.

The Project has not triggered an EIS, however, an SIA is being undertaken to support the development application under section 2.5.11 of the SDA Development Scheme, on the grounds of best practice planning. The SIA Guideline has therefore been used to support the development of this assessment as it sets out the best practice processes and information requirements to be included for evaluation by the public and Coordinator-General.

State Development and Public Works Organisation Act (SDPWO) 1971

The SDPWO Act outlines the delegation and responsibility for developments of state interest. It facilitates environmentally responsible planning to support Queensland’s economic and social outcomes. The SDPWO Act gives power to the Coordinator General to manage infrastructure projects, coordinate and regulate programs of works, and implement and manage state development areas (SDA).

An SDA Application (‘Planning application’) is required to be made for an assessable Material Change of Use for Special Industry under the SDA Development Scheme. A separate site-specific application for an Environmental Authority in accordance with the EP Regulation (‘Environment Application’). Whilst the planning and environmental approvals processes are progressed through two separate applications, the intent is to ensure a coordinated and integrated assessment process is adopted. As such, a consolidated set of application material addressing all planning and environmental matters supported by technical and specialist reports are provided. This SIA report will form part of the supporting material.

The Project is located in the Bromelton SDA and is assessable against the Bromelton SDA Development Scheme. The Bromelton SDA Development Scheme 2017 (SDA Development Scheme) establishes a regulatory framework for the assessment of development which is regulated under the Development scheme. The project is within the Special Industry Precinct (SIP). The SIP provides an area for high-impact and difficult-to-locate industries that require separation from non-industrial uses due to the potential for off-site impacts. The SDA Development Scheme states the matters that the BERC application for development will be assessed against. SDA applications are referred to relevant state government agencies and local governments for comment and therefore other state and local legislation may also be considered as part of the referral process. SDA applications require statutory public consultation for a period of time at the direction of Office of the Coordinator-General (OCG).

Planning Act 2016

The Act guides planning and development policy for Queensland – including setting the process for developments to be assessed and for designating land for development of infrastructure. It sets out guidelines for ethical decision-making purposes through a coordinated and sustainable approach. The Planning Act 2016 and Planning Regulation 2017 are administered by the Department of State Development, Infrastructure, Local Government and Planning (DSDILGP).

Development that is not regulated by the SDA Development scheme may be regulated by other legislation and planning instruments, including the *Planning Act 2016* (the Planning Act), the Planning Regulation 2017, and the Scenic Rim Regional Council’s planning scheme.

State Planning Policy (SPP) 2017

The SPP outlines a shared vision for Queensland's strategic planning and development assessment policies on state interests. The policy is a performance-based, outcome focused document with guiding principles for land-based developments.

The SPP outlines 17 state interests and defines the states role in development assessment for all matters that are relevant on a state level, as defined in the Planning Act.

The Project aligns with the SPP, in particular the following state interests:

- Infrastructure: the Project supports sustainable energy generation and supply to the community and surrounding region.
- Economic growth: the Project would create economic benefits through the development, construction and operation phases.

The SPP interactive mapping system spatially represents the matters of state interest expressed in the SPP and includes identification of all SDAs, including the Bromelton SDA. The SPP requires planning and development to protect industrial land in SDAs from encroachment by development that would compromise its ability to function safely and effectively. Accordingly, the Scenic Rim Regional Council Planning Scheme identifies the land in the SDA in the Special Purpose zone, where the Bromelton SDA Development Scheme applies.

The Project aims to provide social, environmental, and economic benefits for the surrounding community. The Project would support surrounding land uses and vision set out in the Bromelton SDA Development Scheme.

The Energy from Waste Policy and Guideline (QLD) (DES, 2023)

Queensland's EfW Policy was released under the Waste Management and Resource Recovery Strategy and is supported by the EfW Guideline. The Policy provides seven high level outcomes for EfW facilities, including protection of the waste hierarchy, demonstrating operational performance, community engagement and environmental protection. The policy is one of the matters that must be considered by regulators under the *Environmental Protection Act 1994* when deciding an application for an environmental authority for an ERA. An application for an EfW facility would need to demonstrate compliance with the seven policy outcomes of the EfW policy, including the European Union's Best Available Techniques Reference Documents (BREFs) which are used as relevant guidance in the Queensland EfW policy and provide a framework for the technical studies and design/mitigation of the facility. The BREF for Waste Incineration (BREF-WI) together with the Best Available Techniques (BAT) Conclusions (BATC) for waste incineration, summarises the 37 BATC which define best practice design and operational requirements for EfW facilities. The EfW Guideline encourages proponents to work towards building a social licence to operate (SLO) through authentic, transparent, inclusive, respectful and responsive community engagement throughout the project lifecycle.

2. Methodology

The purpose of this SIA is to identify, analyse, assess, manage and monitor the direct and indirect social impacts that affect people and their communities during construction and operation. The overarching methodology for carrying out this SIA involved undertaking the following six phases in general accordance with the SIA Guideline (2025):

1. **Scoping:** defining the study area and identifying the affected communities, stakeholders, and potential social impacts and benefits.
2. **Baseline analysis:** a desktop-study of the latest Census data releases to document the existing baseline conditions within the Beaudesert Statistical Area 2 (SA2) and Scenic Rim Local Government Area (LGA). Aerial mapping from Google Earth and Queensland Globe has been used to gain a general understanding of the settlement pattern and land uses in the study area. Relevant planning documents have been reviewed to understand strategic plans for the study area.
3. **Community and stakeholder engagement:** a review of community and stakeholder consultation carried out to date by the Scenic Rim Regional Council (SRRC) for the Scenic Rim Community Plan (2011-2026) and findings from consultation carried out for the Project.
4. **Assessment of impact:** identifying and assessing the potential social impacts associated with the Project. Assessment methodology is outlined in the section 2.1.
5. **Impact mitigation and benefit enhancement:** a review of other technical studies to identify any proposed management measures for significant negative social impacts.
6. **Social Impact Management Plan:** develop a preliminary Social Impact Management Plan (SIMP) to identify the proposed actions, timing and responsibility to manage significant social impacts.

The seventh phase outlined in the guideline relates to ongoing monitoring throughout the project lifecycle to ensure the Project's social management measures remain effective. This will be part of the SIMP.

It is also noted that this SIA was originally prepared in line with the 2018 version of the SIA Guideline as the Project began in 2023. These guidelines were updated in July 2025, and efforts have been made to align this assessment with these updated guidelines.

2.1 Assessment methodology

The approach and matrix suggested in the Queensland SIA Guideline - Supplementary material has been applied to this SIA and tailored for the project to utilise the whole of project risk assessment matrix. The approach includes consideration of the likelihood and magnitude of social impacts to identify an impact rating by applying the matrix. The tailored assessment matrix is as shown in Figure 3, and provides a definition of the likelihood and magnitude criteria applied in the assessment. This approach has been used to inform the evaluation of potential impacts (both positive and negative) associated with the construction and operational phases of the Project. The assessment has been carried out against the following categories:

- **Community values and function:** Changes to community values and/or the way the community functions.
- **Way of life:** Impacts on how people live, work, play and interact with one another on a day-to-day basis.
- **Culture and heritage:** Impacts on culture, history, and ability to access cultural resources.
- **Community safety and access to resources:** Impacts on communities' physical safety and exposure to hazards or risks.
- **Quality of life:** Impacts on communities' quality of life including liveability and aesthetics, as well as the condition of their environment (for example, air quality, noise levels, and access to water).
- **Access and infrastructure:** Impacts on communities' access to, and quality of, infrastructure, services and facilities.

- **Health and wellbeing:** Impacts on communities' physical and mental health and well-being, as well as their social, cultural and economic well-being.
- **Livelihood:** Changes to livelihoods, for example, whether peoples' jobs, properties or businesses are affected, or whether they experience advantage/disadvantage.

These categories capture the key matters for an SIA as noted within the SIA Guideline (2025) as summarised below:

- Inputs from community and stakeholder engagement activities have been used to inform key community values, concerns and interests that may arise as a result of the Project, and therefore the assessment of impacts.
- Workforce management is considered within the community values and function, access and infrastructure, and livelihoods categories.
- Housing and accommodation is considered within the community values and function, and livelihoods categories.
- Local business and industry procurement is considered within the way of life, and livelihoods categories.
- Health and community wellbeing is considered within the way of life, community safety and access to resource, quality of life, and health and wellbeing categories.

Findings from the following specialist technical assessments have been used to inform the assessment of socio-economic impacts:

- Air Quality Assessment (Katestone, Rev D).
- Biodiversity Technical Report (Arup, Rev C).
- Bushfire Hazard Assessment (Arup, Rev C).
- Community and Stakeholder Engagement Report (Arup, Rev C).
- Hazard and Risk (Arup, Rev D).
- Aboriginal Cultural Heritage Assessment (Everick Heritage, Rev C).
- Human Health Risk Assessment (Environmental Risk Sciences, Rev E).
- Landscape Character and Visual Impact Assessment (Arup, Rev C).
- Noise and Vibration Technical Report (Arup, Rev C).
- Stormwater Management Plan and Flood Risk Assessment (Arup, Rev D).
- Traffic Impact Assessment (Arup, Rev D).

Social impact criteria Likelihood	Insignificant <i>Change remains within the range commonly experienced within the household or community</i>	Minor <i>Impact is a localised, temporary, short-term, and affects a small proportion of stakeholders. There may be an observable difference from social baseline conditions and impact may be effectively mitigated through simple control measures</i>	Moderate <i>A moderate magnitude impact is an impact that may extend to communities within the local community (i.e. Beaudesert SA2) SIA study area or affect a large number of people. Frequency may be occasional and of medium duration</i>	Major <i>A major magnitude impact is an impact that may extend to communities within the wider community (i.e. Scenic Rim LGA) SIA study area or affect a large number of people. Frequency may be occasional and of medium duration</i>	Severe <i>A severe magnitude impact is an impact that is widespread, long lasting and results in substantial and possibly irreversible change to the social baseline</i>
Almost Certain <i>Impact is expected to occur in most circumstances</i>	Medium	Medium	High	Extreme	Extreme
Likely <i>Impact would probably occur in most circumstances</i>	Low	Medium	High	High	Extreme
Possible <i>Impact could occur in some circumstances.</i>	Low	Medium	Medium	High	High
Unlikely <i>Impact may occur in limited circumstances.</i>	Low	Low	Medium	Medium	Medium
Rare <i>Impact may occur only in exceptional circumstances.</i>	Low	Low	Low	Low	Medium

Figure 3: BERC impact ratings matrix

2.2 Assumptions and limitations

This SIA has been prepared based on the information available for construction and operation activities for the Project. This assessment adopts a conservative approach to evaluate and manage the uncertainty inherent to impact assessments at the planning and approvals stage.

The following limitations, uncertainties and assumptions have been made as part of this assessment:

- This SIA has been developed based on available information at the time of writing.
- This SIA includes a high-level consideration of socio-economic factors, including employment, however, an economic impact assessment (qualitative or quantitative) has not been carried out for the SIA specifically.
- Social baseline information has been collated based on the latest publicly available information, including ABS and Google Maps aerial imagery, as well as information from other relevant technical studies completed for the Project.
- In completing this SIA, Arup has assumed accuracy of information in the technical reports prepared for the Project (and as referenced in this report).
- This SIA has been reliant on the ABS 2021 Census data releases. It is recognised that this data may be outdated and may not accurately reflect the current housing and employment situation (e.g. Covid-19

distortion). Where available, more recent datasets have been utilised, and where relevant, practical judgements have been applied and technical studies have been drawn upon.

2.3 Study area

The study area is within the social and geographical boundaries for the SIA, which is intended to encapsulate the broader area for which there is the potential for social and economic impacts as a result of the Project. In accordance with the SIA Guideline (2025), the study area is defined based on the following considerations:

- The nature and scale of the proposed project, including the associated infrastructure.
- The scope and potential social impacts throughout the project lifecycle.
- The location and characteristics of potentially affected communities (including nearby regional communities).
- Statistical boundaries (e.g. Census SA2 boundaries) to inform demographic profiling.
- Infrastructure, urban/rural centres, and land use patterns (e.g. administrative and planning boundaries).
- Native title rights and other interests held by Aboriginal and Torres Strait Islander peoples.
- Location of other projects in the region which may contribute to cumulative social impacts over time.

With consideration of the social influence factors outlined above, the study area has been split into different geographies to understand the degree of impact. These areas are informed by the site boundary and the surrounding Australian Bureau of Statistics (ABS) statistical boundaries to obtain a demographic profile of the study areas, which include:

- **The Project area:** identified as the whole of the property, defined by the title boundary for the development (as identified in Figure 4).
- **The study area:** defined as the SA2 boundary of Beaudesert, immediately surrounding the Project, which will allow for alignment with statistical data and inclusion of any residential communities within the broader area. The communities within this broader area are most likely to experience impacts associated with the construction and operation of the Project. It is noted, this SA2 is approximately 1,628 sqkm in size, extending south to Mount Chingee National Park, and therefore reduces potential impact to the community of Rathdowney in the southern extent of the SA2. See Figure 5.
- **The region:** identified as the Scenic Rim LGA boundary. Communities across the Scenic Rim LGA may experience some indirect impacts from the Project (e.g. benefit from employment opportunities during the construction of the Project, benefit from energy, etc). Socio-Economic data for the Scenic Rim LGA also provides a basis for comparison to the data analysed for the study area.

It is acknowledged that communities beyond the Scenic Rim LGA (e.g. the neighbouring Logan LGA or broader South East Queensland) have the potential to experience indirect impact from the project (e.g. employment opportunities, benefit from energy, attracting visitors to the area for the purposes of learning about EfW facilities, and benefits from diversion of waste from landfill). Therefore, potential impacts on communities beyond Scenic Rim are also considered.

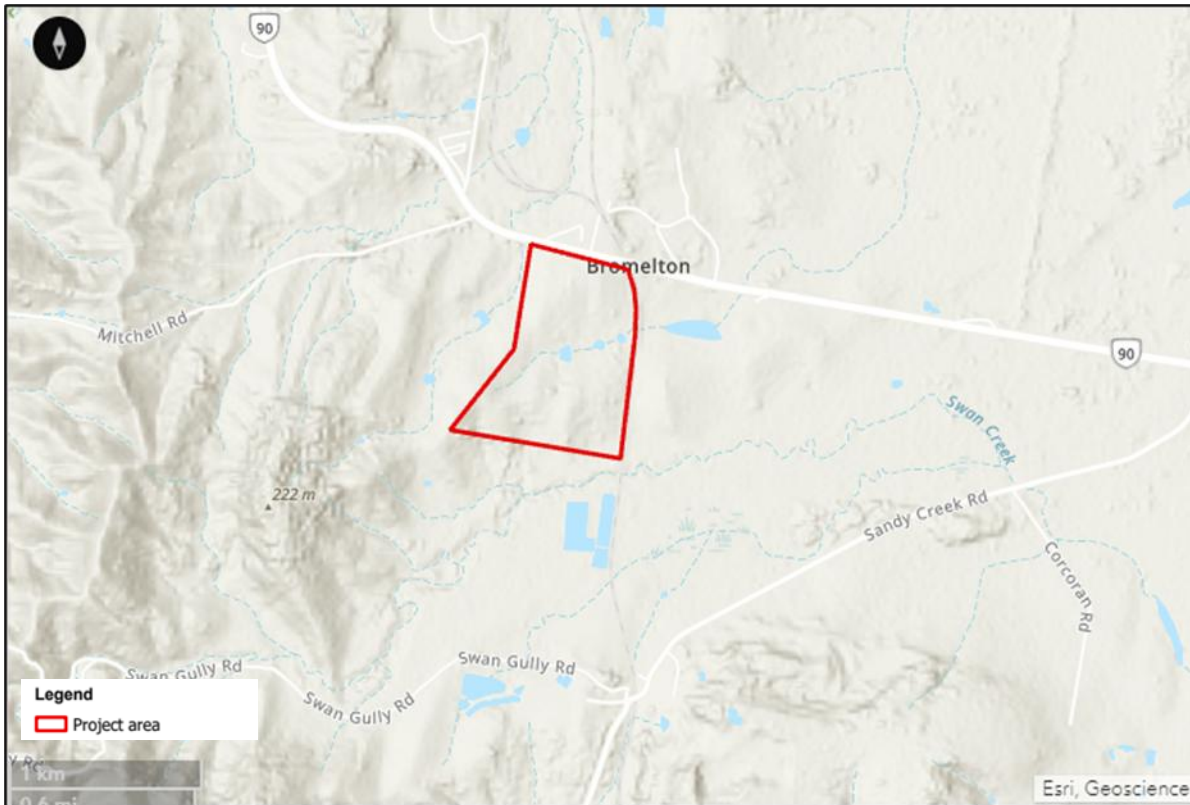


Figure 4: BERC Project area boundary

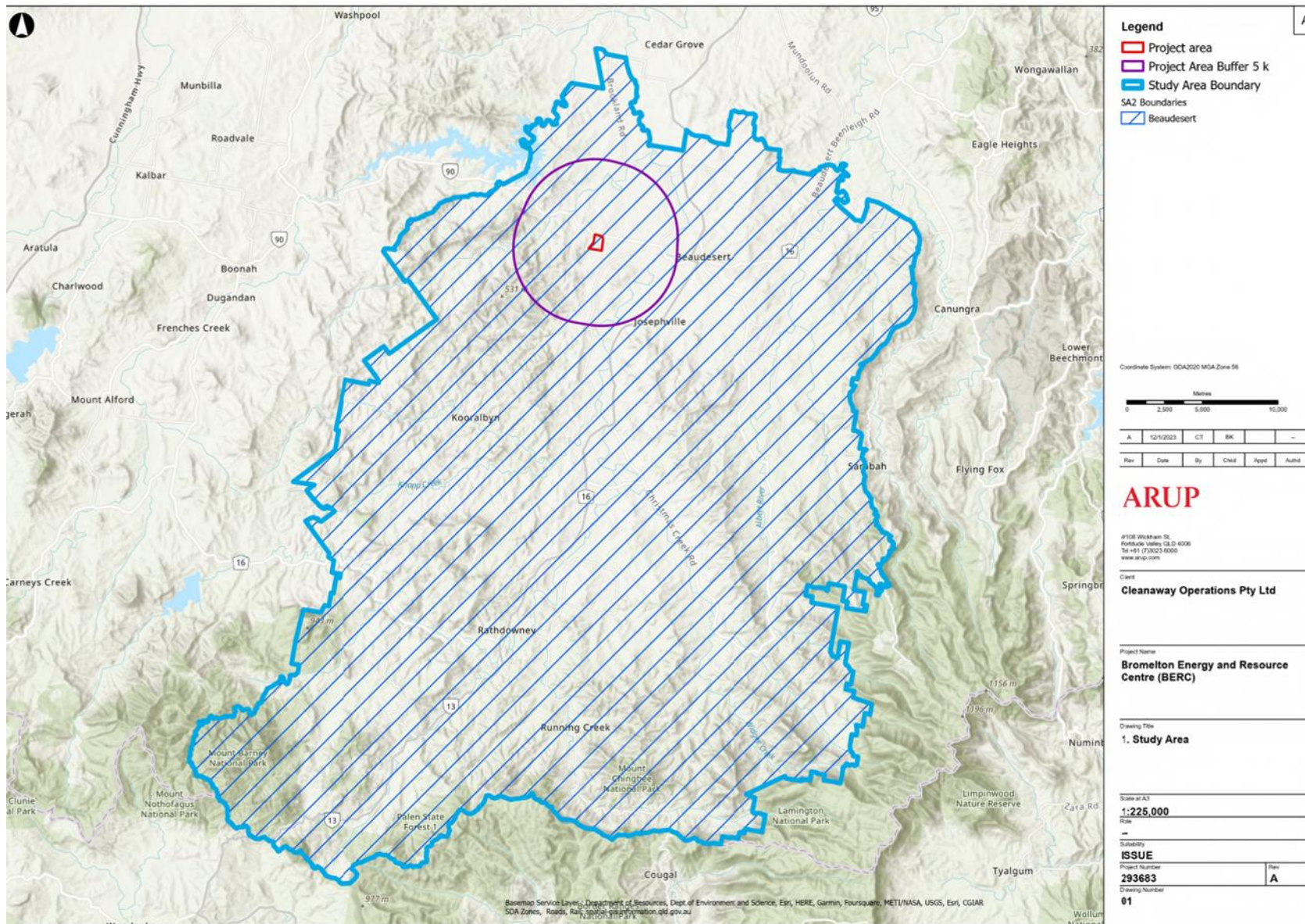


Figure 5: Study area boundaries

3. Stakeholder and community engagement

Pre-application stakeholder engagement for the SIA and the Project more broadly was undertaken to inform and consult with business and community stakeholders and to support the SDA application. Engagement with the community and targeted stakeholders up to the time of writing this report has occurred in two key rounds to support the planning program, as follows:

- Round 1 (October 2023): this process included the introduction of the Project and outline of the planning and approval process.
- Round 2 (September & October 2025): this process built upon early awareness, providing further detail on the Project.

The engagement and communication methodology was inclusive of a combination of traditional in-person, print and online methods. Engagement methods included targeted stakeholder meetings and surveys, both in person and virtually, the use of a stakeholder reference group, as well as use of social media and a project website, email, newsletter and phone number. These activities were initially carried out in 2023, and then additional engagement activities were carried out in 2025. For further details on the engagement activities and the findings, refer to the Community and Stakeholder Engagement Report (Arup, Rev C).

As well as community engagement, targeted pre-application government and agency engagement occurred between April and July 2023, and April and December 2025. The engagement involved stakeholders in the roles of decision-makers and referral / advice entities for the Project. The targeted engagement activities involved a project briefing and preliminary review of technical reports and assessment requirements. This included OCG, SRRC, DETSI, Department of Transport and Main Roads (DTMR), Department of Primary Industries, Seqwater, Urban Utilities and Energex.

Engagement with Traditional Owners of the land where the facility is located have been managed via Queensland South Native Title Services (QSNTS). An initial project briefing with the Native Title applicant group in April 2025 involved introducing the Project and the planning application process. The cultural heritage survey was shared, and further site-based inspections occurred to ensure artefacts were identified throughout the whole site.

During the pre-application engagement described above, the main topics consistently raised included the following:

- Traffic impacts of additional trucks moving waste to and from the BERC.
- Environmental impacts (including air quality, human health and odour).
- Socio-economic development (strong interest in the employment, training, and business development opportunities presented by the Project).

Overall, community sentiment and level of support or social licence for the Project is currently mixed. Table 2 below summarises the key topics raised in 2023 and 2025.

Table 2: Key topics of importance raised during engagement in 2023 and 2025

Early engagement (2023)	Second-round of engagement (2025)
• Traffic impacts of additional trucks moving waste to and from the facility. • Environmental impacts including air quality and odour. • Local importance of water consumption and need for sustainable water sources. • Local employment opportunities especially for youth.	• Odour from facility. • Topographical (valley) characteristics that could affect odour and air quality. • Emissions and air quality impacts. • Amount of electricity generated and used in facility. • Water sources and usage – recommend recycled water.

Early engagement (2023)	Second-round of engagement (2025)
• Benefits to the local economy. • Waste reduction or reuse and the need to focus on other local initiatives higher up on the waste hierarchy. • Energy production and reduced energy costs.	• Truck volumes and local traffic impacts on already congested / poor roads. • Safety of IBA and Aggregate (IBAA). • Safety / treatment of flue gases and the detail about regulation. • Cumulative air quality and transport impacts not only from BERC but other existing and future facilities in the Bromelton SDA. • Local employment, especially opportunities for young people so they can stay in the area and develop career pathways. • High school learning and research programs – STEM, sustainability, EfW, environmental monitoring. • Shuttle transport opportunities from Beaudesert to BERC. • PCYC / YACC support. • Local business opportunities. • Need for more recycling programs. • Closing of other EfW facilities in other countries. • Make electricity cheaper for locals. • Local benefits / support needed. • Using IBAA for local projects. • Indigenous heritage artefacts.

3.1 Online surveys

An online survey was carried out in October 2023 to understand key matters the local community were concerned about, gauge interest in the Project, and determined preferred methods for keeping stakeholders informed as the Project progresses. This survey was then updated and re-opened in September-October 2025 to assess if there had been any shifts in public sentiment, gather further insights on aspects the community are most concerned about, and better understand the public's knowledge and awareness of the Project.

The online surveys provide a good understanding of some of the key concerns/focus areas of the local community regarding the Project which have informed this assessment.

In the 2023 survey, it was found that 32% of respondents were in support the Project, while 28% did not support the Project. Reasons for support for the EfW facility include increased employment in the area, potential environmental benefits from the diversion of landfill, support for the Project location, and using waste to generate energy. Those who do not support the facility shared concerns of living near an EfW facility, specifically reasons relating to odour, environmental and human health impacts, perception of Cleanaway, and consumption and loss of valuable resources. A significant proportion of respondents also stated they had uncertainty about the Project with 17% needing more information of the proposed facility, and 23% of respondents expressed concern about the proposed facility. This will be addressed during future community engagement sessions in later stages of the Project.

Table 3 outlines the perceived potential impacts identified by the community during the 2023 survey.

Table 3: Perceived potential community impacts from 2023 survey (Source: Arup, 2025)

Positive impacts	Negative impacts
• Employment and economic benefits (38%). • Energy including production, reduced costs (17%). • Waste reduction or reuse (15%).	• Traffic (32%). • Odour (21%). • Air quality (17%).

Positive impacts	Negative impacts
	• Environment (15%). • Health (8%). • Community (8%). • Land values (4%).

The online survey was made available again in 2025, however this had a lower participation rate compared to the 2023 survey. The majority of respondents to this survey noted that they would like more information about the Project before determining whether they support it (56% of respondents). When asked about perceived potential positive impacts, local employment opportunities and cleaner and/or cheaper energy were noted. When asked about perceived potential negative impacts, environmental impacts, increased traffic and odour, and reduced property rates were noted.

3.2 Ongoing engagement

Post-lodgement of the Project, statutory public consultation will be required. This offers additional opportunity for community and stakeholder engagement and feedback. Public submissions would be invited on the Project and will be administered by OCG during the public notification period. In addition to the statutory public consultation, Cleanaway will continue engagement in 2026 key stakeholders and the local community. This continued dialogue and communication is important to build trust and deliver on the commitment to transparency and information sharing.

4. Existing conditions

This section provides information relevant to the existing socio-economic conditions across the Beaudesert SA2, defining the study area. This is inclusive of the project area and 5km project area buffer. The following activities were undertaken to inform the existing conditions:

- Analysis of aerial photography and land use data to understand settlement patterns and existing land uses within the study area (see section 4.2).
- Review of zoning maps relevant to the study area to identify future priorities and land uses (see section 4.2).
- A desktop review of aerial imagery and publicly available Geographic Information System (GIS) mapping to identify local businesses, community facilities, open spaces, and other social infrastructure (see section 4.2).
- Preparation of a community profile through analysis of socio-economic demographic data (including population size and growth, families and housing, employment and income, and socio-economic advantage/disadvantage), drawing upon census data from ABS 2021 Census, ABS population projections and ABS business data at national, State, LGA and SA2 levels (see section 4.3) and QGSO.
- Identification of existing community values through a review of community plans to identify values, aspirations, and concerns (see section 3).

4.1 Summary of existing conditions

Findings from a review of baseline conditions within the Beaudesert SA2 and wider LGA of Scenic Rim are summarised in Table 4. The following sections provide further detail of baseline conditions, providing context of the land use, tenure, and community socio-economic profile.

Table 4: Summary of existing conditions

Topic	Summary of existing conditions
Land use and tenure	Surrounding characteristics and land uses are generally consistent with the nature of the Project, as most adjacent lots include industrial type uses. The Project is also within the Bromelton SDA which facilitates future industrial land uses. Therefore, the Project is generally consistent with the character of existing and planned uses. Most businesses within the Beaudesert SA2 are also focused around industrial or agricultural uses. Beaudesert is the closest urban centre to the project area (approximately 6.5km east of the Project) and hosts several medical services including a hospital, child care and aged care facilities, schools, and many recreational facilities including parks and a golf course. Active businesses within the Beaudesert SA2 comprise of mainly Agriculture, Forestry and Fishery, Construction, Rental, Hiring and Real Estate Services.
Community profile	By the year 2046, the Beaudesert SA2 is projected to have a population of 20,699 with a total growth of 38.59% by 2046. These projections will mean additional pressures on infrastructure. It also presents the need for local employment opportunities for the population. ABS census data revealed that most common places of birth for the population in the Beaudesert SA2 are Australia, England, New Zealand, the Philippines and South Korea. The Beaudesert SA2 has a population of 6.4% who identify as Aboriginal and/or Torres Strait Islander. This is higher than that across Scenic Rim LGA (3.7%). The Aboriginal Party for the project area is the Danggan Balun (Five Rivers) people. The median age for the Beaudesert SA2 is 45 years old, while the Scenic Rim LGA median age is 46 years old. There is a high proportion of young and middle-aged people, suggesting that there are younger growing families in this area.
Employment and business	The working age population comprises 58.9% of the Beaudesert SA2, similar to the Scenic Rim LGA proportion of 59.9%. Beaudesert SA2 has a very high unemployment rate of 6.0%, whereas Scenic Rim LGA is just over half of that at 4.3%. Just over half of residents within the Beaudesert SA2 also work in this location (56.2%). This could indicate a lack of suitable job opportunities in the area and can cause people to be more susceptible to socio-economic changes due to reduced financial stability. The most common occupations within the Beaudesert SA2 and similarly Scenic Rim LGA include Technicians and Trade Workers, Managers, Labourers, and Professionals, suggesting that occupational trends lean towards industrial and technical positions. The most common employment in the Beaudesert SA2 was in the Construction industry (12.3%) followed by Healthcare and Social Assistance (11.7%), Retail Trade (8.8%) industries.
Housing and income	Most dwelling types in the Beaudesert SA2 are separate houses (84.2%), however there is a higher proportion of semi-detached housing (13.6%) than in Scenic Rim LGA (6.4%) which may be an indication of a slightly more diverse housing stock compared to the surrounding region which could provide more housing choice if external employment is necessary. Renting is more common within the Beaudesert SA2 (34.2%) than Scenic Rim LGA (21.7%). Beaudesert SA2 has less homes ownership (either outright or with a mortgage) when compared to Scenic Rim LGA. Median mortgage repayments are lower in Beaudesert than Scenic Rim LGA. The median rental payments are consistent with Scenic Rim LGA at \$315 weekly. However, monthly mortgage repayments within the Beaudesert SA2 are lower than mortgage repayments in Scenic Rim LGA. The median income in Beaudesert SA2 is \$1,118, which is lower than the Scenic Rim LGA's median income of \$1,410. Households in Beaudesert SA2 are earning less but paying similar in rent when compared to households in Scenic Rim LGA.
Vulnerable groups	The Beaudesert SA2 has a very low socio-economic profile with a SEIFA score of 1. This is low compared to Scenic Rim LGA with a score of 3. Sudden and long-term changes may greatly affect the community within the study area as they can be considered vulnerable. The Beaudesert SA2 was also found to have a reasonably high proportion of people with a long-term health condition (24.3%) which is higher than Scenic Rim LGA (23.1%). These include physical and mental health conditions. When observing Beaudesert SA2's lower weekly income and comparably higher monthly mortgage repayments, housing affordability within the Beaudesert SA2 is notably lower than in Scenic Rim LGA.

Topic	Summary of existing conditions
	Paired with high unemployment rates (6.4%), the overall socio-economic status of Beaudesert SA2 is quite low, as indicated by the SEIFA score of 1.

4.2 Land use and tenure

This section provides a description of the existing and planned land use of the project area and the settlement pattern across the study area. This provides an indication of the uses, occupants and visitors to the area surrounding the Project.

4.2.1 Project area description

The Project will be located on land owned by Cleanaway. The land was previously used for farming but is currently vacant. There are areas of existing vegetation, with larger clusters of trees in the southern extents. A drainage channel runs through the site from east to west, and the south-west corner of the site includes slopes with gradients ranging from 15% to over 25%. The site is accessible only via Beaudesert Boonah Road, and there are no existing utility connections to the site. There is an overload flow path running through the site. The Project will be located within the Special Industry Precinct of the Bromelton SDA and is zoned as Special Purpose in the SRRC Planning Scheme.

4.2.2 Surrounding land use and zoning

The site is located in the Bromelton SDA, specifically in a Special Industry Precinct designated for the development of difficult to locate industries. It is situated approximately 6.5km west from the nearest large settlement of Beaudesert, with access to the site via Beaudesert-Boonah Road.

The locality is well serviced by transport infrastructure including Beaudesert Boonah Road, which is a State controlled road that links the settlements of Beaudesert and Boonah. This road also provides a direct link to the Mount Lindesay Highway, another State controlled road that connects to the major settlements of Logan, Brisbane and the Gold Coast. The locality is also serviced by the Sydney-Brisbane rail line, an interstate freight rail corridor.

The site is surrounded by open agricultural land to the south and west. Adjacent to the Beaudesert Boonah Road are industrial uses including logistics and waste and recycling facilities, and an interstate railway line borders the eastern site boundary. As shown on Figure 6, the Project area is immediately surrounded by the following Bromelton SDA precincts:

- Special Industry Precinct to the west and south.
- Rail Dependant Industry Precinct to the east and north.
- Medium – High Impact Industry Precinct to the north.

The closest residential community to site is Beaudesert, approximately 6.5km east, though some scattered rural residential areas exist within 1.4km north and south of the site. There are also a few sensitive commercial receivers surrounding the Project site, most of which consist of agricultural and construction industries. These factors make the Bromelton site suitable for the Project as waste processing facilities are usually located away from major urban settlements, activity centres or residential areas, but closer to industrial areas to minimise direct exposure of such facilities to communities and due to the availability of land further away from major cities.

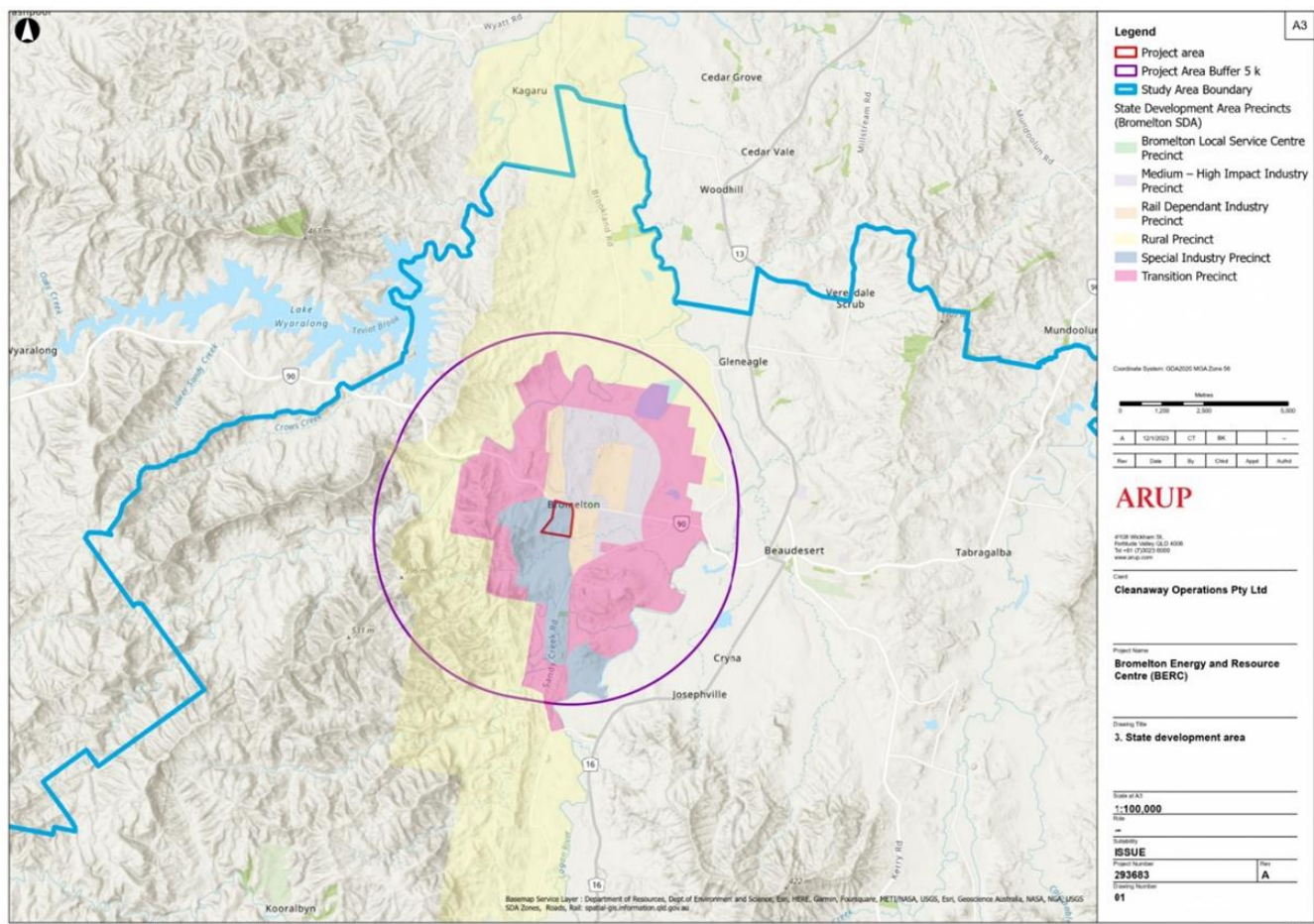


Figure 6: Bromelton State Development Area precincts

4.2.3 Ownership of surrounding land parcels

The majority of the lots surrounding the Project site are privately owned and uses are predominantly comprised of industrial or agricultural activities.

Established industrial premises, Quickcell Technology Products Pty Ltd and SCT Logistics are located north of the site across Beaudesert-Boonah Road. Land to the south is owned by A J Bush & Sons (Manufactures) Pty Ltd although its manufacturing operations are more than 1 km south of the site. Land to the west is currently vacant, however, SOILCO have recently lodged an application to the Office of the Coordinator General for a compost manufacturing facility for this site.

There are some lots that are State owned adjacent to the Project site, represented by Queensland Rail and the Department of Resources. The site's western boundary is contiguous with the Sydney-Brisbane rail line. A list of land ownership of properties adjoining the Project Site is provided in Appendix C.

4.2.4 Businesses

2024 ABS Counts of Australian Businesses data has been used to identify local businesses within the study area. Counts of active businesses is useful information as it indicates the business characteristics of the area and opportunities for local procurement of services. In 2024, there was a total of 1,502 businesses in the Beaudesert SA2. The most common business industries were:

- Agriculture, Forestry and Fishing (356 businesses).
- Construction (290 businesses).
- Rental, Hiring and Real Estate Services (153 businesses).
- Transport, Postal and Warehousing (85 businesses).

- Professional, Scientific and Technical Services (78 businesses).

It is also noted that retail and hospitality are an important part of the Beaudesert high street.

4.2.5 Community assets and facilities

Queensland Spatial Catalogue (QSC) data and Open Street Maps (OSM) data has been used to identify key facilities and amenities within the study area. Based on this data, there are no social infrastructure facilities mapped within 5km of the project area. This relates to public areas community use that provide recreational, educational, health, social, and cultural networks and services.

Key assets identified within the study area include, but are not limited to:

- Waste facilities such as Beaudesert Liquid Waste Pty Ltd.
- Gas facilities such as Ampol petrol stations.
- Medical services such as, Beaudesert Hospital, Eaglesfield Street Medical Centre, and Beaudesert Medical Centre Pharmacy.
- Aged care and childcare services such as Beaucare Aged Care & Disability Services.
- Education facilities such as Beaudesert State School, Beaudesert State High School, St Mary's Catholic School, and McAuley College.
- Libraries such as Beaudesert Public Library.
- Recreational facilities and open green spaces such as Beaudesert Golf Club, Beaudesert Racetrack, Jubilee Park, Selwyn Park, and Beaudesert Showground.

4.3 Community profile

The following community profile uses the Beaudesert SA2 to determine demographic data relevant to the project area. A comparative analysis of the community profile of the Beaudesert SA2 against the Scenic Rim LGA allows for a deeper understanding of unique area traits and how they may be affected by the Project. Communities across the Scenic Rim LGA may also experience some indirect impacts from the Project and therefore it is important to understand the baseline for the wider region.

Data for the socio-economic analysis of the Beaudesert SA2 and Scenic Rim LGA has been derived from the ABS 2021 Census Data (Australian Bureau of Statistics, 2021). Additional demographic data sourcing from the Queensland Government Statistician's Office (QGSO) 2023 provides population projections to help understand the current expected growth across the region.

4.3.1 Population

ABS 2021 census data shows that the total population of the Beaudesert SA2 was 14,674 people. The Scenic Rim LGA has a population of 42,984 people. Based on analysis by Research, as of May 2025, this population has grown to around 16,475. This population growth was driven primarily by interstate migration

The male and female ratios are similar for the Beaudesert SA2 and Scenic Rim LGA, at 49.6% male and 50.4% female, and 49.5% male and 50.5% female, respectively.

4.3.2 Aboriginal and Torres Strait Islander Peoples

The registered Native Title Body Corporate for the site area and Beaudesert SA2 are identified as the Danggan Balun (Five Rivers) People, represented by Queensland South Native Title Services.

There was a total of 945 people in the Beaudesert SA2 who identify as Aboriginal and/or Torres Strait Islander. The proportion of Aboriginal and/or Torres Strait Island population of the Beaudesert SA2 (6.4%) is higher than that across Scenic Rim LGA (3.7%).

4.3.3 Population Projections

Population projections for the Beaudesert SA2 and Scenic Rim LGA have been calculated by the QGSO 2023 data.

The Beaudesert SA2 is projected to have a population of 20,669 in the year 2046, this is a total increase of 38.59%, an annual growth rate is 1.5%. This is higher than the projected growth for the Scenic Rim LGA (1.1% annual growth rate) and consistent with the wider region, with the Logan-Beaudesert SA4 projected to have an annual growth rate of 1.7%. The neighbouring Ipswich SA4 is expected to have an annual growth rate of 2.6% over the same period.

This high annual growth rate within the wider region indicates a growing demand for electricity, increasing general residential waste generation, and increasing pressure on existing waste services and infrastructure.

4.3.4 Place of birth

Place of birth data provides an understanding of general migration patterns and gives an indication of the cultural values and diversity of the community.

ABS census data (2021) indicates that the most common birthplace of people living in Beaudesert SA2 is Australia, followed by New Zealand, England, Philippines, Germany and South Africa. The data is similar for Scenic Rim LGA, with the exception of Philippines not being within the top six places of birth.

4.3.5 Age distributions

ABS 2021 census data has been used to determine age distributions of the community profile:

- The median age of Beaudesert SA2 was 45, which is similar to the Scenic Rim LGA median age of 46 years.
- Middle aged people (aged 20-59) account for 45.8% of the population within the Beaudesert SA2, which is lower than that of Scenic Rim LGA (46.2%).
- Beaudesert SA2 also had a higher rate of youth groups (aged 0-19) compared to Scenic Rim LGA (23.7%), amounting to 24.2% of the population.
- Older groups (aged 60 and over) accounted for 29.9% in Beaudesert SA2 and 30.1% in Scenic Rim LGA. Across both areas, those aged 50-59 and 60-69 have the highest percentages of a single age bracket, generally ranging between 13-15% each.
- The working age population (aged 15-64) for the Beaudesert SA2 is 58.9%. In comparison, Scenic Rim LGA's working population accounts for only slightly higher proportion of 59.9%.
- Just under half of the population of the Beaudesert SA2 are middle aged, suggesting they may be resilient to community changes. However, around a third of the Beaudesert SA2 population over the age of 60, a group considered more susceptible to lifestyle changes and other health impacts.

4.4 Employment and business

4.4.1 Employment status

Employment status can contribute to overall socio-economic status and therefore is an important component of the baseline study. Data from the ABS 2021 Census reveals similarities of employment status in comparison of the Beaudesert SA2 and Scenic Rim LGA. Key points are as follows:

- Overall employment status shows a higher unemployment rate in Beaudesert SA2 when compared to Scenic Rim LGA (6.0% and 4.3% respectively).
- 94% (5,696 people) of the population within Beaudesert SA2 were employed, and 95.7% (18,767 people) of Scenic Rim LGA's population were employed in 2021.

- Those who were employed and worked full-time in the Beaudesert SA2 account for 54.1% of the population, similar to Scenic Rim LGA (53.4%), while those employed and working part-time account for 30.0% of the Beaudesert SA2, and 31.6% of Scenic Rim LGA.
- Beaudesert SA2 has a much higher percentage of people who are not in the labour force (41.2%) compared to Scenic Rim LGA at 37.4%, despite having a similar age profile.
- 41% (7,741) of the workforce that reside within the Scenic Rim LGA travel outside of the area for work.

These statistics indicate there is a need for more employment opportunities locally.

4.4.2 Occupation

Understanding the types of occupations gives an indication of the workplace skills within the Beaudesert SA2 and surrounding region. This can help identify opportunities for local procurement or upskilling of the local community. ABS 2021 census data reveals the most common occupation for the Beaudesert SA2 and Scenic Rim LGA:

- The most common occupation for the Beaudesert SA2 was Technicians and Trade Workers (16.1%), followed by Labourers (15.4%), Managers (13.8%), and Community and Personal Service Workers (12.3%).
- The Scenic Rim LGA's most common occupation was Managers at 17.7%, followed by Technicians and Trade Workers (16.4%), Labourers (14.5%), and Professionals (13.2%).

4.4.3 Employment by industry

A review of ABS 2021 census data on employment by industry indicated: trends, with the following key findings and comparisons between the Beaudesert SA2 and Scenic Rim LGA:

- Construction was recorded as Beaudesert SA2 most common industry of employment at 12.3%. This is followed by Health Care and Social Assistance (11.7%) and Retail Trade (8.8%).
- In comparison, Scenic Rim's highest employment by industry is Agriculture, Forestry and Fishing at 15.1%, followed by Health Care and Social Assistance (12.4%) and Construction (10.1%).
- Employment in the Electricity, Gas, Water and Waste Services industry low, accounting for only 1.4% in Beaudesert SA2 and 1.9% in Scenic Rim LGA.

4.4.4 Place of work

For residents within the Scenic Rim LGA, the top five SA2 areas that people work include:

- Beaudesert (18.8% of the working population).
- Boonah (17.5% of the working population).
- Tamborine – Canungra (16.1% of the working population).
- Southport – North (1.8% of the working population).
- Brisbane (1.7% of the working population).

This highlights the importance of Beaudesert as an employment area within the Scenic Rim LGA. However, place of work data also indicates that just over half of the population living within the Beaudesert SA2 area also work in this location (around 56.2% of the population). Opportunities for the local population to find employment within this area may therefore be sought after.

4.5 Housing and income

4.5.1 Household composition

Those living in family or group households could be more resilient to socio-economic changes than those in single or lone households, who may be more vulnerable to social isolation or mental health impacts. Key findings are as follows:

- Beaudesert SA2 has 6,561 private dwellings and the average number of people per household for the study area (2.5) is similar to that of Scenic Rim LGA (2.6).
- Across the Beaudesert SA2, the most common household composition is a family household (this includes multiple family households) with the Beaudesert SA2 having a proportion of 64.4% which is lower than Scenic Rim LGA with 70.4%.

4.5.2 Dwelling structure

ABS 2021 census data has been used to determine the dwelling types within the Beaudesert SA2 and Scenic Rim LGA, revealing:

- Separate houses are the most common dwelling structure for the Beaudesert SA2 at 84.2%, and Scenic Rim at 91.4%.
- Semi-detached houses are more prevalent in the Beaudesert SA2 (13.6%) than the Scenic Rim LGA (6.4%) indicating a slightly more diverse housing stock.
- Meanwhile, the lowest proportion of dwelling structure is flat or apartments, accounting for less than 0.001% within the Beaudesert SA2, and 0.3% for Scenic Rim.

4.5.3 Tenure types

Understanding the proportion of rental and owned homes can indicate the affordability resilience of an area. People renting and homes owned with a mortgage are more susceptible to economic and livelihood changes in comparison to those who own homes outright. It is also important to understand the existing housing and rental supply should additional people move closer to employment as a result of the Project. ABS 2021 census data revealed the tenure type data for the Beaudesert SA2 and Scenic Rim LGA:

- Renting is more common in the Beaudesert SA2 (34.2%) than in Scenic Rim LGA (21.7%).
- Home ownership is less common in Beaudesert SA2 than in Scenic Rim LGA (62.4% and 75% respectively). Beaudesert has less homes owned either outright or with a mortgage, when compared to Scenic Rim LGA.

4.5.4 Rent weekly payments

ABS 2021 census data was used to identify the following weekly rental payment statistics:

- The median rent payment is consistent across the Beaudesert SA2 and Scenic Rim LGA, at \$315 per week. The assessment used the \$300-\$324 bracket from the ABS census data as the median.
- Approximately 44% of renter households in Beaudesert have rent payments that are greater than 30% of their household income. This is slightly less in Scenic Rim LGA (41%). This can be an indicator of rent affordability.

However, it is acknowledged that this data may now be out of date with the rising cost of living pressures. Therefore, more people may be experiencing higher rental costs than previously estimated.

4.5.5 Mortgage monthly payments

The ratio of housing and rental costs to gross household income can indicate the general housing affordability of an area, though this is a simple indication and more complex factors are involved to accurately measure affordability. Medium to low income households that spend 30% or more of the gross

household income on housing costs can be considered to be experiencing housing stress. ABS 2021 census data revealed:

- The median monthly mortgage repayment for the Beaudesert SA2 is \$1,517. In comparison, Scenic Rim LGA's monthly mortgage repayments are notably higher at \$1,733.
- Approximately 13% of households in Beaudesert have mortgage repayments that are greater than 30% of their householder income. This is only slightly higher in Scenic Rim LGA (13.9%).
- Generally, the data indicates that affordability is higher within the Beaudesert SA2 compared to Scenic Rim LGA as more people are paying below Scenic Rim LGA's median monthly repayments (\$1,600-\$1,799 bracket) at 65.9%.

However, it is acknowledged that this data may now be out of date with the rising cost of living pressures. Therefore, more people may be experiencing higher mortgage repayment costs than previously estimated.

4.5.6 Household income (weekly)

Household income is a good indicator of economic resilience of a community and gives an idea of how intensely a family or household may be impacted by adverse effects. ABS 2021 census data was used to determine the median household income for the Beaudesert SA2:

- The median weekly household income for Scenic Rim LGA is \$1,410. For the purposes of this assessment, the income bracket \$1,250-\$1,499 will be used as the median income bracket of comparison. Based on this statement, it was revealed that 51.2% of the Scenic Rim LGA population were earning the median income or below.
- Within the Beaudesert SA2, 58.9% of households were earning the median income bracket or below. This is higher than Scenic Rim LGA (51.2%).
- 38.9% of Beaudesert SA2's households were earning above the median income bracket, which is lower than Scenic Rim LGA at 46.8%.
- The median weekly income for Beaudesert SA2 was lower than that of Scenic Rim LGA at \$1,140 (Table 5).
- There were also 0.3% more people with no or negative income within the Beaudesert SA2 than in Scenic Rim LGA. Beaudesert SA2 had 2.2% of households with no or negative income, whereas Scenic Rim LGA had 1.9%.

Table 5: Weekly household income (Source: ABS 2021 census data)

	Beaudesert SA2	Scenic Rim LGA
Median household income (weekly)	\$1,118	\$1,410
Negative or no income (%)	2.2%	1.9%
Households earning \$1250-\$1499 or less	58.9%	51.2%
Households earning \$1250-\$1499 or more	38.9%	46.8%

4.6 Vulnerable groups

Vulnerable groups, those of lowest socio-economic status, lasting health conditions, and unemployed groups, are most susceptible to social impact from major developments and may require consideration of additional mitigation measures. The following statistics are provided to understand the vulnerability of the Beaudesert SA2 and identify areas of sensitivity that need to be mitigated through the development process.

4.6.1 Socio-economic index for areas (SEIFA)

The socio-economic index for areas (SEIFA) is a ranking index provided by the ABS that determines the socio-economic conditions of the people residing within a particular community. This is based on census data including income, educational attainment, unemployment status and dwelling types. All areas are given a quintile rank from one to five (1-5). Quintile 1 indicates the most disadvantaged area, while quintile 5 is the most advantaged area. Only quintile rankings against Australia were available in this data set, so rankings against Queensland are not stated.

Figure 7 displays the SEIFA scoring for the Beaudesert SA2 and other surrounding SA2s. For finer grain insight, scoring at the SA1 level which includes areas of a smaller geographical scale compared to SA2s is also provided (refer to Figure 8). The data indicates:

- Beaudesert SA2 had a low SEIFA score of 1, which is within the lowest 20% of scores. Adjacent SA2s range between scores of 1 and 3. Scenic Rim LGA had a score of 3.
- At the SA1 level, the Project area is within an area of relative socio-economic advantage (level 3) surrounded by areas of lower advantage to the north, south and east.

This data may indicate that there are social needs in the Beaudesert and Scenic Rim communities which may be addressed through increased employment, training and business development opportunities.

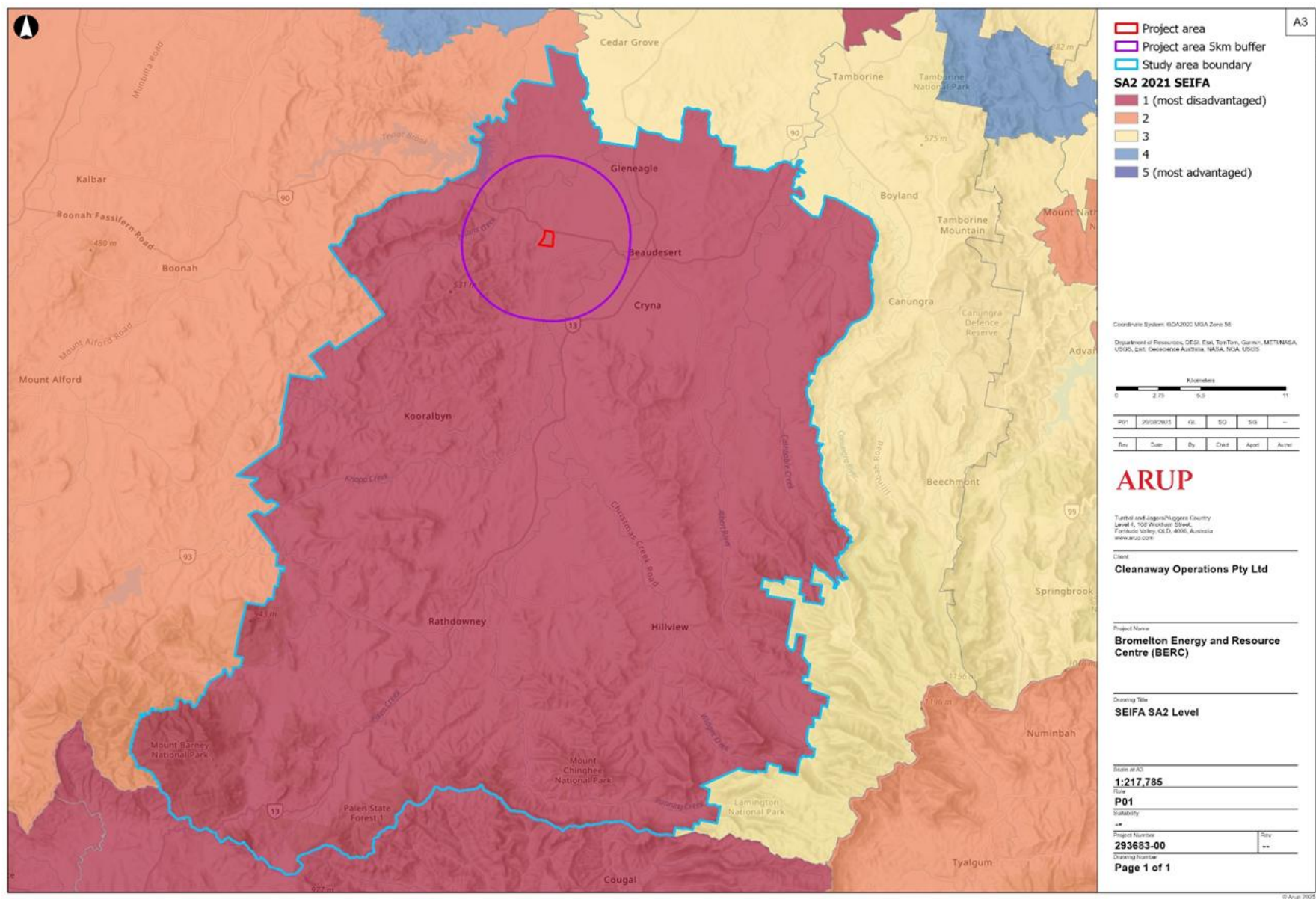


Figure 7: SEIFA score at SA2 level (Source: ABS, 2021)

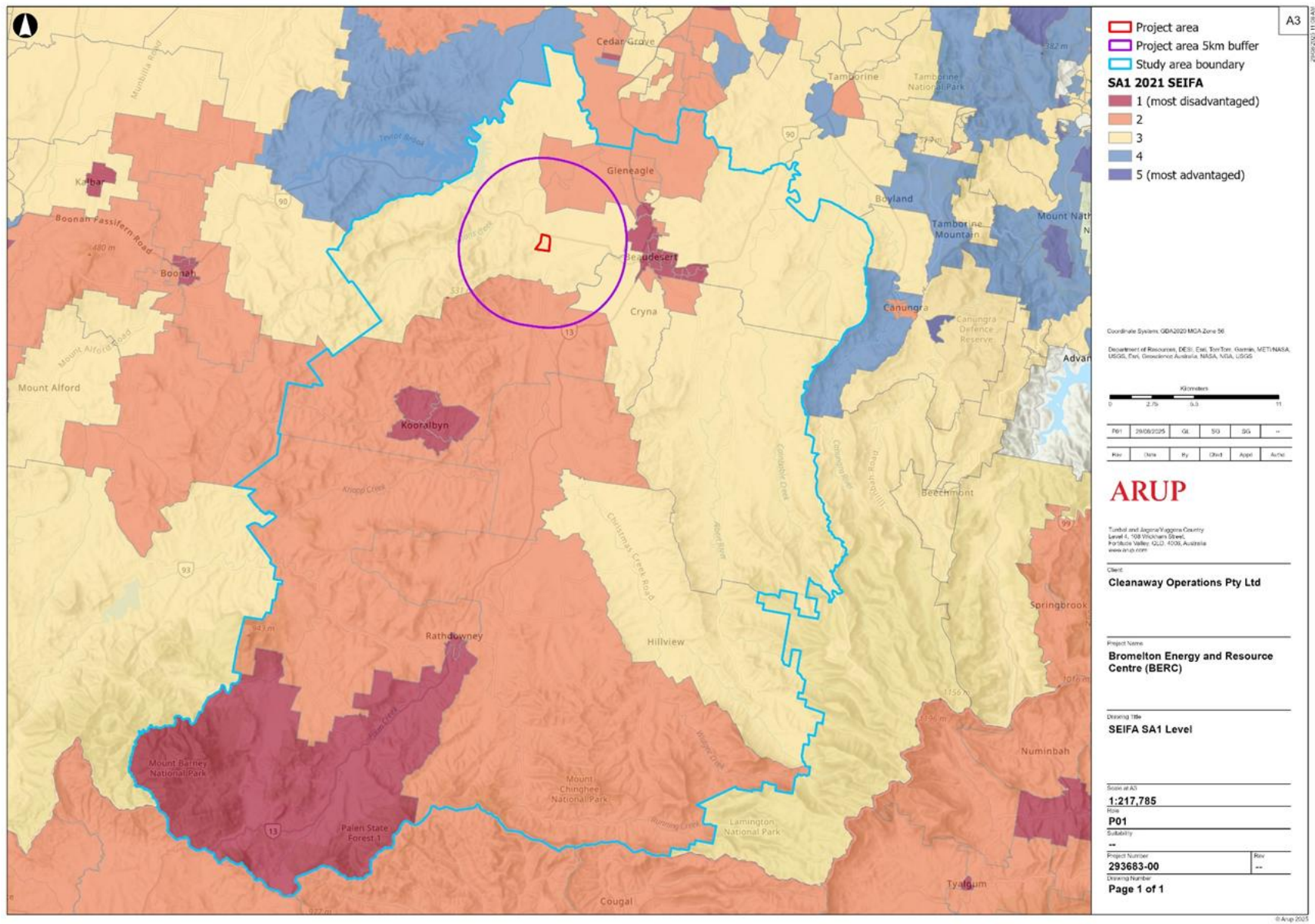


Figure 8: SEIFA score at SA1 level (ABS, 2021)

4.6.2 Health conditions

People who experience a profound disadvantage are defined as needing help or assistance in one or more of the three core activity areas of self-care, mobility and communication. This can be due to a long-term health condition (six months or more), a disability (six months or more), or old age.

ABS 2021 Census data was used to determine the current standing long-term health conditions of the population within the Beaudesert SA2. Table 6 summarises this data.

The Beaudesert SA2 had a notably higher proportion of people with long-term health conditions in all stated categories (having one, two, three or more long term health conditions) compared to the rest of the Scenic Rim LGA. The top most common long-term health conditions were consistent between the Beaudesert SA2 and Scenic Rim LGA. They were:

1. Arthritis.
2. Mental health condition (including depression and anxiety).
3. Asthma.
4. Any other long term health condition(s).
5. Diabetes (excluding gestational diabetes).
6. Heart disease (including heart attack or angina).

Table 6: Long-term health conditions (Source: ABS 2021 census data)

	Beaudesert SA2	Scenic Rim LGA
One condition	24.3%	23.1%
Two conditions	9.6%	8.1%
Three or more conditions	6.0%	4.7%
None of the selected conditions	60.6%	64.1%

4.7 Community values, aspirations and concerns

In addition to understanding the existing baseline conditions of the community within the local study area and beyond, it is also important to understand the values, aspirations and fears held within that community. Key community values, aspirations and fears of the community within the local study area and beyond are outlined in the following sub-sections based on the local community plan and the key findings from project-specific consultation.

4.7.1 Scenic Rim Regional Council (SRRC) Community Plan

A review of SRRC's Community Plan was undertaken to consider the community's values, aspirations and concerns more broadly for the local study area and wider LGA region. This was done in addition to the engagement with Scenic Rim Regional Council and the community to understand their concerns and interest in the Project (as described in section 3 of this report and the Community and Stakeholder Engagement Report (Arup, Rev C)).

The Scenic Rim Community Plan 2011-2026 was updated in 2018 to better reflect the community's needs and aspirations based on community consultation conducted in early 2018. The plan is guided by seven themes and outlines a collective vision for a network of unique rural communities with a productive and sustainable landscape.

Key community values identified in this document include (but are not limited to):

- Natural environment and scenery.

- Rural lifestyle and character.
- Sense of community.
- Consultation and participation in decision-making.

In addition, the community have expressed key concerns around areas that include (but are not limited to):

- Protecting the environment.
- Managing growth and development.
- Preserving lifestyle.
- Inadequate public transport.

5. Assessment of impacts

This socio-economic impact assessment has considered the potential impacts as a result of the Project with consideration to the relevant baseline conditions and community concerns, recognising that impacts can be perceived, as well as actual.

5.1 Impacts from construction

The assessment of the potential socio-economic impacts during the construction phase of the Project is provided in Table 7. This includes the identification of some potential perceived impacts that may be experienced during construction.

The construction of the Project could result in the following negative impacts rated medium or higher:

- Potential impacts on community values (sense of place) from construction and new industrial infrastructure.
- Potential temporary disruption to community composition due to increased construction workforce if the majority of job opportunities are sourced from outside of the local community.
- Potential impacts to First Nations people due to impact on culture and heritage from potential disturbance of Indigenous items of significance.

The construction of the Project is also likely to bring the following key benefits to the community of Beaudesert and Scenic Rim LGA rated as medium or higher:

- Potential benefits to way of life from local employment opportunities during the construction phase of the Project (e.g. reduced need for commute, providing more time for other activities). The higher the proportion of job opportunities filled by the local community, the lower the potential impact on community composition.
- Potential benefits to livelihoods, businesses, and economy as a result of direct construction jobs (around 800 job opportunities) and indirect jobs and business opportunities created through the supply chain (e.g. raw materials and products).

It is expected that most construction impacts would be effectively managed with the implementation of environmental management measures, including communication and engagement with communities and stakeholders.

Table 7: Socio-economic impacts during construction

Impact	Description	Supporting Context	Mitigation	Impact rating			
				Likelihood	Magnitude	Social significance rating	Experience
Community values and function: <i>Changes to community values and/or the way the community functions</i>							
Potential impact to sense of place	The community may experience potential disruption to sense of place from construction equipment and activities, signage and the establishment of a EfW facility in the area. However, considering the general industrial and agricultural character of the area surrounding the site (including expected continued transition towards ongoing industrial uses in line with the future direction of the SDA), the impact to character and sense of place is not expected to be significant. Stakeholder engagement identified concerns regarding potential impacts on the environment and surrounding communities. Concerns were also raised regarding the proposed location of the SDA, particularly in relation to the Scenic Rim’s key values, including its natural environment and scenic landscapes, as well as its rural lifestyle and character.	- The site is located in an SDA, in the Special Industry precinct and surrounding land uses include industrial type developments. - The Landscape Character and Visual Impact Assessment (Arup, Rev C), notes that the existing site is reflective of a large self-contained agricultural plot with small patches of remnant vegetation (i.e. sparse mature trees). The site is not within any high-risk trigger vegetation areas but is located close to areas of Matters of Local Environmental Significance (MLES). The loss of any existing vegetation during construction therefore would be minimal due to historical clearing of the site, and not include areas of high ecological value (as stated in the Biodiversity Technical Report [Arup, Rev C]). Efforts to retain mature trees where possible have been identified.	SIA11 Stakeholder and Community Engagement Strategy SIA13 Construction Environmental Management Plan SIA 13 Environmental Risk Assessment	Possible	Minor	Medium	Negative
Potential disruption to community composition	The construction phase is expected to generate up to 800 jobs. There is therefore the potential for disruption to community composition if a non-local workforce is brought into the area, causing a temporary pressure on social infrastructure, including housing and rental markets. Community feedback also indicated concern regarding potential changes to community character, pressures on housing and social infrastructure. This is considered to be unlikely, as opportunities exist to draw on the existing local workforce through a targeted local procurement strategy, supported by training and upskilling initiatives for emerging local workers. It is also anticipated that a substantial portion of the workforce would commute daily from nearby population centres, including Brisbane, Ipswich, and the Gold Coast. As such, potential impacts on local housing availability and rental demand are expected to be limited.	There is a high proportion of the local population working within the Construction and Manufacturing industries (12.3% and 7.9% respectively). There is also a high proportion of people in Beaudesert working as Technicians and Trades Workers (16.1%), Labourers (15.4%), and Machinery Operators and Drivers (10.6%). There is opportunity for local employment benefits as there are existing skillsets within the community.	SIA02 Local procurement strategy SIA03 Working with local high schools SIA04 Local training and scholarships SIA05 Local business initiatives SIA06 Work with the regional economic development team at SDIP SIA07 Local and Indigenous Participation Strategy SIA08 Requirement for Contractor to aligned with Local and Indigenous Participation Strategy	Unlikely	Moderate	Medium	Negative
Way of life: <i>Impacts on how people live, work, play and interact with one another on a day-to-day basis</i>							
Potential impacts to way of life due to reduced amenity	Generally, impacts from construction (noise and vibration, reduced air quality and dust) can cause sleep disruption or may cause people to stay indoors more and disrupt routines (e.g. reduced outdoor physical activity). The community has expressed concerns regarding amenity impacts including odour (21%), air quality (17%), community (8%) indicating a significant level of importance. However, for residents and employees in the study area, the potential for this is considered to be unlikely due to the distance of the closest residence and industrial nature of nearby commercial land uses.	- The site is within a designated special industry zone and the closest residential sensitive receivers are approximately 1.4km away. The closest sensitive receivers are not considered to be within consequential distance from the site. - The noise and vibration and air quality assessments carried out for this project concluded that there would be low risk of impacting on sensitive receivers.	SIA13 Construction Environmental Management Plan with supporting Construction Dust Management Plan and Construction Noise and Vibration Management Plan SIA15 Implement measures outlined in Environmental Risk Assessment to address amenity and transport impacts	Unlikely	Minor	Low	Negative

Impact	Description	Supporting Context	Mitigation	Impact rating			
				Likelihood	Magnitude	Social significance rating	Experience
Potential impacts to way of life due to increased local employment opportunities	The Project would provide 800 employment opportunities during construction. These would be across a range of job types (e.g. skilled trades like electricians and instrument technicians), general construction workforce positions (e.g. plumbers, carpenters, and labourers), project management, administrators, and contract staff, etc. For the local workforce, this can offer a series of benefits including: - Improved financial status. - Positive mental and emotional health and wellbeing outcomes. - Enhanced way of life by reducing work commutes to more distant employment areas. - Opportunities to train and upskill the community for future labour and development prospects which may result in wider economic and social development of the area. Increased local employment opportunities was identified as vitally important throughout stakeholder and community engagement, especially for those of support for the Project (32%).	- There is a high proportion of the Beaudesert population working within the Construction and Manufacturing industries (12.3% and 7.9% respectively). There is also a high proportion of people in Beaudesert working as Technicians and Trades Workers (16.1%), Labourers (15.4%), and Machinery Operators and Drivers (10.6%). - There is a high unemployment rate in Beaudesert SA2 (6%). The unemployment rate across Scenic Rim is 4.3%. 24% of Scenic Rim’s workforce travelled outside of the local government area for work.	SIA02 Local procurement strategy SIA03 Working with local high schools SIA04 Local training and scholarships SIA05 Local business initiatives SIA06 Work with the regional economic development team at SDIP SIA07 Local and Indigenous Participation Strategy SIA08 Requirement for Contractor to aligned with Local and Indigenous Participation Strategy	<i>Likely</i>	<i>Moderate</i>	<i>High</i>	<i>Positive</i>
Potential disruption to transport networks	The construction phase would involve an increase in heavy vehicles accessing the site. Increased volumes of construction vehicles may create changed traffic conditions and temporarily impact people’s access to amenities or increase travel time for the community. The community expressed concern regarding impacts to traffic (32% of stated negative impacts) and suggested that highway and road upgrades could minimise potential impacts. Specifically, concerns regarding for the Mount Lindesay Highway were raised. .	During construction, there would be an increase in vehicle movements, including heavy vehicles associated with the delivery of materials, equipment and construction workforce access. A Construction Traffic Management Plan will be undertaken to assess potential impacts on the surrounding road network and identify any necessary mitigation measures. Construction traffic will be managed through a Construction Traffic Management Plan, with heavy vehicle movements generally occurring during standard daytime construction hours and using established heavy vehicle routes. Measures such as scheduling deliveries, traffic controls and contractor requirements will be implemented to minimise disruption to local residents and road users.	SIA15 Implement measures outlined in Environmental Risk Assessment to address amenity and transport impacts Consideration will be given to the use of buses to transport construction workers to and from the site, and to staggering worker start and finish times to minimise traffic impacts during peak periods	<i>Unlikely</i>	<i>Minor</i>	<i>Low</i>	<i>Negative</i>
Culture and heritage: <i>Impacts on culture, history, and ability to access cultural resources</i>							
Potential to impact items of historical and/or cultural significance	Construction activities have the potential to disrupt unidentified items of historical and/or cultural significance during earthworks. The previous land use for farming means there has been some disturbance of the land, however limited excavation. A project briefing, site welcome and detailed site survey were carried out with the Dangann Balun Applicant Group in 2025.	- The Aboriginal Cultural Heritage Assessment (Everick Heritage, Rev C), note that while there are no formally registered heritage items on the site, a total of seven Aboriginal cultural heritage sites were identified within the site during the July 2025 field survey. Aboriginal history associated with the ridgelines south of the Site were also noted during consultation with Aboriginal Party knowledge holders. The broader Bromelton area is also known to hold significant cultural values for the Danggan Balun People. - The assessment concluded that the site is highly likely to retain additional Aboriginal cultural heritage.	SIA16 Follow recommendations in the Aboriginal and Cultural Heritage Assessment SIA17 Cultural awareness training for construction and operation staff SIA18 Design of the Visitor Centre	<i>Possible</i>	<i>Moderate</i>	<i>Medium</i>	<i>Negative</i>
Community safety and access to resources: <i>Impacts on communities’ physical safety and exposure to hazards or risks</i>							
Potential risk to safety from contamination of the surrounding environment	During construction, there is a potential risk to safety from the contamination of the surrounding environment, including through accidental spills, dust generation, or improper handling of materials as part of a general constructed related risk. The community values the natural environment, safety and security and identified the natural environment as potentially being impacted by the Project. Most community concerns regarding public safety and contamination related to the operation phase of the Project. This risk can be effectively managed through the implementation of appropriate environmental management and control measures and is not expected to result in an impact to the community or surrounding environment.	- Contamination testing has been undertaken particularly within the location of the spray race ensuring any existing site contamination is understood which identified a relatively low risk of contamination within the soil and that the site is suitable for the proposed use (Additional Contamination Investigation [Douglas Partners, 2024]). - Storage of dangerous materials in accordance with Australian Standards.	SIA 13 Environmental Risk Assessment SIA19 Construction Environmental Management Plan with supporting Construction Dust Management Plan and Hazardous Materials Management Plan	<i>Unlikely</i>	<i>Minor</i>	<i>Low</i>	<i>Negative</i>

Impact	Description	Supporting Context	Mitigation	Impact rating			
				Likelihood	Magnitude	Social significance rating	Experience
Potential impact to public safety related to construction traffic	Increased heavy vehicle movements along primary haulage routes may raise community awareness and concern regarding public safety, particularly in relation to interactions with local traffic, pedestrians, and cyclists. Community feedback identified concerns regarding increased traffic volumes and heavy vehicle movements, particularly in relation to vehicles travelling through the town centre in proximity to residential areas, schools, and community facilities. With appropriate traffic management and controls in place, impacts to public safety are expected to be limited.	Construction vehicles will utilise established B-double approved routes that are designed to accommodate heavy vehicles, which helps manage safety risks and maintain appropriate operating conditions.	SIA15 Implement measures outlined in Environmental Risk Assessment to address amenity and transport impacts SIA19 Construction Environmental Management Plan with supporting Construction Transport Management Plan and Supply Chain Haul Route Management Strategy.	<i>Unlikely</i>	<i>Minor</i>	<i>Low</i>	<i>Negative</i>
Quality of life: <i>Impacts on communities’ quality of life including liveability and aesthetics, as well as the condition of their environment (for example, air quality, noise levels, and access to water)</i>							
Potential impacts to quality of life and socio-economic status from fear of living near a EfW facility	The Beaudesert community may experience heightened concern regarding potential reductions in quality of life and socio-economic status associated with proximity to an EfW facility. Community feedback indicates a high level of fear and uncertainty in relation to potential effects on human health, including concerns about odour, air quality, and broader environmental outcomes. These fears may contribute to stress, reduced sense of wellbeing, and perceptions of diminished liveability and property value, regardless of the Project’s actual performance. There is also a perception among some community members that the siting of the Project is inequitable, with concerns that it may exacerbate existing socio-economic disadvantage or place a disproportionate burden on the local community. This may further reinforce feelings of unfairness and reduced community cohesion. These perceived impacts are likely to arise prior to and during early project stages, driven by uncertainty and risk perception. While construction activities themselves are not expected to result in significant impacts to human health—supported by air quality, noise, and vibration assessments—community concern is primarily associated with ongoing operations rather than temporary construction effects. Overall, the key impact pathway relates to fear of potential harm, rather than measured environmental or health effects, and would require ongoing engagement, transparent communication, and trust-building to manage.	- The existing character and land uses of the area is a mix of agricultural and industrial uses and is earmarked for ongoing future industrial development. The site is located in an SDA, in the Special Industry precinct. - The Beaudesert SA2 is identified as an area of socio-economic disadvantage, with a SEIFA score of 1 (reflective of factors such as income, educational attainment, unemployment status, dwelling tenure, and physical health). - Cleanaway has undertaken (and will continue to undertake) a range of communication activities to inform the community about EfW, including website content, newspaper advertisements, newsletters, webinars, and expert-led drop-in sessions.	SIA12 / 26 Ongoing consultation will be carried out with the Stakeholder Reference Group SIA11 Stakeholder and Community Engagement Strategy	<i>Unlikely</i>	<i>Minor</i>	<i>Low</i>	<i>Negative</i>
Access and infrastructure: <i>Impacts on communities’ access to, and quality of, infrastructure, services and facilities</i>							
Potential impacts to existing infrastructure and community facilities	The Project may place pressure on existing infrastructure and amenities due to increased activity in the area during the construction phase. This could be due to new workforce in the area bringing more people into the community placing pressure on existing facilities or from additional construction vehicles on the road network impacting of accessibility. A prominent community concern raised was the impact to transport networks, indicating a high level of importance. Employing local people would minimise potential impact on amenities and facility.	- Community facilities are located in the nearby town of Beaudesert. - It is anticipated that a substantial portion of the workforce would commute daily from nearby population centres, including Brisbane, Ipswich, and the Gold Coast.	SIA02 Local procurement strategy SIA11 Stakeholder and Community Engagement Strategy	<i>Possible</i>	<i>Insignificant</i>	<i>Low</i>	<i>Negative</i>
Health and well-being: <i>Impacts on communities’ physical and mental health and well-being, as well as their social, cultural and economic well-being</i>							

Impact	Description	Supporting Context	Mitigation	Impact rating			
				Likelihood	Magnitude	Social significance rating	Experience
Potential impacts to physical and mental health as a result of construction of the facility	Amenity related impacts have the potential to present health and well-being risks to the surrounding community (e.g. sleep disturbance and respiratory issues particularly for more vulnerable members of the community such as those with long-term health conditions). However, the technical assessments carried out for the Project indicate that the construction phase is unlikely to result in adverse impacts on community health and wellbeing during construction. There may however, still be some potential impacts to people’s mental health due to stress from perceived impacts. Community health and wellbeing was a core concern raised during stakeholder engagement, indicating a high level of importance.	- As discussed in section 4.6 of this report, there is a high proportion of vulnerable groups within the Beaudesert SA2 (24.2% under age of 19 and 29.9% over 60yrs old) who may be more susceptible to changes to amenity. The study area also has a higher proportion of people with long-term health conditions (24.3%) than the Scenic Rim LGA (23.1%), with both asthma and mental health conditions in the top three identified conditions. - The Air Quality Assessment (Katestone, Rev D) found that potential risks to human health from dust and other emissions were low prior to mitigation. - The Noise and Vibration Technical Report (Arup, Rev C) similarly concluded that impacts from noise and vibration are unlikely to affect human health.	SIA11 Stakeholder and Community Engagement Strategy SIA19 Construction Environmental Management Plan with supporting Construction Dust Management Plan	<i>Unlikely</i>	<i>Minor</i>	<i>Low</i>	<i>Negative</i>
Livelihood: <i>Changes to livelihoods, for example, whether peoples’ jobs, properties or businesses are affected, or whether they experience advantage/disadvantage</i>							
Potential positive impacts on livelihoods due to employment and business opportunities	The Project would create 800 job opportunities during construction. It would also create a number of indirect jobs, through the supply chain (e.g. raw materials and products). Other small businesses (e.g. food and drink outlets) could also benefit indirectly from patronage by construction staff. The Project would also provide training opportunities within the construction industry for members of the local community. Increased local employment opportunities was identified as vitally important throughout stakeholder and community engagement, especially for those of support for the Project (32%).	- There is a high proportion of the local population working within the Construction and Manufacturing industries (12.3% and 7.9% respectively). There is also a high proportion of people in Beaudesert working as Technicians and Trades Workers (16.1%), Labourers (15.4%), and Machinery Operators and Drivers (10.6%). - There is a high unemployment rate in Beaudesert (6%). The unemployment rate across Scenic Rim is 4.3%. - BERC is a \$1.5 billion private investment.	SIA02 Local procurement strategy SIA03 Working with local high schools SIA04 Local training and scholarships SIA05 Local business initiatives SIA06 Work with regional economic development team at SDIP SIA07 Local and Indigenous Participation Strategy SIA08 Requirement for Contractor to aligned with Local and Indigenous Participation Strategy SIA09 Engagement with First Nations stakeholders to identify employment and training opportunities SIA10 Mentoring program for First Nations workers	<i>Likely</i>	<i>Moderate</i>	<i>High</i>	<i>Positive</i>

5.2 Impacts from operation

The assessment of the potential socio-economic impacts during the operational phase of the Project is provided in Table 8.

The operation of the Project may bring the following key positive socio-economic impacts/benefits rated medium or higher:

- Potential impacts to quality of life and socio-economic status from the fear of living near an EfW facility due to perceived impacts.
- Potential for greater awareness and education of the local community around sustainable waste management and energy generation through demonstrated success of an EfW process.
- Potential for enhanced community resilience and support of strategic local and state sustainability objectives and help to encourage future circular economy practices in the area.
- Potential improvements to way of life due to local employment opportunities and a diversified local economy (around 50-60 job opportunities).
- Potential improvements to liveability associated with an increase in community initiatives supported by the provision and utilisation of the Community Benefits Fund.
- Potential increased community and infrastructure resilience through providing additional sustainable waste management and energy production and investment in the area (processing waste from surrounding businesses and decrease pressure on waste and energy infrastructure by contributing to base load grid energy for SEQ).
- Potential improvements to livelihoods due to employment, training and upskilling opportunities for the local community across a range of job types both skilled and unskilled, as well as night and day shift opportunities.
- Potential improvements to the livelihoods for local businesses related to local procurement opportunities.

There are also some potential negative social impacts that may arise during the operational phase of the Project. However, following the application of mitigation measures, the degree of impact and/or likelihood of occurrence has been reduced. These impacts are discussed further in Table 8.

Table 8: Socio-economic impacts during operation

Impact	Description	Baseline evidence	Mitigation	Impact rating			
				Likelihood	Magnitude	Social significance rating	Experience
Community values and function <i>Changes to community values and/or the way the community functions</i>							
Potential disruption to sense of place	Sense of place may may be disrupted due to visibility of plume, the presence of the facility, and additional traffic. These changes are unlikely to have a significant impact to the surrounding area due to the site’s distance from sensitive receivers and location within the SDA. Most community concerns about impacts to amenity were related to those during the operational phase, indicating a high level of importance. It is noted that impacts to sense of place are rated higher during construction than in operation as this would be when the more apparent changes to the local environment would occur. Construction activities, including site establishment, earthworks, heavy vehicle movements and the presence of construction equipment, can temporarily alter how people experience and perceive the area. During operations, the facility becomes an established part of the landscape and activities occur within a more stable and predictable environment, resulting in a lower impact on sense of place if managed appropriately.	- The site is located in an SDA, in the Special Industry precinct. - The character of the site and much of the area within the 5km buffer is identified as industrial. - The Landscape Character and Visual Impact Assessment (Arup, Rev C), notes that the existing site is reflective of a large self-contained agricultural plot with small patches of remnant vegetation (i.e. sparse mature trees). The site is not within any high-risk trigger vegetation areas but is located close to areas of Matters of Local Environmental Significance (MLES). The landscape character of the surrounding areas were assessed to be a range of low-high sensitivity, but the magnitude of change on these areas is anticipated to be low-negligible. - Technical assessments have also summarised air quality, odour, and plume visibility to be of non-significant impact as follows: Odour: Odour assessment indicates compliance with the relevant odour guidelines. Air quality: Air Quality Assessment (Katestone, Rev D), air quality impacts comply with the Air Environmental Protection Policy (EPP) and National Environment Protection (Ambient Air Quality) Measure (AAQ NEPM) requirements. Plume visibility modelling over five-year period (40,035 hours) indicated that the plume may be visible for 2,380 hours, with 3,274 hours (about 8.2% of the entire period) during daylight hours. - The Landscape Character and Visual Impact Assessment (Arup, Rev C), notes that the landscape character of the surrounding areas were assessed to be a range of low-high sensitivity, but the magnitude of change on these areas is anticipated to be low-negligible.	SIA11 Stakeholder and Community Engagement Strategy SIA 12 Consultation with Stakeholder Reference Group SIA14 Community Benefit Fund SIA 15 Environmental Risk Assessment SIA18 Design of Visitor Centre	Unlikely	Minor	Low	Negative
Potential to deter people from visiting the Scenic Rim Area	There is a perception that the presence of the facility, including visible plumes, industrial character, and increased traffic, may deter some visitors from travelling to the Scenic Rim, which is valued for its rural and tourism appeal. There were also concerns about potential implications for the Scenic Rim’s reputation as a tourism destination raised during community consultation. However, given the site’s location within an SDA and separation from key tourism destinations, any impact on visitation is expected to be limited. Conversely, the project may also contribute to the region’s strategic sustainability objective as described in section 1.3 by supporting resource recovery and reducing reliance on landfill. For some stakeholders, this may be viewed as aligning with broader environmental and circular economy objectives, potentially encouraging school groups and visitors.	- The Scenic Rim is recognised as a tourism destination with a strong association to rural landscapes and amenity values. - The site is located within a designated industrial precinct (SDA), with existing industrial uses.	SIA14 Community Benefit Fund	Unlikely	Minor	Low	Negative
Potential disruption to community composition	Some specialised roles may be required during operations that are not readily available within the local community, given the relatively low proportion of workers currently employed in the Electricity, Gas, Water and Waste Services sector within the study area. This may result in a need to attract a non-local workforce, with potential, albeit limited, implications for community composition and housing demand, noting the relatively small operational workforce required. Conversely, the Project presents opportunities to upskill the local workforce, supporting future employment pathways and increasing access to jobs closer to home for local residents.	- Only 1.4% of workers in Beaudesert are employed in the Electricity, Gas, and Water industries. - The Project would provide 50-60 operational jobs across a range of skilled and unskilled occupations as well as night and day shifts.	SIA02 Local procurement strategy SIA03 Working with local high schools SIA04 Local training and scholarships SIA05 Local business initiatives SIA06 Work with regional economic development team at SDIP SIA07 Local and Indigenous Participation Strategy	Unlikely	Minor	Low	Negative

Impact	Description	Baseline evidence	Mitigation	Impact rating			
				Likelihood	Magnitude	Social significance rating	Experience
	The community has expressed an interest and value in local employment benefits (38%), indicating a degree of importance						
Potential for greater awareness and education of EfW and sustainable waste management and energy generation	There is a public facing visitor and information centre included as part of the design. This would provide education opportunities and benefit local and regional schools by providing a local learning destination. It has potential to educate the broader region on waste management and energy production, presenting the opportunity to increase awareness and understanding of EfW . A growing population locally and regionally would put pressure on waste infrastructure and energy demand, so greater awareness of sustainable waste management and energy generation is critical. The community has expressed that they value the natural environment (70%) and around 32% expressed support for the project due to opportunities for reduced cost of energy and waste reduction and waste reduction or reuse.	- Population growth for Beaudesert is projected to increase by 1.5% per annum, ultimately creating increased waste volumes and energy consumption. - Community members in support of the facility expressed appreciation for using waste to produce energy.	SIA03 Working with local high schools SIA04 Local training and scholarships SIA11 Stakeholder and Community Engagement Strategy SIA14 Community Benefit Fund	Possible	Moderate	Medium	Positive
Potential to enhance community resilience and support strategic sustainability objectives	The Project supports and promotes circular economy outcomes by enabling the recovery and beneficial reuse of waste resources, contributing to reduced landfill reliance and supporting broader waste management and resource recovery objectives. Community engagement indicated a interest in using waste to generate energy.	Queensland has set ambitious waste reduction and resource recovery targets, focused on reducing waste to landfill, increasing recycling rates, and transitioning towards a circular economy.	SIA11 Stakeholder and Community Engagement Strategy SIA14 Community Benefit Fund	Possible	Moderate	Medium	Positive
Way of life: <i>Impacts on how people live, work, play and interact with one another on a day-to-day basis</i>							
Potential disruption to amenity	Community engagement activities revealed some concern about impacts to the environment (15%), community (8%), odour (21%), and air quality (17%), including once operational. However, based on the finding of the technical assessments it is unlikely that the Project would create disruption to the local community from amenity-based impacts.	The site is within a designated special industry zone and the closest residential sensitive receivers are approximately 1.4km away. The closest sensitive receivers are not considered to be within consequential distance from the site. The technical assessment concluded that: - The Noise and Vibration Assessment Technical Report (Arup, Rev C) concluded that there are no exceedances of the Environment Protection (Noise) policy (2019) for surrounding sensitive receivers (commercial and residential), with mitigations in place and that vibration impacts (which can occur during start up and shut down of turbine and other large components) is not expected to affect human health and amenity. - The Air Quality Assessment (Katestone, Rev D) found that emissions expected from the stack (based on best available technique), including cumulative background emissions, are expected to have insignificant impact on air quality, as measured against the relevant health based and environmental based air quality objectives. - Odour: The Air Quality Assessment (Katestone, Rev D) found that the Project in isolation is predicted to have a low risk of adverse odour impacts and would be in compliance with the relevant odour guidelines.	SIA13 Construction Environmental Management Plan with supporting Construction Dust Management Plan and Construction Noise and Vibration Management Plan SIA15 Implement measures outlined in Environmental Risk Assessment to address amenity and transport impacts	Unlikely	Minor	Low	Negative
Potential for local employment opportunities and diversified economy	The Project is expected to generate approximately 50–60 operational roles, contributing to economic diversification within the local area. These roles may support the attraction and retention of skilled workers locally and improve access to employment opportunities closer to place of residence. Employment opportunities are anticipated across a range of roles, including site operations, plant maintenance, project management, engineering and administrative functions. In addition, there is potential to engage local suppliers for services such as cleaning, landscaping, spare parts and maintenance during the operational phase.	- Beaudesert occupations consist of 16.1% Technicians and Trades Workers and 10.6% Machinery Operators and Drivers. - The Electricity, Gas, Water and Waste Services industry accounts for 1.4% of industry in Beaudesert, and 1.9% in Scenic Rim.	SIA02 Local procurement strategy SIA03 Working with local high schools SIA04 Local training and scholarships SIA05 Local business initiatives SIA06 Work with regional economic development team at SDIP SIA07 Local and Indigenous Participation Strategy	Likely	Minor	Medium	Positive

Impact	Description	Baseline evidence	Mitigation	Impact rating			
				Likelihood	Magnitude	Social significance rating	Experience
	The community has expressed an interest and value in local employment benefits (38%).		SIA09 Engagement with First Nations stakeholders to identify employment and training opportunities SIA10 Mentoring program for First Nations workers				
Potential disruption to transport networks	The operation phase would involve waste truck deliveries, placing additional traffic on the road network. Community feedback identified concerns regarding increased traffic volumes and heavy vehicle movements, particularly in relation to vehicles travelling through the town centre in proximity to residential areas, schools, and community facilities. Further development within the SDA may provide additional justification for the State Government to prioritise funding for road infrastructure upgrades, which could improve network capacity and safety over time.	In accordance with TMR requirements, the Traffic Impact Assessment (Arup, Rev D) considered Beaudesert Boonah Road and Beaudesert Bypass Road. The assessment found that, with upgrades to the Beaudesert Bypass Road / Mount Lindesay Highway / Brisbane Street / Helen Street signalised intersection, all assessed intersections are expected to operate within acceptable limits. The road link assessment similarly concluded that all assessed road links are expected to operate within acceptable limits.	SIA15 Implement measures outlined in Environmental Risk Assessment (this includes measures to manage potential traffic impacts) The B-double route through the Beaudesert town centre will not be utilised, thereby minimising interactions between heavy vehicles, pedestrians, and local traffic.	Unlikely	Minor	Low	Negative
Potential impact on liveability associated with an increase in community initiatives supported by the Community Benefits Fund	A Community Benefits Fund has been established for the project which may enhance liveability by supporting local initiatives, programs, and infrastructure that contribute to community wellbeing and social cohesion. The extent of benefits would depend on how funding is allocated and delivered over time. Community feedback highlighted the importance of ensuring that the Project delivers direct benefits to the local community.	Cleanaway has committed to a Community Benefit Fund valued \$2 million in construction and 50c per tonne per year during operation. Over the lifetime of the development, this equates to approximately \$13 million.	SIA14 Community Benefit Fund	Likely	Moderate	High	Positive
Community safety and access to resources: <i>Impacts on communities' physical safety and exposure to hazards or risks</i>							
Potential exposure to bushfire hazard	The bushfire risk to the community as a result of this Project is considered to be low. Community engagement did not identify specific feedback relating to bushfire hazards. However, the natural environment and safety and security were identified as community values.	- The Project is mapped within a designated Bushfire Prone Area under the State Planning Policy mapping. - The Bushfire Hazard Assessment (Arup, Rev C) provides evidence that the Project is in a low-risk bushfire area. - The planting design will incorporate plant species with lower fuel load. - Provision will be made for suitable access and water supply.	SIA19 Construction Environmental Management Plan with supporting Construction Dust Management Plan and Hazardous Materials Management Plan SIA20 Engagement with local emergency services	Unlikely	Minor	Low	Negative
Potential exposure to hazardous materials and emissions	The Project would involve the storage and use of hazardous chemicals (see the Human Health Risk Assessment [Environmental Risk Sciences, Rev E] for details on what this may include). A key community concern was raised regarding potential hazards relates to the generation of air pollution control residues (APCr), particularly in relation to how these materials would be safely handled, stored, and disposed of.	- The site is located away from residential areas, in an SDA, in the Special Industry precinct. The SDA is identified as suitable for 'hard -to-locate- industries' given separation from sensitive land uses. - Hazardous materials will be managed in accordance with applicable Australian Standards and regulatory requirements to ensure that associated risks are appropriately controlled and minimised. - The Human Health Risk Assessment (Environmental Risk Sciences, Rev E), reviewed potential impacts to human health from changes to air quality, noise, water and soil contamination, bushfire, and the storage of hazardous materials. This report found that potential impacts to human health from changes to air quality were low-negligible and the potential impacts to noise are not sufficient to cause changes to the health of the local community following the application of mitigation measures. It also found that provided the appropriate measures are followed for the storage and transport of hazardous chemicals, there are no changes in stormwater management, flooding potential, handling of dangerous goods or bushfire hazard that would be sufficient to cause changes to the health of the local community. - Air Pollution Control Residue (APCr) would be temporarily stored on site and treated through cement stabilisation to reduce leachability and associated risks. The stabilised material would then be transported off site for disposal at a suitably licensed facility in accordance with regulatory requirements.	SIA11 Stakeholder and Community Engagement Strategy SIA13 Construction Environmental Management Plan SIA15 Implement measures outlined in Environmental Risk Assessment (this includes measures to manage potential traffic impacts) SIA19 Construction Environmental Management Plan with supporting Construction Dust Management Plan and Hazardous Materials Management Plan	Unlikely	Minor	Low	Negative

Impact	Description	Baseline evidence	Mitigation	Impact rating			
				Likelihood	Magnitude	Social significance rating	Experience
		The Hazard and Risk report (Arup, Rev D) identified the hazardous materials that would be stored on the site and undertook a HAZID to understand potential hazardous potential scenarios such as fire in the waste bunker.					
Potential impact to public safety related to operational truck movements	Increased heavy vehicle movements along transport routes may raise community awareness and concern regarding public safety, particularly in relation to interactions with local traffic, pedestrians, and cyclists. However, haulage would utilise established B-double approved routes that are designed to accommodate heavy vehicles, which helps manage safety risks and maintain appropriate operating conditions. With appropriate traffic management and controls in place, impacts to public safety are expected to be limited.	- A road safety impact assessment has been carried out to identify the existing safety risks in the study area and any new or modified risks that result from the proposed development. This assessment has identified the need to implement the following mitigation measures: - A “Turning Vehicles” sign be installed prior to the crest of the curve on Beaudesert Boonah Road, for westbound vehicles, to warn oncoming drivers of the potential for slowing vehicles ahead. - Signage be installed to ensure drivers are aware of the speed reduction to 70km/h. - Signalisation of the Beaudesert Boonah Road / Recycling Street / Site Access intersection, allowing compliant sight distance for vehicles exiting Recycling Street and reducing potential for crashes between through traffic and turning vehicles at both Recycling Street and SCT Logistics Site Access.	SIA15 Implement measures outlined in Environmental Risk Assessment (this includes measures to manage potential traffic impacts) The B-double route through the Beaudesert town centre will not be utilised, thereby minimising interactions between heavy vehicles, pedestrians, and local traffic.	<i>Unlikely</i>	<i>Minor</i>	<i>Low</i>	<i>Negative</i>
Quality of life <i>Impacts on communities’ quality of life including liveability and aesthetics, as well as the condition of their environment (for example, air quality, noise levels, and access to water)</i>							
Potential impacts to quality of life and socio-economic status from fear of living near a EFW facility	The Beaudesert community may experience heightened concern regarding potential reductions in quality of life and socio-economic status associated with proximity to an EFW facility. Community feedback indicates a high level of fear and uncertainty in relation to potential effects on human health, including concerns about odour, air quality, noise, and broader environmental outcomes. These fears may contribute to stress, reduced sense of wellbeing, and perceptions of diminished liveability and property value, regardless of the Project’s actual performance. There is also a perception among some community members that the siting of the Project is inequitable, with concerns that it may exacerbate existing socio-economic disadvantage or place a disproportionate burden on the local community. This may further reinforce feelings of unfairness and reduced community cohesion. Overall, the key impact pathway relates to fear of potential harm, rather than measured environmental or health effects, and will require ongoing engagement, transparent communication, and trust-building to manage.	- The existing character and land uses of the area is industrial and earmarked for industrial development. The site is located in an SDA, in the Special Industry precinct. - The Beaudesert SA2 is identified as an area of socio-economic disadvantage, with a SEIFA score of 1 (reflective of factors such as income, educational attainment, unemployment status, dwelling tenure, and physical health).	SIA12 / 26 Ongoing consultation will be carried out with the Stakeholder Reference Group SIA21 SDA-wide independent air quality monitoring station SIA25 Community complaints procedure SIA27 Commitment to publish air quality on a community accessible website SIA21 SDA-wide independent air quality monitoring station	<i>Possible</i>	<i>Minor</i>	<i>Medium</i>	<i>Negative</i>
Access and infrastructure <i>Impacts on communities’ access to, and quality of, infrastructure, services and facilities</i>							
Potential impact on transport infrastructure	The operation phase would involve waste truck deliveries, placing additional traffic on the road network. Further development within the SDA may provide additional justification for the State Government to prioritise funding for road infrastructure upgrades, which could improve network capacity and safety over time. Community feedback identified concerns regarding increased traffic volumes and heavy vehicle movements, particularly in relation to vehicles travelling through the town centre in proximity to residential areas, schools, and community facilities.	- In accordance with TMR requirements, the Traffic Impact Assessment (Arup, Rev D) considered Beaudesert Boonah Road and Beaudesert Bypass Road. The assessment found that, with upgrades to the Beaudesert Bypass Road / Mount Lindesay Highway / Brisbane Street / Helen Street signalised intersection, all assessed intersections are expected to operate within acceptable limits. The road link assessment similarly concluded that all assessed road links are expected to operate within acceptable limits. - The B-double route through the Beaudesert town centre will not be utilised, thereby minimising interactions between heavy vehicles, pedestrians, and local traffic. - Cleanaway will pay a Pavement Impact Contribution to the Department of Transport and Main Roads (TMR) to address the anticipated impacts of Project-related traffic on the state-controlled road network.	SIA15 Implement measures outlined in Environmental Risk Assessment to address amenity and transport impacts The B-double route through the Beaudesert town centre will not be utilised, thereby minimising interactions between heavy vehicles, pedestrians, and local traffic.	<i>Unlikely</i>	<i>Minor</i>	<i>Low</i>	<i>Negative</i>

Impact	Description	Baseline evidence	Mitigation	Impact rating			
				Likelihood	Magnitude	Social significance rating	Experience
Potential impact on utility infrastructure (including water)	The Project has the potential to impact existing water networks through its water demand; however, demand has been minimised through the recycling of process water and the capture and reuse of rainwater. The water network would be extended to service the site via a currently unused leg, and as such, impacts on existing supply are not anticipated. The Project may also provide longer-term benefits by supporting upgrades to local water supply infrastructure and identifying the need for future expansion of sewerage networks to accommodate growth.	Queensland Urban Utilities has confirmed there is sufficient water supply for the Project as outlined in the Engineering (Infrastructure) Report (Arup, RevC).	SIA22 Continued engagement with Seqwater and Queensland Urban Utilities SIA23 Continue to explore recycled water options with Queensland Urban Utilities	<i>Unlikely</i>	<i>Minor</i>	<i>Low</i>	<i>Negative</i>
Potential for increased community and infrastructure resilience through additional infrastructure for the region	The Project would provide the local community and wider region with new infrastructure to manage waste and provide an alternative energy source. The Project would provide an additional source of energy to residents and businesses across SEQ more broadly through the base energy grid. In the process, it would prevent up to 95% of processed waste from going to landfill. High level of community value of the natural environment (70%) and security and safety (38%).	- Scenic Rim Regional Council operates seven Waste and Resource Recovery Facilities, including one in the study area at 43 Waste Facility Road. - The population in the study area is projected to grow to 20,699 people by 2046, placing additional pressure on waste and energy infrastructure.	N/A	<i>Almost certain</i>	<i>Moderate</i>	<i>High</i>	<i>Positive</i>
Health and wellbeing <i>Impacts on communities' physical and mental health and well-being, as well as their social, cultural and economic well-being</i>							
Potential impacts to physical and mental health	The community has expressed concern over health and wellbeing and air quality. It is therefore recognised that concern over these impacts – actual or perceived - can cause stress and this itself can have negative impacts on health and wellbeing particularly when considering existing physical and mental health conditions in the community.	- There is a high proportion of vulnerable groups within the Beaudesert SA2, almost 30% aged 60 years and over, who may be more susceptible to changes to amenity. The study area also has a higher proportion of people with long-term health conditions (24.3%) than the Scenic Rim LGA (23.1%), with both asthma and mental health conditions in the top three identified conditions. - Once operational, the Project is expected to operate within acceptable limits for noise and air quality to surrounding residents and sensitive receivers as per relevant guidelines discussed in the Air Quality Assessment (Katestone, Rev D) and Noise and Vibration Assessment Technical Report (Arup, Rev C). - The Human Health Risk Assessment (Environmental Risk Sciences, Rev E) has assessed that it is unlikely to generate health and wellbeing impacts in the community, and that the Project will comply with QLD and World Health Organisation (WHO) guidelines.	SIA19 Operational Environmental Management Plan SIA21 SDA-wide independent air quality monitoring station SIA25 Community complaints procedure SIA26 Ongoing engagement with local community SIA27 Commitment to publish air quality on a community accessible website	<i>Unlikely</i>	<i>Minor</i>	<i>Low</i>	<i>Negative</i>
Potential impacts to physical and mental health from abnormal operations / systems failure	Community feedback has highlighted concerns regarding the potential for system failures, including the potential consequences for environmental performance and community safety.	- There is a high proportion of vulnerable groups within the Beaudesert SA2,e almost 30% aged 60 years and over, who may be more susceptible to changes to amenity. The study area also has a higher proportion of people with long-term health conditions (24.3%) than the Scenic Rim LGA (23.1%), with both asthma and mental health conditions in the top three identified conditions. - The Project has multiple layers of design controls, operational procedures, and continuous monitoring systems in place to prevent, detect, and rapidly respond to any exceedance events. These include shutdown protocols and alarm systems that are designed to minimise both the duration and extent of any emission breach. As a result, any exceedance is expected to be of short duration. - Specialist advice from enRiskS indicates that, given the short-term and transient nature of a potential emissions exceedance, it is unlikely to result in measurable adverse human health impacts. This is consistent with the health risk assessment, which demonstrates that risks are driven by long-term exposure rather than isolated short-duration events.	SIA19 Operational Environmental Management Plan SIA21 SDA-wide independent air quality monitoring station SIA25 Community complaints procedure SIA12 / 26 Ongoing engagement with local community SIA27 Commitment to publish air quality on a community accessible website	<i>Rare</i>	<i>Minor</i>	<i>Low</i>	<i>Negative</i>

Impact	Description	Baseline evidence	Mitigation	Impact rating			
				Likelihood	Magnitude	Social significance rating	Experience
Livelihood <i>Changes to livelihoods, for example, whether peoples’ jobs, properties or businesses are affected, or whether they experience advantage/disadvantage</i>							
Potential employment, training, and upskilling opportunities for the local community	The Project would provide 50-60 operational jobs across a range of skilled and unskilled occupations as well as night and day shifts. This presents an employment opportunity for members of the local community which may help to address some existing socio-economic disadvantages present within the study area and reduce financial stress. This would provide members of the local community with the opportunity to find employment closer to home, and as a result less transport expenses. Increased local employment opportunities were identified as a key priority throughout stakeholder and community engagement, particularly among those who expressed support for the Project (32%). The community highlighted the importance of providing local employment and training opportunities for young people, noting that this would help retain talent in the area and reduce the need for youth to relocate to larger cities.	- There is a high unemployment rate in Beaudesert (6%). The unemployment rate across Scenic Rim is 4.3%. - There is a high proportion of people in Beaudesert working as Technicians and Trades Workers (16.1%). - Only 1.4% of workers are employed in the Electricity, Gas, Water and Waste Service. 24% of Scenic Rim’s workforce travelled outside the local government area for work. \$56 million per year in operational expenditure, including operations and maintenance, lifecycle replacement costs and overheads.	SIA02 Local procurement strategy SIA03 Working with local high schools SIA04 Local training and scholarships SIA06 Work with regional economic development team at SDIP SIA07 Local and Indigenous Participation Strategy SIA09 Engagement with First Nations stakeholders to identify employment and training opportunities SIA10 Mentoring program for First Nations workers	Possible	Moderate	Medium	Positive
Potential impacts related to local procurement (businesses)	Local procurement is expected to deliver positive outcomes for local businesses by supporting increased economic activity and strengthening the local supply chain.	\$56 million per year in operational expenditure, including operations and maintenance, lifecycle replacement costs and overheads.	SIA05 Local business initiatives	Likely	Minor	Medium	Positive

5.3 Proposed mitigation of impacts and enhancement of benefits

A set of measures has been developed to mitigate the potential negative socio-economic impacts of the project and enhance any potential benefits. These measures are set out in Table 9 and are aligned with the categories of impacts identified within the SIA Guideline (State Development Queensland, 2025) and considered throughout this SIA. As indicated in the table, some of the measures address a number of the impacts assessed.

It is noted many of the measures identified relate to broader impacts associated with air quality, noise and vibration, visuals, and traffic and therefore will refer to the relevant mitigations and measures identified through other technical assessments.

Table 9: Construction and operational mitigation measures for potential social impacts

ID	Mitigation / enhancement measure	Timing
Community values and functions - Changes to community values and/or the way the community functions		
SIA01	A Social Impact Management Plan (SIMP) will be prepared (refer to Appendix A) in accordance with Section 2.3.6 of the SIA Guideline (State Development Queensland, 2025). The SIMP will manage and monitor proposed mitigation measures using defined timeframes, roles and responsibilities for relevant stakeholders throughout the Project lifecycle. The SIMP will also consider both actual and perceived community impacts associated with the construction and operation of the Project. The plan will be regularly reviewed and monitored to ensure it reflects community needs throughout the Project lifecycle.	Construction / Operation
SIA02	A project-specific local procurement and upskilling strategy will be developed and implemented to support the employment and training of local construction workers and benefit the strong construction base within the study area and surrounding region. The strategy will consider methods of optimising local employment and business opportunities during the construction phase. This strategy will also consider opportunities for the local community during the operation phase, including methods of upskilling in preparation for when the Project is operational. Ongoing engagement with interested stakeholders and businesses will be carried out to understand existing capability of the local industry and where this Project can be used to support them. The strategy would also consider training or employment opportunities for local young people, First Nations people, those with a disability, and other vulnerable groups.	Construction / Operation
SIA03	Cleanaway will work with local high schools to upskill potential recruits with the aim of increasing skills in local workforce and retaining younger population in Beaudesert.	Construction / Operation
SIA04	Local training and skills development programs including apprenticeship, scholarships and pre-trade training will be developed and implemented.	Construction / Operation
SIA05	Local business support initiatives (e.g. business register, procurement opportunities) will be developed and implemented	Construction / Operation
SIA06	Cleanaway will work with the regional economic development team within the Department of State Development, Infrastructure and Planning to map out local procurement and upskilling strategy.	Construction / Operation
SIA07	A Local and Indigenous Participation Strategy for the Project will be developed and implemented.	Construction / Operation
SIA08	Requirements will be implemented into the contracting process to ensure the Contractor aligns with the Local and Indigenous Participation Strategy to maximise local employment, skills development, and Indigenous business engagement. This would also include requirements to ensure an accessible, inclusive, and culturally sensitive recruitment process.	Construction
SIA09	Ongoing engagement with First Nations stakeholders will be carried out to identify opportunities for employment and training opportunities for First Nations people	Construction / Operation

ID	Mitigation / enhancement measure	Timing
SIA10	A mentoring program for First Nations workers will be developed and implemented to increase retention rate.	Operation
SIA11	Building upon the Stakeholder and Community Engagement Strategy prepared for this assessment phase of the Project, a new Stakeholder and Community Engagement Plan will be developed to outline the processes for providing timely and accurate information to the community during the Project lifecycle. This Plan will provide project information and facilitate community responses and complaints. This Plan will be presented alongside the Construction Environment Management Plan (CEMP). Another Communication Plan will be provided for the operational phase alongside the Operation Environment Management Plan (OEMP).	Construction / Operation
SIA12	Ongoing consultation will be carried out with the Stakeholder Reference Group during construction and operation to provide ongoing liaison and adaptive management of socio-cultural impacts and the Community Benefit Fund.	Construction / Operation
SIA13	To address potential impacts related to community values and function that are associated with amenity (e.g. noise and air quality), the measures outlined in the Environmental Risk Assessment for the Project will be implemented. For example, this includes, but is not limited to, the development of a Construction Environmental Management Plan with supporting Construction Dust Management Plan and Construction Noise and Vibration Management Plan, as well as the preparation of an Operational Environmental Management Plan.	Construction / Operation
Way of life - Impacts on how people live, work, play and interact with one another on a day-to-day basis		
SIA14	An annual Community Benefit Fund will be established to realise local amenity benefits, informed by the local community. The proposed Community Benefit Fund would provide \$1 million at construction commencement, \$1 million upon construction completion, and an ongoing contribution of 50c per tonne of waste processed during operations (nominally \$380,000 per year). Based on this contribution structure, the Fund is estimated to provide more than \$13 million in funding over the anticipated operational life of the BERC. The Community Benefit Fund aims to support the local community through funding projects and organisations which bring positive and sustainable benefits across areas such as: • Health and Wellbeing. • Environment and Sustainability. • Innovation and circularity. • Heritage and Culture. • Sport and Recreation. • Education, Youth and Scholarships. • Community Enhancement. Applications would be sought from incorporated, not-for-profit community groups or organisations, such as sporting and recreation groups, voluntary emergency service organisations, service clubs, local councils and committees, community health services, schools and community childcare centres, churches, community associations and registered charities.	Construction & Operation
SIA15	To address potential impacts related to way of life associated with disruption to air quality, noise levels, and transport networks, the measures outlined in the Environmental Risk Assessment for the Project will be implemented. For example, this includes, but is not limited to, the development of a Construction Environmental Management Plan with supporting Construction Dust Management Plan, Construction Noise and Vibration Management Plan, Construction Transport Management Plan, and Supply Chain Haul	Construction / Operation

ID	Mitigation / enhancement measure	Timing
	Route Management Strategy. It would also include the preparation of an Operational Environmental Management Plan. Consideration will also be given to the use of buses to transport construction workers to and from the site, and to staggering worker start and finish times to minimise traffic impacts during peak periods	
Culture and heritage - Impacts on culture, history, and ability to access cultural resources		
SIA16	To address potential impacts to First Nations culture and heritage, the recommendations outlined in the Aboriginal and Cultural Heritage Assessment including: Test pitting in the identified PAD and unexpected aboriginal finds procedure.	Detailed design
SIA17	Cultural awareness training from the Danggan Balun group will be provided to construction and operation staff to explain the cultural significance of the site and area.	Construction / Operation
SIA18	The design of the Visitor Centre will integrate features to acknowledge and celebrate the cultural heritage of the Danggan Balun group. This could include a keeping place for Aboriginal artefacts, signage, displays, storytelling, artwork or digital media developed in collaboration with Traditional Owners.	Detailed design
Community safety and access to resource - Impacts on communities' physical safety and exposure to hazards or risks		
SIA19	To address potential impacts associated with community safety and access to resources linked to physical safety procedures, exposure to risks and hazardous materials, and access to and control over resources, the measures outlined in the Environmental Risk Assessment for the Project will be implemented. For example, this includes, but is not limited to, the preparation of a Construction Environmental Management Plan with supporting Construction Dust Management Plan, Construction Noise Management Plan, Hazardous Materials Management Plan, Construction Transport Management Plan, Supply Chain Haul Route Management Strategy, and Septic waste management strategies. It would also include the preparation of an Operational Environmental Management Plan.	Construction / Operation
SIA20	Engagement with local emergency services will be carried out to ensure alignment on access, containment, and response protocols	Construction / Operation
Quality of life - Impacts on communities' quality of life including liveability and aesthetics, as well as the condition of their environment (for example, air quality, noise levels, and access to water)		
SIA15 (listed previously)	To address potential impacts related to quality of life associated with changes to air quality, transport networks, and general amenity, refer to mitigation measure SIA15.	Construction / Operation
SIA21	Work with OCG and DETSI to establish an SDA-wide independent air quality monitoring station to deliver transparent, independent verification of air quality outcomes and help alleviate community fears regarding potential health and environmental impacts.	Operation
Access and infrastructure - Impacts on communities' access to, and quality of, infrastructure, services and facilities		
SIA22	Collaboration and engagement with Queensland Urban Utilities and Scenic Rim Regional Council will be carried out to determine how best to support expansion of water and sewerage services to ensure local infrastructure is sufficient to support local and project needs.	Detailed design
SIA23	Options for the use of recycled water as part of the Project will continue to be explored in collaboration with Queensland Urban Utilities.	Detailed design
SIA24	To address potential impacts to access, the measures outlined in the Environmental Risk Assessment for the Project will be implemented. For example, this includes, but is not limited to, the preparation of a Construction Environmental Management Plan with supporting Construction Transport Management Plan and Supply Chain Haul Route Management Strategy. It would also include the preparation of an Operational Environmental Management Plan.	Construction / Operation

ID	Mitigation / enhancement measure	Timing
Health and wellbeing - <i>Impacts on communities' physical and mental health and well-being, as well as their social, cultural and economic well-being</i>		
SIA19 (<i>listed previously</i>)	To address potential impacts related to health and wellbeing associated with changes to air quality, noise levels, transport networks, and safety, refer to mitigation measure SIA19.	Construction / Operation
SIA25	A community complaints procedure will be developed, implemented and promoted to allow the local community to raise concerns directly with the Project team.	Construction / Operation
SIA26	Ongoing engagement with the representative local community through the Stakeholder Reference Group will be carried out to allow community to discuss concerns	Construction / Operation
SIA27	To provide awareness on emissions from the Project, air quality data will be published on the Project website to demonstrate transparency regarding environmental performance.	Operation
Livelihood - <i>Changes to livelihoods, for example, whether peoples' jobs, properties or businesses are affected, or whether they experience advantage/disadvantage</i>		
SIA01 – SIA14 (<i>listed previously</i>)	To address potential impacts related to livelihood associated with disruption to amenity, transport networks, and community composition, and economic growth, refer to mitigation measures SIA01-SIA14.	Construction / Operation

6. Conclusion

This SIA has assessed potential positive and negative socio-economic impacts associated with the Project during the construction and operation phases. Impacts have been categorised and given an overall rating based on social aspects identified in the SIA Guideline. This assessment has been informed by other relevant technical reports, baseline conditions, and understanding of community concerns, including perceived impacts.

Negative impacts associated with the Project include potential impacts on amenity and wellbeing, accessibility, sense of place, and community fears and aspirations (generally associated with perceptions of EfW facilities), associated with both the construction and operation phase of the Project.

A series of mitigation measures to avoid and/or reduce these potential negative impacts have been identified. There are also several potential positive impacts associated with the Project. A key positive impact is the impact on skills, livelihoods, and economic development through employment, training and business development opportunities, presented by the Project, which could address a range of social needs in the Beaudesert and Scenic Rim communities. Other positive impacts include improved liveability (as a result of sustainable outcomes from alternative energy generation and waste reduction), community values and wellbeing (due to environmental and economic outcomes).

The Project, in particular the visitor and education centre, would facilitate education for the local and broader communities on waste management, standing as an innovative piece of key infrastructure for the region and harness opportunity to shift negative perceptions of EfW facilities, including concerns regarding air quality and health impacts. Not only will it provide an educational facility, it may also encourage additional visitation to the area, support wider social acceptance of EfW facilities, and demonstrate more sustainable waste management strategies.

The potential positive impacts are generally associated with the operational phase and would therefore provide long term socio-economic benefits for the community. In addition to this, measures to mitigate negative impacts have been identified and address matters of air quality, disruption to community values and fears, noise and vibration emissions, traffic networks, and landscape amendments. Overall, the assessment indicates that the Project has the potential to generate both positive and negative socio-economic outcomes. The extent to which positive outcomes are realised, and potential adverse impacts are minimised, will depend on the effective implementation of the proposed mitigation, management and enhancement measures throughout the Project lifecycle.

The key positive and negative social impacts associated with the Project, assessed as having a social significance rating of medium or high are summarised below:

Construction:

- Potential impacts on community values (sense of place) from construction and new industrial infrastructure.
- Potential disruption to community composition due to increased construction workforce.
- Potential impacts to First Nations people due to impact on culture and heritage from potential disturbance of Indigenous items of significance.
- Potential benefits on way of life as a result of increased local employment and training opportunities.
- Potential benefits to livelihoods associated with direct job opportunities (800 jobs) and flow-on effects from increased business opportunities and indirect economic activity.

Operation:

- Potential impacts to quality of life and socio-economic status from fear of living near an EfW facility.

- Potential for greater awareness and education of the local community around sustainable waste management and energy generation.
- Potential for enhanced community resilience and support of strategic sustainability objectives and encouraging circular economy practices in the area.
- Potential improvements to way of life due to local employment opportunities and a diversified local economy (around 50-60 job opportunities).
- Potential improvements to liveability associated with an increase in community initiatives supported by the Community Benefits Fund.
- Potential increased community and infrastructure resilience through providing additional infrastructure for the region.
- Potential improvements to livelihoods due to employment, training and upskilling opportunities for the local community.
- Potential improvements to livelihoods related to local procurement for businesses.

7. References

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Appendix A – Preliminary Social Impact Management Plan (SIMP)

Introduction

This appendix provides a summary of the social impact management plan (SIMP) developed for the Project. Although not a term of requirement for this assessment, a preliminary SIMP has been prepared as part of the SIA to support best practice planning procedures. The SIA has identified social benefits and impacts and their significance in relation to both the construction and operation phases of the Project and identified mitigation measures alongside other technical assessments.

The purpose of the SIMP is to:

- Describe the Project's impact management activities to minimise negative social impacts and enhance beneficial impacts.
- Inform the assignment of accountability of stakeholders and required resources for managing social impacts through the construction and operation phases of the Project.
- Determine timeframes for implementing mitigation strategies.
- Define monitoring mechanisms for the identified impacts and adjust the strategies and action plan as required.
- Provide mechanisms for updates on activities and commitments throughout the project lifecycle.
- Form an agreed action plan for implementing measures to promote ongoing roles for community members and stakeholders.

Scope

The drafting of the initial phases of the SIMP has been prepared within the SIA. As the Project development is still in the early stages, it is necessary that the drafted SIMP continue to be revised and updated with thorough stakeholder engagement to confirm roles and responsibilities moving forward.

Methodology

While the SIA contains a drafted SIMP, it is necessary to continue development of the actions plan and delegate responsibilities accordingly as the Project progresses. The following steps have been identified:

- The SIA has identified the existing conditions of the community within the study area, as well as potential impacts the community may experience as a result of the construction and operation phases of the Project.
- Mitigation measures have been identified with reference to partnering technical assessments.
- A preliminary SIMP has been drafted for further input as the Project progresses.

Next steps in the development of the SIMP are as follows:

- Agreed SIMP action plans will be developed through community and stakeholder workshops with the local community, local government, state agencies, and other service providers, to determine roles and responsibilities.
- A completed draft SIMP will be submitted for review by the Coordinator General.
- The final SIMP will be released in response to Coordinator General's reports and Project conditions.

Stakeholder engagement

Project wide consultation is necessary as well as specific stakeholder consultation. The outcomes of the Community and Stakeholder Engagement Report (Arup, Rev C) were used to inform the likely impacted stakeholders.

Action plan

The following tables outline the potential actions and responsibility for the SIMP, as well as key indicators for monitoring of mitigation strategies. This is to be regularly reviewed and updated as required and is preliminary and to be refined through the development approval process and consultation. Some proposed actions address multiple social impacts.

The key goals of this action plan are to:

- Ensure that community cohesion and sense of place is retained and/or enhanced.
- Ensure that the community benefits from the socio-economic development opportunities that the Project presents, such as employment, training and economic opportunities.
- Ensure that there is an ongoing, respectful relationship between Cleanaway and First Nations peoples and that First Nations heritage and culture is protected and celebrated.
- Ensure that hazardous materials are managed appropriately to prevent any risks to community safety.
- Ensure that local amenity levels are maintained to minimise potential impact to health and wellbeing and way of life.
- Identify and realise opportunities for improved water and sewage services for the Project and the local community.

Table A1: Actions to address potential negative social impacts and enhance potential benefits

ID	Action	Key Performance Indicators (KPIs)	Responsibility	Timeframes
SIA01	Develop and implement the Project Social Impact Management Plan (SIMP)	Strategy developed and approved by Cleanaway with input from the Stakeholder Reference Group	Cleanaway	Prior to construction and again in operation
SIA02	Develop a project-specific local procurement and upskilling strategy	Strategy developed and approved by Cleanaway with input from the Stakeholder Reference Group	Cleanaway	Prior to construction and again in operation
SIA03	Work with local high school to upskill potential recruits	Number of students involved in traineeships/ apprenticeships for the Project	Cleanaway	Prior to construction and again in operation
SIA04	Develop and implement local training and skills development programs	Strategy developed and approved by Cleanaway with input from the Stakeholder Reference Group Proportion of local community with required skills increased over baseline	Cleanaway	Prior to construction and again in operation
SIA05	Develop and implement business support initiatives	Strategy developed and approved by Cleanaway. Number of businesses registered and offered opportunities increased over baseline	Cleanaway	Prior to construction and again in operation
SIA06	Work with regional economic development team within the Department of State Development, Infrastructure and Planning to	Strategy developed and approved by Cleanaway with input from the	Cleanaway	Prior to construction

ID	Action	Key Performance Indicators (KPIs)	Responsibility	Timeframes
	develop the local procurement and upskilling strategy	Department of State Development, Infrastructure and Planning		
SIA07	Develop and implement a Local and Indigenous Participation Strategy	Strategy developed and approved by Cleanaway with input from the Danggan Balun group	Cleanaway	Prior to construction and again in operation
SIA08	Align with the Local and Indigenous Participation Strategy	Local and Indigenous participation strategies and targets are implemented into Contractor procedures and targets are met	Contractor	Construction and operation
SIA09	Carry out ongoing engagement with First Nations stakeholders to identify employment and training opportunities	Outcomes of engagement sessions with First Nations stakeholders	Cleanaway	Prior to construction and again in operation
SIA10	Develop and implement a mentoring program for First Nations workers	Number of First Nations workers retained and/or increased	Cleanaway	Prior to construction and again in operation
SIA11	Develop and implement a Stakeholder and Community Engagement Strategy alongside the Construction and Operation Environment Management Plans	Strategy developed and approved by Cleanaway and the Stakeholder Reference Group and implemented within the Construction and Operation Environment Management Plans	Cleanaway	Prior to construction and again in operation
SIA12	Carry out ongoing consultation with the Stakeholder Reference Group to provide adaptive management of socio-cultural impacts and the Community Benefit Fund.	Outcomes of engagement sessions with Stakeholder Reference Group and the reflection of those outcomes are implemented into the Community Development Fund realisation	Cleanaway	Prior to and during construction and again in operation
SIA13, SIA15, SIA16, SIA19, SIA24	Implement measures outlined in the Environmental Risk Assessment for the Project, including, but not limited to, the preparation of a Construction Environmental Management Plan with supporting Construction Dust Management Plan, Construction Noise Management Plan, Hazardous Materials Management Plan, Construction Transport Management Plan, Supply Chain Haul Route Management Strategy, Cultural Heritage Management Plan, unexpected finds procedure, and Septic waste management strategies. It would also include the preparation of an Operational Environmental Management Plan.	Ability to complete works within specified parameters	Contractor	Prior to construction
SIA14	Establish an annual Community Benefit Fund in collaboration with the Stakeholder Reference Group.	Strategy developed by Cleanaway with input from the Stakeholder Reference Group	Cleanaway	Operation
SIA17	Provide cultural heritage awareness training for staff, in collaboration with the Danggan Balun group	Record of cultural awareness training completed by staff	Contractor	Construction and operation
SIA18	Design the Visitors Centre to integrate features to acknowledge	Outcomes of consultation with Danggan Balun group which are	Cleanaway	Detailed design

ID	Action	Key Performance Indicators (KPIs)	Responsibility	Timeframes
	and celebrate the cultural heritage of the Danggan Balun group.	reflected in the Visitors Centre design/interior.		
SIA20	Engage with local emergency services to align access, containment, and response protocols.	Outcomes of engagement sessions with emergency services which are reflected in Construction and Operation Environment Plans	Cleanaway	Prior to construction
SIA21	Collaborate with OCG and DETSI to establish an SDA-wide independent air quality monitoring station.	Outcomes of engagement with OCG and DETSI Independent air quality monitoring station produced	Cleanaway	Detailed design
SIA22	Collaborate with Queensland Urban Utilities and Scenic Rim Regional Council to determine how best to support expansion of water and sewage services	Outcomes of engagement sessions with Queensland Urban Utilities and Scenic Rim Regional Council Elements of water and sewage service expansion recorded in design report	Cleanaway	Detailed design
SIA23	Investigate options for the use of recycled water as part of the Project in collaboration with Queensland Urban Utilities	Outcomes of engagement sessions with Queensland Urban Utilities Elements of recycled water usage recorded in design report	Cleanaway	Detailed design
SIA25	Develop and implement a community complaints procedure	Strategy developed and approved by Cleanaway Record of complaints made, how they have been addressed and during what timeframe	Cleanaway	Prior to construction and again in operation
SIA26	Carry out ongoing engagement with the Stakeholder Reference Group to allow the community to raise concerns directly with the Project team	Outcomes of engagement sessions with Stakeholder Reference Group and how issues raised have been addressed	Cleanaway	Prior to construction and again in operation
SIA27	Provide awareness on potential emissions from the Project by publicising air quality data on the Project website	Air quality monitoring data available to the public	Cleanaway	Operation

Monitoring and review

The SIMP will be reviewed annually and an annual progress report identifying the progress made against the actions would be developed. This would report against the KPIs identified for the different actions and would likely require the following key pieces of evidence:

- Air quality data.
- Community feedback/incident reporting.
- Outcomes of engagement sessions with First Nations peoples, Stakeholder Reference Group, Queensland Urban Utilities, Scenic Rim Regional Council, etc.

This evidence may need to be collected half-yearly in the lead up to construction, during construction and then annually once operational (or as set out in the monitoring requirements within the Construction and Operation Environment Management Plans).

Appendix B – Existing conditions – Community and business profile

Community profile

Table B1: Projected population 2021-2046 (Source: QGSO, 2023)

Projected population	Beautesert SA2	Scenic Rim (medium series)
2021	14,913	43,595
2026	16,565	47,030
2031	18,551	50,652
2036	19,704	52,976
2041	20,379	54,533
2046	20,669	55,580
Total change from 2021 to 2046 (%)	38.59% growth	27.50% growth

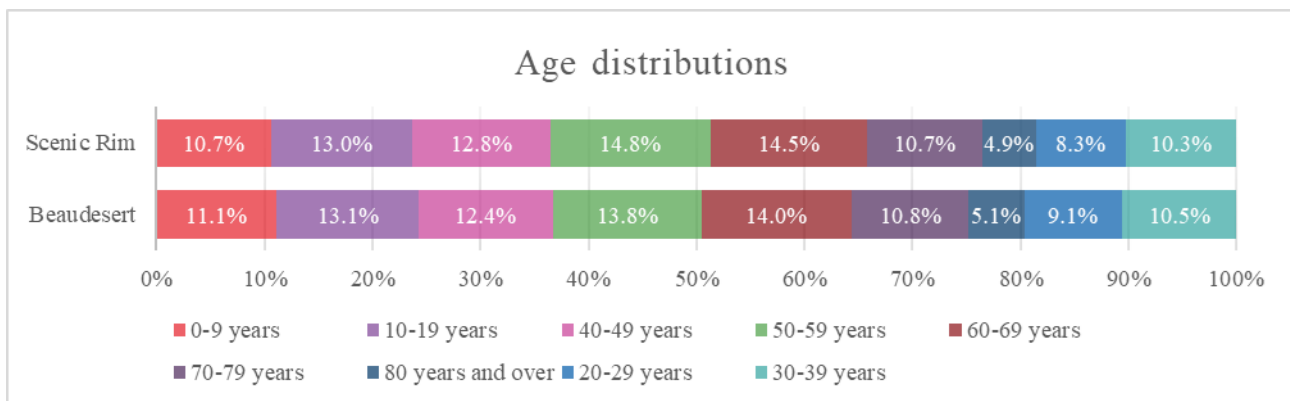


Figure B1: Age distribution of the study area and Scenic Rim (Source: ABS 2021 Census Data)

Employment and business

Table B2: Employment status (Source: ABS 2021 Census Data)

Employment status	Beautesert SA2	Scenic Rim LGA
Employed (no.)	5,696	18,767
Employed (%)	94.0%	95.7%
Unemployed (no.)	366	852
Unemployed (%)	6.0%	4.3%

Table B3: Occupation (Source: ABS 2021 Census Data)

	Beaudesert SA2	Scenic Rim LGA
Managers	13.8%	17.7%
Professionals	11.1%	13.2%
Technicians and Trades Workers	16.1%	16.4%
Community and Personal Service Workers	12.3%	11.7%
Clerical and Administrative Workers	12.2%	11.5%
Sales Workers	8.6%	7.1%
Machinery Operators and Drivers	10.6%	8.0%
Labourers	15.4%	14.5%

Table B4: Employment by industry (Source: ABS 2021 Census Data)

	Beaudesert SA2	Scenic Rim LGA
Agriculture, Forestry and Fishing	8.7%	15.1%
Mining	1.3%	1.4%
Manufacturing	7.9%	6.9%
Electricity, Gas, Water and Waste Services	1.4%	1.9%
Construction	12.3%	10.1%
Wholesale Trade	2.9%	3.3%
Retail Trade	8.8%	8.0%
Accommodation and Food Services	7.0%	5.1%
Transport, Postal and Warehousing	6.0%	4.6%
Information Media and Telecommunications	0.5%	0.3%
Financial and Insurance Services	1.1%	1.6%
Rental, Hiring and Real Estate Services	1.6%	1.0%
Professional, Scientific and Technical Services	3.7%	4.6%
Administrative and Support Services	3.0%	3.4%
Public Administration and Safety	6.6%	6.0%
Education and Training	8.7%	8.8%
Health Care and Social Assistance	11.7%	12.4%
Arts and Recreation Services	2.3%	1.2%
Other Services	4.4%	4.3%

Table B5: Businesses by industry (Source: ABS 2021 Census Data)

Industry	Beautesert SA2	Total business count
Agriculture, Forestry and Fishing	23.7%	356
Mining	0.3%	5
Manufacturing	4.1%	61
Electricity, Gas, Water and Waste Services	0.5%	7
Construction	19.3%	290
Wholesale Trade	2.6%	39
Retail Trade	5.1%	77
Accommodation and Food Services	3.3%	49
Transport, Postal and Warehousing	5.7%	85
Information Media and Telecommunications	0.0%	0
Financial and Insurance Services	2.5%	37
Rental, Hiring and Real Estate Services	10.2%	153
Professional, Scientific and Technical Services	5.2%	78
Administrative and Support Services	3.2%	48
Public Administration and Safety	0.2%	3
Education and Training	1.1%	17
Health Care and Social Assistance	5.1%	76
Arts and Recreation Services	1.9%	28
Other Services	6.2%	93

Appendix C – Land Ownership Details

Table C1: Detailed adjacent land ownership (Source: PriceFinder, 20 October 2025)

Lot	Plan	Public / Private	Current land use	Owner
4	SP207168	Private	Light industry	Gane Pty Ltd
2	RP45732	State	Vacant land	Queensland Rail
2	RP68584	Private	Noxious/offensive industry (including abattoir)	A J Bush & Sons (Manufactures) Pty Ltd
1	SP140861	Private	Cattle breeding & fattening	Nakheel Spv Pty Limited Fast Track bBomelton Pty Limited
281	SP130095	State	Vacant land	Queensland Rail
3	RP85497	Private	Noxious/offensive industry (including abattoir)	A J Bush & Sons (Manufactures) Pty Ltd
1	RP85497	Private	Noxious/offensive industry (including abattoir)	A J Bush & Sons (Manufactures) Pty Ltd
2	RP85497	Private	Cattle grazing & breeding	A.J. Bush & Sons Pty Ltd
101	SP223082	Private	Vacant land - subdivided land - discounted by lg	Colyer Wilcox Pty Ltd
1	RP43189	Private	Noxious/offensive industry (including abattoir)	A J Bush & Sons (Manufactures) Pty Ltd
4	RP85497	Private	Cattle breeding & fattening	Soilco Infrastructure Queensland Pty Ltd
3	RP858122	Private	Light industry	Gane Pty Ltd
51	SP213384	Private	Transport terminal	Blanalko Pty Ltd
991	SP158127	Private	Cattle breeding & fattening	Nakheel Spv Pty Limited Fast Track Bromelton Pty Limited