

Appendix O
Social Impact
Assessment Addendum
(Aurecon, 2025g)



Yanco Delta Wind Farm Modification 2

Social Impact Assessment Addendum

Yanco Delta WF Project Pty Ltd,
subsidiary of Origin Energy Power Limited

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Executive summary

Project overview

The Yanco Delta Wind Farm is a major renewable energy development located approximately 10 kilometres northwest of Jerilderie, within the SouthWest Renewable Energy Zone (REZ) in New South Wales.

The Project will have a generation capacity of up to 1.5 gigawatts and includes a battery energy storage system (BESS), with capacity of up to 800 megawatts (MW)/800 megawatt hours (MWh) when fully operational. The Project is located about 10 kilometres north-west of the town of Jerilderie, within the Murrumbidgee Council and Edward River Council local government areas (LGAs). The approved project disturbance footprint was 238 hectares. The modified project will increase the disturbance footprint to 1,552 hectares.

Purpose of this report

This Social Impact Assessment has been prepared to support an application for modification under Section 4.55(2) of the *Environmental Planning and Assessment Act 1979* (NSW). The report assesses the potential social and economic impacts arising from the construction, operation, and eventual decommissioning of the modified project, in line with the requirements set by the Planning Secretary and relevant government guidelines.

Methodology

The assessment follows the same structure as the approved project SEIA and considers the Social Impact Assessment Guideline for State Significant Projects (Department of Planning, Housing and Infrastructure, 2025). At a high-level, this approach includes:

1. Reviewing the Social locality and baseline conditions.
2. Analysing data from the Australian Bureau of Statistics, previous community engagement and other specialist studies for the modified project.
3. Identifying new or changed impacts due to the proposed modifications.
4. Applying a matrix to rate the likelihood and magnitude of impacts.
5. Updating environmental management measures as required.

Social context

The Project area covers communities in the Murrumbidgee and Edward River LGAs, with a primary focus on Jerilderie and Coleambally. The region is characterised by a declining and ageing population, with median ages higher than the state average. There is a higher proportion of Aboriginal and Torres Strait Islander peoples compared to the state average, and agriculture remains the dominant employment sector and land use. Communities experience moderate levels of socio-economic disadvantage, and the housing market is competitive, with a significant number of underutilised dwellings. Residents hold strong community values, particularly regarding the area's natural landscapes, heritage, and local amenity.

Socio-economic impacts

The following section outlines the potential socio-economic impacts of the modified project.

Construction stage

- The increased disturbance footprint may disrupt agricultural activities, but no new landholders are directly impacted. Agreements with affected landowners are in place to mitigate risks.
- There are changes to the number of workers who would be seeking short-term and long-term accommodation during construction. The temporary workers accommodation (TWA) reduces pressure on local housing, though some competition remains for short-term accommodation, especially during peak agricultural seasons.
- Up to 895 workers are expected during peak construction, with 90 per cent housed in the TWA. This could temporarily increase the local population by approximately 27 per cent, affecting community cohesion and demand for services. The TWA alleviates the majority of the potential adverse impacts of the increased population size in the nearby towns.
- During off peak construction and pre and post TWA construction, the modified project would see an increase in workers seeking accommodation. This includes six months prior to the commencement of the TWA (requiring accommodation for up to 110 people) and for six months during the decommissioning of the TWA (requiring accommodation for up to 195 people).
- The number of jobs created during construction will more than double compared to the approved project, offering significant opportunities for the local workforce, including women and Aboriginal and Torres Strait Islander peoples.
- There will be increased demand for local services and potential land use conflicts, but overall the economic effects are positive for business and industry.
- There will be higher demand for healthcare and community services, especially in Jerilderie and Coleambally. Mitigation measures include the implementation of a Workforce Health and Safety Management Plan, and engagement with local emergency services and community facilities.
- There will be temporary impacts on amenity, character and cohesion due to the increased workforce and construction activities, which will be mitigated by workers conduct protocols.
- A total of 92 Aboriginal sites are expected to be impacted which may affect Aboriginal peoples cultural connections.
- There is potential for road closures and increased traffic, which will be managed through the Construction Traffic Management Plans.
- The modification is expected to result in a seven per cent increase in gross value-added for New South Wales, with \$26 million for the Riverina Murray Region and a cumulative income increase of \$37.45 million for New South Wales.

Operational stage

- There are no significant changes to property, housing, employment, business and social infrastructure from the approved project. The operational workforce will remain the same at 30 and will be accommodated locally.
- In terms of population, minor residual impacts may occur if some construction workers settle permanently, but overall, the change is negligible.
- There will be minor permanent changes to landscape and amenity due to infrastructure location; operational noise and lighting impacts remain within consent limits.
- Electric and magnetic field and noise levels are compliant with guidelines; ongoing communication is recommended to address community concerns.
- In terms of access and connectivity, and economic impacts, no significant changes are anticipated.

Decommissioning stage

No significant changes are expected. Detailed assessment and mitigation strategies will be developed prior to decommissioning.

Cumulative impacts

Concurrent construction of multiple wind and solar farms, transmission projects, and battery energy storage systems in the region will increase competition for skilled workers and accommodation, intensify traffic on key roads, and place added pressure on local services and community cohesion. Overlapping project timelines may lead to construction fatigue in towns such as Jerilderie, Coleambally, and Darlington Point, while also altering the visual landscape. Effective coordination and communication between project proponents, councils, and communities will be essential to manage these combined effects.

Mitigations

The modified project incorporates updated environmental management measures to address identified impacts, including:

- A Community Engagement Plan for timely information and feedback.
- Minimisation of land affected by construction and ongoing consultation with landowners.
- Temporary Workers Accommodation to reduce housing pressure.
- A Workforce Health and Safety Management Plan and engagement with local emergency services.
- A Community Investment Fund to support local community groups.
- A Construction Traffic Management Plan and Driver Code of Conduct.
- Ongoing engagement with councils, emergency services, and business groups.
- A Local Workforce Strategy to maximise regional employment opportunities.

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Abbreviations and Glossary of terms

Abbreviation	Description
ABS	Australian Bureau of Statistics
ANZSIC	Australian and New Zealand Standard Industrial Classification
approved project	Term used to refer to the approved Yanco Delta Wind Farm Project under State Significant Development (SSD) consent SSD-41743746
approved project SEIA	Technical Report – Socio-economic Impact Assessment prepared by Jacobs on behalf of Virya Energy, 19 October 2022 for the approved project
associated receiver	Landowners who enter an agreement with Origin to accept noise levels above the prescribed noise limits. These landowners do not require an assessment of noise impacts.
BESS	battery energy storage system
DPHI	Department of Planning, Housing and Infrastructure
EEC	Endangered Ecological Community
EIS	Environmental Impact Statement
EMF	electromagnetic fields
FTE	Full time equivalent
GVA	Gross value-added
GVA	gross value-added
LGA	Local government area
LVIA	<i>Landscape and Visual Impact Assessment</i>
M	Million
modified project	Term used to refer to the overall Project which encompasses both the approved project and the addition of the proposed modifications
MW	megawatts
MWh	megawatt hours
Non-associated receiver	A residence on privately-owned land in respect of which the owner has not ached an agreement with the Proponent in relation to the project, or a resident who has entered an agreement but the agreement does not cover the relevant impact or the performance measure for such impact under that agreement has been exceeded.
NSW	New South Wales
OSOM	oversize/overmass
PEC	Project EnergyConnect
proposed modifications	Term used to refer to proposed modifications of the approved project, Yanco Delta Wind Farm Project, throughout this SIA report
REZ	Renewable Energy Zone
Sensitive receiver	A sensitive community/receiver refers to individuals, groups, communities, or places that may be more vulnerable or differentially affected by the project's potential social impacts. Sensitive community/receivers can include marginalised populations, indigenous communities, children, the older population, people with disabilities, or any vulnerable group that may be disproportionately impacted due to their socio-economic status, cultural heritage, or geographic location. Sensitive community/receivers can also include dwellings, educational facilities, health and community facilities, public facilities and services, businesses, and recreational areas. Sensitive business receptors are any location registered as a commercial or retail premise where routine or normal activities occurring at reasonably expected times would experience adverse impact(s) from the Project. These are businesses where the occupants, visitors, and workforce are more susceptible to adverse effects from the Project. Sensitivity is determined by their proximity to the Project and construction areas as well as the nature of the business and their operational requirements.
SIA	Social Impact Assessment
TTIA	<i>Traffic and Transport Impact Assessment Addendum</i>

Abbreviation	Description
TWA	Temporary workers accommodation
VNI	Victoria to New South Wales Interconnector
WTGs	wind turbine generators

1 Introduction

1.1 Overview

Origin Energy Power Ltd (Origin) has acquired the Yanco Delta Wind Farm (the Project). Virya Energy received planning approval for the Project, within the SouthWest Renewable Energy Zone (REZ) in New South Wales (NSW), on 21 December 2023. This report supports an application for modification of the approved project under Section 4.55(2) of the *Environmental Planning and Assessment Act 1979* (NSW).

The Project will have a generation capacity of up to 1.5 gigawatts and includes a battery energy storage system (BESS) with capacity of up to 800 megawatts (MW)/800 megawatts hours (MWh) when fully operational. The Project is located about 10 kilometres north-west of the town of Jerilderie, within the Murrumbidgee Council and Edward River Council local government areas (LGAs).

1.2 Purpose of this report

This Social Impact Assessment (SIA) has been prepared to address the modification of the approved project as described in the Amendment Report (December 2023) and Modification 2 Report. The main purpose of this report is to assess the potential socio-economic impacts from construction, operation, and decommissioning of the Project (as modified) to support the environmental assessment of the Project in accordance with Section 4.55(2) of the *Environmental Planning and Assessment Act 1979*.

This will be referred to as 'modified project' hereafter.

Most of the information in this SIA for the modified project has been adopted from the approved project SEIA and with any deviations focused on impacts that result from the proposed modifications.

This report should be read alongside the approved project SEIA to gain a full picture of the modified project's social and economic impacts.

As a requirement of mitigation measure S3 and Condition of Consent B50, *Appendix P – Accommodation and Employment Strategy* has been prepared to manage potential impacts relating to workforce accommodation and for prioritising the employment of local workers for the construction and operation of the modified project.

1.3 Project description

The approved project involves the construction, operation and maintenance of a wind farm with up to 208 wind turbine generators (WTGs), a BESS and associated electrical infrastructure.

Several proposed modifications to the approved project as described in the Environmental Impact Statement (EIS) (November 2022), Amendment Report (December 2023) and Modification Report (Modification 1) (March 2024) have been identified. These proposed modifications reflect changes to the design and construction methodology of the approved project, and have been made in response to:

- changes/ constraints due to transmission projects to be delivered by others (i.e. Victoria to New South Wales Interconnector (VNI) West) (SSI-72887208) and Project EnergyConnect (PEC) (SSI-9172452)) and existing transmission infrastructure
- ongoing design and construction methodology development by the construction contractors
- original equipment manufacturer specifications to facilitate construction
- outcomes of ongoing consultation from landowners and key stakeholders
- avoidance of areas of biodiversity and cultural heritage significance.

The *State significant development guidelines – preparing a modification report* (DPE, 2022) defines a modification as a change to the design of the approved project or the conditions of the development consent. Project modifications require changes to the project description as outlined within the EIS and Amendment Report. An updated project description, incorporating the proposed modifications, is provided in *Appendix A – Updated project description of the Modification Report (Modification 2)*.

The proposed modifications to the project, including an increased project disturbance footprint for construction and operation, include:

Construction stage

- construction and use of a temporary workers accommodation (TWA) and ancillary facilities
- associated light vehicle route to access the site along Wilson Road
- increase in workforce required to construct the Project: to up to 895 workers per day during peak construction periods. Up to 90 per cent (850 people) of the workforce is expected to be housed in the TWA. The remaining 10 per cent (90 people) will be non-camp workforce as either existing residents, drive in drive out workers or subcontractors. Of the non-camp workforce, approximately 40 per cent (36 people) are expected to currently live within 60 minutes of the Project, and approximately 60 per cent (54 people) will require accommodation
- an additional oversize/overmass (OSOM) route from Adelaide and associated road upgrades for both OSOM routes (Port of Adelaide and Port of Geelong)
- revised scope of local road upgrades and site access routes
- relocation and increased width of access tracks and cable trenching
- changes to construction compounds and concrete batching plants
- changes to project staging including increased construction duration and additional enabling works. The Project is expected to be constructed over four years with peak construction occurring around Year 2.

Operational stage

- turbine location changes
- re-orientation of hardstands and changes to the disturbance footprint
- relocation of existing utility infrastructure
- changes to central primary substation
- changes to project internal transmission
- consolidation of internal collector substations
- changes to transmission line, connection to and expansion of the approved Dinawan 330 kilovolt (kV) substation
- relocation and increased width of operational access tracks
- changes to operations and maintenance facilities.

An overview of the key components of the proposed modified project are shown in Figure 1-1.

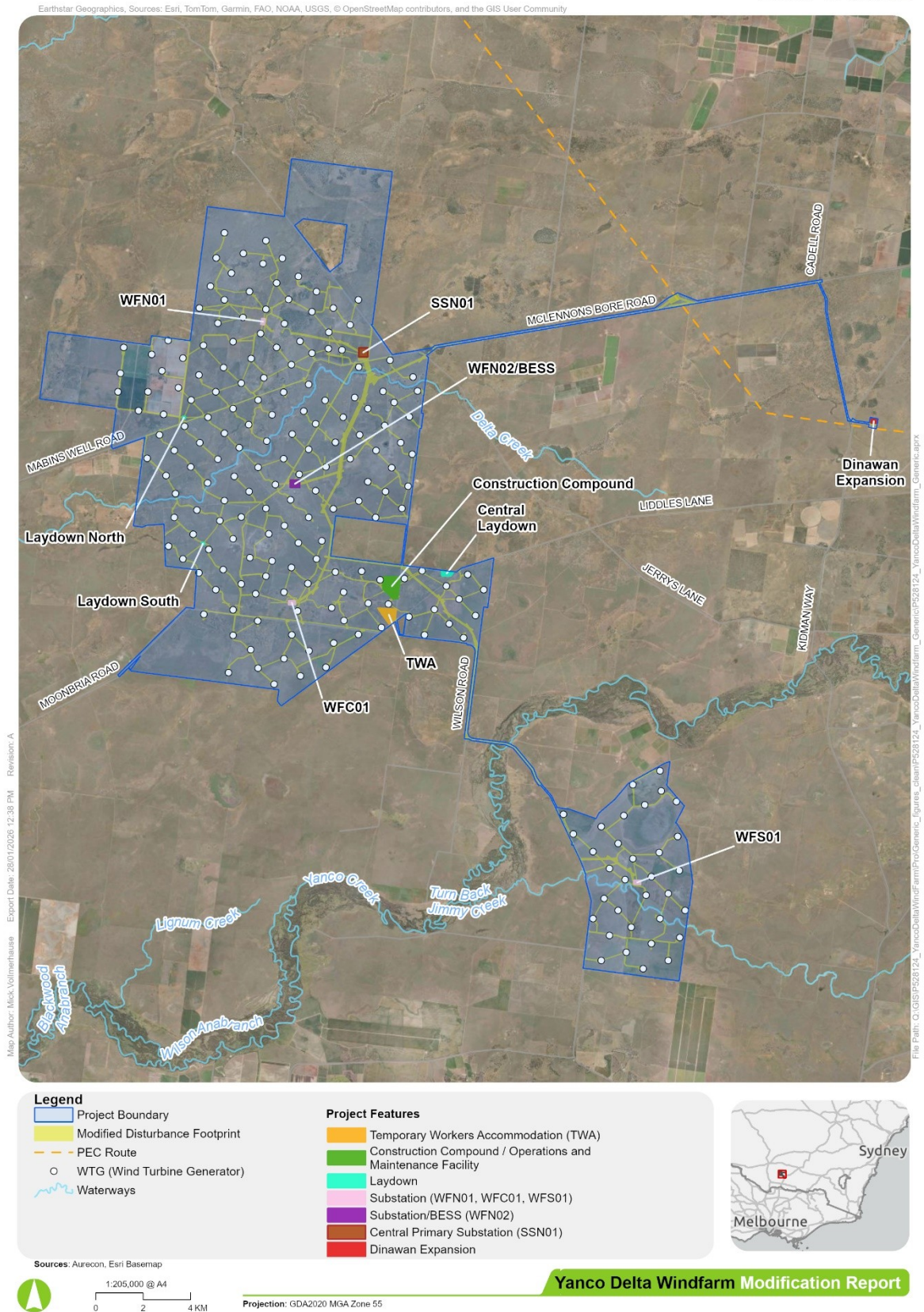


Figure 1-1 Key components of the modified project

1.4 Secretary's Environmental Assessment Requirements

The report has been prepared in accordance with the Planning Secretary's Environmental Assessment Requirements (SEARs), issued for SSD-41743746, as well as relevant government assessment requirements, guidelines and policies. The requirements specific to this assessment and where these aspects are addressed in this technical report are outlined in Table 1-1.

Table 1-1 SEARs for Socio-economic Impact Assessment

Key issues	SEARs to be addressed by the study	Where addressed in this report
Social impact	Including an assessment of the social impacts in accordance with the <i>Social Impact Assessment Guideline</i> (DPE) and <i>SIA Guideline -Technical Supplement</i> (DPE) and in consideration of construction workforce accommodation.	■ Social impacts of the modified project are provided in Section 4 (construction) and Section 5 (operation). ■ Decommissioning impacts are provided in Section 6. ■ Cumulative impacts are provided in Section 7. ■ Mitigation measures are provided in Section 8.
Economic	Including any benefits of the economic impacts or benefits of the Project for the region and the State as a whole, including consideration of any increase in demand for community infrastructure services, and details of how the construction workforce will be managed to minimise local impacts, including a consideration of the construction workforce accommodation.	■ Economic impacts of the Project are provided in Section 4 (construction) and Section 5 (operation).

1.5 Legislative and policy context

Table 1-2 outlines frameworks and guidelines which have been developed since the approved project SEIA.

Table 1-2 Legislative context

Document	Description	Relevance to this SIA
State		
Renewable Energy Planning Framework (Department of Planning, Housing and Infrastructure (DPHI), 2024)	Comprehensive framework for assessing significant wind, solar, transmission, and hydrogen projects. Includes guidelines for visual impact, noise, benefit-sharing, private agreements, and decommissioning.	Directly governs planning and EIS requirements for wind farms. Sets expectations for landholder engagement, impact assessment, and community benefits.
Benefit-Sharing Guideline (DPHI, 2024)	Outlines how developers should deliver tangible benefits to host communities (e.g. grants, rebates, jobs).	Not applicable to the Project under the criteria outlined in Section 1.2 of the Guideline. However, Origin has regard to the intent of the guideline in shaping its benefit-sharing approach.
Regional		
Riverina Murray Regional Plan 2041 (DPHI, 2023)	A 20-year strategic plan for the Riverina Murray region, focusing on housing choice, resilient communities, cross-border infrastructure, and economic diversification. Promotes renewable energy, sustainability, and Connecting with Country principles.	Provides regional-level policy context for renewable energy development. The Project directly aligns with <i>Objective 11: Plan for integrated and resilient utility infrastructure</i> , and <i>Objective 13: Support the transition to net zero by 2050</i> .
Local		
Community Strategic Plan 2025–2035 (Murrumbidgee Council, 2025)	A 10-year vision document developed through community consultation. Focuses on four key themes: Our Community, Our Environment, Our Economy, and Our Leadership. Priorities include sustainability, economic resilience, cultural heritage, and inclusive engagement.	Outlines community visions and aspirations. The Project aligns with key themes of renewable energy, and creating local jobs.

Document	Description	Relevance to this SIA
Renewable Energy Position Statement (Edward River Council, 2025)	The Statement establishes a position on areas of impact and importance to the community regarding energy projects and sets expectations for the project proponent throughout the project lifecycle. These include expectations for renewable energy projects, covering community engagement, benefits, infrastructure, environment, cultural heritage, hazard management, and economic development, ensuring no financial burden on Council or community.	The statement is highly relevant to a SIA for a wind project, as it outlines the Council's expectations for community engagement, benefit-sharing, and infrastructure planning. It requires proponents to address local impacts on roads, water, waste, housing, and health services, while ensuring cultural heritage and hazard management are prioritised. All costs and responsibilities must be borne by the proponent, with a strong focus on delivering lasting community and economic benefits, and ensuring no burden falls on the Council or community.
Communications and Community Engagement Strategy 2023–2027 (Edward River Council, 2023)	Provides principles and actions for transparent, inclusive, and proactive engagement with stakeholders. Emphasises accessibility, trust-building, and two-way communication to support decision-making and Project delivery.	Guides best practice for community engagement during planning and construction stages. Aligning with this strategy ensures compliance with local expectations for consultation and strengthens trust and social licence.
State of the Region Report (Edward River Council, 2024)	The document provides a snapshot of regional conditions. Key themes include housing and infrastructure challenges, ageing population, workforce shortages, economic diversification, water security, and sustainability.	The document provides insights into community aspirations and the socio-economic baseline of the area. The Project aligns with regional priorities including Outcome 3: Encouraging growth through partnerships.
Edward River: Towards 2035 Community Strategic Plan (n.d.)	The document outlines a long-term vision for the Edward River region, focusing on community wellbeing, economic growth, environmental sustainability, and governance. The document was developed through community consultation.	Provides foundational priorities for regional development and engagement, relevant to the Project. The Project aligns with theme <i>3.1.2 Advocate for investment of renewable energy and energy transmission into the Edward River region</i> . The Project also aligns with Theme 4: Economy 'A skilled and motivated workforce with an increased number of job opportunity'.

2 Methodology

2.1 Social Impact Assessment approach

This Social Impact Assessment (SIA) has been carried out in consideration of the *Social Impact Assessment Guideline for State Significant Projects* (DPHI, 2025) (the SIA Guideline). The assessment also draws on the previous SIA Guideline (2022), specifically for the social significance rating to ensure coherency between the approved project SEIA and the modified project SIA.

It is appropriately scaled to reflect the likely social impacts resulting from the proposed changes to the approved project. The structure of this report has been developed to align with the approved project SEIA.

The following approach has been adopted to prepare this SIA:

- Review of the approved project's social locality and baseline identified in the approved project SEIA and consider any changes resulting from the modification.
- Using suitable research and data sources such as the Australian Bureau of Statistics (ABS), undertake desktop literature review of similar projects and outcomes from previous community engagement to consider if the modification will result in any changes to the social impacts identified in the approved project SEIA.
- Identification of any new social impacts resulting from the proposed changes to the approved project.
- Review of existing environmental management measures and update (as required) to monitor and manage residual social impacts.
- Reporting of findings and outcomes of assessment in a basic SIA report format.

2.1.1 Social locality and baseline

Considering the modified project, this SIA has adopted the same social locality and study area in accordance with the approved project SEIA. The primary study area includes communities within 50 kilometres of the Project area, with a specific focus on Jerilderie and Coleambally within the Murrumbidgee LGA. This includes residents that are likely to experience changes to the visual environment from the presence of the WTGs. People in the primary study area are likely to interact more frequently with construction activities or the Project area (e.g. daily or weekly) due to the proximity of their properties to the Project or as they move around the area for work, education and leisure.

The secondary study area comprises communities in towns and centres within commuting distance (approximately 60 minutes) of the Project area. People in the secondary study area are expected to interact with the Project less frequently as they move about the area for work, education and leisure, but may experience temporary impacts during the construction and decommissioning stages (both positive and negative) due to such factors as an influx of non-local workers and demand for accommodation and services, construction-related employment, and business opportunities.

This is summarised in Table 2-1 and Figure 2-1.

Table 2-1 Study area definition

Study area	Definition
Primary study area:	■ Jerilderie (Murrumbidgee LGA) ■ Coleambally (Murrumbidgee LGA).

Study area	Definition
Secondary study area:	■ Darlington Point (Murrumbidgee LGA) ■ Deniliquin (Edward River LGA) ■ Finley, Berrigan, Tocumwal and Barooga (Berrigan LGA) ■ Koonoomoo, Cobram, Yarraweyah and Yarrawonga (Moirra LGA) ■ Oaklands, Urana, Daysdale, and Corowa (Federation LGA) ■ Leeton, Whitton and Yanco (in the Leeton LGA) ■ Carrathool (in the Carrathool LGA) ■ Narrandera (in the Narrandera LGA).

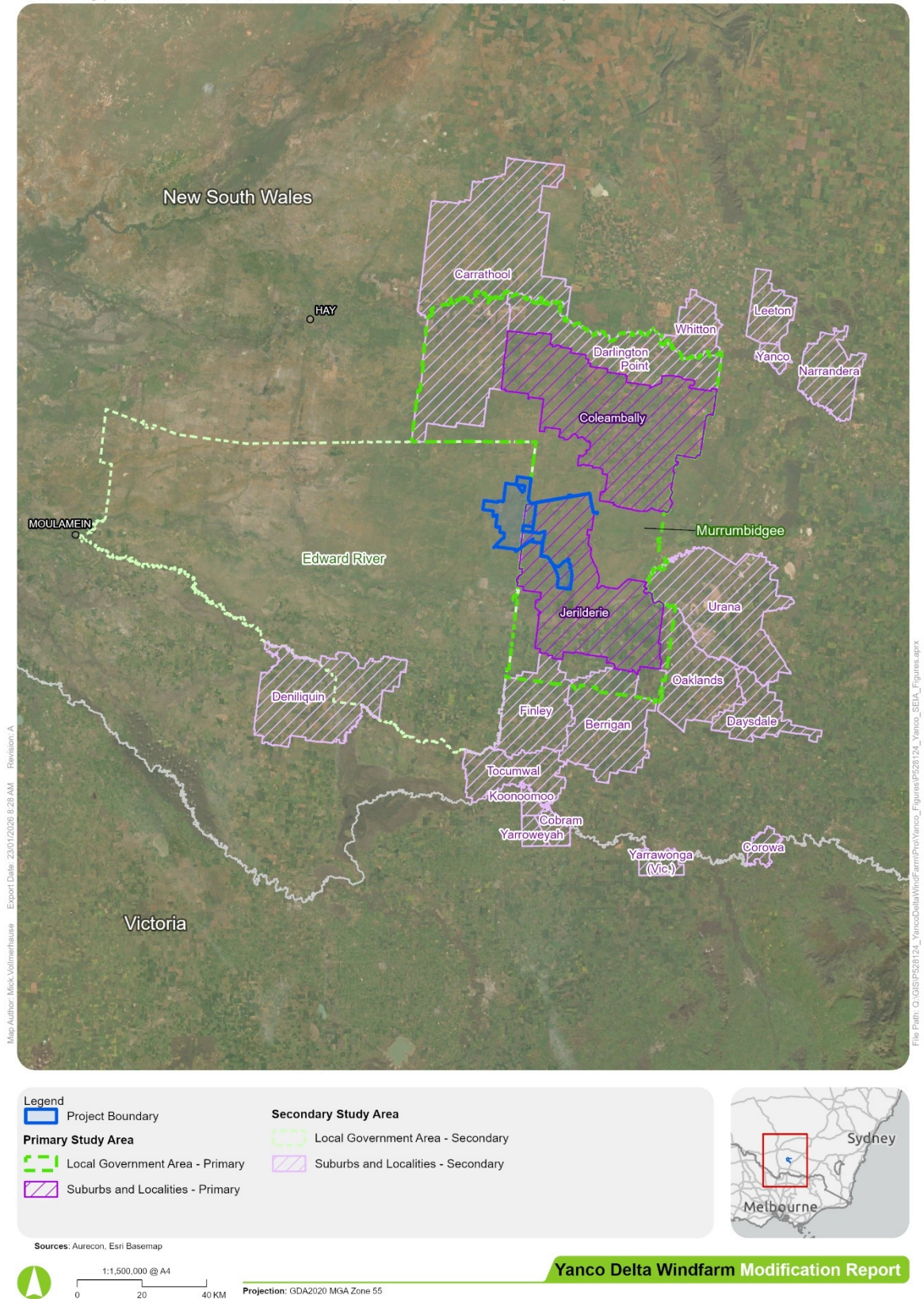


Figure 2-1 Social locality – Primary and secondary study area

2.1.2 Social impact categories

The identification of likely changes to social impacts as a result of the modified project is based on the nine categories identified in the approved project SEIA:

- property
- population and demography
- housing and accommodation
- employment and training
- business and industry
- social infrastructure
- community values
- access and connectivity
- economic impacts.

2.1.3 Social impact assessment

As required by the SIA Guidelines, the social impact assessment considers the likelihood of social impacts (shown in Table 2-2) and the magnitude of the predicted impacts (shown in Table 2-4). These factors are considered together to determine the significance (rating) of any social impact, using a matrix system identified by Table 2-5.

Likelihood

The likelihood of each impact factor is assessed as follows:

Table 2-2 Likelihood levels of social impacts

Likelihood level	Meaning
Almost certain	Definite or almost definitely expected (e.g. has happened on similar projects)
Likely	High probability
Possible	Medium probability
Unlikely	Low probability
Very unlikely	Improbable or remote probability

Magnitude

The magnitude of each impact factor considers the following dimensions of impact:

Table 2-3 Dimensions of social impact magnitude

Dimension	Detail
Extent	Which location(s) and people are affected? (e.g. near neighbours, local, regional, future generations). Who specifically is expected to be affected (directly, indirectly, and/or cumulatively), including any vulnerable people?
Duration	When is the social impact expected to occur? Will it be time-limited (e.g. over particular Project stages) or permanent?
Intensity or scale	What is the likely scale or degree of change? (e.g. mild, moderate, severe)
Sensitivity or importance	How sensitive/vulnerable (or how adaptable/resilient) are affected people to the impact, or (for positive impacts) how important is it to them? This might depend on the value they attach to the matter; whether it is rare/unique or replaceable; the extent to which it is tied to their identity; and their capacity to cope with or adapt to change.

Dimension	Detail
Level of concern/interest	How concerned/interested are people? Sometimes, concerns may be disproportionate to findings from technical assessments of likelihood, duration and/or intensity.

Table 2-4 Magnitude levels for social impacts

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

Social Significance Rating

Consideration of the likelihood and magnitude ratings results in a Social Significance Rating for each social impact, per the matrix set out within the Guideline (refer to Table 2-5). This table uses the social significance SIA from the previous SIA Guidelines (2022) to ensure coherency in the comparison between the approved project SEIA and the modified project SIA. The new SIA Guideline Social Significance rating is available in Appendix B.

Table 2-5 Social impact significance matrix

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

Source: NSW DPPI, 2025, Technical Supplement - Social Impact Assessment Guideline for State Significant Projects.

Evaluation matrix

In addition, any potential construction and operational impacts associated with the modified project will be identified, assessed and compared to the impacts of the approved project. All outcomes of the comparison will be assigned as 'no change', 'likely to change' or 'new impacts'. This is summarised in Table 2-6.

Table 2-6 Comparative change of impacts between the approved project and modified project

Comparative change to approved project	Explanation
No change	These are the socio-economic impacts that have been assessed for the approved project that are unlikely to change as a result of the modified project.
Likely to change	These are the socio-economic impacts that have been assessed for the approved project that are likely to change as a result of the modified project. It considers each element of the modified project that is different to the approved project in terms of the extent, duration and sensitivity, and whether those changes will be positive or negative. It considers new and appropriate mitigation measures, whilst linking to existing management or mitigation measures that were already established as part of the approved project.

Comparative change to approved project	Explanation
New impacts	These are the socio-economic impacts that have newly arisen as a result of the modified project that were previously not identified. It considers new and appropriate mitigation measures, whilst linking to existing management or mitigation measures that were already established as part of the approved project.

2.1.4 Community and stakeholder engagement

As per the approved project SEIA, community and stakeholder consultation has been ongoing since November 2020. This SIA considers feedback received for the approved project and for the modified project.

Additional community and stakeholder engagement relating to the modified project is summarised in Section 4 and used to inform this SIA.

2.2 Economics Impact Assessment approach

2.2.1 Economic input-output analysis

An input-output model was used to assess the potential economic benefits of the capital cost of the proposed modifications through a multiplier effect. The proposed modifications to the Project, listed in Section 1.3, are significantly related to capital costs, meaning the initial investment required to execute the Project. For example, the TWA would be decommissioned at the conclusion of the construction stage and would have negligible economic impact during the operational stage. Subsequently, operational economic impacts were unlikely to change as a result of the proposed modification. As such, no further assessment was undertaken. Thus, only an economic impact assessment of the construction stage of the proposed modifications is included in this report.

Typically, in an economic impact assessment, construction costs (capital expenditure, or CAPEX) and operating costs (operational expenditure, or OPEX) serve as the foundation for estimating the economic effects of a Project.

The economic input-output modelling is based on an input-output table which provides a summary or 'snapshot' of the transactions occurring within an economy over a selected period. An input-output table is based on the fundamental notion that industries are inter-dependent. It provides a systematic way to analyse how changes in one industry can impact other industries and the overall economy. Input-output multipliers ('economic multipliers'), derived from input-output tables, capture the extent of inter-dependence between industries. The investment from the construction of the modified project will directly stimulate a range of industries, including the trades that physically construct the modified project, i.e. construction materials suppliers. The investment also has downstream (indirect) impacts on the supply chain, such as the manufacturers that make and sell the construction materials to the suppliers.

The economic multipliers are summary measures that can be used for estimating the impact on all industries in the economy from changes in demand or for the output of any one industry. Economic multipliers capture not only the direct effects of an industry expansion, but also the indirect or flow-on effects that arise due to industry interactions.

Input-output analysis is a flexible tool and can be used to produce a variety of economic impact measures. This analysis focuses on income generated (from wages and salaries), employment and economic growth measures. Economic growth is quantified at the national, state and regional levels.

Multipliers

To undertake this analysis, an input-output model, which reflects the NSW economic environment, was derived utilising States Accounts data for the financial year 2023-2024.¹

The input-output model has been used to quantify the total economic impact during the construction stage by assessing the following economic multipliers:

- The **value-added multiplier** for an industry, for example construction, measures how much economic value is generated from an initial investment or spending in the sector. It reflects how a dollar spent circulates through an economy, creating additional value through wages, profits, and further spending.
- The **income multiplier** for a given industry is defined as the total value of income from wages, salaries and supplements required to satisfy a dollar's worth of final demand for the output of that industry.²
- The **employment multiplier** is calculated by dividing the number of employed persons in an industry by the level of production generated by that industry.

Economic multipliers capture:

- **Direct effects or economic benefits** (initial) to the economy from the investment. This captures the direct effect of an increase in demand for an industry's output. For example, the employment multiplier represents the change in the number of persons employed in all relevant industries in the economy after the initial and first round induced output from the Project investment.
- **Indirect effects or economic benefits** (secondary or the supply chain flow on effect) to the economy from the investment. This captures the sales, jobs and income of the related industries that supply goods and services.
- **Induced effects or economic benefits** (secondary or the consumption flow on effect) to the economy from the investment. This refers to the economic impact generated when employees and contractors (both directly and indirectly affected) spend their wages and salaries on goods and services, such as housing, food, healthcare, and entertainment.
- **Total effects or economic benefits** to the economy from the investment. This captures the direct and production effects, along with consumption-induced effects that flow from the expenditure of the income that is earned from the direct effects (i.e. indirect effects).

Australian Bureau of Statistics data

For input-output modelling, the capital cost for the proposed modifications should be split by industry classifications and the proposed location of each cost component. The industry classification breakdown highlights the various sectors associated with the Project and ensures that the appropriate multiplier is applied for each industry. The location-based analysis assesses the economic impact of the proposed modifications on the various areas affected by the Project.

The industry classifications adopted to categorise the capital costs are based on the ABS Australian and New Zealand Standard Industrial Classification (ANZSIC) codes. The ABS data used in the NSW input-output model is summarised in Table 2-7.

Table 2-7 ABS series data

ABS series name	Table	Version
Australian National Accounts: Input-Output Tables - 2022-23	Table 5. Industry by industry flow table (direct allocation of imports) Table 20. Employment by industry	26 March 2025
Labour Force, Australia, Detailed	Table 5. Employed persons by State, Territory and Industry division of main job (ANZSIC)	25 September 2025

¹ Source: Australian National Accounts' States Accounts, 2023-2024

² Income refers to the total amount of money earned by individuals, businesses, and entities as a result of the Project. This includes various sources, such as wages and salaries, profits from businesses, rent, interest, and other forms of earnings.

ABS series name	Table	Version
Australian National Accounts: State Accounts	Table 4. Expenditure, income and industry components of gross state product, Queensland, chain volume measures and current prices	20 November 2024

Distribution of expenditure

The TWA is expected to be constructed over about a 13 month construction period. The costs associated with this proposed modification include:

- purchase of materials including piping, instruments, concrete and civil materials
- deployment of plant and equipment for modular TWA
- installation costs, including cost of labour
- engineering, design and owners' costs
- decommissioning of the temporary workers accommodation at the conclusion of the construction stage.

Total capital expenditure for the proposed modifications is expected to be spent in Australia. Given the nature of the key changes to the Project, 100 per cent of the capital expenditure is expected to be spent within NSW as shown in Table 2-8³.

It is anticipated that this capital expenditure will flow directly to local businesses, such as locally employed construction services. There will also be indirect impacts on other businesses that support these construction services.

The capital investment will require input from various industries (as per ABS ANZSIC codes), as shown below.

Table 2-8 Capital expenditure by location and proportion of total costs

Cost components	ANZSIC code	Industry classification	Proportion of total cost	Proportion of cost by location
			(%)	NSW (%)
Materials	3002	<i>Non-Residential Building Construction</i>	30.0%	100%
Labour and Installation	3201	<i>Construction Services</i>	20.0%	100%
Equipment	2405	<i>Specialised and other Machinery and Equipment Manufacturing</i>	15.0%	100%
Site preparation	3201	<i>Construction Services</i>	12.5%	100%
Transport	5201	<i>Transport Support services and storage</i>	11.9%	100%
Contingency	6901	<i>Professional, Scientific and Technical Services</i>	5.0%	100%
Decommissioning	6901	<i>Professional, Scientific and Technical Services</i>	5.0%	100%
Engineering, owners' costs and other	6901	<i>Professional, Scientific and Technical Services</i>	0.5%	100%
Other modification changes-increased design/construction elements	6901	<i>Professional, Scientific and Technical Services</i>	0.1%	100%
Total Capital Costs			100%	100%

³ This split has been estimated by Origin Energy Power Ltd.

2.3 Assumptions and limitations

This section outlines the assumptions and limitations relevant to this SIA for the modified project.

- The structure of this SIA has adopted the same structure as the approved project SEIA for consistency and considers the Social Impact Assessment Guideline for State Significant Projects (Department of Planning, Housing and Infrastructure, 2025).
- Population and demographic data presented in this SIA has been largely adopted from the approved project SEIA and *Appendix P – Accommodation and Employment Strategy* which uses 2021 ABS Census data. Given that the 2021 ABS Census is the most up-to-date source of demographic data, both reports have used the 2021 ABS Census data to form the primary basis of the population and demographic data.
- Demographic data to undertake the socio-economic baseline has primarily been adopted from *Appendix P – Accommodation and Employment Strategy*. This data has mainly been sourced from the approved project SEIA prepared in 2022 (Jacobs, 2022b) supplemented with more recent information on housing, accommodation, and workforce, where available. These findings are considered to be the most relevant to inform the baseline of the current population in the social locality.
- This SIA has been based on the following key details:
 - During construction, the overall modified project will have an estimated construction workforce between 200 and 800 workers per day outside of peak construction; and up to 895 workers per day during peak construction.
 - 850 of the construction workforce population will be accommodated in the TWA.
 - The estimated operational workforce will remain the same at 30 workers. These 30 operational workers will be accommodated in available housing and accommodation options in nearby towns.
 - During construction, the maximum disturbance footprint for the modified project will be 1,552 hectares and has been calculated using a worst-case scenario. This is likely an overestimation of the actual area of land to be required for construction.
- The social impacts component has primarily assessed impacts relating to the construction of the TWA and the increased disturbance footprint as a result of the modified project, as these are the only modifications to potentially change the approved project SEIA predicted impacts.
- It is not known how *Appendix P – Accommodation and Employment Strategy* will be implemented, however it is assumed it will be implemented entirely.
- The economics impact component has used capital expenditure to calculate the input-output model, which has assumed components of the modified project listed in Section 1.3. As indicated in Section 2.2.1, the economic impact assessment of the operational stage of the modified project is excluded.

3 Socio-economic baseline

This section describes the existing socio-economic baseline conditions in the social locality, particularly those relevant to the modified project. Key observations have primarily been adopted from *Appendix P – Accommodation and Employment Strategy* which has mainly been sourced from the approved project SEIA prepared in 2022 (Jacobs, 2022b), supplemented with more recent information on housing, accommodation, and workforce, where available. This data is the most relevant to form the baseline for the current population in the social locality. Where relevant, key observations from the approved project SEIA have also been used. Collectively, it is found that communities near the modified project are generally characterised by the following observations:

3.1 Population

- The Murrumbidgee LGA and Edward River LGA both experienced a lower population growth rate between 2022 and 2023 (1.1 per cent growth rate for Murrumbidgee LGA and -0.3 per cent growth rate for Edward River LGA), compared to a growth rate of 2.1 per cent for NSW as a whole. Both LGAs experienced a decline in population over the last 10 years and five years to 2023.
- An older population with median ages from 43 to 51 years across the social locality, older than the median age for NSW (39 years); and higher proportions of people aged 65 years and over, with some suburbs comprising more than 30 per cent of people aged 65 years and over compared to 17.6 per cent in NSW. According to the Murrumbidgee Local Health District⁴, the proportion of people aged 65 years and over is projected to increase to over 25 per cent by 2031 within the Murrumbidgee Local Health District, including Murrumbidgee LGA and Edward River LGA.
- Proportions of children aged 14 years or under across the social locality was marginally lower when compared to NSW (17.4 per cent compared to 18.2 per cent). Lower proportions of children are consistent with the older population.
- The proportions of working age group between 15 to 64 years is lower in the social locality (57.4 per cent) than the NSW average (64.1 per cent).

3.2 Indigenous population

- Proportions of Aboriginal and/or Torres Strait Islander peoples (5.8 per cent) was much higher than the NSW average (3.4 per cent), with particularly high proportions of Aboriginal and Torres Strait Islander peoples in Murrumbidgee LGA (8.6 per cent).
- Out of the suburbs within the social locality, Darlington Point had the highest proportion of Aboriginal and Torres Strait Islander peoples (18.4 per cent), followed by Narrandera (14.6 per cent) and Whitton (11.1 per cent).

3.3 Education and employment

- People aged 15 years or over had lower levels of education, with 35.8 per cent who have completed Year 12 compared to the NSW average of 58.9 per cent.
- Labour force participation in the primary study area (Jerilderie and Coleambally suburbs) was slightly higher than the NSW average (58.7 per cent), however when comparing the labour force participation rates for Murrumbidgee LGA and Edward River LGA, both were lower than NSW. This is likely to reflect the older populations in these areas.
- Unemployment rates were much lower in the social locality compared to NSW (3.0 per cent compared to 4.9 per cent). This reflects the dominance of available job opportunities in the social locality, particularly the presence of agricultural industry as the main source of employment.

⁴ NSW Health. (April 2024). Murrumbidgee Local Health District – Population and health indicator data 2024.

- Aboriginal and Torres Strait Islander peoples' participation in the labour force in the Murrumbidgee LGA and Edward River LGA is higher than the NSW average (60.8 per cent compared to 56.5 per cent).

3.4 Income and household affordability

- In 2024, the median weekly personal and household incomes in local and regional communities were less than in NSW. Median personal incomes ranged from \$694 to \$782 per week, compared to \$813 in NSW, while median household incomes ranged from \$1,166 in Jerilderie to \$1,555 per week in Coleambally, compared to \$1,829 in NSW.
- In 2024, housing in the social locality was generally more affordable compared to NSW. Median mortgage repayments were significantly lower than the NSW median. The proportion of households experiencing mortgage stress in the social locality was also lower than NSW. Only approximately 8.6 per cent of households in the social locality paid more than 30 per cent of their household income towards a mortgage, compared with 17.3 per cent in NSW.
- In 2024, weekly rental payments in the social locality were also generally lower than the NSW average of \$420 per week.

3.5 Business and industry

- Agriculture, forestry and fishing was the main industry of employment in the primary study area (towns of Jerilderie and Coleambally), with nearly 50 per cent of the primary study area's labour force employed in this industry.
- Agriculture and sheep grazing was the predominant land use within and surrounding the Project area. More specifically, this involves grain growing, grain-sheep or grain-beef cattle farming and sheep farming businesses.

3.6 Tourism

- Peak tourism periods include long-weekends, holidays and regional community and cultural events that attract visitors from outside the area, including Jerilderie Races (September); Coleambally Food and Farm Festival (Taste Coly) (October); Deni Ute Muster (October), and Griffith Shaheedi Tournament – Sikh Games (June). Feedback from engagement undertaken noted that key attractions to the region include the weather, environment (water-based activities), and community arts and cultural events.

3.7 Housing and accommodation

- There is a higher proportion of unoccupied private dwellings in the social locality (13.3 per cent) compared to NSW (9.4 per cent), particularly within Jerilderie township (15.3 per cent). This corresponds with the relatively lower dwelling occupancy rates, with dwelling occupancy ranging from about 85.6 per cent in Jerilderie to 88.7 per cent in Coleambally, compared to 90.6 per cent across NSW.
- The average household size of occupied dwellings in the social locality (2.3 persons per household) is slightly lower than NSW (2.6 persons per household).
- Towns and centres within the social locality that have the highest number of accommodation providers include Tocumwal, Deniliquin, Jerilderie and Finley.
- This indicates that there is likely to be underutilised housing supply in the social locality.

3.8 Social infrastructure

- Social infrastructure within the primary study area of the social locality is concentrated in the townships of Jerilderie and Coleambally. There is no social infrastructure present in the immediate surroundings of the Project area.
- The secondary study area accommodates a wider range of social infrastructure, including notable facilities such as TAFE Deniliquin and TAFE Corowa.

3.9 Socio-economic disadvantage

- The primary study area mainly includes communities with moderate levels of relative socio-economic disadvantage, ranging between five (5) to seven (7).
- The secondary study areas generally displayed lower levels of relative socio-economic disadvantage ranging between six (6) to eight (8).

3.10 Community values and stakeholder feedback

Table 3-1 summarises key community and stakeholder values and feedback received through Project consultation (for the approved project and the modified project) and other available secondary information.

Table 3-1 Community values and stakeholder feedback

Theme	Description
Values	■ The area's natural features, rural landscapes, and history and heritage are key attractions for tourists and visitors, providing economic and employment benefits for residents and business owners. ■ Murrumbidgee Council (2025) highlights several core community values that underpin its vision and priorities. These include equity, diversity, participation, and rights, underpinned by a commitment to social wellbeing, environmental sustainability, economic resilience, and cultural heritage through inclusive leadership and collaborative governance. Similarly, Edward River Council's (2024) key community values included the natural environment, a sense of community, educational opportunities, affordable housing and access to healthcare.
Visual amenity and culture	■ The importance of the natural vistas and uninterrupted views of the countryside was identified during consultation for this assessment, with concerns raised about the potential for the Project to change the landscape and views from town. ■ Communities have high values associated with the area's heritage and history.
Property	■ Higher number of larger houses but underutilised occupancy rates, for example a two-person family living in a four-bedroom house. This is common in the wider area as a result of generational changes where families downsize once their children leave the rural towns for education or employment opportunities in urban areas. ■ Community raised concerns regarding easement positioned near properties, including concerns regarding insurance and valuation impacts, such as public liability.
Employment and industry	■ While communities are likely to have a strong connection to farming and agricultural pursuits, survey respondents acknowledged the importance of the proposed wind farm in helping landowners to diversify their income, bring investment to the region, and deliver local economic opportunities such as jobs, business opportunities and tourism. ■ Some community members raised concerns regarding changes to livestock movements. ■ More recently, accommodation providers noted that workers are an important source of business, including workers supporting agricultural industries (e.g. irrigation and agronomists), the energy sector (electricians, ecologists, drillers) and tradespeople from other surrounding towns to provide trade services to local communities.
Hazards and crime	■ Concern of bush fire management in terms of managing fire and risk to property. ■ Concerns have been raised regarding potential safety and security risks due to a perceived risk of an increase in crime associated with the establishment of the proposed TWA, including concerns regarding additional costs to maintain security in order to prevent theft.

Theme	Description
Housing and accommodation	■ Previous community consultation feedback undertaken in 2024 for <i>Appendix P – Accommodation and Employment Strategy</i> reported rental housing availability and housing affordability as a key issue for communities in the social locality. Demand for rental accommodation is highly competitive, with people migrating into the wider region struggling to find rental accommodation. ■ Most rental properties had minimum rental periods for at least three months and were generally long-term rentals, with all reporting that there were currently very few rental houses available to rent. ■ New housing developments are being planned in the Murrumbidgee LGA and Edward River LGA. Additionally, Murrumbidgee Council is delivering housing for critical workers such as paramedics, teachers, nurses and police. ■ A concern was noted that an increase in workers in the area has reduced opportunities for tourists to access short-term accommodation.
Connectivity	■ Concerns were raised regarding the impact of the Project on telecommunication networks, including increased pressure on the existing minimal service.
Transport	■ There are a few concerns regarding the potential impacts on roads, including access issues related to the bridge on Kidman Way, increased traffic at the Kidman Way and Cadell Road intersection, and the need for a structural upgrade of the Wilson Road bridge. Concerns were also raised regarding the degradation of roads used for the Project and OSOM route impacts.
Environmental and Other Concerns	■ Concerns were raised about potential biodiversity impacts, including vegetation clearing near Yanco Creek and McLennon's Bore Road, disturbance to creek habitats and turbine-related risks to bird species. Concerns were also raised about the inaccuracies in the first Biodiversity Development Assessment Report prepared for the EIS, and challenges in securing appropriate biodiversity offsets. ■ Concerns were raised regarding the cumulative noise impacts of multiple turbines. ■ Concerns were raised regarding the potential impacts of the Project on local water reserves, and the water table.

4 Construction impacts

This section identifies the potential construction impacts on the social locality as a result of the modified project. These impacts will be assessed and compared to the impacts previously identified in the approved project SEIA. In some instances, new impacts may arise as a result of the modified project.

Each impact has been classified as: 'no change', 'likely to change or 'new impacts'.

4.1 Property

There will **likely be changes** to property impacts during construction as a result of the modified project, associated with the updated disturbance footprint (refer to Table 4-1).

Two additional landowners will be directly impacted as a result of the modified project's disturbance area:

- Transgrid Holding for the construction of the connection to and expansion of the Dinawan 330 kV Substation (up to 15.3 hectares).
- The Paraway Pastoral Company for land required for the PEC crossing (up to 16.6 hectares).

The updated disturbance area is estimated to be up to 1,314 hectares larger than the approved project (modified project: 1,552 hectares compared to approved Project: 238 hectares). For the existing eight Host Landowners impacted, agreements/easements are in place or are being updated for any increased impacts as a result of the modified project.

This additional uptake of land during construction may result in further disruptions to the surrounding agricultural land uses. In particular, agriculture is a major economic driver within the social locality, with key activities including sheep and cattle grazing and irrigated cropping. During engagement on the modified project, some community members raised concerns regarding changes to livestock movements. The reduction of land space for agricultural activities may also hinder their economic potential and their overall livelihoods. The community impacts on business and industry is discussed in Section 4.5.

In terms of the TWA, it will be decommissioned once the wind farm is constructed and land restored to its existing agricultural land use or as otherwise agreed with the relevant landowners, where possible.

Table 4-1 Impact evaluation – Property (Construction)

Impact category	Rating comparison	Likelihood	Magnitude	Overall impact significance	No change / likely to change / new impacts Comments and mitigation
Property (construction)	Approved project SIA rating	Possible	Minimal	Low	Likely to change Additional modifications attributed to increased disturbance footprint. Ongoing stakeholder consultation with the relevant landowners should occur to minimise potential losses and disruptions to the existing agricultural activities.
	Modified project SIA rating	Possible	Moderate	Medium	

4.2 Population and demography

There will **likely be to changes to** the population and demographics during construction as a result of the modified project (refer to Table 4-2). This would mainly be associated with the use of the TWA and ancillary facilities, that would accommodate up to 850 people (90 per cent of the workforce). The remaining 10 per cent (90 people) will be non-camp workforce as either existing residents, drive in drive out workers or subcontractors. Of the non-camp workforce, approximately 40 per cent (36 people) are expected to live within 60 minutes of the Project, and approximately 60 per cent (54 people) will require accommodation.

The overall influx of the construction workforce (up to 895) during the peak construction period can potentially result in a population growth of up to approximately 26.7 per cent of the Murrumbidgee LGA (population of 3,353) during Year 2 of construction. The population change is more likely to impact the primary study area, being the towns of Jerilderie and Coleambally within the Murrumbidgee LGA.

It is also noted that there is a presence of seasonal agricultural workers in the social locality, whereby most of these seasonal workers are accommodated on the same farming properties they work at or at the caravan park. This means that the combination of existing seasonal agricultural workers and the additional construction workforce would result in significantly higher population numbers, particularly in the primary study area (towns of Jerilderie and Coleambally) during peak harvest seasons. There is also a high likelihood of a male-dominant construction workforce that will temporarily relocate to the area, which will change the population composition and potentially affect community cohesion. This is further discussed in detail in Section 4.7.2. *Appendix P – Accommodation and Employment Strategy* which highlights strategies that minimises potential impacts to community cohesion.

The increase in population during construction would also positively impact on population and demography across the social locality as it would increase local employment opportunities in the social locality, such as retaining younger people and gaining skills in the construction and renewable energy industries. This would benefit the social locality as both Murrumbidgee and Edward River LGAs have been experiencing a decline in population in the last 10 years (refer to Section 3).

The modified project would also generate higher economic activity in the region, with \$8.06M projected as an induced consumption flow-on effect during construction for the Riverina Murray Region. This is discussed in further detail in Section 4.9.

The increase in population in the social locality would also have implications for housing and accommodation, access and availability of social infrastructure and added traffic impacts. This is discussed in further detail in Section 4.3, Section 4.6 and Section 4.8.

Table 4-2 Impact evaluation – Population and demography (Construction)

Impact category	Rating comparison	Likelihood	Magnitude	Overall impact significance	No change / likely to change / new impacts Comments and mitigation
Population and demography (construction)	Approved project SIA rating	Possible	Minor	Medium	Likely to change <i>Appendix P – Accommodation and Employment Strategy</i> has been prepared to manage potential impacts relating to workforce accommodation and for prioritising employment of local workers for construction and operation of the modified project. The temporary workers accommodation alleviates the majority of the potential adverse impacts of the increased population size in the nearby towns.
	Modified project SIA rating	Possible	Major	High	

4.3 Housing and accommodation

There will **likely be change** to impacts on housing and accommodation during construction as a result of the modified project (refer to Table 4-3). Construction impacts identified in the approved project SEIA remains relevant to this assessment, however, would increase in likelihood and magnitude than the previous impact rating.

The Project is still expected to increase the current demand for housing and accommodation in towns within the social locality. The accommodation required for the modified project has changed when compared to the approved project.

Based on workforce estimates provided in the *Appendix P – Accommodation and Employment Strategy*, approximately 54 workers would require short-term and long-term accommodation during the peak construction stage. Compared to that of the approved project (75 workers), the demand for accommodation has decreased as a result of the TWA.

Outside of the main construction stage (and pre and post the operation of the TWA), it is estimated that local and regional accommodation would be required:

- For the six months prior to the commencement of the TWA, accommodation for up to 110 people.
- For six months during the decommissioning of the TWA, accommodation for up to 195 people.

Of the workforce not housed in the TWA, up to about 40 per cent are expected to live within a 60 minute drive of the Project, while up to about 60 per cent would require short-term and long term local and regional accommodation.

Appendix P – Accommodation and Employment Strategy indicates that there is likely to be housing and accommodation availability for workers within the social locality, including rental properties, and hotel accommodation. Impacts to local and regional accommodation would be minimised through the implementation of the recommendations within the *Appendix P – Accommodation and Employment Strategy*, including:

- Identifying opportunities for the early opening of some sections of the TWA to accommodate part of the construction workforce prior to the main construction period.
- Staging of the decommissioning of the TWA to maximise the availability of the onsite worker accommodation to accommodate the construction workforce beyond the main construction period.

In addition to the impacts on housing and accommodation identified in the approved project SEIA, the combination of existing seasonal agricultural workers and the additional construction workforce may result in competition for accommodation that exists in the primary study area (towns of Jerilderie and Coleambally), which is most likely to be experienced during peak harvest seasons. However, *Appendix P – Accommodation and Employment Strategy* indicates that most agricultural workers stay on farming properties that they work at, or at nearby caravan parks. While some of the construction workers may also be accommodated at caravan parks, it is considered that competing demands will be low.

Table 4-3 Impact evaluation – Housing and accommodation (Construction)

Impact category	Rating comparison	Likelihood	Magnitude	Overall impact significance	No change / likely to change / new impacts Comments and mitigation
Housing and accommodation (construction)	Approved project SIA rating	Possible	Minor	Medium	Likely to change
	Modified project SIA rating	Possible	Moderate	Medium	There are changes to the number of workers who would be seeking short-term and long-term accommodation during construction. Mitigation for construction stage accommodation would include the TWA for up to a peak of 895 workers during the main construction period to minimise pressure and demand on the local housing supply. Specifically, during the main project construction period and during TWA operation, the modified project would require a reduced number of workers seeking short-term and long-term accommodation (54 workers), compared to that of the approved project (75 workers).

Impact category	Rating comparison	Likelihood	Magnitude	Overall impact significance	No change / likely to change / new impacts Comments and mitigation
					However, during off peak construction and pre and post TWA construction, the modified project would see an increase in workers seeking accommodation. This includes six months prior to the commencement of the TWA (requiring accommodation for up to 110 people) and for six months during the decommissioning of the TWA (requiring accommodation for up to 195 people). <i>Appendix P – Accommodation and Employment Strategy</i> has been prepared to manage potential impacts relating to workforce accommodation and for prioritising employment of local workers for construction and operation of the modified project. Ongoing engagement and communication about housing availability may reduce perceptions of housing demands.

4.4 Employment and training

There will **likely be changes** to impacts on employment and training during construction as a result of the modified project (refer to Table 4-4).

The approved project estimated the creation of 300 jobs during the peak construction period. The modified project is anticipated to create up to 895 jobs during the peak construction period (Year 2). Outside of peak construction periods, the modified project is expected to create up to 467 jobs (Year 1), 815 (Year 3) and 268 (Year 4).

In addition to the impacts on employment and training identified in the approved project SEIA, the modified project would generate more than double the number of employment opportunities and attract more skilled workers into the social locality. This would particularly expand local employment which is currently agricultural-dominant and diversify local employment options. It would also attract groups such as young people, unemployed, women and Indigenous populations to gain skills in the construction and energy industries in the social locality. This may also have long-term benefits for the local employment composition in the social locality.

Appendix P – Accommodation and Employment Strategy has been prepared for the modified project, outlining strategies and actions to maximise local employment opportunities and subsequent socio-economic benefits for the communities in the social locality.

Table 4-4 Impact evaluation - Employment and training (Construction)

Impact category	Rating comparison	Likelihood	Magnitude	Overall impact significance	No change / likely to change / new impacts Comments and mitigation
Employment and training (construction)	Approved project SIA rating	Almost certain	Moderate	High (positive)	Likely to change The number of jobs created as a result of the modified project will be more than double that of the approved project. This will bring additional benefits in terms of employment and training opportunities in the area and diversify into renewable energy and construction. <i>Appendix P – Accommodation and Employment Strategy</i> has been prepared for the modified project to maximise socio-economic outcomes of Project-related employment and training.
	Modified project SIA rating	Almost certain	Major	Very High (positive)	

4.5 Business and industry

There will **likely be changes** to impacts on businesses and industries during construction as a result of the modified project (refer to Table 4-5). Construction impacts identified in the approved project SEIA remains relevant to the modified project, however the likelihood and magnitude of those impacts would increase for the modified project.

During construction, demand for Project workers has the potential to increase competition for local workers in the primary and secondary study area. This could result in some workers moving away from their job with existing businesses and industries to work on the modified project or in businesses that supply goods and services to the modified project. This has the potential to negatively impact local businesses and industry and affect service provision for communities in the primary and secondary study areas. This could either increase the cost of services or the ability to provide these services.

The modified project is still expected to have positive impacts on businesses in the social locality. Trade and expenditure associated with the additional construction workforce for the modified project is expected to benefit some local businesses in the closer towns of the Project location.

However, as indicated, agriculture is the main industry of employment in the primary study area, with key activities including sheep and cattle grazing and irrigated cropping. Additional uptake of land required for the modified project may result in land use conflict with a reduction of agricultural land. During engagement with community, concerns were raised regarding changes to livestock movements. The *Agricultural Impact Assessment* (Tremain Ivey Advisory, 2025) indicates that the increased disturbance footprint would result in an increased loss of agricultural production value, although this remains a negligible amount at a regional scale. Additionally, the increased disturbance footprint has been calculated on a 'worst-case' scenario and may not represent the actual area of land that will be used for construction. Nonetheless, any potential loss of agricultural income could lead to reduced profitability and added financial burdens. Subsequently, this could lead to reducing the number of employees which would also affect the employment rates in the social locality.

Moreover, a large proportion of agricultural businesses in the social locality operate on a seasonal basis throughout the year, so the presence and demand for agricultural workers would fluctuate and change at any given time throughout the year. As indicated in Section 4.4, most agricultural workers stay on farming properties that they work at, or at nearby caravan parks. While some of the construction workers may also be accommodated at caravan parks, it is considered that competing demands will be low.

A large portion of agricultural business rely on water as a main source to run their businesses. Given the modified project would be purchasing existing allocated groundwater for non-potable water and are either carting water in from town or sourcing it from potable water there, is not predicted to have any impact on water access for businesses.

Table 4-5 Impact evaluation – Business and industry (Construction)

Impact category	Rating comparison	Likelihood	Magnitude	Overall impact significance	No change likely to change/ new impacts Comments and mitigation
Business and industry (construction)	Approved project SIA rating	Possible	Minor	Medium	Likely to change Ongoing stakeholder consultation with the relevant landowners should occur to minimise potential losses and disruptions to existing agricultural activities.
	Modified project SIA rating	Possible	Moderate	Medium	

4.6 Social infrastructure

There will **likely be changes** to impacts on social infrastructure during construction as a result of the modified project (refer to Table 4-6). Construction impacts identified in the approved project SEIA remains relevant to the modified project, however, would increase in likelihood and magnitude than the previous impact rating.

The modified project is still expected to increase demand for nearby community services and facilities, particularly in the immediate towns of Jerilderie and Coleambally; and larger centres in the secondary study area such as Deniliquin, Tocomwal, Corowa and Yarrowonga. In particular, essential services such as healthcare facilities would experience increased pressure with the additional influx of up to 635 additional workers (bringing the total up to 895 workers) during the peak construction period. Moreover, there is expected to be an increase in the number of workers living within nearby communities. This includes prior to the commencement of the TWA (up to 110 people for six months), during main construction works (up to 54 people) and during the decommissioning of (up to 195 people for a period of six months). This would impact the accessibility of essential services, including healthcare services, for nearby communities, particularly with the social locality's older population, and increase demand for services such as healthcare. Consultation and communication with local communities about the timing of peak construction work and potential influx of non-local workers should be undertaken prior to, and during construction, to assist with managing the potential impacts associated with the increased demand for services by construction workers. The TWA should also be equipped with appropriate resources to manage health and safety-related incidents to reduce impacts on local health care services.

The increased influx of the construction workforce would also increase the positive impacts identified in the approved project SEIA, such as usage of recreation facilities, and participation in sporting and community clubs. This may also present new opportunities for businesses and/or service providers to establish their operations in the social locality to service the increased population. In turn, this would also bring benefits to the local economy.

In addition, consultation with emergency service providers (e.g. NSW Police, NSW Fire and Rescue Services, NSW Ambulance) prior to construction and during the preparation of emergency response procedures would assist in impact mitigation. Potential impacts on fire services from bushfire risks are discussed in *Appendix N – Revised Bushfire Risk Assessment Report* (Aurecon, 2025f).

Table 4-6 Impact evaluation – Social infrastructure (Construction)

Impact category	Rating comparison	Likelihood	Magnitude	Overall impact significance	No change / likely to change / new impacts Comments and mitigation
Social infrastructure (construction)	Approved project SIA rating	Possible	Minor	Medium	Likely to change Consult with local communities and emergency services before and during construction to manage social infrastructure impacts from peak work periods and non-local worker influx. Implement worker health and safety measures on site and at the TWA, including preparation and implementation of a Workforce Health and Safety Management Plan that includes measures for responding to health, medical and safety incidents during construction. Implement a Community Investment Fund and Health and Safety Plan to reduce the impacts on community and social infrastructure.
	Modified project SIA rating	Likely	Moderate	High	

4.7 Community values

Construction impacts relating to community values identified in the approved project SEIA remain relevant to the modified project, however, would increase in likelihood and magnitude compared to the previous impact rating (refer to Table 4-7).

4.7.1 Local amenity and character

There will **likely be changes** to impacts on local amenity and character during construction as a result of the modified project.

The modified project is expected to result in the same impacts on local amenity and character identified in the approved project SEIA, including:

- Clearing of vegetation, resulting in changes to landscape, environmental and visual amenity values and impacting on community values relating to the environment.
- Temporary changes in local amenity for residential uses closest to the Project, due to noise and dust from construction activities and light and noise from construction traffic.
- Presence of construction infrastructure, resulting in changes to the landscape and visual character for occupants of nearby rural properties.

In terms of landscape and visual character, changes may impact user-experience and enjoyment of the natural environment and may contribute to a sense of loss when viewed by residents, visitors and nearby communities. Research suggests that there is correlation between visually perceived landscape and health, as perceived landscapes can significantly affect one's mood and emotions⁵. The *Landscape and Visual Impact Assessment* (LVIA) (IRIS Visual Planning + Design, 2025) identified that the main changes as a result of the modified project to the landscape character is in relation to a floodplain and back plain as having moderate scenic quality. The LVIA assessed a minor temporary increase in impact to landscape character during construction. For visual impacts, two (2) public viewpoints were identified to change as a result of the modified project, being Liddles Lane and Carrathool Road. The LVIA assessed changes to visual impacts as being low and very low.

The presence of an increased construction workforce on the Project site may also contribute to visual clutter and potentially cause the perception of loss of privacy felt by residents, visitors and workers, particularly in Jerilderie and Coleambally towns.

The increased scale of the construction activities for the modified project may result in increased levels of construction noise, dust and construction traffic. This may alter the experience and enjoyment of nearby residents, visitors and businesses. However, as indicated in the *Noise and Vibration Impact Assessment* (Resonate Consultants, 2025), impacts are predicted to be reduced or comparable to the EIS construction noise impacts, including impacts on sleep disturbance and construction traffic noise, when compared to the approved project.

Based on the increased scale of bulk earthworks and associated construction activities, there may be concerns regarding the air quality from dust particles. As indicated in the *Air quality Impact Assessment* (Zephyr Environmental, 2025), risk of construction dust particles would occur within the extent of the disturbance footprint only and is low risk for members of the public.

As indicated in the *Historic Heritage Assessment* (Section 6.6), the modified project will result in minor adjustments to the recorded distances of Project infrastructure to the two (2) heritage items (Yanko Station Store and the Moonbria Homestead Group). The *Historic Heritage Assessment* concludes the impact level to remain negligible, and therefore no change to the nature or significance of impacts on historic heritage.

The *Appendix E – Revised Aboriginal Cultural Heritage Assessment Report* (Jacobs, 2025b) outlines that based on the aesthetic, historic and social context of the identified Aboriginal objects, the Project area overall is considered to be of moderate cultural heritage significance.

To date, 226 sites have been identified across the *Revised Aboriginal Cultural Heritage Assessment Report* (Jacobs, 2025b) survey area. Of these sites, 134 were avoided and 92 will be impacted. Of the impacted sites, 15 sites of low or moderate significance would be subject to destruction, 7 sites of high significance and 14 sites of moderate significance would be subject to partial loss of value or harm or displacement of Aboriginal objects from within a complex, while the remaining 56 low significance isolated artifact or artifact scatters would be subject to harm or displacement. No culturally modified trees will be impacted and where they are identified within the disturbance corridor they will be subject to Arborist assessment and avoidance through transmission line spanning (*Appendix E – Revised Aboriginal Cultural Heritage Assessment Report* (Jacobs, 2025b)).

The Aboriginal objects present within the Project area are tangible expressions of Aboriginal life in this area and represent a perceptible link between the contemporary Aboriginal community and traditional practices that have been disrupted by colonial activity (*Appendix E – Revised Aboriginal Cultural Heritage Assessment Report* (Jacobs, 2025b)). Thus, the 92 impacted sites may impact the continuity and cultural connections of Aboriginal people.

⁵ Menatti, L. & Casado, A. (2016). Landscape and Health: Connecting Psychology, Aesthetics, and Philosophy through the Concept of Affordance

4.7.2 Community cohesion

There will **likely be changes** to impacts on community cohesion during construction as a result of the modified project. This would mainly relate to the additional influx of up to 635 workers (bringing the total up to 895 workers) during the peak construction period.

As identified in the approved project SEIA, effects of increased populations are more likely to be experienced in the smaller towns. The increase of up to 895 additional construction workers onsite at the TWA has the potential to disrupt the existing surrounding community cohesion of Jerilderie and Coleambally given the increased presence of new people in the immediate area, which could cause social tensions and disharmony between newly arrived groups and established communities⁶.

In addition to this, the construction workforce is likely to be male dominant, given the nature of the construction industry, and would likely change the existing gender ratio in the social locality, and subsequently, the population composition. This gender difference would be particularly noticeable for communities in the primary study area given that there is already a slightly higher proportion of males compared with females. There could be increased perceived concerns relating to public safety and antisocial behaviour, which can potentially lead to a sense of fear and increased stress, particularly for female communities^{7,8}. For the general existing communities in the social locality, the influx of unfamiliar strangers in the community may also cause a perceived sense of fear and affect existing community strength.

Protocols for worker conduct (such as a code of behaviour, cultural awareness training, alcohol restrictions, and reporting mechanisms) will be implemented to minimise the risk of social tensions and responds to any safety concerns in local communities during construction. Additionally, ongoing engagement with local communities during the construction stage is recommended for the Community Engagement Plan that will be prepared and implemented prior to the construction of the modified project. This would assist in managing any potential adverse changes in community cohesion associated with the Project.

4.7.3 Community wellbeing and safety

There will be **new impacts** to community wellbeing and safety as a result of the modified project. However, these impacts are expected to be low.

Construction noise and vibration may affect sleep and overall quality of life for more communities as a result of the additional disturbance footprint. *The Noise and Vibration Impact Assessment* (Resonate Consultants, 2025) indicates that noise levels are anticipated to be compliant with the noise management levels across most receivers during standard hours, with some reductions in predicted noise levels relative to the EIS due to revised construction layouts. Vibration impacts are also expected to be minimal. *The Noise and Vibration Impact Assessment* (Resonate Consultants, 2025) has identified one (1) receiver during Construction stage 8 that will experience construction noise greater than the noise criteria during the 'standard construction hours', 'outside of standard construction hours' and 'evening/night outside of standard construction hours' stages. Additionally, one (1) non-associated receiver will experience noise levels above the noise criteria 'outside of standard construction hours'. *The Noise and Vibration Impact Assessment* (Resonate Consultants, 2025) indicates that reasonable and feasible mitigation measures will be applied at receivers with construction noise impacts.

The OSOM transport routes have been reviewed for noise impacts along the OSOM routes. Although some vibration impacts are predicted along the Port of Adelaide to Yanco Delta route, particularly near sensitive receivers, the recommended mitigation measures will help minimise these impacts. Temporary works along route pinch points could lead to construction noise impacts above the minimum noise management levels. These impacts will be managed through feasible and reasonable mitigation strategies, as outlined in the Project's environmental management measures. This includes scheduling to reduce heavy vehicle traffic along roads predicted to experience construction traffic noise impacts, where possible avoiding the use of compression brakes and ensuring vehicles are fitted with appropriate noise reduction controls.

⁶ Australian Human Rights Commission. (2015). Building social cohesion in our communities.

⁷ Polko, P. & Kimic, K. (2021). Gender as a factor differentiating the perceptions of safety in urban parks.

⁸ Jiang et al. (2017). Minimising the gender difference in perceived safety.

Community consultation had identified some concerns about workers not having appropriate accommodation. This risk would be significantly reduced by the installation of the TWA as workers will be able to live onsite.

Table 4-7 Impact evaluation – Community values (Construction)

Impact category	Rating comparison	Likelihood	Magnitude	Overall impact significance	No change / likely to change / new impacts Comments and mitigation
Community values – local amenity and character (construction)	Approved project SIA rating	Unlikely	Minor	Low	Likely to change From a landscape and visual perspective, landscape character will have a minor temporary increase in impact; and changes to visual impacts from the two (2) public viewpoints were assessed as low and very low.
	Modified project SIA rating	Possible	Minor	Medium	Mitigation measures from the approved project EIS are maintained for the modified project, as identified in the <i>Appendix F – Landscape and Visual Impact Assessment Addendum</i> (IRIS Visual Planning + Design, 2025). From a noise and vibration perspective, noise impacts have either been generally reduced or are comparable to those assessed in the approved project EIS. Mitigation measures from the approved project EIS are maintained for the modified project. From an air quality perspective, an Air Quality Management Plan will be produced, and air quality management measures will be included in the Construction Environmental Management Plan (CEMP) for the Project and risks will be low. From a historic heritage perspective, there will be no changes to impacts. A Historical Heritage Management Plan will be prepared prior to construction in consultation with Heritage NSW. In terms of Aboriginal cultural heritage, to date, 92 Aboriginal sites will be impacted. <i>Appendix E – Revised Aboriginal Cultural Heritage Assessment Report</i> (Jacobs, 2025b) proposes a range of mitigation measures to reduce the impact of the Project on different sites including a Heritage Management Plan (HMP), and cultural awareness training.
Community values – community cohesion (construction)	Approved project SIA rating	Unlikely	Minimal	Low	Likely to change The additional construction workforce is likely to be male-dominant, and may result in a noticeable gender imbalance in the social locality.
	Modified project SIA rating	Possible	Moderate	Medium	Implementation of initiatives outlined in the <i>Accommodation and Employment Strategy</i> (Tetra Tech Coffey, 2025) and ongoing community and stakeholder consultation would minimise potential impacts on community cohesion. Mitigation measures- - Develop and implement protocols relating to worker conduct. - Implement and develop a construction Community Engagement Plan.

Impact category	Rating comparison	Likelihood	Magnitude	Overall impact significance	No change / likely to change / new impacts Comments and mitigation
Community values – Community wellbeing and safety (construction)	Approved project SIA rating	Unlikely	Minor	Low	New impacts The <i>Noise and Vibration Impact Assessment</i> (Resonate Consultants, 2025) indicates that noise levels are compliant with standards, with some predicted reductions in noise levels when compared to the approved project, due to revised construction layouts. One associated receiver and one non-associated receiver may experience noise levels above the Noise Management Levels, however, this will be managed through the implementation of reasonable and feasible mitigation measures. All construction activities will be undertaken in accordance with the Conditions of Approval. In terms of vibration, impacts are expected to be minimal. Potential impacts to sensitive receivers along the Port of Adelaide OSOM route will be managed through the implementation of reasonable and feasible mitigation measures.
	Modified project SIA rating	Unlikely	Minor	Low	

4.8 Access and connectivity

There will **likely be changes** to impacts on access and connectivity as a result of the modified project (refer to Table 4-8). Construction impacts identified in the approved project SEIA remain relevant to the modified project, however would increase in likelihood and magnitude.

As indicated in the *Appendix H – Traffic and Transport Impact Assessment Addendum* (TTIA) (Aurecon, 2025a), the overall network will continue to operate satisfactorily under increased traffic volumes, including an average of 205 two-way construction heavy vehicles trips daily during the construction period. Evaluations of road conditions show that additional construction traffic, particularly from OSOM vehicles, is expected to primarily impact unsealed access roads. Appropriate maintenance and mitigation measures will be undertaken to reduce impacts where necessary. Unsealed roads that would experience additional construction traffic include Jerrys Lane, Liddles Lane, sections of Wilson Road, Mabins Well Road and Moonbria Road, and internal access tracks. The Project is not expected to adversely impact road safety, active transport or public transport.

Accessibility within the social locality is expected to remain largely intact during construction. While additional construction vehicle movements will occur, particularly during the peak enabling works period (Month 13), the TTIA confirms that the surrounding road network will continue to operate at acceptable Levels of Service and has sufficient capacity to accommodate the increased traffic volumes. As such, any broader disruption to access between nearby towns, including Darlington Point, is expected to be minimal.

The construction of the transmission connection will require overhead stringing of conductors across certain public roads. The TTIA identifies that these interactions will occur at Cadell Road and Kidman Way, where short-duration partial or full closures may be required to safely undertake stringing activities. In accordance with the Traffic Management Plan and Road Occupancy Licence requirements, traffic control measures and, where necessary, short detours will be implemented. The TTIA specifies that any full closure would be less than one hour in duration, with activities carefully scheduled to minimise impacts on road users.

While these temporary closures may result in brief travel delays for users of the affected roads and detour routes, the impacts will be short-term, managed under approved traffic guidance schemes, and coordinated with the relevant road authorities. The TTIA concludes that these measures will ensure that essential access, including travel to schools, healthcare, employment, and goods and services, remains available throughout construction, with only minor and temporary inconvenience anticipated.

Traffic management measures included in the approved project will be maintained and include the preparation of a Construction Traffic Management Plan, road maintenance, and separate Transport Management Plan for managing OSOM vehicle movements during construction (*Appendix H – Traffic and Transport Impact Assessment Addendum* (Aurecon, 2025a).

Table 4-8 Impact evaluation – Access and connectivity (Construction)

Impact category	Rating comparison	Likelihood	Magnitude	Overall impact significance	No change / likely to change / new impacts Comments and mitigation
Access and connectivity (construction)	Approved project SIA rating	Unlikely	Minor	Low	Likely to change The only likely changes as a result of the modified project would be the increased likelihood of road closures near Darlington Point as an indirect result the Adelaide OSOM route which would result in additional construction vehicles impacting road conditions. This may impact access for communities within and around Darlington Point.
	Modified project SIA rating	Possible	Minor	Low ¹	

Impact category	Rating comparison	Likelihood	Magnitude	Overall impact significance	No change / likely to change / new impacts Comments and mitigation
					Mitigation measures: - A Construction Traffic Management Plan will be developed and implemented to mitigate the impacts of construction traffic. - All OSOM vehicle movements will be governed by the Transport Management Plan.

Note:

- Due to changes in the SIA Guideline and Technical Supplement since the approved project SEIA, the overall impact significance has changes to align with the Guide.

4.9 Economic impacts

This section details the breakdown of the economic impact, including sector-specific income, employment effects, and value-added contributions. These findings would help identify key drivers of economic activity and assess the broader implications of the proposed modifications on regional and national economies.

4.9.1 Gross value-added

The growth in gross value-added (GVA) for NSW represents a 7 per cent increase when compared to the total value-added projected in the approved project SEIA.

Table 4-9 presents the incremental gross value-added effects of executing the proposed modifications based on the input-output analysis. The cost of undertaking the proposed modifications is expected to generate a total GVA increase of \$73.0M for the NSW economy. This growth includes a total value-added of \$26.05M for the Riverina Murray Region. The estimated economic impacts on the region, as a proportion of NSW, has been kept consistent with the economic impact analysis of the approved project.

Table 4-9 NSW GVA growth (Construction) (\$M)

ABS Industry	Direct effect	Indirect effect	Induced effect	Total effect
Region				
Construction	\$4.51	\$7.22	\$5.27	\$17.00
Professional, Scientific and Technical Services	\$1.50	\$0.95	\$1.35	\$3.80
Transport, Postal and Warehousing	\$1.51	\$1.35	\$0.94	\$3.79
Machinery	\$0.53	\$0.42	\$0.51	\$1.46
Total (Region)	\$8.05	\$9.94	\$8.07	\$26.05
Rest of the State				
Construction	\$8.11	\$13.01	\$9.50	\$30.63
Professional, Scientific and Technical Services	\$2.71	\$1.72	\$2.42	\$6.85
Transport, Postal and Warehousing	\$2.71	\$2.43	\$1.69	\$6.84
Machinery	\$0.96	\$0.75	\$0.91	\$2.63
Total (Rest of the State)	\$14.49	\$17.91	\$14.52	\$46.95
Total (NSW)	\$22.54	\$27.85	\$22.59	\$73.00

4.9.2 Income

The proposed modifications will result in a cumulative increase in income totalling \$37.45M for the NSW economy, including \$13.37M specifically for the Riverina Murray Region. Table 4-10 presents a sector-based analysis of income growth throughout the construction stage.

Table 4-10 NSW income growth (Construction) (\$M)

ABS Industry	Direct effect	Indirect effect	Induced effect	Total effect
Region				
Construction	\$2.61	\$3.97	\$2.16	\$8.74
Professional, Scientific and Technical Services	\$1.11	\$0.57	\$0.55	\$2.23
Transport, Postal and Warehousing	\$0.47	\$0.70	\$0.39	\$1.56
Machinery	\$0.39	\$0.25	\$0.21	\$0.84
Total (Region)	\$4.58	\$5.49	\$3.31	\$13.37
Rest of the State				
Construction	\$4.71	\$7.15	\$3.89	\$15.75
Professional, Scientific and Technical Services	\$2.00	\$1.02	\$0.99	\$4.01
Transport, Postal and Warehousing	\$0.85	\$1.26	\$0.69	\$2.80
Machinery	\$0.69	\$0.44	\$0.37	\$1.52
Total (Rest of the State)	\$8.25	\$9.87	\$5.94	\$24.08
Total (NSW)	\$12.83	\$15.36	\$9.25	\$37.45

4.9.3 Employment creation

The potential job growth derivable from the modifications based on the input-output analysis represents a 2 per cent increase when compared to the employment creation projected in the approved project SEIA.

The injection of capital expenditure to the NSW economy could lead to creation of a total 385 full-time equivalent (FTE) person-years of employment over the construction duration of the modifications, including 138 FTE person-years of employment in the Riverina Murray Region. Table 4-11 shows a breakdown by region and the rest of the state.

Table 4-11 Total State employment (FTE person-years) from Project expenditure (Construction)

ABS Industry	Direct effect	Indirect effect	Induced effect	Total effect
Region				
Construction	29	41	25	95
Professional, Scientific and Technical Services	9	5	6	20
Transport, Postal and Warehousing	4	6	4	15
Machinery	3	2	2	8
Total (Region)	45	54	37	138
Rest of the State				
Construction	53	73	44	170
Professional, Scientific and Technical Services	15	9	12	36
Transport, Postal and Warehousing	8	12	8	27
Machinery	6	4	5	14
Total (Rest of the State)	82	98	69	247
Total (NSW)	127	152	106	385

Overall, there will **likely be changes** to economic impacts during construction as a result of the modified project (refer to Table 4-12).

Table 4-12 Impact evaluation – Economic impacts (Construction)

Impact category	Rating comparison	Likelihood	Magnitude	Overall impact significance	No change / likely to change / new impacts Comments and mitigation
Economic impacts (construction)	Approved project SIA rating	Almost certain	Major	Very high (positive)	Likely to change The modified project will result in additional GVA, income and employment creation compared to the approved project.
	Modified project SIA rating	Almost certain	Moderate	Very high (positive)	

5 Operational impacts

This section identifies the potential operational impacts on the social locality as a result of the modified project. These impacts will be assessed and compared to the impacts previously identified for the EIS. In some instances, new impacts may arise as a result of the modified project.

Each impact has been classified as: 'no change', 'likely to change' or 'new impacts'.

5.1 Property

There will be **no changes** to the impacts on property during operation as a result of the modified project (refer to Table 5-1).

The modified project will require changes to the disturbance footprint and additional uptake of land for changes in turbine location, central primary substation, internal collector substations, connecting overhead powerlines, connection changes to the Dinawan substation, connections to the BESS and changes to operations and maintenance facilities.

As stated in Section 4.1, the temporary workers accommodation will be decommissioned at the conclusion of the construction stage and the land will be restored to its existing agricultural land use, or as otherwise agreed with the relevant landowners. As assessed in the approved project SEIA, regular lease payments would be provided to Host Landowners with WTGs for the life of the Project. This would help to offset any potential loss of income associated with the reduction in land available for agricultural activities or any changes to farming operations.

Table 5-1 Impact evaluation – Property (Operational)

Impact category	Rating comparison	Likelihood	Magnitude	Overall impact significance	No change/likely to change/new impacts Comments and mitigation
Property (operational)	Approved project SIA rating	Almost certain	Moderate	High (positive)	No change
	Modified project SIA rating	Almost certain	Moderate	High (positive)	Ongoing stakeholder consultation with the relevant landowners should occur to minimise potential losses and disruptions to the existing agricultural activities. Regular lease payments would be provided to Host Landowners with WTGs for the life of the Project. This would help to off-set any potential loss of income associated with the reduction in land available for agricultural activities or any changes to farming operations.

5.2 Population and demography

There will **no change** to impacts on population and demographics during operation of the modified project (refer to Table 5-2).

During operation, the number of operational workers is expected to remain the same as the approved project (30 workers). Given these circumstances any impact is considered to be negligible, so a change to the impact significance rating is not warranted.

Table 5-2 Impact evaluation – Population and demography (Operational)

Impact category	Rating comparison	Likelihood	Magnitude	Overall impact significance	No change/likely to change/new impacts Comments and mitigation
Population and demography (operational)	Approved project SIA rating	Unlikely	Minimal	Low	No change The operational workforce is expected to remain the same as the approved project.
	Modified project SIA rating	Unlikely	Minimal	Low ¹	

Note:

- 1 Due to changes in the SIA Guideline and Technical Supplement since the approved project SEIA, the overall impact significance has changes to align with the Guide.

5.3 Housing and accommodation

There will be **no changes** to impacts on housing and accommodation during operation as a result of the modified project (refer to Table 5-3).

As indicated in Section 5.2, the operational workforce of 30 workers is consistent with the approved project. It was assessed in the approved project SEIA that the demand for housing as a result of 30 operational workers is able to be met by the existing housing supply in the social locality. As such, operation of the modified project is likely to result in negligible social impacts to housing and accommodation, which is consistent with the approved project SEIA.

Additionally, the *Accommodation and Employment Strategy* (Tetra Tech Coffey, 2025) found that there are new residential developments currently planned or under construction which is possible to be completed during the operational stage of the modified project. If the completion coincides with the operational stage of the modified project, it could provide additional housing options to accommodate the estimated 30 operational workers. As such, this may contribute to alleviating the stress on housing and accommodation supply for local residents and agricultural employers providing accommodation for seasonal workers.

The *Accommodation and Employment Strategy* (Tetra Tech Coffey, 2025) also proposes to accommodate the operational workforce in a combination of existing short-term and long-term housing, supplemented with strategies and actions to manage potential impacts.

Table 5-3 Impact evaluation – Housing and accommodation (Operation)

Impact category	Rating comparison	Likelihood	Magnitude	Overall impact significance	No change/likely to change/new impacts Comments and mitigation
Housing and accommodation (operation)	Approved project SIA rating	Unlikely	Minimal	Low	No change The <i>Accommodation and Employment Strategy</i> (Tetra Tech Coffey, 2025) proposes to accommodate the operational workforce in a combination of existing short-term and long-term housing, supplemented with strategies and actions to manage potential impacts.
	Modified project SIA rating	Unlikely	Minimal	Low	

5.4 Employment and training

There will be **no changes** to impacts on employment and training during operation of the modified project (refer to Table 5-4). As above, the operational workforce of the modified project remains unchanged from that of the approved project.

As identified in the approved project SEIA, local employment provided by the modified project would have positive impacts for the individuals employed, and provide opportunities for enhanced social and economic outcomes over the long-term through ongoing incomes for individuals and skills development.

Refer to Section 5.9.

Table 5-4 Impact evaluation - Employment and training (Operational)

Impact category	Rating comparison	Likelihood	Magnitude	Overall impact significance	No change/likely to change/new impacts Comments and mitigation
Employment and training (operational)	Approved project SIA rating	Possible	Moderate	Medium (positive)	No change The <i>Accommodation and Employment Strategy</i> (Tetra Tech Coffey, 2025) has been prepared for the modified project to maximise socio-economic outcomes of Project-related employment and training.
	Modified project SIA rating	Possible	Moderate	Medium (positive)	

5.5 Business and industry

There will be **no changes** to impacts on businesses and industries during operation as a result of the modified project (refer to Table 5-5).

The proposed modifications would result in **minor changes** on agriculture, as land will be restored to its existing agricultural land use, or as otherwise agreed with the relevant landowners.

Refer to Section 5.9.

Table 5-5 Impact evaluation – Business and industry (Operational)

Impact category	Rating comparison	Likelihood	Magnitude	Overall impact significance	No change / likely to change / new impacts Comments and mitigation
Business and industry (operational)	Approved project SIA rating	Almost certain	Moderate	High (positive)	Likely to change The modified project will result in additional GVA, income and employment creation compared to the approved project SEIA. Impacts on business and industry is expected to be consistent with the approved project (due to the same operational workforce numbers).
	Modified project SIA rating	Almost certain	Moderate	High (positive)	

5.6 Social infrastructure

There will likely be **no changes** to impacts on social infrastructure during operation as a result of the modified project (refer to Table 5-6).

As per the approved project SEIA, the modified project will continue the implementation of a Workforce Health and Safety Plan, engagement with local emergency services providers and managers of community facilities (outlined in Section 8). These will be developed in consultation with the local community and relevant stakeholders in accordance with the Community Engagement Plan.

Table 5-6 Impact evaluation – Social infrastructure (Operational)

Impact category	Rating comparison	Likelihood	Magnitude	Overall impact significance	No change / likely to change / new impacts Comments and mitigation
Social infrastructure (operational)	Approved project SIA rating	Almost certain	Major	High (positive)	No change Impacts on social infrastructure is expected to be consistent with the approved project.
	Modified project SIA rating	Almost certain	Major	Very High (positive) ¹	

Note:

1 Due to changes in the SIA Guideline and Technical Supplement since the approved project SEIA, the overall impact significance has changes to align with the Guide.

5.7 Community values

Operational impacts relating to community values identified in the approved project SEIA remain relevant to the modified project, however, would change in likelihood and magnitude than the previous impact rating (refer to Table 5-7).

5.7.1 Local amenity and character

There will **likely be change** to local amenity and character during operation as a result of the modified project.

The modified project is still expected to result in the same impacts on local amenity and character identified in the approved project SEIA, including:

- The presence of WTGs and ancillary infrastructure would have landscape and visual impacts to the locality and rural landscape of the Project area and surrounds.
- Changes to landscape character and the visual environment will diminish the attractiveness of the surrounding area.
- Concerns about shadow flicker effects from operational wind turbines for surrounding residents.
- Concerns about night-time obstacle lighting affecting quality of life for nearby residents.
- Concerns about operational noise impacting amenity for properties closest to the wind farm.

The increased disturbance footprint would result in new impacts to the landscape character and visual environment for residents, visitors and businesses, particularly at locations near the newly proposed or relocated ancillary infrastructure. These properties may now be located closer to infrastructure and experience potential visual pollution, detracted enjoyment and/or diminished scenic values. These properties may also have concerns relating to shadow flicker, night-time obstacle lighting and operational noise.

Community engagement for the Project revealed that the community was concerned about potential biodiversity impacts. The modified project results in an increase in disturbance footprint and associated native vegetation and habitat clearance, including the Myall Woodland in the Darling Riverine Plains, Brigalow Belt South, Cobar Peneplain, Murray-Darling Depression, Riverina and NSW South Western Slopes bioregion Endangered Ecological Community (EEC) listed under the BC Act (Myall Woodland EEC) and Natural Grasslands of the Murray Valley Plains Critically Endangered Ecological Community listed under the EPBC Act and the Sandhill Pine Woodland in the Riverina, Murray-Darling Depression and NSW South Western Slopes bioregions EEC listed under the BC Act (Sandhill Pine Woodland EEC). However, the detailed design is expected to result in a significant reduction in the actual area of vegetation clearing (*Appendix D – Revised Biodiversity Development Assessment Report* (Jacobs, 2025a).

As indicated in *Appendix L – Revised Blade Throw Study Technical Report* (Aurecon, 2025e), impacts on dwellings and public roads have been assessed as low risk. Impacts remain unchanged compared to that presented in the approved project EIS.

As indicated in the *Appendix F – Landscape and Visual Impact Assessment Addendum* (IRIS Visual Planning + Design, 2025), night-time lighting associated with the WTGs may move slightly, however is assessed to have no appreciable changes to night-time lighting impacts compared to that presented in the approved project EIS. No perceptible change to views or landscape character is anticipated. Overall changes to landscape character impacts during operation are assessed to have a minor permanent increase, with low and very low visual impact changes for viewpoints at Liddles Lane and Carrathool Road respectively.

Overall, there will be a minor change to landscape and visual impacts, but no changes to blade throw risk, night-time obstacle lighting risk, and operational noise as per the approved project.

5.7.2 Community cohesion

There will be **no changes** to the impacts on community cohesion during operation as a result of the modified project.

5.7.3 Community wellbeing and safety

There will likely be changes to impacts on community wellbeing and safety during operation as a result of the modified project.

During operation, potential impacts on community wellbeing and safety would mainly be associated with community perceptions about possible effects on the health of individuals from such factors as low frequency noise and electromagnetic fields (EMF) from associated electrical infrastructure⁹. Previous community and stakeholder feedback identified concerns relating to health impacts of wind farms.

The approved project EIS identified EMF levels to be below the levels specified in the International Commission on Non-Ionizing Radiation Protection (ICNIRP) Guidelines. As indicated in the *Electric and Magnetic Fields Assessment* (Aurecon, 2025), EMF levels produced by underground cables will be compliant and the risk to human health is minimal. Nonetheless, the uncertainty and varying community perceptions of EMF impacts may still manifest in anxiety and stress which has the potential to affect the overall health and wellbeing of the community.

There were community concerns previously identified in the approved project SEIA regarding access for fire services. The width of access track corridors for construction has been increased from 5 metres to up to 25 metres wide as part of the modified project. Further road standard requirements for bush fire considerations, including vehicle tonnages and turnarounds, are provided in relevant standards addressed in the *Bush fire Risk Assessment* (Aurecon, 2025). These design parameters, along with design advice from the NSW Rural Fire Service, were included in the environmental management measures for the approved project and would be maintained for the modified project. These will be included in the detailed design so that the Project will comply with the performance criteria for bush fire access and therefore minimise risk.

In terms of operational noise and vibration, the *Noise and Vibration Impact Assessment* (Resonate Consultants, 2025) predicts that operational noise levels of the wind turbine generators will generally increase compared to the approved project. As such, there is potential for this to negatively impact upon community wellbeing and safety. While there have been changes in the predicted noise levels, all non-associated receivers remain compliant with the applicable noise targets for both wind turbine noise and ancillary infrastructure as set out in the Development Consent.

It is recommended that these findings are communicated to the relevant stakeholders and community members for the purposes of reassurance.

⁹ Gaube et al. (2019). The Concept of Risk Perception in Health-Related Behaviour Theory and Behaviour Change.

Table 5-7 Impact evaluation – Community values (Operational)

Impact category	Rating comparison	Likelihood	Magnitude	Overall impact significance	No change/likely to change/ new impacts Comments and mitigation
Community values – local amenity and character (operational)	Approved project SIA rating	Likely	Moderate	High	Likely to change There will be changes to landscape and visual impacts as a result of changes to the location of operational infrastructure and WTGs. No changes to other amenity impacts.
	Modified project SIA rating	Likely	Moderate	High	
Community values – community cohesion (operational)	Approved project SIA rating	Almost certain	Major	Very high (positive)	No change
	Modified project SIA rating	Almost certain	Major	Very high (positive)	
Community values – Community wellbeing and safety (operational)	Approved project SIA rating	Possible	Minimal	Low	Likely to change <i>The Electric and Magnetic Fields Assessment</i> (Aurecon, 2025) states that EMF levels produced by underground cables will comply and risk to human health is minimal. Access tracks will be designed in accordance with the NSW Rural Fire Service Fire Trail Design, Construction and Maintenance Manual (Appendix N – Revised Bushfire Risk Assessment Report (Aurecon, 2025f). Further road design requirements for bush fire considerations and advice from NSW Rural Fire Service, were included in the Environmental Management Measures (EMMs) for the approved project and would be maintained for the modified project to minimise bushfire risk. <i>The Noise and Vibration Impact Assessment</i> (Resonate Consultants, 2025) predicts higher operational noise from wind turbines than the approved project which may potentially affect community wellbeing. Despite changes, all non-associated receivers comply with the approved project Development Consent noise targets for turbines and ancillary infrastructure. It is recommended that these findings are communicated to the relevant stakeholders and community members for the purposes of reassurance.
	Modified project SIA rating	Unlikely	Minor	Low	

5.8 Access and connectivity

There will be **no changes** to impacts on access and connectivity during operation as a result of the modified project (refer to Table 5-8).

Table 5-8 Impact evaluation – Access and connectivity (Operational)

Impact category	Rating comparison	Likelihood	Magnitude	Overall impact significance	No change / likely to change / new impacts Comments and mitigation
Access and connectivity (operation)	Approved project SIA rating	Very Unlikely	Minimal	Low	No change Consultation with the emergency services to ensure that procedures are in place to maintain safe, priority access for emergency vehicles.
	Modified project SIA rating	Very Unlikely	Minimal	Negligible ¹	

Note:

- 1 Due to changes in the SIA Guideline and Technical Supplement since the approved project SEIA, the overall impact significance has changes to align with the Guide.

5.9 Economic impacts

There will be **no changes** to economic impacts during operation as a result of the proposed modifications (refer to Table 5-9). The proposed modifications, outlined in Section 1.3, are closely linked to capital costs. Specifically, the construction and use of a TWA, noted as one of the key modification in relation to economic and social impacts, is not anticipated to have major economic impacts during the operational stage.

Thus, negligible economic impacts are projected during the operational stage of the proposed modifications. As a result, no income, employment or value-added growth are forecasted during the modified project's operational stage.

Table 5-9 Impact evaluation – Economic impacts (Operational)

Impact category	Rating comparison	Likelihood	Magnitude	Overall impact significance	No change/likely to change/ new impacts Comments and mitigation
Economic impacts (operation)	Approved project SIA rating	Almost certain	Major	Very high (positive)	No change The overall positive regional and State GVA and employment impacts due to Project expenditure remain the same as the approved project.
	Modified project SIA rating	Almost certain	Moderate	Very high (positive)	

6 Potential decommissioning impacts

There will likely be **no changes** to decommissioning impacts as a result of the modified project.

A detailed assessment of potential impacts of decommissioning activities on socio-economic conditions and values in the primary and secondary study area would be undertaken prior to the commencement of decommissioning activities. This would include the identification of strategies to manage potential negative impacts and enhance potential positive impacts.

7 Cumulative impacts

Cumulative impacts of the site and existing and/or proposed developments in the region have been assessed in accordance with the *Cumulative Impact Assessment Guidelines for State Significant Projects* (DPIE, 2022).

Cumulative impacts of the modified project have changed compared to the approved project SEIA, largely associated with different projects to what was previously identified in the approved project SEIA.

Table 7-1 summarises the potential cumulative impacts of projects identified since the approved project.

Specifically, Dinawan Wind Farm and Dinawan Solar Farm are adjacent to the modified project area. If construction periods overlap between the modified project, Dinawan Wind Farm and Dinawan Solar Farm, the towns of Darlington Point, Jerilderie, Carrathool and Coleambally would most likely experience construction fatigue impacts given their proximity to the projects. Although the project timeline for Argoon Wind Farm is unknown, there is potential for cumulative impacts if the construction stages overlap.

There may also be competing demands for construction workers with the same skills in renewable energy, but not enough local workforce with the matching skillsets required. This would lead to outsourcing and subsequently a higher proportion of outsourced construction worker population in the nearby towns of Darlington Point, Jerilderie, Carrathool and Coleambally collectively. The road network connecting these towns, particularly Kidman Way and Sturt Highway, may also experience cumulative construction traffic.

Table 7-1 Nearby projects and potential cumulative impacts

Project	Brief Project description	Location	Impacts
<u>Pottinger Wind Farm</u>	Construction and operation of a wind farm with up to 247 wind turbines, battery storage and associated infrastructure	26 km north-west of the Project Located within the South West REZ	- Increased demand for construction workforce - Reduced local workforce availability, so likely to outsource, in turn increasing demand for accommodation from competing construction workforce - Increased number of non-local workforce, potentially impacting community composition and cohesion in towns such as Deniliquin, Carrathool, Coleambally - Increased use of the local and regional road network such as Cobb Highway for those accessing the Deniliquin town - Construction fatigue impacts likely to be experienced by communities in Deniliquin, Carrathool and Coleambally.
<u>Tchelery Wind Farm</u>	Construction and operation of a wind farm with up to 120 wind turbines and associated infrastructure	100 km west of the Project Located within the South West REZ	- Expected construction commencement in 2026, with completion expected in 2029 - Increased demand for construction workforce with wind farm experience, resulting in competing workforce demands - Reduced local workforce availability, so likely to outsource, in turn increasing demand for accommodation from competing construction workforce - Increased number of non-local workforce, potentially impacting community composition and cohesion in towns such as Deniliquin, Carrathool and Coleambally - Increased use of local and regional road network such as Maude Road - Construction fatigue impacts likely to be experienced by communities in Deniliquin, Carrathool and Coleambally.
<u>Dinawan Wind Farm</u>	Construction and operation of a wind farm with up to 200 wind turbines and associated infrastructure	Adjacent to the Project northern boundary Located within the South West REZ	- Construction commencement in 2026, construction completion expected in 2029. Likely to overlap with Project - Proximity to the Project would be more likely to have cumulative impacts during construction - Increased demand for construction workforce with wind farm experience, resulting in competing workforce demands - Reduced local workforce availability, so likely to outsource, in turn increasing demand for the same accommodation options as the modified project - Increased number of non-local workforce, potentially impacting community composition and cohesion of the same towns as the modified project such as: Darlington Point, Jerilderie, Carrathool and Coleambally - Increased use of the same local and regional road networks as the modified project, particularly Kidman Way - Construction fatigue impacts likely to be experienced by communities in Darlington Point, Jerilderie, Carrathool and Coleambally - May contribute to the amenity for nearby communities of having construction-related workers and machinery in close proximity to each other. Would also alter the landscape once operational in combination with the operation of the Project.

Project	Brief Project description	Location	Impacts
<u>Dinawan Solar Farm</u>	Development of an 800 MW solar farm, associated infrastructure and battery storage	Adjacent to the Project northern boundary Located within the South West REZ	■ Located in Jerilderie and in proximity to the Project, therefore would be more likely to have cumulative impacts during construction ■ Construction fatigue impacts likely to be experienced by communities in Jerilderie and Coleambally ■ Increased demand for construction workforce resulting in competing workforce demands ■ Reduced local workforce availability, so likely to outsource, in turn increasing demand for the same accommodation options as the modified project ■ Increased number of non-local workforce, potentially impacting community composition and cohesion of Jerilderie and Coleambally ■ Increased use of the same road network as the modified project.
<u>Victoria to NSW Interconnector West (VNI West)</u>	Development of new 500 kV double circuit transmission lines between the NSW and Victoria border near Murrabit and the new Dinawan substation	Transmission route may intersect the Project near Mabins Well Road, Moonbria Road and Wilson Road Located within the South West REZ	■ Potential intersection with the modified project would be more likely to have cumulative impacts during construction. Notably, the VNI West is proposed to have a staged construction, with Stage 2 (Dinawan to Kerrang) expected to be delayed. This may lessen the cumulative construction impacts ■ However, impacts are more likely to be temporary given the linear nature which is likely to be concentrated at this intersecting location with the modified project ■ Construction for the VNI West project has commenced and therefore unlikely to have competing demand for construction workforce. However, may result in construction fatigue for communities in Jerilderie and Coleambally.
<u>Project EnergyConnect (Eastern)</u>	Construction and operation of a high voltage interconnector between NSW and SA. The transmission project's eastern section includes new transmission lines between Wagga Wagga and Buronga, with a new Dinawan Terminal Station to be located next to Kidman Way about 55 km south of Darlington Point	11 km east of the Project and would connect to Dinawan 330 kV substation (the same connection point as the Project) Located partially within the South West REZ	■ Located in proximity to modified project ■ Cumulative impacts are more likely to occur during construction, including increased demand for construction workforce, causing decreased workforce availability ■ May result in reduced local workforce availability, requiring projects to outsource workforce. The increased number of non-local workforce, potentially impacting community composition and cohesion of the Darlington Point, Coleambally, Whitton and Carrathool towns ■ Non-local workforce may increase demand for the same accommodation options as the modified project ■ Increased use of the same road network as the Project, such as Kidman Way, for those traversing between Darlington Point, Coleambally and Jerilderie.

Project	Brief Project description	Location	Impacts
<u>Bullawah Wind Farm</u>	Construction and operation of a wind farm with up to 143 wind turbines, BESS system and associated infrastructure	16 km west of the Project Located within the South West REZ	- Anticipated to commence construction in 2026 and expected to be completed in 2028. There is a possibility that this construction period will overlap with that of the modified project - Located in proximity to the modified project, which may cause cumulative impacts during construction - Increased demand for construction workforce with wind farm experience, resulting in competing workforce demands - Reduced local workforce availability, so likely to outsource, in turn increasing demand for the same accommodation options as the modified project - Increased use of the local and regional road network such as Conargo Road and N Boundary Road - Construction fatigue impacts likely to be experienced by communities in Deniliquin, given its location between the two projects - May contribute to the amenity for nearby communities of having construction-related workers and machinery in close proximity to each other. It would also alter the landscape for these communities once operational when viewed in combination with the Project.
<u>Baldon Wind Farm</u>	Construction and operation of a wind farm with up to 180 wind turbines, battery storage and associated infrastructure	117 km west of the Project Located within the South West REZ	- Stage One is expected to commence in 2026, with the full project completion expected in June 2029. It is likely that this construction period will overlap with that of the Project - While Baldon Wind Farm is some distance away from the Project, there still may be some competing construction workforce demands, which will most likely require outsourcing. Particularly, Tchelery Wind Farm and Keri Keri Wind Farm which are located in close proximity to Baldon Wind Farm with overlapping construction periods, meaning there will be further demands for construction workers - An increased outsourced construction workforce would result in competing workforce accommodation options, otherwise resorting to onsite worker accommodation. This would have impacts on local communities.
<u>Keri Keri Wind Farm</u>	Development of a wind energy generation project with up to 155 wind turbines, with transmission connection, energy storage and associated infrastructure	128 km west of the Project Located within the South West REZ	- While the construction period of Keri Keri Wind Farm is unknown, there is a possibility for stages of the development to overlap with the Project - While Keri Keri Windfarm is some distance away from the Project, there still may be some competing construction workforce demands, which will most likely require outsourcing. Particularly, Baldon Wind Farm and Tchelery Wind Farm which are located in close proximity to Keri Keri Wind Farm with overlapping construction periods, meaning there will be further demands for construction workers - An increased outsourced construction workforce would result in competing workforce accommodation options, otherwise resorting to onsite worker accommodation. This would have impacts on local communities.
<u>Argoon Wind Farm</u>	Construction and operation of a wind farm with up to 106 wind turbines, battery storage and associated infrastructure	Directly adjacent to the Project (east of Wilson Road) Located within the South West REZ	- In close proximity to the Project, which would directly impact Jerilderie and Coleambally towns. The construction period of Argoon Wind Farm is unknown, but if the construction period overlaps with that of the Project, communities in Jerilderie and Coleambally would experience the most impacts - Competing demands for the construction workforce in the vicinity would likely result in outsourcing, which would have complications for worker accommodation options or local housing accommodation - May contribute to the amenity for Jerilderie, Coleambally and Urana of having construction-related workers and machinery in close proximity to each other. It would also alter the landscape for these communities once operational when viewed in combination with the Project.

Project	Brief Project description	Location	Impacts
<u>The Plains Wind Farm</u>	Development of a wind farm with up to 188 wind turbines and associated infrastructure	115 km north-west of the Project Located within the South West REZ	■ Construction commencement expected in 2026, with construction completion expected in 2028. The construction period is likely to overlap with that of the Project ■ Carrathool, Darlington Point and Coleambally are more likely to experience cumulative construction impacts ■ Competing construction workforce demands and subsequently outsourcing. Given that Hay is a more developed township, there may be local housing accommodation options there, which may in turn impact the local communities surrounding the Project. However, this would reduce the pressure for local housing options in the Project's social locality.
<u>Yarrabee Solar Farm</u>	Construction of a 900 MWac (Megawatt alternating current) solar farm	90 km north-east of the Project	■ Given the distance away from the Project location, impacts are less likely to be directly felt by communities within the Project's social locality. However, if construction periods overlap then there will be competing demands for the construction workforce. If this is the case, there may be higher local workforce availability from the areas around Albury and Wodonga.
<u>Yanco Battery Energy Storage System</u>	Development of a 250 MW/ 1,100 MWh battery energy storage system and associated infrastructure and connection works	88 km north-east of the Project	■ Proximity to some of the same towns as the Project: Whitton, Darlington Point, Yanco, Leeton, Coleambally and Narrandera ■ Increased demand for construction workforce, resulting in competing workforce demands ■ Increased demand for housing and accommodation options, potentially competing with the same housing and accommodation as the modified project ■ Increased construction vehicles on the regional road network, particularly Kidman Way and Sturt Highway.

8 Environmental Management Measures

This section outlines measures to avoid, mitigate or manage identified negative socio-economic impacts associated with the modified project and has considered the environmental management measures detailed in the *YDWF Submission Report* (Jacobs, 2023).

The modified project would only result in minor changes to socio-economic impacts of the approved project. Some minor changes have been made to the environmental management measures (EMMs) of the approved project to reflect this. These are summarised in Table 8-1.

Only minor changes have occurred in the socio-economic impacts of the approved project. Following additional studies undertaken since approval, certain amendments have been made to the Project's EMMs to reflect these findings.

Additional impacts with potential for negative socio-economic effects would also be managed by the implementation of EMMs specified in the respective technical studies prepared for the modified project, including:

- Accommodation and Employment Strategy.
- Air quality.
- Traffic and transport.
- Noise and vibration.
- Historic heritage.
- Landscape and visual amenity.
- Electric and magnetic fields.

Table 8-1 Updated environmental management measures

Ref	Environmental management measures	Timing	Reason for change
Social impact			
S1	A Community and Stakeholder Engagement Plan (CSEP) will be prepared and implemented to help provide timely and accurate information to the community during construction. The plan will include but not be limited to: ■ Mechanisms to provide details and timing of proposed activities, potential impacts and mitigation measures to nearby residents and communities, visitors and motorists (e.g. haulage activities, high noise generating activities, etc). ■ Processes for engaging with affected residents and stakeholders about potential impacts and proposed management measures ■ Process for receiving and responding to queries and complaints regarding Project construction.	Prior to construction	No change
S2	To minimise potential impacts to property, the Project will: ■ Minimise area of land affected by temporary construction activities and consider wider property operations in the siting of temporary construction facilities ■ Consult with Host Landowners prior to removal of farm infrastructure, about any temporary arrangements, and reinstate affected farm infrastructure following construction in consultation with the landowners ■ Ongoing engagement with Host Landowners, in accordance with the CSEP about timing and duration of construction activities.	Prior to construction, construction, operation	No change

Ref	Environmental management measures	Timing	Reason for change
S3	The Accommodation and Employment Strategy (Appendix P) Workforce Accommodation Strategy will be prepared implemented for the Project, in consultation with relevant stakeholders, to manage demand for housing and accommodation from the construction and operational workforce. during construction, This Strategy will includes but will not be limited to: Strategies to maximise the use of short-term accommodation, while also managing any potential effects on tourists and holiday makers during peak tourist periods and any major regional events, and seasonal workers that may also be looking for accommodation in the area Develop a Stakeholder Engagement plan to identify key stakeholders and processes for engaging with local accommodation providers, housing support agencies and other relevant stakeholders about anticipated demand for housing and accommodation by the construction workforce Establishing mechanisms to assist non-local workers to consider accommodation in towns across the entire study areas to minimise housing demand in one town only.	Prior to construction, construction, operation	Updated wording to align with implementation of the workforce strategy to ensure it is carried out during construction and operation.
S4	To minimise potential impacts to social infrastructure, the Project will: - Implement workforce health and safety measures on site and at the TWA, including preparation and implementation of a Workforce Health and Safety Management Plan. This would include measures for responding to health, medical and safety incidents that occur on site. - Engagement with local emergency service providers in the preparation and planning of emergency response procedures - Engage with managers of community facilities in towns closest to the Project in accordance with the CSEP with regard to anticipated timing and duration of a potential influx of non-local workers	Prior to construction, construction	Minor change to reflect larger workforce in the area
S5	To minimise potential impacts to community values, the Project will: - Carry out early and ongoing communication with local residents closest to construction activities and along Liddles Lane about the timing, duration and potential impacts on construction and haulage activities - Communicate with communities in Jerilderie, Coleambally, Finley, Hay and Tocomwal about the timing and duration of major haulage activities Where reasonable and feasible, restrict haulage activities during night-time hours (noting that WTCs are required to be transported at night) Where reasonable and feasible, minimise the number of continuous nights that night-time haulage activities occur - Develop and implement protocols relating to worker conduct - Encourage contractors and workers to participate in community organisations and community life - Carry out early and ongoing engagement and communication about the Project with communities in the primary and secondary study areas - Implement a Community Benefit Investment Fund at commencement of construction that provides support to community groups and facilities - Continue engagement with local Council, community organisations and other relevant stakeholders to identify community needs to allow targeted investment.	Prior to construction, construction	Minor update
S6	Early and ongoing engagement and communication will be carried out with communities and road users in the primary and secondary study areas about potential construction traffic impacts.	Prior to construction, construction	No change

Ref	Environmental management measures	Timing	Reason for change
S7	A detailed assessment will be undertaken of potential impacts of decommissioning activities on socio-economic conditions and values in the primary and secondary study area prior to the commencement of decommissioning activities, including identification strategies to manage potential negative impacts and enhance potential positive impacts.	Prior to decommissioning	No change
Economic impact			
E1	A Local Workforce Strategy will be prepared for the Project, in consultation with local Councils and relevant stakeholders, that includes but is not limited to: - Strategies to maximise employment opportunities for residents in the surrounding areas. This could include identifying appropriate communication tools to advise local communities of job opportunities and requirements for work on the Project - Communicating information relating to training and apprenticeships for underrepresented groups including Aboriginal people, young people, and women. This would include proactive consultation with local contractors and relevant stakeholders (e.g. Aboriginal groups, youth and women organisations) to identify and develop training and education opportunities - Engagement with local surrounding Councils in the primary and secondary study areas in accordance with the CSEP about construction and operational workforce numbers and timing - Strategies to minimise potential for movement of workers away from existing industries.	Prior to construction, construction, operation	No change
E2	To minimise potential impacts to business and industry, the Project will: - Commit to considering local business opportunities in Project procurement practices, including encouraging contractors to source local goods and services, where reasonable and feasible - Establish a register of local businesses for upcoming work - Communicate to local communities prior to and during construction opportunities and requirements for work on Project construction - Engage with Edward River and Murrumbidgee Councils and business groups in accordance with the CSEP to gain a greater understanding on existing local business, the project requirements and identify assumed skills that may be required to assist to improve preparedness of local businesses - Identify and implement training of any identified skills gaps to increase local skills and availability of local labour.	Prior to construction, construction, operation	No change

9 Conclusion

This Social Impact Assessment Addendum presents an updated assessment of potential social and economic impacts associated with the construction, operation and decommissioning of the modified project. The key changes to socio-economic impacts relate to changes to the disturbance footprint and the TWA.

Construction

During construction, the modified project would have negative impacts for communities in the social locality associated with:

- Temporarily disrupt agricultural activities and increase land use conflicts, though agreements with landowners aim to reduce risks.
- A peak workforce of 895 could swell the local population by 27 per cent, straining community cohesion, housing, and services. While the TWA mitigates most housing and service pressures, competition for short-term accommodation remains, particularly during peak farming seasons.
- Increased demand for social infrastructure including healthcare and community services in Jerilderie and Coleambally poses challenges. Mitigation measures include the implementation of a Workforce Health and Safety Management Plan, engagement with local emergency service and community facilities and a Community Investment Fund.
- Amenity, character, and cohesion will be affected by construction activity, alongside potential road closures and traffic congestion, managed via Traffic Management Plans.

During construction, the modified project would have positive impacts for communities in the social locality associated with:

- Additional population and demography benefits by supporting existing businesses in nearby towns. It will also support the retention and attraction of young people in the social locality.
- Additional employment, upskilling and training opportunities in the renewable energy sector for a local workforce in the social locality, subsequently ensuring income stability.
- Additional participation in nearby social infrastructure facilities, supporting the ongoing use of these providers.

During construction, the modified project is also expected to generate a 7 per cent increase in GVA for NSW, with an increase of \$26.06M for the Riverina Murray Region compared to the approved project. The modified project will result in a cumulative increase in income totalling \$37.45M for the NSW economy, including \$13.37M specifically for the Riverina Murray Region.

Operation

During operation, the modified project would have negative impacts for communities in the social locality associated with:

- Operational impacts of the modified project are minor and comparable to the approved projects. Operational impacts include permanent changes to landscape and amenity, and residual concerns about noise, lighting, and electromagnetic fields.

During operation, the modified project would have positive impacts for communities in the social locality associated with:

- Potential population growth from a residual construction workforce permanently staying in the social locality, contributing to existing businesses and other social infrastructure services and facilities.
- Diversified industries in the social locality with the transition into the renewable energy sector, making the local economy more resilient and robust to self-sustain.

All other impacts previously identified in the approved project SEIA remain unchanged for the modified project.

Any negative socio-economic impacts associated with the modified project should be effectively managed with the implementation of environmental management measures identified in Section 8.

10 References

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Appendix A

Authorship and SIA declaration

Details of the authors of this SIA are provided in Table A-1. The SIA contributors hold appropriate qualifications and have the relevant experience to carry out the SIA for this Project.

We declare that this SIA contains all available information relevant to the SIA for the Project and does not contain information that is false or misleading. Date: 26 May 2025

Table A-1 SIA authors

SIA Author	Experience
Lee Evans Manager, Engagement & Change Advisory Qualifications Master of Business Administration Bachelor of Public Policy and Management Level 1: Social Value Associate	Lee has more than 5 years experience working in social impact and community investment across a variety of sectors. As a Level 1 Social Value Associate, Lee has led and contributed to a range of social impact initiatives supporting large-scale infrastructure projects across Australia. He has a deep understanding of social impact assessment and measurement, developed through hands-on experience building impact frameworks in the energy and transport sectors. Lee is familiar with a range of Australian and international standards and best practice guidelines for social impact assessment and stakeholder engagement, including the International Association for Impact Assessment Guidelines and Principles for Social Impact Assessment and the NSW DPE Social Impact Assessment Guideline 2025.
Jordie Cooper Senior Consultant, Aurecon Qualifications Bachelor of Communications, University of Technology Sydney Bachelor of Creative Intelligence and Innovation (Hons), University of Technology Sydney	Jordie has over five years experience in engagement, social value and social research. Her diverse background fuels her passion for uncovering hidden challenges through rigorous research and innovative problem-solving to foster positive social outcomes. Jordie applies design thinking and human-centred approaches to problem-solving. Jordie has experience in SIAs and SIAs across a range of industries and projects including Renewable Energy Zones, energy projects, resource projects, green hydrogen, built infrastructure, and transport.
Nike Adeoye Senior Consultant, Economics Assessment Qualifications PhD in Economics and Applied Mathematics MSc in Economics and Finance	Dr Adeoye is a senior economist with over six years of experience in applied economics, financial analysis, and mathematical modelling. She specialises in the development of complex, fit-for-purpose models to support economic evaluation, financial forecasting, business planning, and strategic decision-making. As an economist, she has supported the development of economic impact analysis, cost-benefit analysis for various sustainability projects.

Appendix B

SIA Guideline (2025) Social Significance Rating

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

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