TECHNICAL PAPER 04

Social

ARTC INLAND RAIL

JULY 2022

ALBURY TO ILLABO (A2I) PROJECT

2-0008-210-EAP-00-RP-0006

TECHNICAL PAPER 4 – SOCIAL

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GLOSSARY

A2I	Albury to Illabo section of Inland Rail
ABS	Australian Bureau of Statistics
ARTC	Australian Rail Track Corporation Ltd.
CCC	Community Consultative Committee
Construction footprint	The area that would be used for the construction of the proposal.
CSSI	Critical State Significant Infrastructure
DDA	*Disability Discrimination Act 1992* (Cth)
Digit level	Digit level data refers to ABS Table Builder data grouping tool for industry employment. Digit levels allows data to be analysed at different level of groupings, providing specific data on the type of industry of employment within the main industry, being level 1 the broader or higher level of industry information.
DPE	Department of Planning and Environment (NSW)
DPIE	The former Department of Planning, Industry and Environment (NSW), now the Department of Planning and Environment
EIA	Environmental Impact Assessment
EIS	Environmental Impact Statement
Enhancement site	Discrete sites within the A2I proposal area that are proposed for infrastructure enhancement. This includes the 24 enhancement sites as well as the signal gantries. Enhancement works at each of these discrete work sites may include raising, widening or replacing bridges, raising or replacing signal gantries, and lowering sections of track.
EP&A Act	*Environmental Planning and Assessment Act 1979* (NSW)
EPBC Act	*Environment Protection and Biodiversity Conservation Act 1999* (Cth)
Freight	Goods transported by truck, train, ship, or aircraft
HML	Heavy mass loading
IAIA	International Association for Impact Assessment
ICSEA	Index of Community Socio-educational Advantage
Impact	Any change to the existing situation that can be attributed directly or indirectly to the proposal.
Indigenous people	This report has adopted the term Indigenous people to refer to ‘a person who is a descendant of an indigenous inhabitant of Australia’, or a member or a person ‘of the Aboriginal race of Australia’ (Aboriginal and/or Torre Strait Islander origin) in line with Commonwealth regulation and the Australian Bureau of Statistics’ Indigenous Status Standard.

Inland Rail program (Inland Rail)	The Inland Rail program encompasses the design and construction of a new Inland Rail connection between Melbourne and Brisbane, via Wagga, Parkes, Moree, and Toowoomba. The route for Inland Rail is about 1,700 kilometres in length. Inland Rail will involve a combination of upgrades of existing rail track and the provision of new track.
IRSAD	Index of Relative Socio-economic Advantage
IRSD	Index of Relative Socio-economic Disadvantage
LGA	Local Government Areas are non-ABS Structures.
Local road	Road used primarily to access properties located along the road.
Local study area	Statistical Areas Level 1 intersected by the proposal and at 1km of distance from the proposal.
LoS	Level of Service
MLHD	Murrumbidgee Local Health District
NMLs	Noise management levels
NSW	New South Wales
Operational footprint	Area occupied by permanent infrastructure and required for the operation of the proposal.
Precinct	Groupings of enhancement sites in line with the LGAs including Albury, Greater Hume – Lockhart, Wagga Wagga and Junee.
Program	Inland Rail Program
Project	Specific project section within the Inland Rail program.
Proposal	Enhancement works to structures and sections of track at 24 sites along 185 kilometres of existing operational narrow-gauge railway from the Victorian/New South Wales border to Illabo in regional NSW.
Proposal site	The area that would be used for the construction and operation of the proposal and includes the location of construction worksites and operational infrastructure. It includes all enhancement sites.
Rail alignment	The exact positioning of the track accurately defined both horizontally and vertically, along which the rail vehicles operate.
Rail corridor	The corridor within which the rail tracks and associated infrastructure are located.
RAP	Reconciliation Action Plan
Regional study area	Local Government Areas that the proposal site intersects and in close proximity to the proposal.
SA1	Statistical Area 1, the second smallest geographic area and is the smallest unit where population characteristics area available. They are designed to be consistent in population size and character. They have a population range of between 200 and 800 persons, with an average population of 400 persons.
SA2	Statistical Area 2 is optimised for demographic data and are designed to represent functional areas outside major urban area and in regional Australia. Where possible, SA2s are based on gazetted suburbs and localities and have an average population of 10,000 persons.

SA3	Statistical Area 3 is built from aggregations of whole SA2s to represent regions of between approximately 30,000 people and 130,000. These boundaries reflect a combination of widely recognised informal regions as well as existing administrative regions sch as State Government Regions in rural areas and LGAs in urban areas.
SA4	Statistical Area 4 designed to reflect one of more whole labour markets for the release of Labour Force Survey data. SA4s are required to have large populations of over 100,000 people in order to enable accurate labour force survey data to be generated in each SA4.
Secretary's Environmental Assessment Requirements (SEARs)	Requirements issued in response to a request from the applicant and which set out assessment requirements to be addressed in the EIS.
Sensitive receivers	Land users that are sensitive to potential noise, air and visual impacts, such as residential dwellings, schools and hospitals.
SIA	Social impact assessment
SIMP	Social impact management plan
Social impact	Social impacts are defined as the consequences experienced by individuals, households, groups, communities and organisations generally due to changes associated with a project, program or intervention.
Social licence to operate	Refers to the level of acceptance or approval of the activities of an organisation by its stakeholders, especially local impacted communities.
Social locality	The term 'social locality' refers to the geographical area in which the most social impacts are likely to materialise. Refer to Chapter 4 for a description of the study area for this assessment.
Social severance	Social severance is the general term applied to the negative effects that roads and their traffic have on social interaction. In particular, it relates to the imposition of barriers that deter people's movements.
Socio-Economic Indexes for Areas (SEIFA)	The range of indices developed by the ABS showing relative levels of socioeconomic advantage and disadvantage. They summarise key economic and social information about people and households within a defined area and are derived from Census variables.
SSI	State significant infrastructure
Study area	The study area is defined as the wider area including and surrounding the proposal site, with the potential to be directly or indirectly affected by the proposal. Refer to Chapter 4 for a description of the study area for this assessment.
SUA	Significant Urban Areas are defined by combining one or more adjacent SA2s that include one or more UCL of more than 10,000 people.
Nearby township study area	Urban Centres Locality intersected or in close proximity to the proposal.
UCL	Urban Centre and Localities represent areas of concentrated urban development with populations of 200 people or more. These areas of urban development are primarily identified using objective dwelling and population density criteria using data from the 2016 Census.

EXECUTIVE SUMMARY

OVERVIEW OF PROPOSAL

The Australian Government has committed to delivering a significant piece of national transport infrastructure by constructing a high performance and direct interstate freight rail corridor between Melbourne and Brisbane, via central-west New South Wales (NSW) and Toowoomba in Queensland. Inland Rail is a major national program that would enhance Australia's existing national rail network and serve the interstate freight market.

Australian Rail Track Corporation Ltd (ARTC) is seeking approval to carry out enhancement works to structures and sections of track along 185 kilometres (km) of the existing operational standard-gauge railway between Albury and Illabo ('the proposal') to accommodate double-stacked freight trains up to 1,800 metres (m) long and 6.5m high.

ABOUT THIS REPORT

This social impact assessment (SIA) is a technical report prepared in response to the Secretary's Environmental Assessment Requirements (SEARs) issued for the proposal. This report provides a description of the existing social environment, which establishes a baseline to assist in identifying the type and level of change that would be experienced in the social locality. This report then identifies the potential positive and negative impacts on local communities in the social locality brought about by the proposal during construction and operation. Finally, this report presents a plan of mitigation, management and monitoring of potential adverse social impacts and the enhancement of positive impacts.

The SIA was prepared in accordance with, and guidance from, the *Social Impact Assessment Guideline for State significant mining, petroleum production and extractive industry development* (NSW DPE, 2017) and the *Social Impact Assessment Guideline* (NSW DPE, 2021).

SUMMARY OF EXISTING ENVIRONMENT

The SIA social locality is located within the Riverina Murray Region, known as one of the most significant locations for freight and logistics, as well as agricultural production in Australia (Riverina Murray Regional Plan 2036).

The social locality applied to this assessment has been organised into three geographical groupings of data, which include a local study area, township study area and a regional study area. The social locality comprises Wodonga Shire, Albury City Council, Greater Hume Shire Council, Lockhart Shire Council, Wagga Wagga City Council and Junee Shire Council. Wodonga Shire is included in the regional study area due to its interconnectedness with Albury City Council.

The local study area exhibits the following key characteristics:

- a total resident population of 55,494 people, representing close to a third (32.2 per cent) of the regional study area resident population
- a high representation of Indigenous people and a relatively high proportion of potentially vulnerable groups, including older workers and pre-retirees, seniors and the elderly compared to the regional study area
- the housing stock comprises almost entirely of detached dwellings, with lone person and couples with children the most common household type. A high percentage of households are engaged in homeownership (66 per cent) and very few residents living in social housing.

Key characteristics across the nearby townships and the regional area are:

- A population increase of 19 per cent is expected by 2036. With uneven growth across the region, Wodonga LGA will experience the most significant actual and proportional change (46.9 per cent), followed by Wagga Wagga and Albury with a moderate increase (10.6 per cent and 13.9 per cent, respectively); while Junee LGA is expected to experience minimal change (10 per cent) and Lockhart LGA expected to experience negligible negative population growth.
- 51.5 per cent of residents participate in the labour force. Wagga Wagga, Albury and Wodonga are the LGAs with the highest proportion of residents engaged in the labour force, while Junee and Lockhart LGA have the lowest proportion of residents engaged in the labour force.
- Major sources of employment vary within the regional study area. In Junee, Lockhart and the Greater Hume LGAs, agriculture, fishing and forestry are the main sources of employment (16.0 per cent, 28.8 per cent and 22.1 per cent, respectively), while in Wagga Wagga, Albury and Wodonga LGAs, health care and social assistance are the largest employers for residents (15.8 per cent, 15.2 per cent and 14.7 per cent, respectively).
- Across the regional study area, the levels of socio-economic advantage vary significantly. Wagga Wagga LGA has low levels of disadvantage and higher levels of advantage, while Junee reflects greater disadvantage and less advantage. Greater Hume, Lockhart, Albury and Wodonga exhibit moderate levels of disadvantage.
- Community values are consistent across the region—there is a strong appreciation for the rural and healthy lifestyle enjoyed by residents, as well as a strong appreciation to connectedness, resilience and safe communities, with a strong network that supports families, celebrates and values diversity, heritage and environment. Paired with strong social cohesion and community identity denoted by several traditional local events and activities across the regional study area.
- A well-resourced network of emergency services was identified within the regional study area, with most townships having designated police stations, Rural Fire Service (RFS), NSW Fire and Rescue services, ambulance services and State Emergency Services.

SUMMARY OF SOCIAL IMPACTS

CONSTRUCTION

The potential positive social impacts expected to result during construction of the proposal are as follows:

- increased job opportunities during construction in the local and regional area, including a total of approximately 770 jobs, from which more than 10 per cent is expected to be local, including Indigenous people, young people and women
- increased local and regional procurement opportunities during construction for supplying materials and services, such as accommodation, fencing, electrical installation, rehabilitation and landscaping, among others.

The potential negative social impacts expected to occur during construction of the proposal are summarised below:

- reduction of accommodation alternatives due to increased demand on accommodation from incoming temporary construction workforce
- potential restriction on people's ability to move around their community as a result of traffic diversions, including for movement of the construction workforce, particularly in Wagga Wagga and Junee
- altered sense of community cohesion and character in Junee due to presence of temporary workforce
- a diminished sense of place and altered aesthetic values in Albury, Junee and Wagga Wagga associated with changes to mobility and rural amenity
- constrained accessibility to educational services and facilities, and increased safety risks to pedestrians in Wagga Wagga and Junee due to changes to traffic conditions, pedestrian accessibility and school bus routes

- impacts on Indigenous cultural values due to limited engagement and incorporation of connection to Country design principles into the proposal
- deterioration of cultural identity due to direct and indirect impacts to heritage sites, including those of increasing rarity or that are a one-of-a-kind structure (in the case of the Cassidy Parade and Brookong Avenue footbridge heritage item)
- increased noise, vibration and changes to air quality as a result of construction activity affecting the wellbeing of sensitive receivers
- detrimental impacts on procedural fairness and people's capacity to decide on changes that may affect their lives
- unequal distribution of impacts on vulnerable groups and sensitive receivers.

OPERATION

The potential positive social impacts expected to result from operation of the proposal are as follows:

- improved pedestrian safety due to enhanced bridge infrastructure, including improved accessibility for people with a disability
- business cost savings due to access to more reliable and efficient freight transport
- positive economic effects derived from indirect employment of the proposal's operation and procurement opportunities for local businesses, including Indigenous businesses.

The potential negative social impacts expected to occur during operation of the proposal are summarised below:

- mobility delays for local residents in Wagga Wagga due to an increase in train movement during operation
- potential community severance affecting the way people access social networks, facilities and services due to more frequent level crossing closures and/or increased likelihood of experiencing the maximum closure times associated with 1,800m freight trains in Wagga Wagga, Junee and Greater Hume–Lockhart
- noise and vibration effects due to increased train movements may impact sensitive receivers, resulting in changes to the way residents use and enjoy public and private space
- reduced aesthetic values due to rail freight movements and views of new infrastructure may impact nearby sensitive receivers.
- limited access to grievance mechanism during operation may limit people's capacity to have access to access complaint and remedy.

SUMMARY OF IMPACT MANAGEMENT MEASURES

The principal contractor and ARTC would be responsible for developing and implementing the following key social impact mitigation and enhancement plans during pre-construction, construction and operation of the proposal:

- workforce management plan to establish strategies to achieve local recruitment targets and to promote a positive integration of the workforce and community
- temporary workforce accommodation plan to address the provision of temporary workers accommodation, potential shortages of accommodation to supply the demand from other industry sectors and by vulnerable groups, and transportation and parking of temporary workforce
- industry participation plan to manage the potential regional economic benefits of the proposal
- community health and wellbeing plan to manage potential amenity impacts during construction, and foster local identity and community wellbeing during the operation of the proposal
- communication and engagement management plan to ensure that the community and stakeholders have a high level of awareness of all processes and advanced notice of activities associated with the proposal, and have timely opportunities for providing input, and raising and addressing their concerns.

Consultation with local councils, service providers and community representatives will inform the development of management plans. A social impact management plan (SIMP) is provided for monitoring and adaptively managing responses to social impacts.

1 INTRODUCTION

1.1 OVERVIEW

The Australian Government has committed to delivering a significant piece of national transport infrastructure by constructing a high performance and direct interstate freight rail corridor between Melbourne and Brisbane, via central-west New South Wales (NSW) and Toowoomba in Queensland. Inland Rail is a major national program that would enhance Australia's existing national rail network and serve the interstate freight market.

The Inland Rail route, which is about 1,700km long, would involve:

- using the existing interstate rail line through Victoria and southern NSW
- upgrading about 400km of existing track, mainly in western NSW
- providing about 600km of new track in northern NSW and south-east Queensland.

Inland Rail has been divided into 13 projects, seven of which are located in NSW. Each of these projects can be delivered and operated independently with tie-in points on the existing railway.

Australian Rail Track Corporation Ltd (ARTC) ('the proponent') is seeking approval to construct and operate the Albury to Illabo section of Inland Rail ('the proposal').

The proposal is Critical State Significant Infrastructure (CSSI) and is subject to approval by the NSW Minister for Planning under Division 5.2, Part 5 of the *Environmental Planning and Assessment Act 1979* (EP&A Act). This report has been prepared as part of the Environmental Impact Statement (EIS) for the proposal. The EIS has been prepared to support the application for approval of the proposal and address the environmental assessment requirements of the Secretary of the then NSW Department of Planning, Industry and Environment (now the Department of Planning and Environment) (the SEARs), dated 14 October 2020.

1.2 THE PROPOSAL

The proposal involves enhancement works to structures and sections of track along 185km of the existing operational standard gauge railway between Albury and Illabo. Enhancement works are required to provide the increased vertical and horizontal clearances required for double-stacked freight trains.

1.2.1 LOCATION

The proposal is generally within the existing active rail corridor between the town of Albury on the Victorian-NSW border and around three kilometres to the north-east of Illabo. The alignment passes through two major regional towns, Albury and Wagga Wagga, NSW, and several smaller regional towns. Works are proposed at 24 locations along the 'Main South Line' corridor, described as 'enhancement sites'.

The enhancement sites have been broken down into four precincts which align with the local government areas (LGA) of Albury, Greater Hume – Lockhart, Wagga Wagga and Junee, as identified in Table 1.1 and shown in Figure 1.1.

Table 1.1 Enhancement sites

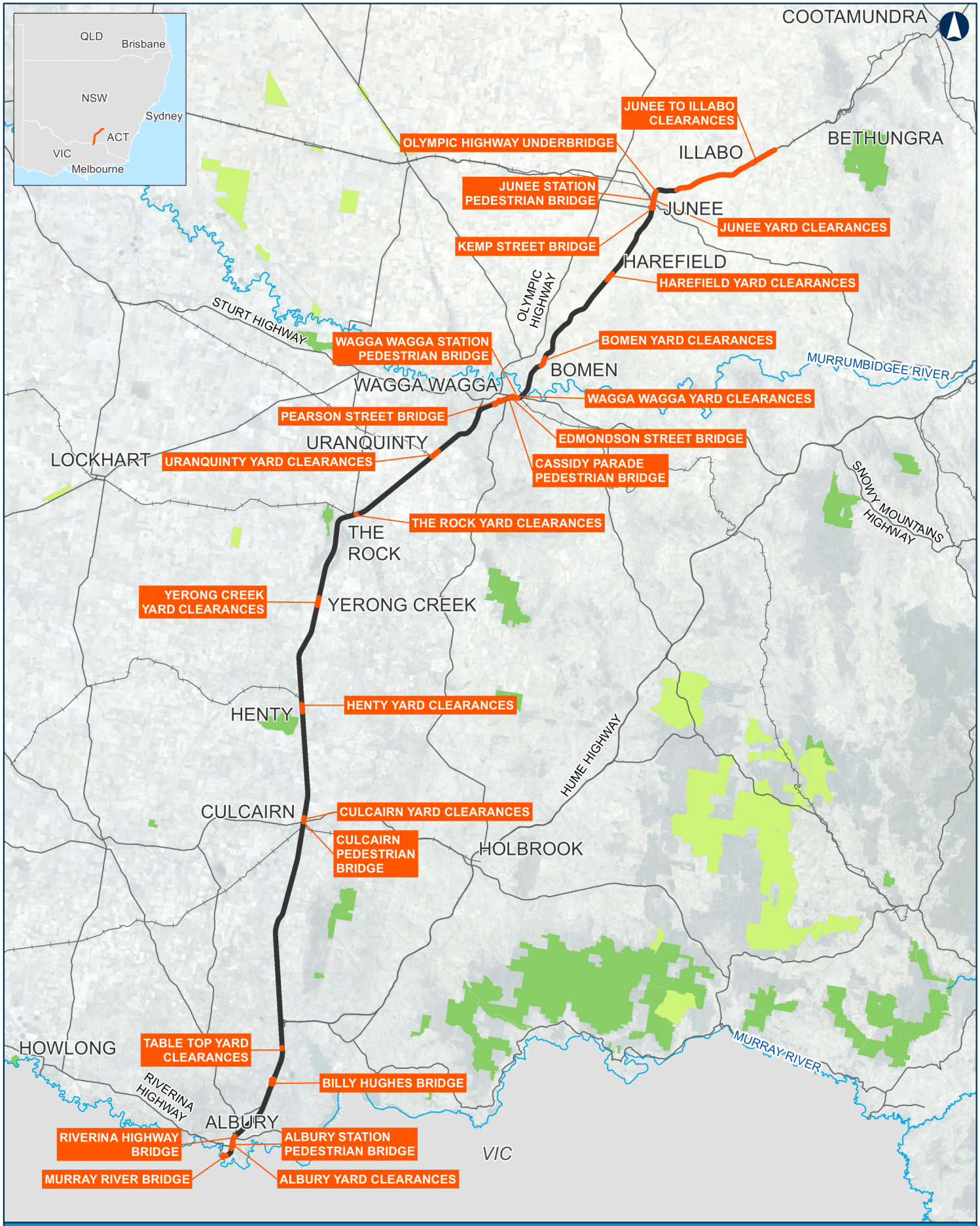
PRECINCT	ENHANCEMENT SITES
Albury	Murray River bridge
	Albury Station pedestrian bridge
	Albury Yard clearances
	Riverina Highway bridge
	Billy Hughes bridge
	Table Top Yard clearances
Greater Hume – Lockhart	Culcairn pedestrian bridge
	Culcairn Yard clearances
	Henty Yard clearances
	Yerong Creek Yard clearances
	The Rock Yard clearances
Wagga Wagga	Uranquinty Yard clearances
	Pearson Street bridge
	Cassidy Parade pedestrian bridge
	Edmondson Street bridge
	Wagga Wagga Station pedestrian bridge
	Wagga Wagga Yard clearances
	Bomen Yard clearances
Junee	Harefield Yard clearances
	Kemp Street bridge
	Junee Station pedestrian bridge
	Junee Yard clearances
	Olympic Highway underbridge
	Junee to Illabo clearances

1.2.2 KEY FEATURES

The key features of the proposal include:

- adjustments to approximately 44km of track across 14 enhancement sites to accommodate the vertical and horizontal clearances according to Inland Rail clearance specifications, comprising:
  - realignment of track within the rail corridor
  - lowering of track up to 1.6m at three enhancement sites
- changes to bridges and culverts at enhancement sites to accommodate vertical clearances and track realignment as follows:
  - replacement of two road bridges and adjustments to adjoining intersections
  - replacement of three pedestrian bridges
  - removal of two redundant pedestrian bridges
  - modifications to four rail bridges
- ancillary works, including adjustments to nine level crossings, modifications to drainage and road infrastructure, signalling infrastructure, fencing, signage, and services and utilities.

No additional works would be required outside the enhancement sites identified in Figure 1.1 as they meet the clearance requirement for the Inland Rail program.



Albury to Illabo

Figure 1.1 Enhancement sites of the proposal

0 10 20 km

Coordinate System: GDA 1994 MGA Zone 55

Date: 4/11/2021 Paper: A3
Author: WSP Scale: 1:500,000
Data Sources: ARTC, NSWSS

- Proposal site
- Track alignment
- Existing railway
- Main road
- River
- National Park
- State Forest

INLAND RAIL ARTC

The Australian Government is delivering Inland Rail through the Australian Rail Track Corporation (ARTC), in partnership with the private sector.

D:\WSP O365\AU-WKG - Geospatial - AIS - Projects\PS122419_Albury_to_Illabo\Tasks\210_0010_EAP_EISReportFigures\Documents\Specialist_General\210_EAP_F0101_KeyFeatures_r1v3.mxd

1.2.3 TIMING

Subject to approval, further design and procurement, construction of the proposal is planned to start in early 2024 and is expected to take about 16 months. The proposal would be fully operational in 2025 with enhancement sites progressively commissioned on completion of construction. Inland Rail as a whole would be operational once all 13 sections are complete, which is estimated to be in 2027.

1.2.4 CONSTRUCTION

An indicative construction methodology has been developed based on the current design to be used as a basis for the environmental assessment process. Overall, the construction strategy is based on an approach of dividing the proposal into four construction packages which align with the precincts: Albury, Greater Hume – Lockhart, Wagga Wagga and Junee.

Construction of the proposal would require:

- construction compounds, laydown areas and other areas needed to facilitate construction works
- temporary changes to the road network, including road closures to undertake works on road bridges and level crossings
- other ancillary works.

Construction within each precinct would generally involve the site establishment and enabling works, main construction works as relevant to the enhancement site and finishing works as outlined in Table 1.2.

Further information on the construction of the proposal is provided in Chapter 8 of the EIS.

Table 1.2 Indicative construction activities

CONSTRUCTION STAGES	INDICATIVE ACTIVITIES
Site establishment and enabling works	— Establishment of key construction infrastructure, work areas, access points and other construction facilities — Installation of environmental controls, fencing and site services — Preliminary activities including clearing/trimming of vegetation
Main construction works	— Track works — Rail bridge works — Road bridge replacement — Pedestrian bridge works — Associated infrastructure works on level crossings, culverts and signalling
Finishing works	— Testing and commissioning of the new and modified infrastructure — Demobilisation and removal of construction compounds and other construction infrastructure — Restoration of disturbed areas, as required, including revegetation and landscaping, where required

1.2.5 OPERATION

The proposal would form part of the rail network managed and maintained by ARTC. Train services would be provided by a variety of operators.

The proposal would enable the use of double stacked trains along its entire length. Inland Rail would operate 24 hours per day and would initially accommodate double-stacked freight trains up to 6.5m high and up to 1,800m in length. The possible future use of the railway between Albury and Illabo by freight trains up to 3,600m long would be subject to separate assessment. Freight train speeds would range from 60 to 115km per hour, which is consistent with current train speeds.

The average number of freight trains movements between Albury and Illabo would increase from a current average of up to 12 per day in 2021 to 18 per day in 2025, further increasing to about 20 per day in 2040.

ARTC would continue to maintain the Main South Line. This would typically involve minor maintenance works, such as bridge and culvert inspections, rail grinding and track tamping, through to major maintenance, such as reconditioning of track and topping up of ballast as required. Maintenance works and schedule are not proposed to change as a result of the proposal.

Further information on the operation of the proposal is in Chapter 7 of the EIS.

1.3 PURPOSE OF THIS TECHNICAL REPORT

This report has been prepared by WSP Australia as part of EIS for the proposal to document the process and outcomes of the assessment of potential social impacts associated with the proposal, both positive and negative. The assessment considers the impacts that may occur during the pre-construction, construction and operational phases of the proposal.

The purpose of this SIA is to better understand how the proposal will be experienced by people across the 'social locality', or the geographical area in which the majority of social impacts are likely to materialise. This is achieved through an analysis of the existing social environment based on Australian Bureau of Statistics (ABS) data indicators and supplemented by community and stakeholder consultation. After the consultation is complete, and the potential impacts have been identified and assessed, this report presents a preliminary framework for managing those impacts, known as a social impact management plan (SIMP). The negative impacts will be mitigated, monitored and adaptively managed and the positive impacts will be enhanced through a range of measures implemented by ARTC and the principal contractor. Further detail on SIA methodology can be found in Chapter 3 of this report.

The SEARs relevant to the assessment of social impacts are presented in Table 1.3.

Table 1.3 Secretary's Environmental Assessment Requirements relevant to Social Impact Assessment

KEY ISSUE	ASSESSMENT REQUIREMENT	REPORT REFERENCE
3. Social The proposal minimises adverse social impacts and capitalises on opportunities potentially available to affected communities.	**1** Potential social impacts of the proposal from the points of view of the affected community/ies and other relevant stakeholders, i.e. how they expect to experience the proposal.	Chapter 5 – Community and stakeholder consultation and Chapters 7 and 8 –Impact assessment
	2 How potential environmental changes in the locality may affect people's: **a** community **b** access to and use of infrastructure, services and facilities **c** culture **d** health and wellbeing **e** surroundings **f** personal and property rights **g** decision-making systems; and **h** fears and aspirations, as relevant and considering how different groups may be disproportionately affected.	Chapters 7 and 8 – Impact assessment
	3 The potential disruption and restrictions arising from the construction and operation of the proposal of affected communities.	Chapter 7 and 8 – Impact assessment
	4 Social actions and outcomes that address both negative and positive social impacts.	Chapter 10 – Mitigation and management

KEY ISSUE	ASSESSMENT REQUIREMENT	REPORT REFERENCE
	5 Identify potential cumulative impacts of other infrastructure construction projects on the availability of local construction workforce and opportunities for local businesses.	Chapter 9 – Cumulative impact assessment
4. Economic and land use The proposal minimises impacts to property and business and achieves appropriate integration with adjoining land uses, including maintenance of appropriate access to properties and community facilities, and minimisation of displacement of existing land use activities, dwellings and infrastructure.	1 Economic impacts in accordance with the current guidelines.	Chapter 7 and 8 – Impact assessment
	2 Economic impacts on potentially affected properties, businesses, recreational users and land and water users (for example, recreational and commercial fishers), including property acquisitions/adjustments, access, accessibility, amenity and relevant statutory rights.	Chapter 5 – Community and stakeholder consultation. Chapter 7 and 8 – Impact assessment. Social aspects of the economic impact on affected properties, businesses, recreational users and land and water users will be assessed through SIA stakeholder consultation. Social impacts on the housing and accommodation market will also be assessed in the SIA.
	3 Opportunities and processes to prioritise local industry participation practices to source construction goods and services, including training and employment targets within communities along or near the rail alignment.	Chapter 7 and 8 – Impact assessment

Social impacts are often associated with other environmental or economic impacts. Technical papers completed for the proposal that present environmental and economic impacts and that are referenced in this SIA include:

- Technical paper 1 – Transport and traffic
- Technical paper 2 – Aboriginal cultural heritage assessment report
- Technical paper 3 – Non-Aboriginal heritage
- Technical paper 5 – Economic
- Technical paper 6 – Construction noise and vibration (non-rail)
- Technical paper 7 – Operational noise and vibration (rail)
- Technical paper 8 – Biodiversity development assessment report
- Technical paper 10 – Landscape and visual
- Technical paper 11 – Hydrology, flooding and water quality
- Technical paper 14 – Air quality.

1.4 STRUCTURE OF THIS REPORT

The structure of this report is as follows: The structure of the report is as follows:

- **Chapter 1** – **Introduction**: introduces the proposal and describes the purpose, scope and structure of this report.
- **Chapter 2** – **Legislation and policy context**: summarises relevant local government planning and policy documents.
- **Chapter 3** – **Methodology**: summarises the methodology used in this assessment.
- **Chapter 4** – **Scope of the assessment**: introduces a scope of social issues and the study areas and social locality of the SIA.
- **Chapter 5 – Community and stakeholder consultation**: summarises EIS and SIA consultation activities and outcomes.
- **Chapter 6 – Existing social environment**: describes the existing socio-economic environment and baseline against which the SIA will measure social change caused by the proposal.
- **Chapter 7** – **Social impact assessment – construction**: describes potential social impacts through the construction of the proposal.
- **Chapter 8 – Social impact assessment – operation**: describes potential social impacts through the operation phase of the proposal.
- **Chapter 9 – Cumulative impact assessment:** details cumulative impact on adjacent Inland Rail projects/other proposed major developments during construction and operation of the proposal.
- **Chapter 10 – Recommended mitigation and management measures**: details recommended framework for managing identified social impacts of the proposal.
- **Chapter 11 – Conclusion:** summarises the key findings of the assessment.
- **Chapter 12 – References:** list the literature reviewed for this report.

2 LEGISLATION AND POLICY CONTEXT

2.1 OVERVIEW

The strategic context of the proposal is influenced by the outcomes of several strategic plans prepared at the local and regional government levels, in addition to state and national legislation and policies. The following sections provide an overview of legislative, policy and strategic documents that are relevant to the SIA as well as guidance for regional economic and community development, and vision for the social locality and region.

Wodonga, Albury, Greater Hume, Lockhart, Wagga Wagga and Junee local government areas (LGAs) are located within the Riverina and Murray regions and adopt long-term planning approaches for the future, with an overarching goal of growing a sustainable economy and maintaining resilient and connected communities through:

- enhancing transport infrastructure
- managing and maintaining the built environment
- protecting the natural environment
- exploring renewable energy options
- encouraging tourism to the region
- improving local community facilities and available activities
- improving education and increasing career opportunities
- increasing available health services
- advocating for affordable housing.

These councils recognise that the key objectives will be achieved through strong governance and stakeholder partnerships.

Within the Riverina and Murray regions, the councils are grouped into two Functional Economic Regions (FER):

- Albury-Wodonga: Albury, Wodonga and Greater Hume councils
- Eastern Riverina: Wagga Wagga, Junee and Lockhart councils.

The Riverina and Murray regional outlook focuses on capitalising on the regions' opportunity to be a special economic zone and leveraging its strategic location. The regional strategies are consistent in their priorities to support the growth of agribusiness, the transport and logistics sector, and tourism and healthcare services by investing in local infrastructure and upgrades. In addition, the regional strategies focus on increasing the range of housing options. The smaller populated councils, including Junee and Lockhart, seek to leverage the opportunities that come from their close proximity to Wagga Wagga. In contrast, the larger populated councils, including Albury and Wagga Wagga, focus on expanding their healthcare services to establish health precincts in their corresponding regions.

2.2 LEGISLATION

2.2.1 COMMONWEALTH LEGISLATION

2.2.1.1 ENVIRONMENTAL PROTECTION AND BIODIVERSITY CONSERVATION ACT 1999

Under the *Environmental Protection and Biodiversity Conservation Act 1999* (Cth) (EPBC Act), proposed 'actions' that have the potential to significantly impact on matters of national environmental significance, the environment of Commonwealth land, or that are being carried out by an Australian Government agency, must be referred to the Australian Minister for the Environment for assessment.

The EPBC definition of Environment includes ecosystems and their constituent parts, including people and communities; and natural and physical resources, qualities and characteristics of locations, places and areas, heritage values of places and their associated social economic and cultural. All of these elements are relevant to the development of a SIA when identifying potential impacts to way of life, culture, surroundings, and communities.

Preliminary environmental investigations identified threatened species under the EPBC Act that have the potential to be impacted by the proposal. The proposal was referred to the (then) Australian Minister for the Environment on 2 June 2020 (EPBC Referral No 2020/8670). On 29 June 2020, the Australian Government Department of Agriculture, Water and Environment notified that the proposal is a not controlled action, which means that the proposal does not need EPBC Act approval.

2.2.1.1 AUSTRALIAN JOBS ACT 2013

The *Australian Jobs Act 2013* (Cth) (Jobs Act) supports the creation and retention of Australian jobs by requiring Australian Industry Participation plans (AIP) for major projects. The key objective is to ensure that Australian entities have full, fair and reasonable opportunity to bid for:

- the supply of key goods and/or services for a project
- for projects that involve establishing a new facility, the supply of key goods and/or services for the new facility's initial operational phase

The Jobs Act sets up the Australian Industry Participation Authority that work to approve AIP plans, monitor compliance and other functions relating to Australian industry participation matters. ARTC has committed to maximising Australian businesses' opportunities to be involved in the proposal's construction and operation phases.

2.2.2 NSW LEGISLATION

2.2.2.1 ENVIRONMENTAL PLANNING AND ASSESSMENT ACT 1979 (NSW)

The EP&A Act and Environmental Planning and Assessment Regulation 2021 (EP&A Regulation) establish a framework for the assessment and approval of developments in NSW.

The proposal has been declared as CSSI and is subject to approval by the Minister for Planning under Division 5.2, Part 5 of the EP&A Act. An EIS has been prepared for the proposal to assess the impacts of the proposal in accordance with the SEARs. This technical paper supports the EIS.

2.3 RELEVANT GUIDELINES

The following guidance documents have been used to satisfy the SEARs requirements in terms of social impact assessment, inform the way the SIA was carried out, and ensure that potential impacts to communities surrounding the proposal and mitigation measures are identified:

2.3.1 SOCIAL IMPACT ASSESSMENT GUIDELINE (DPE, 2021)

The *Social Impact Assessment Guideline 2021* (SIA guideline) was released to support the preparation of SIAs for State significant projects. The SIA guideline supersedes the 2017 SIA guideline designated for all state significant resources projects in NSW. The 2021 guideline has been adopted for this assessment, in part, in relation to the methodology for evaluating the significance of social impacts. A revision to the social risk matrix used for the evaluation of significance was updated in the 2021 guideline and will be adopted in this assessment. Whilst the SEARs reference the 2017 resources-focused SIA guideline, the use of the 2021 SIA guideline does not contradict nor conflict with the 2017 guidance.

2.3.2 SOCIAL IMPACT ASSESSMENT SCOPING TOOL (DPE, 2017)

The *Social Impact Assessment Scoping Tool 2017* (scoping tool) is a decision-support scoping tool to guide the scoping phase of SIA. The scoping phase highlights what elements of the natural or human environment (matters such as amenity, access, built environment, heritage, community) are expected to be impacted by activities associated with a proposal (whether positively or negatively), and how those impacts should be assessed and to what level of detail. The scoping tool was completed during the preparation of this report and included in this SIA.

2.3.3 ENVIRONMENTAL PLANNING AND IMPACT ASSESSMENT PRACTICE NOTE: SOCIO-ECONOMIC ASSESSMENT (TRANSPORT FOR NSW, 2020)

The *Environmental Planning and Impact Assessment Practice Note: Socio-Economic Assessment2020* (practice note) details the process for identifying the existing socio-economic environment, identifying and assessing potential impacts including the level of significance and the process for developing appropriate management strategies. The practice note provides a comprehensive set of indicators to describe the socio-economic environment according to different levels of assessment, which was adopted by this SIA to guide data collection.

2.4 STRATEGIC PLANNING POLICIES AND STRATEGIES

2.4.1 COMMONWEALTH PLANNING POLICIES AND STRATEGIES

2.4.1.1 AUSTRALIAN INDUSTRY PARTICIPATION NATIONAL FRAMEWORK 2001

The *Australian Industry Participation National Framework 2001* (AIPNF) was introduced as a nationally consistent approach to promote industry capability and maximise participation in major projects. The key objective is to provide Australian industry with **full, fair and reasonable opportunity** to participate in major investment projects, in Australia and overseas. AIPs are the key requirement of the Jobs Act to allow for the consideration and inclusion of Australian industry in design and procurement.

AIPNF supports AIP programs and initiatives that aim to encourage industry to meet world's best practice through capability building, identifying early-stage opportunities for industry participation both domestically and overseas, promoting Australian capability and integration of industry into global supply chains, and enhancing project facilitation and participation.

2.4.1.2 INDIGENOUS PROCUREMENT POLICY (NIAA, 2020)

The *Indigenous Procurement Policy 2020* (IPP) was introduced to provide more opportunities for Indigenous Australians to participate in the economy through entrepreneurship, businesses and economic development. Mandatory minimum Indigenous participation requirements for Indigenous workforce and/or supply targets (MMR) were introduced under the IPP to set participation targets for Indigenous employment and business participation for contracts delivered in Australia.

MMR applies to 17 industry categories, which include transportation, storage and mail services, and building, construction and maintenance services. As such, MMR participation requirements for Indigenous workforce and/or supply chain targets are required for the proposal. ARTC is committed to maximising Indigenous participation opportunities throughout the proposal's construction and operation.

2.4.2 NSW PLANNING POLICIES AND STRATEGIES

2.4.2.1 NSW 2040 ECONOMIC BLUEPRINT (NSW TREASURY, 2019)

The *NSW 2040 Economic Blueprint 2019* (the blueprint) sets the direction of the continued economic success of NSW in a changing world. Key aspirations of the blueprint include enhancing economic performance and, related to the proposal, highlights the need for improved regional transport infrastructure across NSW. The blueprint identifies key recommendations including:

- examining infrastructure governance to stabilise long-term infrastructure policies, provide investment certainty, address risks and encourage innovation
- improve freight networks from regional NSW to global gateways to increase exports.

These recommendations offer insight into potential economic performance enhancements across NSW that may influence long-term infrastructure policies and local development opportunities that have been considered in the assessment.

2.4.3 REGIONAL PLANNING POLICIES AND STRATEGIES

2.4.3.1 ALBURY-WODONGA REGIONAL ECONOMIC DEVELOPMENT STRATEGY 2018-2022

Key objectives of the *Albury-Wodonga Regional Economic Development Strategy 2018-2022* (Albury City Council, 2018) (development strategy) include supporting the growth of agribusiness and softwoods industries; supporting the growth of tourism; growing the healthcare sector; and attracting and retaining talent to sustain the supply of skilled workers. The key objectives related to the proposal include the growth of the transport and logistics sector and capitalising on the region's opportunity to be a special economic zone.

The development strategy aims to achieve these objectives by upgrading local infrastructure, and developing and enabling infrastructure projects. This highlights the region's advantageous environment influenced by its location to the Melbourne to Brisbane Inland Rail route, which will have the potential to impact future economic and infrastructure developments through the proposal's improved transport capabilities.

2.4.3.2 TWO CITIES ONE COMMUNITY ALBURY-WODONGA COMMUNITY STRATEGIC PLAN 2017-2021

The *Albury-Wodonga Community Strategic Plan 2017-2021* (Albury City Council, 2017) (strategic plan) recognises the importance of economic growth and development through the promotion of business, investments and community connectivity. In relevance to the proposal, the strategic plan proposes actions in relation to the long-term goals, including determining regional infrastructure priorities and facilities to be developed in each city; advocating for better transport connectivity; strengthening working relationships with state and Australian governments through provision of a shared vision and integrated approach to planning and service provision; joint advocacy to attract funding for regional priority projects; and to explore the establishment of a Special Economic Zone. The strategic plan offers insight into the region's positive outlook towards larger regional projects and the benefits they can bring, providing an opportunity for collaboration between the proposal and the Albury and Wodonga councils. The improved capabilities of transport connectivity and efficiency will see the desired increase in economic value, and support the ability of Albury and Wodonga councils to further explore the establishment of a Special Economic Zone.

2.4.3.3 TWO CITIES ONE COMMUNITY ALBURY-WODONGA SMART COMMUNITY STRATEGY 2020

The *Two Cities One Community Albury-Wodonga Smart Community Strategy 2020* (smart strategy*)* offers five key objectives to assist in the development of a more connected and inclusive cross-border community. These include the development of a regional connected community, creating and attracting intelligent industry, building a sustainable and resilient environment, growing and retain agile innovator's and providing an open and collaborative regional city.

In relevance to the proposal, the smart strategy aims to build collaboration with wider regional communities and provide economic sustainability through greater investment. The smart strategy on economic growth offers insight into the potential opportunity to collaborate with Albury and Wodonga councils to assist in achieving their goals of improved connected infrastructure, while satisfying the needs of the proposal.

2.4.3.4 EASTERN RIVERINA REGIONAL ECONOMIC DEVELOPMENT STRATEGY 2018-2022

The *Eastern Riverina Regional Economic Development Strategy 2018-2022* (Wagga Wagga City Council, Coolamon City Council, Junee Shire Council, Lockhart Shire Council, in collaboration with NSW Government, 2017) (economic strategy) focuses on leveraging the region's strategic location by supporting the growth of agribusiness; supporting the expansion of the health care and social assistance sector**;** driving innovation and entrepreneurship through local businesses; improving utilities, energy and telecommunications; and increasing efforts to attract new residents and visitors. A fundamental aspiration included in the economic strategy, in relation to the proposal*,* includes the expansion and development of the transport, logistics and manufacturing sectors. This strategic element is accompanied by a set of early proposed actions contributing to the attainment of the region's vision, including the proposed replacement of the Kemp Street Bridge to accommodate Inland Rail specifications.

The proposal's relevance is directive to the economic strategy due to the region's strategic location on the Melbourne to Brisbane Inland Rail route. The proposal has the potential to provide opportunities for the region to enable its long-term goal of driving regional growth by capitalising on the new infrastructure provided by the proposal and its network expansion, that may influence future employment opportunities, required skills and the economic impacts on local businesses investigated in this assessment.

2.4.3.5 RIVERINA MURRAY REGIONAL PLAN 2036

The *Riverina and Murray Regional Plan 2036* (DPIE, 2017) (regional plan) aims to manage and conserve a healthy natural environment and transform the region into the eastern seaboard's freight and logistics hub, enhancing road and rail networks and providing efficient transport connections across the region.

In relation to this assessment, the regional plan identifies the development of the Melbourne to Brisbane Inland Rail as having the potential to reshape the way freight is moved, transforming the region into the eastern seaboard's freight and logistics hub. Goal 3, Direction 20 of the regional plan highlights the need to identify and protect future transport corridors to enable long-term, sustainable growth. To achieve this, the regional plan proposes working with the Australian Government to finalise planning, engineering design and assessment of the Melbourne to Brisbane Inland Rail route.

2.4.3.6 RIVERINA AND MURRAY JOINT ORGANISATION STATEMENT OF STRATEGIC REGIONAL PRIORITIES 2018–2022

The *Riverina and Murray Joint Organisation Statement of Strategic Regional Priorities 2018-2020* (joint statement) includes the key priorities of improving water security, energy security and affordability; improvement of transport connectivity for freight and people, and digital connectivity; provision of better health services; and boosting the industry, workforces and jobs.

In relevance to the proposal, the joint statement recognises the need for improved transport connectivity for freight; and boosting the local industry. The region's strategic location on the Melbourne to Brisbane Inland Rail route provides the opportunity to boost local industry, assisting in achieving the key outcome of increased efficient freight connectivity and related economic developments that may have the potential to influence the considerations in this assessment, including population and employment rate projections.

2.4.3.7 RIVERINA JOINT ORGANISATION STATEMENT OF STRATEGIC PRIORITIES 2020

The key priorities prepared by the Riverina Joint Organisation for the *Statement of Strategic Priorities 2020* (Riverina Joint Organisation, 2019) (the statement) include improvements to transport and connectivity; energy, water and environment; workforce development; leadership and collaboration; and economic and community development.

In relation to the proposal, the statement offers insight on how to achieve these priorities through the development and expansion of freight and passenger transport, in addition to collaborating and establishing partnerships with other government organisations and groups. The statement offers insight into the potential economic development opportunities in the region that may influence future population projections, employment opportunities and skill requirements that have been considered in the assessment.

2.4.4 LOCAL GOVERNMENT PLANNING POLICIES AND STRATEGIES

The proposal traverses the LGAs of Albury City Council (Albury Council), Greater Hume Shire Council (Greater Hume Council), Lockhart Shire Council (Lockhart Council), Wagga Wagga City Council (Wagga Wagga Council) and Junee Shire Council (Junee Council). Relevant local government strategies and plans outline each LGA's role in the region, their vision for the local community, and preferred future directions. Furthermore, understanding each strategy and plan will ensure the proposal can contribute to the vision of each council.

The following provides a summary of planning and strategy documents that are relevant to the SIA. They provide background commentary of each council's vision and approach for delivering community benefits, and managing local and regional challenges. Engagement and planning associated with the proposal would address key outcomes from these strategies. Due to the proposal's proximity to the Victoria–NSW border, Wodonga City Council (Wodonga Council) has also been included in this summary.

2.4.4.1 WODONGA CITY COUNCIL

WODONGA GROWTH STRATEGY 2016

The *Wodonga Growth Strategy 2016* (Wodonga City Council, 2016) (growth strategy) focuses on six key objectives to strengthen the role of Wodonga as one of the largest inland cities in regional Victoria and to progressively enhance the liveability and prosperity of the city. These objectives include efficient and sustainable settlements; healthy, vibrant and resilient communities; a mobile and connected region; a thriving and dynamic economy; a healthy environment and a celebrated heritage; and sustainable rural communities.

Of relevance to the proposal, the growth strategy recognises the importance of promoting the major freight hub in Wodonga and to improve infrastructure to support road and freight network improvements. The proposal seeks to address this priority by providing enhanced freight connections and efficient access to the region, along with national and international markets; therefore, supporting new and improved developments to promote Wodonga as a major hub.

2.4.4.2 ALBURY CITY COUNCIL

ALBURY COMMUNITY STRATEGIC PLAN 2030

The Albury Community Strategic Plan 2030 (Albury City Council, 2017) (strategic plan) focuses on growing a sustainable economy through recognition of the need to grow the city and increase visitors, while catering for this growth through planning and infrastructure. Albury Council aims to enhance transport and maintain the built environment by managing Albury's infrastructure and assets, and recognises the importance of enhancing and protecting the natural environment while minimising the city's ecological footprint. A major target is to enhance the community and its care by providing improved education, health and wellbeing through community facilities and activities, celebrating diversity and encouraging healthy lifestyles. Albury Council focuses on establishing strong government and regional networks, and plans to lead with good governance by consulting the community on all major changes.

The strategic plan aligns with NSW Premier Priorities through outcomes 1.5 (promote Albury for industry and business) and 1.3 (plan and cater for increased population growth). These will be achieved through strategic actions that act to ensure high-quality support infrastructure and services are available to facilitate industry and business growth, while supporting and promoting sustainable growth through planning infrastructure to provide employment, opportunities, housing choice and community facilities.

To align with the Riverina Murray Regional Plan 2036 goal of transforming the region into the eastern seaboard's freight and logistics hub, outcome 1.6 of the strategic plan identifies integrated transport network for Albury to achieve a growing sustainable economy. The plan proposes to enhance road and rail freight links by developing and promoting the Inland Rail freight corridor and other rail freight improvements.

2.4.4.3 GREATER HUME SHIRE COUNCIL

GREATER HUME COMMUNITY STRATEGIC PLAN 2017-2030

The *Greater Hume Community Strategic Plan 2017-2030* (Greater Hume Shire Council, 2017) (strategic plan) highlights Greater Hume Council as responsive to community needs and priorities, maintaining a clear framework for strategic planning, policies, procedures and services standards, and financial sustainability with effective management that is transparent and accountable. Greater Hume Council works towards improving local education and career opportunities that welcome people from diverse cultures to live, work and settle in the council region. Greater Hume Council continues to support the enhancement of children services, and youth plans, and advocates for safe work practices and employment standards to build a healthy, inclusive, resilient and safe community. Greater Hume Council will develop a transport industry development strategy, and partner with local, state and national governments to expand local business, and understands the importance of local tourism and its growth. Greater Hume Council focuses on engaging with the community to help improve community facilities and infrastructure, while promoting the value of the natural environment.

GREATER HUME ECONOMIC DEVELOPMENT AND SOCIAL PLAN 2017-2022

The *Greater Hume Economic Development and Social Plan 2017-2022* (social plan) highlights Greater Hume Council as a prosperous rural shire, with a steady population with a Gross Regional Product of $535 million. The top employment industries include agriculture, construction, manufacturing, education and training, and retail care. Agriculture is a vital sector that remains strong and provides employment and a base platform for economic and social prosperity throughout the area. Compared with the NSW average, Greater Hume represents an aging population, with 21 per cent over the age of 65. Greater Hume Council will focus on engagement with the community to demonstrate Council leadership and lead the strategic direction for each town. They work to tap into local talent and skills in business to help drive economic development and encourage more residents to be involved in events, while promoting a range of cultural and personal development opportunities. Greater Hume Council focuses on developing partnerships with schools and other community organisations to deliver and promote health and wellbeing programs, recognise the contribution of volunteers and identify opportunities for external grant funding.

Greater Hume Council will also focus on improving community transport options, promoting industrial and residential development, encouraging local business to enhance employment opportunities, ensure investment in the upgrade of road infrastructure, investigate and invest in liveability infrastructure (e.g. cycle ways, walking tracks) and investigate opportunities to reduce energy and water costs with an overall long-term planning approach.

The social plan identifies the opportunity presented by the proposed upgrades to the existing rail corridor through Greater Hume that will result in new economic activity during the construction phase and the rail's improved capabilities.

2.4.4.4 LOCKHART SHIRE COUNCIL

LOCKHART COMMUNITY STRATEGIC PLAN 2017-2027

The *Lockhart Community Strategic Plan 2017-2027* (Lockhart Shire Council, 2017) (strategic plan) recognises the need to build and maintain a connected, safe and resilient community by supporting community events, encouraging community groups, and ensuring community services and facilities meet the needs of the people. Lockhart Council aims to support a prosperous economy by enhancing the appearance of towns, improving services and infrastructure that support rural business, creating a thriving tourism economy and developing the skills and employment opportunities for residents. Lockhart Council works towards protecting the natural environment that explores opportunities to use renewable energy and water-saving practices. Lockhart Council looks towards the long-term needs of the community and recognises the need to plan sustainable transport strategies, improve road safety, advocate for diverse and affordable housing, while representing and acknowledging the needs, challenges and characteristics of the community.

LOCKHART TOURISM AND ECONOMIC DEVELOPMENT STRATEGY 2016–2026

The *Lockhart Tourism and Economic Development Strategy 2016-2026* (Lockhart Shire Council, 2016) (development strategy) recognises that the Lockhart region is facing a declining and ageing population over the last decade; however, with a vision to see the population rise by 2026. Main employment industries include agriculture, forestry and fishing; health care and social assistance; and transport, postal and warehousing. Lockhart Council works to provide relevant, timely and concise access to community, tourism and economic development information. Lockhart Council focuses on facilitating and providing comprehensive training programs that develop and maintain the economic culture of Lockhart Council and work to support a strong and resilient farming and agriculture sector. Over the next few years, Lockhart Council will ensure they provide a vibrant and diverse range of facilities, amenities, services and activities that support the community, continue to maintain positive partnerships that support tourism, encourage and explore opportunities in tourism and ensure the protection and sustainability of the community's natural assets. Lockhart Council will focus on providing safe and accessible transport, and develop key commercial and activity centres in a proactive and coordinated way.

2.4.4.5 WAGGA WAGGA CITY COUNCIL

WAGGA WAGGA COMMUNITY STRATEGIC PLAN 2040

The *Wagga Wagga Community Strategic Plan 2040* (Wagga Wagga City Council, 2017) (community plan) highlights Wagga Wagga Council's aspiration to create a thriving, innovative, connected and inclusive community. To achieve this, Wagga Wagga Council aims to adopt good governance and ethical behaviours that engage with the community to understand their needs and expectations. Wagga Wagga Council uses a long-term planning approach that undertakes community consultation and promotes shared values and opportunities. Wagga Wagga Council focuses on creating safe spaces and promoting health through infrastructure design and education, while providing services that support the community. Wagga Wagga Council works towards growing the economy by providing complete and accessible transport, building infrastructure and improving road reliability, while supporting local business and industry, promoting tourism and advocating to other governments. Wagga Wagga Council prides itself on having a strong sense of place, by implementing strategies that support neighbourhood engagement and local community groups. Wagga Wagga Council aims to provide services that support families, celebrate and value diversity, and promote sustainable urban development,; while providing accessible and affordable housing, and managing and protecting the natural environment.

2.4.4.6 JUNEE SHIRE COUNCIL

JUNEE COMMUNITY STRATEGIC PLAN 2035

The *Junee Community Strategic Plan* 2035 (Junee Shire Council, 2017) (community plan) focuses on developing and implementing the right health and lifestyle services strategies to encourage and enable access to healthy food and lifestyle choices; build on heritage, creativity and cultural expression; create opportunities for and value people with disability; support the youth and cater for the aging population. Junee Council plans to develop and maintain the right assets and infrastructure that will help support business and grow tourism, encourage respectful planning and balanced growth, protect, conserve and maintain the natural environment, and embrace energy efficiency and industrial ecological principles. Junee Council aims to encourage an informed and involved community, support volunteers that contribute, build a sense of community, and build strong relationships and shared responsivities through responsive and accountable community leadership.

3 METHODOLOGY

The methodology for this SIA has been informed by leading practice and designed specifically in response to the requirements of the SEARS.

Section 3.2 details the approach undertaken for each methodological step and provides evidence as to how SIA principles were adopted throughout the methodology.

3.1 OVERVIEW

The SIA guideline is adopted throughout each one of sections of this report, including:

- reviewing relevant NSW guidance documents, such as the SIA Guideline, and guidance documents prepared by ARTC for the Inland Rail Project (refer to Chapter 2)
- implementing the scoping tool to identify the preliminary potential social impacts of the proposal, including a review of relevant comparable projects (refer to section 4.1)
- identification of the local, nearby township and regional study areas to define the proposal's social locality (refer to section 4.2)
- developing a social baseline (also known as the existing social environment), which describes the existing social environment of the social locality based on qualitative and quantitative data sources (refer to Chapter 6)
- conducting tailored engagement through face-to-face and telephone interviews and surveys to understand and validate the existing environment, potential impacts, and relevant management and mitigation strategies (refer to Chapter 5)
- predicting and identifying potential social impacts from the proposal, and the social implications of impacts identified in other technical assessments, and assessing the significance of potential impacts based on the likelihood and magnitude of the impact, as per methodology outlined in SIA guideline (refer to Chapters 7 and 8)
- assessment of the cumulative social impacts (refer to Chapter 9)
- determining mitigation and management strategies that specifically relate to each impact. Management strategies are based on the hierarchy avoiding, minimising, mitigating and offsetting impacts and maximising potential benefits (refer to Chapter 10)
- determination of the residual social risk rating after implementation of the recommended mitigation or enhancement measure (refer to Chapter 10).

The method for the assessment is outlined in the following sections.

3.1.1 IMPACT CATEGORIES

The SIA guideline and the SEARs issued for the proposal outlines the following categories under which to assess social impacts:

- way of life, including how people live, how they get around, how they work, how they play, and how they interact each day
- community, including composition, cohesion, character, how the community functions and people's sense of place
- access, including how people access and use infrastructure, services and facilities, whether provided by a public, private or not-for-profit organisation
- culture, both Indigenous and non- Indigenous, including shared beliefs, customs, values and stories, and connections to Country, land, waterways, places and buildings
- health and wellbeing, including physical and mental health, especially for people vulnerable to social exclusion or substantial change, psychological stress resulting from financial or other pressures, and changes to public health overall

- surroundings, including ecosystem services, such as shade, pollution control, and erosion control, public safety and security, access to and use of the natural and built environment, and aesthetic value and amenity
- livelihoods, including people's capacity to sustain themselves through employment or business, whether they experience personal breach or disadvantage, and the distributive equity of impacts and benefits; it also includes personal and property rights—this is whether people experience personal disadvantage or have their civil liberties affected
- decision-making systems, particularly whether people experience procedural fairness, can make informed decisions, can meaningfully influence decisions, and can access complaint, remedy and grievance mechanisms. This category also includes fears and aspirations, related to one or a combination of the categories above, or about the future of their community.

Chapter 4 of this report details how these impact categories have been considered through scoping of the social impact assessment.

3.2 DETAILED METHODOLOGY

3.2.1 SCOPE OF THE ASSESSMENT

Scoping is the first phase of undertaking an SIA. This is used to focus the SIA on the most relevant and important issues for each project, ensure the scale of assessment required is proportionate to the importance of the expected impacts and inform the definition of the social locality.

The scoping of social issues occurred through:

- completing the SIA worksheet of the Scoping Tool (DPE, 2017) to confirm the social impacts that are considered likely to occur and the proportionate recommended level of assessment
- a review of comparable project SIAs and relevant literature on predicted social impacts, including other Inland Rail projects, to obtain an understanding of potential social issues arising from freight rail infrastructure and operation, such as:
  - Inland Rail Narrabri to North Star Phase 1, Socio-economic Assessment (GHD, 2017a)
  - Inland Rail Narromine to Narrabri, Social Assessment (JacobsGHD, 2020)
  - Inland Rail Parkes to Narromine, Socio-Economic Assessment (GHD, 2017b)
  - a preliminary review of Commonwealth, state and local government legislation and planning documents, and technical studies
  - publicly available media sources relating to the proposal and the Inland Rail Program
  - a review of state-based SIA guidance, namely the Social Impact Assessment Guideline 2021.

The scoping of social issues incorporated the life cycle focus, proportionate, material and integrated SIA principles by;

- exploring the likely impacts at all project stages, including pre-construction, construction, and operation.
- ensuring the scope and scale of the SIA corresponds to the scope and scale of the likely social impacts.
- focusing on those impacts that matter most for people and/or pose the greatest risk/opportunity to those expected to be affected
- using and referencing information from other assessments.

The SIA worksheet of the Scoping Tool (DPE, 2017) is attached in Appendix D.

As a result of the scoping of social issues the SIA social locality will be defined and will include the geographical areas in which direct and indirect impacts are likely to occur. The social locality will refer to Statistical Area Level 1 (SA1), Urban Centres/Localities (UCL) and LGA.

3.2.2 DESCRIBING THE EXISTING SOCIAL ENVIRONMENT

Data was gathered from 2016 ABS Census data and DPIE's 2020 Population, Household and Implied Dwelling Projections by LGA to illustrate the existing social environment in the proposal's social locality.

While most social indicators can be gathered by desktop research, some aspects of the existing environment are best obtained through primary data sources, i.e. community and stakeholder consultation. This report presents a preliminary analysis of the existing environment; however, Chapter 6 will continue to be validated and updated as consultation activities progress.

The description of the existing social environment adopted the rigorous, impartial and adaptive SIA principles by:

- using accepted social science methods and robust evidence from authoritative and trustworthy sources, as listed below in Table 3.1
- using unbiased research methods and secondary data sources
- allowing for continuous improvement though a validation and update process informed by consultation activities.

Table 3.1 Social data indicators and data source

THEME	INDICATOR	SOURCE
Population and demography	Population	ABS 2016 Census of Population and Housing
	Population forecast	NSW DPIE, 2020
	Age profile	ABS 2016 Census of Population and Housing
	Indigenous Population	ABS 2016 Census of Population and Housing
	Population born overseas	ABS 2016 Census of Population and Housing
	Country of birth	ABS 2016 Census of Population and Housing
	Highest level of educational attainment	ABS 2016 Census of Population and Housing
	Household composition	ABS 2016 Census of Population and Housing
	Dwelling structure	ABS 2016 Census of Population and Housing
	Tenure	ABS 2016 Census of Population and Housing
Labour force and income	Labour status	ABS 2016 Census of Population and Housing
	Travel to work method	ABS 2016 Census of Population and Housing
	Median weekly income	ABS 2016 Census of Population and Housing
	Industry of employment	ABS 2016 Census of Population and Housing
Advantage and disadvantage	IRSD + SEIFA	ABS 2016 Census of Population and Housing
Health data	Health and wellbeing	Murrumbidgee Local Health District 2017 ABS 2016 Census of Population and Housing
Land use in the study area	Land use	Chapter 12 of the EIS

THEME	INDICATOR	SOURCE
Community participation	Decision Making Systems	Local Government Planning Policies and Strategies and consultation with the following councils: — Albury City Council — Lockhart Shire Council — Wagga Wagga City Council
Travel behaviour and transport	Key transport networks	Mapping Wagga Wagga City Council Albury City Council
Community values	Events and activities	Google search Local Government Planning Policies and Strategies. Consultation with the following councils: — Albury City Council — Lockhart Shire Council — Wagga Wagga City Council
	Values	Local Government Planning Policies and Strategies. Consultation with the following councils: — Albury City Council — Lockhart Shire Council — Wagga Wagga City Council
Social infrastructure	Education	Australian Curriculum, Assessment and Reporting Authority
	Hospitals and medical facilities	Murrumbidgee Local Health District
	Emergency services	Google search
	Short term accommodation	ABS 2016 Tourist Accommodation ABS 2016 People and Households Hotels.com.au Bookings.com.au
	Open space	Google search and consultation with Albury City Council Lockhart Shire Council Wagga Wagga City Council
	Cultural facilities	Google search

3.2.3 COMMUNITY AND STAKEHOLDER CONSULTATION

3.2.3.1 EIS CONSULTATION

ARTC has undertaken extensive consultation with community and stakeholders throughout the design process for the proposal. Preliminary consultation began in 2015, with initial council roadshows to raise awareness of the wider proposal and proposed timeline. Consultation around the proposal design took place in 2018, with site neighbours and regular users, such as nearby schools and the wider community, as well as briefings with council executives and councillors at Albury City Council, Wagga Wagga City Council and Junee Shire Council.

Throughout 2019 to 2021, community and stakeholder engagement has continued to be undertaken in preparation of the EIS and reference design. This included consultation with Transport for NSW (TfNSW), local councils, state government agencies, community, environment and interest groups and local business chambers, as well as neighbouring landholders, sensitive receivers' adjacent key sites and the general public.

A section on the ARTC website has been made available to the public with up to date information about the proposal, including proposal description, current and upcoming field investigations, consultation information and an online interactive map where the public can make specific comments on the proposal enhancement sites and visualise design features of the proposal.

In February 2021, Inland Rail established and held the first Community Consultative Committee (CCC) for A2I, which is composed of two subcommittees, one to be focused on the Albury and Greater Hume, and the second on Lockhart, Wagga Wagga and Junee, due to the geographic extension of the proposal.

Chapter 5 and Appendix F of the EIS provides details of the specific activity issues raised during EIS consultation.

3.2.3.2 SIA-SPECIFIC CONSULTATION

SIA community and stakeholder consultation took place between May and October 2021. It comprised face to face interviews, as well as video conferences and phone interviews. Appendix A outlines the consultation plan as part of the SIA for A2I, the intended discussion themes and proposed method for how to consult each stakeholder group. The consultation method adopted was agreed with the stakeholder and community member.

An online survey was also distributed among stakeholders to provide general input about the social locality and early identification of the potential impacts. The SIA specific consultation adopted the following SIA principles:

- Culturally responsive, by adapting consultation methods to the needs and orientation provided by community members, including Indigenous people.
- Inclusive, by seeking to understand the views of diverse likely affected groups of people – including vulnerable groups, and by providing participants with a copy of their input, as well as ongoing opportunities to provide input.
- Transparent, by explaining how people's input will influence the SIA, and how SIA will inform the EIS.

Section 5.1.2 details the issues raised by the community and stakeholders during SIA consultation.

3.2.4 EVALUATION OF IDENTIFIED SOCIAL IMPACTS

The assessment of positive and negative social impacts considers the integrated SIA principle by making use of the following inputs:

- understanding the key components and activities of the proposal
- understanding changes to the proposal design as a result of consultation
- contextualising the proposal in its strategic and regulatory setting
- considering lessons learned and experiences of comparable projects, such as Inland Rail Illabo to Stockinbingal (I2S)
- consideration of the demographic and socio-economic profile of the existing environment

- outcomes of stakeholder and community consultation, noting that whilst key consultation feedback is sometimes directly referenced and quoted directly in the report, all feedback is considered to determine the overall impact ratings
- professional judgement.

This SIA will examine direct, indirect and combined impacts of the proposal, defined as follows:

- direct impacts are those caused directly by the proposal, for example sleep disturbance caused by construction noise
- indirect impacts are those that result from changes caused by the proposal, for example strain on family relations and health from sleep disturbance caused by construction noise
- combined impacts refer to the combined effect of the different impacts of the proposal, for example sleep disruption due to increased noise and restricted access due to reduced street parking caused by a single project.

Each identified negative social impact has been evaluated for significance based on factors including:

- the four impact characteristics that demonstrate the material effect of the impact (extent, duration, severity, sensitivity)
- who specifically may be affected, directly, indirectly or cumulatively and the level of concern they feel about the matter (high, medium, low), recognising that impacts may affect population groups or individuals differently
- when the potential impact is expected to occur (construction, operation)
- the significance of the potential impact, evaluated through magnitude, likelihood and level of social risk.

Table 3.2 defines the key impact characteristics and criteria used to assess each negative impact identified. Defining likelihood has been established by the authors of this study through an understanding of the proposal context, as per the SIA guideline and is outlined in Table 3.4. Magnitude scales are defined in Table 3.3, and include the extent, duration, severity, sensitivity of the impact and level of concern/interest of stakeholders. Table 3.5 was then used to evaluate significance both before and after the application of the mitigation measure.

Table 3.2 Characteristics of social impact magnitude

CHARACTERISTIC	DEFINITION
Extent	Who specifically is expected to be affected (directly, indirectly, and/or cumulatively), including any potential vulnerable people? Which location(s) and people are affected (e.g. near neighbours, local, regional)? The extent will be examined across three levels of the social locality: — local study area (Figure 4.1): this is considered to be the area expected to experience the most social change as a result of the proposal. It includes the people living and/or accessing to services within, and 1km distance from, proposal site, including enhancement sites and existing rail corridor — nearby townships study area (Figure 4.2): this area considers the townships where the proposal's construction and operation may have broader social implications for issues such as labour market, housing, and transportation network impacts. This are including the four proposal precincts (townships intersected by the proposal) and the townships in close proximity to the proposal site — regional study area (Figure 4.3): refers to the area unlikely to experience significant direct impacts due to the proposal but share social and cultural links with the affected communities and are considered part of the local labour force.
Duration	When is the social impact expected to occur? Will it be time-limited (e.g. over particular project phases) or permanent?
Severity or scale	What is the likely scale or degree of change (e.g. mild, moderate, severe)?

CHARACTERISTIC	DEFINITION
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.
Level of concern/interest	How concerned/interested are people? Sometimes, concerns may be disproportionate to findings from technical assessments of likelihood, duration and/or severity. Concern itself can lead to negative impacts, while interest can lead to expectations of positive impacts.

Source: SIA Guideline for State significant projects (DPE, 2021)

It is noted that the SIA Guideline for State significant projects (DPE, 2021) defines principles to be adopted in the consideration of assessment social impact.

This SIA recognises the distributive equity SIA principle, this is that social impacts may affect people differently, depending on the nature of the impact, each individual's circumstances and their proximity to the proposal site. The evaluation of significance has considered the uneven experience of impacts by different people through attributing a social risk rating for the positive perspective of the impact as well as the negative.

This SIA adopts the proportionate SIA principle to examining each impact category depending on its nature and extent, by considering the impact effects on local, nearby townships and regional study area. As such, impacts within the way of life category, examine the regional extent of employment and economic impacts, while mobility impacts are analysed at the nearby township study area within each precinct. The health and wellbeing and livelihoods categories examine the extent of impacts at both the nearby township and local study area, focusing on particular enhancement sites. The study area applicable for each impact category is explained within the relevant sections in Chapter 7.

The precautionary SIA principle was adopted by undertaking the evaluation of significance from the perspective of the affected parties.

Table 3.3 Defining magnitude levels for social impacts

MAGNITUDE CRITERIA	
Transformational	Substantial change experienced in community wellbeing, livelihood, amenity, infrastructure, services, health, and/or heritage values; permanent displacement or additional 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.

Source: SIA Guideline for State significant projects (DPE, 2021)

Table 3.4 Defining likelihood levels of social impacts

LIKELIHOOD LEVEL	DEFINITION
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

Source: SIA Guideline for State significant projects (DPE, 2021)

Table 3.5 Social impact significance matrix

		1 MINIMAL	2 MINOR	3 MODERATE	4 MAJOR	5 TRANSFORMATIONAL
LIKELIHOOD LEVEL	**A** Almost certain	Low	Medium	High	Very high	Very high
	B Likely	Low	Medium	High	High	Very high
	C Possibly	Low	Medium	Medium	High	High
	D Unlikely	Low	Low	Medium	Medium	High
	E very unlikely	Low	Low	Low	Medium	Medium

Source: SIA Guideline for State significant projects (DPE, 2021)

3.2.5 CUMULATIVE IMPACT ASSESSMENT

Cumulative impacts refer to the interactions between the proposal and other approved or yet-to-start projects, or with reasonably foreseeable future development in the area that is likely to be affected by the proposal (see section 9.1). Cumulative impacts can indicate that the combination of effects, either positive or negative, created by multiple projects or developments, may be greater than that of the impact of one project or proposed development.

Section 9.1 details the projects that are most likely to interact with the proposal and cause cumulative impacts. The methodology for assessing cumulative impacts is outlined in section 3.2.4.

3.2.6 IMPACT MITIGATION AND MANAGEMENT PLANNING

Recommended mitigation and enhancement strategies have been targeted to the potential impacts identified. These strategies will be informed by guidance provided in the SIA Guideline (DPE, 2021); ARTC guidance; community and stakeholder feedback; strategic directions of councils in the SIA social locality; ongoing communication and participation from local agencies and departments.

Mitigation measures have been assigned to all pre-mitigated impacts from Low to Very High. In those cases, in which an impact results in different rating across the social localities (i.e. High impact in Wagga Wagga and Low impact on Albury) the proposed measure will be implemented across the social locality as best practice, with nuances in the localities which will experience impacts more acutely.

The 'residual risk rating' refers to how significant the social impact remains, after the proposed mitigation measure or enhancement measure has been implemented.

A separate preliminary social impact management plan (SIMP) has been provided in Appendix E. It outlines recommendations for how identified social impacts and their responses may be managed and monitored post approval.

The impact mitigation and management planning adopted the precautionary, action oriented, adaptive and inclusive, SIA principles by:

- presenting measures to prevent environmental and social degradation
- defining specific actions to deliver practical, achievable, and effective outcomes for people
- establishing a system to support continuous improvement
- incorporating consultation output in the design of management measures and planning.

3.3 STUDY LIMITATIONS

The social locality includes a study area greater than the 24 enhancement sites and the existing rail corridor between Albury and Illabo. Technical data to assess amenity is limited to the 24 enhancement sites where construction activities are expected to take place. The SIA will draw on case studies and experience of projects of similar nature to assess impacts on those areas where technical data is not available.

SIA community consultation is reliant on participants agreeing to be interviewed or choosing to complete the online survey. Low response rate to the community survey was experienced (6 responses), which is partially explained by the increased number of online activities due to COVID-19 and preference of other avenues to provide feedback, such as direct engagement with ARTC. During coordination of consultation activities, a number of stakeholders did not respond to any of the communicational channels used to schedule meetings (phone and email), and 2 stakeholders declined participation due to not having information to contribute to the assessment. Consultation efforts were recorded.

To address this limitation, the SIA implemented a second round of consultation between October and November 2021. This consultation focused on local residents, landholders and identification of vulnerable groups. Participants were consulted about the presence of vulnerable groups in their neighbourhood and if they would be affected differently by the proposal.

4 SCOPE OF THE ASSESSMENT

This chapter details the outcomes of the scoping process undertaken for this this SIA.

4.1 SCOPING OF SOCIAL ISSUES

The scoping of social issues occurred through the methodology outlined in Chapter 3. Table 4.1 provides a summary of the impacts scoped for this SIA. The table includes:

- the environmental matters identified in the SIA guideline
- a description of the potential social issues that are expected to occur as a result of construction and operation of the proposal, based on the information sources discussed above
- the corresponding social impact categories as described in the SIA guideline
- preliminary assessment information to inform the impact assessment.

Impacts scoped in Table 4.1 will guide the discussion of Chapters 7, 8 and 9, yet it is anticipated new impacts may arise from the review of technical reports and consultation, and that some scoped impacts may result in no changes or negligible changes for the community.

Table 4.1 Preliminary scoping of social impacts

KEY ISSUE (SEARS)	REFERENCE TECHNICAL PAPER	PROPOSED REVISED POTENTIAL IMPACTS FOR A2I	NATURE	EXTENT	DURATION	SEVERITY OR SCALE	SENSITIVITY OR IMPORTANCE	LEVEL OF CONCERN/ INTEREST	PRIMARY IMPACT CATEGORY	WHERE ADDRESSED IN THE SIA
Amenity (noise and vibration)	Technical Paper 6 – Noise and vibration (non-rail)	Construction activities would result in noise and vibration, which may impact sensitive receivers, including as a result of construction vehicles and traffic diversions.	Negative	Local study area along proposal site	Temporary during construction phase	Moderate to severe depending on distance from the proposal site	High level of value placed on noise levels from sensitive receivers	High level of concern from sensitive receivers	Health and Wellbeing	Section 7.5
Amenity (noise and vibration)	Technical Paper 7 – Operational noise and vibration (rail)	Changes in noise and vibration from train operations may impact sensitive receivers.	Negative	Local study area along proposal site	Permanent during operation	Minimum to moderate depending on proximity to proposal site	High level of value placed on noise levels from sensitive receivers	High level of concern from sensitive receivers	Health and Wellbeing	Section 8.5
Amenity (visual)	Technical Paper 10 – Landscape and visual	Construction may impact on amenity for nearby sensitive receivers, including views of construction activities, compounds and disruption of views.	Negative	Local study area along proposal site	Temporary during construction phase	Moderate depending on proximity to proposal site	High level of importance placed on visual landscape	High level of concern from sensitive receivers and members of the broader community	Surroundings	Section 7.5.2.2

KEY ISSUE (SEARS)	REFERENCE TECHNICAL PAPER	PROPOSED REVISED POTENTIAL IMPACTS FOR A2I	NATURE	EXTENT	DURATION	SEVERITY OR SCALE	SENSITIVITY OR IMPORTANCE	LEVEL OF CONCERN/ INTEREST	PRIMARY IMPACT CATEGORY	WHERE ADDRESSED IN THE SIA
Amenity (visual)	Technical Paper 10 – Landscape and visual	Rail freight movements and views of new infrastructure may impact nearby sensitive receivers.	Negative	Local study area along proposal site	Permanent during operation	Minimum to moderate depending on proximity to rail corridor	High level of importance placed on visual landscape	High level of concern from sensitive receivers and members of the broader community	Surroundings	Section 8.6
Access to property	EIS Chapter 12	Property requirements for the proposal may impact access or movements within/across property, including disruption to property access from public roads.	Negative	Isolated to specific properties along proposal site	Temporal during construction	Minimum to moderate depending on convenience of alternative access	High value placed on access to basic utilities	Moderate level of concern from sensitive receivers	Accessibility	Section 7.3
Access to utilities	EIS Chapter 8	Adjustment or modification to utilities, potentially resulting in disruption of service.	Negative	Local study area along proposal site	Temporal during construction	Minimum to Moderate depending on length of service disruption	High importance	High level of concern	Accessibility	Section 7.3

KEY ISSUE (SEARS)	REFERENCE TECHNICAL PAPER	PROPOSED REVISED POTENTIAL IMPACTS FOR A2I	NATURE	EXTENT	DURATION	SEVERITY OR SCALE	SENSITIVITY OR IMPORTANCE	LEVEL OF CONCERN/ INTEREST	PRIMARY IMPACT CATEGORY	WHERE ADDRESSED IN THE SIA
Access to road and rail network	Technical Paper 1 – Transport and traffic	Increased traffic from construction vehicles, disruption to existing vehicle movements from temporary road closures or diversions impacting road users, including public and active transport modes.	Negative	Local study area and nearby townships	Temporal during construction	Moderate	High importance	High level of concern	Way of life	Section 7.1
Access to road and rail network	Technical Paper 1 – Transport and traffic	Disruption to the existing rail network from construction.	Negative	Regional	Temporal during construction	Moderate	High importance	High interest	Accessibility	Section 7.3
Access parking	Technical Paper 1 – Transport and traffic	Impacts to offsite parking due to construction activities and/or parking of construction vehicles.	Negative	Local study area	Temporal during construction	Minor	Minor sensitivity	Minor level of concern	Accessibility	Section 7.3

KEY ISSUE (SEARS)	REFERENCE TECHNICAL PAPER	PROPOSED REVISED POTENTIAL IMPACTS FOR A2I	NATURE	EXTENT	DURATION	SEVERITY OR SCALE	SENSITIVITY OR IMPORTANCE	LEVEL OF CONCERN/ INTEREST	PRIMARY IMPACT CATEGORY	WHERE ADDRESSED IN THE SIA
Built environment (public domain)	EIS Chapter 12	Impact to the public domain from construction activities, including temporary and permanent use of open space.	Negative	Local study area along proposal site	Permanent	Moderate	High importance	High level of concern	Surroundings	Section 7.2.2
Built environment (public domain)	Technical Paper 4 – Social	Increased potential for anti-social behaviour including graffiti on new infrastructure.	Negative	Local study area along proposal site	Temporal during construction	Minor	Moderate importance	Unknown	Community	Section 7.2
Built environment (public infrastructure)	Technical Paper 1 – Transport and traffic	Changes and modifications to public roads, rail corridor, and pedestrian/cycle bridges.	Negative	Local study area along proposal site	Temporal during construction & Permanent during operation	Moderate	High importance	High level of concern	Surroundings	Section 7.5.2.2
Heritage (Aboriginal cultural)	Technical Paper 2 – Aboriginal cultural heritage assessment report	Direct impacts on known Aboriginal heritage items.	Negative	Local study area and isolated to properties along proposal site	Permanent	Severe degree of change from current situation	High importance	High level of concern	Culture	Section 7.4

KEY ISSUE (SEARS)	REFERENCE TECHNICAL PAPER	PROPOSED REVISED POTENTIAL IMPACTS FOR A2I	NATURE	EXTENT	DURATION	SEVERITY OR SCALE	SENSITIVITY OR IMPORTANCE	LEVEL OF CONCERN/ INTEREST	PRIMARY IMPACT CATEGORY	WHERE ADDRESSED IN THE SIA
Heritage (Aboriginal cultural)	Technical Paper 2 – Aboriginal cultural heritage assessment report	Direct and indirect impacts to archaeologically sensitive landscapes and potential unidentified Aboriginal heritage items.	Negative	Local study area and isolated to properties along proposal site	Temporary with potential for permanency	Severe to moderate degree of change from current situation	High importance	High level of concern	Culture	Section 7.4
Heritage (built)	Technical Paper 3 – Non-Aboriginal heritage	Direct impacts on known heritage items.	Negative	Local study area and isolated to properties along proposal site	Temporary with potential for permanency	Severe degree of change from current situation	High importance	High level of concern	Culture	Section 7.4
Heritage (built)	Technical Paper 3 – Non-Aboriginal heritage	Indirect impacts to heritage items from construction of the proposal such as vibration or visual impacts.	Negative	Local study area and isolated to properties along proposal site	Temporal	Moderate	High importance	High level of concern	Culture	Section 7.4
Community (health and wellbeing)	Technical Paper 6 – Noise and vibration (non-rail)	Noise and vibration may result in stress, anxiety and/or sleep disruption, affecting mental health of sensitive receivers.	Negative	Local study area along proposal site	Temporary during construction phase	Moderate to severe depending on proximity to proposal site.	High importance	High level of concern from sensitive receivers.	Health and wellbeing	Section 7.5

KEY ISSUE (SEARS)	REFERENCE TECHNICAL PAPER	PROPOSED REVISED POTENTIAL IMPACTS FOR A2I	NATURE	EXTENT	DURATION	SEVERITY OR SCALE	SENSITIVITY OR IMPORTANCE	LEVEL OF CONCERN/ INTEREST	PRIMARY IMPACT CATEGORY	WHERE ADDRESSED IN THE SIA
Community (health and wellbeing)	Technical Paper 4 – Social	Potential saturation of health services due to increased demand by construction workforce.	Negative	Local study area along proposal site	Temporary during construction phase	Minor to moderate depending workforces peak on workforce numbers	High importance	High level of concern from sensitive receivers.	Accessibility	Section 7.3
Community (health and wellbeing)	Technical Paper 1 – Transport and traffic	Perceived impacts related to temporary level crossings closures that have potential to affect access for emergency services during construction phase.	Negative	Local study area along proposal site	Temporary during construction phase	Moderate	High importance	High level of concern from sensitive receivers.	Accessibility	Section 7.3
Community (safety)	Technical Paper 1 – Transport and traffic	Safety risks to pedestrians during construction, particularly for school-aged children and families accessing nearby schools, due to changes in traffic and road network conditions.	Negative	Local study area along proposal site	Temporary	Moderate to severe depending on number of pedestrians and length of peak hour	High importance	High level of concern from sensitive receivers	Health and wellbeing	Section 7.5

KEY ISSUE (SEARS)	REFERENCE TECHNICAL PAPER	PROPOSED REVISED POTENTIAL IMPACTS FOR A2I	NATURE	EXTENT	DURATION	SEVERITY OR SCALE	SENSITIVITY OR IMPORTANCE	LEVEL OF CONCERN/ INTEREST	PRIMARY IMPACT CATEGORY	WHERE ADDRESSED IN THE SIA
Community (safety)	Technical Paper 1 – Transport and traffic	Safety improvement in bridges due to proposal enhancement, including improved accessibility for people with special needs.	Positive	Local study area along proposal site	Permanent	Moderate	High importance	High positive interest	Health and wellbeing	Section 8.5
Community (safety)	Technical Paper 4 – Social	Potential unauthorised access to railways resulting in safety risks for property owners.	Negative	Local area along proposal site	Permanent	Moderate	High importance	High level of concern from sensitive receivers	Health and wellbeing	Section 8.5
Community (safety)	Technical Paper 1 – Transport and traffic	Increase safety risks perception in road/rail interfaces at level crossings.	Negative	Local study area along proposal site	Permanent	Severe	High importance	Medium level of concern	Health and wellbeing	Section 8.5
Community (services and facilities)	Technical Paper 4 – Social	Presence of the construction workforce may put pressure on services and facilities during the construction period.	Negative	Local study area along proposal and nearby townships	Temporary	Moderate	Highly valued risk	Medium level of concern	Accessibility	Section 7.3

KEY ISSUE (SEARS)	REFERENCE TECHNICAL PAPER	PROPOSED REVISED POTENTIAL IMPACTS FOR A2I	NATURE	EXTENT	DURATION	SEVERITY OR SCALE	SENSITIVITY OR IMPORTANCE	LEVEL OF CONCERN/ INTEREST	PRIMARY IMPACT CATEGORY	WHERE ADDRESSED IN THE SIA
Community (services and facilities)	Technical Paper 1 – Transport and traffic	Impacts to the road network, parking and access to services and facilities.	Negative	Local study area along proposal and nearby townships	Temporary	Moderate	Highly valued risk	Medium level of concern	Accessibility	Section 7.3
Community (cohesion, capital and resilience)	Technical Paper 4 – Social	Potential change to cohesion through temporary workforce in local towns.	Negative	Local study area and nearby townships	Temporary	Moderate	High level of importance	High level of concern	Community	Section 7.2.1
Community (cohesion, capital and resilience)	Technical Paper 4 – Social	Potential disruption to community events (carnivals, fairs) due to changes to road/access network.	Negative	Local study area and nearby townships	Temporary	Moderate	High level of importance	High level of concern	Community	Section 8.2

KEY ISSUE (SEARS)	REFERENCE TECHNICAL PAPER	PROPOSED REVISED POTENTIAL IMPACTS FOR A2I	NATURE	EXTENT	DURATION	SEVERITY OR SCALE	SENSITIVITY OR IMPORTANCE	LEVEL OF CONCERN/ INTEREST	PRIMARY IMPACT CATEGORY	WHERE ADDRESSED IN THE SIA
Community (cohesion, capital and resilience)	Technical Paper 4 – Social	Potential exacerbation of social severance (deterioration of people's movement) due to more frequent level crossing closures and/or increased likelihood of experiencing the maximum closure times associated with 1,800m freight trains.	Negative	Local study area and nearby townships	Long-term during operation	Moderate	High level of importance	High level of concern	Community	Section 8.2
Community (housing)	Technical Paper 4 – Social	Reduction of housing/ accommodation alternatives for low-income earners (such as seasonal workers) due to increased demand on housing and accommodation from incoming temporary construction workforce.	Negative	Local study area	Temporary with potential for permanency	Moderate	For some stakeholders this is high sensitivity	High level of concern	Way of life	Section 7.1

KEY ISSUE (SEARS)	REFERENCE TECHNICAL PAPER	PROPOSED REVISED POTENTIAL IMPACTS FOR A2I	NATURE	EXTENT	DURATION	SEVERITY OR SCALE	SENSITIVITY OR IMPORTANCE	LEVEL OF CONCERN/ INTEREST	PRIMARY IMPACT CATEGORY	WHERE ADDRESSED IN THE SIA
Community (decision making systems)	Technical Paper 4 – Social	During consultation, concern about how community feedback is reflected in design decisions was raised.	Negative	Local study area	Temporary	Severe	High level of sensitivity	High level of concern	Decision making	Section 7.8
Community (decision making systems)	Technical Paper 4 – Social	Lack of understanding of proposal scope and potential impacts.	Negative	Regional	Temporary	Severe	High level of sensitivity	High level of concern	Decision making	Section 7.8
Economic (livelihood)	Technical Paper 5 – Economic	Impacts to venues, restaurants, pubs and others during construction.	Negative	Local study area	Temporary	Moderate	Moderate	High level of concern	Livelihood	Section 7.7
Economic (livelihood)	Technical Paper 5 – Economic	Job opportunities for local trades and business opportunities for local service providers.	Positive	Local study area, nearby townships and regional	Temporary	Moderate	Medium sensitivity	High level of interest and expectation of direct employment benefits	Way of life	Section 7.1
Economic (livelihood)	Technical Paper 5 – Economic	Improved freight efficiency reducing business cost.	Positive	Regional	Permanent	High	High importance	High level of positive interest	Livelihood	Section 8.7

KEY ISSUE (SEARS)	REFERENCE TECHNICAL PAPER	PROPOSED REVISED POTENTIAL IMPACTS FOR A2I	NATURE	EXTENT	DURATION	SEVERITY OR SCALE	SENSITIVITY OR IMPORTANCE	LEVEL OF CONCERN/ INTEREST	PRIMARY IMPACT CATEGORY	WHERE ADDRESSED IN THE SIA
Economic (livelihood)	Technical Paper 5 – Economic	Positive economic impacts from local housing and accommodation providers servicing the demand for accommodation generated through the IR workforce.	Positive	Local study area and nearby townships	Permanent	Moderate	High importance	High level of positive interest	Livelihood	Section 8.7
Air	Technical Paper 10 – Landscape and visual	Dust during construction could affect the amenity of community members near the proposal.	Negative	Local study area along proposal site	Temporary	Moderate depending on proximity to line	Low sensitivity	Low level of concern	Health and wellbeing	Section 7.5
Biodiversity (native vegetation)	Technical Report 8 – Biodiversity	Impacts to native vegetation, including threatened species and communities.	Negative	Local study area	Temporary during construction phase	Moderate	High level of importance placed on visual landscape and rural lifestyles	High level of concern	Surroundings	Section 7.5.2.2 and 7.4.1
Biodiversity (native fauna)	Technical Report 8 – Biodiversity	Impacts to native fauna and habitat, including threatened species.	Negative	Local study area	Permanent during operation	Moderate	High value attributed to visual character and rural lifestyle	High level of concern	Surroundings	Section 8.6 and 8.4.1
Land	EIS Chapter 12	Temporary use of agricultural land during construction.	Negative	Isolated to one property along proposal site	Temporary	Moderate	High importance	Low level of concern	Livelihood	Section 7.7

KEY ISSUE (SEARS)	REFERENCE TECHNICAL PAPER	PROPOSED REVISED POTENTIAL IMPACTS FOR A2I	NATURE	EXTENT	DURATION	SEVERITY OR SCALE	SENSITIVITY OR IMPORTANCE	LEVEL OF CONCERN/ INTEREST	PRIMARY IMPACT CATEGORY	WHERE ADDRESSED IN THE SIA
Water	EIS Chapter 8	Construction water supply requirements.	Negative	Local study area and neighbouring townships	Temporary	Moderate	Low	Low level of concern	Accessibility	Section 7.3
Risks	Technical Paper 11 – Hydrology, flooding and water quality	Potential changes to flooding conditions during operation, as a result of the proposal.	Negative	Local study area and neighbouring Townships	Permanent	Moderate	High importance	High level of concern	Health and wellbeing	Section 8.5.2.3

4.2 DEFINITION OF SOCIAL LOCALITY

The SIA social locality was determined according to ARTC assessment guidelines and the SIA guideline. The approach used to determine the SIA social locality considered who is most likely to experience direct and indirect socio-economic impacts and where those groups of people are located.

As a result, the social locality is comprised of three study areas, which includes:

- **Local study area** (Figure 4.1): this is considered to be the area expected to experience the most social change as a result of the proposal. It includes the people living and/or accessing to services within, and 1km distance from, proposal site, including enhancement sites and existing rail corridor. Some of the anticipated impacts include changes to amenity and health and wellbeing from construction and operation of the proposal. Statistical Area 1 (SA1s) units that spatially intersect the proposal site and are within 1km distance of it have been selected to reflect this study area.
- **Nearby townships study area** (Figure 4.2): this area considers the townships where the proposal's construction and operation may have broader social implications for issues such as labour market, housing, and transportation network impacts. These include the four proposal precincts (townships intersected by the proposal) and the townships in close proximity to the proposal site. Urban Centres/Localities (UCL) data of townships include:
  - Albury–Wodonga (Albury part)[1], Albury–Wodonga (Wodonga part)[2], Jindera, Walla Walla, Holbrook, Culcairn, Henty, The Rock, Tarcutta, Lockhart, Ladysmith, Uranquinty, Wagga Wagga, Forest Hill, San Isidore, Estella, Gundagai, Junee, Coolamon, Yerong Creek, Ganmain and Cootamundra.
- **Regional study area** (Figure 4.3): refers to the area unlikely to experience significant direct impacts due to the proposal but share social and cultural links with the affected communities and are considered part of the local labour force. This includes the Local Government Areas (LGAs) of Wodonga City Council, Albury City Council, Greater Hume Shire Council, Lockhart Shire Council, Wagga Wagga City Council and Junee Shire Council.

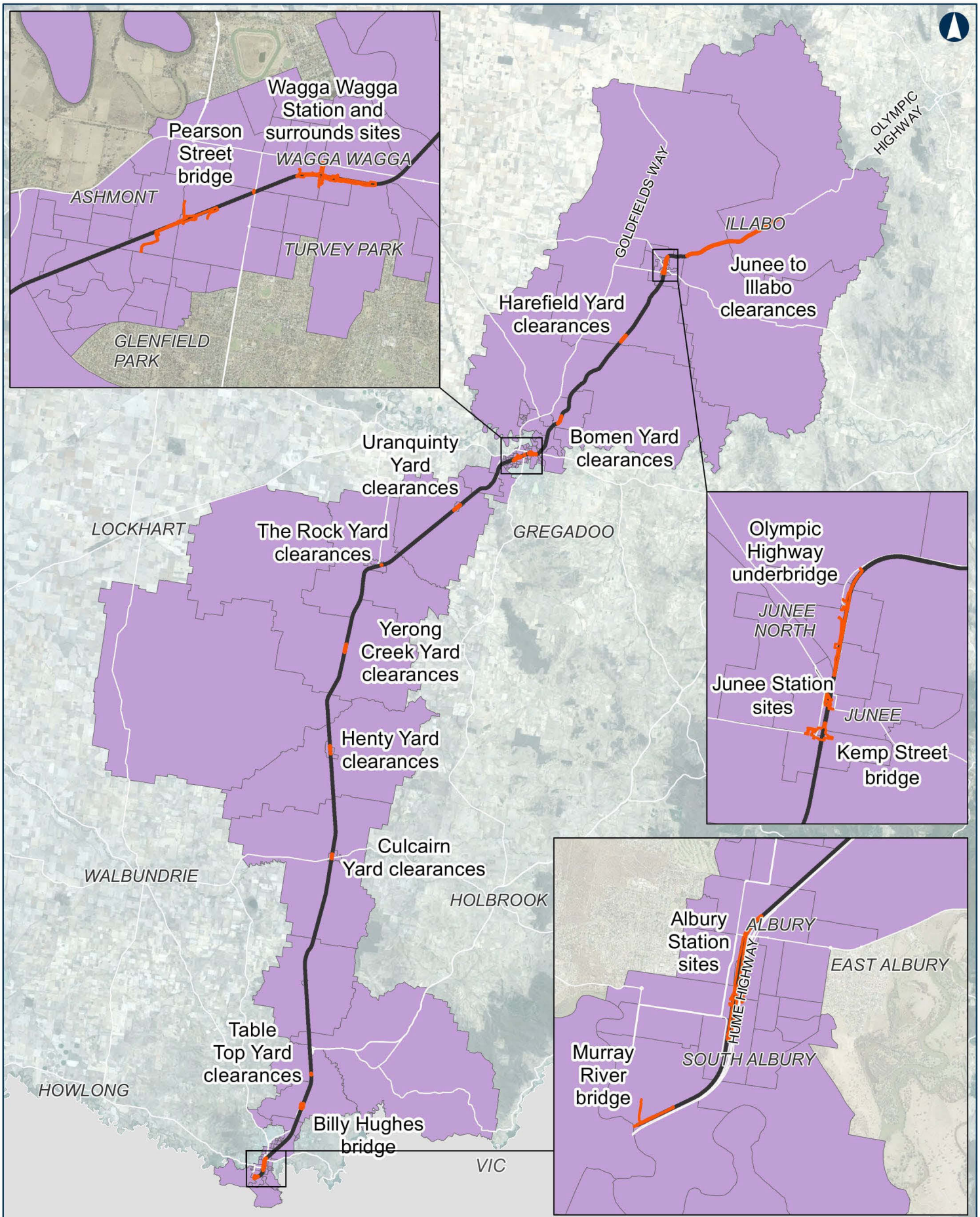
Together, these three study areas provide an understanding of:

- the social context without the proposal, including social environment, conditions and trends relevant to the scoped impacts
- the local area and nearby townships where direct and indirect impacts may take place
- the broader region in which the proposal is located.

Appendix A provides further detail of the statistical geography associated with each study area.

[1] Albury and Wodonga are border towns, ABS divide the UCLs into two separate areas to align with state boundaries.

[2] Albury and Wodonga are border towns, ABS divide the UCLs into two separate areas to align with state boundaries.



Albury to Illabo Figure 4.1 Local Area

0 10 20 km

Coordinate System: GDA 1994 MGA Zone 55

Proposal site
Track alignment
SA1

Date: 1/11/2021 Paper: A3
Author: WSP Scale: 1:525,000
Data Sources: ARTC, NSWSS, ABS

INLAND RAIL ARTC

The Australian Government is delivering Inland Rail through the Australian Rail Track Corporation (ARTC), in partnership with the private sector.

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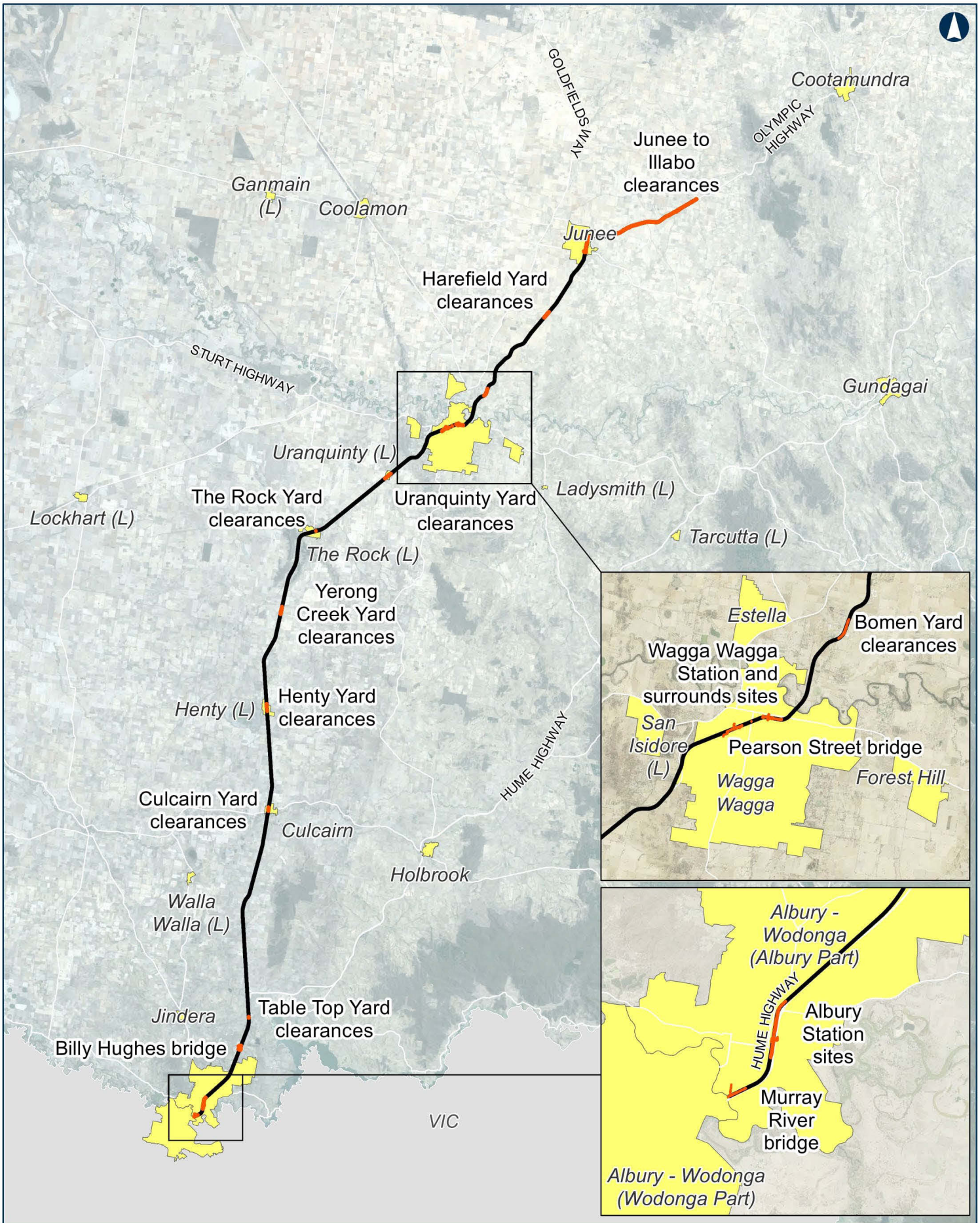

Albury to Illabo Figure 4.2 Nearby Townships (UCLs)

0 10 20 km

Coordinate System: GDA 1994 MGA Zone 55

Date: 1/11/2021 Paper: A3
Author: WSP Scale: 1:550,000
Data Sources: ARTC, NSWSS, ABS

Proposal site
Track alignment
Nearby Townships (UCLs)

INLAND RAIL ARTC

The Australian Government is delivering Inland Rail through the Australian Rail Track Corporation (ARTC), in partnership with the private sector.

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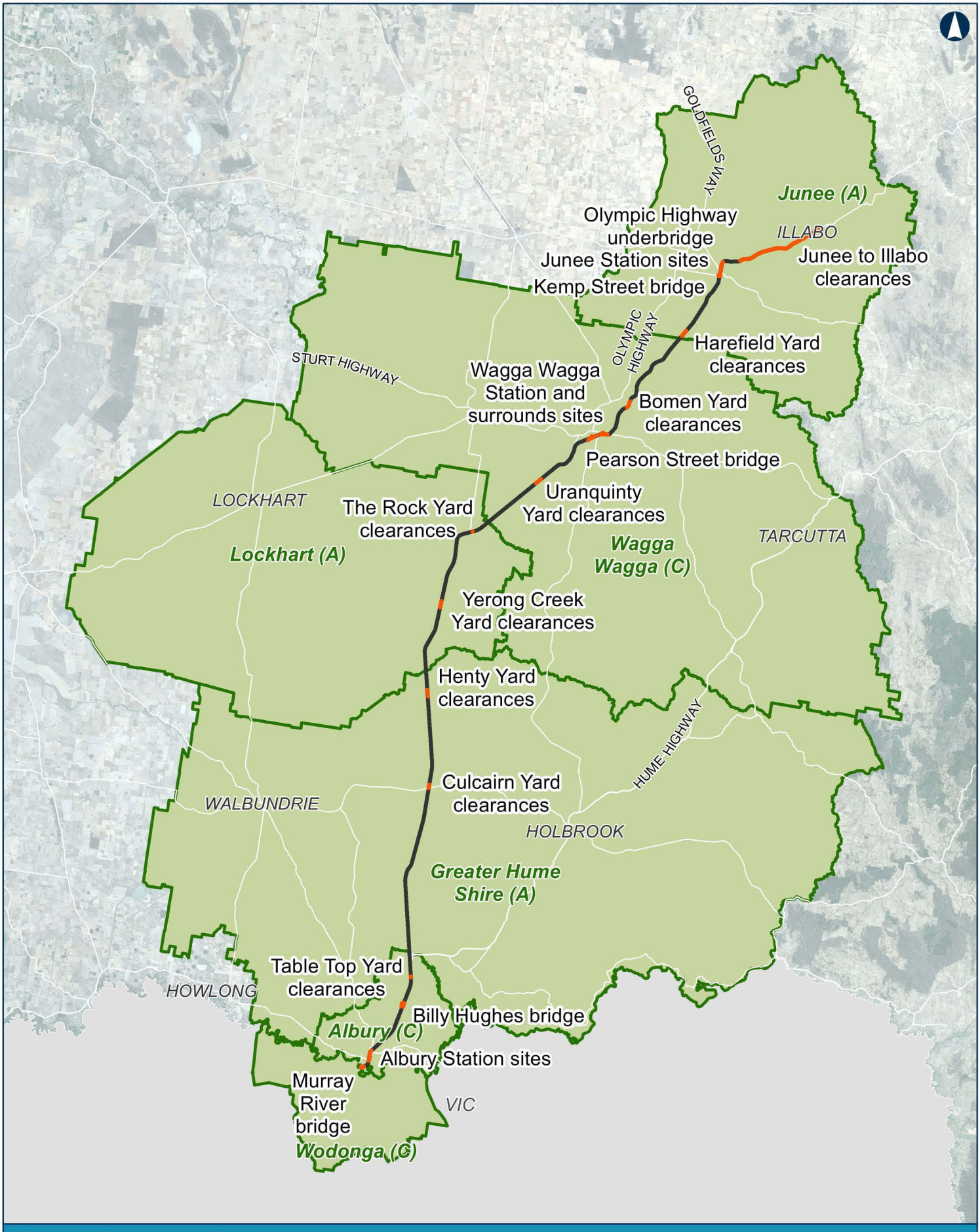

Albury to Illabo Figure 4.3 Regional Area

0 10 20 km

Coordinate System: GDA 1994 MGA Zone 55

Proposal site
Track alignment
Local Government Area (LGA)

Date: 1/11/2021 Paper: A3
Author: WSP Scale: 1:600,000
Data Sources: ARTC, NSWSS, ABS

INLAND RAIL ARTC

The Australian Government is delivering Inland Rail through the Australian Rail Track Corporation (ARTC), in partnership with the private sector.

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5 COMMUNITY AND STAKEHOLDER CONSULTATION

This chapter provides a summary of the issues raised during consultation activities with community and stakeholders prior to and during preparation for the EIS and SIA for the proposal.

5.1 EIS CONSULTATION

This section provides a summary of the issues raised during consultation activities with community and stakeholders prior to and during preparation for the EIS and SIA for the proposal. The EIS and SIA consultation was conducted in tandem, as much as practicable, to minimise duplication and respondent fatigue.

5.1.1 SUMMARY OF ISSUES RAISED DURING EIS CONSULTATION

Table 5.1 provides a summary of issues raised by stakeholders during EIS consultation.

Table 5.1 Summary of issues raised by topic during EIS consultation

TOPIC CATEGORY	ISSUES RAISED FOR CONSIDERATION	ADDRESSED IN SIA	EIS REFERENCE
Hydrology/ flooding	A number of key stakeholders have raised concerns around flooding, particularly at track lowering sites.	Section 8.5	Technical Paper 11 – Hydrology, flooding and water quality
Pedestrian access	Councils, Department of Education, community groups and general community members have a strong desire to include Disability and Discrimination Act (DDA) compliant pedestrian access over any newly constructed bridges.	Section 7.1 and 7.5	Technical Paper 1 – Transport and traffic
Number of trains running/ impacts to local traffic	Community concerned with number of trains running per day and the impact, i.e. traffic, wait times at crossings.	Section 8.2	Technical Paper 1 – Transport and traffic Technical Paper 7 – Operational noise and vibration (rail)
Heritage	Key stakeholders concerned about heritage issues at a number of locations, including Murray River Bridge, Albury Yard, Culcairn, Wagga Yard, Junee Yard.	Section 7.4	Technical Paper 2 – Aboriginal cultural heritage assessment report Technical Paper 3 – Non-Aboriginal heritage
Future proofing	A number of key stakeholders are concerned about the limited scope of the Inland Rail proposal and that adequate collaboration is not taking place with other departments/entities to investigate improved outcomes for communities.	Section 7.8	Technical Paper 4 – Social impact assessment Technical Paper 5 – Economic assessment

TOPIC CATEGORY	ISSUES RAISED FOR CONSIDERATION	ADDRESSED IN SIA	EIS REFERENCE
Feedback not incorporated	A number of communities are concerned that their feedback is not being adequately reflected in design decisions.	Section 7.8	Technical Paper 4 – Social impact assessment
Local business participation	Local businesses want to ensure they are prepared to contract to the proposal.	Section 7.1	Technical Paper 4 – Social impact assessment Technical Paper 5 – Economic assessment
Workforce capacity	Business chambers, Regional Development Australia (RDA) and councils are concerned that ARTC Inland Rail is not considering its proposal within the context of the wider regional setting and that the workforce demands of the proposal will cause negative impacts to the local economy, instead of opportunity for local businesses.	Section 7.1	Technical Paper 4 – Social impact assessment Technical Paper 5 – Economic assessment
Noise	Construction and operation noise and vibration impacts to close residents and businesses.	Section 7.5	Technical Paper 7 – Operational noise and vibration (rail)
Traffic and transport access	Property access impacts, construction traffic management plans and detours a concern for community and councils.	Section 7.7, 7.1, and 7.3	Technical Paper 1 – Transport and traffic

5.1.2 SUMMARY OF EIS ENGAGEMENT BY STAKEHOLDER GROUP

This section provides a summary of engagement outputs by key stakeholder group, as per EIS Appendix C Consultation report.

5.1.2.1 INDIGENOUS GROUPS

Consultation with Indigenous groups took place through WSP Cultural Heritage investigations, direct engagement from ARTC Stakeholder Engagement team and WSP SIA team.

Indigenous consultation resulted in:

- 11 responses received (from LALCs, Indigenous Organisations and individuals). Eight of which as RAPs, participated in cultural heritage surveys and field investigations, within the enhancement areas and areas close by. The RAPs were issued a copy of the Technical Paper 2 – Aboriginal cultural heritage assessment report, which explained the investigation methodology. The RAPs were requested to comment on the Technical Paper and comments were collected by ARTC for review.
- The Maliyan Horizon Limited/Mawang Galway Elders Group expressed interest in continuing contact and conversations regarding the proposal and have input into the SIA.
- The Albury Local Aboriginal Land Council (Albury LALC) expressed interest in meeting with the wider Indigenous community network to discuss training, capacity building workshops. The Albury LALC was also interested in a presentation about Social Performance and Indigenous Participation and to set up a project update meeting with the project team. Albury LALC also discussed a potential artwork project with one of the local schools. It was also suggested a meeting with Murray High School would be beneficial due to high Indigenous enrolments.

- At the time of writing this report consultation to Wagga Wagga LALC has not being successful. Continual efforts have been made to meet with Wagga Wagga LALC by staff of both the Inland Rail Engagement and Social Performance teams. Efforts are ongoing.

5.1.2.2 LANDOWNERS

- Land Access Agreement (LAA) meetings were conducted with 26 landowners between 2020 and 2021. The agreements have been established with identified landowners along the A2I alignment. The access agreements have been put in place for the purpose of conducting investigations to inform the design and EIS approvals pathway, during meetings to establish these access agreements, an understanding of the project scope, alignment and design proposal is discussed.
- Two mail outs in the form of a fold out brochure, were sent to 123 impacted landowners and site neighbours in May and October 2021. They provided a project update, design solutions with visualisations per enhancement site, ways to get in contact and provide feedback as well as a look ahead.
- In September and October 2021 meetings were held with a number of private landowners who will be impacted by temporary occupation as well as site neighbours who will be impacted due to close proximity. Project scope was discussed, and an update was given for 100 per cent reference design.
- Initial discussions about establishing agreements with landowners for the proposal's property requirements commenced in March 2022. Landowners and residents within proximity to enhancement sites were geo-targeted via online and social media platforms to receive advertising for the 30 per cent, 70 per cent and 100 per cent community information sessions.

5.1.2.3 COMMUNITY CONSULTATIVE COMMITTEE

- The Albury/Greater Hume subcommittee includes representatives from: NSW Business, Albury Historical Society, BRAG, Albury Council, Landcare, Greater Hume Council, Culcairn Development Committee, Albury Northside Business Chamber and NSW farmers.
- The Lockhart/Wagga Wagga/Junee subcommittee includes representatives from: Lockhart Council, Wagga Wagga Council, NSW Farmers, Junee Council, residents, Indigenous groups, Wagga Wagga Business Chamber, Education Services International.
- In February 2021, the initial CCC's were held in Albury and Wagga Wagga (one for each sub-committee). The CCC's provided a project overview (including the Multi criteria Analysis (MCA) options assessment, a project status update and upcoming 30 per cent reference design and engagement activities.
- In June 2021, the second CCC's were held for the A2I project. The meetings focused on the design update (including preferred design options), community feedback received and how it was captured in the 70 per cent reference design and specific details of the environmental approvals process.
- In September 2021, the third CCC's were held for the A2I project. The meetings focused on the final reference designs for the whole A2I project including visualisations and a community consultation update.

5.1.2.4 EDUCATIONAL SERVICES

Consultation with the following education stakeholders was undertaken by ARTC:

- The Department of Education
- South Wagga Public School
- Wagga Wagga High school
- Wagga Wagga High School
- Kildare Catholic College
- The Scots School Albury

- Junee North Public School
- Junee Public school
- Yerong Creek Public School
- Uranquinty Public School.

Consultation outputs included:

- concerns regarding significant foot and cycle traffic over Kempt Street bridge and pedestrian access during construction
- raise concerns regarding safety of children at Edmondson Street bridge and offer advice on the inclusion of a pedestrian fence between the road and the footpaths and addition stairs to a future school drop off area
- safety concerns and requirements for pedestrian fences and screens on bridge structures
- pumping station may be required under existing Riverina Highway bridge
- concern over noise impacts and mitigation measures during both construction and operation
- impact on heritage overlay
- temporary bus stops may be required during construction
- positive feedback regarding the inclusion of footpaths and safety screens on Edmondson Street bridge.

5.1.2.5 LOCAL BUSINESSES AND INDUSTRY

- Between July and September 2020, six meetings were held with various development and business organisations to gather information on regional issues and discuss the potential opportunities of the region and with Inland Rail. The meetings included, Albury and Wagga Wagga business chambers, Regional Development Australia (RDA) Riverina, Committee 4 Wagga, AusIndustry and Australian Industry Group.
- In February 2021, stakeholder meetings were held with NSW Business Chamber, Albury Business Connect, Wagga Wagga Business chamber. The meetings were to provide a project update and to discuss issues and opportunities for business and industry in the region.
- In February 2021 a meeting was held with RDA Murray to provide them a project update and to discuss matters of concern. The meeting included discussions on the Social Impact Assessment, level crossings and construction impacts related to workforce capacity and contractor resourcing.
- In June 2021 Wagga Wagga Business Chamber and Business NSW were provided a project and design update.
- In September and October 2021, meetings were held with Albury Business Connect, Wagga Business Chamber, Business NSW, Junee Business and Trades, Bus'a'bout Wagga, Hanson Concrete Wagga, Makeham's Coaches Wagga, Allen's Coaches' Wagga, Riv Kids Psychology Wagga, Goodstart Early Learning Junee and Junee Buses to provide them with final reference design updates.
- Two electronic direct mailouts, were sent to local businesses and Industries groups in May and October 2021. They provided a project update, design solutions with visualisations per enhancement site, ways to get in contact and provide feedback as well as a look ahead.
- In November 2021, a meeting was held with Qube Logistics to discuss possible project impacts due to Qube operations' proximity to proposal site.
- Local businesses and industry bodies have been engaged at all reference design stages.

5.2 SIA-SPECIFIC CONSULTATION

SIA community and stakeholder consultation is key to developing an in-depth understanding of the existing social setting, to identify impacts and to develop mitigation measures. Appendix A outlines identified stakeholders consulted as part of the development of the SIA for A2I. It also outlines the intended discussion themes for SIA consultation activities, and proposed timing and method for how to consult each stakeholder group, which included one-on-one, face-to-face meetings, phone and video interviews, and online survey.

SIA consultation took place in two main stages, at 30 per cent reference design in May consultation was targeted to community organisation representatives, local services, and council and at 100 per cent reference design in late October and November consultation was targeted to landholders who may be directly impacted by the proposal and residents adjacent to enhancement sites. SIA consultation to Indigenous groups took place in September and November 2021.

During 2021, health services were contacted to provide input into the SIA report, however no response has received to the time of writing this report. Albury-Wodonga Health and Wagga Wagga Health service were contacted during June 2021 via phone, website enquiry and via email to the executive team. Other stakeholders who provided no response or declined participation in SIA consultation included:

- City of Wodonga; declined meeting, reported did not deemed appropriate to talk on behalf of NSW impacted community
- Albury Northside Chamber of Commerce and Albury Business Connect: no response
- The Multicultural Council of Wagga Wagga: Declined meeting, does not have anything to contribute.
- Cycle Station and Cafe Musette – Declined meeting.

Table 5.2 summarises the concerns and opportunities raised by each stakeholder group during the SIA consultation process regarding the proposal impacts, as well as impact management and enhancement measures. Whilst key consultation feedback is sometimes directly referenced and quoted, all feedback is considered through Chapters 7, 8 and 9 to determine the impact ratings, as well as to define the recommended mitigation and management measures in Chapter 10.

Key findings include general interest and concern around:

- road access and pedestrian safety during construction/enhancement of pedestrian bridges, especially for school and hospital users. Sequenced enhancement work of pedestrian bridges was suggested as a management measure
- workforce accommodation and local employment
- cumulative impacts and interaction with upcoming projects regarding accommodation and employment
- proposal information, community awareness and engagement
- long-term impacts due to frequency and size of trains, including increased waiting time, disruption of emergency accesses, noise and vibration
- improvement of visual amenity and safety as part of the proposal design
- provision of train schedules during operation
- DDA compliance for new bridges.

Table 5.2 Summary of issues raised by stakeholders during the SIA consultation

ORGANISATION	ISSUES RAISED FOR CONSIDERATION DURING SIA CONSULTATION	
	Construction	**Operation**
Albury City Council	***Concerns:*** — aversion to the use of accommodation camp sites for construction — lack of community awareness and information about the proposal — potential cumulative impacts during proposal construction. ***Opportunities for management measures:*** — Indigenous participation in regard to engagement and employment opportunities — equitable share of benefits (such as employment, business opportunities) along the proposal site.	***Concerns:*** — flooding risk near Scots School — safety risks due to longer and more frequent trains. ***Opportunities for management measures:*** — DDA compliance at Albury Station pedestrian bridge — working on upscaling local business to promote long-term benefits, rather than just short-term construction benefits — amenity (visual/landscaping) improvement in design and maintenance along the proposal site.
Lockhart Shire Council	***Concerns:*** — cumulative effects with other projects (Energy connect).	***Concerns:*** — traffic disruptions due to length of trains and emergency access — increase in vibration and noise — amenity of rail yard in Uranquinty Yard clearances. ***Opportunities for management measures:*** — upgrade and standardise old rail lines — maximise benefits for The Rock Natural Reserve.

ORGANISATION	ISSUES RAISED FOR CONSIDERATION DURING SIA CONSULTATION	
	Construction	**Operation**
Wagga Wagga City Council	***Concerns:*** — perception that Inland Rail is primarily focused on improving [freight train] efficiencies — access disruptions to the health precinct in Wagga Wagga and concern over potential disruption at Docker Street (major intersection) — there is a high demand for short-term accommodation with 80 per cent occupancy rates. Short-stay apartments have no vacancy — demand for housing in Wagga Wagga is limiting the ability of disadvantaged people to secure housing — competitive pricing of land around intermodal terminals. ***Opportunities for management measures:*** — more information on how solutions are being investigated could be provided to the community — accessibility and the use of active transport are key priorities for Council. There is no conflict between the proposal with Council plans but there are a couple of key intersections Inland Rail needs to consider ensuring connection for services and access to facilities between north and south — Council aspires for Wagga Wagga to be the first inland city of 100,000 people and considers that Inland Rail and other developments such as special activation precincts are critical to achieving this and suggests fast-tracking development assessment.	***Concerns:*** — increased frequency of trains and increased noise and vibration disturbance — connectivity is a key concern—there are intersections on connector roads that could be impacted by the higher and longer trains. ***Opportunities for management measures:*** — opportunity to engineer intersections to mitigate the severance (connectivity), disruptions and affected access as demand for connectivity around the city will continue to increase — potential opportunities the proposal can provide the LGA with connection to markets, i.e. a new variety of product into the region — the proposal could bring opportunities for new manufacturers and advanced manufacturing to Wagga Wagga.

ORGANISATION	ISSUES RAISED FOR CONSIDERATION DURING SIA CONSULTATION	
	Construction	**Operation**
Greater Hume Council and Culcairn Development Committee	***Concerns:*** — safety at level crossing of Olympic Highway crossing at Culcairn. ***Opportunities for management measures:*** — opportunity for safety improvement at Olympic Highway level crossing at Culcairn, through completion of crossing footpath in both sides of crossing and upgrade DDA compliance.	***Concerns:*** — increased waiting times at crossing and potential disruption in emergency responses — exacerbation of social severance (people's capacity to move from one side of town to the other) — safety along rail corridor. ***Opportunities for management measures:*** — opportunities for more crossings, fencing sections of the rail corridor and improving amenity — information about train schedules to facilitate access and movement around the town — improving amenity along the track in towns.
Regional Emergency Management Committee	***Concerns:*** — access restrictions would be an impact — concern over potential impacts on emergency and health services due to increased workforce and potential increase demand for services — if there was a camp for workers, consultation about how it would impact on emergency management and health services will be required. ***Opportunities for management measures:*** — the proposal would have to maintain carriage for public and emergency service access and liaise with agencies.	***Concerns:*** — in Junee, trains tend to stop across level crossing, while the freight trains in Junee switch yards, so it cuts out cars crossing for 10–15 minutes, currently.

ORGANISATION	ISSUES RAISED FOR CONSIDERATION DURING SIA CONSULTATION	
	Construction	**Operation**
Elders Group Mawang Galway in the Riverina	***Opportunities for management measures:*** — structure targets for employment and support programs — 20 per cent employment target for the proposal and for subcontractors.	***No concerns or opportunities were raised.***
Albury & District Local Aboriginal Land Council (Albury & District LALC)	***Concerns:*** — there may be community members located closer to rail corridor—this will impact their quality of life, especially in rural areas, during construction and operation — not consulting the Elders and other Aboriginal groups in town — COVID-19 proved that fly in fly out workers doesn't work anymore. Local workforce needs to be prioritised — what procurement will be done and when. Needs to be considered during pre-construction. ***Opportunities for management measures:*** — making sure consultation phase is timely and detailed and get as much input from the community giving enough time to participate — having someone that is an Aboriginal descendant doing the engagement, informing about the steps and ensuring cultural protocols are followed — opportunities to work together to gain employment for community—access not to labouring jobs only but up-skill jobs and include employment targets — providing training to Indigenous people, skills are going to be established even if jobs don't last — involve those that already have businesses. Timely information is important to have enough time to prepare for business opportunities.	***Opportunities for management measures:*** — permanent work opportunities on land management and improving landscape by planting native plants along the rail corridor — opportunity to incorporate artwork such as murals along certain sections of the proposal. There is an extensive number of Aboriginal artists—for families to pin their names it could be a long-term contribution, so future generations could see their family was involved — opportunity to change the name of bridges to incorporate Wiradjuri language — opportunity to get involved in Albury-Wodonga Action Plan; looking at supporting education and childcare centres, and sponsoring local events.

ORGANISATION	ISSUES RAISED FOR CONSIDERATION DURING SIA CONSULTATION	
	Construction	**Operation**
Wagga Wagga Business Chamber	***Concerns:*** — Wagga Wagga pedestrian bridge (Mothers Bridge) is very important and critical to the activity centre of town, as it provides access to school and pedestrian access to hospital — increased pressure of accommodation services during construction — concern of disruption of community events during construction due to traffic changes or limited pedestrian access (e.g. Wagga World Cup – horse race, rugby games, touch carnival, fusion multicultural festival).	***No concerns or opportunities raised.***
Junee Business and Trades Incorporated	***Opportunities for management measures:*** — employment during construction and operation.	***Concerns:*** — increased disruptions at level crossings due to train driver shift change — creation of an elevated crossing with DDA standards and shelter for people waiting. ***Opportunities for management measures:*** — information about train schedules to facilitate access and movement around the town — local business (accommodation and food) continuity to benefit from drivers' shift change in Junee.

ORGANISATION	ISSUES RAISED FOR CONSIDERATION DURING SIA CONSULTATION	
	Construction	**Operation**
Erin Earth	***Concerns:*** — disruption at Cassidy Parade pedestrian Bridge, in particular, for pedestrians and cyclists that require access to hospital and school.	***Concerns:*** — disruption of activities due to noise — security risk due to unauthorised access from rail corridor into neighbouring property. ***Opportunities for management measures:*** — information to plan their events around train schedules will be desirable — development of native vegetation wall to mitigate noise and improve visual amenity — sufficient warning about the closure of Cassidy Parade pedestrian bridge, placing signs near the bridge a couple of months before works commence.
Wagga Wagga Rail Heritage Station	***Concerns:*** — concern about safety and access to the three schools located within 500m of rail corridor — effects on passenger rail access to the station — potential disruptions in access to community events (e.g. carnivals, sporting) during construction. ***Opportunities for management measures:*** — sequenced enhancement work of footbridges to minimise disruption in the community — amenity and heritage opportunity in Wagga Wagga Station though the design of a viewing platform with information about the station.	***No concerns were raised.***

ORGANISATION	ISSUES RAISED FOR CONSIDERATION DURING SIA CONSULTATION	
	Construction	**Operation**
Riverina and Murray Joint Organisation	***Concerns:*** — local employment and cumulative impacts with other projects (accommodation demand) — crossing interruptions near highway — community engagement.	***Concerns:*** — increased frequency and length of trains and effects on noise.
Landowner adjacent to Billy Hughes bridge enhancement site in Albury	The landowner reported receiving proposal information a year ago. Based on that information expressed no concerns nor opportunities raised.	Based on proposal information received a year ago, the landowner reported no concerns and did not identify any opportunities raised.
Landowner of property adjacent to Billy Hughes bridge enhancement site in Albury	***Concerns:*** — the landowner is studying development options for his property adjacent to its existing industrial site. The property currently acts as a buffer zone that is next to the industrial site, and its currently used only for grazing (under a lease agreement to a local farmer) and to manage a fire break — if the proposal requires the temporary use of part of the property in 2024/or 2025, it should not interfere with the development of the adjacent industrial site. If development of the industrial site is delayed, it is not anticipated it would impact greatly on the farming/grazing activities as it's a small proportion of the current lease — it is not anticipated that the closure of Billy Hughes bridge will affect connectivity, as the area has been currently closed since March/April this year. Currently the site it's not operational, and there are not many people who require access (about 40 people), however if the development of the industrial site occurs at the same time as thew closure of the bridge or the site becomes operational again for other purposes, greater mobility of people and materials and could result in delays or other issues for the business.	**Benefits:** — the landowner expects that the proposal will be an opportunity for the business to use the network for the movement of raw materials and finished products, and that more opportunities to use the network would be available for others in the local area.

ORGANISATION	ISSUES RAISED FOR CONSIDERATION DURING SIA CONSULTATION	
	Construction	**Operation**
	Opportunities for management measures: — it would require that gates and fences are kept closed upon entry and exit, and opportunities for continuing the grazing activities during construction are explored.	
Landowner adjacent to Kemp Street bridge enhancement site in Junee	***Concerns:*** — understand there will be a temporary requirement of some of the land adjacent to Kemp Street (back of the property) and will be happy to lease the land under the understanding the accommodation business will be able continue operating. Expects that the proposal will not affect the business as clients are temporary workers who are outside for most of the day. Constant night works could affect the clientele. Landowner stated not being aware how land use agreement are established — anticipates positive short-term benefits for the business during construction — regarding road closures during construction will require access to the property is considered. Does not anticipate that changes to road during operation will be made — in the local area, the landowner has experienced loss of street parking, it would be positive to consider stablishing temporary parking in the overall in Edgar Street with George Street (council land) — the intersection between Kemp Street and Ducker Street is tight – opportunity to improve/widen the road. In the corner of Hill Street and Ducker Street there was an issue when a truck knocked a telephone pole.	**Benefits:** — overall expects that the proposal will bring positive outcome for regional Australia. A better transportation network for product and take freight transport off the road — unsure of how the proposal will impact the business in the long-term. ***Concerns:*** — in regard to Endeavour Park, the greatest value is its visual appeal – it's the first thing you see when you come to town. It is not used by many people because it is in a hill. There used to be a maze, but it has been taken away. Did not believe there would be a great concern with some changes to the park.

ORGANISATION	ISSUES RAISED FOR CONSIDERATION DURING SIA CONSULTATION	
	Construction	**Operation**
	Opportunities for management measures: — understand that under a lease agreement the land will be restored as it was before the lease, and that temporary fencing will be put in place to separate the construction site from the accommodation hotel, considering a buffer to avoid impacts on the tinny homes. If everything is left in the same initial conditions, it will be fine – no problems — establish a contact person from the proposal to provide information about next steps, and during operation to maintain inform about when works would occur (especially night works).	
The Scots School Landowner Albury Station pedestrian bridge	***Concerns*** — if the Inland Rail has access requirement through property during construction, would have to reach agreement, as they will be building an Exam centre next year (2022).	***Concerns*** — the Scots school and two staff houses are located near the rail corridor, most students and staff have easily adapted to the noise and vibration, even for some it can be comforting. An increase of noise would have an impact, and potentially people will have to adapt again — students in classrooms are used to the noise. However, the double deck trains could be visually distracting for students — an exam centre will be built, very close to the rail corridor. There is great concern that if there is increase noise during operation/or construction it could distract students, who will need to be focused for 2 or 3 hours — about vulnerable groups, there are some students who suffer anxiety – which could be exacerbated, and other students who react to sound – who wear headphones. These would be about 2 per cent of students who could be more acutely affected. This is something that will require monitoring. It will be sad if students have to leave the school because noise.

ORGANISATION	ISSUES RAISED FOR CONSIDERATION DURING SIA CONSULTATION	
	Construction	**Operation**
		Opportunities for management measures: — it has been mentioned by Inland Rail, that there is going to be a sound wall to reduce noise at the junior sector, but it will be required to extend further to the exam centre — regarding vibration, we will have to monitor oldest buildings. Anticipates if damages occurred would be obvious and happen soon after operation starts. So, if both (Inland Rail and School) know the status of buildings it will help if something happens — other measures to mitigate could be planting as many trees along rail corridor border to help students not to get distracted and enhance the landscape.
Residents adjacent to Murray River bridge enhancement site in Albury	***Concerns:*** — landowner indicated doesn't have information in regard to the temporary road usage required for the Murray River bridge and thus cannot provide input to the SIA — landowner didn't report any features of significant value outside his property (gates/trees/etc).	***Concerns:*** — landowner expectant to know the results of the noise monitoring station in his property to understand the potential noise impacts during operation.

ORGANISATION	ISSUES RAISED FOR CONSIDERATION DURING SIA CONSULTATION	
	Construction	**Operation**
Resident adjacent to Murray River bridge enhancement site in Albury	***Concerns:*** — when there are works on the rail corridor the landowner has experienced difficulties in access to the property, as the access is narrow so it's hard to get in and out. This has been occasional — regarding engagement about the proposal – has not heard about the proposal before the interview. ***Opportunities for management measures:*** — noise barriers were placed next to some properties in the neighbourhood, and they reflect and hit back to the properties in summer – putting vegetation could alleviate this issue.	***Concerns:*** — when moved to live near the rail corridor did renovations and was able to put acoustic insulation and double glass window to manage noise. Acknowledged that doing this may not be affordable for other neighbours and that vulnerable groups are likely to experience impacts acutely. Currently experiences noise and vibration from the operation. But the family is used to it, not causing a problem for the family. Concern about how the new trains may increase vibration. **Benefits:** — appreciates that the benefit of freight trucks being moved away of highways — positive improvement access to people with disability ***Opportunities for management measures:*** — increasing vegetation across rail corridor would enhance the visual amenity and could also help with noise — if a place is well maintaining its unlikely a place will be used by people to do graffiti or other activities — Oddies creek near Kiewa Street is degraded, a project to rehabilitate the creek or formalise bike tracks will benefit the local neighbourhood.

ORGANISATION	ISSUES RAISED FOR CONSIDERATION DURING SIA CONSULTATION	
	Construction	**Operation**
Residents adjacent to Cassidy Parade pedestrian bridge enhancement site in Wagga Wagga	***Concerns:*** — key concern is regarding safety and privacy. The current walkway to Cassidy Parade pedestrian bridge allows for people to have view access to the back of properties near the bridge. There is concern people could access to the rear of the properties through the walkway. This has resulted in changes to our daily way of living to avoid people looking into our property (putting blinds, plant barriers, screens, avoiding going outside after certain time of the day, etc), resulting in stress — this safety and privacy issue has been raised recently to ARTC, and requested further information about the elevation design, an image and if the existing gap between the property and walkway will remain. Information regarding the high of the new design has not been provided, thus there is uncertainty about the condition being exacerbated — this issue also results in concerns about the property value, and potential changes to insurance premiums as feel exposed to safety risks at the moment — women and lone resident experience impact on safety more acutely than other groups — regarding noise, vibration, air quality impacts during construction, it was reported that residents know what to expect – noise is part of the process and don't anticipate will impact the way we get around during construction or operation — there are multicultural families who transits through the walkway to go to house of wordship, who may experience changes to the way they get around during construction.	***Concerns:*** — safety issues for those in crisis and anti-social activities associated with the easy access to existing bridge infrastructure — this issue has been raised with Council, who has directed to ARTC and Inland Rail. Responsibility is passed from one organization to the other — noise and vibration due to the size, frequency, and speed of trains. Currently, noise and vibration are experienced in the flat at the rear of the property – back walls rattle and there is a to be shouting noise as it seems the trains stop to give way to others, and this results in shunting — there is concern about how buildings, particularly those declared under conservation, are going to be affected and how impacts would be managed, as they are difficult to identify and occur in the long-term. Insurance companies could have some cause not to pay damages if they believe other is responsible. ***Opportunities for management measures:*** — screens and better fencing for security in the bridge to minimise danger to trains and potential liability – injury to people — freight trains must go slow in populated areas to minimize noise and vibration — agree on a mechanism to identify and resolve potential property impacts due to vibration during operation.

ORGANISATION	ISSUES RAISED FOR CONSIDERATION DURING SIA CONSULTATION	
	Construction	**Operation**
	Benefits: — the Cassidy Parade pedestrian bridge upgrade is good, it is going to make it more accessible for disable people and cyclist. ***Opportunities for management measures:*** — a meeting on site with the engineers as a minimum to be able to provide input and be considered in design — putting noise panels or a protective screen in adjacent properties to the walkway to avoid people having view access to inside of properties, minimize liability issues –damage to our property and impacts on the cost of our insurance.	
Resident adjacent to Wagga Wagga Station pedestrian bridge enhancement site in Wagga Wagga	***Concerns:*** — resident doesn't have much information about how the construction is going to be approached. Understand it is better for the future — concerns about potential changes to walkway to residence masters, the resident was unclear if there would be land use agreements needed for his property — understand there would be change to amenity during construction but would be only temporal. ***Opportunities for management measures:*** — recommends lighting over the bridge for safety and would make the station look good.	***Concerns:*** — used to the trains, and workers coming and going in night. There is no major disturbance. No complaint. — vibration is currently experienced at the property but is not a major concern.

ORGANISATION	ISSUES RAISED FOR CONSIDERATION DURING SIA CONSULTATION	
	Construction	**Operation**
Residents adjacent to Kemp Street bridge enhancement site in Junee	***Concerns:*** — Kemp Street bridge is the main way to cross from one side of town to the other, so when the bridge is closed, concern if there is a fire the police and firemen would be able to cross — concern that due to the diversion of traffic, a larger amount traffic-especially large trucks will circulate through Seignior Street and Pretoria Avenue – those streets are not built for. I don't want road to become busier — there are elderly people and some people with disability in the neighbourhood who use Kemp Street bridge and it's a quick way to get to the chemist. Those people may experience delays to their movement during construction — Endeavor Park is lovely and green, it has a lot of trees, is popular for people passing through town—it is a clean and accessible place to go to the toilet—sit under the trees – it is used every day by truckies- for amenity, and people who walk their dogs also use it, there is not a flat area where people can play sports. The amenities and top part of the park are the most important parts of the park – most valued and used by people. ***Opportunities for management measures:*** — ensure how emergency services will cross from one side of town to the other — if there are impacts to Endeavor Park putting amenities or a playground in this side of town will be beneficial for the community.	***Concerns:*** — the two residents worry about the height of Kemp Street bridge), about the inclination, how it could affect trucks or larger vehicles getting to the top. Currently there are trouble with trucks going across and not able to stop. This could be a safety issue not only for other vehicles, but also to the people in the houses directly opposite to the bridge in Ducker Street — currently, the main delay is when trains come – sometimes when crossing in central Junee is blocked, people uses Kemp Street bridge, there is no way to get around – police and fire can't get to other side of Junee. So, a concern is that with increase of trains traffic delays would increase — currently, during the operation of trains when they are doing shunting, our door and windows rattle. Property located approximately 150m of rail corridor. We worry about noise in night-time—shunting sometimes gets so loud—that it wakes me up—occurs 1 or 2 a week-dependents how busy they are at 2 or 3 in the morning. We wouldn't want to get that noise every night with increased number of trains. ***Opportunities for management measures:*** — the solution recommended in the past it to put a roundabout George Street to improve safety and traffic flow — protect from noise the houses in Ducker Street, and those houses almost under the Kemp Street bridge

ORGANISATION	ISSUES RAISED FOR CONSIDERATION DURING SIA CONSULTATION	
	Construction	**Operation**
Resident adjacent to Junee to Illabo clearances enhancement site at Junee	***Concerns:*** — anticipates that disruption to property access may happen for a short period during construction. Access to property is through Olympic Highway, with an alternative access in Women gate lane, which results in a longer trip — farm stock movement is conducted by truck – potential disruption could occur at level crossing – but nothing substantial — concern that the 3 crossings in Junee could be blocked at the same time during construction — uncertainty about how community input and suggestions have been considered by the proponent. Little to no feedback has been provided as to what can be done to address issues. No answers have been provided to all questions for lack of knowledge or information available to the public, recognising that efforts have been made to engage with the community. ***Opportunities for management measures:*** — suggest conducting works between June and July (off season), greater disruption to farm activity would happen if work took place between November and January — coordination with existing operation and in particular with the crew changes, as well as stagged construction, to avoid simultaneous blockage of the 3 crossings in June.	***Concerns:*** — the residence is located 1km away from existing rail corridor. Has experience noise disturbance under current rail operations but not frequent and has not affected health and wellbeing — concern regarding increase of number of trains and length of trains during operation, as it could increase noise and vibration, and could potentially block crossing that allows exit to the property — noise and vibration could impact houses next to the rail corridor in Junee. The environmental characteristics of Junee make that the noise travel different that in other flatter areas. In addition, there is no clarity in regard to the speed of trains passing through the town — the northern Junee underpass would still have issues – too narrow and low – built 100 years ago – not suited for big trucks as the corners are too sharp and the work of the proposal can't fix it all – requires agreement with other government agencies. ***Opportunities for management measures:*** — currently Junee's central level crossing is blocked every morning by steel train that move between Sydney to Melbourne, due to the crew changes. It is recommended changing the location for the crew change to the northern level crossing in order to avoid blockage of central crossing – which has higher use by the community — coordination to ensure that if Junee's central level crossing is blocked, no trains are blocking other crossings – thus avoiding that two level crossing are blocked at the same time.

ORGANISATION	ISSUES RAISED FOR CONSIDERATION DURING SIA CONSULTATION	
	Construction	**Operation**
Service providers (South Wagga Public School)	***Concerns:*** — access to school during enhancement works at Wagga Wagga pedestrian bridge (Mothers Bridge) given lack of suitable kiss and ride areas outside the school grounds. ***Opportunities for management measures:*** — consideration to timing and staged approach with other enhancement works — suggested to engage with school's parent committee.	***Concerns:*** — school outdoor play area closer to the side of rail corridor and affected by noise. ***Opportunities for management measures:*** — compliance with DDA standards for bridges.

6 EXISTING SOCIAL ENVIRONMENT

6.1 LOCAL STUDY AREA

The local study area comprises all SA1s intersected by the proposal site and those located within 1km of proposal site (see Appendix B).

The local study area exhibits the following key characteristics:

- a total resident population of 55,494 people, representing close to a third (32.2 per cent) of the regional study area resident population
- a high representation of Indigenous people and a relatively high proportion of potentially vulnerable groups, including older workers and pre-retirees, seniors and the elderly compared to the regional study area
- the housing stock comprises almost entirely of detached dwellings, with lone person and couples with children the most common household type. A high percentage of households are engaged in homeownership (66 per cent) and very few residents living in social housing.

6.1.1 LAND USE

The proposal site consists primarily of the existing active rail corridor between Albury and to the north-east of Illabo, which is owned by the NSW Government and leased, managed and operated by ARTC. The rail corridor is part of the Main South Line, which is used for transport of both freight and passenger trains between Melbourne and Sydney. Under the local environmental plans, the proposal site is predominantly on land zoned Infrastructure (SP2). The objectives of the SP2 land zoning is to provide for transport infrastructure and related land use.

6.1.2 DEMOGRAPHIC CHARACTERISTICS

The local study area has a total resident population of 55,494 people, representing a third (32.2 per cent) of the regional study area resident population. The age profile of the local study area is similar to the regional study area, with key differences as shown in Table 6.1 and Figure 6.1 below. These differences include:

- a slightly lower proportion of babies and pre-schoolers, primary schoolers and secondary schoolers
- a higher proportion of tertiary education and independence
- a higher proportion of older workers and pre-retirees
- a slightly lower proportion of residents aged 60 years and older.

Compared to the regional study area, the local study area has a slightly greater representation of young adults and older workers, and fewer young children and older residents.

The representation of Indigenous people is higher in the local study area than in the regional study area (10 per cent compared to 3.9 per cent, respectively), as shown in Table 6.1. The local study area also has slightly greater cultural diversity, reflected by a lower proportion of residents born in Australia; however, both the local study area and regional study area have a low proportion of residents born overseas.

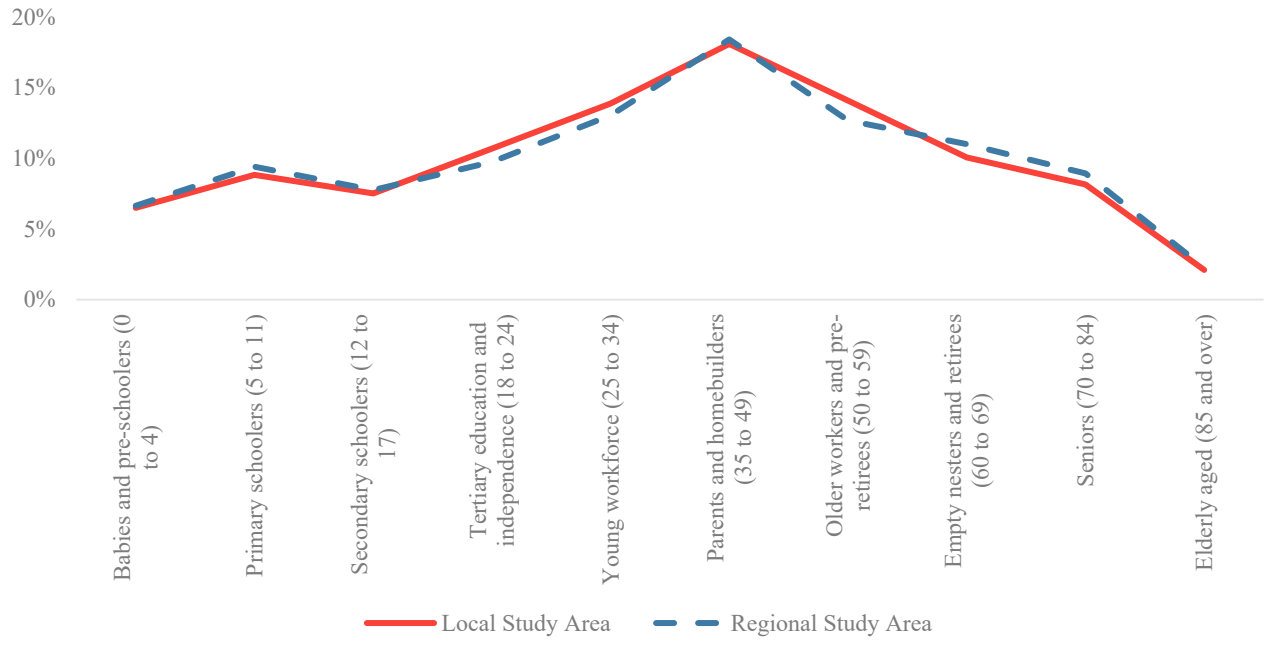
The local study area has a relatively higher proportion of potentially vulnerable groups, including:

- Indigenous residents
- older workers, pre-retirees and retirees
- notably older population, including seniors and elderly age
- potential larger family households (reflected by the moderate representation of children 0–17 and lower representation of young adults and adults aged 25–49).

Table 6.1 Local Study Area demographics characteristics, 2016

	LOCAL STUDY AREA	REGIONAL STUDY AREA	NSW
Population	55,494	172,581	7,480,228
Indigenous population	5,573	6,841	216,176
Age profile			
Babies and pre-schoolers (0 to 4)	6.5%	6.7%	6.2%
Primary schoolers (5 to 11)	8.8%	9.4%	8.8%
Secondary schoolers (12 to 17)	7.5%	7.8%	7.1%
Tertiary education and independence (18 to 24)	10.7%	9.8%	9.0%
Young workforce (25 to 34)	13.9%	13.1%	14.3%
Parents and homebuilders (35 to 49)	18.1%	18.4%	20.0%
Older workers and pre-retirees (50 to 59)	14.1%	12.7%	12.8%
Empty nesters and retirees (60 to 69)	10.1%	11.0%	10.8%
Seniors (70 to 84)	8.2%	8.9%	8.9%
Elderly aged (85 and over)	2.1%	2.3%	2.2%
Cultural diversity			
Indigenous	10%	3.9%	2.9%
Born in Australia	82.2%	83.2%	65.5%

Source: ABS 2016 Census of Population and Housing



Source: ABS 2016 Census of Population and Housing

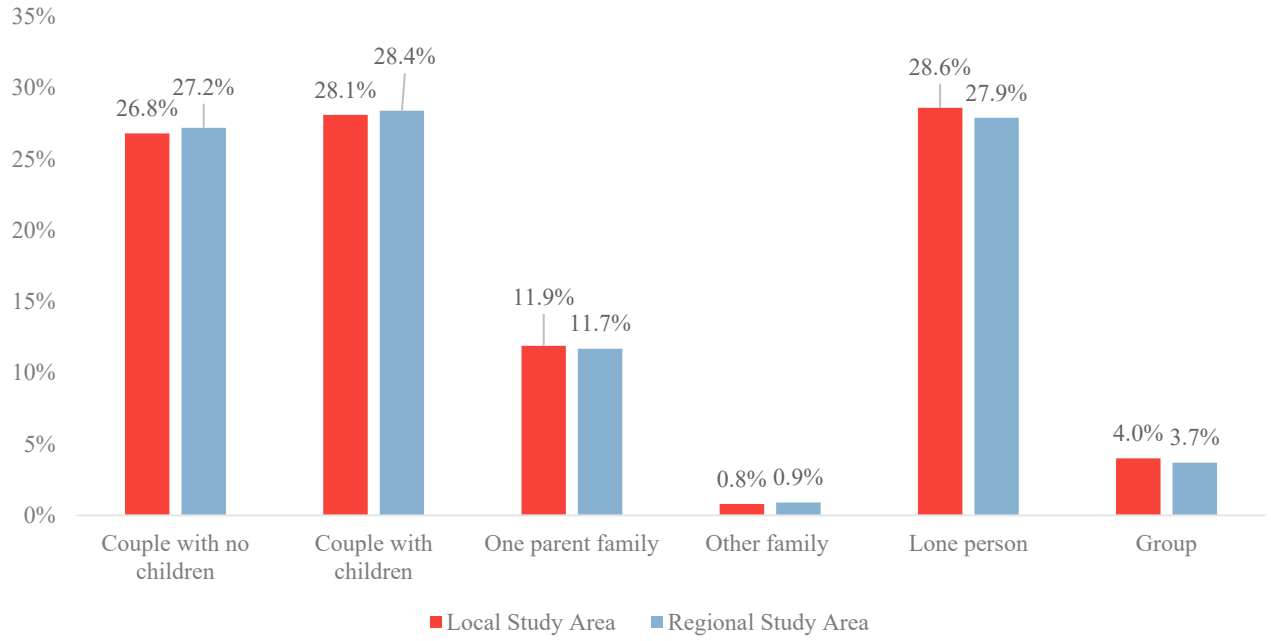
Figure 6.1 Local Study Area and Regional Study Area age profiles, 2016

6.1.3 HOUSEHOLD COMPOSITION

The top three household compositions across the local study area are shown below in Figure 6.2 and include:

- lone person (28.6 per cent)
- couple with children (28.1 per cent)
- couple with no children (26.8 per cent).

When compared to the regional study area, it is evident that the local study area reflects household composition trends across the region. It is generally accepted that lone person households are more vulnerable than other household compositions. Considering the high proportion of lone person households in the local and regional study area, there are large and potentially vulnerable household types across the proposal.



Source: ABS 2016 Census of Population and Housing

Figure 6.2 Local Study Area and Regional Study Area household composition, 2016

6.1.4 HOUSING

There is limited housing diversity across the local study area reflected by the high proportion of detached dwellings (82.9 per cent) and the low proportion of other dwelling structures shown in Table 6.2. Two out of three households (66.6 per cent) in the local study area are engaged in homeownership, either owning their property outright or with a mortgage. Under a third of residents (29.1 per cent) in the local study area rent, with the majority of renters engaged in the rental market via a release agent. Very few residents (4.1 per cent) live in social housing.

When compared to the regional study area, the local study area has a similar housing profile. Differences between the local study area and regional study area include:

- the regional study area has slightly more housing diversity
- the local study area has a slightly higher proportion of residents engaged in homeownership and fewer residents renting.

Housing characteristics across the local study area reflect potential vulnerabilities, including:

- higher housing costs due to a lack of housing diversity, consequently resulting in limited market price points for both purchasing and renting
- high proportion of residents engaging in homeownership. Acquisitions of properties could have a more significant impact on homeowners due to their commitment to the local study area, as they are choosing to purchase a property.

Table 6.2 Local study area housing characteristics, 2016

	LOCAL STUDY AREA	REGIONAL STUDY AREA
Dwelling structure		
Detached dwelling	82.9%	83.1%
Semi-detached dwelling	9.8%	10.1%
Flat or apartment	5.9%	5.5%
Other	1.1%	0.9%
Not stated	0.4%	0.4%
Tenure type		
Total home ownership	**66.6%**	**63.7%**
Owned outright	31.3%	30.4%
Owned with a mortgage	35.3%	33.3%
Total rent	**29.1%**	**32.9%**
Private rental	22.5%	20.2%
State housing	4.1%	4.2%
Rented through a housing cooperative	0.6%	0.5%
Other rental agreement	1.4%	1.7%
Rental arrangement not stated	0.5%	0.5%
Other tenure type	**0.9%**	**1.0%**
Not stated	**3.4%**	**8.0%**

Source: ABS 2016 Census of Population and Housing

6.1.5 ADVANTAGE AND DISADVANTAGE

6.1.5.1 INTERNET ACCESS

A total of 78.8 per cent of households in the local study area can access the internet from their dwelling, shown in Table 6.3 below. This rate is slightly higher than the regional study area (75.4 per cent); however, when compared to NSW (82.5 per cent), both the local and regional study areas have a lower proportion of households with internet connectivity.

Table 6.3 Local study area and regional study area, internet connection, 2016

	LOCAL STUDY AREA	REGIONAL STUDY AREA	NSW
Internet accessed from home	78.8%	75.4%	82.5%

Source: ABS 2016 Census of Population and Housing

6.1.5.2 HOUSING COSTS AND INCOME

A comparison with the regional study area, shown in Table 6.4 below, shows housing costs within the local study area are relatively high compared to the median ranges for the six LGAs that make up the Regional Study Area. The relatively high cost of housing is paired with relatively moderate median personal and household incomes in the local study area. Median personal and household incomes in the local study area are at the slightly higher end of the median range for the regional study area, as per Table 6.5, reflecting moderate levels of economic advantage and no clear signs of widespread housing stress.

Table 6.4 Local study area and regional study area, median housing costs, 2016

	MEDIAN WEEKLY RENT	MEDIAN MORTGAGE REPAYMENTS (MONTHLY)
Local study area	$254	$1,400
Regional study area (range)	$150-$265	$1,000–$1,517

Source: ABS 2016 Census of Population and Housing

Table 6.5 Local study area and regional study area, median personal and household, 2016

	TOTAL PERSONAL WEEKLY INCOME	TOTAL HOUSEHOLD WEEKLY INCOME
Local study area	$686	$1,263
Regional study area (range)	$585–$696	$1,114–$1,354

Source: ABS 2016 Census of Population and Housing

6.1.6 TRANSPORT AND ACCESS

6.1.6.1 ROAD NETWORK

The road network in the local study area comprises local and private rural roads, with Albury and Wagga Wagga strategically located along multiple major highways to provide critical road links across NSW into Victoria. The major roads within the local study area include:

- Hume Highway: traverses Albury and includes interchanges at East Street, Riverina Expressway, Racecourse Road and Thurgoona Road
- Riverina Highway: traverses Albury, running from east to west, crossing the rail corridor and Hume Highway via a road overpass, and provides access to Albury Station, Albury Airport, residential and commercial areas in East Albury
- Olympic Highway: runs from the Hume Highway, 18km north of Albury to the Mid-western Highway at Cowra. It traverses many towns within the local study area, including Junee, The Rock, Yerong Creek, Henty, Culcairn and Wagga Wagga.
- Sturt Highway: connects the Northern Expressway in South Australia and the Hume Highway in NSW. The highway traverses Wagga Wagga, running east to west, crossing the rail corridor at Lake Albert Road.

6.1.6.2 RAIL NETWORK

The existing rail network in the local study area includes the Main South rail line, which runs from Sydney to Albury, passing through the Riverina regions. In the local study area, the Main South rail line runs through:

- the Albury work precinct, from Albury to Table Top, and has eight rail crossings
- the Greater Hume and Lockhart precinct from Culcairn to The Rock and features seven rail crossings
- the Wagga Wagga Work Precinct from Uranquinty to Bomen and features eight road crossings
- the Junee precinct from Harefield to Illabo and features eight road crossings.

6.1.6.3 PUBLIC TRANSPORT NETWORKS

There are scheduled local public bus services available in the main towns located within the local study area, including Albury, Wagga Wagga and Junee precincts.

The Greater Hume and Lockhart Shire Council include local public bus services provided by regional buses and are offered as an on- demand service with door-to-door transfers.

6.1.6.4 ACTIVE TRANSPORT NETWORKS

Dedicated pedestrian and cycling infrastructure are located across the local study area in the towns of Albury, Henty, Yerong Creek, The Rock, Wagga Wagga and Junee. In most areas, the existing road lanes and/or shoulders may be used by cyclists.

Footpaths and formal road crossings are generally present within the most urban environments of the local study area, including Albury, Wagga Wagga and Junee precincts. Within these townships, pedestrian crossings are provided at most signalised intersections. There are also several opportunities to cross the rail corridor at grade-separated road bridges, pedestrian overpasses and level crossings.

6.1.7 LAND USES

The local study area main land uses are residential and transport infrastructure related to road and rail. Other land uses present include industrial, commercial, public recreation, community and education facilities, and agricultural land.

6.1.7.1 RESIDENTIAL

All enhancement sites are in close proximity to medium- and low-density residential areas, with the exception of Billy Hughes bridge, Table Top Yard clearances and Bomen Yard clearances. A majority of the Junee to Illabo clearances sites are not located in close proximity to residential properties; however, a small section of the site travels through the township of Illabo. The highest number of residential properties are generally located around the enhancement sites within the urban centres of Albury and Wagga Wagga.

6.1.7.2 AGRICULTURAL LAND

The agricultural activities occurring along the local study area are primarily dryland cropping and grazing of modified pastures (DPIE, 2017).

Several of the enhancement sites are located adjacent to agricultural land including Murray River bridge, Billy Hughes bridge, Yerong Creek Yard clearances, Uranquinty Yard clearances, Bomen Yard clearances, Olympic Highway underbridge and Junee to Illabo clearances.

6.1.7.3 INDUSTRIAL

The proposal site is located adjacent to industrial land in the Albury, Wagga Wagga and Junee precinct.

In the Albury precinct, the Murray River Bridge site has light industry directly east on the edge of the Albury urban centre. The Billy Hughes bridge site, located over 3km north east of Albury, is within a developing industrial area. The recently upgraded Ettamogah Rail hub is located directly north of the Billy Hughes Bridge site. This hub is intermodal transport facility, which connects the rail corridor and the Hume Highway.

In the Wagga Wagga precinct, the Pearson Street bridge site is located adjacent to industrial land within the Wagga Wagga urban area and the Bomen Yard clearances site is within an industrial business park.

In Junee, a light industrial area is located to the west of Junee Yard clearances and Junee Station pedestrian bridge sites.

6.1.7.4 COMMERCIAL

Albury Station Yards, the Albury Station pedestrian bridge and the Riverina Highway bridge are located in the centre of Albury around Albury Station. The land uses directly north of these sites include commercial and accommodation properties associated with the town centre and Albury Station.

Enhancement sites within the Greater Hume–Lockhart, Wagga Wagga and Junee precincts are in towns with commercial properties, such as bakeries, post offices, pubs and grocery stores present in small numbers. These towns include Culcairn, Henty, Uranquinty, Yerong Creek, Junee and Illabo.

Enhancement sites within the Wagga Wagga urban centre are located near commercial properties. The Wagga Wagga Showground (including campground) and greyhound track are located east of the Pearson Street bridge enhancement site. Commercial and accommodation properties associated with Wagga Wagga Station are located north of Wagga Wagga Yard clearances and pedestrian bridge enhancement sites.

6.1.7.5 PUBLIC RECREATION

Public recreational land in the form of parkland in the local study area includes:

- Wodonga Regional Park directly west of the Murray River bridge site
- a linear park located to the east of the Albury Yard clearances site alongside the Hume Highway
- Alexandra Park precinct at Albury, to the east of Riverina Highway Bridge site
- Eric Thomas Park east of Culcairn Yard Clearances and pedestrian bridge
- Bicentennial Park Henty Yard clearances
- Uranquinty rest area and playground, and Campey Park, directly south east of Uranquinty Yard clearances site
- Endeavour Park to the west and Junee Skate Park to east of Kemp Street bridge site.

6.1.7.6 WATERWAY USE

The Murray River bridge site is located over and on the eastern bank of the Murray River, which is a major navigable waterway. The river is used for recreational watercraft activities such as kayaking, canoeing, fishing and tourism. The nearest public boat ramps are over 4km to the west downstream and 10km east upstream of the proposal site. Though fishing is generally possible along the Murray River, this section of the river near the Murray River bridge is not a known popular fishing location.

6.1.8 INFRASTRUCTURE

6.1.8.1 TRANSPORT

The main infrastructure near the proposal site is for rail and road transport purposes. The proposal site is adjacent to three active passenger train stations: Albury, Wagga Wagga and Junee. Operational and disused grain terminals for loading freight trains with grain and other agricultural outputs are located along the rail corridor. Grain terminals are located adjacent to Culcairn Yard clearances, Uranquinty Yard clearances, Harefield Rail infrastructure (intermodal terminal), Junee and Illabo.

Enhancement sites are surrounded by state and local roads. All sites within the Albury Precinct are located directly to the west of the Hume Highway, which is a major travel route between Sydney and Melbourne. A majority of the sites within the Greater Hume–Lockhart and Junee precincts are located along the Olympic Highway and other major regional roads.

6.1.8.2 OTHER INFRASTRUCTURE

Other land used within the local study area includes Yerong Creek Sewage Treatment Plant, north east of Yerong Creek Yard clearances, and the Telstra facility (telecommunications) north of Cassidy Parade pedestrian bridge site.

6.1.8.3 SOCIAL INFRASTRUCTURE AND SERVICES

Six schools are located within the local study area:

- Scots School Albury is located directly north east of the Riverina Highway bridge enhancement site.
- Yerong Creek Public School is located directly south of the Yerong Creek Yard clearances enhancement site.
- Uranquinty Public School is located directly north of the Uranquinty Yard clearances enhancement site.
- Kildare Catholic College is located to the south between the Cassidy Parade pedestrian bridge and Edmondson Street bridge enhancement sites.
- South Wagga Public School is located north of the Edmondson Street bridge, Wagga Wagga Station Yard clearances and pedestrian bridge enhancement sites.
- Illabo Public School is north of the Junee to Illabo clearances.

Community facilities located near the local study area include:

- Riverina Youth Justice Centre located south of the Pearson Street bridge enhancement site
- Erin Earth directly west of the Cassidy Parade pedestrian bridge enhancement site
- Mt Erin Heritage Centre, Wagga Wagga, directly east of the Edmondson Street bridge enhancement site
- Multicultural Council of Wagga Wagga Centre located directly north of the Wagga Wagga Station pedestrian bridge enhancement site
- Junee Sports and Aquatic Centre is located directly east of the Kemp Street bridge enhancement site.

6.1.9 SERVICES AND UTILITIES

The proposal site contains, and is located in the vicinity of, a range of gas, electricity, communications, water and wastewater services, particularly around Albury and Wagga Wagga.

6.1.10 NATIVE TITLE

A search of the National Native Title Tribunal on 9 June 2021 returned no registered native title, claims or Indigenous Land Use Agreements within the study area.

6.2 NEARBY TOWNSHIP STUDY AREA

Nearby township study areas includes townships (UCL data level) that are either intersected or in close proximity to the proposal site, such as Albury–Wodonga (Albury part), Albury–Wodonga (Wodonga part) , Jindera, Walla Walla, Holbrook, Culcairn, Henty, The Rock, Tarcutta, Lockhart, Ladysmith, Uranquinty, Wagga Wagga, Forest Hill, San Isidore, Estella, Gundagai, Junee, Coolamon, Ganmain and Cootamundra.

Due to the large number of townships inside and outside the local study area, but still in a close proximity, summaries for each township are provided in Appendix C.

6.3 REGIONAL STUDY AREA BASELINE

The regional study area includes the LGAs that the proposal intersects and is considered the broader area of social influence for the proposal. The regional study area includes the following LGAs from south to north along the proposal:

- Wodonga Shire (Wodonga LGA)
- Albury City Council (Albury LGA)
- Greater Hume Shire Council (Greater Hume LGA)
- Lockhart Shire Council (Lockhart LGA)
- Wagga Wagga City Council (Wagga Wagga LGA)
- Junee Shire Council (Junee LGA).

Wodonga Shire is included in the regional study area due to its interconnectedness with Albury City Council.

6.3.1 LAND USE

The main land use in the study area is agricultural. Residential, commercial and industrial land uses are focussed around the regional urban centres of Albury and Wagga Wagga. Smaller and rural towns are located around the study area including along the Main South Line rail corridor.

The study area is within the Riverina region of NSW, which makes it the largest regional contribution to agricultural production in the state. The Riverina Murray region has a diverse and successful agricultural sector due to its temperate to semi-arid climate, water resources, soils, transport infrastructure and reasonable land prices (DPI, 2018). Three major irrigation areas are in the Riverina Murray region; however, none of these are in the study area. Agricultural activities occurring in the study area include:

- cropping (dryland)
- grazing (livestock) including wool and meat
- horticulture (grapes and turf)
- intensive livestock production including dairy, poultry for eggs and meat, and pig production.

The main agricultural products in the study area are wool, winter crops particularly cereals such as wheat and meat from grazing.

6.3.2 CURRENT POPULATION

The regional study area spans six LGAs, with the population of each LGA varying. Table 6.6, below, presents the population distribution within the regional study area. Key takeaways are:

- over 170,000 people are living within the regional study area
- more than a third of residents (36.1 per cent) within the regional study area live in the Wagga Wagga LGA
- collectively, Wagga Wagga, Albury and Wodonga LGAs represent the majority of the resident population within the regional study area (88.5 per cent)
- a very low proportion of residents in the regional study area live in the Junee, Lockhart and Greater Hume LGAs.

Table 6.6 Resident population in regional study area, 2016

	JUNEE LGA	WAGGA WAGGA LGA	LOCKHART LGA	GREATER HUME SHIRE LGA	ALBURY LGA	WODONGA LGA	REGIONAL STUDY AREA	NSW
Population	6,295	62,383	3,121	10,357	51,080	39,347	172,581	7,480,228
Proportion of regional study area	3.6%	36.1%	1.8%	6.0%	29.6%	22.8%	N/A	N/A

Source: ABS 2016 Census of Population and Housing

6.3.3 POPULATION CHANGE 2006–2016

Between 2006 and 2016, the regional study area has experienced a population increase of 17,589 people. This represents 11.3 per cent population growth over 10 years, represented in Table 6.7. The LGAs within the regional study area that experienced the greatest absolute population growth include:

- Wodonga LGA (an additional 6,337 residents between 2006 and 2016)
- Wagga Wagga LGA (an additional 5,368 residents between 2006 and 2016)
- Albury LGA (an additional 4,798 residents between 2006 and 2016).

Lockhart LGA is the only LGA in the regional study area to experience negative population growth, with the resident population decreasing by 59 residents between 2006 and 2016.

Over the last decade, the regional study area has undergone notable population growth; however, the distribution of this growth is not even across the regional study area. Table 6.7 suggests that the greatest population growth (absolute and relative growth) has been experienced in LGAs with major centres such as Wagga Wagga, Albury and Wodonga.

Table 6.7 Resident Population change across the regional study area and by LGA, 2006–2016

	JUNEE LGA	WAGGA WAGGA LGA	LOCKHART LGA	GREATER HUME LGA	ALBURY LGA	WODONGA LGA	REGIONAL STUDY AREA	NSW
Population 2006	5,774	57,015	3,180	9,731	46,282	33,010	154,992	6,549,177
Population 2011	5,878	59,458	2,998	9,815	47,810	35,519	161,478	6,917,658
Population 2016	6,295	62,383	3,121	10,357	51,080	39,347	172,581	7,480,228
Population change 2006–2016 (no.)	521	5,368	-59	626	4,798	6,337	17,589	931,051
Population change 2006–2016 (per cent)	+9.0%	+9.4%	-1.9%	+6.4%	+10.4%	+19.2%	+11.3%	+14.2%

Source: ABS 2006, 2011, 2016 Census of Population and Housing

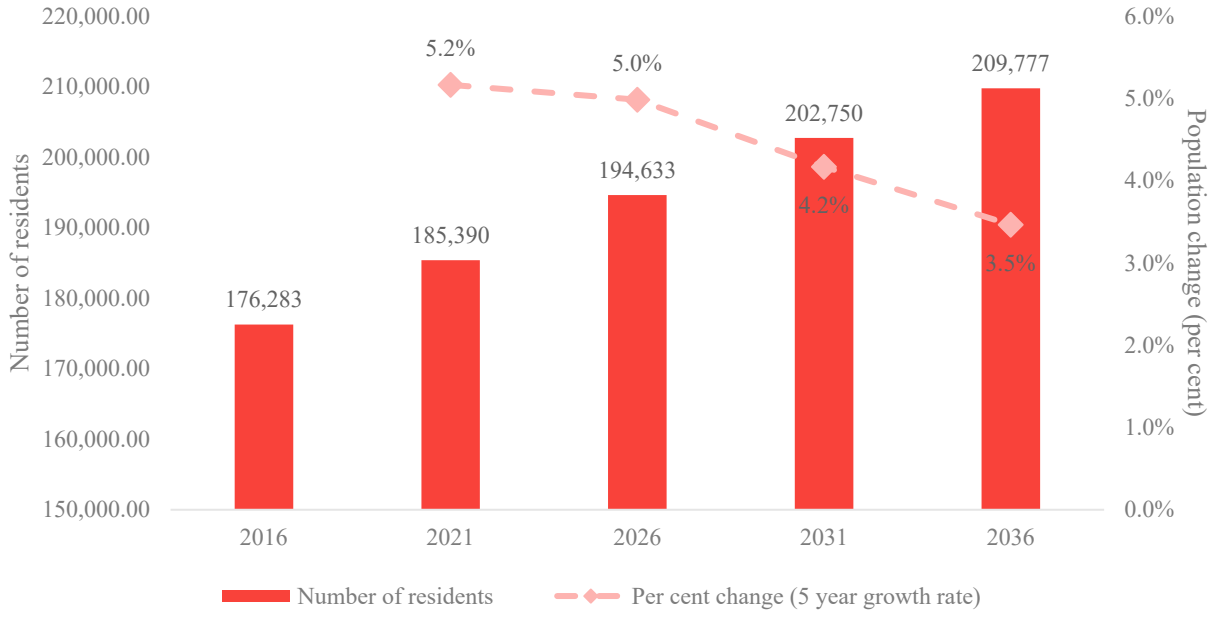
6.3.4 POPULATION FORECAST 2016–2036

The regional study area is expected to grow by an additional 33,494 residents by 2036, representing a 19 per cent increase from 2016. Figure 6.3 shows that the greatest growth is expected between 2016–2026, with a forecasted population growth of 5.2 per cent and 5.0 per cent for 2016–2021 and 2021–2026, respectively. The decade between 2026 and 2036 is expected to experience a slower population growth rate, with the five-year growth rate decreasing notably. This suggests that much of the population growth has already occurred (2016–2021) and is expected to occur in the next five years rather than in 2031–2036.

Population growth will likely be uneven across the regional study area, with some LGAs experiencing greater growth than others. Between 2016 and 2036, it is expected that:

- Wodonga LGA will experience significant actual and proportional change with an additional 18,801 residents representing a 46.9 per cent increase in resident population
- Lockhart LGA is the only LGA to experience negative population growth, with a small decrease of 16 residents representing a -0.5 per cent change
- Junee LGA is expected to experience minimal change reflected by a 1.0 per cent increase
- Wagga Wagga and Albury LGAs are expected to experience a moderate increase in resident population (10.6 per cent and 13.9 per cent, respectively).

While the regional study area is expected to experience substantial population growth between 2016 and 2036, more than half of this growth is anticipated to occur in the Wodonga LGA, while other LGAs will experience minimal and/or negative population growth. Nevertheless, Wagga Wagga and Albury LGAs will remain with the largest population of all LGAs.



Source: *NSW Planning, Industry and Environment, Projections, 2019; VIC Environment, Land, Water and Planning, Victoria in Future, 2019*

Figure 6.3 Regional Study Area population change, 2016–2036

6.3.5 AGE PROFILE

The regional study area has a similar age profile to NSW, as shown in Figure 6.4. Minor differences between the two age profiles suggest the regional study area has:

- a slightly larger representation of dependents aged 0–17 than NSW
- a slightly larger proportion of young adults aged 18–24 than NSW
- a slightly lower proportion of young workers and parents and home builders aged 25–49 than NSW
- a slightly larger older population aged 60+ compared to NSW.

Source: ABS 2016 Census of Population and Housing

Figure 6.4 Regional study area and NSW age profile, 2016

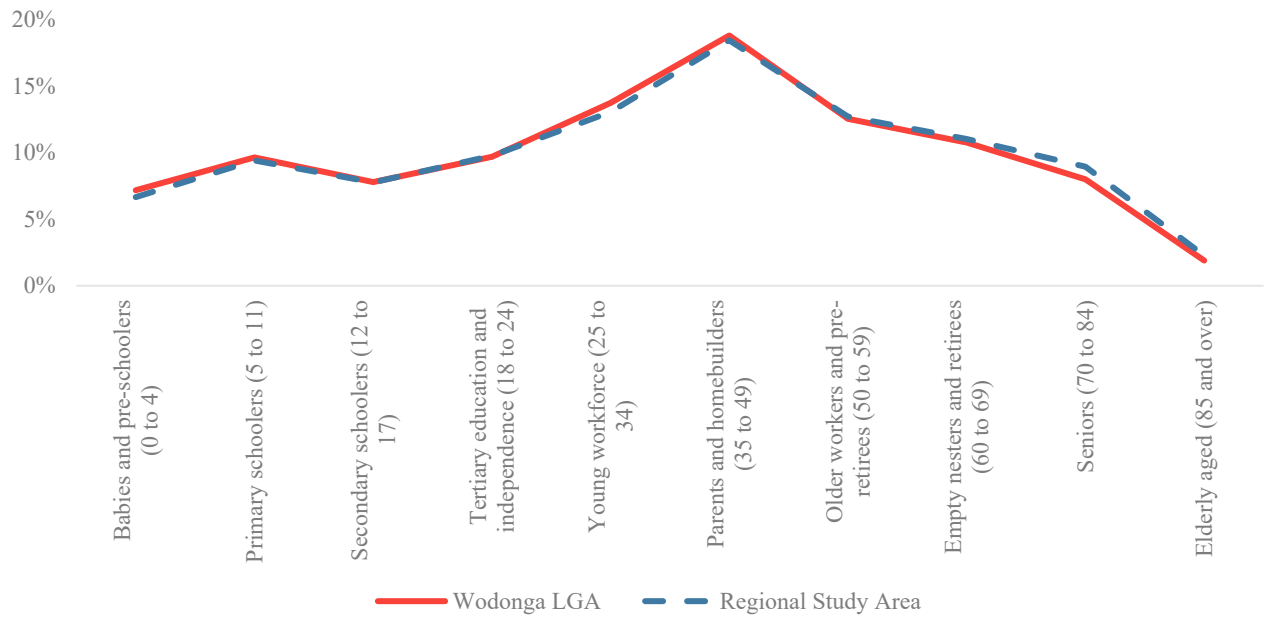
6.3.6 AGE PROFILE DIFFERENCES WITHIN THE REGIONAL STUDY AREA

Due to population distribution disparities across LGAs within the regional study area, it is expected that LGAs with larger populations have an age profile similar to the regional study area, as they represent a larger population proportion of the regional study area. Consequently, it is anticipated that LGAs with a smaller resident population are more likely to have age profiles that differ from the regional study area age profile.

6.3.6.1 WODONGA LGA

Representing 22.8 per cent of the regional study area population, Wodonga LGA has a similar age profile to the regional study area, as shown in Figure 6.5 below. Slight differences include a slightly higher proportion of:

- babies and pre-schoolers (0–4) in Wodonga
- young workers (25–34) in Wodonga
- seniors (70–84) across the regional study area.



Source: *ABS 2016 Census of Population and Housing*

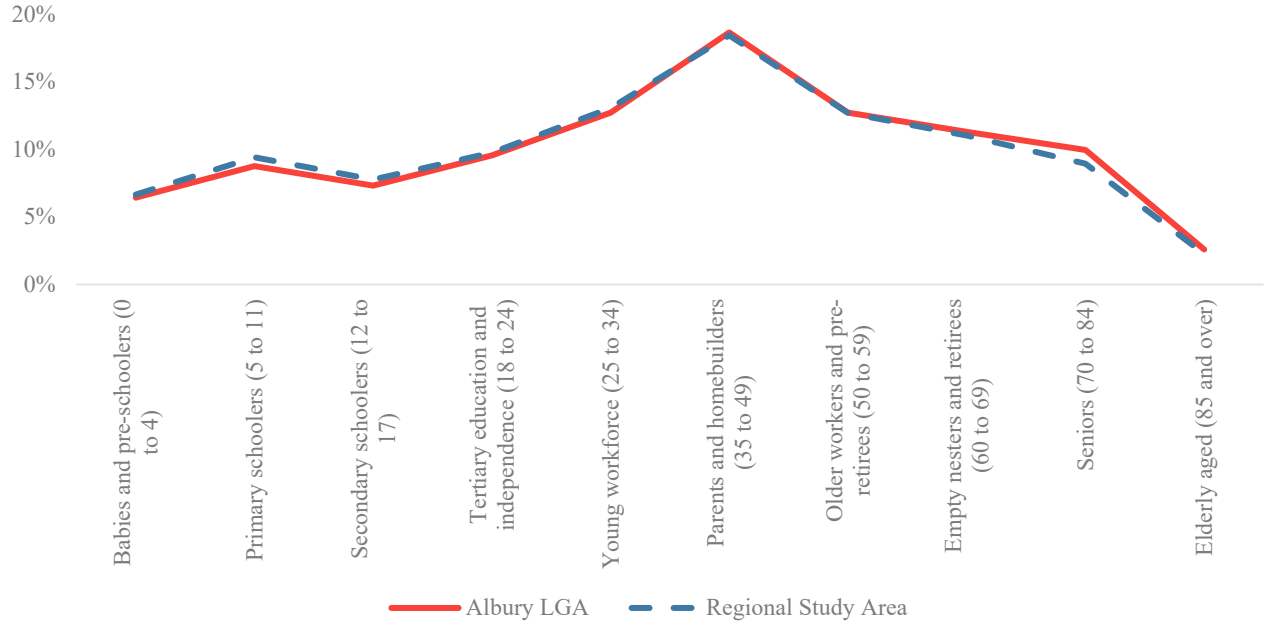
Figure 6.5 Wodonga LGA age profile, 2016

6.3.6.2 ALBURY LGA

Albury LGA represents 29.6 per cent of the regional study area population and reflects a similar age profile to the regional study area, as shown in Figure 6.6 below. Slight differences include a slightly higher proportion of:

- primary schoolers (5–11) in the Albury LGA
- seniors (70–84) in the Albury LGA.

Due to the similarities between the age profiles of Albury LGA and the regional study area, and the regional study area and NSW, it can be concluded that the Albury LGA also has a similar age profile to NSW.



Source: *ABS 2016 Census of Population and Housing*

Figure 6.6 Albury age profile, 2016

6.3.6.3 GREATER HUME LGA

Unlike Albury and Wodonga LGAs, the Greater Hume LGA only represents 6.0 per cent of the regional study area population and does not share a similar age profile with the regional study area and NSW, as shown in Figure 6.7. Defining features of the Greater Hume LGA age profile include:

- a higher proportion of primary schoolers (5–11)
- a notably lower proportion of young adults and young workers (18–34)
- a slightly lower proportion of parents and homebuilders (35–49)
- a notably higher proportion of empty nesters and pre-retirees (60–69)
- a slightly higher proportion of seniors (70–84).

The high proportion of primary schoolers and the low proportion of residents aged 18–49 suggests family sizes are larger in the Greater Hume LGA than the average across the regional study area. The age profile also suggests that the LGA has a smaller labour force representation with a low proportion of residents aged 18–34 and a higher proportion of residents aged 50+.

Source: *ABS 2016 Census of Population and Housing*

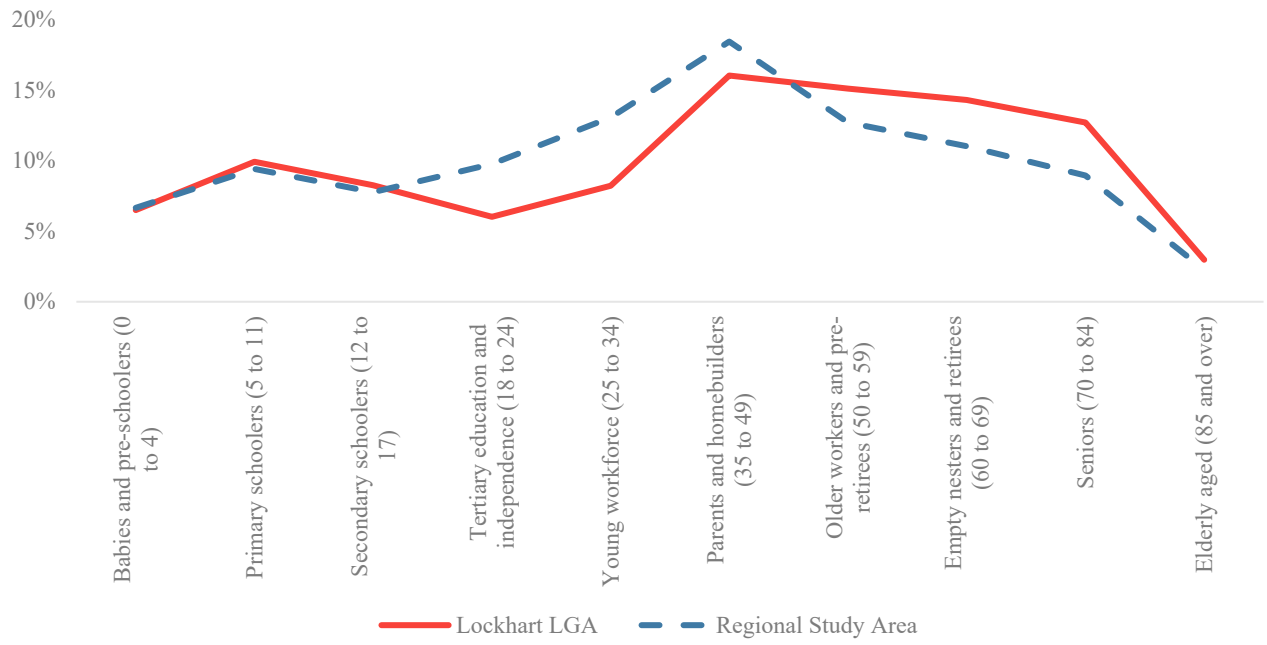
Figure 6.7 Greater Hume Shire LGA age profile, 2016

6.3.6.4 LOCKHART LGA

Like the Greater Hume LGA, the Lockhart LGA does not represent a large proportion of the regional study area's population (1.8 per cent) and has a notably different age profile to the regional study area and NSW, as shown in Figure 6.8. Key differences between the Lockhart LGA and the regional study area include:

- a notably lower proportion of young adults (18–24) and young workers (25–34) in the Lockhart LGA
- a slightly lower proportion of parents and homebuilders (35–49) in the Lockhart LGA
- a higher proportion of older residents aged 50–84 in the Lockhart LGA.

The age profile suggests that the LGA predominantly comprises of families with children and older residents who are transitioning or already in retirement. Like the Greater Hume LGA, the Lockhart LGA has an older and smaller potential labour force.



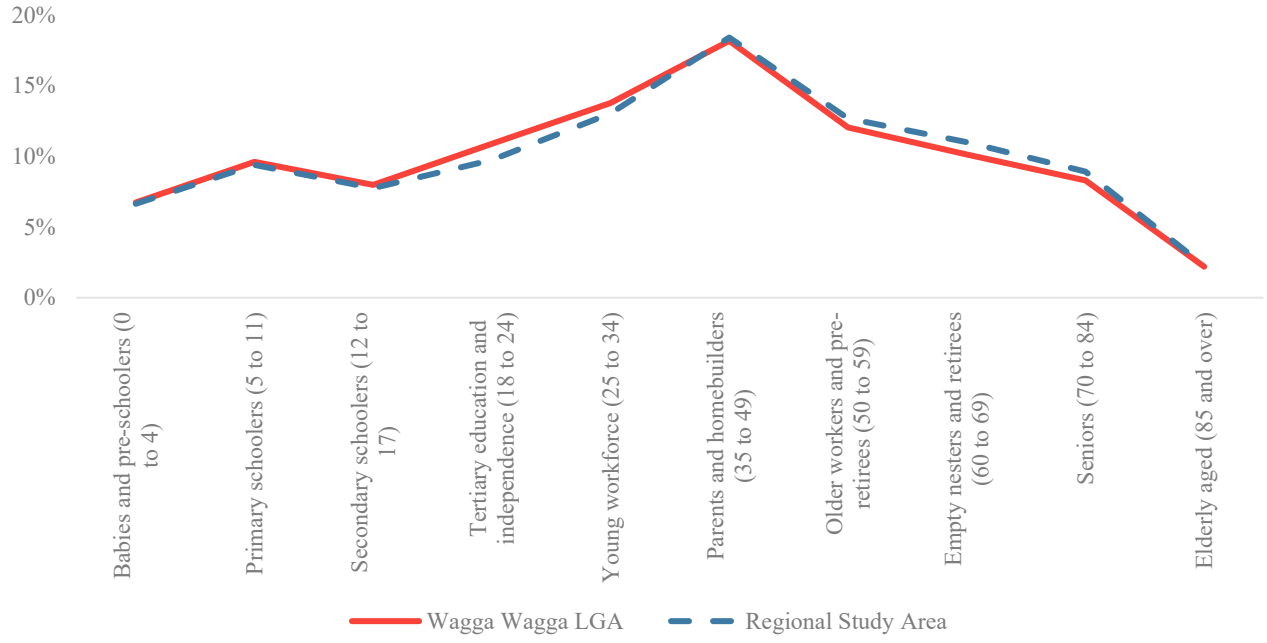
Source: *ABS 2016 Census of Population and Housing*

Figure 6.8 Lockhart LGA age profile, 2016

6.3.6.5 WAGGA WAGGA LGA

As anticipated, the Wagga Wagga LGA represents 36.1 per cent of the regional study area's population and has a similar age profile to the regional study area and NSW, as shown in Figure 6.9. When compared to the regional study area, Wagga Wagga LGA has:

- a slightly higher proportion of young adults and young workers (18–34)
- a slightly lower proportion of older residents (50–84).



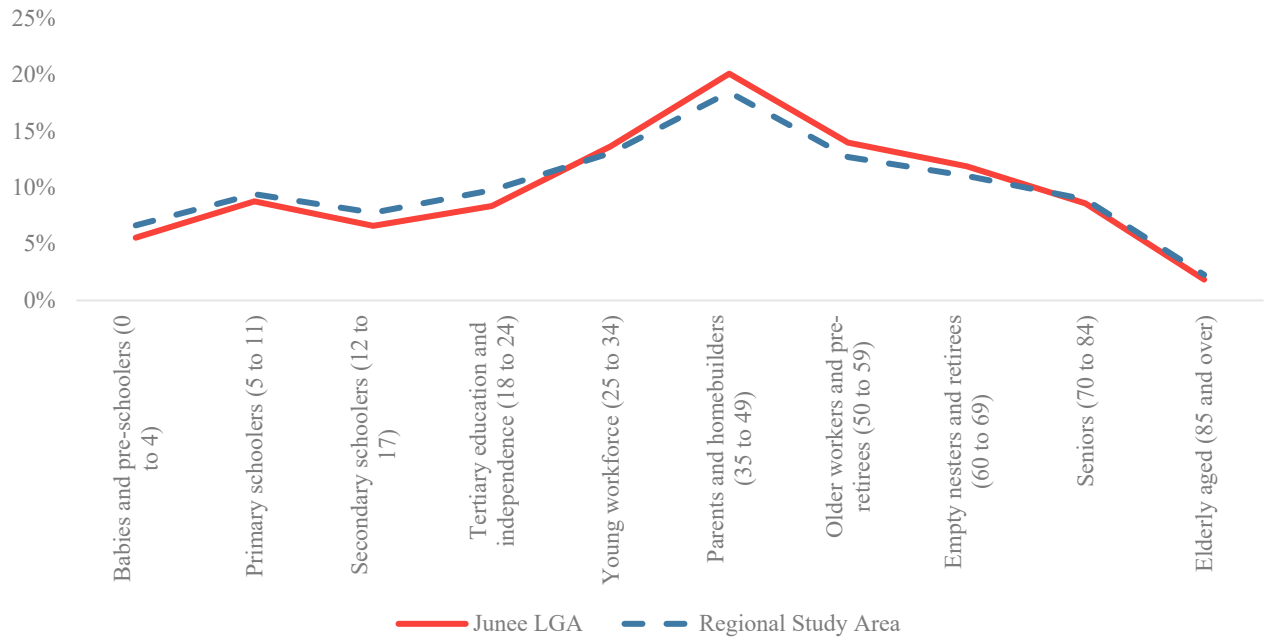
Source: *ABS 2016 Census of Population and Housing*

Figure 6.9 Wagga Wagga LGA age profile, 2016

6.3.6.6 JUNEE LGA

While the Junee LGA represents only 3.6 per cent of the regional study area's population, the two areas share similar age characteristics, shown in Figure 6.10. This also suggests the Junee LGA shares a similar age profile to the LGAs with larger populations across the regional study area (Wagga Wagga, Wodonga and Albury) as well and NSW. Slight differences between Junee and the regional study area include:

- a slightly lower proportion of babies and pre-schoolers (0–4) in the Junee LGA
- a slightly higher proportion of secondary schoolers (12–17) and young adults (18–24) in the Junee LGA
- a slightly lower proportion of parents and homebuilders (35–49) and older workers and pre-retirees (60–69).



Source: ABS 2016 Census of Population and Housing

Figure 6.10 Junee LGA age profile, 2016

6.3.6.7 SUMMARY

Across the regional study area, LGAs with a smaller resident population tended to have:

- a lower proportion of young adults
- a higher proportion of older residents
- a smaller and older potential labour force.

Junee LGA is the exception, however, having a relatively small resident population but similar age profile to the regional study area. LGAs with larger populations tended to have a larger representation of young workers and a larger potential labour force (as a representation of age distribution).

6.3.7 CULTURALLY AND LINGUISTICALLY DIVERSE POPULATION

Cultural and linguistically diverse population have a stronger presence in Junee, Albury and Wagga Wagga, with 24.3 per cent (Junee) and 14 per cent (Albury and Wagga Wagga) of population that speaks languages other than English and adherence to 11 different religions was identified (see Table 6.8 and Table 6.9). While in Greater Hume and Lockhart 9 per cent of the population reported to speak other language other than English at home and adherence to only four religions was reported (see Table 6.10 and Table 6.11).

Table 6.8 Language other than English (top responses) (2016 Census)

WAGGA WAGGA LGA	JUNEE LGA	ALBURY LGA	GREATER HUME LGA	LOCKHART LGA
Malayalam (0.7%)	Mandarin (1.4%)	Nepali (1%)	German (o.3%)	Cantonese (0.3%)
Arabic (0.5%)	Filipino (0.2%)	Punjabi (0.5%)	Fijian (0.2%)	Vietnamese (0.2%)
Mandarin (0.5%)	Spanish (0.2%)	Mandarin (0.3%)	Dutch (0.2%)	French (0.2%)
Tagalog (0.3%)	Korean (0.1%)	Greek (0.3)	French (0.1%)	Japanese (0.1%)
Filipino (0.3%)	French (0.1%)	Hindi (0.3%)	Japanese (0.1%)	German (0.1%)
English spoke at home (87.5%)	English spoke at home (75.7%)	English spoke at home (86.4%)	English spoken at home (91.8%)	English spoken at home (90.3%%)
Households where a non-English language is spoken (8%)	Households where a non-English language is spoken (3.6%)	Households where a non-English language is spoken (8%)	Households where a non-English language is spoken (3.2%)	Households where a non-English language is spoken (2.2%)

Table 6.9 Religion (2016 census)

WAGGA WAGGA LGA	JUNEE LGA	ALBURY LGA	GREATER HUME LGA	LOCKHART LGA
Catholic (30.4%)	Catholic (27.9%)	No religion (27.5%)	Catholic (21.8%)	Catholic (29.3%)
No religion (22.2)	Anglican (21.1%)	Catholic (25.6%)	No religion (21.3%)	No Religion (17.3%)
Anglican (19.5%)	No religion (16.1%)	Anglican (16.9%)	Anglican (19.4%)	Anglican (16.8%)
Presbyterian and Reformed (4.9%)	Presbyterian and Reformed (3.8%)	Uniting Church (4.2%)	Lutheran (9.1%)	Uniting Church (10.2%)
Uniting Church (4.5%)	Uniting Church (3.7%)	Presbyterian and Reformed (3.6%)		
Christian, nfd (1.8%)	Baptist (1.4%)	Christian, nfd (2.1%)		
Baptist (1.3%)	Christian, nfd (1.1%)	Lutheran (2.1%)		
Lutheran (1.1%)	Lutheran (0.4%)	Hinduism (1.6%)		
Pentecostal (1%)	Buddhism (0.3%)	Baptist (1%)		
Islam (0.9%)	Pentecostal (0.3%)	Pentecostal (1%)		
Hinduism (0.7%)	Salvation Army (0.2%)	Buddhism (1%)		

6.3.8 DWELLINGS

There is a total of 74,487 dwellings in the regional study area, shown in Table 6.10 below. The distribution of dwellings across the regional study area reflects population distribution. The LGAs with the highest resident population have the highest number and greatest proportion of dwellings within the Regional Study Area. These LGAs are:

- Wagga Wagga
- Albury
- Wodonga.

Table 6.10 Number of dwellings, 2016

	JUNEE LGA	WAGGA WAGGA LGA	LOCKHART LGA	GREATER HUME LGA	ALBURY LGA	WODONGA LGA	REGIONAL STUDY AREA
Dwellings	2,342	26,183	1,423	4,559	23,462	16,517	74,487
Proportion of regional study area	3.1%	35.2%	1.9%	6.1%	31.5%	22.2%	N/A

Source: ABS 2016 Census of Population and Housing

6.3.8.1 DWELLING STRUCTURE

The majority of dwellings within the regional study area are separate houses, as shown in Table 6.11, while semi-detached dwellings, flats and apartments, and other dwelling types collectively make up the remaining 15 per cent of housing stock. Semi-detached houses are the second most common dwelling structure, representing 9.0 per cent of all dwellings within the regional study area.

Housing diversity varied in the regional study area. LGAs with lower resident populations tended to have higher proportions of separate dwellings, such as Junee LGA, Lockhart LGA and the Greater Hume LGA, while LGAs with a higher resident population and major urban centres, such as Wagga Wagga LGA, Albury LGA and Wodonga LGA, tended to have a greater housing diversity.

The regional study area has low housing diversity. Housing diversity varies between LGAs, with population, population density and urbanisation driving the demand for different housing types and varying market price points.

Table 6.11 Dwelling structure, 2016

	JUNEE LGA	WAGGA WAGGA LGA	LOCKHART LGA	GREATER HUME LGA	ALBURY LGA	WODONGA LGA	REGIONAL STUDY AREA
Separate house (%)	95.4%	84.9%	95.6%	96.3%	80.2%	86.4%	84.9%
Semi-detached house (%)	3.3%	4.1%	0.3%	1.2%	17.0%	10.4%	9.0%
Flat or apartment (%)	2.0%	9.8%	1.9%	0.9%	1.9%	2.3%	4.9%
Other (%)	1.2%	0.9%	1.5%	0.7%	0.5%	0.3%	1.2%

Source: ABS 2016 Census of Population and Housing

6.3.8.2 OCCUPANCY RATES

Across the regional study area, the LGAs with the highest proportion of unoccupied dwellings are represented below in Table 6.12 and include:

- Greater Hume LGA (13.6 per cent)
- Lockhart LGA (13.2 per cent)
- Albury LGA (10.7 per cent)
- Junee LGA (10.1 per cent).

LGAs such as Wagga Wagga and Wodonga have relatively low proportions of unoccupied dwellings, reflecting a potentially more competitive housing market.

Table 6.12 Number of dwellings, 2016

	JUNEE LGA	WAGGA WAGGA LGA	LOCKHART LGA	GREATER HUME LGA	ALBURY LGA	WODONGA LGA	REGIONAL STUDY AREA
Occupied dwellings (no.)	1,910	18,131	1,135	3,700	19,489	14,262	58,627
Unoccupied dwellings (no.)	235	2,084	188	616	2,489	1,363	6,975
Proportion of unoccupied dwellings (%)	10.1%	7.2%	13.3%	13.6%	10.7%	8.3%	9.0%

Source: ABS 2016 Census of Population and Housing

6.3.9 SHORT-TERM ACCOMMODATION

Table 6.13 below details the number of rooms available across the regional study area. There are approximately 2,909 rooms available, with the Albury-Wodonga urban area hosting 1,718 of the total number. Motels are the most common accommodation type, with 1,532 rooms available; however, there is also a large stock of hotel-type accommodation, with 1,138 rooms available. Nearly all hotel accommodation is located in larger regional centres such as Albury-Wodonga and Wagga Wagga.

Table 6.13 Short-term accommodation stock

TOWN	TYPE	ROOMS
Wodonga	Hotel	80
	Motel	209
	Caravan Park	25
Total rooms Wodonga		314
Albury	Hotel	672
	Motel	670
	Pub	18
	Caravan park	39
	Apartment	5
Total Albury		1404

TOWN	TYPE	ROOMS
Holbrook	Motel	73
	Pub	14
Total Holbrook		87
Henty	Bed and Breakfast	3
Total Henty		3
Culcairn	Culcairn Motor Inn	12
Total Culcairn		12
Wagga Wagga	Hotel	386
	Motel	320
	Caravan Park	39
Total Wagga Wagga		745
Junee	Motel	40
	Pub	22
	Caravan Park	19
Total Junee		81
Gundagai	Motel	107
	Pub	14
	Caravan Park	4
Total Gundagai		125
Cootamundra	Motel	113
	Pub	34
	Caravan Park	3
Total Cootamundra		150
Hotel		1,138
Motel		1,532
Pub		102
Caravan Park		129
Apartments and BnBs		8
		2909

Source: Hotels.com.au, Booking.com, Stakeholder engagement outputs, 2021

Consultation with accommodation providers has indicated differing urban and regional occupation patterns. Urban centres such as Wagga Wagga and Albury-Wodonga exhibit relatively stable occupancy rates during the year while regional communities experience significant fluctuations. This may be explained by differences in tourism demand, local events and activities, as well as accommodation demand by seasonal workers.

Regional tourism is experiencing significant growth with international border closures due to the COVID-19 pandemic promoting Australians to holiday in Australia. In the year to February 2021, visitors to regional NSW increased 5 per cent to 2.7 million and overnight spend increased 11 per cent (up $206 million). The number of nights stayed was also up 12 per cent compared with the same period last year (Tourism Research Australia, 2021).

Data from the *2019 Local Government Area Profiles* (Tourism Research Australia, 2019) provides evidence of a robust local tourism market and associated demand. Wagga Wagga (1,357,000 visitors) and Albury (1,258,000 visitors) exhibit high tourist demand, correlating with their roles as major regional centres, while Wodonga (373,000 visitors) Greater Hume (208,000 visitors) and Cootamundra-Gundagai (151,000 visitors) exhibited less visitors. Consultation with accommodation providers across the social locality indicated that the spring and autumn months are the peak times for tourism demand.

Local occupancy rates are also variant on local events and activities. Key events in the social locality are focused on showcasing what's on offer in local towns of Albury, Wagga Wagga and Junee, including agriculture, entertainment, and sport (For full list of events see section 6.3.12). In addition, Wagga Wagga also experiences a significant influx of people for major university events such as Graduation, open days and major sporting carnivals and industry days. These predominantly occur in spring and late summer months.

Data from the *Seasonal Recruitment in Regional and Remote Australia Study* (Department of Education, Skills and Employment, 2016) indicates that peak demand for seasonal workers in the Riverina Region, including the study area, occurs from October through to April. During these times, as many as 45 per cent of local businesses noted they had peak months for staffing.

Further consultation with local accommodation providers indicated strong demand for short term accommodation by seasonal agricultural workers during the Spring/early Summer and Autumn months. Many indicated occupancy rates around 80-100 per cent during these periods. This trend was more prevalent outside of major centres such as Wagga Wagga and Albury-Wodonga. Conversely, occupancy during the winter and peak summer months could reach as low as 20 per cent.

In order to identify occupancy rates and rooms available, this study has grouped the data in urban townships (2,485 rooms) and regional (472 rooms) within the regional study area. Both bands have adopted 62.3 per cent of occupancy as the base case, as suggested by *NSW Tourist Accommodation Snapshot for the December Quarter 2020* data (Destination NSW, 2020). Monthly variations have been adopted for the regional data set based on consultation outcomes, considering significant events and seasonal employment forecasts. For the urban townships data, a 10 per cent premium has been applied across the calendar year to account for likely higher demand in urban areas.

Table 6.14 shows the estimated occupancy rates across the regional study area, considering tourism data, seasonal worker demand and major events. These are estimates only and have not been confirmed with all providers.

Table 6.14 Estimated occupancy rates

	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
Regional	60%	70%	80%	70%	60%	40%	40%	60%	80%	90%	90%	80%
Urban townships	72%	72%	72%	72%	72%	72%	72%	72%	72%	72%	72%	72%

Table 6.15 shows the estimated number of available rooms across the study area during the calendar year. The lowest availability period is during October and November, where approximately 743 rooms would be available in the study area. The lowest demand period is during the winter months of June and July when approximately 979 rooms would be available.

Table 6.15 Estimated available rooms

	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
Regional	189	142	94	142	189	283	283	189	94	47	47	94
Urban townships	696	696	696	696	696	696	696	696	696	696	696	696
Total rooms available	885	837	790	837	885	979	979	885	790	743	743	790

6.3.10 REGIONAL EMPLOYMENT

6.3.10.1 LABOUR FORCE

Across the regional study area, 51.5 per cent of residents are part of the labour force, as evidenced in Table 6.16. This includes residents who are employed (full time and part time) and unemployed (looking for work). A total of 27.4 per cent of residents do not participate in the labour force, while a further 21.1 per cent are too young to legally work. Reasons for not participating in the labour force can include:

- retirees
- students
- stay-at-home parents
- anyone permanently unable to work
- those who are voluntarily inactive
- anyone in an institution (e.g. gaol)[3].

Within the regional study area, Wagga Wagga, Albury and Wodonga are the LGAs with the highest proportion of residents engaged in the labour force. Junee LGA has the lowest proportion of residents engaged in the labour force—10 per cent lower than the regional study area.

More than a third of residents (39.4 per cent) in the Junee LGA are not in the labour force. This is the highest representation of the six LGAs and 12.0 per cent higher than the regional study area. It could be argued that the Junee Correctional Centre is a contributing factor to the high proportion of residents not in the labour force. Lockhart LGA also has a notably high proportion of residents not in the labour force.

Across all the LGAs within the regional study area, the proportion of residents under the age of 15 is relatively similar, ranging between 19.1 per cent and 22.9 per cent.

[3] aph.gov.au/About_Parliament/Parliamentary_Departments/Parliamentary_Library/pubs/rp/rp1819/Quick_Guides/NILF

Table 6.16 Workforce participation across LGAs, 2016

TYPE	JUNEE LGA	WAGGA WAGGA LGA	LOCKHART LGA	GREATER HUME LGA	ALBURY LGA	WODONGA LGA	REGIONAL STUDY AREA
Labour force	41.5%	53.2%	46.2%	49.5%	51.2%	51.8%	51.5%
Not in the labour force	39.4%	25.4%	31.7%	27.6%	28.8%	26.5%	27.4%
Under 15 years of age	19.1%	21.4%	22.2%	22.9%	20.0%	21.7%	21.1%

Source: ABS 2016 Census of Population and Housing

6.3.10.2 LABOUR FORCE STATUS

Across the regional study area, 5.9 per cent of the labour force is unemployed, shown in Table 6.17 below. LGAs where unemployment rates are highest include Albury LGA (6.7 per cent), Wodonga LGA (6.0 per cent) and Wagga Wagga LGA (5.5 per cent). Unemployment rates are lowest in Junee LGA (4.9 per cent), Greater Hume LGA (4.6 per cent) and Lockhart LGA (4.2 per cent).

Table 6.17 Labour force status, 2016

STATUS TYPE	JUNEE LGA	WAGGA WAGGA LGA	LOCKHART LGA	GREATER HUME LGA	ALBURY LGA	WODONGA LGA	REGIONAL STUDY AREA
Employed part-time	61.2%	60.7%	60.5%	56.5%	55.3%	57.9%	58.2%
Employed full-time	28.4%	28.9%	30.3%	32.4%	32.9%	30.9%	30.7%
Away from work	5.6%	4.9%	5.2%	6.4%	5.0%	5.2%	5.1%
Unemployed	4.9%	5.5%	4.2%	4.6%	6.7%	6.0%	5.9%

Source: ABS 2016 Census of Population and Housing

6.3.10.3 WORKFORCE MIGRATION

Workforce migration considers a worker's place of work and usual residency. This is important for understanding where people travel to for work. Across the regional study area there are a total of 79,587 workers. Of these 79,587 workers, 72,088 live within one of the six LGAs that make up the regional study area. This equates to approximately 90.6 per cent of residents who live and work within the regional study area. It also indicates that 9.4 per cent of the regional study area's workforce live outside of the regional study area.

Considering workforce migration, Albury, Wodonga and Lockhart LGAs have the most significant levels of workforce migration within the regional study area. Summaries of each area include:

- Albury LGA: One in five workers in the Albury LGA live in the Wodonga LGA in Victoria (20.5 per cent). A total of 64.2 per cent of the Albury LGA workforce live in the Albury LGA.
- Wodonga LGA: Nearly one in five workers in the Wodonga LGA live in the Albury LGA and travel across the border for work (24.5 per cent). Approximately 59.1 per cent of workers in the Wodonga LGA live in Wodonga.
- Lockhart LGA: A total of 16.5 per cent of workers in the Lockhart LGA live in the Wagga Wagga LGA. A total of 68.7 per cent of workers in the Lockhart LGA live in the Lockhart LGA.

Together this suggests that there are different economic relationships between LGAs within the regional study area. For example, Albury LGA and Wodonga LGA share high levels of workforce migration and a strong economic and employment relationship.

6.3.10.4 EMPLOYMENT

To understand major drivers of employment across the regional study area, industry-of-employment data was considered for LGAs. High-level industry-of-employment data (digit level 1) has been used to understand the major sources of employment across the regional study area and by LGA, see Figure 6.11. Detailed industry-of-employment data (digit level 4) has been assessed to understand the potential local labour force who could part take in the proposal, see Table 6.18.

Main sources of employment across the regional study area include:

- healthcare and social assistance employs 14.9 per cent of residents in the labour force
- retail trade employs 10.8 per cent of residents in the labour force
- public administration employs 9.6 per cent of residents in the labour force
- education and training employs 9.3 per of residents in the labour force
- manufacturing employs 8.4 per cent of residents in the labour force.

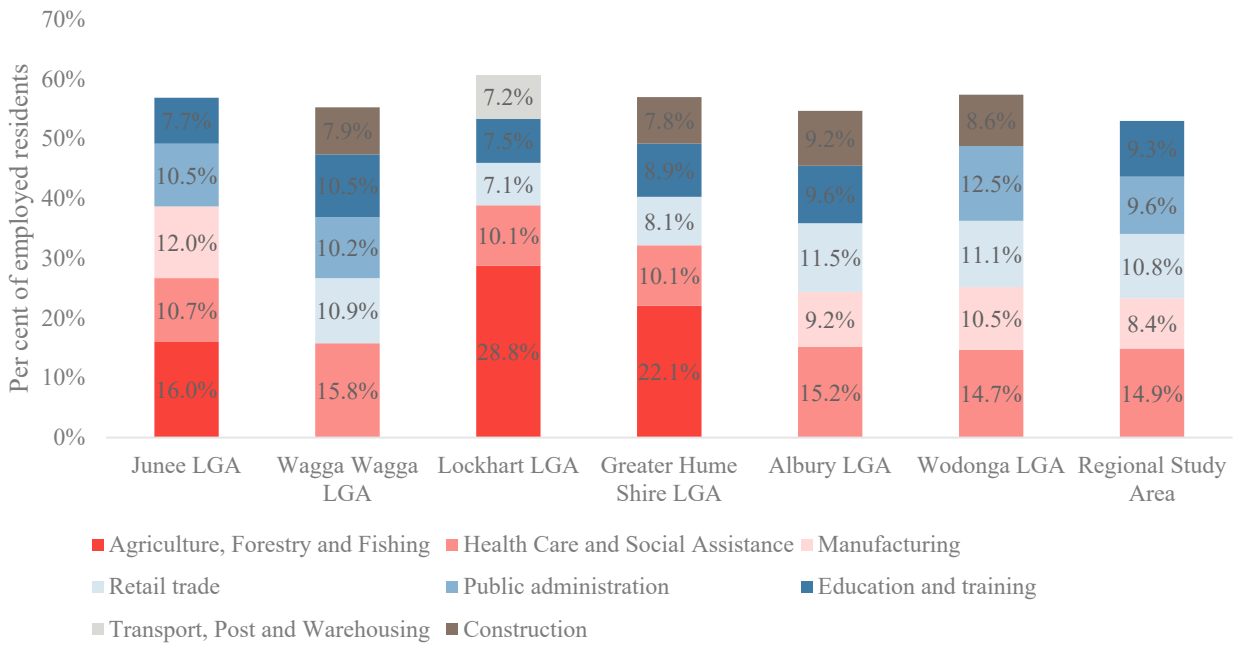
Major sources of employment vary between LGAs within the regional study area, see Figure 6.11. Key differences between the top five industries of employment within the regional study area include:

- in Junee, Lockhart and the Greater Hume LGAs, agriculture, fishing and forestry are the main sources of employment (16.0 per cent, 28.8 per cent and 22.1 per cent, respectively)
- residents in Lockhart and the Greater Hume LGA have the lowest job diversity, reflected by the top two industries of employment accounting for more than a third of all employment opportunities (34.9 per cent for Lockhart LGA and 32.2 per cent for the Greater Hume LGA)
- in Wagga Wagga, Albury and Wodonga LGAs, healthcare and social assistance are the largest employers for residents (15.8 per cent, 15.2 per cent and 14.7 per cent, respectively).

When considering the distribution of civil and heavy construction workers across the regional study area, see Table 6.18, it becomes apparent that:

- there is a moderate proportion of residents employed in heavy and civil engineering and construction as well as bridge and road construction across the regional study area (565 people)
- the majority of residents employed in relevant construction and professional services for the proposal live in Albury, Wodonga and Wagga Wagga LGAs
- the number of residents engaged in civil and heavy construction is lower in Junee, Lockhart and the Greater Hume LGA.

The distribution of residents already employed in relevant industries is limited to the major centres within the regional study area. This suggests that the potential local workforce for construction will be located in Wagga Wagga, Albury and Wodonga LGAs rather than Junee, Lockhart and the Greater Hume LGA.



Source: *ABS 2016 Census of Population and Housing*

Figure 6.11 Top 5 industries of employment by LGA, 2016

Table 6.18 Specific industry of employment relevant to the proposal by LGA (digit level 4), 2016

	JUNEE LGA	WAGGA WAGGA LGA	LOCKHART LGA	GREATER HUME LGA	ALBURY LGA	WODONGA LGA	REGIONAL STUDY AREA
Heavy and Civil Engineering Construction, nfd (no.)	0	4	0	0	0	4	**8**
Road and Bridge Construction (no.)	11	85	4	26	50	70	**246**
Other Heavy and Civil Engineering Construction (no.)	8	95	5	11	91	101	**311**
Hire of Construction Machinery with Operator (no.)	0	3	0	0	3	6	**12**
Surveying and Mapping services (no.)	0	8	0	5	17	4	**34**

Source: *ABS 2016 Census of Population and Housing*

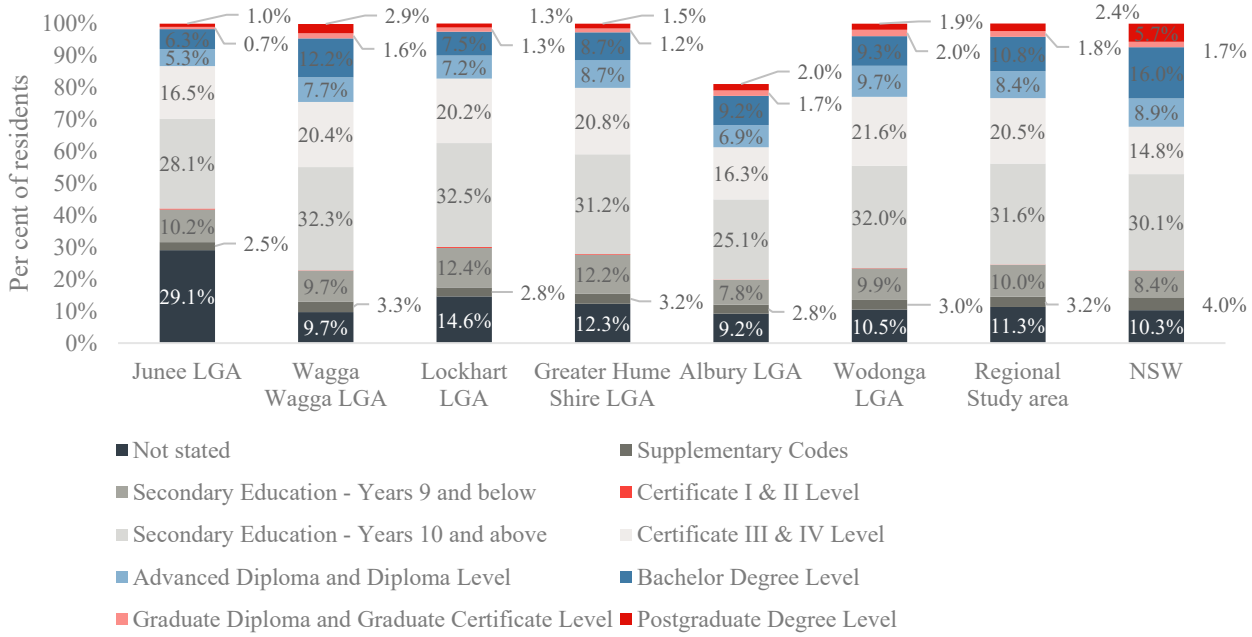
6.3.10.5 HIGHEST LEVEL OF EDUCATIONAL ATTAINMENT

The regional study area has a lower proportion of residents with university qualifications when compared to NSW, as shown in Figure 6.12. Key differences between education profiles for the regional study area and NSW include:

- the average proportion of residents with a postgraduate qualification in the regional study area is less than half the NSW rate
- the proportion of residents with a bachelor's degree qualification is approximately 30 per cent lower than NSW
- the proportion of residents with certificate III and IV level is 25 per cent higher than the NSW rate
- a slightly higher proportion of residents in the regional study area have a year nine or below schooling than NSW.

Across the regional study area, educational attainment varied between LGAs. Key differences between LGAs include:

- Wagga Wagga, Albury and Wodonga LGAs have the highest proportion of residents with university qualifications
- Lockhart and the Greater Hume LGAs have the highest proportion of residents who finished school in year nine or below.



Source: *ABS 2016 Census of Population and Housing*

Figure 6.12 Highest level of educational attainment by LGA, 2016

6.3.11 ADVANTAGE AND DISADVANTAGE

Socio-economic Indexes for Areas (SEIFA) from the 2016 Census are used to understand levels of advantage and disadvantage across the regional study area. SEIFA scores are presented as deciles, reflecting relative distribution across Australia. For example, an LGA with a decile score of 1 is in the lowest 10 per cent nationally, while an LGA with a decile score of 10 is in the highest 10 per cent nationally.

6.3.11.1 DISADVANTAGE AND ADVANTAGE

To understand social-economic advantage and disadvantage across the regional study area, the Index of Relative Socio-economic Advantage and Disadvantage (IRSAD) has been considered. IRSAD is an ABS indicator that assesses a range of factors that contribute towards advantage and disadvantage, such as:

Table 6.19 IRSAD variables, 2016

ADVANTAGE	DISADVANTAGE
— High income earners — High mortgage repayments (reflecting high property values) — Residents engaged in professional services — Educational attainment diploma level or higher — Residents employed as managers — Dwellings with a large number of bedrooms — Residents paying high rent — Tertiary educated.	— Low income earners — Low/no educational attainment — Residents employed as labourers — Private dwelling with no internet connection — Family households with unemployed adults — People under 70 with long-term health conditions or disability — Unemployed — One parent families — Low rent payments — Residents employed as drivers or machinery operators — Separated or divorced — Occupied dwelling with no private vehicle — Overcrowding — Residents employed in low skills sales.

Source: ABS, IRSAD, 2018

Across the regional study area, IRSAD varies between LGAs, as shown in Table 6.20 below. Key differences including:

- Wagga Wagga LGA has the highest IRSAD score of 7, reflecting low levels of disadvantage and higher levels of advantage
- Greater Hume and Lockhart LGAs have slightly higher IRSAD scores than other LGAs within the regional study area and are above the national average (decile 5)
- Albury and Wodonga LGAs have the same IRSAD score, which is the same as the national average
- Junee LGA has the lowest IRSAD score of all the LGAs in the regional study area, reflecting greater disadvantage and less advantage. Junee LGA is in the bottom 30 per cent of LGAs nationally.

Table 6.20 IRSAD, 2016

	IRSAD DECILES									
	Most disadvantaged									Most advantaged
	1	2	3	4	5	6	7	8	9	10
LGA	–	–	Junee	–	Albury Wodonga	Greater Hume Lockhart	Wagga Wagga	–	–	–

Source: ABS 2016 Census of Population and Housing

6.3.12 COMMUNITY IDENTITY

6.3.12.1 ABORIGINAL CULTURE AND HISTORY

The proposal lies within the traditional lands of the Wiradjuri language group. Gunnedah and Albury mark the northern and southern boundaries of Wiradjuri Country, while the eastern boundary is the Great Dividing Range, and the western boundary is approximately in line with the present towns of Hay and Nyngan (Technical Paper 2 – Aboriginal cultural heritage assessment).

The Wiradjuri people generally moved around in groups, using the river flats, open land and waterways with some regularity through the season, as indicated by the scattered archaeological evidence in the region. The arrival of Europeans in the areas in the early 1800s had a devastating impact on the traditional Wiradjuri lifestyle.

Despite the impacts of European settlement, Wiradjuri people continue to occupy their traditional Country, in the townships of Dubbo, Condobolin, Orange, Bathurst, Wagga Wagga, Albury, Young, Narrandera and Griffith, and are continuously involved in—and fight for—the protection of cultural heritage sites (Technical Paper 2 – Aboriginal cultural heritage assessment report).

In regard to Wagga Wagga, consultation with Elders Group Mawang Galway in the Riverina, identified that, historically, Wagga Wagga is a resettlement town with families from Deni, Mildura, Narrandera, Tumut, Condo, Lake Cargelligo, Walgett and Bourke, who relocated to Wagga in the '80s, '90s and the 2000s and mostly moved into housing commission homes in Ashmont, Tolland and Mt Austin. Roughly 8000 Indigenous people live in and around Wagga.

Consultation with Registered Aboriginal Parties (RAPs) identified that cultural values are generally related to the importance of Wiradjuri country, including the natural features, landscapes and ecosystems, and cultural significance, associated to storytelling through songs (Technical Paper 2 – Aboriginal cultural heritage assessment report).

6.3.12.2 NON-ABORIGINAL CULTURE

The NSW railway network is a significant feature of the history and culture in the study area. Between 1877 and 1881 the Main Southern Railway Line was extended 290km from Goulburn to Illabo, Junee, Bomen, Wagga Wagga, Uranquinty, The Rock, Yerong Creek, Henty, Culcairn, Gerogery, Table Top, Ettamogah, and Albury (Technical Paper 3 – Non-Aboriginal heritage, GML 2021).

The railway network relevance decayed during the mid-twentieth century due to the sudden boom in the manufacturing of cars and other personal motor vehicles. Between 1941 and 1977 no new route kilometres of railway were constructed and branch railway lines and less popular stations were also closed and demolished, including Illabo, 1878–demolished c1980s; Yerong Creek, 1880–demolished c1980s; Gerogery, 1880–closed 1984, relocated to Lockhart 2003; Ettamogah, 1881–demolished c1975; and Albury Racecourse, 1881–closed 1962, demolition date unknown (Technical Paper 3 – Non-Aboriginal heritage, GML 2021).

Out of the 20 stations originally constructed between 1878 and 1943 on the line between Albury and Illabo, only seven were still operational by the end of the twentieth century (Technical Paper 3 – Non-Aboriginal heritage, GML 2021).

6.3.12.3 VALUES

Consultation undertaken during the preparation of this report highlighted the importance of local history to residents across the regional study area, specifically the region's rail history. This includes historical buildings and rail infrastructure such as existing rail line, train stations and bridges, and post boxes. In addition to the connection to the railway heritage, there is a strong appreciation for the rural lifestyle enjoyed by residents in the regional study area. A review of the relevant community strategic plans (see section 2.4 of this report), combined with community and stakeholder consultation results, indicate key and consistent community values in the regional study area, such as:

- having access to and availability of quality education facilities and programs
- having access to and availability of recreational activities and health programs that enhance wellbeing and promote healthy lifestyles
- having access to and availability of local employment and career opportunities that welcome people from diverse cultures to live, work and settle in the council region
- being a part of and contributing to connected, inclusive, resilient and safe communities, with a strong network that supports families, celebrates and values diversity and heritage
- having the opportunity to contribute to a prosperous economy by enhancing the appearance of towns, improving services and infrastructure that supports rural business, creating a thriving tourism economy and developing the skills and employment opportunities for residents
- having the opportunity to contribute to the protection of the natural environment that explores opportunities to utilise renewable energy and water-saving practices

- having access to sustainable transport strategies, including improved road safety, freight and transport outcomes that improve liveability, by providing easy and fast connections to neighbouring towns and cities, and improving the safety of all community members.

6.3.12.4 EVENTS AND ACTIVITIES

Local events and activities are key in building community identity and social values as they bring together local people and visitors to celebrate common interests and display what is on offer in rural towns. Major events and activities benefit the local economy by attracting both local residents and visitors to the area, increasing participation and spending for local businesses, accommodation and services.

Key events in the regional study area are focused on showcasing the local towns of Albury, Wagga Wagga and Junee, including agriculture, entertainment and sport. Key events include:

- January—Australia day celebrations
- February—minor events across the regional study area, such as markets
- March—annual Junee Rhythm 'n' Rail Festival at Junee; Mardi Gras Festival at Wagga Wagga; Albury Gold Cup Carnival at Albury; Travelling Film Festival at Wagga Wagga; Fusion Festival at Wagga Wagga
- April—Anzac Day commemorations across the regional study area; Stone the Crows Festival at Wagga Wagga; Gindaymannha Sports Carnival at Albury
- May—Banff Mountain Film Festival at Wagga Wagga
- June—minor events across the regional study area, such as markets and festivals
- July—minor events across the regional study area, such as markets
- August—Riverina Schoolboys Football Carnival at Junee
- September—Spring Jam at Wagga Wagga; Write Around the Murray festival at Albury; Sydney Comedy Festival at Wodonga
- October—Illabo Show at Illabo; Junee Show at Junee; Octoberfest celebrations in various locations across the regional study area; Gears and Beers Festival at Wagga Wagga; Gardenesque at Albury
- November—minor events across the regional study area, such as markets
- December—Christmas carols and New Year's Eve festivities in various locations across the regional study area; Borderville Summer Circus Festival at Albury.

The diversity and nature of the events reflect on the inclusion and diversity values outlined above, as well as the importance of attracting people to region and enhancing connectedness across different age groups.

6.3.13 DECISION-MAKING SYSTEMS IN LOCAL GOVERNMENT

Findings from a review of community strategic plans highlight that consultation, engagement and participation are important for local governments in the design of local strategies, in particular:

- Albury City Council focuses on establishing strong government and regional networks and plans to lead with good governance by consulting the community on all major changes
- Greater Hume Shire Council focuses on engaging with the community to help improve community facilities and infrastructure while promoting the value of the natural environment
- Wagga Wagga City Council uses a long-term planning approach that undertakes community consultation and promotes shared values and opportunities
- Junee Shire Council focuses on developing and implementing the right health and lifestyle services, build on heritage and cultural expression, support the youth and cater for the aging population, while supporting businesses and growing tourism throughout the region
- Lockhart Shire Council looks towards the long-term needs of the community and recognises the need to plan sustainable transport strategies, improve road safety, advocate for diverse and affordable housing, while representing and acknowledging the needs, challenges and characteristics of the community.

6.3.14 HEALTH

The Murrumbidgee Local Health District (MLHD) is located in southern NSW across 125,242 square kilometres (km^2). The district's estimated resident population in 2019 was 245,196, with an estimated 4.8 per cent identifying as Indigenous people. The regional study area falls within the Murrumbidgee Local Health District, with the exception of Wodonga LGA. The majority of urban centres within both the local study area and regional study area have designated hospitals or medical services. Key hospitals include:

- Wodonga Hospital, which is part of the Albury Wodonga Health service (AWH)
- Albury Base Hospital, this is a cross border facility servicing residents in both NSW and VIC. 337 beds including 95 mental health care beds.
- Wagga Wagga Base Hospital and Calvary Riverina Hospital (private), together they provide a total of 325 beds.
- Henty Hospital is a small hospital with 15 beds.
- Junee District Hospital with 38 beds.

According to The Murrumbidgee Local Health District 2020 Population and Health Profile, respiratory diseases contributed to 6 per cent of hospitalisations, higher than the NSW state average of 4.8 per cent. During the 2017–2018 period, respiratory disease deaths made up 10 per cent of all hospital deaths and between 2016 and 2018, approximately nine people died per year from asthma. The death rate of respiratory deaths had been decreasing since the early 2000s but has increased in recent years. Between 2017–2019, 21 per cent of children and 10 per cent of adults reported suffering from asthma.

Additionally, during this reporting period, mental health contributed to 1.9 per cent of hospitalisations, lower than the NSW average of 5.1 per cent. There were reported 130 deaths on average per year due to mental and behavioural disorders (non-suicide) in 2017–2018. Hospitalisations for all mental health disorders (non-self-harm) totalled 2,356 in 2018-2019 at a rate significantly lower than NSW. The death rates and hospitalisations rates for mental and behavioural disorders have been increasing since early 2000 in both NSW and MLHD.

In 2020, MLHD reported ongoing health challenges detailed in Table 6.21.

Table 6.21 MLHD health challenges

2020 HEALTH CHALLENGES	EMERGING HEALTH CHALLENGES	COVID-19 HEALTH CHALLENGES
— ageing population — Indigenous health — socioeconomic disadvantage — lower health literacy — rural isolation/ access — increasing cost of chronic disease — cardiovascular disease — diabetes and dialysis — chronic obstructive pulmonary disease	— poor vegetable consumption in both adults and children — overweight and obesity — lack of exercise in adults and children — smoking — mental health — suicide — injury – in particular motor vehicle crashes and falls	— cancer screening rates — management of chronic disease — delaying elective surgery — impact on mental health — increased alcohol intake — increased unhealthy foods — decreased exercise — impact on education — impact on health workforce

6.3.14.1 INDIGENOUS PEOPLE'S HEALTH

The Murrumbidgee is home to the Wiradjuri, Yorta Yorta, Baraba Baraba, Wemba Wemba and Nari Nari people. Significant disparities exist between Indigenous Australians and non- Indigenous Australians. Indigenous Australians suffer lower life expectancy, higher rates of chronic and preventable diseases and a higher likelihood of being hospitalised.

As reported by the Murrumbidgee Local Health District Aboriginal Health Profile (2017), within the Murrumbidgee region, the most disadvantaged Indigenous communities are around the townships of Young, Deniliquin, Gundagai and Griffith. 33 per cent of Indigenous adults are daily smokers, while the rates of hospitalisation relating to smoking in NSW was triple the rate of non- Indigenous Australians.

The 2017 report identified that Indigenous people have higher levels of psychological distress in adults (approximately 20 per cent) compared to non- Indigenous Australians (approximately 11 per cent). The most common causes of hospitalisation for Indigenous Australians in the Murrumbidgee is dialysis, injury and poisoning, and maternal and neonatal-related causes.

6.3.14.2 PEOPLE WITH DISABILITY

The 2016 Census identified that elder groups (over 70 years old) have greater need for assistance with core activities in Albury and Wagga Wagga (Table 6.22). Children aged 5 to 9 also have the highest percentage of need for assistance with core activities (4.3 per cent in Albury and 3.4 per cent in Wagga Wagga), when compared with Children 0 to 4 and 10 to 19. Not information was found available for Junee and Greater Hume Lockhart.

Table 6.22 Need for assistance with core activities by age (2016 Census)

AGE	WAGGA WAGGA LGA (% OF TOTAL AGE GROUP)	ALBURY LGA (% OF TOTAL AGE GROUP)
0-4	1.6	1.1
5-9	3.7	4.3
10-19	3.4	3.3
20-59	2.7	3.5
60-64	5.6	5.7
65-69	7.5	7.9
70-74	8.7	8.7
75-79	13.4	14.7
80-84	20.3	23
85+	41.3	45.9

6.3.14.3 KEY HEALTH STATISTICS AND CHALLENGES

The MLHD reported ongoing health challenges for 2020, including an ageing population, Indigenous health, low health literacy and increasing cost of chronic disease.

Other stand-out issues reported for 2020 included obesity, smoking, mental illness, injury (mainly motor vehicle crashes and falls) and preventable hospitalisations. Key lifestyle risks across the MLHD include:

- 17.0 per cent of adults smoke
- 69.0 per cent of residents are above a healthy weight (compared to 53.0 per cent across NSW)
- 25.0 per cent of adults experience psychological distress (compared to 18.0 per cent across NSW)
- 42.0 per cent of adults drink harmful levels of alcohol (compared to 33.0 per cent across NSW)
- 17.0 per cent of adults have diabetes.

Hospital admissions data for the MLHD reflects significantly higher rates of potentially preventable hospital admissions compared to NSW.

6.3.15 EMERGENCY SERVICES

The majority of urban centres within both the local study area and regional study area have designated police stations, Rural Fire Service (RFS), NSW Fire and Rescue services, ambulance services and State Emergency Services. Key emergency services include:

- Albury, Culcairn, Henty, Yerong Creek, The Rock, Wagga Wagga, Wodonga and Junee police stations
- Albury, Culcairn, Henty, The Rock, Wagga Wagga and Junee, Wodonga NSW Rural Fire and Rescue Service
- Lavington, Thurgoona, Henty, Yerong Creek, Uranquinty and Junee Rural Fire Service
- Albury Ambulance Service and Wagga Wagga and Junee NSW Ambulance Service
- Albury, The Rock and Wagga Wagga NSW SES services.

6.3.16 REGIONAL TRANSPORT NETWORKS

6.3.16.1 EXISTING RAIL FACILITIES AND OPERATIONS

The existing rail network in the regional study area includes the Main South rail line, connecting Sydney to Albury passing through the Southern Highlands, Southern Tablelands, South West Slopes and Riverina regions, including, but not limited to, Albury to Griffith, Wagga Wagga to Cootamundra, etc.

6.3.16.2 PASSENGER SERVICES

The Main South Line runs from Albury to Sydney and, in the regional study area, services stations including Albury, Culcairn, Henty, The Rock, Uranquinty, Wagga Wagga and Junee. The Main South Line passes through Table Top, Yerong Creek, Bowman, Harfield and Illabo stations, however doesn't service passengers as the stations are closed.

The Main South Line is relied on for the supply goods and materials to regional centres on a regular basis.

Wagga Wagga and Albury are serviced by NSW Trainlink coach service once per day. This service traverses Uranquinty, The Rock, Yerong Creek, Henty, Culcairn, Gerogery, Lavington and Wodonga.

Wagga Wagga and Albury airports service Qantas and Rex passenger planes to and from Sydney and Melbourne.

6.3.16.3 EXISTING ROAD NETWORK

The road network across the regional study area comprises of major highways linking NSW to Victoria and South Australia, which are relied on for tourism, freight and agriculture. These include:

- Hume Highway: 840-km highway linking Melbourne, Victoria and Sydney, NSW
- Riverina Highway: 220-km highway linking the south Riverina regions
- Olympic Highway: 318-km highway linking the central western and south eastern Riverina regions
- Sturt Highway: 947-km highway linking South Australia to central NSW, providing a significant road link for passengers and freight between Sydney and Adelaide.

6.3.16.4 ACTIVE TRANSPORT NETWORKS

As part of the Wagga Wagga Integrated Transport Strategy, Wagga Wagga City Council has developed an Active Transport Plan that integrates pedestrian and cycling infrastructure. The network will consist of five cycle corridors, totalling 45km, and link the outer suburbs of Wagga Wagga to the CBD. The plan will also include end-of-trip facilities located at the Visitor Information Centre and the Oasis. Existing completed sections of the Wagga Wagga Active Travel Plan include the Levee link, the Red Hill Road link and the Bourke Street to Kaloona Drive section. The remainder of the Active Travel Plan is due for completion in 2021.

Albury City Council introduced plans to build dedicated cycle paths throughout the city CBD, providing connectivity to existing and future bicycle routes. The plan will include on-road bike lanes and integrate line-marking rather than physical infrastructure. The plan is due for completion in early 2021.

7 SOCIAL IMPACT ASSESSMENT – CONSTRUCTION

This chapter describes and assesses the potential social impacts that are predicted as a result of construction of the proposal. The following analysis has been completed in accordance with the relevant guidance methodology described in section 3.2.4.

The following key design features are expected to interfere with community values due to the existing strong sense of place, value for rural lifestyle and tranquillity experienced in the social locality, as well as the high cultural significance attributed to railway stations and the rail network:

- realignment of approximately 43km of track up to 2.3m, and lowering of 1.3km of track up to 1.6m to accommodate vertical and horizontal clearances according to Inland Rail clearance specifications
- changes to bridges and culverts at enhancement sites to allow track realignment, including:
  - replacement of two road bridges, and adjustments to adjoining intersections
  - replacement of three pedestrian bridges
  - demolition of two redundant pedestrian bridges
  - modifications to four rail bridges
  - adjustments to nine level crossings.

This SIA recognises that the extent of impacts is different at each precinct and enhancement site, and that the geographical extent may change depending on the nature of the impact. Therefore, some impacts may be analysed considering a regional extent, while others may focus only on the townships.

As detailed in Chapter 5, the A2I design process has incorporated, where possible, stakeholder feedback directly into the design to respond to community and stakeholder interests and values, including the following changes:

- Albury Station pedestrian bridge—inclusion of DDA-compliant ramps on both sides
- option to gift Culcairn pedestrian bridge to Greater Hume Shire Council for repurposing, subject to ongoing consultation
- Pearson Street bridge—agreement to work collaboratively on associated culvert works with Wagga Wagga City Council
- Cassidy Parade pedestrian bridge—3m wide bridge with DDA-compliant ramps to suit Wagga Wagga City Council's active travel route plan
- Edmondson Street bridge—footpaths on both sides of the bridge with pedestrian safety fences and future proofing for school drop-off zone to meet the needs of the adjacent schools
- Wagga Wagga pedestrian bridge—replacement rather than removal of the pedestrian bridge and inclusion of DDA-compliant ramps to meet the needs of community and schools
- Kemp Street bridge—heavy mass loading (HML) incorporated into bridge design to accommodate larger vehicles and inclusion of an extra wide pedestrian footpath to accommodate a train viewing platform
- option to gift Junee Station pedestrian bridge to Junee Shire Council for repurposing, subject to ongoing consultation
- works on bridges at Wagga Wagga would be staged to minimise disruption to connectivity across the rail corridor, and to enable pedestrians and cyclists to be detoured to at least one of these bridges during construction
- changes to proposal site to enable an accommodation business adjacent to the Kemp Street bridge enhancement site to continue operating during construction.

7.1 WAY OF LIFE

7.1.1 EMPLOYMENT AND ECONOMIC IMPACTS

The proposal is expected to result in employment and economic opportunities across the social locality derived from the construction workforce and procurement contract opportunities. Hence, the determination of section 7.1.1 impact ratings were supported by data available across the regional study area and consultation output.

7.1.1.1 CONSTRUCTION WORKFORCE

It is anticipated that the overall proposal's construction would take approximately 17-months, commencing in January 2024, with completion by mid-2025. Approximately 770 workers would be employed during the construction program, with actual numbers to be determined and likely to fluctuate according to demand and construction requirements.

Table 7.1 shows the estimated workforce requirements for the four work precincts and Figure 7.1 shows workforce peak and non-peak timeframes during construction. The workforce for the proposal as a whole would peak in March 2024, with 770 resources in total. Junee would feature the largest peak in workforce at 300 workers in March 2024, while Wagga Wagga would feature peaks of 110 workers in March 2024 and 150 workers in September 2024.

Peak workforce at each precinct would occur during rail possession periods, which are at different times during the schedule. Rail possession periods are expected to last up to 2.5 days, inductions and commissioning of works would require workforce availability for additional days. For the rest of the construction period, the workforce fluctuates between 10 to up to 58 people per enhancement site off peak.

Table 7.1 Estimated peak workforce

PRECINCT	ESTIMATED PEAK WORKFORCE IN MARCH 2024
Albury	180
Greater-Hume Lockhart	180
Wagga Wagga	110
Junee	300
Total	**770**

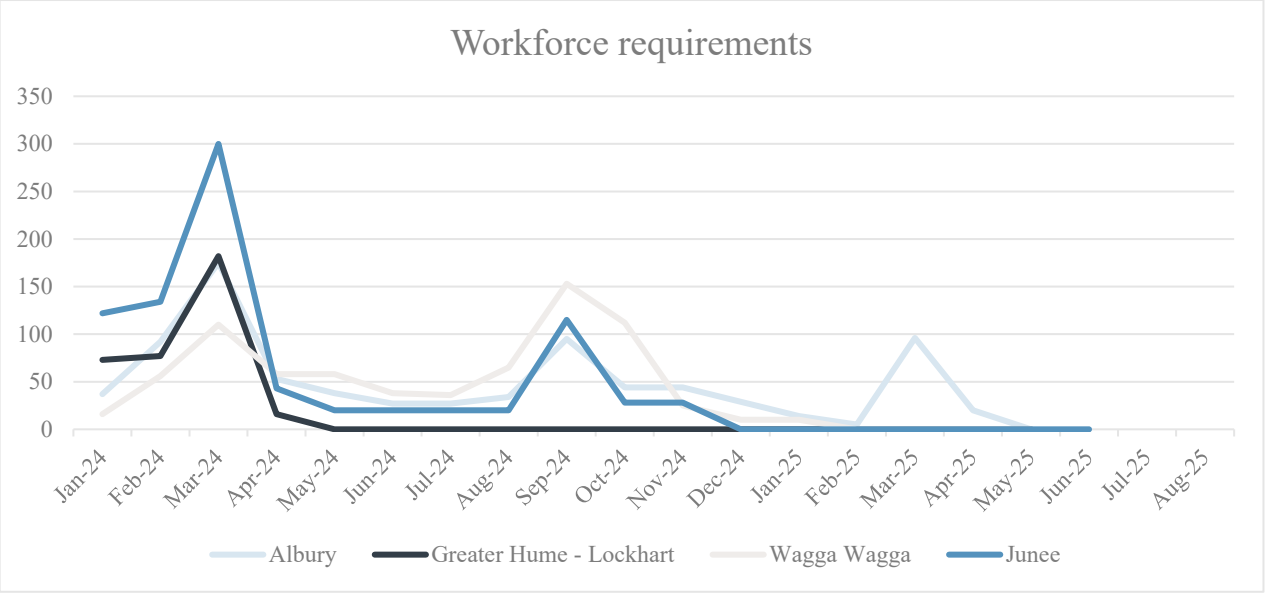


Figure 7.1 Proposal workforce requirements

There are 79,587 workers across the regional study area, from which 58.2 per cent are on full-time employment, with Albury LGA representing the lowest proportion (55.3 per cent). The social baseline analysis suggests that 9.4 per cent of the regional study area's workforce comes from outside the study area. Albury, Wodonga and Lockhart have the most significant levels of workforce migration within the regional study area.

Across the regional study area, 5.9 per cent of the labour force is unemployed. LGAs where unemployment is highest include Albury, Wodonga and Wagga Wagga. Unemployment rates are lowest in Junee, Greater Hume and Lockhart. Given the regional area has a low proportion of residents with university qualifications and relatively low unemployment rates, it is considered unlikely that there would be a considerable proportion of local unemployed persons who also possess the heavy civil and construction skills relevant to support the majority of roles necessary to deliver the proposal; this shortage was also acknowledged by Wagga Wagga City Council during consultation.

Employment statistics for the 2016 census identified that only 565 people, representing 0.6 per cent of the total labour force, worked in the heavy and civil construction sector and would possess the required skills to support the construction of the proposal without significant training. It is considered unlikely that this number would have increased substantially in the region over recent years due to increased infrastructure construction activity in capital cities and an identified skill shortage for Construction and Engineering trades in NSW (Department of Education, Skills and Employment, 2020).

During SIA consultation, opportunities for local jobs during construction and operation was a primary area of interest and perceived as a positive effect of the proposal.

INDIGENOUS PARTICIPATION

Special focus on Indigenous participation was raised during consultation, which is consistent with the higher representation of Indigenous People in the local study area than in the regional study area (10 per cent compared to 3.9 per cent, respectively) and high rates of Indigenous unemployment (16.7 per cent) found in the regional study area. Albury LALC reported that, '*It's becoming harder for Indigenous people to find jobs because more people are migrating to town – this is exacerbated by COVID-19, and that LALC is trying to find jobs or create opportunity for Indigenous people.*

Moreover, consultation with Indigenous people identified Indigenous employment strategies, such as supporting tier 1 contractors to achieve Indigenous employment outcomes and providing training as key priorities and interests. Albury LALC suggested that providing training to Indigenous people is going to allow for skills to be established even if jobs are short-term.

The representative of the Elders Group Mawang Galway in the Riverina raised expectations that structure targets for Indigenous employment of 20 per cent and training support programs. As described in Chapter 2 of this report, ARTC is subject to mandatory minimum Indigenous participation requirements (MMR) for its Indigenous workforce; and as such has established policies and procedures to achieve MMR.

LOCAL EMPLOYMENT OPPORTUNITIES

ARTC has established the Inland Rail Skills Academy to help create opportunities for education, training, skills development for communities along the Inland Rail Program. The Inland Rail Skills Academy includes a number of partnerships and programs, including undergraduate scholarships, science, technology, engineering and maths (STEM) education, training programs, and a partnership between ARTC and the Australasian Railway Association. The early implementation of this program could increase the uptake of local employment.

Given the complex nature of the proposed construction methodology, the limited duration of peak workforce and limited number of skilled workforce, it could be considered that approximately 10 per cent of the 770 roles at peak could be filled using the local labour pool within the social locality over the construction lifecycle, including Indigenous people.

Most of direct and indirect employment is expected to occur outside of the SIA social locality (both local and regional study areas). Technical Paper 5 – Economic indicates that the development of the proposal would create indirect employment in occupations such as engineering and consulting (e.g. feasibility assessment) during proposal planning, and in the supply chain for construction materials during the proposal's construction.

Consequently, given the construction schedule and limited number of workers available in each LGA (see Table 7.2) it is likely that the realisation of this positive impact would cause a minimal effect on the social locality. As such, the pre-enhanced economic positive impact of the proposal's employment has been assessed as Low.

Table 7.2 Employment impact assessment

PRECINCT	ASSESSMENT CONSIDERATIONS	SOCIAL ASSESSMENT
Albury	— Population of 51,080 people — Albury represents the lowest full-time employment rate, with 55.3 per cent — 6.7 per cent unemployment rate in Albury and 6 per cent in Wodonga — Albury (20.5 per cent) and Wodonga (24.5 per cent) have higher rates of migration work force — The construction industry in Albury (9.2 per cent) and Wodonga (8.6 per cent). — Albury Indigenous participation rate: 50.5 per cent and Indigenous unemployment rate of 25.1 per cent — Wodonga Indigenous participation rate: 58.1 per cent and Indigenous unemployment rate of 15.7 per cent.	Due to the employment characteristics of Albury township and the estimated limited time in which the peak workforce would be required it is likely that, without enhancement measures, approximately 10 per cent of required workforce in Albury Precinct at peak could be sourced locally for the proposal, including Indigenous people, causing a minimal effect on Albury-Wodonga local employment. The pre-enhanced economic positive impact of the proposal's employment in Albury has been assessed as Low.
Greater Hume – Lockhart	— Population 10,357 people — Unemployment rates: Greater Hume LGA (4.6 per cent) and Lockhart LGA (4.2 per cent) — Higher migration workforce in Lockhart 16.5 per cent — The construction industry in Greater Hume – 7.8 per cent — Greater Hume Indigenous participation rate 50.6 per cent, and Indigenous unemployment rate 11.4 per cent — Lockhart LGA has a low Indigenous participation rate of 32.9 per cent and Population of 62,383 people — Indigenous unemployment rate of 0 per cent.	Due to the employment characteristics of Greater Hume–Lockhart and the estimated limited time in which the peak workforce would be required, it is likely that, without enhancement measures, approximately 10 per cent of the required workforce at peak in Greater Hume-Lockhart could be sourced locally for the proposal, including Indigenous people, causing a minimal effect on Greater Hume local employment. The pre-enhanced economic positive impact of the proposal's employment in Greater Hume Lockhart has been assessed as Low.
Wagga Wagga	— Population of 62,383 people — Full-time employment rate: Wagga Wagga 60.7 per cent — Unemployment rate: Wagga Wagga LGA 5.5 per cent — The construction industry: 7.9 per cent — Wagga Wagga's Indigenous participation rate is 55.9 per cent, and the Indigenous unemployment rate is 14.8 per cent.	Due to the employment characteristics of Wagga Wagga and the estimated limited time in which the peak workforce would be required, it is likely that, without enhancement measures, approximately 10 per cent of the required workforce at peak could be sourced locally for the proposal, including Indigenous people, causing a minimal effect on Wagga Wagga local employment. The pre-enhanced economic positive impact of the proposal's employment in Wagga Wagga has been assessed as Low.

PRECINCT	ASSESSMENT CONSIDERATIONS	SOCIAL ASSESSMENT
Junee	— Population of 6,295 residents — Full-time employment rate: Junee 61.2 per cent — Unemployment rates are lowest in Junee LGA (4.9 per cent) — Junee LGA's Indigenous participation rate is 20.9 per cent and Indigenous unemployment is 16.5 per cent.	Due to the employment characteristics of Junee and the estimated limited time in which the peak workforce would be required, it is likely that, without enhancement measures, approximately 10 per cent of the required workforce at peak in Junee could be sourced locally for the proposal, including Indigenous people, causing a minimal effect on Junee local employment. The pre-enhanced economic positive impact of the proposal's employment in Junee has been assessed as Low.

7.1.1.2 BUSINESS OPPORTUNITIES

Technical Paper 5 – Economic identified opportunities for supplying materials and services to the SIA regional study area. The primary opportunities include sourcing fuels, equipment replacement and quarried material, as most other components would be sourced from other major centres in Victoria and NSW. Services include fencing; electrical installation (excluding rail systems) and instrumentation; rehabilitation and landscaping; trades services; professional services (e.g. human resources); transport and haulage; and community adaptation to the rail corridor (e.g. community and economic development services). Moreover, during peak of construction, the proposal will result in an increased demand for housing and temporary accommodation services, especially in Junee and Wagga Wagga. The use of local accommodation would have a positive economic flow-on effect to other local businesses who supply food and beverage and general commerce.

Consultation with Indigenous representatives highlighted an aspiration to supply services and materials during construction. Opportunities for providing work uniforms with Indigenous prints, environmental and cultural heritage field supervision, surveying and monitoring, as well as landscaping and land rehabilitation, were identified as services that Indigenous businesses could provide. A review of the Supply Nation registry identified a number of existing services that could provide services to the proposal, including training, construction and landscaping.

ARTC has developed the *Inland Rail Sustainable Procurement Policy*, which would ensure that local, regional and Indigenous businesses would have opportunities to supply the proposal. Moreover, as described in Chapter 2, ARTC is subject to mandatory minimum Indigenous participation requirements (MMR) for Indigenous employment and or/supply.

Consequently, given that most businesses that could potentially source materials and services to the proposal are located beyond the local study area, it is possible that the realisation of this positive impact without any enhancement measures would cause a minor to moderate effect at each precinct township. As such, increased business opportunities as a result of the proposal has been assessed as Medium in Albury, Wagga Wagga and Greater Hume–Lockhart and Junee.

Table 7.3 Procurement impact assessment

PRECINCT	ASSESSMENT CONSIDERATIONS	SOCIAL ASSESSMENT
Albury	Technical Paper 5 – Economic identified: — a total of 21 transport and haulage businesses in Wodonga (10) and Albury (11) — a total of 7 providers of raw construction materials in Wodonga (4) and Albury (3). Moreover, six Indigenous businesses who provide construction, training and consulting services were identified in the Supply Nation registry. Accommodation would be required for 157 people in March 2024, and for approximately 90 people in February, September 2024 and March 2025. An average of 27 people would require accommodation during the off-peak period.	Due to the number of available businesses at the LGA level it is possible that, without enhancement measures, moderate economic benefits from procurement opportunities would arise at the Albury-Wodonga LGAs, including opportunities for Indigenous businesses, resulting in a Medium (positive) impact rating.
Greater Hume – Lockhart	Technical Paper 5 – Economic identified: — a total of five Transport and Haulage businesses in Greater Hume (3) and Lockhart (2) — a total of two providers of raw construction materials in Culcairn. Moreover, 10 Indigenous businesses who provide construction, traffic management, training and landscaping services were identified in the Supply Nation registry. Accommodation would be required for 164 people in March 2024, and for approximately 70 people in January and February 2024.	Due to the limited number of available businesses at the LGA level it is possible that, without enhancement measures, minor economic benefits from procurement opportunities will arise in Greater Hume–Lockhart, including opportunities for Indigenous businesses, resulting in a Medium (positive) impact rating.
Wagga Wagga	Technical Paper 5 – Economic identified: — a total of 13 transport and haulage businesses in Wagga Wagga — a total of four providers of raw construction materials in Wagga Wagga. 16 Indigenous businesses who provide construction, training and landscaping services were identified in the Supply Nation registry. Accommodation would be required for 100 people in March 2024, and for approximately 138 people in September and October 2024. An average of 31 people would require accommodation during the off-peak period.	Due to the number of available businesses at the LGA level it is possible that, without enhancement measures, moderate economic benefits from procurement opportunities would arise in the Wagga Wagga LGA, including opportunities for Indigenous businesses, resulting in a Medium (positive) impact rating.

PRECINCT	ASSESSMENT CONSIDERATIONS	SOCIAL ASSESSMENT
Junee	Technical Paper 5 – Economic identified: — one transport and haulage businesses in Junee — no providers of raw construction materials found in Junee. No additional Indigenous businesses were identified in Junee in the Supply Nation registry. Accommodation would be required for 270 people in March 2024, and for approximately 121 people in January, February and September 2024. An average of 22 people would require accommodation during the off-peak period.	Due to the limited number of available businesses at the LGA level it is possible that, without enhancement measures, moderate economic benefits from procurement opportunities would arise at Junee, resulting in a Medium (positive) impact rating.

7.1.2 HOUSING AND ACCOMMODATION

Due to the characteristics of the construction program and limited workforce available locally, it is considered that 10 per cent of the workforce would be existing local residents and that the proposal would require, at peak, approximately 693 temporary non-local workers. These workers would require accommodation during construction over four distinct precincts: 162 workers in Albury, 162 in Greater Hume–Lockhart, 135 in Wagga Wagga and 270 in Junee.

Travel time is a key consideration in the determination of accommodation options. A one hour each way cap on travel time between accommodation and the proposal site has been anticipated by ARTC for this specific proposal. As such, the determination of section 7.1.2 impact ratings were supported by data available across the regional study area and consultation output.

As explained in section 7.1.1.1, peak workforce at each precinct would occur during rail possession periods, which are at different times during the schedule. Rail possession periods are expected to last up to 2.5 days; however, inductions and commissioning of works would require workforce availability for additional days.

For the rest of the construction period, the workforce fluctuates between 10 to up to 58 people per enhancement site off peak which would likely result on minor effects on the availability of accommodation for visitors and low-income earners (as identified in Table 7.4), resulting in a Low pre-mitigated impact across all precincts.

Detailed construction planning would distribute the construction workforce across scheduled rail possessions throughout the construction period to minimise the peak demand on the short-term accommodation market, yet the proposal is expected to result in increased demand for accommodation specially during short-term possession periods. Consequently, the assessment of sections 7.1.2.1 and 7.1.2.2 focuses on accommodation availability during short-term possession periods.

7.1.2.1 SHORT-TERM ACCOMMODATION

Given the unique short-term workforce requirements, flexibility on the one-hour travel time limit and opportunities to bus in and out non-residents workers would be adopted during possession periods. As such, the determination of section 7.1.2 impact ratings were supported by data available across the regional study area and consultation output.

2,909 short-term accommodation rooms were identified across the nearby townships study area that could house the proposal workforce within the one hour travel distance cap. Existing short-term accommodation is highly utilised by tourists, businesses and seasonal workers during the first and last quarter of the year. Most rooms are available during June and July, which is estimated to be approximately 979 in total.

Safe Work Australia has outlined minimum standards for worker accommodation, resulting in pub accommodation (102 pub rooms) being excluded as a suitable option to accommodate workforce as most of the accommodation has shared bathroom facilities, no or limited in-room heating or cooling, and older uninsulated buildings. Pub accommodation is also likely to be noisier at night than other options due to its location proximal to an entertainment venue that serves alcohol. Removing these rooms would reduce total room stock to 2,807 total rooms.

Consultation with local accommodation providers revealed that some providers have existing commercial arrangements with transport, civil construction, and primary production companies to reserve certain rooms each year to accommodate their workers. These quotas may further impact the availability of rooms. Moreover, seasonal workers serve a vital role in the agricultural and short-term accommodation sector, as seasonal workers generally rely on local short-term accommodation options for housing. Data from the Australian Government Department of Employment *Seasonal Recruitment in Regional and Remote Australia Study* (2016) indicates that peak demand for seasonal workers in the Riverina region, including the study area, occurs from October through to April.

Further consultation indicated strong demand during the spring/early summer and autumn months, with occupancy rates around 80–100 per cent during these periods, this is consistent with tourism and harvest seasons as well as major local events. This trend was more prevalent outside of major centres such as Wagga Wagga and Albury-Wodonga, explained by reliance on seasonal workers occupation. Conversely, occupancy during the winter and peak summer months could reach as low as 20 per cent.

As outlined in section 7.1.2.1 temporary accommodation availability was forecasted considering:

- an average occupancy rate for the Murray Riverina region of 62.3 per cent, as per *NSW Tourist Accommodation Snapshot for the December Quarter 2020* (Destination NSW, 2020)
- monthly variations for the regional accommodation based on consultation outcomes, significant events and seasonal employment forecasts

An additional 10 per cent to urban accommodation across the calendar year to account for likely higher demand in urban areas and add a level of conservatism into availability forecasts. Council and commerce organisations in the nearby townships study area perceived positively the use of local accommodation services; however, they raised concerns about accommodation capacity and potential shortages, potentially displacing lower-income groups. It was noted that during specific times of the year students make use of accommodation in local townships to participate in local activities.

Consequently, seasonal workers, students and tourists are likely to experience a reduction of accommodation alternatives.

Table 7.4 estimates the remaining rooms available during the proposal's construction period in the catchment areas for northern (Wagga Wagga and Junee) and southern (Albury and Greater Hume–Lockhart) precincts considering 10 per cent local workforce. A shortage of 103 rooms is identified in March 2024 for the Wagga Wagga and Junee precincts and constrained remaining availability in September 2024. No accommodation constraints are identified for the southern precincts.

ARTC anticipates a small number of workers (approximately 20) who are not considered part of the construction workforce will require short term accommodation in the local study area during site visits. Depending on the timing of the site visits, seeking short-term accommodation for these workers may place pressure on the short-term accommodation market and affect availability for tourists or other visitors to the area.

Table 7.4 Rooms available in nearby townships study area

	NORTHERN PRECINCTS PEAK CONSTRUCTION (WAGGA WAGGA AND JUNEE)			SOUTHERN PRECINCTS PEAK CONSTRUCTION (ALBURY AND GREATER HUME-LOCKHART)		
	Rooms available	Accommodation demand	Remaining rooms available	Rooms available	Accommodation demand for	Remaining rooms available
Jan-24	369	124	245	515	99	416
Feb-24	331	171	160	505	152	353
Mar-24	292	369	-77	496	321	175
Apr-24	331	91	240	505	62	443
May-24	369	70	299	535	34	501
Jun-24	447	52	395	535	24	511
Jul-24	447	50	397	515	24	491
Aug-24	369	77	292	496	31	465
Sep-24	292	241	51	486	86	400
Oct-24	254	126	128	486	40	446
Nov-24	254	48	206	486	40	446
Dec-24	254	9	245	496	26	470
Jan-25	292	9	283	511	13	498
Feb-25	294	0	294	502	5	497
Mar-25	266	0	266	494	86	408
Apr-25	294	0	294	502	18	484
May-25	323	0	323	511	0	511

Consequently, the effects of temporary workforce on the availability of temporary accommodation for visitors, seasonal workers and other industries would be experienced acutely during short-term possession periods. As such, it is almost certain that Wagga Wagga and Junee would experience a major change during workforce peak (March and September 2024), resulting in a Very High pre-mitigated negative impact rating, while Albury and Junee are likely to experience a moderate negative effect during workforce peak (February and March 2024), resulting in a High impact rating.

7.1.2.2 PRIVATE RENTAL

Baseline data identified that the social locality has a low proportion of residents engaged in renting—this is paired with low vacancy rates at 0.58 per cent, with corresponding increasing rents, with 257 houses and 123 units for rent in the social locality (June 2021).

The cost of housing across the regional study area is balanced with relatively moderate median personal and household incomes, reflecting moderate levels of economic advantage and no clear signs of widespread housing stress. 28 per cent of households were identified as lone person, which are more vulnerable than other household compositions.

Wagga Wagga and Wodonga have a relatively low proportion of unoccupied dwellings, reflecting a potentially more competitive housing market. Housing workers in private rentals would further reduce supply in an already constrained rental market, which could result in price rises, affecting vulnerable and low-income residents.

A smaller number of people (approximately five) would comprise the core project management team. ARTC would seek long-term rental accommodation for these workers for a period of 18-24-months. ARTC would be responsible for monitoring the impact on the rental market with particular reference to any material price increase with subsequent reported displacement of local residents seeking rental properties.

It is anticipated that no short-term non-resident workforce would make use of private rental for the proposal during possession periods.

Consequently, it is likely that the effects of temporary workforce on the availability of accommodation for low-income earners would be no noticeable change experienced by people in the locality, resulting on Low impact rating across the social locality.

7.1.3 MOBILITY

The proposal is expected to result in changes to how people move through the township during the construction of the proposal. As such, the determination of section 7.1.3 impact rating was done at the township level.

Construction of the proposal would result in temporary impacts to traffic and access during level crossing works, and enhancement works at pedestrian bridges, as well as a small increase in both heavy and light vehicle movements on the local road network. Adverse impacts to local movement are delays, detours and inconvenience for personal vehicles, operations vehicles, school buses and pedestrians caused by:

- temporary level crossing closures
- pedestrian bridges crossing closures
- temporary detours or road closures during traffic management operations
- temporary bus detours and relocation of bus stops at Edmondson Street bridge in Wagga Wagga precinct, Kemp Street bridge in Junee precinct and potential bus stop relocation at Olympic Highway underbridge enhancement site
- temporary modified access to properties
- increased movement of construction-related vehicles along some local roads.

7.1.3.1 MOBILITY IMPACTS TO LOCAL RESIDENTS

This section provides a detailed assessment of the combined effects that changes to traffic would have on car, bus and active transport users. During SIA consultation, concerns about traffic and access during construction was a primary issue raised across multiple stakeholders in the social locality. When considering local road networks and pedestrian access to services and community events, stakeholders noted concerns about detours during construction, wait times at level crossings, and pedestrian access to health and educational services. Sequenced enhancement work of pedestrian bridges during construction was proposed as a measure to minimise community disruption.

Residents located adjacent to or near enhancement works, as well as service users (health and education), are most likely to experience higher disruption and delay to their movement. Table 7.5 identifies enhancement sites within each precinct that would experience changes to road network and intersection performance, impacts due to temporary closures and diversions required by the proposal, as well as impacts to bus routes and active transport modes.

Technical Paper 1 – Transport and traffic, identified no significant impacts to road and intersection performance at most enhancement sites in each precinct, and concluded that at each precinct construction traffic would have a minimal impact on the operation of bus services, as the heaviest period of construction workforce movements at the start and end of construction hours (6am to 6pm) are outside peak bus service periods (e.g. school times).

Technical Paper 1 – Transport and traffic found limited provision for active transport at most enhancement sites, with low demand for cycling and pedestrian travel in the surrounding land, and thus traffic volumes generated by construction are expected to have a minimal impact on cycling or pedestrian movements. However, during the closures of pedestrian bridges detours at are expected to increase travelling time for pedestrians and cyclists (further details in Table 7.5).

Given the characteristics and duration of works at each precinct, as well as location of key community services and residences at each township, local road users would experience the combined changes to road network connectivity, bus detours and active transport modes differently. The extent of this impact cannot be attributed only to those who are located in the vicinities of each enhancement site, as road users are dispersed across each township. As such, this assessment has considered potential impacts at the township level (see Table 7.5).

As per Table 7.5, the pre-mitigated impact of delays and accessibility for local residents due to the combined changes to road network connectivity, bus detours and active transport modes during construction has been assessed as Very High in Wagga Wagga, High in Junee, Medium in Albury and Low in Greater Hume–Lockhart.

Table 7.5 Social assessment of traffic impacts on pedestrians and local residents

PRECINCT	ASSESSMENT CONSIDERATIONS	SOCIAL ASSESSMENT
Albury	No significant impacts to road network or intersection operation and performance are predicted at the Albury precinct enhancement sites. No changes in the operation of bus services within the Albury precinct are required for construction of the proposal. At the Murray River bridge, heavy and light vehicles would use local streets where residential properties are located, however no significant impacts to road operation and performance are anticipated (East Street and Atkins Street). Construction at the Murray River bridge enhancement site would require scaffolding beneath the bridge which would partially obstruct recreational boating activities for the duration of construction (12-months). However, access to pass under the bridge would be maintained. During the closure of the Albury Station pedestrian bridge (approximately six months), pedestrians would be diverted to the two nearest crossings for around 4-months; the Harold Mair Bridge located 160 metres north, and the Amatex Street Bridge located 460 metres south. These bridges also connect the large residential catchments east of the rail corridor and Hume Highway to key attractors in the west, including the Albury Station, industrial precincts in South Albury and commercial, retail and recreational precincts in Albury. Impacts to active transport for enhancement sites within Albury precinct are predominantly limited to Albury Station. No significant impacts to active transport are anticipated at other enhancement sites in the Albury precinct.	Although changes to road and intersection operation have been assessed as not significant in the Albury precinct, the combined effect of increase of traffic and road closure would possibly result in school and health service users experiencing and/or perceiving disruption and/or delay to their movement. This is particularly relevant at Albury Station pedestrian bridge, where Albury Primary School and St Patrick Primary School are located, together with a range of health service providers; however, pedestrians are expected to experience a maximum travel time increase of approximately six minutes. Consequently, it is likely that a minor effect would be experienced by a small number of people in the township, resulting in a Medium impact rating.

PRECINCT	ASSESSMENT CONSIDERATIONS	SOCIAL ASSESSMENT
Greater Hume and Lockhart precincts	At the Henty Yard clearances enhancement site, Sladen Street rail level crossing would require a road closure through the crossing for 5 days during the construction activities—this diversion is expected to impact 997 vehicles per day. The closure requires vehicles to be diverted to the rail level crossing on Rosler Parade via the Olympic Highway. The longest potential diversion would take approximately five minutes of additional travel time in a vehicle. As the diversion is temporary for 5 days, the additional travel time would not be a significant impact. No changes in the operation of bus services within the Greater Hume–Lockhart precinct are required. The short term closure of Sladen Street would have a minimal impact on the operation of bus services, due to the on-demand nature of bus services through Henty, with non-fixed routes and the limited time of the diversion. Pedestrian connectivity would be maintained at Sladen Street throughout the closure's duration. The removal of the pedestrian overpass on Balfour Street in Culcairn is not expected to impact pedestrian connectivity as the overpass is already closed and the pedestrian crossing facility at the level crossing adjacent to the overpass would remain open.	Although changes to road and intersection operation have been assessed as not significant at precinct, school and health service users would possibly experience and/or perceive disruption and/or delay to their movement. Henty Primary School and St Paul Lutheran School are located in proximity to Henty Yard clearances, together with Henty Hospital. Due to the limited amount of time (5 days) in which closure and the on-demand nature of bus service, it is likely that minimal change would be experienced by people in the locality, resulting in a Low impact rating.

PRECINCT	ASSESSMENT CONSIDERATIONS	SOCIAL ASSESSMENT
Wagga Wagga	The road closures would require the following traffic diversions for: — Mitchelmore Street/Edmondson Street traffic—would be rerouted via Urana Street, Docker Street, Bourke Street and Edward Street, as well as Urana Street, MacLeay Street, Railway Street and Lake Albert Road. With the construction of the proposal, the additional journey time is predicted to be nine minutes via either diversion route. Diversion is expected to impact over 10,000 vehicles per day travelling on Edmondson Street. — Local traffic that currently uses Erin Street would be diverted via Coleman Street. Based on surrounding land uses and network connectivity, this traffic is expected to be minimal. — The road from Railway Place that gives access to the Multicultural Council of Wagga Wagga would be used for construction activities and would require temporary closure for up to two days during the weekend. The closure of Edmondson and Erin Streets and the associated changes to road network connectivity for a nine-month period is expected to directly impact four public bus services and 31 school bus services. The concurrent closures of Cassidy Parade pedestrian bridge and Edmondson Road Bridge would impact pedestrian connectivity between bus stops and land uses in the surrounding area. The closure of Wagga Wagga pedestrian bridge (Mother's Bridge) would occur once works on Edmondson Street and Cassidy Parade bridges have concluded in order to provide a nearby alternative crossing for pedestrians and cyclists. This is also in response to consultation feedback. During closure of the Cassidy Parade pedestrian bridge, diversion via the Bourke/Docker Street level crossing would also be possible. Delays to pedestrian and cyclists during this period would switch between the two kilometres required to travel to the Cassidy Parade pedestrian bridge (20 minutes walking), and 850 metres to travel to the Wagga Wagga Station pedestrian bridge (10 minutes' walk). Following completion of construction of the Edmondson Street bridge, closure of the Wagga Station pedestrian bridge would require an additional travel distance of 850 metres to the Edmondson Street bridge.	In proximity to Wagga Wagga Station, there are a wide number of businesses and services, as well as education facilities and health providers, including the South Wagga Public School, Kildare Catholic College, Wagga Wagga High School, The Bidgee School, Wagga Wagga Hospital, St George Medical Centre, among others. Service users, as well as residents located in proximity to Wagga Wagga pedestrian bridge (Mother's Bridge), Cassidy Parade pedestrian bridge and Edmondson Street bridge would almost certainly experience disruption and/or delay to their movement. Service users of the Multicultural Council of Wagga Wagga are unlikely to experience disruption on service access as the pedestrian access under escort would be available. Road restrictions would apply outside of the Multicultural Council operating hours. Bus detours are likely to affect workers, school and health users. SIA consultation noted high value and pedestrian reliance on the Wagga Wagga pedestrian bridge (Mother's Bridge), suggesting that the construction works on pedestrian bridges are staged to minimise disruption to connectivity across the rail corridor, and to enable pedestrians and cyclists to be detoured to at least one of these bridges during construction works. Due to the extent and length of impacts, it can be anticipated that its almost certain that a major deterioration to something that people value highly (connectivity) would affect a relatively large group of people, which includes vulnerable groups, such as school users, resulting in Very High impact rating.

PRECINCT	ASSESSMENT CONSIDERATIONS	SOCIAL ASSESSMENT
Junee	The Junee Station enhancement site would occur concurrently with the Kemp Street bridge enhancement site, and would have common construction access routes. The replacement of Kemp Street bridge would require a road closure for eight months at the Kemp Street bridge and the adjacent intersection of Olympic Highway/Seignior Street/ Kemp Street to the west of the bridge and the Kemp Street/Edgar Street overpass to the east of the rail corridor. This diversion is expected to impact 2,903 vehicles per day. The longest potential diversion would take approximately three minutes of additional travel time in a vehicle, which was concluded as not being a significant impact. During the eight month closure of Kemp Street (in the 10 month program), cross-rail pedestrian movements would be diverted to the alternative rail crossing on Olympic Highway located 700 metres north. This is a potential additional diversion distance of 1.4 kilometres as a worst-case scenario, as actual impacts would vary by individual origin and destinations. Cyclists would be required to travel on-road via the diversion route. Pretoria Avenue and Joffre Street do not have full pedestrian connectivity for the diversion route between Kemp Street and Ducker Street (as there are no formalised footpaths). The existing shared path located within the enhancement site at Endeavour Park would be available until this is closed for construction work and pedestrians would be detoured onto Pretoria Avenue and Joffre Street. Construction staging will be addressed during the detailed design so that pedestrian connectivity in this area is provided throughout the construction period. The road closures associated with the Kemp Street Bridge enhancement site and the associated changes in road network connectivity for eight months is expected to directly impact four public bus services and two school bus services. The Junee to Illabo clearances enhancement site includes minor local diversions during works at three level crossings, two of which serve a limited number of properties. These diversions would be in place for approximately three days and are not expected to influence the broader public road network.	In proximity to Junee Station, businesses, services and education facilities, including the Junee Public School can be found. Although changes to road and intersection operation have been assessed as not significant, the impact to four bus services and two school buses, in addition to a maximum increase of 20 minutes' walk over eight months would be likely experienced as a noticeable deterioration by a group of people, resulting in High impact rating.

7.2 COMMUNITY

The proposal is expected to result in an influx of temporary workers and changes to how people move through the township during the construction of the proposal which would affect social cohesion and sense of place. As such, section 7.2 impact ratings were determined at the township level.

7.2.1 SOCIAL COHESION AND CHARACTER

Social cohesion refers to the strength of relationships and the sense of solidarity among members of a community, enabling multiple forms of social support, such as emotional and instrumental support (Kawachi, et al., 2000). According to Forrest and Kearns (2001), social cohesion is determined by supporting networks and reciprocity, shared norms and values, capacity to participate and sense of safety.

Case study reviews (McKenzie, 2010) suggest that the temporary increase in working age people, predominantly males and non-residents, may lead to an altered sense of community; in particular, affecting peoples' perception of safety in their neighbourhood and community. Rural communities and vulnerable groups, including multicultural communities, Indigenous people and women, are more susceptible to changes to community cohesion (McKenzie, 2010). Socio-economic advantage and disadvantage in the townships can also provide an indication of the vulnerability that a community can have to social change.

During the overall 17-month construction period, Albury, Greater Hume Lockhart, Wagga Wagga and Junee townships may notice a minor temporary increase in people moving around the area for most of the construction period. This would include from five to up to 58 people at each precinct area per month, noting the construction period varies at each precinct—Greater Hume–Lockhart the shortest period (four months) and Albury, Wagga Wagga and Junee the longest (16, 16 and 10 months, respectively). The peak non-local workforce (estimated at 693 people) would be distributed among the four precinct areas during up to four weeks in March 2024 and September 2024. Junee would receive the larger amount of workforce movement during construction. Consequently, the presence of large numbers of temporary workers could hinder the sense of safety, especially for women, multicultural groups and Indigenous people.

During SIA consultation, stakeholders exhibited positive reception to housing temporary workers, it was perceived as positive as a way to economically benefit townships near by the proposal; this is paired with the following community values: attraction of new residents, work opportunities, diversity and integration. Consequently, it could be inferred that community receptiveness to the migration workforce could result in community adaptability and resilience to population changes, noting Albury, Wodonga and Greater Hume currently experience high rates of migration workforce.

Changes to social cohesion are likely to be experienced acutely at the townships that would host temporary workforce and, to a lesser extent, in the region. Townships with higher relative socio-economic disadvantage, such as Junee, followed by Albury, Greater Hume and Lockhart are more likely to experience changes to social cohesion. No concerns about increase of antisocial behaviour, such as graffiti was raised during consultation.

Given the characteristics and differences of peak workforce (numbers and timeframes), each township would experience changes to social cohesion differently (see Table 7.6). With no management measures in place Junee would experience High impact on community cohesion, while Greater Hume–Lockhart and Wagga Wagga would experience Medium impact, and Low impact rating in Albury.

Table 7.6 Effects to community cohesion

PRECINCT	ASSESSMENT CONSIDERATIONS	SOCIAL IMPACT ASSESSMENT
Albury	— Median level of disadvantage — Population of 51,080 people — 93.9 per cent residents live in the township of Albury — Township median age of 39 — Low proportion of Indigenous people	Due to the characteristics of Albury township and the estimated limited time in which the peak workforce will be present (164 people in March 2024 and 109 in Sep 2025) it is possible that the proposal would have a minimal effect on community cohesion, resulting in Low impact rating.
Greater Hume–Lockhart	— Median level of disadvantage — Population 10,357 people — Townships within Greater Hume–Lockhart are relatively small (between 567 to 1,293 residents) — Median age of 44.	Due to the characteristics of Greater Hume–Lockhart and the estimated limited time in which the peak workforce would be present (average 112 people between January and March 2024) it is possible that the proposal would have a moderate effect on community cohesion, resulting in a Medium impact rating.
Wagga Wagga	— High level of advantage — Population of 62,383 people — Median age of 35.	Due to the characteristics of Wagga Wagga and the estimated limited time in which the peak workforce would be present (between 73 to up to 150 people for four months) it is possible that the proposal would have a minor effect on community cohesion, resulting in a Medium impact rating.
Junee	— Greater socio-economic disadvantage — Population of 6,295 residents — 75.6 per cent living in the township of Junee. Median age of 40, reflected by the high proportion of older workers, empty nesters and retirees, and seniors — The Junee township median age of 38.	Due to the characteristics of Junee and the estimated limited time in which the peak workforce would be present (between 108 to 300 people for three months) it is possible that the proposal would have a major effect on community cohesion, depending on where the workforce is accommodated, resulting in High impact rating.

7.2.2 SENSE OF PLACE

Sense of place is likely to be influenced by the proposal due to the combined impacts on people's mobility and capacity to get to places and reunions. Community events are a way of bringing local people together and boosting sense of place and belonging in rural areas, particularly for isolated families and vulnerable groups such as women, youth and Indigenous people. Cultural and recreational events are an opportunity to connect with community members and neighbours and offer a much-needed social support and network.

SIA consultation highlighted the importance that community events play in the community and their economy—concerns were raised about potential disruption to events due to changes to road and bus network during the proposal construction. Wagga World Cup, horse races, rugby games, touch carnival and Fusion Multicultural Festival, were emphasised as those that attract larger amounts of people, taking place in the months of March, April, September, October and December.

Peak construction work is planned to be undertaken between February to April 2024 and September 2024. The increase of people in the townships, as well as planned detours due to construction work, could potentially affect people's capacity to participate in events.

In addition, concerns over impacts to the public domain from construction activities, including temporary and permanent use of open space, were also raised during EIS consultation. Chapter 12 (Land use and property) of the EIS, identified temporary occupation of public places at the Wagga Wagga (four) and Junee (one) precincts, whose purposes vary from public recreation, educational services and commercial purposes. Further, a section of Endeavour Park at Junee would be permanently modified after construction due to the alterations to the Olympic Highway intersection.

During consultation, Endeavour Park was recognised by the three local residents interviewed for its visual appeal, rather than its use for congregation or community events. Local residents explained that the park is mostly used for dog walkers and by temporary workers or passing users due to the amenities. One of the residents explained that "*Endeavor Park is lovely and green, it has a lot of trees, is popular for people passing through town—it is a clean and accessible place to go to the toilet—sit under the trees – it is used every day by truckies- for amenity, and people who walk their dogs also use it, there is not a flat area where people can play sports. The amenities and top part of the park are the most important parts of the park – most valued and used by people".*

At the time of writing this report, no interviews were conducted to the active users of the park.

Given the characteristics and duration of works at each precinct, and their potential effect on access to public and recreational spaces, each township would experience changes to sense of place differently (see Table 7.7).

Moreover, it is anticipated that within Junee precinct impacts would be experienced differently at enhancement site level due to the permanent modification of a section of the Endeavour Park. Consequently, it is anticipated that with no management measures in place, residents nearby Kemp Street bridge enhancement site in Junee would experience a High impact on sense of place, followed by Wagga Wagga and Junee (Medium), Albury and Greater Hume–Lockhart (Low).

Table 7.7 Social impact assessment on sense of place

PRECINCT	ASSESSMENT CONSIDERATIONS	SOCIAL IMPACT ASSESSMENT
Albury	Community events are predominant during the first quarter of the year, being Albury Gold Cup Carnival at Albury Racecourse (in March) and the Gindaymannha Sports Carnival and Anzac Day commemorations (in April) the most significant events. Technical Paper 1 – Transport and traffic reported that there would be no significant impacts to the road network during construction at enhancement sites. Minor effects on pedestrians are anticipated. The proposal would require 0.19 ha of the linear park adjacent to Kenilworth Street and pedestrian pathways. The following parks are in proximity to the proposal: — the Wodonga Regional Park is located directly west of the Murray River bridge site — Linear Park located to the east of the Albury Yard clearances site alongside the Hume Highway — Alexandra Park precinct at Albury, to the east of Riverina Highway bridge site.	Traffic impacts are limited in time to specific streets within the township. Event planning is likely to consider changes in traffic and access allowing for people to adapt to change. Public space users may experience a minimal change of sense of place based on changes to traffic conditions and access to places and events. However, this impact may be perceived differently by the older population and Indigenous residents who place greater value on sense of place and belonging and are therefore possibly to experience minimal effects; consequently, resulting in Low impact rating.

PRECINCT	ASSESSMENT CONSIDERATIONS	SOCIAL IMPACT ASSESSMENT
Greater Hume–Lockhart	August is the busiest time of the year in Greater Hume with the Riverina Schoolboys Football. Technical Paper 1 – Transport and traffic reported that there would be no significant impacts to the road network during construction at enhancement sites. The proposal would not use any public place. The following parks are in proximity to the proposal: — Eric Thomas Park east of Culcairn Yard clearances and pedestrian bridge — Bicentennial Park Henty Yard clearances.	Due to the limited amount of time in which level crossing road closure and traffic effects would take place, public space users would possibly experience minimal change of sense of place based on changes to traffic condition and access to public spaces. Consequently, resulting in a Low impact rating.
Wagga Wagga	March, April and May are the busiest times of the year in Wagga Wagga with the Mardi Gras Festival, Travelling Film Festival and Fusion Festival. Technical Paper 1 – Transport and traffic reported isolated impacts on traffic and changes on 35 bus routes over a period of eight months. EIS Chapter 12 identified temporal and partial intervention to the following places: — Wagga Showground campground, commercial accommodation (0.31 hectares to be affected) — Kildare Street playground, public recreation — landscaped area on the edge of Mount Erin Heritage Centre, chapel and catholic college, education and community services — car park of Multicultural Council of Wagga Wagga Centre, education and community services.	SIA consultation noted high value in pedestrian and vehicular access to events. Event planning is likely to consider changes in traffic and access allowing for people to adapt to change. The Wagga Wagga Show is held at the campground in November every year; although the area to be temporarily intervened is small, it could potentially affect access to the space. Due to the extent and timeliness of traffic impacts in the township, and temporal intervention at public places, it can be anticipated that a moderate deterioration to sense of place would possibly affect a group of people, resulting in Medium impact rating.

PRECINCT	ASSESSMENT CONSIDERATIONS	SOCIAL IMPACT ASSESSMENT
Junee	March is one of the busiest times of the year in Junee with the Annual Junee Rhythm 'n' Rail Festival. Although changes to road and intersection operation have been assessed as not significant in Technical Paper 1 – Transport and traffic, the impact to four bus services and two school buses, in addition to a maximum increase of 20 minutes' walk over eight months, would be likely experienced as a noticeable deterioration in mobility by residents. Junee Sports and Aquatic Centre is located directly east of Kemp Street Bridge site. EIS Chapter 12 identified permanent intervention of a small section of Endeavour Park, Junee Recreation and Aquatic Centre in Kemp Street bridge and Open parkland (off Illabo Street at Olympic Highway underbridge. During consultation to residents near Endeavour Park, the aesthetic value of the open space was raised but no major issues were raised with impacts to a section of the park under the understanding it would not affect people's access to amenities. Moreover, road works would require tree removal on Joffre/Pretoria Street.	Impacts to mobility and accessibility in Junee, would possibly result on a moderate effect on people's sense of place, resulting on a Medium impact rating. Active users of Endeavour Park would likely experience a moderate loss of sense of place due to the permanent nature of the changes in the park; consequently, resulting in High impact rating.

7.3 ACCESSIBILITY

Local residents are likely to experience temporary limited access to community services and facilities in the township study area due to constraints associated with construction activities and the influx of non-local workforce. This section discusses potential changes to access to parking, utilities, educational and health services, as well as emergency services and passenger rail network during construction.

7.3.1 PARKING

Construction activities would require the use of offsite parking to accommodate construction site. Parking would be provided within the construction site area for most enhancement sites and therefore minimal impacts to existing parking facilities are expected.

Offsite parking constraints would be different each precinct, consequently local residents at each township would experience changes to access to facilities differently (see Table 7.8). Prior to the implementation of any mitigation measures, residents in Albury, Wagga Wagga and Junee would experience a Low impact on access to parking facilities. No impacts are anticipated in Greater Hume–Lockhart.

Table 7.8 Social effects on access to parking

PRECINCT	TECHNICAL REPORT ASSESSMENT	SOCIAL IMPACT ASSESSMENT
Albury	It is anticipated that during the six month program Albury Station parking on Smollett Street and Railway Place will be closed. The closure would affect the total 13 informal car park spaces to the north of Albury bridge (in Smollett Street and Railway Place) and 14 out of 128 designated station car parking. Parking impacted during construction of the proposal would be re-established, with the exception of two parking spaces at Albury Station pedestrian bridge. There is on-street parking on Young Street within approximately 200 metres of the station and this may provide capacity to absorb this closure. During EIS agency consultation TfNSW recommended exploring alternative options for Albury Station parking. No disabled parking spaces would be impacted by the proposal.	Due to the strategic location and informal nature of the car park to be affected, it can be presumed that short-term users for daily activities are most likely to be affected. The partial closure to the station car park would possibly affect travellers or work migrants between Wodonga and Albury. Due to the limited number of car park spaces to be affected over six month period, it is possible that a minimal deterioration in access to facilities for a small number of people can be expected; consequently, resulting in a Low impact rating.
Greater Hume and Lockhart	Parking would be provided within the construction site area and so would have no impact to existing parking facilities at all enhancement sites.	No change would be experienced by people in the township.
Wagga Wagga	The Edmondson Street bridge enhancement site would require the temporary closure of Erin Street. This would impact about two on-street parking spaces over nine months. Impacts would also occur at Little Best Street and Cassidy Parade during construction. This impact is considered to mainly impact residents who may use on-street parking. Minor impacts from the need to use on-street parking elsewhere may occur. Station parking within Wagga Wagga Station would not be impacted; however, traffic management would be in place for road users entering and exiting the carpark. Access to parking for the Multicultural Council of Wagga Wagga would be impacted for two days during the weekend. Three parking private parking spaces would also be removed and not re-instated. However opportunities to reinstate the three parking spaces would be investigated during detailed design. During the nine-month closure of Edmondson Street, existing school drop off areas on Edmondson Street would remain viable as parents would be able to drop off their children and undertake a U-turn movement at the closure on the East and west side of Edmondson Street controlled by onsite traffic management. No disabled parking spaces would be impacted by the proposal.	Local businesses, shoppers, workers and residents are most likely to be affected by car park limitations. Multicultural groups are unlikely to be affected by access restrictions as the Multicultural Council of Wagga Wagga would be out of operating hours when restrictions are applied. Due to the duration of impacts it can be anticipated that it is possible that a minimal deterioration of conditions for a small number of people who are generally adaptable will occur. Consequently, resulting in Low impact rating.

PRECINCT	TECHNICAL REPORT ASSESSMENT	SOCIAL IMPACT ASSESSMENT
Junee	During the one month program for the Junee Station pedestrian bridge, a portion of the Lorne Street carpark is expected to be impacted due to the establishment of a site access and equipment set up in this location. 27 spaces out of 60 car park spaces would be impacted in Junee station and surrounds, and up to 2 spaces, including one disabled parking space, in Railway Square (Junee Railway Station). Impacts to on-street parking in Junee station and surrounds as a result of traffic control and increase of heavy vehicles would affect 112 on-street parking. Kerbside parking capacity nearby to absorb the temporary parking losses was identified. During consultation, the landowner adjacent to Kemp Street bridge enhancement site in Junee reported increased needs of on-street parking in Hill Street area and suggested the establishment of temporary parking in Edgar Street with George Street. Limitations to the feasibility of this recommendation include that Edgar Street would be closed to George Street. Most local roads in the area permit on-street parking (such as Lisgar, Belmore and Lorne Street), and may provide capacity to absorb this loss. There may be other minor isolated impacts to parking due to traffic control and the increase of heavy vehicles on the local road network.	School users, local businesses, shoppers and workers are the most likely to be affected by the loss in car parking spaces. Due to the duration of impacts, low-density residential area and remaining availability of carpark as well as kerbside parking capacity nearby, it is possible that a minimal deterioration of conditions for a small number of people who are generally adaptable and not vulnerable would occur; consequently, resulting in Low impact rating.

7.3.2 UTILITIES

Work areas and construction compounds would be self-sufficient for utilities such as water, sewer, electricity, and telecommunications. Portable amenities blocks would be used that can be pumped out at regular intervals by suitably licensed contractors. Local power generation from portable generators would be installed and diesel resupplied using mobile refuelling services for construction plant and equipment. Where utilities are located close to the sites, opportunities to connect to existing sources would be explored with relevant providers.

Chapter 8 of the EIS – Construction of the proposal, indicated that a number of utilities would need to be relocated or adjusted as part of the proposal. Depending on the interaction, the utilities may remain unaffected, require protection or require relocation. Additional services investigations would be undertaken during detailed design in consultation with the relevant utility authorities.

These utility relocations and adjustments would generally be contained with the proposal site; however, consultation with utility providers is ongoing and confirmation of the final treatment solution would occur during detailed design. For works outside the proposal site, the need for additional assessment and approval would be determined in line with the approach to design refinements of the proposal.

Consequently, no changes are predicted to be experienced by people in the locality.

7.3.3 EDUCATIONAL SERVICES

Access to educational services by local residents may be constrained due to an influx of a temporary workforce and changes in traffic conditions and access. Given the short time frame in which the temporary workforce is required, it is unlikely that non-local workers with children would relocate their families during the construction program and, therefore, no impacts due to increase demand of educational services would occur.

Educational service users are likely to be mostly affected by changes to bus routes and pedestrian access. Technical Paper 1 – Transport and traffic reported that re-routing of bus services and temporary relocation of bus stops would be required in Wagga Wagga and Junee.

Limited provision for active transport was found at the four precincts, with low demand for cycling and pedestrian travel in the surrounding land (Technical Paper 1 – Transport and traffic). The maximum increase of walking time was found in Junee with a 20-minute increase.

Given the specific changes to bus re-route and active transport due to the proposal, and location of educational services at each township, local service users would experience changes to access to educational services differently across the local study area (Table 7.9). As such, the pre-mitigated impact of educational service accessibility for local residents due to increased traffic during construction has been assessed as Very High in Wagga Wagga, High in Junee, and Low in Albury and Greater Hume–Lockhart.

Table 7.9 Assessment of impacts on access to educational services

PRECINCT	ASSESSMENT CONSIDERATIONS	SOCIAL IMPACT ASSESSMENT
Albury	During the closure of the Albury Station pedestrian bridge (approximately six months), pedestrians would be diverted to the two nearest crossings; the Harold Mair Bridge located 160 metres north, and the Amatex Street Bridge, located 460 metres south. These bridges also connect the large residential catchments east of the rail corridor and Hume Highway to key attractors in the west, including the Albury Railway Station, industrial precincts in South Albury and commercial, retail, and recreational precincts in Albury. Thus, it is expected that the impacts to pedestrians and cyclists due to these diversions would be relatively minor and can be effectively managed and minimised.	Pedestrians in the local study area at Albury Station pedestrian bridge are likely to be predominantly students, parents, workers and commuters to the train. Closures might result in additional maximum increase of approximately 6 minutes' walk; thus, service users are likely to experience a minor effect in a limited amount of time. This would result in a Low impact rating.
Greater Hume	The level crossing works on Sladen Street in Henty would require the road to be closed for 60 hours, which would require existing traffic to be diverted to the southern level crossing on Rosler Parade via Allan Street. This diversion is expected to have a minimal impact on the operation of bus services due to the on-demand nature of bus services through Henty with non-fixed routes and the limited time of the diversion. Pedestrian connectivity would be maintained at Sladen Street throughout the closure.	School users and workers who attend Henty Primary School and St Paul Lutheran School are most likely to be the primary users of bus service, thus would possibly perceive disruption and/or delay to their movement. Due to the limited amount of time in which closure would take place (60 hours), it is likely that no noticeable change might be experienced by people in the locality. Consequently, resulting in a Low impact rating.

PRECINCT	ASSESSMENT CONSIDERATIONS	SOCIAL IMPACT ASSESSMENT
Wagga Wagga	The closure of Edmondson and Erin streets and the associated changes to road network connectivity for an eight-month period is expected to directly impact four public bus services and 31 school bus services and bus stops. The temporary closures of the Wagga Wagga Station pedestrian bridge (Mother's Bridge), and Cassidy Parade pedestrian bridge would also impact pedestrian connectivity between bus stops and land uses in the surrounding area. Footpaths are provided on key roads in the vicinity of the Pearson Street enhancement site and Wagga Wagga Station, with minimal provision of dedicated cycling infrastructure on key roads.	Workers and school users of South Wagga Public School, Kildare Catholic College, Wagga Wagga High School and The Bidgee School are most likely to be pedestrians and the primary users of bus services that would experience detours. SIA consultation noted high value and pedestrian reliance on the Wagga Wagga Station pedestrian bridge (Mother's Bridge). Due to the extent and duration of impacts, it can be anticipated that it is almost certain that a major noticeable deterioration to access to educational services would affect vulnerable groups. Consequently, resulting in Very High impact rating.
Junee	The road closures associated with the Kemp Street bridge enhancement site and the associated changes in road network connectivity for eight months is expected to directly impact four public bus services and two school bus services. During the closure period, cross-rail pedestrian movements would be diverted to the alternative rail crossing on Olympic Highway located 700 metres north. This is a potential additional diversion distance of 1.4 kilometres as a worst-case scenario, as actual impacts would vary by individual origin and destinations.	During consultation, concerns regarding significant foot and cycle traffic over Kemp Street bridge and pedestrian access during construction were raised. Impact to four bus services and two school buses, in addition to a maximum increase of 20 minutes' walk over eight months, would be likely experienced as a major noticeable deterioration by local residents who require access to St Joseph Primary School and Junee Public School: consequently, resulting in a High impact rating.

7.3.4 HEALTH SERVICES

Access to health services by local residents may be constrained due to influx of non-permanent workforce and changes to traffic conditions and access.

There are 12 primary healthcare centres across the nearby townships, with 121,924 hospital admissions per year. Section 6.3.14 identified that there is a significant rate of potentially preventable hospital admissions and that healthcare centres operate at capacity across the region and have small margin to absorb additional demand. Consequently, temporary workforce at each precinct would possibly add to the demand on health services and facilities during the construction period. Table 7.10 provides a summary of the expected workforce and hospital bed availability at each township where temporary works will take place.

The rate of incidents in the construction industry and the introduction of health and safety protocols are indicative of how temporary workforce might interact with health services. In 2020, the construction industry had an incident rate of 15.2 serious claims per 1,000 employees, from which 72 per cent of all serious claims were a result of an injury (SafeWork, 2021). Falls from height; electrocution; incidents during the use of mobile or fixed plant; injuries due to falling objects; and issues due to muscular stress are within the top factors of incidents in the construction workforce (SafeWork, 2019).

Health and safety protocols on worksites are likely to minimise the potential for injury on worksites, as well as strict driver-fatigue policies that minimise the risk of fatigue-related driving accidents if applied correctly. In addition, recent changes to national telehealth guidelines (due to the COVID-19 pandemic) have expanded access to general and mental health services. These services provide residents in the regional study area with additional healthcare capacity should it be required and offer benefits to non-resident workers who can also maintain continuity of treatment with any specialists in their hometowns and cities.

In addition, challenges to access to health services may also be encountered due to changes in traffic conditions. Section 7.1.3 predicted that the pre-mitigated impact of delays and accessibility impacts for local residents due to increased traffic during construction are Very High in Wagga Wagga, High in Junee, Medium in Albury and Low in Greater Hume–Lockhart.

Local service users would experience changes to access to health services differently across the local study area (Table 7.10). As such, the pre-mitigated impact of health service accessibility for local residents due to increased workforce and traffic during construction has been assessed as Medium in Wagga Wagga and Junee, and Low in Albury and Greater Hume–Lockhart.

Table 7.10 Assessment of impacts on health services

PRECINCT	ASSESSMENT CONSIDERATIONS	SOCIAL IMPACT ASSESSMENT
Albury	Albury Base Hospital (cross-border facility servicing residents in both NSW and Victoria. 337 beds, including 95 mental health care beds, and a range of medical services are available. Medium impact of traffic delays and accessibility for local residents due to changes to road network and connectivity during construction is expected in Albury.	Workforce peak is estimated during the first three months of construction, with 180 workers, and an average of 50 temporary workers are expected in Albury for the other 13 months. Considering that the bed availability is greater than the number of temporary workers, and that the workforce would not require access to health services (unless incidents are reported), as well as medium impact on mobility across the precinct, it is likely that minimal change would be experienced by people in the locality, resulting in a Low impact rating.
Greater Hume–Lockhart	Henty Hospital and Health Service (15 beds) Culcairn Multipurpose Service (seven hospital beds, 28 residential age care beds) There is one medical practice in The Rock. Low impact of traffic delays and accessibility for local residents due to changes to road network and connectivity during construction in Greater Hume–Lockhart.	Works at Culcairn are estimated to take place for 3 months, with a workforce that will fluctuate between 70 to 180 workers. Five workers for 1 month are expected at The Rock. Due to the constrained number of beds available, it is possible that a minor deterioration of access to health services may be experienced for a short period of time by people in the locality, resulting in a Low impact rating.

PRECINCT	ASSESSMENT CONSIDERATIONS	SOCIAL IMPACT ASSESSMENT
Wagga Wagga	Wagga Wagga Base Hospital (325 beds) Calvary Riverina Hospital (private) There are no public or private health services in Uranquinty. Very High impact of delays and accessibility for local residents due to due to changes to road network and connectivity during construction in Wagga Wagga.	The peak of the workforce is expected during the first three months of construction, with 110 at peak, and in September 2024 with 150 temporary workers. During the remaining 12 months of construction, it is expected that an average of 70 temporary workers would be residing in Wagga or nearby townships. This includes the workers required for the enhancement sites at Uranquinty, Wagga Wagga and Bomen. Given that the number of available hospital beds is greater than the construction workforce, it is possible to that no noticeable change may be experienced by people. However, impacts to mobility would possibly result in minor delays to access to health service, resulting in a Medium impact.
Junee	Junee District Hospital/Multipurpose Centre (38 beds). High impact of traffic delays and accessibility for local residents due to increased traffic during construction in Junee.	Peak of workforce will be during the first two months, with 300 workers, and an average of 50 workers are expected onsite for the remaining 8 months. There is a risk that non-resident workforce may constrain health service availability for the local community given the larger number of workforce requirement and number of available hospital beds in Junee. In addition, high impacts to mobility may result in delays to health service access. As such, it is possible that a moderate deterioration may be experienced by health users in the locality, resulting in a Medium impact.

7.3.5 EMERGENCY SERVICES

During SIA consultation, concern about access restrictions to emergency services was noted across the local study area—stakeholders perceived the proposal as a risk to public safety if emergency services experienced restricted access throughout the local and regional study areas. Stakeholders reported expectations of ARTC to maintain carriage for public and emergency service access and liaise with agencies.

According to Technical Paper 1 – Transport and traffic, access for emergency vehicles to nearby buildings and surrounding areas would be maintained to all construction sites. Emergency vehicles would need to use alternative routes when roads or level crossings are temporarily closed during construction.

The construction contractor(s) would consult with emergency services (such as fire, police and ambulance) during the preparation of the site-specific traffic management plans, to obtain any specific requirements for the proposal. An Emergency Management Plan would coordinate these measures and provide a framework for input to the individual work site traffic management plans.

Table 7.11 provides a review of emergency services available and location, as well as input from Technical Paper 1 – Transport and traffic. Emergency response times are not expected to be impacted significantly during construction of the proposal, noting that some townships will perceive and experience traffic impacts differently across the local study area. As such, the pre-mitigated impact of emergency service accessibility due to changes to traffic conditions during construction has been assessed as Medium in Wagga Wagga and Low in Albury and Greater Hume–Lockhart and Junee.

Table 7.11 Emergency service response impact assessment

PRECINCT	ASSESSMENT CONSIDERATIONS	SOCIAL IMPACT ASSESSMENT
Albury	Emergency services located in Albury–Wodonga are: — Albury Police Station — NSW Rural Fire and Rescue Service — Albury NSW Ambulance Service — Albury NSW SES Service — Wodonga Police Station and NSW Fire and Rescue Service. Technical Paper 1 – Transport and traffic determined no significant impacts to road network or intersection operation and performance during construction.	Albury Police Station is located in the town centre, and fire and rescue services are spread out through the town. Ambulance services are provided in the north and centre of the town. Due to the availability of services throughout the town, and the results of the traffic and transport assessment, it is likely that no noticeable change would be experienced by emergency service response in the locality, resulting in a Low impact.
Greater Hume–Lockhart	Emergency services located in Greater Hume–Lockhart are: — Culcairn, Henty, Yerong Creek, The Rock police stations — Culcairn, Henty and The Rock NSW Rural Fire and Rescue Services — Lavington, Thurgoona, Henty Rural Fire Service — The Rock NSW SES Service Technical Paper 1 – Transport and traffic reported road closure at Sladen Street rail level crossing for 60 hours during, this diversion is expected to impact 997 vehicles per day. The longest potential diversion would take approximately five minutes of additional travel time in a vehicle. Impacts to the road network operation, as well as delays from diversionary routes in Henty Yard clearances, has the potential to impact emergency vehicle response time. The likelihood of this impact is dependent on a number of factors, including origin and destination of the emergency vehicle, and time of day.	Henty Police Station and Rural Fire and Rescue services are located in Allan Street, at the corner of Sladen Street, and Henty Hospital is located two streets away from Sladen Street. Due to the short time in which Sladen Street would be closed, and that the longest potential diversion would take approximately five minutes, it is likely that a minimal change would be experienced by emergency service response in the locality, resulting in a Low impact.

PRECINCT	ASSESSMENT CONSIDERATIONS	SOCIAL IMPACT ASSESSMENT
Wagga Wagga	Emergency services located in Wagga Wagga are: — Wagga Wagga Police Station — Wagga Wagga NSW Rural Fire and Rescue Service — Wagga Wagga Ambulance Service — Yerong Creek and Uranquinty Rural Fire Service — Wagga Wagga NSW SES services. Technical Paper 1 – Transport and traffic reported multiple vehicle diversions are proposed to occur over nine months due to the closure of Edmondson Street bridge in Wagga Wagga. Diversion is expected to impact 11,084 vehicles per day travelling on Edmondson Street. Impacts to the road network operation, as well as delays from diversionary routes, has the potential to impact emergency vehicle response time.	A large concentration of emergency services is located to the north section of the rail station. Due to the long duration of road closures and concentration of emergency services in one sector of Wagga Wagga, it is likely that a minor change would be experienced by emergency service response in the locality, resulting in a Medium impact.
Junee	Emergency services located in Junee are: — Junee Police Station and NSW Rural Fire and Rescue Service — Junee NSW Ambulance Service. Technical Paper 1 – Transport and traffic reported that the replacement of Kemp Street Bridge would require a road closure for eight months, and the closure of other sections of streets in the immediate in vicinity. The closure of Kemp Street bridge is expected to impact 2,903 vehicles per day. Impacts to the road network operation, as well as delays from diversionary routes in Kemp Street bridge and Junee to Illabo clearances, has the potential to impact emergency vehicle response time. The likelihood of this impact is dependent on a number of factors, including origin and destination of the emergency vehicle, and time of day. The longest potential diversion would take approximately four minutes of additional travel time in a vehicle (worst-case), which is not considered a significant impact.	Junee Police Station and NSW Rural Fire and Rescue Service are located to the west of the rail corridor, and the hospital is located to the east of the rail corridor. Due to the duration in which Kemp Street would be closed (10 months), and that the longest potential diversion would take approximately four minutes, is likely that a minor change would be experienced by people in the locality, resulting in a Low impact.

7.3.6 RAIL NETWORK SERVICES

Construction work for the proposal that would require the suspension of passenger rail services would occur during scheduled possession periods or under track occupancy authorisations (when works can occur between scheduled services) to minimise any potential impacts on the operation of the Main South Line. As such, no impacts to passenger rail services are anticipated. Replacement bus services, as provided during scheduled rail possessions, would be provided to impacted customers.

7.4 CULTURE

Impacts to Aboriginal cultural values were assessed at the regional level due to the extension of Wiradjuri Country and the interconnectedness on Aboriginal values, aspirations and concerns across the social locality, while effects on community identity was assessed at the township level due to the unique characteristics of each township and proposal impacts to non-Aboriginal heritage.

7.4.1 ABORIGINAL CULTURAL VALUES

This section assesses the potential impact of 'cultural or spiritual loss' on Indigenous people, which is understood as loss or diminution of traditional attachment to the land or connection to Country and associated cultural obligations to care for Country (SIA Guideline). Consultation to Indigenous people, together with addressing their concerns about potential impact on the environment and incorporation of connection to Country design principles, play a key role in Indigenous people meeting their obligations to care for Country and their cultural and spiritual values.

Technical Paper 2 – Aboriginal cultural heritage assessment report, identified strong cultural values associated with the importance of Wiradjuri Country and the use of traditional pathways by the existing rail corridor. This finding was confirmed during SIA Aboriginal consultation (Chapter 5), which identified the following values across the Indigenous groups consulted:

- the voice of Elders within the community
- value for all nations that sit within our land
- the revival of our language by instilling it into our youth
- art and all ways of life within nature
- reconciliation action plans
- community engagement and consultation.

Not consulting with Elder groups within the social locality area was perceived as a risk by Albury LALC. Albury LALC suggested making sure consultation is widely inclusive, timely, detailed and follows adequate cultural protocols would assist in managing any adverse impacts on Indigenous groups.

Moreover, Albury LALC and representative of Elders Group Mawang Galway in the Riverina suggested that Aboriginal cultural heritage and Aboriginal values could be enhanced by:

- incorporating artwork such as murals along certain sections of the rail corridor, so future generations could see their family was involved
- changing the name of bridges to incorporate Wiradjuri language
- incorporation of connection to Country design principles
- improving landscape by planting native plants along the rail corridor
- employment of Indigenous descendent practitioners to ensure cultural protocols are followed.

Completion of the SIA survey by the Wagga LALC is still outstanding despite varied attempts to have this completed. Consultation efforts are ongoing at the time of writing this report. Wider community members were provided with opportunities to participate in consultation and feedback through Stakeholder Engagement delivered community information sessions. An online session with Albury Indigenous groups was held on 24 September 2021, as a result of Albury LALC recommendation, the session was led by ARTC's Social Performance team.

In regard to the proposal's interaction with cultural heritage, Technical Paper 2 – Aboriginal cultural heritage assessment report identified:

- potential direct impacts on Murray River bridge enhancement site, Yerong Creek Yard clearances enhancement site and Olympic Highway underbridge enhancement site (see Table 7.12 for avoidance measures adopted)
- potential indirect impacts from erosion and sedimentation from the construction work area, including the potential impacts to the water quality of downstream environments that have cultural values at Henty Yard clearances, Harefield Yard clearances and Junee to Illabo clearances enhancement site enhancement sites.

Potential erosion and sedimentation impact on all receiving watercourses would be managed through the implementation of standard erosion and sediment controls. These controls would be effective in managing any potential impacts to water quality and the cultural values associated with these environments. Further discussion on biodiversity and water quality is provided in EIS Chapter 16 (Biodiversity) and EIS Chapter 18 (Hydrology, flooding and water quality).

Technical Paper 2 – Aboriginal cultural heritage assessment identified flora and fauna values intertwined with cultural values. Two natural areas outside of the proposal site were identified by RAPs as areas of relevance due to natural habitat valued:

- at the south of the Billy Hughes bridge enhancement site, a narrow vegetated area was identified by RAPs as a sanctuary for native fauna including glider squirrel, mistletoe bird and possum. Indirect impacts to fauna during construction (such as lighting) has been considered in Technical Report 8 – Biodiversity and has concluded that any impacts would be low to negligible
- near the Culcairn Yard clearances enhancement site, a small wetland was found to provide habitat to range of birds and frog species. The RAPs considered that its natural habitat values were important as it would serve as a foraging area in the past.

These natural areas identified by the RAPs as having flora and fauna values would not be directly impacted by the proposal. As identified in Chapter 16 of the EIS, exclusion areas would be established and maintained around native vegetation and riparian vegetation to be retained.

Moreover, Technical Paper 2 – Aboriginal cultural heritage assessment report identified concern from RAPs over landscape areas of significance and conservation status, as well as potential impacts during construction work due to land disturbance and sediment run-off to waterways (see Table 7.12). Mitigation measures to address potential impacts have been identified in Chapters 16 and 18 of the EIS. This would minimise potential impacts to water quality and the cultural values associated with these environments. Technical Paper 2 – Aboriginal cultural heritage assessment report concluded that the potential for impacts by the proposal to tangible Aboriginal cultural heritage is negligible.

Technical Paper 10 – Landscape and visual identified that the Bomen Axe Quarry Aboriginal Place, located about 800 metres the east of the Bomen Yard clearances enhancement site, is a site of cultural significance. Construction works visible within the existing rail corridor, glimpsed from this location, would result in a negligible magnitude of change and a negligible visual impact during construction.

As outlined in Chapter 7 – Proposal features and operation of the EIS, during detailed design, an urban design and landscape plan would be prepared by a suitably qualified consultant in consultation with relevant stakeholders (including councils and the community). The plan would guide appropriate urban design responses for key bridge infrastructure, and landscaping approaches for the operational footprint. The guiding principles considered at the time of writing this report did not specify how Aboriginal views and connection to Country would be incorporated into urban design and landscape plans.

Consequently, it can be argued that not addressing the concerns and desires raised in consultation, such as the limited engagement with Aboriginal groups, lack of consideration to connection to Country design principles, and the incorporation of the Wiradjuri culture into design features, would likely result in a cultural or spiritual loss to Aboriginal groups in the social locality.

Given the extension of Wiradjuri Country and the interconnectedness on Aboriginal values, aspirations and concerns across the social locality, the proposal effects on Aboriginal cultural values are to be assessed across the social locality and not at the precinct level. Consequently, the likelihood of impacts on Aboriginal cultural values is likely and the magnitude of the impact would be major. As such, the pre-mitigated impact of effects on Aboriginal cultural values during construction has been assessed as High across all precincts.

Table 7.12 Effects on Aboriginal cultural values

PRECINCT	ASSESSMENT CONSIDERATIONS	SOCIAL IMPACT ASSESSMENT
Albury	At Murray River bridge enhancement site an area of archaeological potential was identified. Gravel cover would provide protection from additional impacts from vehicle movements during construction, which are limited to light vehicles only. During consultation, Albury LALC identified that the wildlife and environmental features around the rail corridor from Albury to Wagga (Tabletop and The Rock) and Billabong Creek are all of cultural significance to Indigenous people. Moreover, informed that Albury City Council has recorded sites of cultural significance for Indigenous people. Only Albury District LALC was consulted in this area and requested consultation to other Indigenous groups. Albury LALC indicated expectations of the proposal to consider connection to Country and the Wiradjuri language ion the proposal signage.	Consequently, the limited consultation of Indigenous groups in Albury and lack of connection to Country features in the proposal, results in a pre-mitigated impact on Aboriginal cultural values during construction assessed as High.
Greater Hume–Lockhart	At Yerong Creek Yard clearances enhancement site, an isolated artifact located around 200 metres from the proposal site was identified. The proposal would not impact the isolated artefact. Doodle Comer Swamp at Henty Yard clearances was identified as a site of cultural significance in the vicinity to the proposal site (located around one kilometre to the west). Doodle Comer wetland is fed by a number of watercourses including Buckargingah Creek which is connected to a locally significant song line. Buckargingah Creek crosses the rail corridor at the north end of Henty, around 150 metres to the north. RAPs raised concern about environmental conservation and avoiding disturbance.	No further consultation to Indigenous groups was conducted in this area. Consequently, the limited consultation of Indigenous groups in Greater Hume-Lockhart and lack of connection to Country features in the proposal, results in a pre-mitigated impact on Aboriginal cultural values during construction assessed as High.

PRECINCT	ASSESSMENT CONSIDERATIONS	SOCIAL IMPACT ASSESSMENT
Wagga Wagga	Consultation with Elders Group Mawang Galway in the Riverina identified the following areas of cultural significance near the proposal—Bomen, Bethungra, The Rock, all have very strong connection to Wiradjuri Culture.	No further consultation to Indigenous groups was achieved in this area. Consequently, the limited consultation of Indigenous groups in Wagga Wagga and lack of connection to Country features in the proposal, results in a pre-mitigated impact on Aboriginal cultural values during construction assessed as High.
Junee	One isolated artefact (A2I-2) was found within five metres of a construction compound at Olympic Highway underbridge enhancement site. The potential for inadvertent direct impacts would be managed by through mitigation measures. This area would be returned to open space following the completion of construction. Reedy Creek, just to the north of Harefield Yard clearances and Jeralgambeth Creek in Junee to Illabo clearances enhancement site, was identified as a site of cultural significance in the vicinity of the proposal site, raising concern about environmental conservation and avoiding disturbance. RAPs expressed concern that work in this area might have the potential to indirectly impact the creek system if sediment and contaminant controls were not put in place as part of the proposal work.	No further consultation to Indigenous groups was conducted in this area. Consequently, the limited consultation of Indigenous groups in Junee and lack of connection to Country features in the proposal, results in a pre-mitigated impact on Aboriginal cultural values during construction assessed as High.

7.4.2 IDENTITY AND CULTURAL VALUES ASSOCIATED WITH HERITAGE IMPACTS

Railway stations and the rail network are a significant element of heritage in the local study area and are closely tied to the cultural values and identity of people, as well as the collective memory of members of the townships in the social locality. Consultation undertaken during the preparation of this report highlighted the importance of local history to residents across the social locality. An example of this are questions raised through the A2I online interactive map, described in Chapter 5 of this report, which captured concerns by community members about potential impacts to heritage, including existing rail corridor, train stations and bridges, and post boxes.

Technical Paper 3 – Non-Aboriginal heritage identified a large amount of registered heritage items located within the enhancement sites (42) and within 200 metres of the enhancement sites (86), noting several of these sites have multiple listings on heritage registers. This includes six heritage conservation areas within the proposal site (Junee, Kenilworth, Yerong Creek Urban, Railway Conservation Area in Albury, The Rock Urban, Wagga Wagga) and three other conservation areas (Bonegilla, Hanel Street and South Albury) are located within 200 metres of the proposal site. An additional three unregistered potential heritage items were identified within the enhancement sites.

Technical Paper 3 – Non-Aboriginal heritage identified direct and indirect impact to multiple heritage structures and archaeological areas during construction and operation. This includes potential impacts from vibration, demolition, archaeological disturbance, altered historical arrangements and access, aesthetic changes, changes to visual amenity, viewsheds and vistas, curtilage and at-property noise treatments (for further details refer to Table 7.13).

During SIA and EIS consultation, opportunities to improve amenity and mitigate heritage impacts were identified, such as the relocation of heritage items and the incorporation of new features to railway stations, such as a viewing platform with information about the station. As such, opportunities to gift the removed bridge are being explored with each council.

Given that direct and indirect impacts to heritage would be experienced across the social locality and the high value placed on heritage items by stakeholders and community members, the pre-mitigated impact on effects on identity and cultural values have been assessed as a Very High impact rating at each township.

Table 7.13 Identity and cultural values associated to heritage impacts

PRECINCT	ASSESSMENT CONSIDERATIONS	SOCIAL IMPACT ASSESSMENT
Albury	Direct and indirect impacts on the following registered heritage items: — Murray River underbridge — Albury Railway Station and Yard Group — railway conservation area at Albury Railway Station pedestrian bridge and Albury Yard clearances enhancement sites. The section of the Albury pedestrian bridge that passes over the rail corridor would be demolished and replaced with a new pedestrian bridge. This would have a major impact on the significance of the pedestrian bridge, which is identified as a contributing factor to the heritage value and is a vanishing characteristic of the wider heritage landscape.	Direct and indirect impacts on heritage would result in substantial change experienced in community identity and cultural values, resulting in a Very High impact rating.
Greater Hume–Lockhart	Direct and indirect impacts on the following registered heritage items include: — Culcairn Railway Station and Yard Group — Henty Railway Station and Yard Group — The Rock Railway Station and Yard Group — Yerong Creek urban conservation area — street trees at Culcairn pedestrian bridge and Culcairn Yard clearances — The Rock urban conservation area. Direct and indirect impacts on the following potential unregistered heritage items: — Yerong Creek Railway Station archaeological site. Where possible, the gifting of elements of the Culcairn pedestrian bridge for the purpose of reuse elsewhere would be investigated with Greater Hume Shire Council prior to removal. This would be subject to Greater Hume Shire Council making appropriate arrangements to receive and site the gifted elements.	Direct and indirect impacts on heritage would result in substantial change experienced in community identity and cultural values, resulting in a Very High impact rating.

PRECINCT	ASSESSMENT CONSIDERATIONS	SOCIAL IMPACT ASSESSMENT
Wagga Wagga	Direct and indirect impacts on the following registered heritage items include: — Uranquinty Silos — Wagga Wagga showground — Cassidy Parade and Brookong Avenue footbridge — Wagga Wagga conservation area — Mount Erin Convent, chapel, high school and grounds — Wagga Wagga Railway Station and Yard Group, including the former gatehouse adjacent to Edmondson Street bridge — Bomen Railway Station. Direct and indirect impacts on the following unregistered heritage items: — Edmondson Street bridge. The re-purposing of salvaged materials within the design of new road bridges for Edmondson Street bridge—red brick- would be investigated during detailed design.	Direct and indirect impacts on heritage would result in substantial change experienced in community identity and cultural values, resulting in a Very High impact rating.
Junee	Direct and indirect impacts on the following heritage items: — Junee Railway Station, Yard, and Locomotive Depot Group — Junee Railway Station Moveable Relics — Junee Heritage conservation area. Direct and indirect impacts on the following unregistered heritage items: — Kemp Street bridge. The re-purposing of salvaged materials within the design of new road bridges for Kemp Street bridge—red brick and street lights- would be investigated during detailed design. Where possible, the gifting of elements of the Junee Station pedestrian bridge for the purpose of reuse elsewhere would be investigated with Junee Shire Council prior to removal. This would be subject to Junee Shire Council making appropriate arrangements to receive and site the gifted elements.	Direct and indirect impacts on heritage would result in substantial change experienced in community identity and cultural values, resulting in a Very High impact rating.

7.5 HEALTH AND WELLBEING

Local residents are likely to experience temporary changes to health and wellbeing in the local study area due to constraints associated with construction activities and amenity changes. This section discusses potential changes to amenity and safety and hazards.

7.5.1 AMENITY CHANGES

Construction activities would result in changes to amenity in the form of noise, vibration and air quality. The use of large machinery, increased construction vehicles and traffic diversions may impact the health and wellbeing of sensitive receivers by creating stress, anxiety and/or sleep disruption. This section explores the potential impacts on health and wellbeing as a result of the combined effects of amenity changes, the impact assessment considers the duration of works at each precinct, the outcomes of Technical Paper 6 – Noise and vibration (non-rail) and Technical Paper 14 – Air quality and the existing environment in the local study area, including population health conditions and identification of vulnerable groups.

As outlined in Chapter 8 (Construction of the proposal) of the EIS — a Monday to Sunday (6am to 6pm), including public holidays, work shift has been considered for construction in order to support efficiencies in workforce utilisation and to reduce construction duration as far as practicable, while balancing workers safety and rail corridor access, as well as minimising the overall duration of disruption and amenity impacts to the community.

In addition, the proposal would require working on rail corridor possessions on a 24-hour basis. Possession periods are typically for a 60-hour period, four times a year. Work outside the primary proposal construction hours would be undertaken where permitted by an environment protection licence, as well as where there are low impact noise activities, activities to minimise impacts on road users and customers and where agreement is reached with affected receivers.

During EIS consultation, a survey from community and directly affected stakeholders in relation to the proposed seven-day per week working roster (excluding public holidays), 6.00am to 6:00pm, indicated support by a majority of potentially impacted landholders. Night works received less favourable responses in comparison to the seven-day work week.

Concurrently to noise and vibration effects, changes to air quality during construction could affect the wellbeing of community members in close proximity to the proposal. Technical Paper 14 – Air quality identified temporary medium and high-risk impact rating from dust emissions (pre-mitigated), as a result of earth works and track-out dust by construction vehicles, at several enhancement sites across all precincts.

During SIA consultation, residents and landowners adjacent to enhancement sites (11 total) anticipated that short-term disruption due to noise, vibration and changes to air quality could occur, yet due to the temporary nature of works they would be adaptable and did not anticipate impact on their health and wellbeing. Moreover, some of the residents mentioned having put in place some measures to mitigate noise, hence they had low levels of concern.

During EIS and SIA consultation, schools raised concern over construction noise, in particular over exam periods, where students require more focus and concentration. The existence of neighbours and students with health issues, as well as single parents, and Indigenous people who may experience noise and vibration acutely was reported during consultation.

Chapter 6 of this assessment identified obesity, smoking, mental illness as key health and wellbeing issues for Indigenous people at a regional level; in particular 25 per cent of adults experience psychological distress (compared to 18.0 per cent across NSW). Moreover, Chapter 6 identified that respiratory diseases contributed to six per cent of hospitalisations, with 21 per cent of children suffering asthma, mental health contributed to 1.9 per cent of hospitalisations. This data portrays that there are members of the community who are likely to be highly sensitive to changes in the environment.

At the time of writing this report, consultation with the above-mentioned vulnerable groups adjacent to enhancement sites was not achieved.

Table 7.14 provides an assessment of the health and wellbeing impact that amenity changes would have on local sensitive receivers at each precinct. As such, the pre-mitigated impact of construction activities on sensitive receivers at each precinct has been assessed as High.

Table 7.14 Social assessment of amenity impacts on health and wellbeing

PRECINCT	ASSESSMENT CONSIDERATIONS	SOCIAL IMPACT ASSESSMENT
Albury	Construction work within the Albury precinct is likely to generate noise management level exceedances at each enhancement site. The receivers impacted would be predominantly residential. The louder and more intrusive works (such as piling or earthworks) would also typically occur during possessions and Track occupancy authorisations (TOAs) which are usually short term with long respite periods. The predicted noise impacts are also based on worst case scenarios. In practice, the actual construction noise levels would be lower and variable. During the day its anticipated that a significant number of sensitive receivers would be impacted at each enhancement site, except for Murray River bridge, Billy Hughes bridge and Tabletop Yard clearances, where a lower number of properties may be impacted. Based on worst-case noise assumptions, sleep disturbance impacts have been predicted to occur during all night-time work stages. Works at the Albury Station pedestrian bridge enhancement site are predicted to result in the highest noise levels for receivers and the highest number of affected properties within the Albury precinct. However scheduling for rail possessions and TOAs would usually provide long respite periods for sensitive receivers. At Riverina Highway bridge enhancement site, The Scots School, reported plans for building an exam centre in 2022 at the property, raising concern as to how construction activities may cause disturbance to students undertaking exams at the new centre. Technical Paper 14 – Air quality anticipates that temporary medium- and high-risk impacts from dust emissions (without mitigation) would occur at Albury Station precinct during demolition, earthworks, construction (medium) and potential for track-out by construction vehicles (high).	Albury has a high proportion of pre-schoolers and schoolers, as well as retirees and seniors. During Albury LALC consultation, it was noted that a number of Indigenous people live in the vicinities of the existing rail line. These groups, and families, are more vulnerable to sleep disruption and noise, as well as changes to air quality and are likely to experience higher impacts than non-vulnerable groups. Given construction extended hours and out of hours activities and changes to air quality, it is likely that amenity changes would be experienced as moderate deterioration on wellbeing in the local study area, resulting in a High impact to sensitive receivers, which may include vulnerable people.

PRECINCT	ASSESSMENT CONSIDERATIONS	SOCIAL IMPACT ASSESSMENT
Greater Hume–Lockhart	Construction work within the Greater Hume-Lockhart precinct is likely to generate noise management level exceedances at each enhancement site. The receivers impacted would be predominantly residential. Other receivers impacted include education facilities, commercial properties recreational areas and places of worship. The louder and more intrusive works (such as piling or earthworks) would also typically occur during possessions and TOAs which are usually short term with long respite periods. Further, the predicted noise impacts are also based on worst case scenarios. In practice, the actual construction noise levels would be lower and variable. Expected impacts are greatest at enhancement sites with higher numbers of sensitive receivers surrounding the enhancement site. Works at each enhancement site are planned to last for approximately three months, with the exception of The Rock Yard clearances, which is less than a month. Based on worst-case noise assumptions, residential receivers are expected to experience noise impacts and sleep disturbance. However scheduling for rail possessions and TOAs would usually provide long respite periods for sensitive receivers. Technical Paper 14 anticipates that temporary medium impact from dust emissions (without mitigation) would occur at: — Culcairn Yard clearances due to potential track-out by construction vehicles (medium) — Henty Yard clearances during earthworks and construction, and potential for track-out by construction vehicles (medium).	Greater Hume and Lockhart predominantly comprises families with children and older residents who are transitioning or already in retirement. The number of sensitive receivers to be affected by noise represents a high percentage of the resident population at each township (as identified in Chapter 6), Culcairn has a resident population of 1,133 (median age of 44); Henty has 944 residents (median age of 49); Yerong Creek has a population of 352 (median age of 43) and The Rock has a population of 887 (median age of 46). Henty Primary School and St Paul Lutheran School are located in close proximity to Henty Yard, together with Henty Hospital. School and health service users would possibly experience and/or perceive changes to air quality differently. Given construction extended hours and out of hours activities and changes to air quality, it is likely that amenity changes would be experienced as moderate deterioration on wellbeing in the local study area, resulting in a High impact to sensitive receivers, which may include vulnerable people.

PRECINCT	ASSESSMENT CONSIDERATIONS	SOCIAL IMPACT ASSESSMENT
Wagga Wagga	Technical Paper 6 –Noise and vibration (non-rail) predicted the impacts at each enhancement site. In most enhancement sites highly noise periods would last up to between five to 20 days in total (Uranquinty Yard clearances, Pearson Street bridge, Cassidy Parade pedestrian bridge, Edmondson Street bridge, Wagga Wagga Yard clearances and Bomen Yard clearances enhancement sites). Wagga Wagga Yard clearances, Cassidy Parade pedestrian bridge and Edmondson Street Bridge may occur concurrently for a several days around the 60-hour rail possession and would impact overlapping receivers. In most cases, the cumulative noise impact experienced at the identified sensitive receivers would be equivalent to the highest construction noise level. However, the louder and more intrusive works (such as piling or earthworks) would also typically occur during standard construction hours, or under possessions and TOAs which are usually short term with long respite periods. Further, the predicted noise impacts are also based on worst case scenarios. In practice, the actual construction noise levels would be lower and variable. The vast majority of impacted sensitive receivers at this precinct are residential. Other receivers impacted include education facilities, commercial properties and industrial premises around Wagga Wagga Station. Technical Paper 14 – Air quality identifies that temporary medium- and high-risk impacts from dust emissions (without mitigation) may occur at: – Uranquinty Yard during earthworks (medium) — Pearson Street bridge during earthworks and the potential for track-out by construction vehicles (medium) — Wagga Wagga precinct during earthworks and construction (medium) and potential for track-out by construction vehicles (high).	Wagga Wagga has a high proportion of parents, as well as a young workforce. Median age is 36 years old. Consequently, it could be argued that a high proportion of the population could be resilient to the experience of noise disruption. In proximity to Wagga Wagga Station, there are a wide number of businesses and services, as well as education facilities and health providers, including the South Wagga Public School, Kildare Catholic College, Wagga Wagga High School, The Bidgee School, Wagga Wagga Hospital, St George Medical Centre, among others. Service users, as well as residents located adjacent or in proximity to Edward Street/ Sturt Highway and Urana Street, Service users of the Multicultural Council of Wagga Wagga are more likely to experience deterioration of wellbeing due to noise and air quality changes. Due to the extent and length of impacts it can be anticipated that it is likely that a major deterioration to wellbeing would affect a those located in the vicinities to enhancement sites (local study area), which includes vulnerable groups, such as school users and multicultural groups, resulting in a High impact.

PRECINCT	ASSESSMENT CONSIDERATIONS	SOCIAL IMPACT ASSESSMENT
Junee	Construction noise levels are predicted to affect substantial areas of Junee through most construction stages. A vast majority of impacted sensitive receivers in this precinct are residential. Other receivers impacted include education facilities, commercial properties, industrial premises, recreational areas and places of worship. Expected impacts are greatest at enhancement sites with higher numbers of sensitive receivers surrounding the enhancement site. Based on the worst case scenarios, sleep disturbance impacts have been predicted to occur during most night-time work stages. The loudest activities are associated with works at the Olympic Highway underbridge enhancement site. However, the louder and more intrusive works (such as piling or earthworks) would also typically occur during standard construction hours, or under possessions and TOAs which are usually short term with long respite periods. Further, the predicted noise impacts are also based on worst case scenarios. In practice, the actual construction noise levels would be lower and variable. Technical Paper 14 – Air quality anticipates temporary medium- or high-risk impact from dust emissions (without mitigation), including: — Junee Yard clearance during earthworks and construction (medium) and potential for track-out by construction vehicles — Kemp Street bridge — Junee Precinct during earthworks (high) and construction (medium) and potential for track-out by construction vehicles (high) — Junee to Illabo track clearances during earthworks (high) and construction (medium) and potential for track-out by construction vehicles (medium).	Junee township has a relatively younger median age (38), a high proportion of Indigenous residents (9.4 per cent) and a total population of 4,762 residents. Businesses, services and education facilities, including the Junee Public School, are located in proximity to the enhancement sites. Given construction extended hours and out of hours activities and changes to air quality, it is likely that amenity changes would be experienced as moderate deterioration on wellbeing in the local study area, resulting in a High impact to sensitive receivers, which may include vulnerable people.

7.5.2 SAFETY AND HAZARDS

7.5.2.1 ROAD NETWORK PERFORMANCE

Changes to road conditions in traffic volumes due to construction vehicles, temporary diversions and new access points to enhancement sites during construction will have an inherent safety risk to pedestrians, particularly for school-aged children and families accessing nearby schools and hospitals. The introduction of traffic control measures will provide suitable safe access to public roads in accordance with relevant standards and guidelines.

During EIS consultation, South Wagga Primary School requested to consider incorporating a drop off/pick up area for students during Edmondson Street bridge enhancement works. Technical Paper 1 – Traffic and transport identified that the rerouting of bus routes and road closure on Edmondson Street and Railway Street would require bus stop relocation and the same was identified for Junee on Kemp Street school bus stop. Any temporary relocation of bus stops would be determined in consultation with Transport for NSW, bus operators and other stakeholders, which would be guided by the service catchments for these services.

Technical Paper 1 – Transport and traffic assessed road safety by primarily considering the operation and capacity of the road network rather than the appropriateness of use of certain roads by construction vehicles. The suitability of access routes would be further assessed.

Given the characteristics and duration of works at each precinct, as well as location of key community services in each township, pedestrians would experience changes to road safety differently at each precinct (Table 7.15). As such, the pre-mitigated impact of pedestrian safety due to increased traffic during construction and changes to road conditions has been assessed as High in Wagga Wagga and Low in Albury, Greater Hume–Lockhart and Junee.

Table 7.15 Social assessment of safety risk to pedestrians

PRECINCT	ASSESSMENT CONSIDERATIONS	SOCIAL IMPACT ASSESSMENT
Albury	Construction activities within the Albury precinct are expected to generate a maximum of 47 light vehicles and 10 heavy vehicles peak hour two-ways movement. At Albury station pedestrian bridge enhancement site 13 light vehicle and 8 heavy vehicle peak hour movement are predicted. Entrance to enhancement sites within the Albury precinct would be designed, or have traffic control measures implemented, to provide suitable safe access to public roads in accordance with relevant standards and guidelines.	Albury Primary School and St Patrick Primary School are located in proximity to Albury Station pedestrian bridge and Albury Station Yard clearances, together with a range of health service providers. Pedestrians in the local study area are likely to be predominantly students, parents, workers and health service users. Peak hour is expected to take place out of school hour traffic. Consequently, it is likely that a minimal effect would be experienced by people, resulting in Low impact.
Greater Hume–Lockhart	Construction activities at Greater Hume – Lockhart precinct, are expected to generate a maximum of 40 light vehicles and 8 heavy vehicle peak hour movements at each enhancement site, except for The Rock Yard clearances. Entrance to enhancement sites within the Greater Hume–Lockhart precinct will be designed, or have traffic control measures implemented, to provide suitable safe access to public roads in accordance with relevant standards and guidelines. A diversion at Henty yard clearances for 60 hours is not considered a significant impact. Road Safety Audits and Construction Traffic Transport and Access Management Plans would be undertaken by the contractor prior to commencement of diversionary routes.	The Henty Primary School and St Paul Lutheran School are located in proximity to Henty Yard clearances, together with Henty Hospital. School, workers and health users are most likely to be primary pedestrians. Peak hour is expected to take place out of school hour traffic. Consequently, it is likely that a minimal effect would be experienced by people, resulting in a Low impact.

PRECINCT	ASSESSMENT CONSIDERATIONS	SOCIAL IMPACT ASSESSMENT
Wagga Wagga	Construction activities at Wagga Wagga precinct, are expected to generate a maximum of 33 light vehicles and 10 heavy vehicle peak hour movements. Traffic diversions for the Edmondson Street bridge closure that re-routes vehicles to Urana, Docker, Bourke and Edward Streets and MacLeay Street, Railway Street and Lake Albert Road would increase the traffic volumes on the diversion route. Changes to bus routes and bus stops to mitigate these impacts, including establishing temporary stops, would need to be planned in consultation with the relevant stakeholders to minimise the impact on community, public transport users, and service providers. During consultation, concerns regarding safety of children at Edmondson Street bridge were raised, requested advice on the inclusion of a pedestrian fence between the road and the footpaths and addition stairs to a future school drop off area. A resident adjacent to Wagga Wagga Station pedestrian bridge enhancement site in Wagga Wagga recommended lighting over the bridge would enhance safety and aesthetics of the station.	In proximity to Pearson Street bridge, Cassidy Parade pedestrian bridge, Edmondson Street Bridge and Wagga Wagga Station pedestrian bridge enhancement sites there are a wide number of businesses and services, as well as education facilities and health providers, including the South Wagga Public School, Kildare Catholic College, Wagga Wagga High School, The Bidgee School, Wagga Wagga Hospital, St George Medical Centre, among others. Workers, school and health users are most likely to be pedestrians. Due to the extent and length of impacts it can be anticipated that it is likely that a moderate deterioration would affect a group of people, which includes vulnerable groups, such as school users and women, resulting in a High impact.
Junee	Construction activities at Junee precinct, are expected to generate a maximum of 60 light vehicles and 8 heavy vehicle peak hour movements. Changes to bus routes and bus stops would be planned in consultation with the relevant stakeholders to minimise the impact on community, public transport users, and service providers.	In proximity to Kemp Street bridge and Junee Station pedestrian bridge, businesses, services and education facilities, including the Junee Public School, can be found. Due to the extent of expected changes it is likely that no noticeable change would be experienced by people in the locality, resulting in a Low impact.

7.5.2.2 FLOODING

During EIS consultation stakeholders raised concerns around flooding specifically as a result of the proposal design. Flooding impacts during construction was not raised as a concern.

Technical Paper 11 – Hydrology, flooding and water quality, indicates that, with the implementation of mitigation and management measures, impacts from flooding during construction are not anticipated. As such, it is expected that the proposal would not result in any flood-related socio-economic impacts during construction.

7.6 SURROUNDINGS

An increase in construction-related activities may impact the aesthetic values and amenity in the local study area and its quiet lifestyle, which are influenced by the combined changes to visual landscape and biodiversity, as well as the level of noise and air quality experienced in people's daily lives.

The majority of amenity impacts during construction are anticipated to be temporary and associated with construction equipment, site compounds and storage. Construction of the proposal would include the use of large machinery and equipment such as excavators, graders, cranes, piling rigs and scaffolding. Construction compounds would also be established, including site offices and amenities, and storage of construction plant and equipment.

Technical Paper 10 – Landscape and visual identifies the potential impacts on visual amenity of these changes, noting that the greatest potential for visual impacts would be at sensitive receivers with views towards construction compounds and bridge structures under construction. Some permanent impacts to visual amenity are anticipated for sensitive receivers close to major new infrastructure, such as bridges and signalling, which is further explored in section 8.6.1.

During SIA consultation, enhancing visual landscaping and aesthetic through design and maintenance along the rail corridor and rail yards was raised across various stakeholders; Erin Earth Centre suggested creating native vegetation walls that improve landscape and also act as a noise barrier. Moreover, neighbours adjacent to the Murray River bridge enhancement site, identified a small creek adjacent to Kiewa Street and its vegetation associated as an asset to the neighbourhood, pointing it out as an opportunity for the proposal to sponsor initiatives for its care.

It is estimated that up to about 4.41ha of native vegetation would need to be removed for the proposal as identified in Technical Paper 8: Biodiversity. The proposal site is primarily located within the existing rail corridor in already disturbed areas. These areas contain little native vegetation cover and have limited habitat value for native plants and fauna. Furthermore no concerns were raised by the non-Aboriginal community about potential impacts on specific species of native vegetation and fauna, including threatened species and communities. Concerns raised by RAPs in regard to landscape, flora and fauna are addressed in section 7.4.1.

Table 7.16 provides the visual, noise and air quality impacts that are anticipated at each precinct and discusses an assessment of the social impact. It is anticipated that the combined effects of visual, noise and air quality impacts would affect differently those sensitive receivers that reside in the proximities of enhancement sites, than those who transit or visit the area for work, study or access to services. The pre-mitigated impact of aesthetic values and amenity has been assessed as High in Wagga Wagga and Junee, and Medium in Albury and Greater Hume–Lockhart.

Table 7.16 Impacts to aesthetic values and amenity in the local study area

PRECINCT	ASSESSMENT CONSIDERATIONS	SOCIAL IMPACT ASSESSMENT
Albury	Technical Paper 10 – Landscape and visual, identified local sensitivity with minor adverse visual impact in Murray River landscape and Billy Hughes bridge industrial and rural area, and moderate impacts in the Hume Highway corridor. The Scots School and adjacent commercial areas are expected to experience negligible impacts. Regional sensitive receptors are expected to experience minor impacts in Albury Station Heritage Landscape. High level of impact is expected in Albury Station and high-density population at Albury Station pedestrian bridge and Riverina Highway bridge. Technical Paper 6 – Noise and vibration (non-rail) indicates Construction work within the Albury precinct is likely to generate noise management level exceedances at each enhancement. The receivers impacted would be predominantly residential. Technical Paper 14 – Air quality identified several enhancement sites as having an overall medium- or high-risk emission rating during construction (prior to mitigation), including Albury Station.	Albury has a high proportion of Indigenous people, as well as retirees and seniors. Indigenous people, seniors, retirees and families are more vulnerable to the combined effect of changes in landscape, noise and air quality; those groups are also more likely to have deeper appreciation for tranquillity and visual landscape. Due to the short duration of works at enhancement sites with sensitive receivers, it is possible that vulnerable groups would be affected by amenity changes in surroundings, and this would be experienced as a minor deterioration of their aesthetic values, resulting in a Medium impact.
Greater Hume–Lockhart	Technical Paper 10 – Landscape and visual anticipated minor visual impacts in Culcairn rural town centre, Henty rural town centre and Yerong Creek rural town centre, affecting local sensitive receivers. Minor visual impacts during the night are expected to affect local sensitive receptors in Henty rural town centre, Yerong Creek rural town centre, and low impacts in Culcairn rural town centre. Technical Paper 6 – Noise and vibration (non-rail) predicted impacts are greatest at enhancement sites with higher numbers of sensitive receivers surrounding the enhancement site. Works at each enhancement site are planned to last for approximately three months, with the exception of The Rock Yard clearances, which is less than a month. Technical Paper 14 – Air quality identified several enhancement sites as having an overall medium- or high-risk emission rating during construction (prior to mitigation), including Culcairn and Henty yards.	Greater Hume comprises families with children and older residents who are transitioning or already in retirement, who place greater appreciation on tranquillity and visual landscape and are more vulnerable to the combined effect of changes in landscape, noise and air quality. Consequently, it is possible that changes in the surroundings will have a minor effect on vulnerable groups of people, resulting in a Medium impact.

PRECINCT	ASSESSMENT CONSIDERATIONS	SOCIAL IMPACT ASSESSMENT
Wagga Wagga	Technical Paper 10 – Landscape and visual anticipates that local sensitive receivers may experience minor adverse visual impacts at Uranquinty rural town centre, Pearson Street and rail corridor, and moderate adverse visual impacts at Cassidy Street and Brookong Avenue residential area and Edmondson Street. Technical Paper 6 – Noise and vibration (non-rail) predicts that in most enhancement sites highly noise periods would last up to between five to 20 days in total (Uranquinty Yard clearances, Pearson Street bridge, Cassidy Parade pedestrian bridge, Edmondson Street bridge, Wagga Wagga Yard clearances and Bomen Yard clearances enhancement sites). Technical Paper 14 – Air quality identified several enhancement sites as having an overall medium- or high-risk emission rating during construction (prior to mitigation), including Uranquinty Yard, Pearson Street Bridge and Wagga Wagga precinct.	Due to the duration of works at the Wagga Wagga precinct, it would be likely that changes to the environment will be perceived by residents. As the median age is 36 years of age, a percentage of the population would be likely to adapt to change, yet technical studies anticipated moderate visual impacts, high noise impacts and medium to high-risk emission during construction. Consequently, it is likely that the combined effect of changes in landscape, noise and air quality will result in a moderate deterioration of experience in the local township, resulting in a High impact.
Junee	Technical Paper 10 – Landscape and visual identified that local sensitive receptors will experience high adverse visual impacts in Kemp Street bridge and south of Junee. Moderate visual impacts during night-time will affect local sensitive receptors in Junee South suburban landscape, Junee town centre heritage landscape and Junee north suburban landscape. Technical Paper 6 – Noise and vibration (non-rail) anticipated that sensitive receivers near enhancement site would experience noise impacts and sleep disturbance. Technical Paper 14 – Air quality identified several enhancement sites as having an overall medium- or high-risk emission rating during construction (prior to mitigation), including Junee Yard clearances, Kemp Street bridge, Junee Station pedestrian bridge and Junee to Illabo clearances.	Junee has a high proportion of Indigenous residents (9.4 per cent)—this group usually place a high value on landscape and tranquillity lifestyle and can be more susceptible to changes in noise and air quality. Due to the short duration of works in Junee, it is possible that the combined effect of changes in landscape, noise and air quality would have a major effect on residents; in particular, residents at Kemp Street Bridge, resulting in a High impact.

7.7 LIVELIHOODS

This section considers if the proposal would impact people's livelihoods, which is defined as people's capacity to sustain themselves through employment or business, whether they would experience personal breach or disadvantage at their property, and the distributive equity of impacts and benefits. Impact ratings for this section are determined considering the direct effects in the local study area.

7.7.1 PROPERTY RIGHTS

7.7.1.1 RESIDENTIAL PROPERTY IMPACTS

This section focuses on the potential impacts to residential properties. As per Chapter 12 (Land use and property) of the EIS, the majority of the proposal site is confined to the existing rail corridor. One residential/commercial property was identified as directly affected by the proposal. The property is currently used for temporary accommodation and pub/bar, therefore impacts to this property will be assessed in section 7.7.1.2. As such no other access through nor land use of residential properties would be required by the proposal.

Consultation with residents located adjacent to enhancement sites identified concerns over privacy, safety and mobility during construction, and Technical Paper 1 – Transport and traffic identified property access requirement at each precinct (see Table 7.17).

Impact to entrance and egress may occur in some properties adjacent to enhancement sites, the pre-mitigated impact on access and privacy to residential properties adjacent to enhancement sites has been assessed as Low at Murray River bridge and Billy Hughes bridge in Albury, Wagga Wagga Station pedestrian bridge, and Kemp Street bridge in Junee. No impacts are anticipated at any enhancement sites in Greater Hume–Lockhart.

Table 7.17 Social assessment property access

PRECINCTS	ASSESSMENT CONSIDERATIONS	SOCIAL IMPACT ASSESSMENT
Albury	No residential private property access requirements at Albury Precincts. Resident adjacent to Billy Hughes bridge enhancement reported that the property is divided in two sections, one being residential (currently on lease) and one for grass management purpose (closer to enhancement site). The landowner reported no concerns about construction works as the property has two different accesses that can be used. One of the residents adjacent to Murray River bridge enhancement site in Albury reported previous access issues during maintenance works at the rail corridor due delays to movement resulting from the narrow characteristic of the road.	According to consultation feedback it is likely that minimal changes to property access to a limited number of residential properties may occur at Murray River bridge and Billy Hughes bridge enhancement sites, resulting in a Low impact rating.
Greater Hume–Lockhart	The proposal would not require any temporary use of residential private property. Property access is expected to be maintained for the duration of the construction activities in the area.	No change is anticipated to be experienced by people in the locality.

PRECINCTS	ASSESSMENT CONSIDERATIONS	SOCIAL IMPACT ASSESSMENT
Wagga Wagga	The proposal would not require any temporary use of residential private property. The Erin Street closure may impact the way residents access their properties (vehicle access); however, these dwellings have alternate pedestrian access via Railway Street. Resident adjacent to Wagga Wagga Railway Station pedestrian bridge enhancement site in Wagga Wagga reported not having much information about how the construction is going to be approached.	Residents adjacent to Wagga Wagga Railway Station pedestrian bridge enhancement site are likely to experience minimal change, resulting in Low impact rating.
Junee	During works at Kemp Street bridge, properties fronting the Olympic Highway would be able to utilise the rear service laneway off Harold Street to access their properties. Many of these properties have existing car ports and parking garages fronting the laneway. Pedestrian access to these properties would be maintained during the construction period. Chapter 12 (Land use and property) of the EIS identified that the internal road of which a section about 130m long would be realigned, provides a more direct access to the Olympic Highway for an agricultural property (via Shire and Carter Property access road LX605). During consultation, the property owner anticipated that disruption to property access may happen for a short period during construction during level crossing works. Direct access to property to the Olympic Highway is available via Wornes Gate Lane, which results in a longer trip. Farm stock movement is conducted by truck – potential disruption could occur at level crossing, but resident noted nothing substantial. This property can also be accessed from other public roads. Temporary and permanent adjustments to infrastructure (such as the internal access roads and, fencing) and any temporary adjustments would be coordinated with the relevant landholder.	According to consultation feedback it is likely that minimal changes to property access to a limited number of residential properties may occur at Kemp Street bridge enhancement site and Junee to Illabo clearances enhancement, resulting in a Low impact rating.

7.7.1.2 BUSINESSES, SERVICE PROVIDERS AND AGRICULTURE

Chapter 12 (Land use and property) of the EIS, identified that the proposal would require the temporary use areas outside the rail corridor during construction activities (see Table 7.18). Temporary affected land uses include commercial, agriculture, community and education facilities, infrastructure, and public recreation, which would be mostly used for access to enhancement site and or as part of a compound. The temporary land requirements identified for the proposal are based on preliminary estimates, which would be refined and confirmed as the design and construction planning progress.

Acquisitions and lease arrangements would be carried out in accordance with the *Land Acquisition (Just Terms Compensation) Act 1991* (NSW).

The proposal is expected to temporarily require land for accommodation, telecommunication infrastructure, agriculture/farming and community and educational use (see Table 7.18). The areas of community and education services consists of landscaped areas and car parks, which would have a minor impact on use of the larger site, the same applies to industrial and commercial properties, where the use would be negotiated as to not impact the broader function of the property.

The proposal would temporarily occupy a small amount of land currently used for agricultural purposes at Billy Hughes bridge site and Junee to Illabo clearances site. The proposal also has the potential to affect access arrangements within properties, including internal farm access tracks/roads and as a result of temporary closures and any damage to roads from heavy vehicles. At the Junee to Illabo clearances enhancement site, there are interfaces with the adjoining Crown Road and agricultural properties. The proposal site would be refined during detailed design to limit the impact area to be within the rail corridor, as far as practicable. Should temporary works remain in these properties, these activities would be coordinated with the relevant landholder and/or other parties that have a legal use of these areas. ARTC would consult with any other party that has informal use of the impacted areas.

Chapter 12 (Land use and property) of the EIS discusses impacts that farms adjacent to enhancement sites could experience due to construction activities, such as dust affecting crops and pastures, noise and light affecting grazing patterns of livestock, among others. Technical Paper 5 – Economic identified minimal impacts for the agricultural sector in the social locality, including broader accessibility impacts due to changes in the surrounding road network may affect local agricultural businesses, which could result in additional travel and time costs to move livestock and machinery and thus reduce agricultural output.

In addition, the proposal would require use a small portion of a small temporary accommodation business in Kemp Street bridge enhancement site. In addition, Technical Paper 5 – Economic identified Medium negative impacts for short-term accommodation businesses across all precincts as a result of the noise during construction.

Consequently, given the property requirement and characteristics of works at each precinct, as well as the nature and characteristics (including size) of businesses, it can be argued that each business owner would experience leasing (or acquisition, if necessary) and changes to the environment differently. Resulting in the following pre-mitigated impact ratings:

- Medium impact for Wagga Show Campground at Pearson Street bridge, Mount Erin Heritage Centre at Edmondson Street bridge enhancement site and Multicultural Council of Wagga Wagga at Wagga Wagga Station pedestrian bridge enhancement site, Wagga Wagga.
- Medium impact for one accommodation business owner at Kemp Street bridge enhancement site, Junee.
- Low impact for business owner of industrial and grazing land at Billy Hughes bridge enhancement site and tourism businesses at Murray River bridge enhancement site, Albury.
- Low impact for grain terminal adjacent to Culcairn Yard clearance enhancement site, Greater Hume.
- Low impact for grain terminal at Uranquinty Yard clearances and Telstra facility at Cassidy Parade pedestrian bridge enhancement site, Wagga Wagga.
- Low impact for grain terminals at Junee to Illabo clearances and Service station at Olympic Highway underbridge enhancement site, Junee.

Table 7.18 Social impact assessment on businesses

PRECINCTS	ASSESSMENT CONSIDERATIONS	SOCIAL IMPACT ASSESSMENT
Albury	Western compound at Billy Hughes bridge enhancement site required temporary leasing of Lot 8/DP264463, with an approximate area of 5.48 hectares. This is privately owned industrial land (currently under annual lease agreement for sheep grazing with a local farmer – no water features are located in this area – and the lot represents a small portion of broader lease approximately 200 hectares). The site administration anticipates that if the proposal requires the temporary use of part of the property in 2024/or 2025, it should not interfere with the development of the adjacent industrial site. A temporary land agreement would require that gates and fences are kept closed upon entry and exit, and opportunities for continuing the grazing activities during construction are explored. During construction, waterway access beneath the Murray River bridge would be partially restricted for construction and safety purposes. This may have short-term impacts on watercraft using the river for activities such as kayaking, canoeing, fishing and tourism in the vicinity of the Murray River bridge site. According to Technical Paper 5 – Economic, low negative economic impacts are anticipated for local businesses as a result of amenity changes for short periods when construction work peaks at any individual enhancement. Short-term accommodation businesses in proximity to enhancement sites are likely to experience a Medium negative economic impact as a result of construction noise. 11 short-term accommodation businesses are in close proximity to the enhancement sites.	Property land access agreement at Billy Hughes bridge enhancement site would require consideration to maintaining current grazing activities and fencing the perimeter to avoid disruption to the stock activity. Future development of the site may result access disturbance and delays. It is possible that changes to property access and disturbance occurs during works would have minimal consequence to the business operation, resulting in a Low impact rating. It is anticipated that both the business and lease would have capacity to adapt to changes due to residual available land to continue grazing, the limited time in which works would take place and the nature and size of the developer. During consultation it was reported that fishing and recreational activities take place mostly upstream the Murray River bridge near the Oddies Creek and Noreuil Park Foreshore. Considering the extension of the Murray River, tourism activities could be continued elsewhere, and the limited period of time in which waterway access would be restricted, it can be anticipated that local tourism businesses are likely to experience minimal constrains to their activities, resulting in a Low impact rating. As established in Technical Paper 5 – Economic 11 short-term accommodation businesses in proximity to enhancement sites are likely to experience a Medium negative economic impact as a result of construction noise.

PRECINCTS	ASSESSMENT CONSIDERATIONS	SOCIAL IMPACT ASSESSMENT
Greater Hume –Lockhart	The proposal would require the temporary use of 0.08ha of grain terminal adjacent to rail corridor used to load and unload grain from trains (Lot 2/DP819838) at Culcairn Yard clearances. At the moment of writing this report no consultation with the above-mentioned landholders was achieved. According to Technical Paper 5 – Economic, there may be some minor and temporary impacts to passing trade for local businesses. Short-term accommodation businesses are likely to experience a medium negative impact impacted as a result of construction noise during construction which may result in loss of income. Five short-term accommodation businesses are in close proximity to the enhancement sites.	Property land access agreement at Culcairn Yard clearances enhancement site would require consideration to maintaining current activities and fencing the perimeter to avoid disruption. It is possible that minimal changes to property access and disturbance occurs during works, due to landowner having capacity to adapt, resulting in a Low impact rating. As established in Technical Paper 5 – Economic 5 short-term accommodation businesses are likely to experience a medium negative impact impacted as a result of construction noise.
Wagga Wagga	The proposal would require the temporary use of: — 0.9 hectares of grain terminal adjacent to rail corridor used to load and unload grains at Uranquinty Yard clearances enhancement site. — 0.2 hectares of existing Telstra facility currently used for telecommunications infrastructure (Lot 1/DP602344) at Cassidy Parade pedestrian bridge enhancement site — 0.31 hectares at Wagga Show Campground, commercial accommodation (Lot 1/DP62738) and 0.50 hectares of Wagga Wagga City Council depot (industrial use) at Pearson Street bridge enhancement site — 0.08 hectares landscaped area on the edge of Mount Erin Heritage Centre, chapel and catholic college (education and community services) at Edmondson Street bridge enhancement site — 0.08ha car park of Multicultural Council of Wagga Wagga Centre at Wagga Wagga Station pedestrian bridge enhancement site. At the moment of writing this report no consultation with the above-mentioned landholders was achieved.	It can be anticipated that property land access agreements would require consideration to maintaining current activities and provisions to ensure the safety of property users. It is anticipated that business and service providers would have capacity to adapt to changes due to residual available land to continue activities, and the nature and size of the business. Hence, it is possible changes to property access and disturbance during works would have a minimal effect on grain terminal and Telstra facility, resulting in a Low impact rating. While it is possible changes to property access and disturbance during works would have a minor effect on Wagga Show Campground, Mount Erin Heritage Centre and Multicultural council of Wagga Wagga, resulting in a Medium impact rating. As established in Technical Paper 5 – Economic, 14 short-term accommodation businesses are likely to experience a Medium negative impact impacted as a result of the noise during construction.

PRECINCTS	ASSESSMENT CONSIDERATIONS	SOCIAL IMPACT ASSESSMENT
	According to Technical Paper 5 – Economic, changes to active transport routes may have a minor and temporary impact on passing trade to shops on the northern side of the Cassidy Parade pedestrian bridge. Low negative economic impacts are anticipated to for local businesses as a result of modified active transport access during closure of the Cassidy Parade pedestrian bridge. Short-term accommodation businesses are likely to experience a medium negative impact as a result of the noise during construction which may result in loss of income.	
Junee	Temporal residential private property requirements for laydown area: — Private property (0.11 hectares) at Kemp Street bridge enhancement site. Property currently functions as a bar and accommodation provider. Landowner received approval in May 2021 to develop additional hotel accommodation by Junee Shire Council. Current accommodation section houses 14 people, who are mostly temporary workers from the abattoir (rent for periods of three months). The new accommodation: 'eight tiny homes' would increase capacity to accommodate additional 16 people. Two tiny homes would be installed in the next couple of months and the rest over the next six months. Accommodation has been more profitable than the pub side of the business. The landowner understand that temporary land access agreement would be required by the proposal and expects that during that time would be able to continue running the accommodation business. Doesn't anticipate major issues with clientele being affected by noise during construction as they work during the day, however, suggest continuous communication to advice on noise disturbance. The construction compound for the Kemp Street bridge enhancement site has been modified to avoid direct impact on areas that are being developed for accommodation (cabins). Access to the rear of the hotel would be maintained via Edgar Street.	It can be anticipated that property land access agreement at Kemp Street bridge, Olympic Highway underbridge and Junee to Illabo clearances enhancement sites would consider maintaining current activities and provisions to ensure the safety of property users. It can be expected that the landowner of accommodation property at Kemp Street bridge enhancement site would have limited capacity to adapt to potential business disruption, in particular as a result of noise overnight, and may experience potential livelihood impacts more acutely that other businesses who require land access agreements, such as service station or industrial landowners. Consequently, it is possible that at Kemp Street bridge moderate disturbance occurs during works potentially interfering with business activities, resulting in a Medium impact rating. At Olympic Highway underbridge and Junee to Illabo clearance enhancement sites, the temporary use of commercial/industrial properties would possibly result on minor disruption to livelihoods, resulting on Low impact rating. As established in Technical Paper 5 – Economic, 7 short-term accommodation businesses are likely to experience a Medium negative impact as a result of the noise during construction.

PRECINCTS	ASSESSMENT CONSIDERATIONS	SOCIAL IMPACT ASSESSMENT
	— 0.22 hectares of land currently used by a local service station for commercial purposes (Lot 1/DP808840) at Olympic Highway underbridge enhancement site. No consultation was achieved. — 1.76 hectares of grain terminal land (Lot 1/DP819498, Lot 1/DP819697 and Lot 1/DP554876) adjacent to rail corridor used to load and unload grain from trains at Junee to Illabo clearances. No consultation was achieved. According to Technical Paper 5 – Economic, the Kemp Street road closure may have a Low negative impact on passing trade at Junee commercial centre. As this area is also accessible and located in close proximity to the Olympic Highway overpass, the impact is expected to be minor and temporary. Short-term accommodation businesses are likely to experience a medium negative impact impacted as a result of the noise during construction which may result in loss of income. Seven short-term accommodation businesses are in close proximity to the enhancement sites.	

7.8 DECISION-MAKING SYSTEMS

People living and/or accessing to services within the local study area is expected to experience the most social change as a result of the proposal. Impact distribution and procedural fairness was assessed with a special focus on those who live or require access to services within the local study area.

7.8.1 ENGAGEMENT AND CONSULTATION

As outlined in Chapter 5 (Engagement) of the EIS, the A2I design process has incorporated, where possible, stakeholder feedback directly into the design to respond to community and stakeholder interests and values. This has included:

- Albury Station pedestrian bridge incorporated DDA compliant ramps on eastern and western connections as a response to Albury City Council and community feedback
- Greater Hume Shire Council indicated their interest in repurposing the current decommissioned pedestrian bridges, therefore Inland Rail have provided agreement to gift Culcairn pedestrian bridge to council for repurposing
- Wagga Wagga City Council indicated desire to undertake works on the current culvert at the Pearson Street Bridge track lowering site. Inland Rail has agreement to work collaboratively with Wagga Wagga City Council on associated culvert works at Pearson Street Bridge
- Cassidy Parade pedestrian bridge included three metre wide bridge with DDA-compliant ramps to suit Wagga Wagga City Council's active travel route plan

- consultation with surrounding schools, community, residents, businesses, Wagga Wagga City Council and the Department of Education resulted in the incorporation of shared user paths (with pedestrian safety fences and a barrier between the road and the pathways) on both sides of the Edmondson Street bridge to meet the needs of the adjacent schools and the wider community
- consultation with Wagga Wagga City Council, surrounding residents, schools and the wider community confirmed that Wagga Wagga Station (Mothers) pedestrian bridge is a key pedestrian access point for the city and replacement rather than removal of the pedestrian bridge was concluded as the solution to meet the needs of community and schools
- works on bridges at Wagga Wagga would be staged to minimise disruption to connectivity across the rail corridor, and to enable pedestrians and cyclists to be detoured to at least one of these bridges during construction works
- as a result of Junee Shire Council and TfNSW input, Heavy Mass Loading (HML) into the Kemp Street bridge design to accommodate larger vehicles has been included in design to accommodate larger vehicles
- an extra-wide pedestrian footpath to accommodate a train viewing platform pathway at Kemp Street bridge resulted from consultation with Junee Shire Council and the community. Further investigation is also taking place regarding the safety fence material and the ability to see through to the rail corridor below
- engagement with Junee Shire Council has also resulted in further investigation around the Kemp Street bridge eastern pedestrian footpath in relation to the addition of a switch-back on to Edgar Street
- Junee Shire Council indicated their interest in repurposing the current decommissioned pedestrian bridges, therefore Inland Rail have provided agreement to gift Junee bridge to council for repurposing
- changes to proposal site to enable accommodation business at Kemp Street bridge enhancement site to continue operating during the proposal's construction.

Despite those changes, during initial SIA consultation, concern was raised about how community feedback is reflected in design decisions. Stakeholders reported apprehension about their feedback not being adequately reflected in design decisions and absence of information regarding the design alternatives that have been assessed.

In addition, key stakeholders raised concern about the general community lack of understanding of proposal scope and potential impacts. During SIA consultation with residents and landowners (11 total), reported having little knowledge about the construction and infrastructure design near their residences.

The following additional engagement and consultation opportunities will be put in place:

- EIS public exhibition, and stakeholders and community, would be invited to make submissions
- Response to Submissions (RtS) report will be prepared and stakeholders notified of its publication. In the event of required design changes, an amendment report will be prepared
- during construction, relevant phone numbers and email addresses will be available for stakeholders to contact Inland Rail
- Inland Rail and the contractor would maintain ongoing communication through letters, notifications and proposal signage
- a complaints management system will be implemented prior to construction that would be in place until 12 months after construction is complete.

These additional engagement and consultation activities will provide opportunities for stakeholders and community member to address concerns over impacts and management measures previous to the proposal approval and construction, as well as during construction and operation.

Due to COVID-19 restrictions, at the time of development of this report, limited engagement with Indigenous people, landowners, residents, and vulnerable groups (women, elders, and multicultural and linguistically diverse groups) has been undertaken across the social locality. The low outreach to these groups was a result of lack of response to invitations to participate, lack of proposal information made available to the public, saturation of online meetings and COVID-19 restrictions. To address this limitation, the SIA implemented a second round of consultation between October and November 2021. This consultation focused on local residents, landholders and identification of vulnerable groups.

Participants were consulted about the presence of vulnerable groups in their neighbourhood and if they would be affected differently by the proposal.

Targeted strategies to reach those groups in a culturally appropriate manner are needed to ensure targeted action plans for management measures developed.

Considering the outcomes and gaps in consultation at the time of writing this report, the likelihood of impacts on procedural fairness and people's capacity to influence changes that may affect their lives, especially of those residents located in the vicinities of enhancement sites across the social locality, is possible and the magnitude of the impact would be major. As such, the pre-mitigated impact of effects on procedural fairness during construction has been assessed as High.

Communications and engagement measures are proposed in Chapter 10, with a special focus on residents, landholders and vulnerable groups located within 1km distance to each enhancement site.

7.8.2 COMMUNITY SENTIMENT AND IMPACT DISTRUBUTION

SIA consultation identified common aspirations regarding local employment and procurement opportunities that the proposal may bring to the local area across different groups, as well as aspirations of improved visual amenity and pedestrian access at pedestrian bridges as result of the proposal. Moreover, the Inland Rail program was perceived by most of interviewed as an opportunity to reduce the number of freight trucks in the road and create new business opportunities for the region.

Residents and key stakeholders were clear in that greater good should not come at the expense of the local community. Hence expectations that concerns regarding safety, restrictions to emergency services, pressure over accommodation services and housing, as well as increased waiting times at level crossings, are addressed by the proposal. Although those concerns were shared among different stakeholders and community members, they were particularly raised by women, elderly and Indigenous people.

Elderly groups were particular in raising concerns about social severance, waiting times at level crossing and disruption to community events, while Indigenous people raised concern about the wellbeing of those community members living near the rail corridor and enhancement sites.

Hence, different groups of people will experience and perceive social impacts differently. As discussed throughout SIA Chapter 7, impacts would be perceived and experienced acutely by vulnerable groups at each precinct. It is expected that residents and sensitive receivers living adjacent or nearby enhancement sites, especially lone households, elders and families with young children, will experience and feel more acutely negative impacts than those distributed in other areas of the township. Moreover, according to the outcomes of SIA Chapter 7, and to the characteristics of construction activities, Wagga Wagga and Junee townships would experience a larger number of High impacts across most social impact categories.

Age, health, level of social capital and resilience, support networks and financial outlook may all be factors that influence the magnitude of the social impact for each individual group. These nuances should be considered in all future stakeholder engagement for the proposal.

Moreover, positive social impacts of the proposal would not be experienced the same by people who are experiencing the negative social impacts. The level of inequity may not be avoided by ARTC; however, it may be minimised through a series of considered measures.

Consequently, residents living adjacent or nearby enhancement sites and vulnerable groups within near each enhancement site would almost certainly experience major effects than other more resilient groups in the township, resulting in a Very High impact rating in Wagga Wagga and Junee local study area, and a High impact rating in Albury and Greater Hume–Lockhart local study areas.

7.9 SUMMARY OF SOCIAL IMPACTS DURING CONSTRUCTION OF THE PROPOSAL

The potential positive social impacts expected to result during construction of the proposal are as follows:

- increased job opportunities during construction in the local and regional area, including a total of approximately 770 jobs, from which more than 10 per cent is expected to be local, including Indigenous people, young people and women
- increased local and regional procurement opportunities during construction for supplying materials and services, such as accommodation, fencing, electrical installation, rehabilitation and landscaping, among others.

The key potential negative social impacts expected to occur during construction of the proposal are summarised below:

- reduction of accommodation alternatives due to increased demand on accommodation from incoming temporary construction workforce
- potential restriction on people's ability to move around their community as a result of traffic restrictions, including for movement of construction workforce, particularly in Wagga Wagga and Junee
- altered community cohesion and character in Junee due to presence of temporary workforce
- a changed sense of place and altered aesthetic values in Albury, Junee and Wagga Wagga associated with changes to mobility and rural amenity
- constrained accessibility to educational services and facilities, and increased safety risks to pedestrians in Wagga Wagga and Junee due to changes to traffic conditions, pedestrian accessibility and school bus routes
- impacts on Indigenous cultural values due to limited engagement and incorporation of connection to Country design principles into the proposal
- deterioration of cultural identity due to direct and indirect impacts to heritage sites, including those of increasing rarity or that are a one-of-a-kind structure (in the case of the Cassidy Parade and Brookong Avenue footbridge heritage item)
- increased noise, vibration and changes to air quality as a result of construction activity affecting wellbeing of sensitive receivers
- detrimental impacts on procedural fairness and people's capacity to decide over changes that may affect their lives
- unequal distribution of impacts on vulnerable groups and sensitive receivers.

The identified social impacts with a rating of Low and above are provided in Table 7.19.

Table 7.19 Social impact summary table – construction

SIA PRIMARY CATEGORY	DESCRIPTION OF IMPACT	NATURE, DURATION AND TYPE	EXTENT	LIKELIHOOD	MAGNITUDE	RISK RATING
Way of life	Increased job opportunities in the social locality during construction	Positive Temporal Direct and Indirect Actual	Regional study area	Possible	Moderate	Low +
Way of life	Increased local procurement opportunities during construction	Positive Temporal Direct and Indirect Actual	Wagga Wagga Junee	Likely	Moderate	Medium +
			Albury Greater Hume–Lockhart	Possible	Moderate	Medium +
Way of life	Reduction of temporary accommodation alternatives to increase demand on accommodation from incoming temporary construction workforce.	Negative Temporal Direct and Indirect Actual	Wagga Wagga Junee	Almost certain	Major	Very High -
			Albury Greater Hume–Lockhart	Likely	Moderate	High -
Way of life	Reduction of private rental accommodation alternatives due to increased demand on accommodation from incoming construction workforce.	Negative Temporal Direct and Indirect Actual	Wagga Wagga Junee Albury Greater Hume–Lockhart	Likely	Minimal	Low -

SIA PRIMARY CATEGORY	DESCRIPTION OF IMPACT	NATURE, DURATION AND TYPE	EXTENT	LIKELIHOOD	MAGNITUDE	RISK RATING
Way of life	Mobility impacts for residents, including experiencing increased delays and accessibility constraints, due to changes in traffic conditions during construction.	Negative Temporal Direct Actual	Wagga Wagga	Almost certain	Major	Very High -
			Junee	Likely	Moderate	High -
			Albury	Likely	Minor	Medium -
			Greater Hume–Lockhart	Likely	Minimal	Low -
Community	Potential change to cohesion and character due to presence of temporary workforce in local towns	Negative Temporal Direct Actual	Junee	Likely	Major	High -
			Greater Hume–Lockhart Wagga Wagga	Possible	Moderate	Medium -
Community	Potential loss of sense of place due to disruption to people's mobility and access to places.	Negative Temporal Direct Perceived	Residents and Endeavour Park users at Kemp Street Bridge enhancement site	Likely	Moderate	High -
			Junee	Possibly	Minor	Medium -
			Wagga Wagga	Possibly	Moderate	Medium -
			Albury Greater Hume–Lockhart	Possibly	Minimal	Low -
Accessibility	Impacts to offsite parking due to construction activities and/or parking of construction vehicles.	Negative Temporal Direct Actual	Albury Wagga Wagga Junee	Possibly	Minimal	Low -

SIA PRIMARY CATEGORY	DESCRIPTION OF IMPACT	NATURE, DURATION AND TYPE	EXTENT	LIKELIHOOD	MAGNITUDE	RISK RATING
Accessibility	Access to educational services by local residents may be constrained due to changes to traffic conditions and access, including changes to school bus routes and accessibility to pedestrians.	Negative Temporal Direct Actual	School users and workers in Wagga Wagga township	Almost certain	Major	Very High -
			Junee township	Likely	Moderate	High -
			Albury Greater Hume–Lockhart	Likely	Minor	Low -
Accessibility	Access to health services by local residents may be constrained due to influx of non-permanent workforce and changes to traffic conditions and access.	Negative Temporal Direct Actual	Wagga Wagga Junee	Possible	Moderate	Medium -
			Albury Greater Hume–Lockhart.	Likely	Minor	Low -
Accessibility	Perceived impacts related to delays at level crossings that have potential to affect access for emergency services during construction phase.	Negative Temporal Direct Perceived	Wagga Wagga	Likely	Minor	Medium -
			Albury Greater Hume–Lockhart Junee	Likely	Minimal	Low -
Culture	Impacts on Indigenous cultural values due to lack of consultation to Indigenous people and lack of incorporation of connection to Country design principles into the proposal.	Negative Permanent Direct and Indirect Actual	Albury Greater Hume–Lockhart Wagga Wagga Junee	Likely	Major	High -

SIA PRIMARY CATEGORY	DESCRIPTION OF IMPACT	NATURE, DURATION AND TYPE	EXTENT	LIKELIHOOD	MAGNITUDE	RISK RATING
Culture	Deterioration of cultural identity due to direct and indirect impacts to heritage sites, including those of increasing rarity or that are a one of a kind structure	Negative Permanent Direct Actual	Albury Greater Hume–Lockhart Wagga Wagga Junee	Almost certain	Transformational	Very High -
Health and wellbeing	Noise, vibration and changes to air quality as a result of the construction of the proposal may cause stress, anxiety and/or sleep disruption, affecting wellbeing of sensitive receivers.	Negative Temporal Direct Actual	Residents and school service users within 1km distance of enhancement sites at: Albury Greater Hume–Lockhart Wagga Wagga Junee	Likely	Moderate	High -
Health and wellbeing	Safety risks to pedestrians during construction, particularly for school-aged children and families accessing nearby schools, due to changes in traffic and road network conditions.	Negative Temporal Direct Actual	Wagga Wagga	Likely	Moderate	High -
			Albury Greater Hume–Lockhart Junee	Likely	Minimal	Low -
Surroundings	Construction-related activities may impact the aesthetic values and amenity in the local study area and its quiet lifestyle, due to the changes to visual landscape, level of noise and air quality.	Negative Temporal Direct Actual	Albury Wagga Wagga Junee	Likely	Moderate	High -
			Greater Hume-Lockhart	Possible	Moderate	Medium -

SIA PRIMARY CATEGORY	DESCRIPTION OF IMPACT	NATURE, DURATION AND TYPE	EXTENT	LIKELIHOOD	MAGNITUDE	RISK RATING
Livelihood	Impacts to private properties due to temporal property requirements for the proposal, including disruption to property access from public roads and amenity impacts from construction activities.	Negative Temporal Direct Actual	Properties in the vicinities of the following enhancement sites: Murray River bridge and Billy Hughes bridge Wagga Wagga Station pedestrian bridge Kemp Street bridge Junee to Illabo clearances enhancement	Likely	Minimal	Low-
Livelihood	Impacts to businesses due to temporal property requirements for the proposal, including disruption to property access from public roads and amenity impacts from construction activities.	Negative Temporal Direct Actual	Wagga Show Campground at Pearson Street bridge, Mount Erin Heritage Centre at Edmondson Street bridge and Multicultural council of Wagga Wagga Centre at Wagga Wagga Station pedestrian bridge	Possible	Minor	Medium -

SIA PRIMARY CATEGORY	DESCRIPTION OF IMPACT	NATURE, DURATION AND TYPE	EXTENT	LIKELIHOOD	MAGNITUDE	RISK RATING
			Accommodation business owner at Kemp Street bridge and Farmer at Junee to Illabo clearances enhancement site, Junee. Short-term accommodation businesses near enhancement sites	Possible	Moderate	Medium -
			Billy Hughes bridge enhancement site and tourism businesses at Murray River bridge Culcairn Yard clearance enhancement site Uranquinty Yard clearances Telstra facility at Cassidy Parade pedestrian bridge Grain terminals at Junee to Illabo clearances Service station at Olympic Highway underbridge	Likely	Minimal	Low-

SIA PRIMARY CATEGORY	DESCRIPTION OF IMPACT	NATURE, DURATION AND TYPE	EXTENT	LIKELIHOOD	MAGNITUDE	RISK RATING
Decision-making systems	Impacts on procedural fairness and people's capacity to decide over changes that may affect their lives.	Negative Temporal Direct Actual	Albury Greater Hume–Lockhart Wagga Wagga Junee	Possible	Major	High -
Decision-making systems	Unequal distribution of impacts on vulnerable groups and sensitive receivers.	Negative Temporal Direct Actual	Wagga Wagga Junee	Almost certain	Major	Very High -
			Albury Greater Hume–Lockhart	Possible	Major	High -

8 SOCIAL IMPACT ASSESSMENT – OPERATION

This chapter provides a discussion on the potential social impacts that may occur as a result of operation of the proposal. The discussion provides a general overview of operational impacts for each category and refers to specific aspects of the proposal that resulted in specific changes in the local area. Impacts have been assessed according to the methodology presented in section 3.2.4.

8.1 WAY OF LIFE

8.1.1 ECONOMIC EFFECTS

8.1.1.1 DIRECT AND INDIRECT EMPLOYMENT

The proposal would be maintained by the existing workforce, and no additional positions would be created by the proposal. According to Technical Paper 5 – Economic it is expected that the skills and development training opportunities provided during the construction phase of the proposal would result in an enhanced construction workforce that can transfer to subsequent Inland Rail projects (dependent on scheduling) or other construction and infrastructure development projects in the region.

Indirect employment benefits may extend from the diversification of businesses in the area and potential to increase Indigenous participation and employment through procurement from Indigenous businesses and services. During consultation, in Junee, positive indirect economic effects were reported from train drivers stopping in the township and utilising accommodation and food services in the area.

Consequently, it is possible that minimal economic benefits from direct and indirect employment would be perceived during operation in the local and regional study area, resulting in a pre-enhanced Low impact rating.

8.1.1.2 INDUSTRY OPERATING COST SAVINGS

Technical Paper 5 – Economic identified positive direct net economic benefits, driven by improvements in freight productivity, reliability and availability during the Inland Rail's operation, as it would offer a more efficient solution for intrastate freight operators who would be able to avoid inland and coastal road and rail networks. Moreover, Technical Paper 5 – Economic indicates that the proposal would result in operating cost savings of $21.83 million in present value and freight time savings representing $13.82 million in present value terms.

During consultation, Wagga Wagga City Council identified that the proposal can provide opportunities for connecting with new markets, bringing new variety of products into the region, as well as result in opportunities for new and advanced manufacturers due to cost efficiencies and time savings. Technical Paper 5 – Economic identified that improvements in supply chain efficiency would be a medium positive impact on agricultural businesses.

The Inland Rail *Regional Opportunities Report for the Southern NSW Region* (Ernst & Young, 2020) details the economic benefits associated with the proposal, including enhancement of investment opportunities and supporting the formation of industry hubs by taking advantage of the proximity to safe, reliable and efficient freight transport. Some specific opportunities include:

- increase in cotton processing with the opportunity for short-line rail operations from Hillston and Griffith to interface with Inland Rail at Wagga Wagga
- expansion of Australia's fresh fruit production, especially in high-value export commodities
- flour mill expansion to meet future demand
- establishment of retail regional distribution centres to handle fast-moving goods near population centres
- strengthen the almond processing operations in the Riverina region for distribution and access to markets.

Consequently, given the industry characteristics of the regional study area, it is likely that there would be increased economic benefits due to improvements in freight productivity, reliability and availability causing a moderate effect in the regional study area, resulting in a pre-enhanced High impact rating.

8.1.2 MOBILITY

Technical Paper 1 – Transport and traffic predicted no significant impacts to the road network performance, no impacts on passenger train services and no impact to active travel times during operation. Enhancement to pedestrian bridges are expected to improve connectivity for the community across the rail corridor, such as the provision of ramps on either end of the Albury Station pedestrian bridge.

The number of freight trains is expected to increase up to 18 freight trains per day in 2025 to 20 freight trains per day in 2040. The frequency of trains in 2040 is predicted to be a maximum of two trains per hour. This change in frequency increases the likelihood that a train may be traversing the corridor in a peak hour. Technical Paper 1 – Traffic and transport indicated that the number of impacted vehicles would be the same with and without the proposal additional frequency closure.

An Inland Rail freight train of 1.8km in length would generally travel through any given location at the same speed a 1.8km in length freight train would under current operations. Using a level crossing as an example, the total closure time for a freight train of 1.8km in length would be the same with the operation of the proposal as it would under current operations (except where a level crossing is upgraded from passive to active control). As such, during operation, the likelihood of experiencing the maximum closure time associated with a level crossing closure for a 1,800m freight train would increase.

In addition, no impacts are anticipated to emergency vehicle access during operation of the proposal.

Technical Paper 1 – Transport and traffic anticipated that operation of the Inland Rail program would have a positive impact on the wider road network as the number of freight trains is expected to increase the number of road freight heavy vehicles required on the road is expected to decrease. This has the potential to reduce travel times for road users and improve road safety.

Given the characteristics of each township, local road users would experience changes to mobility differently. As such, the pre-mitigated impact on the mobility of local residents due to the increase of trains and the frequency of experiencing the maximum closure time at level crossings during operation has been assessed as Low in Wagga Wagga, Albury, Greater Hume–Lockhart and Junee.

Table 8.1 Social assessment of traffic impacts on local residents

PRECINCT	ASSESSMENT CONSIDERATIONS	SOCIAL IMPACT ASSESSMENT
Albury	During operation, the likelihood of experiencing the maximum closure time associated with a level crossing closure for a 1,800m freight train would increase. Bus services may also experience this small increase in delays. Enhancement of Albury Station pedestrian bridge and path providing access across the rail corridor.	As the line is an existing operational rail corridor, road users would likely be cognisant of potential closure durations and the increase in train movements would have a minimal impact on people's way of life. Improved pedestrian connectivity in central Albury may improve active transport uptake and enhance connectivity between east and west Albury. Consequently, it is likely that minimal changes to mobility would be experienced by local residents, resulting in a Low impact rating.

PRECINCT	ASSESSMENT CONSIDERATIONS	SOCIAL IMPACT ASSESSMENT
Greater Hume–Lockhart	During operation, the likelihood of experiencing the maximum closure time associated with a level crossing closure for a 1,800m freight train would increase. Based on the average queue length, impacts to adjacent intersections during a level crossing closure would occur at the following level crossings: — Balfour Street — Urana Street. Bus services may also experience this small increase in delays. The removal of the pedestrian bridge at Culcairn is not expected to significantly impact pedestrian connectivity, as the overpass is already closed (since 2010) and the pedestrian crossing facility at the level crossing adjacent to the overpass would remain open.	Delays and longer journey times have the potential to increase stress for road users; however, as the line is an existing operational rail corridor, road users would likely be cognisant of potential closure durations and the increase in train movements would have a minimal impact on people's way of life. Consequently, it is likely that minimal changes to mobility would be experienced by local residents, resulting in a Low impact rating.
Wagga Wagga	Edmondson Street bridge includes modifications that would result in minor changes at nearby intersections. The existing intersection arrangements on these roads would be maintained and no significant changes to the operation of the road network are anticipated. During operation, the likelihood of experiencing the maximum closure time associated with a level crossing closure for a 1,800m freight train would increase. Accounting for background traffic growth, worst-case queues, with and without the project, of up to 44 vehicles in 2025 and 77 vehicles in 2040 would occur at the Bourke/Docker Street level crossing and Fernleigh Road in Wagga Wagga. Bus services may also experience this small increase in delays.	Increased frequency of closures and increased likelihood of experiencing the maximum closure time at level crossings may result in longer journey times for residents; however, as it is an existing operational level crossing, residents would likely have developed a level of resilience to potential waiting times. The area is also well connected to alternative arterial road and highway connections for residents to use should changes in frequency of level crossing closures be seen as a deterrent. Consequently, it is likely that minimal changes to mobility would be experienced by local residents, resulting in a Low impact rating.

PRECINCT	ASSESSMENT CONSIDERATIONS	SOCIAL IMPACT ASSESSMENT
Junee	Kemp Street bridge includes modifications that would result in minor changes at nearby intersection, particularly at Olympic Highway—no significant changes to the operation of the road network are anticipated. The highest average daily increases in frequency of trains at level crossings is from one train every 1.5 hours in 2021, to two train every hour in 2040 in the Junee–Illabo section of the proposal. Bus services that cross the rail corridor via level crossings may experience a small increase in delays due to additional trains. Kemp Street bridge would provide pedestrian footpaths on both sides of the road. Moreover, the reconfiguration of Endeavour Park, to accommodate the modified highway intersection, would change connectivity for pedestrians and cyclists. Upgrades to two level crossings from passive to active would increase the duration of a level crossing closure (around 15 seconds) due to the additional time required for boom gates to close and reopen. These two level crossings have very low daily and hourly demand, and the number of vehicles expected to be impacted by this increase is low.	Increased train movements through the area may result in slightly longer journey for road and public transport users in Junee; however, the increase in frequency to a train every hour would likely affect a small proportion of road users and as such would have a minimal impact on mobility, resulting in a Low impact rating.

8.2 COMMUNITY

8.2.1 CHARACTER

The proposal would not result in influx of population due to increased job opportunities for its operation. However, it is anticipated that the increased freight network opportunities will foster business development and economic growth, providing job opportunities for people. Consequently, it is possibly that the proposal would have minimal effect on the social locality during operation, resulting in a Low impact rating.

8.2.2 COMMUNITY COHESION – SOCIAL SEVERANCE

During SIA consultation, concerns were raised around exacerbation of social severance due to the increase of trains and their characteristics. Community severance comprises the effects of transport infrastructure or motorised traffic as a physical or psychological barrier separating one built-up area from another area or space, affecting mobility and accessibility (Anciaes, et al., 2016). Uncertainty about waiting times was reported as a key issue for community members regarding accessing facilities, services and affecting motivation to get out and about.

Severance can change over time due to the vulnerability of some groups—ageing population, increases in ethnic diversity, income inequality, and spatial segregation are all elements that can enhance community severance. The social baseline identified that the local study area has a high proportion of older workers and pre-retirees and a slightly lower proportion of residents aged 60 years and older, in comparison to the regional study area. In addition, Junee was identified as having higher levels of socio-economic disadvantage, followed by Albury, Greater Hume and Lockhart. Moreover, the representation of Indigenous people is higher in the local study area than in the regional study area (5.1 per cent compared to 4.2 per cent, respectively).

During SIA consultation, community members reported experiencing severance from the existent rail corridor and highway, as they found townships physically divided in two sectors. Local stakeholders suggested that sharing information about train schedules could facilitate access and movement around the town.

Although it is expected that the highest average daily increases in frequency of trains at level crossings is from one train every 1.5 hours in 2021, to two trains every hour in 2040. As 1.8km freight trains already operate on the rail network, road users would experience an increased frequency of level crossing closures and an increase in the likelihood of experiencing the maximum closure time associated with level crossing closures for a 1.8km freight train.

Stakeholders reported experiencing these impacts in different magnitudes at each township (Table 8.2). As such, the pre-mitigated impact for local residents due to increase of trains and the frequency of experiencing the maximum closure time at level crossings during operation has been assessed as Medium in Wagga Wagga, Junee and Greater Hume–Lockhart and Low in Albury.

Table 8.2 Social impact assessment of community severance

PRECINCT	ASSESSMENT CONSIDERATIONS	SOCIAL IMPACT ASSESSMENT
Albury	Albury town centre is physically divided by both the train line and Hume Highway into east and west. There is an even distribution of commerce services and recreational parks at both east and west sides of the town. Yet, a large concentration of educational and health services, as well as city council are located to the east of the rail corridor. The airport is located at the west of the rail corridor.	Social indicators in Albury showcase median level of disadvantage and median age of 39, with a low proportion of Indigenous people. Health and educational users located at the western side of the rail line may experience severance. Due to severance not being an issued raised during consultation it is likely that a minimal effect on social severance would be experienced by local residents, resulting in a Low impact rating.
Greater Hume–Lockhart	Culcairn, Yerong Creek and Henty are physically divided by both the train line and Olympic Highway to the east and west. In Culcairn, health and education services are located to the west of the rail line, while in Henty they are located to the east of the rail corridor.	Social indicators in Greater Hume portray a median level of disadvantage with a median age of 44. During consultation, concerns about exacerbation of social severance was raised in Culcairn. Despite the limited increase of frequency in waiting time, it is possible that this change would be experienced as a minor deterioration in community severance, in particular by those to the east of Culcairn and those in the west of Henty, resulting in a Medium impact rating.

PRECINCT	ASSESSMENT CONSIDERATIONS	SOCIAL IMPACT ASSESSMENT
Wagga Wagga	Wagga Wagga is physically divided to the north and south by both the train line and Sturt Highway. There is an even distribution of services and infrastructure both north and south of Wagga Wagga, noting the north has a large concentration of waterways and public services. With and without the proposal worst-case queues of up to 44 vehicles in 2025 and 77 vehicles in 2040 were identified in were at the Bourke/Docker Street level crossing and Fernleigh Road in Wagga Wagga. However, would occur more frequently with the operation of the proposal.	Social indicators in Wagga Wagga portrayed high level of advantage and median age of 35. With a representation of 5.4 per cent of Indigenous peoples. During consultation, concerns about exacerbation of social severance was raised in Wagga Wagga and opportunity to engineer intersections to mitigate the severance and disruptions if possible. Despite the potential resilience and adaptability of the Wagga Wagga residents to the increased frequency of queuing, it is possible that severance would be experienced as a moderate effect in the community, resulting in a Medium impact rating.
Junee	Junee is physically divided by both the train line and Olympic Highway. There is an even distribution of services (education, health, commerce) at both east and west sides of the town. Noting that council and public schools are located to the west, and public hospital to the east of town. During consultation, it was reported that currently central level crossing is blocked every morning by trains that move between Sydney to Melbourne, due to the crew changes. It was suggested by a resident to consider changing the location for the crew change to the northern level crossing in order to avoid blockage of central crossing – which has higher use by the community.	Social indicators in Junee portray greater socio-economic disadvantage, with median age of 40, and high proportion of older workers, empty nesters and retirees, and seniors. During consultation, it was perceived that trains currently close the Olympic Highway level crossing for 10–15 minutes. The continual use of central station for crew changes and the increase frequency of in waiting time due to train movement, would possibly result in social severance being experienced as a noticeable change for local residents, resulting in a Medium impact rating.

8.3 ACCESSIBILITY

8.3.1 ACCESS TO COMMUNITY SERVICES

During SIA consultation, concern was raised regarding potential delays of emergency services during operation of the proposal due to the increased number of trains and length of trains. Mobility impacts for all road users have been assessed in section 8.1.2, resulting in Medium in Wagga Wagga and Low in Albury, Greater Hume–Lockhart and Junee.

8.4 CULTURE

8.4.1 ABORIGINAL CULTURAL VALUES

Technical Paper 2 – Aboriginal cultural heritage assessment report did not anticipate any direct or indirect impacts that would be caused by ongoing operation and maintenance works on tangible Aboriginal heritage.

No concerns were raised about potential impacts on specific species of native vegetation and fauna, including threatened species and communities as a result of the operation of the proposal. No additional impacts to Indigenous cultural values are expected during the operation of the proposal.

8.4.2 NON-ABORIGINAL HERITAGE

Technical Paper 3 – Non-Aboriginal heritage reported that ongoing operational impacts are largely restricted to lasting impacts caused by the vibration of passing trains. These are anticipated to be negligible, as items located in close proximity to the railway corridor are already subject to continuous vibration as a result of the railway track. Where there is risk of impact to identified heritage items during maintenance works, these would be considered according to the nature of the works and managed through standard mitigation measures

According to Technical Paper 7 – Operational noise and vibration (rail), the ground vibration levels would also be well within vibration levels for damage to building contents and structural (cosmetic) damage to buildings. Moreover, all heritage sites identified near the proposal site, such as heritage listed stations and platform structures, the distance from the structure to the nearest track is not proposed to change significantly. Therefore, vibration levels at the listed structures are not expected to significantly change from the existing levels currently experienced.

According to Technical Paper 10 – Landscape and visual, impacts to viewsheds and vistas would occur to items and conservation areas located in areas where there are existing views to bridges and footbridges that would be demolished and replaced by taller structures, and is considered to be low to moderate (Table 8.3).

Consequently, the pre-mitigated impact on community identity and cultural values has been assessed as a Low impact rating for Albury, Greater Hume-Lockhart and Wagga Wagga.

No alteration to cultural practices were identified as a result of the proposal.

Table 8.3 Non-Aboriginal heritage

PRECINCT	ASSESSMENT CONSIDERATIONS	SOCIAL IMPACT ASSESSMENT
Albury	Technical Paper 10 – Landscape and visual, identified moderate impacts in the following viewsheds: — Albury Railway Station and Yard Group would be altered by the installation of the taller footbridge and more substantial ramp structure.	Technical Paper 3 – Non-Aboriginal heritage identified no impacts on heritage, however Technical Paper 10 – Landscape and visual identified moderate impact on visual amenity and vistas. Consequently, it is unlikely that there would be a deterioration to cultural identity and values, resulting in a Low impact rating.

PRECINCT	ASSESSMENT CONSIDERATIONS	SOCIAL IMPACT ASSESSMENT
Greater Hume–Lockhart	Technical Paper 10 – Landscape and visual, identified moderate impacts in the following viewsheds: — Culcairn Railway Station and Yard Group would be altered by the removal of the footbridge.	Technical Paper 3 – Non-Aboriginal heritage identified no impacts on heritage, however Technical Paper 10 – Landscape and visual, identified moderate impact on visual amenity and vistas. Consequently, it is unlikely that there will be a deterioration to cultural identity and values, resulting on low impact rating.
Wagga Wagga	Technical Paper 10 – Landscape and visual, identified minor impact on viewshed to the Edmondson Street bridge. During consultation, concern was raised about how buildings, particularly those declared under conservation, could be affected by vibration and how impacts would be managed, as they are difficult to identify and occur in the long-term. Technical Paper 7 – Operational noise and vibration (rail), identified no potential impacts due to vibration.	Technical Paper 3 – Non-Aboriginal heritage identified no impacts on heritage and Technical Paper 10 – Landscape and visual, identified low impact on visual amenity and vistas. Consequently, it is unlikely that there would be a deterioration to cultural identity and values, resulting in a Low impact rating.
Junee	No vibration impacts to heritage items and no impact on viewsheds were identified.	No potential impacts identified.

8.5 HEALTH AND WELLBEING

8.5.1 AMENITY

The operation of the proposal would result in changes to amenity, such as noise, vibration and air quality, due to the increase of daily movement of trains, which may impact the health and wellbeing of sensitive receivers by creating stress, anxiety and/or sleep disturbance.

During SIA consultation, noise concerns due to increased frequency and length of trains was a common issue of interest to stakeholders across the rail corridor. EIS consultation reported issues being experienced with noise and vibration from existing operations.

The number of freight trains is expected to increase up to 18 freight trains per day in 2025 to 20 freight trains per day in 2040. The frequency of trains in 2040 is predicted to be a maximum of two trains per hour. Technical Paper 14 – Air quality identified that air emissions associated with using existing rail corridor are expected to be low and below the relevant criteria. The potential for air quality impacts due to this proposal would be greater where sensitive receivers are located adjacent to the rail alignment, such as Albury, Wagga Wagga and Henty where private properties adjoin the rail corridor. In the vicinity of enhancement sites, around 80 residential receivers are located within 50 metres of the track (around 20 to 30 metres from the rail track).

During SIA consultation, stakeholders suggested the provision of train schedules as a measure to manage disruptions caused by noise and the development of native vegetation walls to mitigate noise and improve visual amenity.

According to Technical Paper 7 – Operational noise and vibration (rail), it is anticipated that 15 sensitive receivers would experience exceedance trigger values for airborne (seven residential, six educational facilities, one church and one Museum). The daytime period (7am to 10pm) is predicted to experience the largest noise increase (around 3–4 dB) due to the forecast train volumes undergoing the greatest increase during the day. No night-time noise trigger levels are expected at all of the residential noise sensitive receivers.

Consequently, Table 8.4 provides an assessment of the health and wellbeing impact that amenity changes will have on local sensitive receivers at each precinct. The pre-mitigated impact of amenity changes on sensitive receivers has been assessed as Medium.

Table 8.4 Wellbeing impacts

PRECINCT	ASSESSMENT CONSIDERATIONS	SOCIAL IMPACT ASSESSMENT
Albury	A resident adjacent to Murray River bridge enhancement site reported installing acoustic insulation and double-glazed windows to manage noise, which is no longer an issue. The resident acknowledged that this may not be affordable for other neighbours and vulnerable groups are likely to experience impacts acutely. Concern about how the new trains may increase vibration. According to Technical Paper 7 – Operational noise and vibration (rail), ground-borne noise trigger levels are predicted to be exceeded only at three of the Scots School Albury buildings located within 40 metres of the proposed track lowering. Further investigations would be required to identify if noise treatments are required. During consultation the Scots School reported that in 2022 an exam and conference centre would be constructed. Moreover, the School director reported that about two per cent of the students have some level of noise sensitivity and hence monitoring would be required to ensure they are not affected by increase noise. During consultation, increasing vegetation across rail corridor was suggested by both resident and Scots School to enhance the visual amenity and also help with noise. The Scots School requested extension of the considered noise barrier to the oval, place in which the new building would be located.	Although no residential properties are predicted to be affected by noise and vibration at all enhancement sites, it could be argued that it is possible vulnerable groups located within 45 metres of distance to rail corridor, would experience minor disruption, resulting in a Medium impact rating. In the case of the students at the Scots School, it is possible that noise sensitive students and students performing exams would experience minor to moderate disruption, resulting in Medium impact rating.

PRECINCT	ASSESSMENT CONSIDERATIONS	SOCIAL IMPACT ASSESSMENT
Greater Hume–Lockhart	The potential for air quality impacts due to this proposal would be greater where sensitive receivers are located adjacent to the rail alignment, such as in Henty, where private properties adjoin the rail corridor. Technical Paper 7 – Operational noise and vibration (rail), reports noise exceedance trigger values at seven residential receivers consisting of four dwellings on Ivor Street to the southwest and three dwellings on Olympic Highway to the northeast, located 35 metres of the track realignment. Noting that there are two receivers shown as affected on Ivor Street are at the same postal address, so have been considered as one receiver for the purpose of engagement with the landowner. ARTC has begun preliminary consultation with the six residential receivers with a letter to introduce the proposal, inform them of the results of the assessment and invite them to an information session. It is anticipated that the Yerong Creek Public School and Headlie Taylor Header Museum would also be noise affected. It is noted that the museum exhibits are viewed from the outside and visitors do not enter the building.	It can be anticipated that the six residential receivers and students of the Yerong Creek Public School, as well as any vulnerable people located around 35 metres of the track alignment would possibly experience minor to moderate disruption, resulting in Medium impact rating.
Wagga Wagga	The new road bridge at Edmondson Street would change traffic noise levels. The noise modelling of traffic over the proposed Edmondson Street Bridge predicted that noise levels are to be reduced at properties immediately adjacent the bridge, primarily due to the improved acoustic screening that is provided by the raised bridge decks. A small increase is predicted at properties further from the bridge as the increase in bridge height has reduced the level of noise screening provided by local buildings and structures. These increases would be below the noise traffic criteria and is unlikely to be noticeable. This includes a small increase at Kildare College (east and north façade). Potential changes in air quality due to road modifications at Edmondson Street bridge are considered to be negligible. According to Technical Paper 7 – Operational noise and vibration (rail), noise trigger levels are predicted to be exceeded at Kildare Catholic College and South Wagga Public School. Both have been identified for further investigation for at property treatment. Resident adjacent to Cassidy Parade pedestrian bridge reported experiencing rail noise and vibration in the flat at the rear of the property.	It can be anticipated that the students of the at Kildare Catholic College and South Wagga Public School, as well as any other vulnerable people located within 48m of the track alignment would possibly experience minor to moderate disruption, resulting in Medium impact rating.

PRECINCT	ASSESSMENT CONSIDERATIONS	SOCIAL IMPACT ASSESSMENT
Junee	The new road bridge at Kemp Street bridge would reduce noise levels at properties closest to the bridge, primarily due to the improved acoustic screening that is provided by the raised bridge decks. A small increase is predicted at properties further from the bridge as the increase in bridge height has reduced the level of noise screening provided by local buildings and structures. These increases would be below the noise traffic criteria and is unlikely to be noticeable. This includes a small increase predicted at 3 Pretoria Avenue. However this would not trigger the need for noise mitigation. Idling trains would continue to occur at Junee. The closest sensitive receiver to this section of track is beyond 25 metres. Potential changes in air quality due to road modifications at Kemp Street bridge are considered to be negligible. During consultation at residents located 150 metres of rail corridor near Kemp Street bridge, reported concern of increase noise in night-time. Reporting currently to be awaken once or twice a week between 2 and 3am. According to Technical Paper 7 – Operational noise and vibration (rail), noise trigger levels are only predicted to be exceeded at Junee North Public School, Illabo Public School and Junee Baptist Church.	It can be anticipated that the students of the Junee North Public School and Illabo Public School, parishioners of the Junee Baptist Church, as well as any vulnerable people located within 45m of the track alignment would possibly experience minor to moderate disruption, resulting in Medium impact rating.

8.5.2 SAFETY AND HAZARDS

8.5.2.1 ROAD NETWORK PERFORMANCE

The opportunity to shift freight to rail and remove trucks from local roads was also noted as a potential benefit of the Inland Rail program during consultation. According to Technical Paper 1, operation of the Inland Rail program would have a positive impact on the wider road network as the increased number of freight trains would result in decreasing the number of road freight heavy vehicles required on the wider road network.

Moreover, during SIA consultation, community members showed clear interest in seeing safety improvements involving existing train level crossings, showing high value on safety on local roads, and increased perception of safety risks in road/rail interfaces at level crossings. Technical Paper 1 – Traffic and transport indicated that the number of impacted vehicles would be the same with and without the proposal additional frequency closure, which includes minor queuing at the majority of level crossings (up to 10 vehicles), worst-case queues of to 44 vehicles in 2025 and 77 vehicles in 2040 at the Bourke/Docker Street level crossing and Fernleigh Road in Wagga Wagga.

While vehicle queuing at roads may be significant in areas, it is noted that the operational impacts of the proposal are additional level crossing closures occurring as a result of additional rail services. The number of impacted vehicles in a peak hour during a level crossing closure would be equivalent with and without the proposal.

Residents adjacent to Kemp Street bridge enhancement site in Junee raised concerns about potential safety issues to houses opposite to Ducker Street if changes to the bridge gradient and height are significant, as currently there are problems with trucks going across the bridge and not being able to stop. Detailed design would comply with all relevant guidelines, such as *Guides to Road Design* (Austroads, 2021).

Consequently, the likelihood of increased risks to safety due to road performance in the local area is unlikely and the magnitude of the impact would be minor. As such, the pre-mitigated impact of safety risk due to road performance for local residents has been assessed as Low.

8.5.2.2 ACTIVE TRANSPORT

During SIA consultation, expectation about improvements in safety for pedestrians on foot and pedestrian bridges were raised, in particular improved DDA accessibility for people with a disability.

As discussed in Chapter 9 of the EIS, Table 9-38, the following improvements would result as part of the proposal:

- ramps on either end of the Albury Station pedestrian bridge would enhance connectivity for the community across the rail corridor and Hume Highway, as it would replace the current stair arrangements and would meet DDA requirements
- pedestrian bridge and path at Cassidy Parade and Wagga Wagga Station pedestrian bridge and would meet DDA requirements
- shared footpaths provided on both sides of the road at Edmondson Street bridge and on the northern side of the Kemp Street bridge.

Due to road gradient, the paths would not be DDA compliant for disabled access at Edmondson Street bridge and Kemp Street bridge.

During consultation with schools, positive feedback regarding the inclusion of paths and safety screens on Edmondson Street bridge was received.

Consequently, improved pedestrian safety due to enhanced bridge infrastructure in the local area would be experienced differently at each precinct. As such, the pre-enhanced impact of improved pedestrian safety risk has been assessed as High in Albury and Medium in Greater Hume–Lockhart, Wagga Wagga and Junee.

8.5.2.3 FLOODING

Social impacts of flooding relate to intangible impacts such as the stress, anxiety and ill health that can be associated with the effects of flood inundation. These are often caused by the disruptions that flooding can cause to daily life, such as restricted vehicular access; potential isolation; property damage; odour associated with flood water debris and rubbish; sewage spills; the risk of infection; clean-up work; reduced access to supplies; ponding and slow drainage (time of inundation) after the flood event.

Economic impacts of flooding are those tangible financial impacts as a result of damage or loss caused by floodwaters to buildings, infrastructure and agricultural activity, as well as costs associated with loss of wages, loss of production and clean-up costs.

As provided in Technical Paper 11 – Hydrology, flooding and water quality, flooding impacts of the proposal are expected to be minor to negligible. Drainage works have been designed to mimic or improve the existing drainage and flooding conditions where possible. As such, it is expected that the proposal would not result in any flood-related socio-economic impacts as a result of the proposal design.

8.5.2.4 PRIVATE RESIDENCES

Residents adjacent to Cassidy Parade pedestrian bridge enhancement site in Wagga Wagga raised concern regarding safety and privacy, as people could access to the rear of the properties through the walkway. This has resulted in changes to their daily way of living to avoid people looking into our property (putting blinds, plant barriers, screens, avoiding going outside after certain time of the day, etc). This issue also results in concerns about the property value in case owners would like to sell in the future, and potential changes to insurance premiums as feel exposed to safety risks at the moment.

Moreover, at Erin Earth Centre security concerns were also raised in regards to exposure to unauthorised access to the property as a result of associated infrastructure to rail corridor.

The residents suggested that security screen in adjacent properties to the walkway to avoid people having view access to inside of properties, would minimize liability issues –damage to our property and impacts on the cost of our insurance.

Residents adjacent to Cassidy Parade pedestrian bridge enhancement site are likely to experience moderate disturbance permanently as result of bridge design, which will result in a High impact rating.

8.6 SURROUNDINGS

8.6.1 AESTHETIC VALUES AND AMENITY

During SIA consultation, improving amenity (visual/landscaping) through design and maintenance along the railway line and rail yards was raised across various stakeholders. This was particularly important for Indigenous people and residents adjacent to the rail corridor.

The main features of the proposal with the potential to impact the aesthetic values and amenity in the local study area and its quiet lifestyle include:

- new replacement road bridges and pedestrian bridges
- removal of pedestrian bridges
- modification to existing rail bridges
- track lowering and retaining walls beneath road bridges
- more frequent freight trains passing by with increased height.

Technical Paper 10 – Landscape and visual identified minor and moderate impacts within the local study area affecting local and neighbouring sensitive receptors during the proposal operation, due to changes in infrastructure at each precinct, as well as permanent minor night-time light impacts (see Table 8.5).

Technical Paper 14 – Air quality identified that air emissions associated with using existing rail corridor are expected to be low and below the relevant criteria. The potential for air quality impacts due to this proposal would be greater where sensitive receivers are located adjacent to the rail alignment, such as Albury, Wagga Wagga and Henty where private properties adjoin the rail corridor. In the vicinity of enhancement sites, around 80 residential receivers are located within 50 metres of the track (around 20 to 30 metres from the rail track).

As outlined in EIS Chapter 7 of the EIS, during detailed design, an urban design and landscape plan would be prepared by a suitably qualified consultant in consultation with relevant stakeholders (including councils and the community). The plan would guide appropriate urban design responses for key bridge infrastructure, and landscaping approaches for the operational footprint.

The proposal site is primarily located within the existing rail corridor in already disturbed areas. These areas contain little native vegetation cover and have limited habitat value for native plants and fauna. During EIS and SIA consultation, no concerns were raised about potential operational impacts on specific species of native vegetation and fauna, including threatened species and communities.

Table 8.5 provides the visual, noise and air quality impacts that are anticipated at each precinct and discusses an assessment of the social impact. It is anticipated that visual and noise, and air quality impacts would affect differently those sensitive receivers that reside in the proximities of the proposal, than to those who transit or visit the area for work, study or access to services. The pre-mitigated impact of aesthetic values and amenity has been assessed as Medium in Albury, Wagga Wagga, Greater Hume–Lockhart and Junee.

Table 8.5 Aesthetic values

PRECINCT	ASSESSMENT CONSIDERATIONS	SOCIAL ASSESSMENT
Albury	Technical Paper 10 – Landscape and visual, identified: — High-moderate impact at view south from the Harold Mair Bridge at Albury Station. — Moderate impacts on views northwest from Albury Station. — Negligible impacts at Scots School and Billy Hughes bridge. — Minor benefit at Hume Highway. — Negligible visual impacts at night-time.	Albury has a high proportion of Indigenous people, as well as retirees and seniors. Indigenous people, seniors, retirees, and families are more vulnerable to changes in the environment and also more likely to have a deeper appreciation for tranquillity and visual landscape. During Albury LALC consultation, it was noted that a number of Indigenous people live in the vicinities of the existing rail corridor. It is possible that vulnerable groups would be affected by amenity changes in surroundings, and this would be experienced as a minor deterioration, resulting in a Medium impact.
Greater Hume–Lockhart	Technical Paper 10 – Landscape and visual, identified: — Moderate visual impact on local sensitive receivers at Culcairn rural town centre, Henty rural town centre. — Minor visual impact at Yerong creek rural town. — Moderate visual impacts at night-time were identified for Henty yard clearances and Yerong creek clearances. The potential for air quality impacts due to this proposal would be greater where sensitive receivers are located adjacent to the rail alignment, such as Henty.	Greater Hume comprises families with children and older residents who are transitioning or already in retirement, who have a deeper appreciation for tranquillity and visual landscape. Consequently, it is possible that changes in the surroundings would have a moderate effect on vulnerable groups of people, resulting in Medium impact.
Wagga Wagga	Technical Paper 10 – Landscape and visual, identified: — Moderate visual impacts at Uranquinty rural town centre and Wagga Wagga Station. — Minor impacts at Cassidy Parade and Edmondson Street. — Moderate night-time visual impacts for Uranquinty Yard clearances site and the residences to the north of the rail corridor on Brookong Avenue and on Cassidy Parade, as well as residences on Donnelly Avenue, Little Best Street and Erin Street, and residences on Railway Street to the south of the Wagga Wagga station and the former station master residence. The noise modelling of traffic over the proposed Edmondson Street bridge indicated that noise levels are predicted to reduce at most locations.	The temporal extension of changes in the Wagga Wagga precinct would likely be perceived by residents. As the median age is 36 years of age, thus a percentage of the population would be likely to adapt to change. Consequently, it is possible that a minor deterioration may be experienced in the local township, resulting in a Medium impact.

PRECINCT	ASSESSMENT CONSIDERATIONS	SOCIAL ASSESSMENT
	The potential for air quality impacts due to this proposal would be greater where sensitive receivers are located adjacent to the rail alignment, such as Wagga Wagga.	
Junee	Technical Paper 10 – Landscape and visual, identified: — Moderate visual impacts in Kemp Street and south Junee. — Minor visual impacts at Junee Station and town centre, and Olympic Highway and north Junee. — Moderate night-time visual impacts at Harefield Yard clearances, Kemp Street Bridge and Junee to Illabo clearances. At the Kemp Street, the new road bridge would be a more prominent structure, requiring a larger footprint compared to the current bridge. This would also require removal of mature vegetation, permanent adjustments to the eastern extent of Endeavour Park, to accommodate the modified highway intersection. The changes to Endeavour Park would impact the amenity of the park at this location and would be visible from the western areas of the park given the change in terrain. Replacement landscaping would minimise this impact over time. The noise modelling of traffic over the proposed Kemp Street bridge indicated that noise levels are predicted to reduce at most locations. The potential noise reduction is primarily due to improved acoustic screening that is provided by the bridge decks at these locations.	Junee has a high proportion of Indigenous residents (9.4 per cent)—this group places a high value on landscape and tranquillity lifestyle. During EIS consultation, residents indicated concern about visual amenity and steepness for Kemp Street bridge—how high they would be and whether would cause shading. Therefore, it can be anticipated that it is possible that changes in the environment would have a moderate effect on residents, in particular residents at Kemp Street bridge, resulting in a Medium impact.

8.7 LIVELIHOODS

The proposal's operational footprint would be largely contained within the existing rail corridor. No private land permanently required for operation the proposal however, government owned land would be required.

With increased frequency and size of trains, impacts to adjacent and surrounding land uses would include amenity impacts associated with noise, air quality, and visual impacts.

Noise mitigation will continue to be investigated during detailed design and in accordance with Inland Rail Noise and Vibration strategy, taking into consideration landholder preferences.

8.7.1.1 GENERAL OPERATIONAL LAND USE IMPACTS

Direct operational impacts on land use would relate to the required property acquisition described in section 17.3.2 of the EIS. The impacts due to changes of land use associated with the acquisition of land as part of the proposal are generally considered to be minimal due to the small area of land impacted.

ARTC's standard maintenance procedures would continue to be used along the rail corridor. ARTC would continue to manage the land in accordance with the General Biosecurity Duty under the *Biosecurity Act 2015* (Cth), *the Riverina Regional Strategic Weed Management Plan* (Riverina Local Land Services, 2017) and the *Riverina Regional Strategic Pest Animal Management Plan* (Riverina Local Land Services, 2018).

As such, it is expected that the proposal would not result in any land use social impacts during operation.

8.7.1.2 LOCAL BUSINESS

There is the potential for amenity changes at properties along the rail corridor resulting from the change in train operations on the existing rail corridor. The significance of impacts would depend on the location. Potential operational noise and visual impacts are considered in Chapters 15 and 17 of the EIS and mitigation measures are provided in those chapters to minimise the potential impacts, as far as reasonably practicable. Decisions would be made by individual landowners about existing and future developments based on their own assessment of the potential impacts of the proposal. Such individual assessments may affect decisions around land development beyond the outcomes of the assessment and statutory approval process for the proposal.

Consequently, it is likely that the proposal would result in minimal impact to local businesses. As such, the pre-mitigated socio-economic impacts to local businesses during operation of has been assessed as Low in Albury, Wagga Wagga, Greater Hume–Lockhart and Junee.

8.8 DECISION-MAKING SYSTEMS

The support of those most affected by the proposal operation, this is local residents, landowners and vulnerable groups, would be best achieved by seeking their local knowledge and requesting their review and input into management and contractor requirements to maintain wellbeing, community cohesion and values. As uncertainty about time schedules and waiting times at level crossings persist, stakeholders should be included in providing input to Inland Rail procedures to align with local practices, beyond complaints and enquiries procedures.

The successful implementation of the Communications Management Plan would ensure ARTC and the community are engaged in open dialogue on matter relating to operation of the proposal during the first year of operation. A permanent grievance mechanism throughout the life span of the proposal operation would ensure stakeholders are provided with opportunity to access complaint and remedy. Consequently, it is possible that people's capacity to access complaint and remedy during operation would be negligible, resulting in a moderate deterioration to their way of life. As such, the pre-mitigated impacts to peoples capacity to influence change is Medium in Albury, Greater Hume–Lockhart, Wagga Wagga, and Junee.

8.9 SUMMARY OF SOCIAL IMPACTS

The potential positive social impacts expected to result from operation of the proposal are as follows:

- improved pedestrian safety due to enhanced bridge infrastructure, including improved accessibility for people with disability
- operating business costs savings due to access to more reliable and efficient freight transport
- positive economic effects derived from indirect employment of the proposal's operation and procurement opportunities for local businesses, including Indigenous businesses.

The key potential negative social impacts expected to occur during operation of the proposal are summarised below:

- accessibility impact for local residents in Wagga Wagga due to increase of trains during operation and likelihood of experiencing the maximum closure time associated with 1.8km freight trains
- changes to community severance affecting the way people access social networks, facilities and services due to the increase in frequency of level crossing closures and likelihood of experiencing the maximum closure time associated with 1.8km freight trains in Wagga Wagga, Junee and Greater Hume–Lockhart
- changes in noise and vibration from train operations may impact on 15 sensitive receivers, resulting in potential stress, anxiety and changes to the way residents use and enjoy public and private space
- reduced aesthetic values due to rail freight movements and views of new infrastructure may impact nearby sensitive receivers
- limited access to grievance mechanism during operation may limit people's capacity to have access to access complaint and remedy.

The identified social impacts with a rating of Medium and above are provided in Table 8.6.

Table 8.6 Social impact summary table – operation

SIA PRIMARY CATEGORY	PHASE	DESCRIPTION OF IMPACT	NATURE, DURATION AND TYPE	EXTENT	LIKELIHOOD	MAGNITUDE	RISK RATING
Way of Life	Operation	Positive economic effects derived from direct and indirect employment of the proposal's operation and procurement opportunities for local businesses, including Indigenous businesses.	Positive Permanent Direct and indirect Actual	Regional study area	Possible	Minimal	Low +
Way of Life	Operation	Business costs savings due to access to more reliable and efficient freight transport.	Positive Permanent Direct Actual	Regional study area	Likely	Moderate	High +
Way of Life	Operation	Accessibility impact for local residents due to an increase of trains during operation and likelihood of experiencing the maximum closure time associated with 1.8km freight trains	Negative Permanent Direct Actual	Wagga Wagga	Possible	Moderate	Medium -
				Albury Greater Hume–Lockhart Junee	Likely	Minimal	Low -
Community	Operation	Potential change to cohesion and character due to increased freight network opportunities and business development	Negative Permanent Indirect Actual	Regional study area	Possibly	Minimal	Low -

SIA PRIMARY CATEGORY	PHASE	DESCRIPTION OF IMPACT	NATURE, DURATION AND TYPE	EXTENT	LIKELIHOOD	MAGNITUDE	RISK RATING
Community	Operation	Exacerbation of social severance due more frequent level crossing closures and/or increased likelihood of experiencing the maximum closure time associated with 1,800m freight trains	Negative Permanent Direct and Indirect Actual	Wagga Wagga Junee Greater Hume–Lockhart	Possible	Moderate	Medium -
				Albury	Likely	Minimal	Low -
Culture	Operation	Changes to community identity due to impacts to cultural heritage as a result of the proposal's operation	Negative Permanent Direct and Indirect Actual	Albury Greater Hume-Lockhart Wagga Wagga Junee	Unlikely	Minimal	Low-
Health and wellbeing	Operation	Noise, vibration and changes to air quality as a result of increased number of trains may cause stress, anxiety and/or sleep disruption, affecting wellbeing of sensitive receivers.	Negative Permanent Direct Actual	6 residential sensitive receivers in Henty Yard Clearances, 6 Schools along the rail line and vulnerable people within 35m of rail line.	Possible	Moderate	Medium -

SIA PRIMARY CATEGORY	PHASE	DESCRIPTION OF IMPACT	NATURE, DURATION AND TYPE	EXTENT	LIKELIHOOD	MAGNITUDE	RISK RATING
Health and wellbeing	Operation	Increased risks to safety due to road performance in the local area	Negative Permanent Direct Actual	Albury Greater Hume-Lockhart Wagga Wagga Junee	Unlikely	Minor	Low-
Health and Wellbeing	Operation	Improved pedestrian safety due enhanced bridge infrastructure, including improved accessibility for people with disability.	Positive Temporal Direct Perception	Albury	Almost certain	Moderate	High +
				Greater Hume–Lockhart Wagga Wagga Junee	Likely	Moderate	Medium +
Health and Wellbeing		The proposal may affect sense of safety of adjacent residents.	Negative Temporal Direct Actual	Residences adjacent to Cassidy Parade pedestrian bridge enhancement site;	Likely	Moderate	High -
Surroundings	Operation	Reduced aesthetic values due to rail freight movements and views of new infrastructure may impact nearby sensitive receivers	Negative Temporal Direct Actual	Albury Wagga Wagga Junee Greater Hume–Lockhart	Possible	Moderate	Medium -

SIA PRIMARY CATEGORY	PHASE	DESCRIPTION OF IMPACT	NATURE, DURATION AND TYPE	EXTENT	LIKELIHOOD	MAGNITUDE	RISK RATING
Livelihoods	Operation	Detrimental impacts to businesses as a result of permanent amenity changes and changes to the freight network	Negative Permanent Indirect Actual	Albury Wagga Wagga Junee Greater Hume–Lockhart	Likely	Minimal	Low -
Decision Making	Operation	Limited access to grievance mechanism during operation may limit people's capacity to have access to access complaint and remedy	Negative Permanent Direct Actual	Albury Wagga Wagga Junee Greater Hume–Lockhart	Possible	Moderate	Medium -

9 CUMULATIVE IMPACT ASSESSMENT

9.1 OVERVIEW

Cumulative impacts refer to those that occur as a result of concurrent construction projects. The impacts 'add up' and can exacerbate the significance of previously standalone impact activity.

Chapter 26 (Cumulative impacts) of the EIS provides a comprehensive list of projects considered to have the potential for cumulative impacts with the proposal. A review based on location and construction period for these projects and the proposal resulted in the consideration of the following projects for cumulative assessment during the proposal's construction:

- Inland Rail – Tottenham to Albury (Victoria) (T2A): The nearest enhancement site is located 16 km from Murray River Bridge enhancement site
- Thurgoona Link Road: Adjacent to Billy Hughes Bridge in Albury
- Wagga Wagga Special Activation Precinct: Surrounding Bomen yard clearances in Wagga Wagga
- Project EnergyConnect (NSW – Eastern Section): About 7km south of Wagga Wagga station and yard clearances and around 3km to the south west of Uranquinty Yard clearances
- Olympic Highway intersection upgrade: About 3 km to the west of Bomen Yard clearances and about 4 km north of Wagga Wagga Station and Yard clearances
- HumeLink: About 14km south of Wagga Wagga Station and Yard clearances and about 18 km to the south west of Uranquinty Yard clearances.
- Inland Rail – Illabo to Stockinbingal (I2S): Adjacent to Junee to Illabo clearance.

9.2 CONSTRUCTION AND OPERATION

The most appropriate way to assess the cumulative impacts of the proposal is to consider the context of the wider Inland Rail works program. Two adjoining sections of Inland Rail, the Illabo to Stockinbingal (I2S) and Tottenham to Albury (T2A) projects, would also be entering the construction phase (subject to planning and approvals) concurrently or within a relatively short time after the construction of the proposal. As linked linear infrastructure projects with significant construction programs and broad operational pathways, the spatial and temporal cumulative impacts are anticipated to be varying and long-term.

9.2.1 WAY OF LIFE

Across the regional study area, 51.5 per cent of residents are part of the labour force. This includes residents who are employed (full time and part time) and unemployed (looking for work). A total of 27.4 per cent of residents do not participate in the labour force while a further 21.1 per cent are too young to work legally.

Seven concurrent or closely aligned construction programs underway can increase demand for labour in the local and regional economy, particularly for workers in the trade and construction industry. Increased competition for workers could result in poaching. This can lead to cycling through the same group of workers and an increase in the temporary movement of workers, especially those who have the desired skills and experience (National Centre for Vocational Education Research, 2014). Poaching, increased wages and increased movement of workers would have a detrimental impact on local industry as smaller employers may struggle to adequately resource local demand.

Labour force availability impacts could be managed through coordinated planning of construction program schedules to manage potential skills shortages and resourcing demands effectively. The potential impact on the local housing and accommodation markets identified in section 7.1.2 may be compounded by the workforces of other construction projects, in the absence of a temporary workers accommodation village. Likewise, the identified changes to transport and access throughout the local and regional study areas may be compounded by other major projects taking place.

Regarding access to accommodation, the requirements of both A2I and I2S projects, which would be under construction simultaneously, would have a cumulative impact on local accommodation demand in the Wagga Wagga and Junee LGAs. Current projections indicate that the I2S project would have demand for approximately 250 workers in February and March 2024, which, depending on the accommodation approach, may significantly constrain supply at a time of peak demand for the proposal.

Increased demand associated with other projects in the area and seasonal workforces could result in potential accommodation shortages during construction. Cumulative impacts during construction were a concern raised by different stakeholders. EnergyConnect (NSW – Eastern Section) Technical Paper 6 – Social Impact Assessment, identified a High cumulative impact on Wagga Wagga LGA local housing and short-term accommodation markets, due to concurrent large construction workforces, resulting in price rises and limited supply for locals. As such, it established that long-term rental market in Wagga Wagga would not be used to satisfy short term (less than six months) accommodation needs for the construction workforce and an accommodation strategy would be implemented.

In addition, local workforce constraints are expected due to the construction program for the I2S section of Inland Rail, which would overlap with the proposal schedule until June 2024. The I2S project would commence construction prior to the proposal and would likely have absorbed any additional capacity in the local labour market. For this reason, it is considered unlikely that a significant proportion of the proposal workforce could be sourced from the regional study area.

Consequently, it is likely there would be a cumulative effect on the already constrained local labour workforce and accommodation market, which could derive on increase cost of accommodation and increased wages potentially affecting smaller local employers. As such, the cumulative impact has been assessed as High impact rating.

9.2.2 COMMUNITY

An approximate 90.6 per cent of residents live and work within the regional study area. Albury, Wodonga and Lockhart LGAs have the most significant levels of workforce migration within the regional study area. The low workforce migration evident suggest that an influx of non-local construction workers into the region would be required for a prolonged period due to multiple construction programs.

Wagga Wagga and Albury are some of the most populated townships in the study area, with existent work migration, making them more resilient to population changes. In the case of Junee, there are three projects scheduled for construction before the proposal which could build resilience and practice in community members as to how to interact with temporal workforce and project leaders.

Thus, cumulative effects on community composition and character are likely to be minimal, resulting in Low impact rating.

9.2.3 ACCESSIBILITY

Prolonged increased demand for local services and facilities may increase as a result of cumulative workforce demand associated with multiple projects in the region.

EnergyConnect (NSW – Eastern Section) Technical Paper 6 – Social Impact Assessment, identified a High cumulative impact on local people access to social infrastructure due to concurrent large construction workforces in Wagga Wagga LGA. As such, it established the development and implementation of a Workforce Management Plan to manage workforce social infrastructure needs.

Regional study area data demonstrated that communities are likely to adapt to managing significant seasonal workforce flows, including Wagga Wagga and Albury as both are major regional services hubs. As such, it is considered that there is sufficient capacity in local services to support increased demand and there would be minimal impact to accessibility for residents.

The potential cumulative impacts are mainly expected to be around the Albury and Illabo areas, construction traffic generated by the adjacent Inland Rail projects to the south of Albury and north of Illabo is not expected to impact the proposal. Cumulative impacts in the Albury and Illabo areas are expected to be minor, due to the relatively low traffic generated by the proposal and the scheduled peak construction activities of the adjacent Inland Rail projects occurring at different times to the proposal, consequently resulting in a Low impact rating.

9.2.4 CULTURE

Technical Paper 2 – Aboriginal cultural heritage, considered that there is no potential for cumulative impacts from the proposal and will therefore not diminish the overall representative archaeological resource across Australia.

According to the Technical Paper 3 – Non-Aboriginal heritage the registered items proposed for complete demolition represent approximately 70 years of railway heritage in NSW. In particular, the proposed works to demolish the footbridges at Albury, Culcairn, and Junee railway stations, the Edmondson Street and Kemp Street bridges (potential unregistered heritage items), and the Cassidy Parade and Brookong Avenue footbridge have the potential to cause major cumulative impacts. These items have all been identified as either having their own heritage values or contributing to the heritage value of the landscape in which they are situated in.

The majority of nearby projects would not impact any identified heritage items or values, however, several projects have the potential to cause impacts to both registered and unregistered heritage items. The projects with the potential to impact similar heritage values include the Inland Rail projects directly the north and south, Wagga Wagga Special Activation and Junee Station Upgrade. The removal of two unregistered (potential heritage) bridges and one section 170 heritage register bridge as part of the proposal would add to the low cumulative impact on non-Aboriginal heritage in the region and there is the potential for cumulative impact to the Junee Station, however, this is likely to be minor.

Consequently, it is almost certain that the proposal would contribute to causing a moderate cumulative impact on non-Aboriginal local identity and cultural heritage values, resulting in a High impact rating.

9.2.5 HEALTH AND WELLBEING

Impacts on health and wellbeing are likely to be most pronounced at the confluence of the three Inland Rail projects, where nearby residents may experience construction impacts over a more extended period; however, these areas feature relatively dispersed rural and semi-rural populations, and the impacts are not expected to be experienced widely.

Cumulative construction noise impacts have the potential to occur where projects occur within a kilometre of each other have overlapping construction schedules and noisy activities occur simultaneously, such as Thurgoona Link Road, and Wagga Wagga special activation precinct. Cumulative noise impacts to receivers near Billy Hughes bridge, Uranquinty Yard clearances and Bomen Yard clearances during construction would depend entirely on construction methodology and detailed scheduling for these projects. Impacts on Junee to Illabo clearances enhancement site due to Inland Rail – Illabo to Stockinbingal construction would depend on final construction schedule for that project, and the current break in construction would provide some respite. In general, noise levels would equal the contribution of the loudest construction site.

The potential for cumulative air quality impacts have the potential to occur where projects within five kilometres of the proposal. Cumulative impact from dust generation may be experienced at sensitive receivers between the proposal site at Bomen Yard clearances, Wagga Wagga Station and Yard clearances. Air quality impacts from the construction for the proposal are most likely from earthworks and demolition. Cumulative impacts would be subject to overlapping construction schedules and dust generating activities. With appropriate management measures in place for each project, the cumulative impacts are expected to be low.

EnergyConnect (NSW – Eastern Section) Technical Paper 6 – Social Impact Assessment, identified Medium cumulative impacts to sense of safety in Wagga Wagga LGA given the increased traffic associated with multiple large construction projects.

Any impacts could be effectively managed through ongoing consultation with stakeholders and the implementation of agreed mitigation measures.

There is not anticipated to be any significant impacts on health service delivery resulting from increased workforce populations. Any stresses on the local health system would likely only result from significant local or regional health events or disasters, which are possible but unlikely to occur.

During operations, adjacent rail operations are not expected to result in a cumulative increase in daily railway noise levels at the sensitive receivers within the proposal study area. Operational road traffic noise impacts are not predicted. The proposal would not substantially change the distribution of traffic on the road network, and therefore would not contribute to cumulative traffic noise impacts.

The cumulative effects of amenity would be experienced differently at each enhancement site. Consequently, cumulative effects on wellbeing are likely to cause minor additional disruptions to residents at Billy Hughes bridge, Junee to Illabo clearances, Bomen Yard clearances enhancement sites and at Wagga Wagga precinct resulting in Medium impact rating.

9.2.6 SURROUNDINGS

No cumulative effects are projected to impact the surroundings of the regional study area due to the widespread location of the different projects.

9.2.7 LIVELIHOODS

The delivery of the proposal, T2A and I2S over multiple years across the region is likely to have flow-on economic benefits to local industry and businesses in the form of increased and prolonged spending. The non-resident workforce is likely to deliver increased spending in surrounding service communities to satisfy recreational and lifestyle demands. At the same time, project accommodation and construction demands could also increase income for local businesses that supply the three Inland Rail projects.

Moreover, Technical Paper 5 – Economic, identifies further benefits may be generated by the concurrent and sequential construction of infrastructure projects within or adjacent to social locality. These benefits come in the form of lowered mobilisation costs and transfer of labour experience and skills to projects that continue to occur after the end of the proposal's construction phase.

Land use is changing in concentrated areas of the study area due to major projects and government initiatives. The Nexus Industrial Precinct to the north of Albury, along the rail corridor, is proposed to support development of a range of sectors including logistics and manufacturing. Wagga Wagga Health and Knowledge Precinct Master Plan directly adjacent the rail corridor in Wagga Wagga is a strategically planned mixed-use precinct surrounding the regional centre's two major hospitals. The Wagga Wagga SAP Master Plan also provides for a consolidated industrial precinct around Bomen Yard, which includes Riverina Intermodal Freight and Logistics Hub. Major development in the region, other than the Inland Rail program, comprises of road upgrades, intermodal projects and large-scale solar farm projects. Major projects in the study area are identified in Chapter 26 (Cumulative impacts).

Consequently, it is likely that there would be a major cumulative impact on the flown-on economic effect on local industry and businesses, resulting in a High positive impact.

9.3 SUMMARY OF CUMULATIVE SOCIAL IMPACTS

The potential positive cumulative social impacts expected to result from the construction and operation of the proposal are as follows:

- positive flow-on economic effect on local industry and businesses, resulting in increased and prolonged local spending on recreational and lifestyle services and goods
- increased employment opportunities in the local area.

The key potential negative cumulative social impacts expected to occur during construction and operation of the proposal are summarised below:

- increased cost of accommodation and other local goods during construction
- increased wages potentially affecting labour sourcing for smaller local employers
- detrimental wellbeing effects in Billy Hughes bridge, Uranquinty Yard clearances and Bomen Yard clearances enhancement sites
- detrimental loss on non-Aboriginal cultural heritage.

The identified cumulative social impacts with a rating of Low and above provided in Table 9.1 provide a summary of cumulative impacts and their associated pre-mitigation social risk rating.

Table 9.1 Cumulative social impact summary table

SIA PRIMARY CATEGORY	PHASE	DESCRIPTION OF IMPACT	NATURE, DURATION AND TYPE	EXTENT	LIKELIHOOD	MAGNITUDE	RISK RATING
Way of Life	Construction	Cumulative effect on availability of social locality workforce and accommodation, potentially affecting smaller businesses in social locality.	Negative Temporal Direct and Indirect Actual	Regional study area	Likely	Moderate	High -
Community	Construction	Cumulative effect on community composition and character due to influx of temporary workers	Negative Temporal Direct and Indirect Actual	Regional study area	Likely	Minor	Low -
Accessibility	Construction	Cumulative effect on accessibility due to influx of temporary workers and increased traffic	Negative Permanent Direct Actual	Albury Township Junee Township	Likely	Minor	Low -
Culture	Operation	Cumulative effects on local identity and values.	Negative Temporal Direct Actual	Regional study area	Almost certain	Major	High -

SIA PRIMARY CATEGORY	PHASE	DESCRIPTION OF IMPACT	NATURE, DURATION AND TYPE	EXTENT	LIKELIHOOD	MAGNITUDE	RISK RATING
Health and Wellbeing	Construction	Cumulative effects on health and wellbeing due to amenity impacts.	Negative Temporal Direct Perception	Billy Hughes bridge Bomen Yard clearances Uranquinty Yard clearances Junee to Illabo clearances	Almost certain	Major	Medium -
Livelihoods	Operation	Cumulative impact on the flown-on economic effect on local industry and businesses.	Positive Temporal Direct Actual	Regional study area	Likely	Major	High +

10 RECOMMENDED MITIGATION AND MANAGEMENT MEASURES

This chapter of the SIA includes three aspects:

- the key social impact mitigation and enhancement measures that relate to each of the impacts and benefits identified in Table 7.19 (construction), Table 8.6 (operation) and Table 9.1 (cumulative)
- a preliminary plan for monitoring and managing the proposal's social impact, referred to as a Social Impact Management Plan (SIMP) (Appendix E)
- the risk-based assessment of social impacts and associated residual social risk ratings.

10.1 MITIGATION AND MANAGEMENT MEASURES

This section details the key social impact mitigation and enhancement approaches. These approaches align to the ARTC Inland Rail Program – Social Impact Management Programme Framework (the Framework) and aim to minimise negative social impacts and maximise positive social impacts for communities in the local and regional study areas.

The principles below informed the development of management measures:

- Informed by consultation. Stakeholders were consulted about how ARTC could manage the impacts and enhance the benefits of the proposal, the input was considered when developing measures and management framework.
- Specific and relevant. Measures will be designed to address the negative social impact being mitigated.
- Measurable and time bound. A desirable outcome and target indicator will be provided for managing each measure impact as well as an associated timeline to achieve the desired outcome.

The residual impact significance relates to the level of significance remaining for each impact after the mitigation measure has been implemented.

The following summary of mitigation measures is presented according to the following topics:

- workforce management
- industry participation
- housing and accommodation
- community health and wellbeing
- community and stakeholder engagement.

10.1.1 INTERACTIONS BETWEEN MITIGATION MEASURES

Mitigation measures in Technical Papers that are relevant to the management of social impacts have been reviewed and considered in the development of this report. To avoid duplication, those measures have not been listed in this chapter, however, have been considered in the assessment of residual social impacts.

The review of management measures in Technical Papers included:

- Technical Paper 1 – Transport and traffic
- Technical Paper 2 – Aboriginal cultural heritage assessment report
- Technical Paper 3 – Non-Aboriginal heritage
- Technical Paper 6 – Noise and vibration (non-rail)
- Technical Paper 7 – Operational noise and vibration (rail)
- Technical Paper 10 – Landscape and visual.

10.1.2 WORKFORCE MANAGEMENT

ARTC commits to working with the principal contractor to develop and refine local, Indigenous and gender workforce participation targets that account for the area's social and demographic characteristics.

ARTC takes a proactive approach to preparing potential workers for the Inland Rail program and supporting contractors to meet or exceed workforce participation targets relating to apprenticeships and traineeships, skills development, Indigenous participation, and workforce management measures.

The principal contractor will prepare a proposal-specific workforce management plan, which will adhere to and/or give consideration to relevant Commonwealth Government, NSW Government and Inland Rail Policies, Plans and Programs, including:

- Australian Jobs Act 2013
- Australian Industry Participation Plan
- NSW Government Infrastructure Legacy Program
- Inland Rail Australian Industry Participation Plan (IRAIPP).

The workforce management plan will include measures to manage potential impacts of the non-resident construction workforce on local and regional communities, as well as any potential impacts that may be experienced by the construction workforce themselves, including:

- a code of conduct for workers developed in consultation with local police, councils and Local Area Land Councils (LALCs), including a zero-tolerance policy relating to anti-social behaviour
- strategies to promote wellbeing of the workforce
- a transport management plan to and from site to reduce impacts on the local and regional road network
- a monitoring mechanism for use of local temporary accommodation and rental housing by workers
- consultation with local health and emergency services to establish processes for managing potential increased demands due to non-resident workforce
- health and wellbeing services needs of the temporary construction workforce, including medical, allied health and wellbeing services.

The workforce management plan will aim to achieve the following outcomes:

- minimised the impact of non-resident workforce on the local community
- maximised local employment opportunities
- distributional equity of employment opportunities to people, including Indigenous people, women and under 25’s
- enhanced skills of residents that lead to employment.

Table 10.1 details workforce management measures for the proposal.

Table 10.1 Workforce management measures

IMPACT AREA	MEASURES
Local Employment and Cumulative effects on workforce availability	**Pre-construction** — The principal contractor will prepare a project-specific workforce management plan that sets out: — Aspirational targets for under-represented and non-traditional demographics including but not limited to Indigenous people, women, youth participation and trade related positions. — Strategic initiatives to reach the above-mentioned target, including: — identification of local skills gaps and potential workforce skills and training requirements — how the contractor will utilise the Inland Rail Skills Academy to achieve its training objectives — workforce management protocols and strategies including induction framework, code of conduct, drugs and alcohol policy, and worker support pathways. — consideration of additional mechanisms to address employment barriers based on a needs-threshold, such as: implementing flexible working arrangements for certain roles so women can more easily participate in the workforce (school hours) — commitment to: — connecting with participants of pre-construction training opportunities delivered through support of the Inland Rail Skills Academy and local RTO's — monthly reporting on cumulative achievements against the targets with accompanying meetings with ARTC to identify challenges and strategies to achieve aspirational targets — quarterly reports to comply with AIPP and DPE reporting commitments. — The principal contractor will liaise with ARTC to identify potential opportunities to provide, where possible, the continuation of employment to maximise worker retention from subsequent Inland Rail segments. — ARTC and the principal contractor will develop a localised communication and engagement strategy to raise awareness of opportunities to gain employment and training, including: — engaging with relevant Registered Training Organisations (RTO's) including TAFE NSW campuses in Wagga Wagga, Albury, Junee and Greater Hume-Lockhart to promote training and apprenticeship opportunities. — present and/or invite school leavers at relevant High Schools, to learn about opportunities to work on the proposal and how to access programs provided by the Inland Rail Skills Academy and/or through local training providers. — The principal contractor will engage with the Albury and Wagga Wagga LALCs, Albury, Greater Hume, Lockhart, Wagga Wagga and Junee Councils, and local Indigenous employment agencies to determine opportunities and strategies for maximising local training and employment opportunities for residents.
	Construction — ARTC and the principal contractor will monitor regional infrastructure projects to pre-emptively identify potential constraints in labour markets. — The principal contractor will continue to implement and monitor the Workforce Management plan and promote employment and training opportunities during construction.

IMPACT AREA	MEASURES
Health service access	**Pre-construction** — The workforce management plan will be developed and implemented during construction to manage health and wellbeing services needs of the temporary construction workforce, including medical, allied health and wellbeing services. — The plan will be developed in consultation with local councils and service providers, including local and regional health and emergency services providers. The plan will include: — drug and alcohol test will be conducted prior and during construction, as well as a negative COVID-19 test in last 12 hours (if still applicable under state health guidance) — nominate a health and safety officer/manager from construction workforce/COVID marshal responsibilities — strategies to promote wellbeing of the workforce, which may include such as providing healthy food options, implementing health and safety assessments, among others — consultation with local health and emergency services to establish processes for managing potential increased demands due to due to non-resident workforce — consideration of the use of existing telehealth for Non-urgent medical advice to reduce demand on primary healthcare services.
	Construction — The principal contractor will ensure workforce compliance with commuting and driver fatigue measures. — The principal contractor will monitor the health service demand of non-resident workforce and engage with local health and emergency services if increase demand is identified.
Social cohesion and sense of place	**Pre- Construction** — The principal contractor will develop a workforce management plan that includes measures to manage potential impacts of the non-resident construction workforce on local and regional communities, including: — a code of conduct for workers developed through consultation with local police, councils and LALCs, including a zero-tolerance policy relating to anti-social behaviour — develop and implement strategies to promote adherence to the code of conduct and a positive relationship between workers and host communities, such as conditions of employment contract or incentives — a workforce traffic management plan to and from site to reduce impacts on the local and regional road network. This may include strategies such as car-pooling and workforce buses to minimise individual project-related traffic movements, zero drug and alcohol policies, and enforced project speed limits.
	Construction — ARTC will maintain ongoing reporting and liaison with the contractor. — Encourage community cohesion between the local community and non-resident workforce through active volunteering programs facilitated by ARTC. Opportunities for workforce volunteering could include RFS training and volunteering in local towns, or ‘professional volunteering’ for construction worker for projects such as community hall upgrades (liaise with Councils for advice on capital works program).

10.1.3 INDUSTRY PARTICIPATION

This section addresses potential impacts and opportunities for local businesses, agricultural properties and other commercial entities. ARTC is committed to supporting local industry and Indigenous businesses to ensure they are prepared for and provided with opportunities to participate in Inland Rail.

ARTC has committed to working with local and Indigenous businesses where possible and works with contractors to improve local economic outcomes by developing local suppliers' capacity to engage in the procurement process. Suppliers can access information and guides on the Inland Rail website and, where relevant, ARTC facilitates to meet the contractor and procurement information sessions to promote local opportunities.

ARTC has prepared an Inland Rail Australian Industry Participation Plan (IRAIPP) under the *Australian Jobs Act 2013* (Cth), which outlines program-wide approaches to ensuring Australian based and local business participation in the Inland Rail project. The IRAIPP will provide full, fair and reasonable opportunities for Australian-based industry to compete for work associated with the proposal's construction, including the supply of goods and services.

Similarly, ARTC has prepared an Inland Rail Indigenous Participation Plan (IPP), which outlines ARTC goals for Indigenous participation and commitments to working with Indigenous communities and businesses along the alignment. ARTC will work with selected contractors to ensure the AIPP and IPP are integrated into the project delivery, and targets are set and achieved.

ARTC has launched an online supplier portal to help match suppliers to Inland Rail projects. Potential suppliers can access educational and training resources and guidelines on becoming a supplier to the Inland Rail Project. ARTC also offers supplier training and capacity building programs through the Inland Rail Skills Academy.

As part of the Social Delivery Plan document provided as a returnable item of the tender process, the principal contractor shall outline how they will comply with the requirements in the Inland Rail Program Australian Industry Participation Plan which requires Australian entities be provided *full, fair and reasonable* opportunity to bid to supply key goods and services to the project. The principal contractor shall also outline how they will use best endeavours to apply the Australian Government Indigenous Procurement Policy.

The principal contractor will prepare a project-specific local and Indigenous industry participation plan to manage the potential employment and regional economic benefits of the proposal.

The local and Indigenous industry participation plan will aim to achieve the following outcomes:

- minimise the proposal impacts on local businesses during construction
- provide full and fair opportunity for local businesses to tender on contracts
- increased capability for local Indigenous businesses
- assist in equipping local and regional businesses to access supply chain opportunities
- contribute to the regional economic benefit and market activation.

Table 10.2 Industry participation measures

IMPACT AREA	MEASURES
Economic opportunities and development Cumulative impact on the flown-on economic effect on local industry and businesses.	**Pre-construction** The local and Indigenous industry participation plan will: — liaise with business development and industry support groups, including Regional Development Australia—Murray, NSW Business Chamber, Committee 4 Wagga, Wagga Business Chamber, Riverina and Murray Joint Organisation, the Culcairn Development Committee and the Wagga and Albury LALCs to understand the capacity of local and Indigenous business to supply the proposal — identifying the capacity of local and Indigenous businesses and suppliers to be ready for potential demand — local and Indigenous procurement targets — the delivery of business capacity workshops to address contract requirements (financial and administrative) — tailored meet- the-contractor events for local and/or Indigenous businesses to learn about potential business opportunities — ARTC and the principal contractor will promote the Inland Rail website and supplier portal to businesses in the region.
	Operation — ARTC will work with Councils and business chambers to continue promoting the connectivity potential to other markets using Inland Rail. — ARTC will explore ways through a Community Investment Program to promote how new and advanced manufacturers and circular economy projects in the social locality can be enhanced using Inland Rail to reach markets elsewhere in Australia**.**
Procedural fairness and livelihoods	**Pre-construction** — ARTC will appoint a dedicated community and landowner liaison officer to further develop relationships with key stakeholders/landowner, address concerns and key vulnerabilities, and ensure that ARTC has an in-person presence in the local social locality. — ARTC will engage with the landowners/landholders listed below to seek agreement into feasible and reasonable property-specific measures to address identified issues of construction: — Wagga Show Campground at Pearson Street bridge — Mount Erin Heritage Centre at Edmondson Street bridge — Multicultural council of Wagga Wagga Centre at Wagga Wagga Station pedestrian bridge, Wagga Wagga — Locomotive Hotel at Kemp Street bridge and Carter Property at Junee to Illabo clearances enhancement site, Junee — Short-term accommodation businesses near enhancement sites at each precinct that may be affected by noise — where construction is located immediately adjacent to private properties and has the potential to affect operational arrangements. — Property owners and occupants will be consulted in accordance with the communication management plan to ensure that owners/occupants are informed about: — the timing and scope of activities in their area — any potential property impacts/changes, particularly in relation to potential impacts on access, services, or farm operational arrangements; and — activities that have the potential to impact on livestock.

10.1.4 HOUSING AND ACCOMMODATION

As per the Inland Rail accommodation principles, contractors are required to prepare a workforce housing and accommodation plan to manage the impacts of non-resident workforces on local housing and accommodation markets. The workforce housing and accommodation plan will include a range of recommendations relating to how the temporary workforce accommodation would be sourced to minimise impacts on the local market. The workforce accommodation plan will aim to achieve the following outcomes:

- ensure the proposal does not impact housing affordability and availability for locals.
- maximises opportunities for local accommodation providers.
- minimises impacts on temporary accommodation providers during major tourist events and peak seasons.

Table 10.3 details housing and accommodation measures for the proposal.

Table 10.3 Housing and accommodation measures

IMPACT AREA	MEASURES
Housing and accommodation and Cumulative effect on availability of accommodation	**Pre-construction** — The principal contractor will prepare a workforce accommodation plan that outlines: — proposed workforce housing options — management measures to ensure sufficient supply of short-term accommodation so as to not impact local supply for tourism and seasonal workforces, while maximising opportunities for local supply — plans for supporting the safe movement of workers to and from the work site daily. — The plan will be developed in accordance with ARTC's Inland Rail Program Accommodation Principles. The plan will: — prioritise the use of existing facilities in order to minimise amenity impacts to any surrounding sensitive receivers — avoid the use of private rental housing accommodation for mitigating temporary accommodation shortages during workforce peak periods (possession) — consider a target of rooms remaining available to ensure sufficient supply for tourism, seasonal workforce and student demand is met — consider the following combined alternatives to mitigate shortages of accommodation: — increase the 1-hour distance limit to sites during March and September 2024 (this would provide the opportunity for townships such as Narrandera, Tumut and Leeton). — using accommodation camps available around the social locality — as a last resource option, consider flying in up to 150 people per month in Jan, Feb, March and September 2024 to address potential cumulative impacts — develop a monitoring and management mechanism for identifying the capacity of local short-term accommodation and rental housing for use by workers, to having regard to forecast for tourism, seasonal workforce, students and traveller demand — plans for supporting the safe movement of workers to and from the work site daily — The plan will be developed in consultation with: — councils and local tourism associations to understand average and peak tourist demand patterns — local agricultural bodies to understand demand patterns associated with seasonal agricultural workers — local short-term accommodation providers to understand seasonal peaks and identify constraints.

IMPACT AREA	MEASURES
	— Consultation will provide an opportunity for the above-mentioned stakeholders to provide input into the development of the accommodation plan, and also where possible to provide comments to the draft versions of the plan.

	Construction
	— The principal contractor will monitor the implementation of the workforce housing and accommodation plan by:
	  — consulting with local real estate agents and local short-term accommodation providers to ensure the construction program is not having a material impact on availability
	  — monitoring the local rental market to identify any changes in supply.
	— If supply constraints become apparent, the principal contractor will work with councils and local accommodation providers to identify causes and amend the workforce housing and accommodation plan appropriately.

10.1.5 COMMUNITY HEALTH AND WELLBEING

Before construction, the principal contractor will prepare a community wellbeing plan through consultation with key stakeholders, including local councils and relevant community service providers. These plans will identify potential community impacts and benefits associated with Inland Rail. The plan will outline measures to mitigate or manage the following impacts and benefits:

- noise, vibration and changes to air quality as a result of the construction of the proposal may cause stress, anxiety and/or sleep disruption, affecting wellbeing of sensitive receivers
- potential loss of sense of place due to disruption to people's mobility and access to places
- safety risks to pedestrians during construction, particularly for school-aged children and families accessing nearby schools, due to changes in traffic and road network conditions
- access to educational services by local residents may be constrained due to changes to traffic conditions and access, including changes to school bus routes and accessibility to pedestrians
- access to health services by local residents may be constrained due to influx of non-permanent workforce and changes to traffic conditions and access
- perceived impacts related to delays at level crossings that have potential to affect access for emergency services during construction phase
- access to passenger rail station network by local residents may be constrained due to changes to traffic conditions and access
- impacts on Indigenous cultural values due to lack of consultation to Indigenous people and lack of incorporation of connection to Country design principles into the proposal
- impacts on community identity due to direct impacts on known heritage items
- construction-related activities may impact the aesthetic values and amenity in the local study area and its quiet lifestyle, due to the changes to visual landscape, level of noise and air quality.

ARTC seeks to contribute to sustainable outcomes and leave an enduring legacy in communities along Inland Rail alignment through a program of community investment. The community investment program has three focus areas:

- Rail safety: delivering rail safety programs to communities—particularly school-aged children to encourage safe behaviours from a young age.
- Mental health/wellbeing: supporting community initiatives and organisations that can positively impact mental health and wellbeing in local communities.
- Environment: investigate opportunities to support initiatives that can contribute to environmental sustainability such as land beautification opportunities, drought relief programs and planting days.

ARTC is also a supporting member of the TrackSAFE foundation that delivers rail safety initiatives and programs that seek to reduce accidents and injuries on the rail network and improve rail employees' wellbeing.

ARTC – Inland Rail aims to support good community health and wellbeing through increasing community resilience and ensuring awareness and access to mental health services available, this includes exploring partnerships with relevant Primary Health Networks (PHNs) along the alignment.

Considerations of any potential partnerships may for example include:

- training for ARTC's Community Consultative Committee (CCC) (if still in operation) members and key community members to strengthen their mental health awareness and knowledge
- increasing awareness of, and access to, counselling support services (mental health services), by residents experiencing stress or hardship of communities along the Inland Rail alignment
- sharing information about the Inland Rail Program through networks, business as usual activities and through project management services.

The Community and wellbeing plan will aim to achieve the following outcomes:

- minimised amenity impacts on wellbeing through monitoring, engagement and continuous improvement initiatives
- adequately manages and enhances aesthetic values in the social locality
- enhances connection to Country in the social locality
- ensure the proposal does not impact health service access for locals
- health and wellbeing access is improved by the proposal
- the community is educated and actively implementing rail safety practices
- the proposal makes best efforts to avoid or minimise any activities causing adverse stress and anxiety for the community including affected landowners
- access to School is not negatively affected by the proposal
- distribution equity is adequately managed and not exacerbated by the proposal
- community severance is not exacerbated by the proposal.

Table 10.4 details health and community wellbeing measures for the proposal.

Table 10.4 Health and community wellbeing measures

IMPACT AREA	MEASURES
Mental health and community wellbeing and Cumulative effects on health and wellbeing due to amenity impacts.	**Pre-construction** — The principal contractor will develop a community wellbeing plan for construction activities that includes: — identification of support programs, services and pathways for mental health and wellbeing within the region to communicate and promote to potentially affected stakeholders. This will include engaging with Wagga Wagga and Albury LALC's to understand culturally appropriate services — identification of residents within 1km distance to enhancement sites who are more prone to experience stress and wellbeing issues due to construction activities, such as: — those with a disability, older age groups, children and infants, those with chronic health conditions, pre-existing mental health conditions, and/or sensory processing disorders — residents who are typically at home during the day (e.g., retirees, residents who work from home, and at-home parents/carers) may potentially experience these impacts more frequently, and possibly to a greater degree

IMPACT AREA	MEASURES
	— residents who come from a lower socio-economic background including, for example, those who are unemployed or without job security, renting or living in semi-permanent dwellings, and/or those who are from culturally and linguistically diverse backgrounds. — partnering with local support mechanisms/services to provide information and support residents. Potential local organisations for partnerships, collaboration and funding include: — RAMHP (Rural Adversity Mental Health Program) Cootamundra and Wagga Wagga coordinators — Wellways Wagga Wagga and Young — Flourish Australia Community Mental Health Services Temora — Murrumbidgee LHD Specialist Community Mental Health Service – Young, Temora and Wagga Wagga centres — Sunflower House Wagga Wagga. — The principal contractor will prepare and implement communication strategies to ensure the broader community and stakeholders are aware of upcoming changes brought about by the proposal to promote preparedness and resilience to change. Targeted engagement with residents near Billy Hughes bridge, at Junee to Illabo clearances, Uranquinty Yard clearances and Bomen Yard clearances will be made to monitor cumulative impacts associated with concurrent construction of the proposal and nearby major projects. ARTC and principal contractor will implement management measures outlined in Technical Paper 7 – Operational noise and vibration, in consultation with impacted receivers. — Where possible ARTC will coordinate high noise periods of construction work for A2I and I2S, to reduce cumulative impacts at Junee to Illabo clearance enhancement site.
	Construction — The principal contractor will implement a community health and wellbeing plan, including communications, which supports non-resident workforces to contribute to local communities and businesses positively. — The principal contractor will maintain ongoing engagement and monitoring with those residents identified as vulnerable during early engagement. — The principal contractor will liaise with local Indigenous and community service providers to identify increases in demand that may be as a result of the proposal.
Distributive equity for vulnerable groups	**Pre-construction** — ARTC will develop a plan to implement support measures outlined in the Mental health ad community wellbeing section of this table, to address wellbeing issues those most vulnerable affected landholders and residents, including elderly people, people with disability (or need for assistance), and Indigenous people, who were all highly represented in the local study area in comparison to NSW more broadly during construction (as discussed in Chapter 6).
	Construction Plan for and adaptively manage support measures implemented on a case-by-case basis may include: — consideration of specific construction mitigations for households of vulnerable sensitive receivers (noise) (if they are required to keep windows closed during summer and winter months in particular) — frequent community updates and notices regarding construction activities that may cause amenity, health and wellbeing impacts (Via SMS, email, letterbox drop, phone call etc.)

IMPACT AREA	MEASURES
Community safety	**Pre-construction** — ARTC will prepare and implement communication strategies that promote road and rail safety during the construction program. — ARTC will work with LALCs and local Indigenous people to develop culturally appropriate approaches to rail safety education and awareness campaigns.
	Construction — ARTC will prepare and implement communication strategies that promote road and rail safety, including school-based education programs for schools in the local study area, including but not limited to the Scots School, Kildare Catholic College, South Wagga Public School, Yerong Creek Public School, Culcairn Public School, Junee Public School, Junee North Public School and Illabo Public School. — The principal contractor will provide ample notification to affected residents of changes to access or changes to the road network to minimise interactions with construction works. — ARTC will agree on mechanism to improve privacy and safety of residents adjacent to Cassidy Parade pedestrian bridge enhancement site, Wagga Wagga Station pedestrian bridge and Kemp Street Bridge, which may include: — improving signage and crossing safety signals (lights, sounds, reflectors, boom gates, pedestrian walkways) — provide information to local communities regarding train schedules and daily passing times – update if/when these change — placing security cameras or lights to disperse people accessing rail line and properties — placing protective screen or 'green barrier' in properties that reported issues around safety and privacy
	Operation — A rail safety awareness program will be developed and implemented prior to the operation of Inland Rail to educate the community regarding safety around trains.
Cultural values and community identity and Cumulative effects in cultural identity.	**Pre-construction** — ARTC will work with the Wagga Wagga and Albury LALCs and the local Indigenous community to investigate opportunities to incorporate Indigenous aspirations and connection to Country design principles into the urban design and landscape plan. — Opportunities may include: — incorporating artwork (i.e. murals) along certain sections of the proposal site — erecting signage and information panels in any locations of cultural significance within or surrounding the social locality that have been identified during the cultural heritage studies — adding signage with place names in Wiradjuri language and/or — improving landscape by planting native plants along the rail line, potentially including edible plants and relevant signage/information panels.

IMPACT AREA	MEASURES
	Construction — ARTC Indigenous participation advisor will liaise with principal contractor to monitor and provide feedback on cultural matters. — The Principal contractor will implement the strategies identified to enhance connection to Country. — Principal contractor will implement cultural appreciation and awareness workshops for workers. — Consultation with relevant Indigenous parties will continue throughout the construction phase, including providing frequent scheduled updates to stakeholders regarding potential heritage and cultural values on or surrounding the social locality
	Operation — ARTC may explore with the local community, including relevant Indigenous groups, ways to enhance aesthetic value and community cohesion across the social locality through a Community Investment Program, which may include the maintenance or improvement of green areas.
Access to services	**Pre-construction** — Prior to closure of Kemp Street bridge, ARTC will investigate opportunities to reduce duration of level crossing closure on Olympic Highway, Junee. **Construction** — The principal contractor will engage with Murrumbidgee Local Health District, including the Wagga Wagga Health Service and surrounding service centres to monitor any upturn in hospital presentations that may be associated with proposal construction activities. — The principal contractor will assess the provision of transportation services for those most vulnerable members of the community who will see their accessibility to services constrained, this will be assessed in particular for school users and pedestrians in Wagga Wagga and Junee enhancement sites where road and pedestrian bridges closures will take place.

10.1.6 COMMUNITY AND STAKEHOLDER ENGAGEMENT

Further engagement with directly affected residents and landowners, interested community and industry groups and the broader community will be vital to maintaining positive stakeholder relationships and building understanding and preparedness for the proposal's potential benefits and impacts.

Engagement undertaken by ARTC over the previous five years indicates that a broad range of stakeholders and the community support the Inland Rail project, and the opportunities it would provide to the region; however, as is typical for a project of this scale, there are also broad concerns about construction and operational impacts that ARTC and the principal contractor will need to manage. Ongoing, targeted community and stakeholder engagement is an effective method of managing community and stakeholder expectations and providing certainty to those likely to experience direct impacts.

Approaches to ongoing engagement during the pre-construction, construction and early operational phases of the proposal are provided in the following sections.

Table 10.5 details the communications and engagement measures for the proposal.

10.1.6.1 CONSULTATION DURING EXHIBITION OF THE EIS

This EIS will be placed on public exhibition by DPE for a minimum of 28 calendar days. During this period, stakeholders and the community will be able to review the EIS and are invited to make submissions to DPE. The EIS will be made available for viewing on the DPE and Inland Rail websites.

To support public exhibition and provide opportunities for the community and stakeholders to ask questions, and find out more information before making a submission, a range of consultation and communication tools will be used by ARTC, including:

- dedicated phone number, email address and project website
- media releases and advertisements in the local media
- social media updates
- newsletters, information brochures and fact sheets
- stakeholder briefings
- community information sessions.

Community information sessions and briefings will be held during the public exhibition period to enable community members and representatives to ask questions.

10.1.6.2 CONSULTATION DURING DESIGN AND CONSTRUCTION OF THE PROPOSAL

ARTC will continue to manage and deliver program-wide community and stakeholder engagement for Inland Rail in accordance with the Inland Rail Communications and Engagement Strategy.

An A2I specific communication management plan will be developed, in accordance with the Inland Rail Communications and Engagement Strategy, and implemented prior to and during construction, to ensure that:

- the community and key stakeholders are provided opportunities to input into construction planning where appropriate
- accurate and accessible information is made available
- feedback from the community is encouraged
- enquiries and complaints are managed, and a timely response is provided for concerns raised
- landowners/landholders and community members with the potential to be affected by construction activities are notified promptly about the timing of activities and potential for impacts
- landowners/landholders are consulted about the measures that will be implemented to minimise the potential impacts on individual properties.

Once details of the construction program and likely work hours are finalised, further communication will take place with residents and the community.

The 1800 phone number and proposal email address will continue to be available during construction, along with a 24-hour construction response line.

Targeted consultation methods, such as letters, notifications, signage and face-to-face communications, will continue. The Inland Rail website and social media platforms will also include updates on the progress of the proposal.

The following communication tools and activities used during the construction phase will include:

- development of a project communications management plan detailing the complaints handling process
- proposal email address
- 1800 phone number
- updates to the Inland Rail website
- targeted consultation and notifications such as letters, notifications and face-to-face communication
- construction signage.

10.1.6.3 COMPLAINTS MANAGEMENT

The principal contractor will be required to implement a complaints management procedure during the construction of the proposal. This procedure will be defined within the Construction Environmental Management Plan, which the contractor will be required to prepare and have approved by ARTC prior to construction commencing.

The complaints management procedure will be defined by the project communication management plan. The complaints management system will be maintained throughout the construction period and for a minimum of 12 months after construction finished.

The complaints management procedure will include the following (at a minimum):

- contact details for a 24-hour program response line and email address for ongoing stakeholder contact throughout the proposal
- provision of accurate public information signs while work is in progress
- staging of works, developed in consultation with relevant stakeholder groups, to minimise disruptions and impacts to community activities and functions
- management of complaints in accordance with ARTC's emergency management procedure, specifically:
  - details of all complaints received will be recorded
  - verbal and written responses describing what action will be taken will be provided to the complainant within time limits (or as otherwise agreed by the complainant).

A proposal-specific communication management plan will be developed, in accordance with the Inland Rail Communications and Engagement Strategy and implemented prior to and during construction.

The communication management plan will aim to achieve the following outcomes:

- stakeholders and the community are engaged in an open and transparent processes
- landowners are aware of the proposal schedule and supported to manage impacts
- the community is made aware of disruptions and able to manage impacts accordingly.

10.1.6.4 CONSULTATION DURING OPERATION

ARTC will prepare an operations communication and engagement plan to guide engagement activities during the early years of operation.

Table 10.5 Communications and engagement measures

IMPACT AREA	MEASURES
Decision making systems and amenity, access, health and wellbeing	**Pre-construction** — ARTC will continue to manage and deliver program-wide community and stakeholder engagement for Inland Rail in accordance with the Inland Rail Communications and Engagement Strategy. — ARTC will continue to engage with the LALCs to incorporate local Indigenous community knowledge into engagement practices. — A proposal-specific communication management plan will be developed, in accordance with the Inland Rail Communications and Engagement Strategy, and implemented prior to and during construction, to ensure that: — the community and key stakeholders are provided opportunities for input are provided to the design and construction planning where appropriate — landowners/landholders, businesses and local residents with the potential to be affected by construction activities are notified in a timely manner about the timing of activities and potential for impacts, and the measures that will be implemented to minimise the potential for impacts on individual properties — ensure receivers identified as eligible for noise mitigation treatments in Technical Paper 7 – Operational noise and vibration are supported and engaged through the delivery process — enquiries and complaints are managed, and a timely response is provided for concerns raised — information about how solutions are being investigated is provided to the community — accurate and accessible information is made available — feedback from the community is encouraged. — The communication management plan will define the requirements for the complaints management system to be implemented during construction. — The communication management plan will include measures to ensure ongoing consultation with local emergency services providers to inform providers about the locations of level crossings and changes to access routes and road conditions. — The introduction of a dedicated community and landowner liaison officer is recommended as an overarching strategy to build and maintain ARTC's social licence to operate. — The principal contractor will develop communications action plans tailored to each stage of the construction program that focuses on awareness and preparedness for upcoming impacts, with special attention to most vulnerable groups at each precinct. Plans will include: — schedule updates and any upcoming milestones or activities that may increase local impacts — changes to the local road network — information on local employment — strategies to reach vulnerable communities. — The principal contractor will ensure the community is aware of ARTC feedback and complaints tools and communications channels.

IMPACT AREA	MEASURES

	— Communications action plans will:
	  — include proactive methods of communication with affected parties, such as doorknock or phone calls, with those residents and businesses within 2km distance of enhancement sites.
	  — provide clear oversight of the construction schedule and the nature and duration of the potential impacts at each location
	  — communicate proposed mitigation measures identified in the EIS
	  — identify households considered more vulnerable to impacts that may require additional support or management.
	— The principal contractor will ensure stakeholders and the community are aware of ARTC feedback and complaints tools and communications channels.
	— Using this SIA as a basis, a comprehensive social impact management plan (SIMP) will be finalised through consultation with key stakeholders to manage and monitor the implementation of the proposed social and economic mitigation measures. The SIMP will review and refine the proposed monitoring and reporting framework presented in this report on an ongoing basis.

	Construction — Key stakeholders (including local councils, emergency service providers, public transport providers, the general community, and surrounding landowners/occupants) will continue to be consulted in accordance with the communication management plan. — Local residents, landholders, landowners, businesses, affected social and recreation facilities and other relevant stakeholders will be notified before work starts in accordance with the communication management plan, and be regularly informed of construction activities. — Complaints during construction will be managed in accordance with the complaints management system defined by the communication management plan. The complaints management system will be maintained throughout the construction period and for a minimum of 12 months after construction finishes.
Community severance	**Operation** — ARTC will develop an operations communication and engagement plan that builds community awareness of the rail line's operational characteristics, including information on level crossing operations, likely daily train movements and ARTC's ongoing role after construction. — ARTC will continue to monitor and inform the community about potential ways for people to be informed about the time of day in which trains may be passing through a level crossing to facilitate access and movement around the town.

10.2 SUMMARY MITIGATION AND MANAGEMENT MEASURES

Table 10.6 provides a summary of mitigation and management measures identified for the proposal, indicating the relevant phase, impact area and applicable mitigation measure.

A plan for monitoring and managing the proposal's social performance, referred to as a Social Impact Management Plan (SIMP), will be prepared. The SIMP monitoring framework is discussed in section 10.3 and is provided in Appendix E.

Table 10.6 Summary of mitigation and management measures

RELEVANT PHASE	REF	IMPACT AREA	MITIGATION MEASURES
Pre-construction/ Construction	SI1	Workforce management	A workforce management plan will be implemented to manage local and Indigenous employment opportunities and to manage the interaction between the non-resident workforce with the community. The workforce management plan will include: — identify local skills gaps and potential workforce skills and training requirements and establish how the contractor will utilise the Inland Rail Skills Academy to achieve its training objectives — employment targets for local and regional residents, Indigenous people, women, under 25-year-old participation and trade related positions — strategies for maximising local training and employment opportunities for residents — a localised communication and engagement strategy to raise awareness of opportunities to gain employment and training — manage health and wellbeing services needs of the temporary construction workforce, including medical, allied health and wellbeing services — consultation with councils, local health and emergency services to establish processes for managing potential increased demand due to non-resident workforce, if required — a code of conduct and strategies to promote workforce wellbeing — liaison with ARTC to identify potential opportunities to provide, where possible, the continuation of employment to maximise worker retention from subsequent Inland Rail projects — monitor regional infrastructure projects to pre-emptively identify potential constraints in labour markets
Construction	SI2	Workforce management	Volunteering program will be implanted to encourage community cohesion between the local community and non-resident workforce through active facilitated by ARTC.

RELEVANT PHASE	REF	IMPACT AREA	MITIGATION MEASURES
Pre-construction/ Construction	SI3	Local business and industry content	A local and Indigenous industry participation plan will be implemented, which: — identifies the capacity of local and Indigenous businesses suitable to supply the proposal — sets out procurement targets and identifies methods for preparing suppliers to be ready for potential demand — liaise with business development and industry support groups and the Wagga Wagga and Albury LALCs to understand the capacity of local and Indigenous business to engage in business with the proposal — promotes the Inland Rail website and supplier portal to businesses in the region — delivers business capacity workshops to address contract requirements and meet- the-contractor events for local and/or Indigenous businesses.
Pre-construction/ Construction	SI4	Local business and industry content	Business and service providers whose access and/or properties will be impacted during construction will be engaged to: — agree on feasible and reasonable property-specific measures — maintain active communication with landowners and residents adjacent to enhancement sites to inform any changes on construction schedule and receive feedback about the effectiveness of measures in place.
Operation	SI5	Local business and industry content	ARTC will promote the use of Inland Rail for local businesses to reach markets elsewhere in Australia, through social investment program that foster innovation and business growth**.**
Pre-construction/ Construction	SI6	Housing and Accommodation	A workforce accommodation plan will be implemented to address the potential shortages of accommodation for temporary workforce. The plan will: — prioritise the use of temporary local accommodation — avoid the use of private rental housing accommodation during workforce peak periods (possession) — consider combined strategies to mitigate shortages of accommodation. — outline transport arrangement of workers to and from works site daily — include a monitoring and management mechanism to identify the capacity of local short-term accommodation and rental housing. If accommodation supply constraints become apparent, amendments will be done to the workforce housing and accommodation plan appropriately.

RELEVANT PHASE	REF	IMPACT AREA	MITIGATION MEASURES
Pre-construction/ Construction	SI7	Health and community wellbeing	A community health and wellbeing plan will be implemented to identify strategies to promote community wellbeing, local support mechanisms and communications and engagement activities to directly support health and wellbeing. The plan will: — identify those residents within 1km distance to enhancement sites who are more prone to experience stress and wellbeing issues due to construction activities — partner with local support mechanisms/services to provide information and support to residents who report wellbeing issues, and establish approaches to adaptively manage support measures on a case-by-case basis — liaise with local Indigenous services and community service providers to identify potential increases in health service demand that may be as a result of the proposal's amenity changes — outline measures to address changes in access for vulnerable community members across the rail corridor at Junee and Wagga Wagga as a result of bridge replacement works — promote road and rail safety during the construction and operation, including school-based education programs for schools in the local study area and culturally appropriate approaches to rail safety education and awareness campaigns for Indigenous communities — address privacy and safety concerns of residents adjacent to Cassidy Parade pedestrian bridge enhancement site, Wagga Wagga Station pedestrian bridge and Kemp Street Bridge — ARTC will work with the Wagga Wagga and Albury LALCs and the local Indigenous community to investigate opportunities to incorporate Indigenous aspirations and connection to Country design principles into the urban design and landscape plan.
Operation	SI8	Cultural values and community identity	ARTC will explore with the local community, including relevant Indigenous groups, ways to enhance aesthetic value, cultural heritage and community identity and cohesion across the social locality through a Community Investment Program.
Detailed design/ pre-construction	SI9	Way of life	Prior to closure of Kemp Street bridge, ARTC will investigate opportunities to reduce duration of level crossing closure on Olympic Highway, Junee.

RELEVANT PHASE	REF	IMPACT AREA	MITIGATION MEASURES
Pre-construction/ Construction	SI10	Community and Stakeholder Engagement	ARTC will oversee the preparation and implementation of a proposal-specific communication management plan will be implemented, which will include: — the appointment of a dedicated community and landowner liaison officer — communications action plans tailored to each stage of the construction program that focuses on awareness and preparedness for upcoming impacts, with special attention to most vulnerable groups at each precinct — targeted engagement for residents that may experience cumulative impacts — engagement with the LALCs to incorporate local Indigenous community knowledge into engagement practices.
Pre-construction/ Construction	SI11	Social impact	Using this SIA as a basis, a comprehensive social impact management plan (SIMP) will be finalised through consultation with key stakeholders to manage and monitor the implementation of the proposed social and economic mitigation measures. The SIMP will review and refine the proposed monitoring and reporting framework presented in this report on an ongoing basis.
Operation	SI12	Community and Stakeholder Engagement	ARTC will develop an operations communication and engagement plan that builds community awareness of the rail line's operational characteristics, including information on level crossing operations, likely daily train movements and ARTC's ongoing role after construction. ARTC will continue to monitor and inform the community about ways for people to be informed about the time of day in which trains may be passing through a level crossing to facilitate access and movement around the town.

10.3 SOCIAL IMPACT MANAGEMENT PLAN

The SIMP outlines the proposals social performance for each management plan (refer to section 10.1), including the desired outcome, indicators, performance target, method of tracking, frequency of monitoring and responsibility. The SIMP monitoring framework is provided in Appendix E. The process of monitoring, reporting and review of the SIMP is outlined in the following sections.

10.3.1 MONITORING AND REPORTING

The purpose of SIMP monitoring is to track and enable reporting on delivery of measures that mitigate social impacts and enhance community benefits. A program of monitoring ensures that mitigation and enhancement measures are effective, and/or support identification of corrective actions to improve their effectiveness.

ARTC will work with the principal contractor to further refine the targets under each of the areas of social impact as identified in sections above.

Monitoring findings will also be presented to the proposal's CCC meetings (if active) and to an annual community meeting where feedback will be sought on the monitoring program and whether actions or targets require revision.

10.3.2 SOCIAL IMPACT MANAGEMENT PLAN REVIEWS

ARTC will track implementation of the SIMP and review performance measures quarterly, to facilitate continual improvement. The SIMP will be reviewed annually and updated based on monitoring data and community and stakeholder feedback. In addition to the monitoring review, proposed mitigation measures will also be reviewed to assess whether they are still applicable and on track to meet the residual risk rating applied in the EIS. Any new issues or initiatives that have emerged and that should be included in ongoing mitigations and/or monitoring will be addressed.

A review of the SIMP will be undertaken by an independent third party by the end of the first year of construction, prior to commissioning of the proposal and again during the third year of operation. Reviews will require consultation with affected landowners, Councils, local businesses, LALCs, local and regional emergency management committees, NSW Government agencies and community representatives.

The purpose of the SIMP reviews is to identify the effectiveness of the SIMP strategies and whether changes are required. The results of SIMP reviews will be published on the Inland Rail website.

10.4 ASSESSMENT OF RESIDUAL SOCIAL IMPACTS

Table 10.7, Table 10.8 and Table 10.9 summarise the predicted social impacts identified in Chapters 7, 8 and 9 of this report. These impacts are expected to occur in the pre-construction, construction and operation phases of the proposal. The following tables identify the recommended mitigation or enhancement measures for each social impact or make reference to the relevant EIS technical paper that details a specific mitigation measure that would address the identified social impact. The residual social risk rating has been determined after implementation of the recommended mitigation or enhancement measure. As noted in section 3.2.4, social impacts are experienced by different people to different extents. This means that the residual risk rating may differ for some people more so than for others. This is dependent on a range of factors and should be taken into consideration when designing mitigation measures and applying residual risk ratings to project decisions.

Table 10.7 Assessment of residual social impacts – construction

AREA OF SOCIAL IMPACT	POTENTIAL IMPACTS ON PEOPLE	EXTENT	PRE-MITIGATION RATING	RECOMMENDED MITIGATION OR ENHANCEMENT MEASURE	RESIDUAL IMPACT RATING
Way of life	Increased job opportunities in the social locality during construction	Regional study area	Low Positive	Workforce management plan, monitoring and adaptative management Industry participation plan and monitoring ARTC Inland Rail Skills Academy	High +
Way of life	Increased local procurement opportunities during construction	Wagga Wagga Junee Albury Greater Hume–Lockhart	Medium Positive	Workforce management plan Industry participation plan ARTC Inland Rail Skills Academy	High +
Way of life	Reduction of temporary accommodation alternatives due to increased demand on accommodation from incoming temporary construction workforce.	Wagga Wagga Junee	Very High Negative	Temporary workforce accommodation plan, monitoring and adaptative management Workforce management plan	Low -
		Albury Greater Hume-Lockhart	High Negative		Low -
Way of life	Reduction of private rental alternatives due to increased demand on accommodation from incoming temporary construction workforce.	Regional study area	Low Negative	Temporary workforce accommodation plan, monitoring and adaptative management Workforce management plan	Low -

AREA OF SOCIAL IMPACT	POTENTIAL IMPACTS ON PEOPLE	EXTENT	PRE-MITIGATION RATING	RECOMMENDED MITIGATION OR ENHANCEMENT MEASURE	RESIDUAL IMPACT RATING
Way of life	Mobility impacts for residents, including experiencing increase delays and accessibility constrain, due to changes in traffic conditions during construction.	Wagga Wagga	Very High Negative	Management measures outlined in Technical Paper 1- Traffic and Transport Workforce Traffic management plan Temporary workforce accommodation plan Community and stakeholder engagement plan	Medium -
		Junee	High Negative		Low -
		Albury	Medium Negative		Low -
		Greater Hume-Lockhart	Low Negative		Low -
Community	Potential change to cohesion and character due to presence of temporary workforce in local towns.	Junee	High Negative	Workforce management plan (Code of Conduct) Community and stakeholder engagement plan (Grievance mechanism)	Low -
		Greater Hume-Lockhart Wagga Wagga Albury	Medium Negative		Low -
Community	Potential loss of sense of place due to disruption to people's mobility and access to places.	Residents and Endeavour Park users at Kemp Street Bridge enhancement site	Very High Negative	Management measures outlined in Technical Paper 10 – Landscape and visual Management measures outlined in Technical Paper 1- Traffic and Transport Community and stakeholder engagement plan (Grievance mechanism)	Low -
		Junee Wagga Wagga	Medium Negative		Low -

AREA OF SOCIAL IMPACT	POTENTIAL IMPACTS ON PEOPLE	EXTENT	PRE-MITIGATION RATING	RECOMMENDED MITIGATION OR ENHANCEMENT MEASURE	RESIDUAL IMPACT RATING
		Albury Greater Hume-Lockhart	Low Negative		Low -
Accessibility	Impacts to offsite parking due to construction activities and/or parking of construction vehicles.	Albury Greater Hume-Lockhart Wagga Wagga Junee	Low Negative	Management measures outlined in Technical Paper 1- Traffic and Transport Community and stakeholder engagement plan (Early communication and Grievance mechanism)	Low -
Accessibility	Access to educational services by local residents may be constrain due changes into traffic conditions and access, including changes to school bus routes and accessibility to pedestrians.	School users and workers in Wagga Wagga township	Very High Negative	Management measures outlined in Technical Paper 1- Traffic and Transport Community and stakeholder engagement plan (Early communication and Grievance mechanism) Provision of additional bus service to pedestrians and school users affected in Wagga Wagga and Junee if required.	Low -
		Junee	High Negative		Low -
		Albury Greater Hume–Lockhart	Low Negative	Management measures outlined in Technical Paper 1- Traffic and Transport Community and stakeholder engagement plan (Early communication and Grievance mechanism)	Low -
Accessibility	Access to health services by local residents may be constrain due to influx of non-permanent workforce and changes into traffic conditions and access.	Wagga Wagga Junee	Medium Negative	Workforce management plan, monitoring and adaptative management Community and stakeholder engagement plan (Early communication and Grievance mechanism)	Low -
		Albury Greater Hume–Lockhart	Low Negative		Low -

AREA OF SOCIAL IMPACT	POTENTIAL IMPACTS ON PEOPLE	EXTENT	PRE-MITIGATION RATING	RECOMMENDED MITIGATION OR ENHANCEMENT MEASURE	RESIDUAL IMPACT RATING
Accessibility	Perceived impacts related to delays at level crossings that have potential to affect access for emergency services during construction phase	Wagga Wagga	Medium Negative	Management measures outlined in Technical Paper 1 – Traffic and Transport Community and stakeholder engagement plan (Early communication and Grievance mechanism)	Low -
		Albury Greater Hume–Lockhart Junee	Low Negative		Low -
Culture	Impacts on Indigenous cultural values due to lack of consultation to Indigenous people and lack of incorporation of connection to Country design principles into the proposal.	Albury Greater Hume-Lockhart Wagga Wagga Junee	High Negative	Management measures outlined in Technical Paper 2 – Aboriginal cultural heritage assessment report ARTC will work with the Wagga Wagga and Albury LALCs and the local Indigenous community to investigate opportunities to incorporate Indigenous aspirations and connection to Country design principles. Community and stakeholder engagement plan	Medium +
Culture	Deterioration of cultural identity due to direct and indirect impacts to heritage sites, including those of increasing rarity or that are a one-of-a-kind structure (in the case of the Cassidy Parade and Brookong Avenue footbridge heritage item)	Albury Greater Hume-Lockhart Wagga Wagga Junee	Very High Negative	Management measures outlined in Technical Paper 3 – Non-Aboriginal heritage ARTC Community Investment Program	Low -

AREA OF SOCIAL IMPACT	POTENTIAL IMPACTS ON PEOPLE	EXTENT	PRE-MITIGATION RATING	RECOMMENDED MITIGATION OR ENHANCEMENT MEASURE	RESIDUAL IMPACT RATING
Health and wellbeing	Noise, vibration and changes to air quality as a result of the construction of the proposal may cause stress, anxiety and/or sleep disruption, affecting wellbeing of sensitive receivers.	Vulnerable residents and school service users within 2km distance of enhancement sites at: Albury Greater Hume–Lockhart Wagga Wagga Junee	High Negative	Community Health and Wellbeing Plan, monitoring and adaptative management Community and stakeholder engagement plan (Early communication and Grievance mechanism) Management measures outlined in Technical Paper 6 – Noise and vibration (non-rail) and Technical Paper 14 – Air quality	Low -
Health and wellbeing	Safety risks to pedestrians during construction, particularly for school aged children and families accessing nearby schools, due to changes in traffic and road network conditions.	Wagga Wagga	High Negative	Management measures outlined in Technical Paper 1 – Traffic and Transport Rail Safety awareness program Community and stakeholder engagement plan (Early communication and Grievance mechanism) Provision of additional bus service to pedestrians and school users affected in Wagga Wagga and Junee	Low -
		Albury Greater Hume–Lockhart Junee	Low Negative		Low -
Surroundings	Construction related activities may impact the aesthetic values and amenity in the local study area and its quiet lifestyle, due to the changes to visual landscape, level of noise and air quality.	Wagga Wagga Junee	High Negative	Community Health and Wellbeing Plan Community and stakeholder engagement plan (Early communication and Grievance mechanism)	Low -
		Albury Greater Hume-Lockhart	Medium Negative		Low -

AREA OF SOCIAL IMPACT	POTENTIAL IMPACTS ON PEOPLE	EXTENT	PRE-MITIGATION RATING	RECOMMENDED MITIGATION OR ENHANCEMENT MEASURE	RESIDUAL IMPACT RATING
Surroundings	Reduced aesthetic values due to rail freight movements and views of new infrastructure may impact nearby sensitive receivers during operation	Albury Wagga Wagga Junee Greater Hume–Lockhart	Medium Negative	ARTC Community Sponsorships and donations Program Management measures outlined in Technical Paper 3 – Non-Aboriginal heritage and Technical Paper 10 – Landscape and visual	Low -
Livelihood	The proposal may impact access or movements within/across residential properties, including disruption to property access from public roads, and affect sense of safety of adjacent residents.	Residences adjacent to Cassidy Parade pedestrian bridge enhancement site	High Negative	Community and stakeholder engagement plan (Early communication and Grievance mechanism) ARTC will identify those areas in which it has been reported throughout consultation safety risks to people accessing to rail line and potentially accessing adjacent properties to improve security and agree on mechanism to improve safety.	Low -
		Murray River bridge Billy Hughes bridge Wagga Wagga Station pedestrian bridge Kemp Street bridge Junee to Illabo clearances enhancement	Low Negative		Low -

AREA OF SOCIAL IMPACT	POTENTIAL IMPACTS ON PEOPLE	EXTENT	PRE-MITIGATION RATING	RECOMMENDED MITIGATION OR ENHANCEMENT MEASURE	RESIDUAL IMPACT RATING
Livelihood	Impacts to businesses due to temporal property requirements for the proposal, including disruption to property access from public roads and amenity impacts from construction activities	Wagga Show Campground at Pearson Street bridge, Mount Erin Heritage Centre at Edmondson Street bridge and Multicultural council of Wagga Wagga Centre at Wagga Wagga Station pedestrian bridge, Wagga Wagga Accommodation Business owner at Kemp Street bridge and Farmer at Junee to Illabo clearances enhancement site, Junee. Short-term accommodation businesses near enhancement sites.	Medium Negative	Land access agreements Community and stakeholder engagement plan (Early communication and Grievance mechanism)	Low -

AREA OF SOCIAL IMPACT	POTENTIAL IMPACTS ON PEOPLE	EXTENT	PRE-MITIGATION RATING	RECOMMENDED MITIGATION OR ENHANCEMENT MEASURE	RESIDUAL IMPACT RATING
		Billy Hughes bridge enhancement site and tourism businesses at Murray River bridge Culcairn Yard clearance enhancement site Uranquinty Yard clearances Telstra facility at Cassidy Parade pedestrian bridge Grain terminals at Junee to Illabo clearances Service station at Olympic Highway underbridge	Low Negative	Community and stakeholder engagement plan (Early communication and Grievance mechanism)	Low -
Decision making systems	Impacts on procedural fairness and people's capacity to decide over changes that may affect their lives pre-construction and during construction.	Albury Greater Hume-Lockhart Wagga Wagga Junee	High Negative	Community and stakeholder engagement plan (Early communication and Grievance mechanism)	Low -

AREA OF SOCIAL IMPACT	POTENTIAL IMPACTS ON PEOPLE	EXTENT	PRE-MITIGATION RATING	RECOMMENDED MITIGATION OR ENHANCEMENT MEASURE	RESIDUAL IMPACT RATING
Decision making systems	Unequal distribution of impacts on vulnerable groups and sensitive receivers.	Wagga Wagga Junee	Very High Negative	Community Health and Wellbeing Plan Community and stakeholder engagement plan (Early communication and Grievance mechanism)	Low -
		Albury Greater Hume-Lockhart	High Negative		Low -

Table 10.8 Assessment of residual social impacts – operation

AREA OF SOCIAL IMPACT	POTENTIAL IMPACTS ON PEOPLE	EXTENT	PRE-MITIGATION RATING	RECOMMENDED MITIGATION OR ENHANCEMENT MEASURE	RESIDUAL IMPACT RATING
Way of life	Positive economic effects derived from indirect employment of the proposal's operation and procurement opportunities with Indigenous people	Regional study area	Low Positive	ARTC Community Investment Program	Medium +
Way of life	Improved freight efficiency reducing business cost.	Regional study area	High Positive	ARTC Community Investment Program	High +
Way of life	Accessibility impact for local residents due to increase of trains during operation and likelihood of experiencing the maximum closure time associated with 1.8km freight trains	Albury Greater Hume-Lockhart Wagga Wagga Junee	Low Negative	ARTC Community and stakeholder engagement plan	Low -

AREA OF SOCIAL IMPACT	POTENTIAL IMPACTS ON PEOPLE	EXTENT	PRE-MITIGATION RATING	RECOMMENDED MITIGATION OR ENHANCEMENT MEASURE	RESIDUAL IMPACT RATING
Community	Potential change to cohesion and character due to increased freight network opportunities and business development	Albury Greater Hume-Lockhart Wagga Wagga Junee	Low Negative	ARTC Community and stakeholder engagement plan ARTC Community Investment Program	Low -
Community	Exacerbation of social severance due to more frequent level crossing closures and/or increased likelihood of experiencing the maximum closure time associated with 1,800 m freight trains	Wagga Wagga Junee	High Negative	ARTC Community and stakeholder engagement plan Prior to closure of Kemp Street bridge, ARTC will investigate opportunities to reduce duration of level crossing closure on Olympic Highway, Junee. ARTC Community Investment Program	Medium -
		Greater Hume-Lockhart	Medium Negative		Low -
		Albury	Low Negative		Low -
Culture	Changes to community identity due to impacts to cultural heritage as a result of the proposal's operation	Albury Greater Hume-Lockhart Wagga Wagga Junee	Low Negative	Management measures outlined in Technical Paper 3 – Non-Aboriginal heritage ARTC Community and stakeholder engagement plan ARTC Community Investment Program	Low -
Health and wellbeing	Noise, vibration and changes to air quality as a result of increased number of trains may cause stress, anxiety and/or sleep disruption, affecting wellbeing of sensitive receivers.	Albury Greater Hume-Lockhart Wagga Wagga Junee	Medium Negative	ARTC Community and stakeholder engagement plan ARTC Community Investment Program	Low -

AREA OF SOCIAL IMPACT	POTENTIAL IMPACTS ON PEOPLE	EXTENT	PRE-MITIGATION RATING	RECOMMENDED MITIGATION OR ENHANCEMENT MEASURE	RESIDUAL IMPACT RATING
Health and wellbeing	Increased risks to safety due to road performance in the local area	Albury Greater Hume-Lockhart Wagga Wagga Junee	Low Negative	Rail safety awareness program Community and stakeholder engagement plan (Early communication and grievance mechanism)	Low-
Health and wellbeing	Improved pedestrian safety due enhanced bridge infrastructure, including improved accessibility for people with disability.	Albury	High Positive	Rail safety awareness program Community and stakeholder engagement plan (Early communication and grievance mechanism)	High +
		Greater Hume-Lockhart Wagga Wagga Junee	Medium Positive		
Surroundings	Reduced aesthetic values due to rail freight movements and views of new infrastructure may impact nearby sensitive receivers.	Albury Wagga Wagga Junee	High Negative	ARTC Community Investment Program Management measures outlined in Technical Paper 3 – Non-Aboriginal heritage and Technical Paper 10 – Landscape and visual	Low-
		Greater Hume-Lockhart	Medium Negative		
Livelihoods	Detrimental impacts to businesses as a result of permanent amenity changes and changes to the freight network	Albury Greater Hume-Lockhart Wagga Wagga Junee	Low Negative	ARTC Community Investment Program Community and stakeholder engagement plan (Early communication and grievance mechanism)	Low-

AREA OF SOCIAL IMPACT	POTENTIAL IMPACTS ON PEOPLE	EXTENT	PRE-MITIGATION RATING	RECOMMENDED MITIGATION OR ENHANCEMENT MEASURE	RESIDUAL IMPACT RATING
Decision making systems	Limited access to grievance mechanism during operation may limit people's capacity to have access to access complaint and remedy.	Albury Greater Hume-Lockhart Wagga Wagga Junee	Medium Negative	ARTC Community and stakeholder engagement plan	Low -

Table 10.9 Assessment of residual social impacts – Cumulative impacts

AREA OF SOCIAL IMPACT	POTENTIAL IMPACTS ON PEOPLE	EXTENT	PRE-MITIGATION RATING	RECOMMENDED MITIGATION OR ENHANCEMENT MEASURE	RESIDUAL IMPACT RATING
Way of life	Cumulative effect on availability of social locality workforce and accommodation, potentially affecting smaller businesses in social locality during construction.	Regional study area	High Negative	Workforce management plan, monitoring and adaptative management ARTC Inland Rail Skills Academy Industry participation plan and monitoring Temporary workforce accommodation plan, monitoring and adaptative management	Low -
Community	Cumulative effect on community composition and character due to influx of temporary workers	Regional study area	Low Negative	Workforce management plan, monitoring and adaptative management ARTC Inland Rail Skills Academy Industry participation plan and monitoring Community and stakeholder engagement plan	Low -

AREA OF SOCIAL IMPACT	POTENTIAL IMPACTS ON PEOPLE	EXTENT	PRE-MITIGATION RATING	RECOMMENDED MITIGATION OR ENHANCEMENT MEASURE	RESIDUAL IMPACT RATING
Accessibility	Cumulative effect on accessibility due to influx of temporary workers and increased traffic	Albury Township Junee Township	Low Negative	Workforce management plan, monitoring and adaptative management ARTC Inland Rail Skills Academy Industry participation plan and monitoring Temporary workforce accommodation plan, monitoring and adaptative management Management measures outlined in Technical Paper 1- Traffic and Transport	Low -
Culture	Cumulative effects on local identity and values during operation	Regional study area	High Negative	ARTC would work with the Wagga Wagga and Albury LALCs and the local Indigenous community to investigate opportunities to incorporate Indigenous aspirations and connection to Country design principles. Community and stakeholder engagement plan ARTC Community Investment Program Management measures outlined in Technical Paper 3 – Non-Aboriginal heritage Management measures outlined in Technical Paper 2 – Aboriginal cultural heritage assessment report	Low -

AREA OF SOCIAL IMPACT	POTENTIAL IMPACTS ON PEOPLE	EXTENT	PRE-MITIGATION RATING	RECOMMENDED MITIGATION OR ENHANCEMENT MEASURE	RESIDUAL IMPACT RATING
Health and Wellbeing	Cumulative effects on health and wellbeing due to amenity impacts during construction	Billy Hughes bridge Junee to Illabo clearance Bomen Yard clearances Uranquinty Yard clearances	Medium Negative	Management measures outlined in Technical Paper 7 – Operational noise and vibration. Community and stakeholder engagement plan (Grievance mechanism), monitoring and adaptative management. Management measures outlined in Technical Paper 1- Traffic and Transport Targeted engagement with residents near Billy Hughes bridge, Junee to Illabo clearance and Bomen Yard clearances will be made to monitor cumulative impacts. Where possible ARTC will coordinate highly noise periods of construction work for A2I and I2S, to reduce cumulative impacts at Junee to Illabo clearance enhancement site.	Low -
Livelihoods	Cumulative impact on the flown-on economic effect on local industry and businesses.	Regional study area	High Positive	ARTC Community Investment Program Industry participation plan and monitoring	Very High +

11 CONCLUSION

This report provides the results of a social impact assessment for the proposal. It contains a description of the existing social baseline conditions for local and regional areas potentially affected by the proposal, an assessment of the potential likelihood and magnitude of the predicted social impacts on those communities during the construction and operation of the proposal, and the list of recommended mitigation and enhancement measures associated with each identified social impact.

The potential positive social impacts expected to result during construction of the proposal are as follows:

- increased job opportunities during construction in the local and regional area, including a total of approximately 770 jobs, from which more than 10 per cent is expected to be local, including Indigenous people, young people and women
- increased local and regional procurement opportunities during construction for supplying materials and services, such as accommodation, fencing, electrical installation, rehabilitation and landscaping, among others.

The key potential negative social impacts expected to occur during construction of the proposal are summarised below:

- reduction of accommodation alternatives due to increased demand on accommodation from incoming temporary construction workforce
- potential restriction on people's ability move around their community as a result of traffic restrictions, including for movement of construction workforce, particularly in Wagga Wagga and Junee
- altered community cohesion and character in Junee due to presence of temporary workforce
- a changed sense of place and altered aesthetic values in Albury, Junee and Wagga Wagga associated changes to mobility and rural amenity
- constrained accessibility to educational services and facilities and increased safety risks to pedestrians in Wagga Wagga and Junee due to changes to traffic conditions, pedestrian accessibility and school bus routes
- impacts on Indigenous cultural values due to limited engagement and incorporation of connection to Country design principles into the proposal
- deterioration of cultural identity due to direct and indirect impacts to heritage sites, including those of increasing rarity or that are a one-of-a-kind structure (in the case of the Cassidy Parade and Brookong Avenue footbridge heritage item)
- increased noise, vibration and changes to air quality as a result of construction activity affecting wellbeing of sensitive receivers
- detrimental impacts on procedural fairness and people's capacity to decide over changes that may affect their lives
- unequal distribution of impacts on vulnerable groups and sensitive receivers

The potential positive social impacts expected to result from operation of the proposal are as follows:

- improved pedestrian safety due to enhanced bridge infrastructure, including improved accessibility for people with disability
- business costs savings due to access to more reliable and efficient freight transport
- positive economic effects derived from indirect employment of the proposal's operation and procurement opportunities for local businesses, including Indigenous businesses.

The key potential negative social impacts expected to occur during operation of the proposal are summarised below:

- accessibility impact for local residents in Wagga Wagga due to increase of trains during operation and likelihood of experiencing the maximum closure time associated with 1.8km freight
- changes to community severance affecting the way people access social networks, facilities and services due to
- more frequent level crossing closures and/or increased likelihood of experiencing the maximum associated with 1,800 m freight trains in Wagga Wagga, Junee and Greater Hume–Lockhart
- changes in noise and vibration from train operations may impact sensitive receivers, resulting in changes to the way residents use and enjoy public and private space
- reduced aesthetic values due to rail freight movements and views of new infrastructure may impact nearby sensitive receivers.

In order to minimise negative social impacts and maximise positive social impacts for communities within the local and regional study areas, the primary contractor and ARTC would be responsible for development and implementation of the following mitigation and management measures:

- workforce management plan to stablish strategies to achieve local recruitment targets and to promote a positive integration of the workforce and community
- temporary workforce accommodation plan
- industry participation plan to manage the potential regional economic benefits of the proposal
- community health and wellbeing plan to manage potential amenity impacts during construction and foster local identity and community wellbeing during the operation of the proposal
- communication and engagement management plan to ensure that the community and stakeholders have a high level of awareness of all processes and advanced notice of activities associated with the proposal and have timely opportunities for providing input, raise and address their concerns.

Finally, the report provides a SIMP for monitoring and adaptively managing responses to social impacts.

12 REFERENCES

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Appendix A SIA consultation plan

Table A.1 A2I stakeholder consultation plan

STAKEHOLDER	DISCUSSION THEMES	PROPOSED QUESTIONS FOR CONSULTATION
Interest groups as part of planned ARTC engagement Regional Development Australia – Murray NSW Business Chamber Committee 4 Wagga Wagga Business Chamber Riverina and Murray Joint Organisation Culcairn Development Committee	— Population influx — Existing industry, labour capacity, local services — Local business and economic development opportunities	— Can you describe the services you provide or the role you play in the community? — How will the proposal affect the services or the role you play in the community? — What are the current issues/challenges facing your community and organisation? — What is your general perception of the proposal? — What proposal benefits and impacts during construction and operation has your organisation identified? — How can ARTC manage or reduce potential impacts during construction and operation, and help the community? — How do you think the proposal may impact the local housing/accommodation market? — What is the current situation regarding short stay accommodation occupancy and the local tourism/visitation sector? — Are there any vulnerable members of the community that may experience different impacts of the proposal?

STAKEHOLDER	DISCUSSION THEMES	PROPOSED QUESTIONS FOR CONSULTATION
Local government Wodonga City Council Albury City Council Greater Hume Shire Council Lockhart Shire Council Wagga Wagga City Council Junee Shire Council	— Existing social and community characteristics — Vulnerable community cohorts — Existing infrastructure and services — Population influx — Economic development opportunities	— How would you describe your community? — How will the proposal affect the services or the role you play in the community? — Who and what in your community is important to you and your organisation? — What are the current issues/challenges facing your community and organisation? — What local services and facilities are important to you and your organisation — What is your general perception of the proposal? — What proposal benefits and impacts during construction and operation has your organisation identified? — How can ARTC manage or reduce potential impacts during construction and operation, and bring benefit to the community? — Do you think local people can be involved in the proposal construction and operation? If so, in what ways? — How do you think the proposal may impact the local housing/accommodation market? — Are there any vulnerable members of the community that may be impacted by the proposal?
Local Aboriginal Land Councils Albury and District LALC Wagga Wagga LALC	— Existing Aboriginal community characteristics and vulnerabilities — Land access and land management — Cultural heritage — Local Aboriginal interests and priorities — Economic development opportunities	— How would you describe your community? What services do you provide? — What are the key characteristics and any vulnerabilities of your community? — What are some of the interests or priorities your community/service/organisation is focusing on? — Are there any specific areas/sites of cultural significance near the proposal alignment or in the wider area?

STAKEHOLDER	DISCUSSION THEMES	PROPOSED QUESTIONS FOR CONSULTATION
Local Aboriginal representative bodies Wodonga Local Aboriginal Network Wagga Advancement Aboriginal Corporation Woomera Aboriginal Corporation Albury	— Existing Aboriginal community characteristics and vulnerabilities — Local Aboriginal interests and priorities — Culture and community values — Economic development opportunities	— How would you describe your community's cultural and local values? — Are there any current Native Title claims or determinations? — How do you think Inland Rail will impact your community? — What can ARTC implement to benefit your community during construction/operation? What would you like to see come to the community as a result of IR?
Local service providers Murrumbidgee Local Health District – Wagga Wagga Health Service Albury-Wodonga Health Housing providers and real estate Short stay accommodation providers Emergency services (police, ambulance, fire and rescue, RFS, SES)	— Existing infrastructure and services — Vulnerable community cohorts — Population influx — Local business opportunities	— How would you describe your community? — Can you describe the services you provide or the role you play in the community? — How will the proposal affect the services or the role you play in the community? — Who and what in your community is important to you and your organisation? — What are the current issues/challenges facing your community and organisation? — What local services and facilities are important to you and your organisation — What is your general perception of the proposal? — What proposal benefits and impacts during construction and operation has your organisation identified? — How can ARTC manage or reduce potential impacts during construction and operation, and help the community? — Do you think local people can be involved in the proposal construction and operation? If so, in what ways? — How do you think the proposal may impact the local housing/accommodation market? — What is the current situation regarding short stay accommodation occupancy and the local tourism/visitation sector? — Are there any vulnerable members of the community that may experience different impacts of the proposal?
Local business chambers Business Wodonga Albury Northside Chamber of Commerce Wagga Wagga Business Chamber Junee Business and Trades Incorporate Local business associations or groups	— Population influx — Existing industry, labour capacity, local services — Local business and economic development opportunities	
Community groups or organisations Residents associations Community organisations or services Volunteer groups	— Community characteristics and values — Existing infrastructure and services — Vulnerable community cohorts — Population influx — Local economic development opportunities	

STAKEHOLDER	DISCUSSION THEMES	PROPOSED QUESTIONS FOR CONSULTATION
Community Consultative Committee (CCC)	— Community characteristics and values — Local and regional economic development opportunities — Local livelihoods and priorities	— CCC survey to gain feedback from community representatives — Survey copy will be developed in collaboration with ARTC depending on timing and design progress by the time of the meeting. The first draft has been provided for ARTC review below.

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Appendix B Social locality geographical dataset

ALBURY TO ILLABO ENVIRONMENTAL IMPACT STATEMENT

Table B.1 Social locality geographical dataset

DEFINITION	DETAILED RESPONSE							
Local Study Area: refers to the whole the SA1s which are intersected by the 1,000m buffer from the rail alignment. Please note *SA1s apply to Wodonga	2107410	1117409	1126513	1126952	1117507	1117528	1126808	1117213
	2107408	1117408	1126512	1126950	1117506	1117527	1126807	1117209
	1127138	1117407	1126511	1126949	1117426	1117526	1126806	1117207
	1127123	1117401	1126510	1126947	1117425	1117525	1126805	1117202
	1127122	1117326	1126509	1126945	1117424	1117524	1126804	1126802
	1127118	1117312	1126508	1126944	1117423	1117523	1126803	1126801
	1127117	1117311	1126507	1126943	1117421	1117522	1126812	1126743
	1127116	1117310	1126506	1126942	1126517	1117514	1126811	1126706
	1127114	1117309	1126505	1126941	1126516	1117508	1126810	1126705
	1127113	1117308	1126504	1126940	1126515	1127018	1126809	1117615
	1127111	1117307	1126503	1126932	1126514	1127017	1117217	1117614
	1127109	1117306	1126502	1126931	1127008	1127016	1117216	1117534
	1127103	1117303	1126501	1126926	1127007	1127015	1117215	1117531
	1127102	1117233	1117630	1126923	1127006	1127014	1117214	
	1127033	1117229	1117626	1126922	1127005	1127013	1127022	
	1127032	1117226	1117625	1126917	1127004	1127011		
	1127031	1117225	1117620	1126910	1127003	1127010		
	1127025	1117224	1117619	1126908	1126955	1127009		
	1127024	1117222	1117618	1126907	1126954	1127021		
	1127023	1117218	1117617	1126901	1127019	1127020		
Nearby Townships: refers to the following local Urban Centre and Locality (UCL). UCLs are identified by the ABS as areas which have a resident population large enough to define it as a location or have urban characteristics.	Localities (smaller towns): — Ganmain — Walla Walla — Ladysmith — San Isidore — Tarcutta — Henty — Lockhart — The Rock — Uranquinty				Urban (larger towns): — Culcairn — Estella — Forest Hill — Gundagai — Albury – Wodonga (Albury Part) — Wagga Wagga — Cootamundra — Coolamon — Albury – Wodonga (Wondonga part) — Holbrook — Jinera — Junee			
Regional study area: refers to the surrounding Local Government Areas.	— Junee — Wagga Wagga — Greater Hume — Albury — Lockhart — Wodonga							

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Appendix C Township analysis

ALBURY TO ILLABO ENVIRONMENTAL IMPACT STATEMENT

C1 TOWNSHIP STUDY AREA

C1.1 TOWNSHIPS IN THE LOCAL STUDY AREA: TOWNSHIP PROFILES

C1.1.1 WODONGA TOWNSHIP

Wodonga is an urban centre located in Victoria and sits on the NSW-VIC border. Wodonga and Albury townships have a dynamic cross border relationship. The two townships share a range of services, particularly a cross-state health service co-managed by Health NSW and Health VIC. Wodonga and Albury have traditionally had high levels of workforce migration between the two areas, however COVID-19 and restricted interstate travel has been challenging for the local workforce of border communities.

DEMOGRAPHIC PROFILE

Representing 89.3 per cent of the resident population of the Wodonga LGA, the Wodonga township is the residential and commercial hub of the LGA, as shown in Table C.1. Key demographic characteristics of the Wodonga township include:

- a median age of 36, the same as the Wodonga LGA and slightly younger than the Victorian median
- a relatively low representation of Indigenous residents
- relatively low cultural diversity reflected by a high proportion of residents born in Australia.

ECONOMIC AND INCOME PROFILE

Wodonga township has a moderate unemployment rate of 6.5 per cent which is higher than the LGA rate (6.0 per cent) and similar to that of Victoria (6.6 per cent). Economic characteristics of the Wodonga township are represented by:

- moderately high median household income, however slightly lower than the Victorian median
- lower housing costs compared to Victoria
- the disparity between rental and mortgage stress suggests the experience of renting versus homeownership is very different within the township with a greater proportion of households in rental stress than mortgage stress. It also suggests that households who rent may be more economically disadvantaged than households who have the capital to engage in homeownership
- the township shares the same top three industries of employment with the LGA and two of the same top three sources of employment with the State, reflecting similar drivers of employment. These include Health care and social assistance, public administration and safety, and retail trade
- manufacturing accounts for more than 10 per cent of employment in both the township and the LGA. This is not reflected at the State level and suggests that manufacturing is an important and unique part of the township's economy.

Table C.1 Wodonga township demographic and economic profile, 2016

	WODONGA TOWNSHIP	WODONGA LGA	VIC
Within LGA	Yes	N/A	N/A
Population	35,130	39,347	5,926,624
Population profile			
Male	48.9%	49.0%	49.1%
Female	51.1%	51.0%	50.9%

	WODONGA TOWNSHIP	WODONGA LGA	VIC
Age profile			
Median age	36	36	37
Cultural background			
Indigenous	2.7%	2.5%	0.8%
Born in Australia	82.8%	83.1%	64.9%
Income			
Median household income	$1,228	$1,273	$1,419
Employment			
Unemployment	6.5%	6.0%	6.6%
Top 3 industries of employment	Health Care and Social Assistance (15.1%) Retail Trade (11.5%) Public Administration and Safety (11.0%)	Health Care and Social Assistance (14.7%) Public Administration and Safety (12.5%) Retail Trade (11.1%)	Health Care and Social Assistance (12.5%) Retail Trade (10.2%) Education and Training (8.6%)
Housing costs			
Median weekly rent	$250	$250	$325
Households experiencing rental stress	11.7%	11.0%	10.4%
Median monthly mortgage repayments	$1,400	$1,430	$1,728
Households experiencing mortgage stress	4.9%	5.2%	7.5%

Source: ABS 2016 Census of Population and Housing

SOCIAL INFRASTRUCTURE

A summary of social infrastructure in/which supports the Wodonga townships is provided below in Table C.2.

Table C.2 Wodonga township social infrastructure

	SOCIAL INFRASTRUCTURE	COMMENT
Health	Wodonga Hospital Range of medical services	Part of the Albury Wodonga Health (AWH) service which also includes Albury Hospital.
Education	Over 20 primary and secondary schools La Trobe University Wodonga TAFE Albury Wodonga Community College Flying Fruit Fly Circus	Being a larger centre, there is a range of educational services that meet the needs of the resident population. There is also the Flying Fruit Fly Circus, a unique circus-based training centre with a national and international calibre.

	SOCIAL INFRASTRUCTURE	COMMENT
Sport and recreation	Range of active and passive recreation	Council's Sport and Recreation Plan (2014-2040) identifies the WAVES facility and the Wodonga Sports and Leisure Centre as key facilities due to positive community feedback.
Community infrastructure	Wodonga Library Felltimber community centre Birallee Park Neighbourhood Centre	
Community services	Range of community services, including government and non-government services.	Types of services include community housing providers, aged care, disability, multi-cultural services, legal services and homelessness.

C1.1.2 ALBURY TOWNSHIP

Albury is a city with a diverse economy and is the major manufacturing, retail, commercial, administrative and cultural centre for the region, as described by Council. The City sits on the northern banks of the Murray River and is 300km from Melbourne and 570km from Sydney. Albury also has a regional airport. As noted previously, Albury and Wodonga townships have a close and unique cross-border relationship.

DEMOGRAPHIC PROFILE

The Albury township represents 93.4 per cent of the resident population of the Albury LGA, as shown in Table C.3. Key demographic characteristics of the Albury township include:

- a moderate median age of 39, similar to the broader LGA (39) and slightly higher than the NSW median (38)
- a moderately low representation of Indigenous residents, reflecting similar rates to both the LGA and NSW
- low cultural diversity compared to NSW.

ECONOMIC AND INCOME PROFILE

Unemployment rates are slightly higher in Albury township (7.3 per cent) compared to the LGA (6.8 per cent) and NSW rates (6.3 per cent), shown in Table C.3 below. Economic characteristics of the Albury township are represented by:

- a relatively similar median household income compared to the LGA ($1,1550 and $1,185 respectively)
- significantly lower housing cost compared to NSW
- the disparity between rental and mortgage stress suggests the experience of renting versus homeownership is very different within the township with a higher proportion of households experiencing housing stressed compared to households experiencing mortgage stress. It also suggests that households who rent may be more economically disadvantaged than households who have the capital to engage in homeownership
- the top three industries of employment for residents of the Albury township are the same as the LGA and NSW
- the top three industries of employment in the township and LGA represent a greater proportion of the labour force compared to NSW, suggesting a less diverse local economy in the township and LGA
- manufacturing and construction are important industries of employment in both the township and the LGA while professional and technical services is a major employer across NSW. This reflects a local economy with a strong connection with primary production and trade (blue-collar jobs) compared to a great emphasis on thought industries (white-collar jobs) at the State level.

Table C.3 Albury township demographic and economic profile, 2016

	ALBURY TOWNSHIP	ALBURY LGA	NSW
Within LGA	Yes	N/A	N/A
Population	47,974	51,080	7,480,228
Population profile			
Male	48.2%	48.3%	49.3%
Female	51.8%	51.7%	50.7%
Age profile			
Median age	39	39	38
Cultural background			
Indigenous	2.9%	2.8%	2.9%
Born in Australia	81.2%	81.4%	65.5%
Employment			
Unemployment	7.1%	6.8%	6.3%
Top 3 industries of employment	Health Care and Social Assistance (15.3%) Retail Trade (11.7%) Education and Training Services (9.6%)	Health Care and Social Assistance (15.2%) Retail Trade (11.5%) Education and Training Services (9.6%)	Health Care and Social Assistance (12.5%) Retail Trade (9.7%) Education and Training Services (8.4%)
Income			
Median household income	$1,155	$1,185	$1,486
Housing costs			
Median weekly rent	$231	$231	$380
Households experiencing rental stress	13.1%	12.5%	12.9%
Median monthly mortgage repayments	$1,387	$1,421	$1,986
Households experiencing mortgage stress	4.7%	4.9%	7.4%

Source: ABS 2016 Census of Population and Housing

SOCIAL INFRASTRUCTURE

A summary of social infrastructure in/which supports the Albury townships is provided below in Table C.4.

Table C.4 Albury township social infrastructure

	SOCIAL INFRASTRUCTURE	COMMENT
Health	Albury Base Hospital Range of medical services	Cross border facility servicing residents in both NSW and VIC. 337 beds including 95 mental health care beds.
Education	4 public primary schools 2 non-government primary schools 2 government secondary schools 1 non-government secondary school 3 combined schools 3 special schools Charles Sturt University, Albury-Wodonga campus TAFE NSW, Albury campus UNSW, Albury Range of training service providers	Albury Public School and Albury High School are the only government schools in Albury with greater socio-educational advantage than the national average. All non-government primary, secondary and combined schools have an Index of Community Socio-educational Advantage (ICSEA) score above the national average, reflecting greater socio-educational advantage.
Sport and recreation	Lauren Jackson Sports Centre Athletic Track Albury Alexandra Park	Regional level facilities supporting a range of recreation types.
Community infrastructure	Albury Entertainment Centre Murray Art Museum Albury The Albury Living Museum Lavington Library Gleneco Community Centre Mirambenna Community Centre Orana Community Centre Thurgoona Community Centre Westside Community Centre	Range of community infrastructure including regional arts and cultural facilities.

C1.1.3 WAGGA WAGGA TOWNSHIP

Described as the Southern Capital of NSW, Wagga Wagga is the major centre of the region with a regional airport. Wagga Wagga is the largest retail, commercial and administrative centre in the Riverina region, providing shopping services to a catchment of over 185,000 people. Wagga Wagga is the economic and social hub of the region.

Wagga Wagga has regional health services, a diverse range of schools and tertiary institutions, sport and recreational facilities that can support elite sporting events, key government social services and core community facilities.

DEMOGRAPHIC PROFILE

The Wagga Wagga township represents 77.4 per cent of the LGA's resident population. Key demographic characteristics of the Wagga Wagga township are presented in Table C.5 and include:

- a relatively low median age when compared to NSW (36 and 38 respectively)
- a high representation of Indigenous residents
- low cultural diversity reflected by the high proportion of residents born in Australia.

ECONOMIC AND INCOME PROFILE

The Wagga Wagga township has a moderate unemployment rate of 6.0 per cent. This is lower than the NSW rate of 6.9 per cent and similar to the LGA rate of 5.5 per cent, shown in Table C.5 below. Economic characteristics of the Wagga Wagga township are represented by:

- a higher median household income compared to the LGA reflecting greater economic affluence in the township than other areas in the LGA
- the same median housing costs compared to the LGA and lower median housing costs compared to the NSW
- a higher proportion of residents experiencing rental stress compared the LGA with similar rental stress rates to NSW. This suggests that the rental market in the Wagga Wagga township is relatively more expensive than other townships along the proposal
- consultation with Elders Group Mawang Galway in the Riverina identified that some of the challenges that Indigenous people face in Wagga Wagga are the overcrowding of homes, lack of education and targeted training for our Youth, as well as unemployment barriers and transport issues (due to the cost of bus service).

Table C.5 Wagga Wagga township demographic and economic profile, 2016

	WAGGA WAGGA TOWNSHIP	WAGGA WAGGA LGA	NSW
Within Wagga Wagga LGA	Yes	N/A	N/A
Population	48,263	62,383	7,480,228
Population profile			
Male	48.3%	48.9%	49.3%
Female	51.7%	51.1%	50.7%
Age profile			
Median age	36	35	38
Cultural background			
First Nations	6.3%	5.6%	2.9%
Born in Australia	84.3%	84.2%	65.5%
Employment			
Unemployment	6.0%	5.5%	6.9%
Top industries of employment	Health Care and Social Assistance (17.2%) Retail Trade (11.7%) Education and Training Services (10.8%)	Health Care and Social Assistance (15.8%) Retail Trade (10.9%) Education and Training Services (10.5%)	Health Care and Social Assistance (12.5%) Retail Trade (9.7%) Education and Training Services (8.4%)

	WAGGA WAGGA TOWNSHIP	WAGGA WAGGA LGA	NSW
Income			
Median household income	$1,296	$1,139	$1,486
Housing cost			
Median weekly rent	$265	$265	$380
Households experiencing rental stress	12.3%	11.0%	12.9%
Median monthly mortgage repayments	$1,517	$1,517	$1,986
Households experiencing mortgage stress	4.6%	4.9%	7.4%

Source: ABS 2016 Census of Population and Housing

SOCIAL INFRASTRUCTURE

A summary of social infrastructure in/which supports the Wagga Wagga township is provided below in Table C.6.

Table C.6 Wagga Wagga township social infrastructure

	SOCIAL INFRASTRUCTURE	COMMENT
Health	Wagga Wagga Base Hospital Calvary Riverina Hospital (private)	325 beds. The site also includes the co-location of various health services including mental health services. Annually, 300,000 people access Wagga's health services.
Education	15 primary schools (10 public schools and 5 non-government schools) 2 combined schools (non-government) 3 secondary schools (1 public and 2 non-government) 3 special schools UNSW Rural Clinic School TAFE NSW TAFE NSW Primary Industries Centre Charles Sturt University University of Notre Dame	80 per cent of public primary schools have socio-education advantage scores below the national average. Only 20 per cent of non-government primary schools were below the national average. The only public secondary school in Wagga Wagga is below the national ICSEA score average while the two non-government secondary schools are above the national average. Generally, non-government schools in Wagga Wagga have greater socio-educational advantage than public schools. Wagga Wagga is also home to two university campuses, making it a higher education hub for the region.

	SOCIAL INFRASTRUCTURE	COMMENT
Sport and recreation	Robertson Oval McDonald's Park Exhibition Centre Multi-Purpose Stadium Wagga Wagga Athletics Track Pomingalarna Cycling Complex Oasis Aquatic Centre	Wagga Wagga has a range of sport and recreation facilities which can host sporting events, catering to both the LGA and broader region.
Community infrastructure	Wagga Wagga City Library Civic Theatre Wagga Wagga Art Gallery Museum of the Riverina/Historical Council Chambers Riverina Conservatorium of Music	Wagga Wagga has a range of community infrastructure. Key community infrastructure identified has been flagged by Council as core facilities which will support Wagga Wagga grow as a city, reflecting their significant role in infrastructure delivery.
Community services	NSW Department of Community Services FACS Housing NSW Legal Aid NSW	Multiple State agencies have a regional service that operates from Wagga Wagga. There is also a range of Non-Government Organisations (NGOs) and not for profit organisations that operate from Wagga Wagga. Consequently, Wagga Wagga has a strong offering of government and non-government community services with regional significance.

C1.1.4 CULCAIRN TOWNSHIP

Culcairn is a township in the Greater Hume LGA with a resident population of 1,133 people. It is a busy agricultural centre with numerous historic buildings.

DEMOGRAPHIC PROFILE

The Culcairn township represents 10.9 per cent of the Greater Hume LGA population. Key demographic characteristics of the Culcairn township are presented in Table C.7 and include:

- an older population reflected by a median age (44) which is six years older than the NSW median (38). However, the median age for the Culcairn township is the same as the LGA, suggesting the township and LGA have an older population than other areas in NSW.
- a high proportion of Indigenous residents (5.1 per cent) compared to the LGA (3.3 per cent) and NSW (2.9 per cent)
- low cultural diversity reflected by the high proportion of residents born in Australia (83.1 per cent).

ECONOMIC AND INCOME PROFILE

The Culcairn township has a relatively low unemployment rate of 5.4 per cent. This is below the NSW rate of 6.3 per cent however above the LGA rate of 4.6 per cent, shown in Table C.7 below. Economic characteristics of the Culcairn township are represented by:

- low median household income
- low housing costs compared to NSW
- low purchase prices for dwellings, reflected by low median mortgage repayments
- higher demand for rental properties in the township compared to the LGA reflected by slightly higher median rent in the township

- relatively low housing stress with a small and equal representation of renters and homeowners experiencing housing stress
- manufacturing is the largest source of employment for residents in the Culcairn township while agriculture, forestry and fishing is the major source of employment across the LGA. This suggests that residents of the Culcairn township engage in different sources of employment compared to the broader LGA.

Table C.7 Culcairn township demographic and economic profile, 2016

	CULCAIRN TOWNSHIP	THE GREATER HUME LGA	NSW
Within LGA	Yes	N/A	N/A
Population	1,133	10,357	7,480,228
Population profile			
Male	51.4%	50.1%	49.3%
Female	48.6%	49.9%	50.7%
Age profile			
Median age	44	44	38
Cultural background			
Indigenous	5.1%	3.3%	2.9%
Born in Australia	83.1%	86.1%	65.5%
Employment			
Unemployment	5.4%	4.6%	6.3%
Top industries of employment	Manufacturing (13.2%) Education and Training Services (11.5%) Health Care and Social Assistance (10.0%)	Agriculture, Forestry and Fishing (22.1%) Health Care and Social Assistance (10.1%) Education and Training Services (8.9%)	Health Care and Social Assistance (12.5%) Retail Trade (9.7%) Education and Training Services (8.4%)
Income			
Median household income	$977	$1,168	$1,486
Housing costs			
Median weekly rent	$185	$180	$380
Households experiencing rental stress	5.5%	4.4%	12.9%
Median monthly mortgage repayments	$953	$1,213	$1,986
Households experiencing mortgage stress	5.0%	6.7%	7.4%

Source: ABS 2016 Census of Population and Housing

SOCIAL INFRASTRUCTURE

A summary of social infrastructure in/which supports the Culcairn township is provided below in Table C.8.

Table C.8 Culcairn township social infrastructure

	SOCIAL INFRASTRUCTURE	COMMENT
Health	Culcairn Multipurpose Service	7 hospital beds, 28 residential age care beds
Education	Culcairn Public School St Joseph's Primary School Billabong High School	Billabong High School is relatively large with 375 students. Both public schools have some degree of socio-educational disadvantage with an ICSEA score below the national average.
Sport and recreation	Culcairn Football and Netball Club	High quality playing field with lighting, club house and two relatively new netball courts.
Community infrastructure	There are no community facilities in Culcairn.	
Community services	Centrelink	

C1.1.5 HENTY TOWNSHIP

Henty is a township in the Greater Hume LGA. Henty is known for the Henty Machinery Field Days which attracts thousands of visitors to the town.

DEMOGRAPHIC PROFILE

The Henty township represents 9.1 per cent of the LGA's resident population, with a resident population 944 people. Key demographic characteristics of the Henty township are presented in Table C.9 and include:

- a notably older resident population with a median age of 49. This is five years higher than the broader LGA and 11 years higher than the NSW median
- a relatively high proportion of Indigenous residents compared to the LGA
- low cultural diversity reflected by the high proportion of residents born in Australia.

ECONOMIC AND INCOME PROFILE

The Henty township has a relatively low unemployment rate of 5.4 per cent. This is below the NSW rate of 6.3 per cent however above the LGA rate of 4.6 per cent, shown in Table C.9 below. Economic characteristics of the Henty township are represented by:

- median household income is significantly lower in the Henty township than in the broader LGA (35 per cent lower) and nearly half the NSW median household income
- housing costs are lower in the Henty township compared to the broader LGA. There is only a $10 difference in median rents between Henty Township and the LGA while median mortgage repayments have a $216 difference. This suggests that rental costs do not vary greatly across the LGA and/or there is limited rental availability
- there is a relatively high proportion of rental households experiencing rental stress compared to the LGA (7.5 per cent and 4.4 per cent respectively) and a low proportion of households experiencing mortgage stress compared to the LGA (4.0 per cent compared to 6.7 per cent). This suggests there is a disparity in living costs for renters compared to homeowners in the Henty township
- agriculture, forestry and fishing is a major source of employment for both the Henty township and the LGA, reflecting similar economic reliance on natural resources. Transport, postal and warehousing is a major source of employment for the township which is not evident across the LGA, possibly reflecting the influence of the West Henty grain loader on the local labour force.

Table C.9 Henty township demographic and economic profile, 2016

	HENTY TOWNSHIP	THE GREATER HUME LGA	NSW
Within LGA	Yes	N/A	N/A
Population	944	10,357	7,480,228
Population profile			
Male	48.7%	50.1%	49.3%
Female	51.3%	49.9%	50.7%
Age profile			
Median age	49	44	38
Cultural background			
Indigenous	5.8%	3.3%	2.9%
Born in Australia	86.8%	86.1%	65.5%
Employment			
Unemployment	6.8%	4.6%	6.3%
Top industries of employment	Health Care and Social Assistance (14.0%) Agriculture, Forestry and Fishing (13.7%) Transport, Postal and Warehousing (13.7%)	Agriculture, Forestry and Fishing (22.1%) Health Care and Social Assistance (10.1%) Education and Training Services (8.9%)	Health Care and Social Assistance (12.5%) Retail Trade (9.7%) Education and Training Services (8.4%)
Income			
Median household income	$764	$1,168	$1,486
Housing costs			
Median weekly rent	$170	$180	$380
Households experiencing rental stress	7.5%	4.4%	12.9%
Median monthly mortgage repayments	$997	$1,213	$1,986
Households experiencing mortgage stress	4.0%	6.7%	7.4%

Source: ABS 2016 Census of Population and Housing

SOCIAL INFRASTRUCTURE

A summary of social infrastructure in/which supports the Henty township is provided below in Table C.10.

Table C.10 Henty township social infrastructure

	SOCIAL INFRASTRUCTURE	COMMENT
Health	Henty Hospital and Health Service	Small hospital with 15 beds.
Education	Henty Public School Saint Paul's Lutheran Primary School	Both primary schools are socio-economically disadvantaged with an ICSEA score below the national average. There is no secondary school in Henty.
Sport and recreation	Local active and passive recreation spaces	
Community infrastructure	Henty Library	
Community services	There are no community services operating from Henty.	

C1.1.6 YERONG CREEK TOWNSHIP

Yerong Creek is a suburb between Henty and The Rock in the Lockhart LGA. It is a small community with minimal services. Due to the areas low resident population of 352 and low population density, Yerong Creek does not meet the requirements to be classified as an UCL in accordance with the ABS definition.

DEMOGRAPHIC PROFILE

The Yerong Creek township represents 11.3 per cent of the LGA's resident population. Key demographic characteristics of the Yerong Creek township are presented in Table C.11 and include:

- a relatively younger median age (43) compared to the LGA (46), however relatively old when compared to the NSW median (38)
- a low proportion of Indigenous residents
- moderate cultural diversity with a relatively smaller proportion of residents born in Australia when compared to the LGA and other townships.

ECONOMIC AND INCOME PROFILE

The Yerong Creek township has a high unemployment rate of 7.1 per cent. This is above the LGA rate (4.0 per cent) and the NSW rate (6.3 per cent), as shown in Table C.11 below. Economic characteristics of the Henty township are represented by:

- relatively similar household income compared to the LGA
- lower median rent and median mortgage repayments than the LGA, reflecting greater housing affordability
- a low proportion of households experiencing rental stress (3.0%) and a moderate proportion of households experience mortgage stress compared to the LGA
- limited employment diversity within the township with agriculture, forestry and fishing accounting for 43.2 per cent of employment. There is greater employment diversity across the LGA, with agriculture, forestry and fishing accounting for 28.8 per cent of employed residents.

Table C.11 Yerong Creek township demographic and economic profile, 2016

	YERONG CREEK TOWNSHIP	LOCKHART LGA	NSW
Population	352	3,121	7,480,228
Population profile			
Male	46.3%	49.3%	49.3%
Female	53.7%	50.7%	50.7%
Age profile			
Median age	43	46	38
Cultural background			
Indigenous	1.7%	3.4%	2.9%
Born in Australia	77.8%	84.7%	65.5%
Employment			
Unemployment	7.1%	4.0%	6.3%
Top industries of employment	Agriculture, Forestry and Fishing (43.2%) Health Care and Social Assistance (9.6%) Retail Trade (8.8%)	Agriculture, Forestry and Fishing (28.8%) Health Care and Social Assistance (15.0%) Education and Training Services (7.5%)	Health Care and Social Assistance (12.5%) Retail Trade (9.7%) Education and Training Services (8.4%)
Income			
Median household income	$1,053	$1,114	$1,486
Housing costs			
Median weekly rent	$100	$150	$380
Households experiencing rental stress	3.0%	3.8%	12.9%
Median monthly mortgage repayments	$800	$1,000	$1,986
Households experiencing mortgage stress	5.1%	4.0%	7.4%

Source: ABS 2016 Census of Population and Housing

SOCIAL INFRASTRUCTURE

A summary of social infrastructure in/which supports the Yerong Creek township is provided below in Table C.12.

Table C.12 Yerong Creek township social infrastructure

	SOCIAL INFRASTRUCTURE	COMMENT
Health	There are no public or private health services in Yerong Creek	
Education	Yerong Creek Public School	A small public school with a total enrolment of 22 children. The school does have a relatively high proportion of Indigenous students (18 per cent) representing approximately 4 students.
Sport and recreation	Yerong Creek Tennis Club Yerong Creek Bowling Club 2 ovals	Sport and recreation spaces are clustered in close proximity to residents
Community infrastructure	There is no public community infrastructure	
Community services	There are no community services located in Yerong Creek	

C1.1.7 THE ROCK TOWNSHIP

The Rock is a small township in the Lockhart LGA. The township has a resident population of 887 people.

DEMOGRAPHIC PROFILE

The Rock township represents 28.4 per cent of the LGA's resident population. Key demographic characteristics of The Rock township are presented in Table C.13 and include:

- a relatively high median age (46) when compared to the NSW median (38), however the same as the broader LGA
- a moderate proportion of Indigenous residents when compared to NSW
- low cultural diversity reflected by the high proportion of residents born in Australia.

ECONOMIC AND INCOME PROFILE

The Rock township has a relatively high unemployment rate of 7.2 per cent. This is above the NSW rate of 6.3 per cent and significantly higher than the LGA rate of 4.0 per cent, shown in Table C.13 below. Economic characteristics of The Rock township are represented by:

- relatively similar median household income compared to the LGA
- slightly higher housing costs than the broader LGA, however still notably lower than the NSW medians
- a low proportion of households in rental stress
- a fairly similar proportion of households in mortgage stress compared to the LGA
- a different employment profile to the broader LGA, with health, social and public services being the major sources of employment.

Table C.13 The Rock township demographic and economic profile, 2016

	THE ROCK TOWNSHIP	LOCKHART LGA	NSW
Within LGA	Yes	N/A	N/A
Population	887	3,121	7,480,228
Population profile			
Male	49.0%	49.3%	49.3%
Female	51.0%	50.7%	50.7%
Age profile			
Median age	46	46	38
Cultural background			
Indigenous	3.8%	3.4%	2.9%
Born in Australia	84.4%	84.7%	65.5%
Employment			
Unemployment	7.2%	4.0%	6.9%
Top industries of employment	Health Care and Social Assistance (20.7%) Retail Trade (9.8%) Public Administration and Safety (8.3%)	Agriculture, Forestry and Fishing (28.8%) Health Care and Social Assistance (15.0%) Education and Training Services (7.5%)	Health Care and Social Assistance (12.5%) Retail Trade (9.7%) Education and Training Services (8.4%)
Income			
Median household income	$1,074	$1,114	$1,486
Housing costs			
Median weekly rent	$200	$150	$380
Households experiencing rental stress	2.3%	3.8%	12.9%
Median monthly mortgage repayments	$1,083	$1,000	$1,986
Households experiencing mortgage stress	4.8%	4.0%	7.4%

Source: ABS 2016 Census of Population and Housing

SOCIAL INFRASTRUCTURE

A summary of social infrastructure in/which supports The Rock township is provided below in Table C.14.

Table C.14 The Rock township social infrastructure

	SOCIAL INFRASTRUCTURE	COMMENT
Health	There is one medical practice in The Rock.	
Education	The Rock Central School	A small combined school (K-12) with 179 students.
Sport and recreation	The Rock Recreation Reserve	Co-located swimming pool, tennis courts and oval
Community infrastructure	There are no Council owned facilities (e.g. Library, community hall, community centre).	
Community services	There are no community services operating from The Rock.	

C1.1.8 URANQUINTY TOWNSHIP

Uranquinty is a small township 15km south of Wagga Wagga with a strong village character which is highly valued by residents. The township is in the Wagga Wagga LGA and has a resident population of 770 people.

DEMOGRAPHIC PROFILE

The Uranquinty township represents 1.2 per cent of the LGA's resident population. Key demographic characteristics of the Uranquinty township are presented in Table C.15 and include:

- a relatively young median age of 36, compared to the NSW median of 38
- a moderate proportion of Indigenous residents (4.2 per cent), slightly lower than the LGA rate (5.6 per cent) and notably higher than the NSW proportion (2.9 per cent)
- low cultural diversity reflected by the high proportion of residents born in Australia.

ECONOMIC AND INCOME PROFILE

The Uranquinty township has a low unemployment rate of 3.2 per cent. This is almost half the NSW rate of 6.3 per cent and notably lower than the LGA rate of 5.5 per cent, shown in Table C.15 below. Economic characteristics of the Uranquinty township are represented by:

- a relatively high median household income compared to the LGA ($1,393 compared to $1,139 respectively)
- higher median rent and low median mortgage repayments compared to the LGA
- a low proportion of households experiencing rental stress despite higher median rent and a higher proportion of households experiencing mortgage stress despite lower median mortgage repayments compared to the LGA.

Table C.15 Uranquinty township demographic and economic profile, 2016

	URANQUINTY TOWNSHIP	WAGGA WAGGA LGA	NSW
Within Wagga Wagga LGA	Yes	N/A	N/A
Population	770	62,383	7,480,228
Population profile			
Male	50.1%	48.9%	49.3%
Female	49.9%	51.1%	50.7%
Age profile			
Median age	36	35	38
Cultural background			
Indigenous	4.2%	5.6%	2.9%
Born in Australia	85.8%	84.1%	65.5%
Income			
Median household income	$1,393	$1,139	$1,486
Employment			
Unemployment	3.2%	5.5%	6.9%
Top industries of employment	Health Care and Social Assistance (16.4%) Retail Trade (13.6%) Education and Training Services (8.9%)	Health Care and Social Assistance (15.8%) Retail Trade (10.9%) Education and Training Services (10.5%)	Health Care and Social Assistance (12.5%) Retail Trade (9.7%) Education and Training Services (8.4%)
Housing cost			
Median weekly rent	$275	$265	$380
Households experiencing rental stress	3.5%	11.0%	12.9%
Median monthly mortgage repayments	$1,300	$1,517	$1,986
Households experiencing mortgage stress	5.3%	4.9%	7.4%

Source: ABS 2016 Census of Population and Housing

SOCIAL INFRASTRUCTURE

A summary of social infrastructure in/which supports The Uranquinty township is provided below in Table C.16.

Table C.16 Uranquinty township social infrastructure

	SOCIAL INFRASTRUCTURE	COMMENT
Health	There are no public or private health services in Uranquinty	
Education	Uranquinty Public School	Uranquinty Public School is a small school with 35 students
Sport and recreation	Uranquinty Oval	Cricket pitch co-located with tennis courts and community hall
Community infrastructure	Uranquinty Community Hall	Co-located with the Uranquinty Oval
Community services	There are no community services based in Uranquinty.	

C1.1.9 JUNEE TOWNSHIP

The township of Junee is 41km from the Wagga Wagga City Council, the largest inland city in NSW. Junee's proximity to Wagga Wagga provides residents with country living in close proximity to the city. Since the late 1800's the Junee township prospered as a 'railway town' due to the Sydney to Melbourne rail line. The economic growth generated during this period is still evident in the grand historic buildings in town.

Junee has transitioned away from its function as 'railway town' becoming a lifestyle and service region, supporting smaller communities outside the township and the broader agricultural region.

DEMOGRAPHIC PROFILE

The Junee township represents 75.6 per cent of the LGA's resident population. Key demographic characteristics of the Junee township are presented in Table C.17 and include:

- a relatively younger median age compared to the LGA (38 compared to 40 respectively)
- a high proportion of Indigenous residents compared to the LGA and NSW (9.4 per cent compared to 7.8 and 2.9 per cent respectively)
- low cultural diversity reflected by the high proportion of residents born in Australia.

ECONOMIC AND INCOME PROFILE

The Junee township has a relatively high unemployment rate of 6.1 per cent compared to the LGA, as shown in Table C.17 below. Economic characteristics of the Junee township are represented by:

- a slightly lower median household income compared to the LGA
- higher median rent and lower median mortgage costs compared to the LGA
- a relatively high proportion of households experiencing rental stress compared to the LGA. This is also reflected by the higher median rental cost and lower median household income in the Junee township
- a notably different employment profile compared to the LGA. While agriculture, forestry and fishing is the largest employer across the LGA, it does not represent a major industry of employment in the Junee township. Considering the Junee township represents 75.6 per cent of residents in the LGA, there is a significant geographical disparity between where residents employed in the agriculture, forestry and fishing industry live, with minimal living in the Junee township.

Table C.17 Junee township demographic and economic profile, 2016

	JUNEE TOWNSHIP	JUNEE LGA	NSW
Within Junee LGA	Yes	N/A	N/A
Population	4,762	6,295	7,480,228
Population profile			
Male	58.8%	56.8%	49.3%
Female	41.2%	43.2%	50.7%
Age profile			
Median age	38	40	38
Cultural background			
Indigenous	9.4%	7.8%	2.9%
Born in Australia	81.5%	82.9%	65.5%
Employment			
Unemployment	6.1%	4.8%	6.9%
Top industries of employment	Manufacturing (15.6%) Public Administration and Safety (13.2%) Health Care and Social Assistance (11.8%)	Agriculture, Forestry and Fishing (16.0%) Manufacturing (12.0%) Health Care and Social Assistance (10.7%)	Health Care and Social Assistance (12.5%) Retail Trade (9.7%) Education and Training Services (8.4%)
Income			
Median household income	$1,062	$1,139	$1,486
Housing cost			
Median weekly rent	$215	$200	$380
Households experiencing rental stress	9.5%	7.3%	12.9%
Median monthly mortgage repayments	$1,192	$1,200	$1,986
Households experiencing mortgage stress	4.5%	4.9%	7.4%

Source: ABS 2016 Census of Population and Housing

SOCIAL INFRASTRUCTURE

A summary of social infrastructure in/which supports the Junee township is provided below in Table C.18.

Table C.18 Junee township social infrastructure

	SOCIAL INFRASTRUCTURE	COMMENT
Health	Junee District Hospital / Multipurpose Centre	38 beds
Education	Junee North Public School Junee High School Junee Public School St Joseph's Primary School	Junee Public School, Junee North Public School and Junee High School all have ICSEA scores below the national average, indicating lower socio-educational advantage. St Joseph's Primary School has an ICSEA score of 1,000, the same as the national average. This suggests that the school community at St Joseph's Primary School has similar socio-educational advantage as the national average.
Sport and recreation	Junee Recreation and Aquatic Centre Junee Golf Club Burns Soccer Fields Laurie Daley Oval Junee Skate Park	
Community infrastructure	Junee Library Junee Shire Council	Junee Library is the only library service in the LGA. The library offers free wifi as well as borrowing services, limited programs and public computers.
Community services	Service NSW	
Justice	Junee Correctional Centre	

C1.2 TOWNSHIPS IN CLOSE PROXIMITY TO THE LOCAL STUDY AREA

C1.2.1 JINDERA TOWNSHIP

Key community characters for the Jindera township are presented in Table C.19 below and includes:

- Jindera is a township in the Greater Hume LGA with a residents population of 1,293
- the township has a lower median age compared to the LGA (34 compared to 44 respectively)
- the township has a lower proportion of Indigenous residents compared to the LGA and a relatively low cultural diversity
- median household income is above the LGA median, reflecting a higher proportion of high income households than the LGA
- the top industries of employment vary between the Jindera township and the LGA, with manufacturing playing an important role for residents of Jindera while agriculture, forestry and fishing plays a less significant role in the township compared to the LGA.

Table C.19 Jindera township demographic and economic profile, 2016

	JINDERA TOWNSHIP	GREATER HUME LGA	NSW
Within Greater Hume LGA	Yes	N/A	N/A
Population	1,293	10,357	7,480,228
Population profile			
Male	48.0%	50.1%	49.3%
Female	52.0%	49.9%	50.7%
Age profile			
Median age	34	44	38
Cultural background			
Indigenous	2.8%	3.3%	2.9%
Born in Australia	87.7%	86.1%	65.5%
Income			
Median household income	$1,349	$1,168	$1,486
Employment			
Top industries of employment	Retail Trade (12.7%) Education and Training Services (12.0%) Manufacturing (10.7%) Health Care and Social Assistance (10.7%)	Agriculture, Forestry and Fishing (22.1%) Health Care and Social Assistance (10.1%) Education and Training Services (8.9%)	Health Care and Social Assistance (12.5%) Retail Trade (9.7%) Education and Training Services (8.4%)

Source: ABS 2016 Census of Population and Housing

C1.2.2 WALLA WALLA TOWNSHIP

Key community characters for the Walla Walla township are presented in Table C.20 below and includes:

- Walla Walla is a township in the Greater Hume LGA with a resident population of 567 people
- the township has a notably younger age than the broader LGA (38 compared to 44 respectively), reflecting a lower proportion of older residents and a higher proportion of younger residents
- the township has low cultural diversity and a similar representation of First Nations residents compared to the LGA
- median households incomes are lower than the LGA, suggesting a higher proportion of relatively lower income earning households in the township compared to the LGA
- similar to the Jindera township, agriculture, forestry and fishing is a smaller employer in the Walla Walla township while Manufacturing and retail trade are major employers for residents of Walla Walla.

Table C.20 Walla Walla township demographic and economic profile, 2016

	WALLA WALLA TOWNSHIP	GREATER HUME LGA	NSW
Within Greater Hume LGA	Yes	N/A	N/A
Population	567	10,357	7,480,228
Population profile			
Male	47.9%	50.1%	49.3%
Female	52.1%	49.9%	50.7%
Age profile			
Median age	38	44	38
Cultural background			
Indigenous	3.9%	3.3%	2.9%
Born in Australia	88.0%	86.1%	65.5%
Income			
Median household income	$1,070	$1,168	$1,486
Employment			
Top industries of employment	Manufacturing (12.8%) Retail Trade (9.6%) Health Care and Social Assistance (9.6%)	Agriculture, Forestry and Fishing (22.1%) Health Care and Social Assistance (10.1%) Education and Training Services (8.9%)	Health Care and Social Assistance (12.5%) Retail Trade (9.7%) Education and Training Services (8.4%)

Source: ABS 2016 Census of Population and Housing

C1.2.3 HOLBROOK TOWNSHIP

Key community characters for the Holbrook township are presented in Table C.21 below and includes:

- Holbrook is one of the larger townships within the Greater Hume LGA with a resident population of 1,288 people
- the township has a median age of 51, notably higher than the LGA (44) and State (38), suggesting that the resident population is older than surrounding areas
- the township has relatively low cultural diversity, reflected by a moderate representation of Indigenous residents and high proportions of residents born in Australia
- unlike the LGA, agriculture, forestry and fishing is not a major employer, with retail trade and public administration and safety playing a larger role.

Table C.21 Holbrook township demographic and economic profile, 2016

	HOLBROOK TOWNSHIP	GREATER HUME LGA	NSW
Within Greater Hume LGA	Yes	N/A	N/A
Population	1,288	10,357	7,480,228
Population profile			
Male	47.0%	50.1%	49.3%
Female	53.0%	49.9%	50.7%
Age profile			
Median age	51	44	38
Cultural background			
Indigenous	3.3%	3.3%	2.9%
Born in Australia	84.7%	86.1%	65.5%
Income			
Median household income	$902	$1,168	$1,486
Employment			
Top industries of employment	Retail Trade (14.8%) Health Care and Social Assistance (12.9%) Public Administration and Safety (10.2%)	Agriculture, Forestry and Fishing (22.1%) Health Care and Social Assistance (10.1%) Education and Training Services (8.9%)	Health Care and Social Assistance (12.5%) Retail Trade (9.7%) Education and Training Services (8.4%)

Source: ABS 2016 Census of Population and Housing

C1.2.4 TARCUTTA TOWNSHIP

Key community characters for the Tarcutta township are presented in Table C.22 below and includes:

- Tarcutta is a small township in the Wagga Wagga LGA, with just over 200 residents
- the township has an older resident population than the rest of the LGA with a median age of 45 compared to 35
- the township has a low proportion of Indigenous residents compared to the LGA
- the township has a low median household income, potentially reflecting a higher proportion of low-income earning households compared to the LGA
- accommodation and food services is a major employer in the township, accounting for approximately one-in-five employed residents.

Table C.22 Tarcutta township demographic and economic profile, 2016

	TARCUTTA TOWNSHIP	WAGGA WAGGA LGA	NSW
Within Wagga Wagga LGA	Yes	N/A	N/A
Population	213	62,383	7,480,228
Population profile			
Male	54.1%	48.9%	49.3%
Female	45.9%	51.1%	50.7%
Age profile			
Median age	45	35	38
Cultural background			
Indigenous	2.4%	5.6%	2.9%
Born in Australia	83.7%	84.2%	65.5%
Income			
Median household income	$785	$1,139	$1,486
Employment			
Top industries of employment	Accommodation and Food Services (21.5%) Public Administration and Safety (16.95) Construction (13.8%)	Health Care and Social Assistance (15.8%) Retail Trade (10.9%) Education and Training Services (10.5%)	Health Care and Social Assistance (12.5%) Retail Trade (9.7%) Education and Training Services (8.4%)

Source: ABS 2016 Census of Population and Housing

C1.2.5 LOCKHART TOWNSHIP

Key community characters for the Lockhart township are presented in Table C.23 below and includes:

- Lockhart is a relatively large township in the Lockhart LGA, with a resident population of 818 people, the Lockhart township represents nearly a third of the LGA population
- the township has an older population with a median age of 53. The townships median age is above the LGA median age of 46, suggesting the Lockhart township has a larger community of older residents compared to other areas in the LGA
- the township has a relatively high proportion of Indigenous residents compared to the LGA and NSW
- the township has a notably lower median household income compared to the LGA, reflecting a higher proportion of potentially lower socio-economic households.

Table C.23 Lockhart township demographic and economic profile, 2016

	LOCKHART TOWNSHIP	LOCKHART LGA	NSW
Within Lockhart LGA	Yes	N/A	N/A
Population	818	3,121	7,480,228
Population profile			
Male	47.7%	49.3%	49.3%
Female	52.3%	50.7%	50.7%
Age profile			
Median age	53	46	38
Cultural background			
Indigenous	5.5%	3.4%	2.9%
Born in Australia	86.0%	84.7%	65.5%
Income			
Median household income	$880	$1,114	$1,486
Employment			
Top industries of employment	Health Care and Social Assistance (20.0%) Agriculture, Forestry and Fishing (13.9%) Public Administration and Safety (11.6%)	Agriculture, Forestry and Fishing (28.8%) Health Care and Social Assistance (15.0%) Education and Training Services (7.5%)	Health Care and Social Assistance (12.5%) Retail Trade (9.7%) Education and Training Services (8.4%)

Source: ABS 2016 Census of Population and Housing

C1.2.6 LADYSMITH TOWNSHIP

Key community characters for the Ladysmith township are presented in Table C.24 below and includes:

- Ladysmith is a small township in the Wagga Wagga LGA with just over 200 residents
- when compared to the LGA, it is a relatively older community with a median age of 44. While the Ladysmith township is a smaller and older township, it has a higher proportion of relatively high incoming earning households, reflected by a notably higher median household income compared to the LGA.

Table C.24 Ladysmith township demographic and economic profile, 2016

	LADYSMITH TOWNSHIP	WAGGA WAGGA LGA	NSW
Within Wagga Wagga LGA	Yes	N/A	N/A
Population	208	62,383	7,480,228
Population profile			
Male	47.1%	48.9%	49.3%
Female	52.9%	51.1%	50.7%
Age profile			
Median age	44	35	38
Cultural background			
Indigenous	0.0%	5.6%	2.9%
Born in Australia	81.9%	84.2%	65.5%
Income			
Median household income	$1,375	$1,139	$1,486
Employment			
Top industries of employment	Retail Trade (14.0%) Health Care and Social Assistance (14.0%) Education and Training Services (12.9%)	Health Care and Social Assistance (15.8%) Retail Trade (10.9%) Education and Training Services (10.5%)	Health Care and Social Assistance (12.5%) Retail Trade (9.7%) Education and Training Services (8.4%)

Source: ABS 2016 Census of Population and Housing

C1.2.7 FOREST HILL TOWNSHIP

Key community characters for Forest Hill are presented in Table C.25 below and includes:

- Forest Hill township has a resident population of 2,231 people
- compared to both the Wagga Wagga LGA and NSW, Forest Hill township has a significantly low median age of 28. This is 10 years younger than the State and 7 years lower than the LGA. The significantly lower median age can partially be explained by the RAAF base located in Forrest Hill and the defence properties in the eastern part of the township
- the township has low cultural diversity however, a high proportion of Indigenous people
- the township has a high median household income reflect lower socio-economic disadvantage
- the high proportion of residents employed in public administration and safety reflects the RAAF base in Forest Hill.

Table C.25 Forest Hill township demographic and economic profile, 2016

	FOREST HILL TOWNSHIP	WAGGA WAGGA LGA	NSW
Within Wagga Wagga LGA	Yes	N/A	N/A
Population	2,231	62,383	7,480,228
Population profile			
Male	53.7%	48.9%	49.3%
Female	46.3%	51.1%	50.7%
Age profile			
Median age	28	35	38
Cultural background			
Indigenous	7.4%	5.6%	2.9%
Born in Australia	86.2%	84.2%	65.5%
Income			
Median household income	$1,414	$1,139	$1,486
Employment			
Top industries of employment	Public Administration and Safety (32.2%) Retail Trade (9.6%) Health Care and Social Assistance (9.1%)	Health Care and Social Assistance (15.8%) Retail Trade (10.9%) Education and Training Services (10.5%)	Health Care and Social Assistance (12.5%) Retail Trade (9.7%) Education and Training Services (8.4%)

Source: ABS 2016 Census of Population and Housing

C1.2.8 SAN ISIDORE TOWNSHIP

Key community characters for San Isidore township are presented in Table C.26 below and includes:

- San Isidore is a smaller township within the Wagga Wagga LGA with a resident population of 381 people
- the township has an older age profile reflected by a higher median age of 42
- the township has a lower representation of Indigenous residents compared to the LGA and similarly high rates of residents born in Australia
- the township has low economic disadvantage reflected by a median household income which is more than 50 per cent higher than LGA median and 20 per cent higher than the NSW median
- construction is a major industry of employment for the township.

Table C.26 San Isidore township demographic and economic profile, 2016

	SAN ISIDORE TOWNSHIP	WAGGA WAGGA LGA	NSW
Within Wagga Wagga LGA	Yes	N/A	N/A
Population	381	62,383	7,480,228
Population profile			
Male	53.8%	48.9%	49.3%
Female	46.2%	51.1%	50.7%
Age profile			
Median age	42	35	38
Cultural background			
Indigenous	3.7%	5.6%	2.9%
Born in Australia	84.3%	84.2%	65.5%
Income			
Median household income	$1,791	$1,139	$1,486
Employment			
Top industries of employment	Education and Training Services (14.9%) Health Care and Social Assistance (13.9%) Construction (13.4%)	Health Care and Social Assistance (15.8%) Retail Trade (10.9%) Education and Training Services (10.5%)	Health Care and Social Assistance (12.5%) Retail Trade (9.7%) Education and Training Services (8.4%)

Source: ABS 2016 Census of Population and Housing

C1.2.9 ESTELLA TOWNSHIP

Key community characters for the Estella township are presented in Table C.27 below and includes:

- Estella is a moderate sized township with a resident population of 3,471 people within the Wagga Wagga LGA
- the township has a significantly young median age of 26, nine years lower than the LGA media age of 35 and 12 years lower than the NSW median age of 38. The location of the Charles Sturt University, Wagga Wagga campus in Estella is a major driver of the notably young median age
- the township has a low representation of Indigenous residents compared to the LGA and slightly greater cultural diversity reflected by a slightly lower proportion of residents born in Australia
- the township has a significantly higher median household income than the LGA, suggesting a greater proportion of households with economic advantage.

Table C.27 Estella township demographic and economic profile, 2016

	ESTELLA TOWNSHIP	WAGGA WAGGA LGA	NSW
Within Wagga Wagga LGA	Yes	N/A	N/A
Population	3,471	62,383	7,480,228
Population profile			
Male	45.0%	48.9%	49.3%
Female	55.0%	51.1%	50.7%
Age profile			
Median age	26	35	38
Cultural background			
Indigenous	2.0%	5.6%	2.9%
Born in Australia	82.1%	84.2%	65.5%
Income			
Median household income	$1,760	$1,139	$1,486
Employment			
Top industries of employment	Health Care and Social Assistance (14.8%) Education and Training Services (14.4%) Retail Trade (10.5%)	Health Care and Social Assistance (15.8%) Retail Trade (10.9%) Education and Training Services (10.5%)	Health Care and Social Assistance (12.5%) Retail Trade (9.7%) Education and Training Services (8.4%)

Source: ABS 2016 Census of Population and Housing

C1.2.10 GUNDAGAI TOWNSHIP

Key community characters for the Gundagai township are presented in Table C.28 below and includes:

- Gundagai is a township in the Cootamundra-Gundagai Regional Council, however in moderately close proximity to Junee and the Junee LGA
- the township has a resident population of 1,925 people
- the township has an older age profile reflected by a high median age of 46
- compared to LGAs across the regional study area, the township has a slightly low median household income
- accommodation and food services is the largest employer for residents of the township.

Table C.28 Gundagai township demographic and economic profile, 2016

	GUNDAGAI TOWNSHIP	NSW
Within Junee LGA	No	N/A
Population	1,925	7,480,228
Population profile		
Male	48.3%	49.3%
Female	51.7%	50.7%
Age profile		
Median age	46	38
Cultural background		
Indigenous	3.4%	2.9%
Born in Australia	85.6%	65.5%
Income		
Median household income	$952	$1,486
Employment		
Top industries of employment	Accommodation and Food Services (15.2%) Manufacturing (13.8%) Health Care and Social Assistance (11.0%)	Health Care and Social Assistance (12.5%) Retail Trade (9.7%) Education and Training Services (8.4%)

Source: ABS 2016 Census of Population and Housing

C1.2.11 COOLAMON TOWNSHIP

Key community characters for the Coolamon township are presented in Table C.29 below and includes:

- the Coolamon township is part of the Coolamon Shire Council however in moderate proximity to Junee township and the Junee LGA
- the township has a moderate population of 1,699 people
- the township has an older population with a median age of 44
- the township has a moderate median household income of $1,198, reflecting moderate economic advantage.

Table C.29 Coolamon township demographic and economic profile, 2016

	COOLAMON TOWNSHIP	NSW
Within Junee LGA	No	N/A
Population	1,699	7,480,228
Population profile		
Male	48.1%	49.3%
Female	51.9%	50.7%
Age profile		
Median age	44	38
Cultural background		
Indigenous	3.8%	2.9%
Born in Australia	85.9%	65.5%
Income		
Median household income	$1,198	$1,486
Employment		
Top industries of employment	Education and Training Services (12.8%) Health Care and Social Assistance (12.0%) Public Administration and Safety (10.5%)	Health Care and Social Assistance (12.5%) Retail Trade (9.7%) Education and Training Services (8.4%)

Source: ABS 2016 Census of Population and Housing

C1.2.12 GANMAIN TOWNSHIP

Key community characters for the Ganmain township are presented in Table C.30 below and includes:

- the Ganmain township is part of the Coolamon Shire Council however in moderate proximity to Junee township and the Junee LGA
- the township is relatively small with a resident population of 602 people
- the township has an older resident population reflected by a median age of 48
- the township has a relatively high proportion of Indigenous residents
- the township has a low median household income suggesting a higher proportion of low income households compared to other areas
- agriculture, forestry and fishing is a major source of employment for residents in the township.

Table C.30 Ganmain township demographic and economic profile, 2016

	GANMAIN TOWNSHIP	NSW
Within Junee LGA	No	N/A
Population	602	7,480,228
Population profile		
Male	49.2%	49.3%
Female	50.8%	50.7%
Age profile		
Median age	48	38
Cultural background		
Indigenous	5.0%	2.9%
Born in Australia	84.0	65.5%
Income		
Median household income	$831	$1,486
Employment		
Top industries of employment	Agriculture, Forestry and Fishing (12.3%) Health Care and Social Assistance (11.7%) Education and Training Services (10.1%)	Health Care and Social Assistance (12.5%) Retail Trade (9.7%) Education and Training Services (8.4%)

Source: ABS 2016 Census of Population and Housing

C1.2.13 COOTAMUNDRA TOWNSHIP

Key community characters for the Cootamundra township are presented in Table 1.36 below and includes:

- the Cootamundra township is part of the Cootamundra-Gundagai Regional Council and is a moderate distance from the Junee township and Junee LGA
- it is a relatively large township with a resident population of 5,669 people
- the township has a high median age of 51, suggesting the resident profile is significantly older than other areas
- the township has a relatively large representation of Indigenous residents
- the township has a low median household income reflecting a higher proportion of low income households.

Table C.31 Cootamundra township demographic and economic profile, 2016

	COOTAMUNDRA TOWNSHIP	NSW
Within Junee LGA	No	N/A
Population	5,669	7,480,228
Population profile		
Male	48.1%	49.3%
Female	51.9%	50.7%
Age profile		
Median age	51	38
Cultural background		
Indigenous	6.0%	2.9%
Born in Australia	85.8%	65.5%
Income		
Median household income	$845	$1,486
Employment		
Top industries of employment	Health Care and Social Assistance (13.4%) Manufacturing (12.9%) Retail Trade (11.8%)	Health Care and Social Assistance (12.5%) Retail Trade (9.7%) Education and Training Services (8.4%)

Source: ABS 2016 Census of Population and Housing

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Appendix D Scoping tool

ALBURY TO ILLABO ENVIRONMENTAL IMPACT STATEMENT

Environmental Impact Statement (EIS) scoping worksheet for:	*Inland Rail - Albury to Illabo 30% design*								Date:					
What matters might be impacted?			**What activities might cause an impact?**	**What are the characteristics of the impact?**						**How will the impact be managed?**	**What are the community and other stakeholder views?**	**What level of assessment and engagement is required in the EIS preparation phase?**		
Social and environmental matters **I.e. natural or human assets or values aggregated at the level most appropriate for informing management and assessment requirements** ***Click on the matter for a description, or the link above for full glossary***				**If there is a 'likely' impact:** **1. list the activities expected to cause the impact; and** **2. if applicable, list the receptor being impacted and its status.** *E.g. construction noise will be heard at nearby school* **If 'unlikely', briefly explain why. Has the impact been actively avoided through project design or site location?**	**Is the impact, without mitigation, expected to cause a material effect with regard to its...**				**Does the impact need assessment in the EIS?** ***(Auto fills)***	**Is the impact, without mitigation, expected to have a material cumulative effect with other impacts (including from other projects)?**	**What safeguards and management measures are expected to be required to address the impact?** ***(Select from list)***	**Are there community or other stakeholder concerns regarding the impact or activity?** ***(Based on engagement with community and***	**Expected level of assessment and/or engagement required** ***(Auto fills)***	**Relevant section in Scoping Report** ***(Manual entry)***
					extent?	**duration?**	**severity?**	**sensitivity?**						
What does the proposal mean for people?	AMENITY	acoustic	Likely	**Construction:** Construction activities would result in noise and vibration which may impact sensitive receivers, including as a result of construction vehicles and traffic diversions. **Operation:** Changes in noise and vibration from train operations may impact sensitive receivers.	Y	Y	Y	Y	Yes	Unknown	Project Specific	Yes	Key Issue + CIA + Focussed Engagement	
		visual	Likely	**Construction:** Construction may impact on amenity for nearby sensitive recievers, including views of construction activities, compounds and disruption of views. **Operation:** Rail freight movements and views of new infrastructure may impact nearby sensitive recievers	Y	Y	N	Y	Yes	Unknown	Standard	Yes	Other Issue + CIA + Focussed Engagement	
		odour		Not anticipated to be impacted										
		microclimate		Not anticipated to be impacted										
	ACCESS	access to property	Likely	**Construction:** Property requirements for the project may impact access or movements within/across property. Disruption to property access from public roads. **Operation:** As above.	N	Y	N	Y	Yes	Unknown	Project Specific	Yes	Key Issue + CIA + Focussed Engagement	
		utilities	Likely	**Construction:** Adjustment or modification to utilities, potentially resulting in disruption of service. **Operation:** As above.	Y	Y	Y	Y	Yes	No	Standard	Yes	Other Issue + Focussed Engagement	
		road and rail network	Likely	**Construction:** Increased traffic from construction vehicles, disruption to existing vehicle movements from temporary road closures or diversions impacting road users, including public and active transport modes. Disruption to the existing rail network from construction. **Operation:** Changes in the road network resulting in additional delays to road users, e.g. level crossings.	Y	Y	Y	Y	Yes	Unknown	Standard	Yes	Other Issue + CIA + Focussed Engagement	
		offsite parking	Likely	**Construction:** Impacts to offsite parking due to construction activities and/or parking of construction vehicles. **Operation:** Not anticipated to be impacted.	Y	N	N	N	No	No	Standard	Yes	Other Issue + Focussed Engagement	
		other - please specify		Not anticipated to be impacted.										
	BUILT ENVIRONMENT	public domain	Likely	**Construction:** Impact to the public domain from construction activities, including temporary use of open space. **Operation:** As above, resulting in permanent loss in area, or changes. Increased potential for anti-social behaviour including graffiti on new infrastructure.	N	Y	N	N	No	No	Standard	Yes	Other Issue + Focussed Engagement	
		public infrastructure	Likely	**Construction and operation:** Changes and modifications to public roads, rail lines, and pedestrian / cycle bridges.	N	Y	N	Y	Yes	No	Project Specific	Yes	Key Issue + Focussed Engagement	
		other built assets		Not anticipated to be impacted										
		other - please specify		Not anticipated to be impacted										
	HERITAGE	natural		Not anticipated to be impacted										
		cultural		Not anticipated to be impacted										
		Aboriginal cultural	Likely	**Construction:** Direct impacts on known Aboriginal heritage items Direct impacts to archaeologically sensitive landscapes and potential unidentified Aboriginal heritage items Indirect impacts to Aboriginal heritage items from construction of the project such as vibration, or visual impacts. **Operation:** Not anticipated to be impacted.	N	Y	Y	Y	Yes	No	Project Specific	Yes	Key Issue + Focussed Engagement	
		built	Likely	**Construction:** Direct impacts on known heritage items Direct impacts to archaeologically sensitive landscapes and potential unidentified heritage items Indirect impacts to heritage items from construction of the project such as vibration or visual impacts. **Operation:** Not anticipated to be impacted.	Y	Y	Y	Y	Yes	No	Project Specific	Yes	Key Issue + Focussed Engagement	
		other - please specify		Not anticipated to be impacted										
		health	Likely	**Construction:** Noise and vibration may result in stress, anxiety and/or sleep disruption, affecting mental health of sensitive receivers Potential saturation of health services due to increased demand by construction workforce. Perceived impacts related to delays at level crossings that have potential to affect access for emergency services during construction phase **Operation:** Impacts from additional rail freight, changes in rail operations.	Y	Y	Y	Y	Yes	Yes	Project Specific	Yes	Key Issue + CIA + Focussed Engagement	

Environmental Impact Statement (EIS) scoping worksheet for:	*Inland Rail - Albury to Illabo 30% design*									Date:					
What matters might be impacted?			**What activities might cause an impact?**	**What are the characteristics of the impact?**						**How will the impact be managed?**	**What are the community and other stakeholder views?**	**What level of assessment and engagement is required in the EIS preparation phase?**			
Social and environmental matters **I.e. natural or human assets or values aggregated at the level most appropriate for informing management and assessment requirements** ***Click on the matter for a description, or the link above for full glossary***			**If there is a 'likely' impact:** **1. list the activities expected to cause the impact; and** **2. if applicable, list the receptor being impacted and its status.** *E.g. construction noise will be heard at nearby school* **If 'unlikely', briefly explain why. Has the impact been actively avoided through project design or site location?**	**Is the impact, without mitigation, expected to cause a material effect with regard to its...**				**Does the impact need assessment in the EIS?** ***(Auto fills)***	**Is the impact, without mitigation, expected to have a material cumulative effect with other impacts (including from other projects)?**	**What safeguards and management measures are expected to be required to address the impact?** ***(Select from list)***	**Are there community or other stakeholder concerns regarding the impact or activity?** ***(Based on engagement with community and***	**Expected level of assessment and/or engagement required** ***(Auto fills)***	**Relevant section in Scoping Report** ***(Manual entry)***
				extent?	**duration?**	**severity?**	**sensitivity?**						
What does the proposal mean for the natural environment?	COMMUNITY	safety	Likely	**Construction:** Safety risks to pedestrians during construction, particularly for school aged children and families accessing nearby schools, due to changes in traffic and road network conditions. **Operation:** Safety improvement in bridges due to project enhancement Improved access and safety in footbridges to people with special needs Potential unauthorised access to railways resulting in safety risk for property owners Increase safety risks perception in road/rail interfaces at level crossings.	N	Y	Y	Y	Yes	Unknown	Standard	Yes	Other Issue + CIA + Focussed Engagement	
		services and facilities	Likely	**Construction:** Presence of the construction workforce may put pressure on services and facilities during the Construction period. Impacts to the road network, parking and access to services and facilities. **Operation:** No impacts anticipated.	Y	Y	N	N	Yes	No	Standard	Yes	Other Issue + Focussed Engagement	
		cohesion, capital and resilience	Likely	**Construction:** Potential change to cohesion through temporary workforce in local towns Potential disruption to community events (carnivals, fairs) due to changes to road/access network **Operation:** Potential exacerbation of social severance due to longer waiting times at level crossings. During consultation community members reported experiencing severance due to the existence of the rail line.	Y	N	Y	Y	Yes	Unknown	Project Specific	Yes	Key Issue + CIA + Focussed Engagement	
		housing	Likely	**Construction:** Reduction of housing/accomodation alternatives for low income earners due to increased demand on housing and accommodation from incoming temporary construction workforce. **Operation:** No impacts anticipated.	Y	N	Y	N	Yes	Yes	Standard	Yes	Other Issue + CIA + Focussed Engagement	
		Decision Making Systems	Likely	**Construction and operation:** During consultation concern about how community feedback is reflected in design decisions was raised. Lack of understanding of project scope and potential impacts	Y	Y	N	Y	Yes	Unknown	Project Specific	Yes	Key Issue + CIA + Focussed Engagement	
	ECONOMIC	natural resource use		Not anticipated to be impacted										
		livelihood	Likely	**Construction:** Impacts to venues, restaurants, pubs and others during construction. Job opportunities for local trades. **Construction and operation:** Improved freight efficiency reduicing business cost. Positive economic impacts from local housing and accomm providers servicing the demand for accommodation generated through the IR workforce	Y	Y	Y	Y	Yes	Unknown	Standard	Yes	Other Issue + CIA + Focussed Engagement	
		livelihood (negative)	Likely	Not antiicpated to be impacted.										
		opportunity cost		Not antiicpated to be impacted.										
		other - please specify	Unlikely	Not antiicpated to be impacted.										
	AIR	particulate matter		**Construction:** Dust during construction could affect the amenity of community members in close proximity to the proposal. **Operation:** Increased freight movements.	Y	Y	Y	Y	Yes	No	Standard	No	Other Issue	
		gases		Not anticipated to be impacted.										
		atmospheric emissions		Not anticipated to be impacted.										
		other - please specify		Not anticipated to be impacted.										
	BIODIVERSITY	native vegetation	Likely	**Construction:** Impacts to native vegetation, including threatened species and communities. **Operation:** Not anticipated to be impacted.	Y	Y	Y	Y	Yes	Yes	Project Specific	Yes	Key Issue + CIA + Focussed Engagement	
		native fauna	Likely	**Construction:** Impacts to native fauna and habita, including threatened species. **Operation:** Impacts to fauna habitat connectivity.	Y	Y	Y	Y	Yes	Yes	Project Specific	No	Key Issue + CIA	
		other - please specify		Not anticipated to be impacted.										
	LAND	stability and/or structure		Not anticipated to be impacted.										
		soil chemistry		Not anticipated to be impacted.										
		capability	Likely	Not anticipated to be impacted. **Construction:** Temporal use of agricultural land during construction	Y	Y	Y	Y	Yes	No	Project Specific	No	Key Issue	
		topography		Not anticipated to be impacted.										
		other - please specify		Not anticipated to be impacted.										
	WATER	water quality	Yes	Not anticipated to be impacted.										
		water availability	Yes	**Construction:** Construction water supply requirements **Operation:** Not anticipated to be impacted.	Y	Y	Y	Y	Yes	No	Project Specific	No	Key Issue	
		hydrological flows	Yes	Not anticipated to be impacted										
		other - please specify		Not anticipated to be impacted										
What risks does the proposal face?	RISKS	coastal hazards		Not anticipated to be impacted										
		flood waters	Likely	**Construction and operation:** Potential changes flooding conditions.	Y	Y	Y	Y	Yes	No	Project Specific	Yes	Key Issue + Focussed Engagement	
		bushfire		Not anticipated to be impacted										
		undermining		Not anticipated to be impacted										
		steep slopes		Not anticipated to be impacted										
		other - please specify		Not anticipated to be impacted										

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Appendix E Social impact management plan (SIMP)

ALBURY TO ILLABO ENVIRONMENTAL IMPACT STATEMENT

Table E.1 Monitoring framework

DESIRED OUTCOME	INDICATORS	TARGET	METHOD	FREQUENCY	MONITORING RESPONSIBILITY
Workforce management					
The proposal has maximised local employment opportunities.	Number of residents employed from the social locality	Over 10% To be further developed by principal contractor	Construction employment register Employment enquiry log	Quarterly during construction	Principal contractor and ARTC
Employment opportunities are available to people of all backgrounds, including Indigenous people, women, under 25's and the unemployed.	Number of Indigenous people, women, under 25s employed and apprentices	20% of total cumulative workforce should comprise of: — Local residents — Indigenous people — Women — Under 25 years of age — Apprenticeship/traineeship positions	Construction employment register	Quarterly during construction	Principal contractor and ARTC
The proposal has enhanced skills of residents that lead to employment.	Number of residents who have completed Inland Rail Skills Academy courses in the social locality.	Not specified	Trainee register Apprentices data	Quarterly during pre-construction	ARTC
	Number of residents who have completed training deliver by Principal contractor in the social locality	Not specified	Trainee register	Quarterly during pre-construction	Principal contractor
The non-resident workforce has a minimal impact on the local community and there are mitigation measures in place to minimise negative impacts.	Number of complaints from community members regarding non-resident workforce behaviour.	80% of complaints are responded to within 24 hours and resolved to a satisfactory level for the complainant	Engagement records and grievance mechanism	Quarterly during construction	ARTC and/or principal contractor

DESIRED OUTCOME	INDICATORS	TARGET	METHOD	FREQUENCY	MONITORING RESPONSIBILITY
Industry participation					
To provide full and fair opportunity for local businesses to tender on contracts.	Amount spent as a cumulative total, and number of businesses engaged during the delivery of the proposal from different LGAs in the social locality	To be determined through contracting process between ARTC and principal contractor. At least 2 contracts with local businesses from different LGAs during construction.	Principal contractor procurement data	Six monthly	To be determined through contracting process between ARTC and principal contractor
Increased capability for local Indigenous businesses.	Amount spent as a cumulative total, and number of Indigenous businesses engaged during the delivery of the proposal from different LGAs in the social locality	To be determined through contracting process between ARTC and principal contractor. At least 2 contracts with Indigenous businesses from different LGAs.	Principal contractor procurement data	Six monthly	Principal contractor and ARTC
To assist in equipping local and regional businesses to access supply chain opportunities.	Attendance rates at Inland Rail Skills Academy capacity building sessions.	Not specified	Attendance logs	Quarterly during pre-construction	ARTC
	Evidence of implementation the AIPP and IPP.	To be determined through contracting process between ARTC and principal contractor.	Principal contractor procurement data	Quarterly	Principal contractor
The proposal contributes to the regional economic benefit and market activation	Number of local businesses who use Inland Rail to transport their products/materials	To be determined through contracting process between ARTC and principal contractor.	ARTC business data	Annually	ARTC
Housing and accommodation					
The proposal does not impact housing affordability and availability for locals.	Number of private rental properties leased by ARTC or the principal contractor	Not specified	Principal contractor workforce accommodation data	Quarterly	Principal contractor and ARTC

DESIRED OUTCOME	INDICATORS	TARGET	METHOD	FREQUENCY	MONITORING RESPONSIBILITY
	The local rental market experiences no significant changes to availability or price.	A maximum of 20 project employees are accommodated in long-term rental accommodation across the social locality during construction.	Engagement with Albury, Greater Hume, Lockhart, Wagga Wagga and Junee councils Engagement with real estate agents in Albury, Greater Hume, Lockhart, Wagga Wagga and Junee LGAs Local rental data from SQM Research	Quarterly	ARTC and/or contractor
The proposal minimises impacts on temporary accommodation providers during major tourist events and peak seasons.	Short term accommodation vacancy rates remain consistent throughout the delivery program.	25% of temporary accommodation to remain available for servicing other industries	Engagement with short term accommodation providers Local rental data from SQM Research Principal contractor workforce accommodation data	Quarterly	Principal contractor
Community health and wellbeing					
Amenity impacts are minimised through monitoring, engagement and continuous improvement initiatives.	People's access to local health service providers (associated with mental health, stress, sleep deprivation)	Not specified	Engagement with Wagga Wagga Health Service and Murrumbidgee Primary Health Network Review with individual landholder liaison officer	Quarterly	ARTC and/or contractor

DESIRED OUTCOME	INDICATORS	TARGET	METHOD	FREQUENCY	MONITORING RESPONSIBILITY
	Number of complaints around noise, dust and vibration from sensitive receivers	80% of complaints are responded to within 24 hours and resolved to a satisfactory level for the complainant	Complaints register	Quarterly	ARTC and/or Contractor
The proposal adequately manages and enhances aesthetic values in the social locality	Number of complaints about loss of green space or visual impacts to landscape.	80% of complaints are responded to within 24 hours and resolved to a satisfactory level for the complainant	Complaints register	Quarterly	ARTC and/or Contractor
	Number of trees/plants planted across the rail line	2 trees planted for every tree removed	Contractor register	Quarterly	Principal contractor
	Number of sponsorship/donation programs delivered to enhance aesthetic values	At least two sponsorships to enhance aesthetics in the social locality per year during the first 3 years of operation	ARTC social investment records	Annually	ARTC
The proposal enhances connection to Country in the social locality	Number of initiatives implemented to enhance connection to Country	At least two initiatives to enhance connection to Country per year, over 4 years during construction and operation.	ARTC social investment records	Annually	ARTC
The proposal does not impact health service access for locals.	Number of non-resident workforce accessing to local health service providers	Monitor non-resident workforce attendances at local health service	Contractor incident records	Quarterly	Principal contractor
	Waiting lists at local health services	Not specified	Engagement with Wagga Wagga Health Service and Murrumbidgee Primary Health Network	Quarterly	Principal contractor
Health and wellbeing access is improved by the proposal	Attendance at community health and wellbeing programs	Not specified	Engagement with Albury, Greater Hume, Lockhart, Wagga Wagga and Junee councils	Quarterly	ARTC and/or contractor

DESIRED OUTCOME	INDICATORS	TARGET	METHOD	FREQUENCY	MONITORING RESPONSIBILITY
	Number of sponsorships/donations implemented in the social locality	At least 1 initiative at each precinct is implemented during construction	ARTC social investment records	Quarterly	ARTC
The community is educated and actively implementing rail safety practices.	Number of community safety events delivered	At least 2 events annually at each precinct during construction and the first 3 years of operation	ARTC event logs	Annually	ARTC
	Number of participants at community safety events	Not specified	ARTC event logs	Annually	ARTC
	Number of complaints about safety issues	80% of complaints are responded to within 24 hours and resolved to a satisfactory level for the complainant	Complaints register	Quarterly	ARTC and/or Contractor
	Number of vulnerable people with whom a privacy measure was agreed at their homes	100% of vulnerable residents' privacy requests are resolved to a satisfactory level	ARTC records	Quarterly	ARTC and/or contractor
The proposal makes best efforts to avoid or minimise any activities causing adverse stress and anxiety for the community including affected landowners	Funding and successful collaboration/programs established between local mental health services and ARTC	At least 1 program is established at each precinct during construction	ARTC partnerships records	Six Monthly	ARTC and/or Contractor
	Number of works notifications sent out to residents within 2km of distance of each enhancement site	90% of residents located within 2km to enhancement site was notified	ARTC and Contractor engagement records	Quarterly	ARTC and/or contractor
	Local presentations to local health service providers, associated with mental health, stress, sleep deprivation related to the proposal.	Not specified	Engagement with Wagga Wagga Health Service and Murrumbidgee Primary Health Network	Quarterly	ARTC and/or contractor

DESIRED OUTCOME	INDICATORS	TARGET	METHOD	FREQUENCY	MONITORING RESPONSIBILITY
The level of access for emergency services is not negatively affected by the proposal	Meetings held with Emergency Services	At least 1 meeting per month during construction	ARTC and Contractor engagement records	Quarterly	ARTC and/or contractor
	Number of complaints about delays to emergency services	80% of complaints are responded to within 24 hours and resolved to a satisfactory level for the complainant	Complaints register	Quarterly	ARTC and/or Contractor
Access to school and parking is not negatively affected by the proposal	Number of complains about mobility issues during construction	80% of complaints are responded to within 24 hours and resolved to a satisfactory level for the complainant	Complaints register	Quarterly	ARTC and/or Contractor
	Number of complains about parking issues during construction	80% of complaints are responded to within 24 hours and resolved to a satisfactory level for the complainant	Complaints register	Quarterly	ARTC and/or Contractor
	Number of schools who complain that their students and staff are experiencing mobility and access issues during construction	80% of complaints are responded to within 24 hours and resolved to a satisfactory level for the complainant	Complaints register	Quarterly	ARTC and/or Contractor
Distribution equity is adequately managed and not exacerbated by the proposal	Identification of vulnerable members of the community through a door knock and phone calls located within 2km of distance of each enhancement site	100% of residents located within 2km distance from enhancement sites received a visit or phone call to assess if there is any vulnerable person in the household.	ARTC Engagement records	Quarterly	ARTC and/or Contractor
	Number of vulnerable residents who report need for additional support services and access to additional support measures	100% of vulnerable residents' requests to manage wellbeing issues due to construction activities are resolved to a satisfactory level.	ARTC records	Quarterly during construction	ARTC and/or Contractor

DESIRED OUTCOME	INDICATORS	TARGET	METHOD	FREQUENCY	MONITORING RESPONSIBILITY
	Number of vulnerable residents who received additional support reports having improved their wellbeing	Not specified	ARTC engagement records	Quarterly during construction	ARTC and/or Contractor
Community severance is not exacerbated by the proposal	Number of complains about delays to movement during operation	80% of complaints are responded to within 24 hours and resolved to a satisfactory level for the complainant	Complaints register	Quarterly	ARTC and/or Contractor
	Number of activities/sponsorships developed by ARTC with the community to enhance social cohesion/sense of place	At least two sponsorships to enhance social cohesion in Junee per year during the first 3 years of operation At least one sponsorship to enhance social cohesion in Wagga Wagga and Greater Hume-Lockhart per year during the first 3 years of operation	ARTC social investment records	Quarterly	ARTC and/or contractor
Community and stakeholder engagement					
Stakeholders and the community are engaged in an open and transparent process.	Number and type of interactions based on stakeholder group	At least two interactions with each key stakeholder per year	ARTC engagement records	Quarterly	ARTC and/or contractor
Landowners are aware of the proposal schedule and supported to manage impacts.	Number of complaints received during the construction program, and whether those complaints followed the ARTC complaints handling procedure	80% of complaints are responded to within 24 hours and resolved to a satisfactory level for the complainant	Feedback from landholders during consultation Complaints register and resolution timeframes	Quarterly	ARTC and/or contractor
	Proportion of landowners who received information on the proposal schedule via the landowner liaison officer	100% of landowners with Land access agreement received information via Liaison officer	ARTC engagement records	Quarterly	ARTC and/or contractor

DESIRED OUTCOME	INDICATORS	TARGET	METHOD	FREQUENCY	MONITORING RESPONSIBILITY
	Number of complaints from landowners/adjacent properties about not meeting land access agreements or property damage	80% of complaints are responded to within 24 hours and resolved to a satisfactory level for the complainant	Complaints register	Quarterly	ARTC and/or Contractor
	Number of property residents who report to experience increased vibration and noise from increased number of trains	80% of complaints are responded to within 24 hours and resolved to a satisfactory level for the complainant	Complaints register	Quarterly during the first 6 months of operation	ARTC and/or Contractor
The community is made aware of disruptions and able to manage impacts accordingly.	Number of complaints received during the construction program, and whether those complaints followed the ARTC complaints handling procedure	80% of complaints are responded to within 24 hours and resolved to a satisfactory level for the complainant	Feedback from consultation with regional Councils Complaints register and resolution timeframes	Quarterly	ARTC and/or contractor