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HumeLink

Social Impact Assessment
Addendum
Technical Report 7

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EXECUTIVE SUMMARY

Transgrid proposes to increase the energy network capacity in southern New South Wales (NSW) through the development of around 365 kilometres of new 500 kilovolt (kV) high-voltage transmission lines and associated infrastructure between Wagga Wagga, Bannaby and Maragle. This project is collectively referred to as HumeLink. The project would be located across six Local Government Areas (LGAs) including Wagga Wagga City, Snowy Valleys, Cootamundra-Gundagai Regional, Upper Lachlan Shire, Yass Valley and Goulburn Mulwaree.

An Environmental Impact Statement (EIS) was prepared in accordance with the requirements of Division 5.2 of the NSW *Environmental Planning and Assessment Act 1979* (EP&A Act). The EIS was placed on public exhibition by the NSW Department of Planning, Housing and Infrastructure (DPHI) (formerly the NSW Department of Planning and the Environment (DPE)) for a period of 42 days, between 30 August 2023 and 10 October 2023.

Since the public exhibition of the EIS and the appended *Technical Report 7 - Social Impact Assessment*, several amendments and refinements have been proposed which have been considered in this report, including:

- changes to the transmission line corridor
- transmission line and substation design refinements at Gregadoo
- telecommunications connections to existing substations
- changes to ancillary facilities, including five additional worker accommodation facilities and construction compounds
- nomination of access tracks.

The project with all proposed amendments and refinements is referred to as the 'amended project'. The project, as described and assessed in the EIS, is referred to as the 'EIS project'.

Objectives of this report

The purpose of this report is to assess the social impacts associated with the proposed amendments and refinements to the project. This report forms an addendum to *Technical Report 7 – Social Impact Assessment* prepared for the EIS.

This report is one of several technical reports and related addenda that form part of the Amendment Report for the project. The DPHI provided the Planning Secretary's Environmental Assessment Requirements (SEARs) for the EIS and this report has been prepared to address the SEARs which relate to social impacts. This report provides an assessment of the potential social impacts of the amendments and refinements to the EIS project and outlines proposed management measures.

Changes to methodology

The methodology is unchanged from *Technical Report 7 – Social Impact Assessment* prepared for the EIS. The method applied is consistent with the *Social Impact Assessment Guideline* (2023) (SIA Guideline).

Changes to social locality

The social locality is unchanged from *Technical Report 7 – Social Impact Assessment* prepared for the EIS. The amended project includes one key community not considered for the EIS project at Tarcutta, where an additional worker accommodation facility is proposed nearby. A supplementary profile for this community is included in this report. This report also considers changes in social impacts for sensitive receivers as a result of the Green Hills corridor amendment.

Additional stakeholder engagement

Transgrid undertook supplementary stakeholder engagement for the Amendment Report between December 2023 and February 2024 to support the preparation of this report. The engagement methods aligned with the *Undertaking Engagement Guidelines for State Significant Projects* (DPE, 2021) and the *Social Impact Assessment Guideline (SIA Guideline)* (DPE, 2023).

Ongoing engagement by Transgrid with affected landowners and community representatives has also occurred in relation to the amended project, EIS submissions received, and a range of subject areas relevant to the SIA addendum. The approach of additional engagement dedicated to the SIA addendum has been through semi-structured interviews at dedicated stakeholder meetings. The stakeholders consulted have been selected based on sensitivity to potential impacts arising from the amendments and refinements to the project, specifically service providers in communities near the five new combined worker accommodation facilities and construction compounds.

Key topics raised during the engagement process centred around the capacity of local infrastructure (i.e., social, tourism and road) to support additional demands from the combined worker accommodation facilities and construction compounds; opportunities for Transgrid to collaborate and offer support to local business (e.g. through procurement or worker tourism); potential local road disruption; and opportunities to enhance community benefits from the amended project.

Social impacts

A summary of key potential positive and negative impacts of the amendments and refinements of the project compared to the EIS project is presented below.

Potential positive social impacts

- increased opportunities to create additional jobs and support local communities through access to employment and skills acquisition, including as part of the 1,600 workers required during peak construction
- increased trade opportunities for local businesses servicing the temporary construction workforce, particularly in locations near new combined worker accommodation facilities and construction compounds, from the increased expenditure expected during construction
- increased support for local businesses through increased expenditure in the social locality near additional construction compounds and new combined worker accommodation facilities
- increased tourism from temporary workers housed in combined worker accommodation facilities and construction compounds and their visitors, for example, families that may visit for a weekend
- reduced risks associated with worker accommodation requirements exceeding the private rental market and short-term tourist accommodation availability, as most construction workers would now be housed in the proposed five worker accommodation facilities

- reduced landscape character, amenity, health and wellbeing impacts associated with the Green Hills corridor amendment, which would now largely traverse government-owned land instead of private land
- reduced impact on the Tumbarumba rural valleys landscape character area during construction as the Tumbarumba accommodation facility (AC1) is no longer proposed in the amended project.

Potential negative social impacts

- increased amenity impacts (noise, traffic, visual and air quality impacts) during construction for some sensitive receivers located near the new construction compounds and new combined worker accommodation facilities and construction compounds, particularly where these facilities operate after hours
- increased impacts to landscape character and visual amenity for some sensitive receivers as a result of changes in proximity to transmission line structures, ancillary facilities and nominated access tracks compared to the EIS project, both during construction and operation
- increased construction noise impacts in towns including Tarcutta, Batlow and Yass from the additional worker accommodation facilities
- potential impacts during construction to social cohesion and changes to the demographic makeup of the towns in local communities surrounding the new worker accommodation facilities and due to workforce influx
- potential increased demand for goods and services, and consequential scarcity of supply during construction
- potential strain on existing social infrastructure in Tarcutta and Batlow associated with the increase of workers in worker accommodation facilities during construction
- increased livelihood impacts (adjustments to land use) due to potential impact on agricultural and forestry land during construction and operation.

Conclusion

Most negative social impacts predicted to arise from the amendments and refinements to the project would occur during the construction process and are therefore temporary. Albeit the period of construction is estimated to be 2.5 years, so a not an insignificant period of time.

Construction impacts have changed as a result of the amended project footprint, but potential impacts remain of low or medium significance.

Once mitigation measures have been applied. Construction continues to have potential negative residual social impacts arising from impacts to the visual landscape and scenic quality of parts of the social locality.

The inclusion of five dedicated combined worker accommodation facilities and construction compounds in the amendments and refinements of the project reduces a number of potential negative impacts associated with accommodation availability during construction, which was a concern identified as part of engagement conducted during the EIS and from submissions on the EIS. Any occasional worker presence in local towns is expected to have minimal to moderate impacts on the social cohesion of the existing local community. This would bring mixed social impacts – both potentially increasing trade for local businesses, but also potentially putting pressure on local services and amenities. The potential influx of workers into towns on evenings and weekends, for recreational purposes for example, may create concerns about alcohol related anti-social behaviour in the local community, which would need to be managed.

During operation, amendments to the transmission line corridor have changed the locations and range of receivers impacted during operation. The Green Hills corridor amendment introduced as a result of community feedback during the public exhibition of the EIS would reduce visual amenity impacts, and livelihood impacts to a range of receivers along that section of the EIS project footprint, while also introducing some impacts to livelihoods in native and plantation forestry operations. However, with the range of proposed mitigations in place, the amended project is expected to have an overall positive social impact.

Overall impacts from the amendments and refinements remain similar to the EIS project, with the potential to cause both negative and positive social impacts. As with the EIS project, the amendments have been designed to minimise or avoid negative social impacts. This report identifies changes in social impacts from the amendments and refinements to the project and remaining negative impacts so that they can be appropriately mitigated.

TABLE OF CONTENTS

1. Introduction 1

1.1. Background 1
1.2. Key features of the project (as publicly exhibited) 1
1.3. Overview of the proposed amendments and refinements 2
1.4. Purpose and structure of this report 5
1.5. Key project terms 5

2. Summary of the proposed amendments and refinements 7

3. Legislative and policy context 10

4. Methodology 11

4.1. Key tasks 11
4.2. Social locality 11
4.3. Guidelines and Peer Review 15
4.3.1. Social impact assessment guidelines 15
4.3.2. Peer review 17

5. Stakeholder engagement 18

5.1. SIA engagement approach 18
5.1.1. Engagement with key stakeholders 18
5.1.2. Engagement with health service providers 19
5.1.3. Engagement with accommodation service providers 19
5.1.4. Engagement with landowners, near neighbours and community members 19
5.1.5. Engagement with Traditional Owners and Aboriginal and Torres Strait Islander groups 19
5.2. Common themes 20
5.2.1. Key Stakeholders 20
5.2.2. Landowners, near neighbours and community members 21

6. Existing environment 23

6.1. Supplementary key communities 23
6.1.1. Tarcutta 23
6.2. Amended project footprint 24
6.2.1. Ownership 24
6.2.2. Land uses 25
6.2.3. Agriculture and primary production 25

6.2.4. Natural environment....26

7. Assessment of impacts....27

7.1. Construction impacts....27
7.1.1. Way of life....27
7.1.2. Community....34
7.1.3. Accessibility....38
7.1.4. Culture....44
7.1.5. Health and wellbeing....45
7.1.6. Surroundings....48
7.1.7. Livelihoods....50
7.1.8. Decision-making systems....52
7.1.9. Summary of construction impacts- residual social significance ratings....53
7.2. Operational impacts....55
7.2.1. Way of life....55
7.2.2. Community....56
7.2.3. Accessibility....56
7.2.4. Culture....56
7.2.5. Health and wellbeing....56
7.2.6. Surroundings....57
7.2.7. Livelihoods....57
7.2.8. Decision-making systems....58
7.2.9. Summary of operational impacts....59
7.3. Cumulative impacts....59

8. Management of impacts....63

9. Conclusion....65

10. References....67

Attachments

Attachment A- Compliance with SIA Guideline

Figures

Figure 1-1: Location of the amended project 3
Figure 1-2: Key components of the amended project 4
Figure 4-1: Social locality 4-14
Figure 7-1: Relevant future projects 62

Tables

Table 2-1: Proposed amendments and refinements relevant to this assessment 8
Table 4-1: Considerations for reviewing the social locality 11
Table 4-2: Review of relevant geographic levels 13
Table 4-3: Likelihood levels of social impacts 15
Table 4-4: Magnitude levels for social impacts 16
Table 4-5: Social impact significance matrix 16
Table 5-1: Summary of common themes raised – Key stakeholder feedback 20
Table 5-2: Summary of common themes raised – landowners, near neighbours and community members 21
Table 6-1: Social locality considered for the amended project 23
Table 6-2: Key demographic indicators for Tarcutta (Urban Centre) 24
Table 6-3: Land ownership within the amended project footprint 24
Table 6-4: Changes to agricultural land and primary production uses within the amended project footprint 25
Table 6-5: Changes to natural environment land uses within the amended project footprint 26
Table 7-1: Residual social significance rating for identified social impacts – comparison between EIS project and amended project 54
Table 7-2: Residual social significance rating for identified social impacts – Comparison between EIS project and amended project 59
Table 7-3 Summary of construction and operational cumulative impacts 61
Table 8-1: Removed, revised and new mitigation measures 63

Abbreviations

Abbreviation	Description
ABS	Australian Bureau of Statistics
ACHAR	Aboriginal Cultural Heritage Assessment Report
AEMO	Australian Energy Market Operator
AIA	Agricultural Impact Assessment
BESS	Belhaven Battery Energy Storage System
CSSI	Critical State Significant Infrastructure
DPHI	NSW Department of Planning, Housing and Infrastructure
DPE	NSW Department of Planning and the Environment
DPIE	Former Department of Planning, Industry, and the Environment
EIS	Environmental Impact Statement
EP&A Act	*Environmental Planning and Assessment Act 1979*
EPBC Act	*Environment Protection and Biodiversity Conservation Act 1999* (Commonwealth)
GIS	Geographical Information System
ha	hectares
IAP2	International Association of Public Participation
km	kilometres
kV	kilovolt
LGA	Local Government Area
m	metres
OSOM	Oversize and/or over mass
RAP	registered Aboriginal parties
REZ	Renewable Energy Zones
SEARs	Planning Secretary's Environmental Assessment Requirements
SIA	Social Impact Assessment
TfNSW	Transport for New South Wales
TTIA	Traffic and Transport Impact Assessment

GLOSSARY OF TERMS

Term	Description
access tracks	Roads providing the access to and from the project footprint.
amended project (the)	The CSSI project "HumeLink", which is the subject of the Amendment Report and inclusive of the proposed amendments and project refinements to the project as described in the EIS. The project involves the construction and operation of high voltage transmission lines and associated infrastructure between Wagga Wagga, Bannaby and Maragle.
amended project footprint (the)	The area that has been assumed for the purpose of the Amendment Report to be directly affected by the construction and operation of the project. It includes the indicative location of project infrastructure, the area that would be directly disturbed during construction and any easement required during operation.
amendment	A change in what the proponent is seeking approval for following the public exhibition of the EIS. It requires changes to the project description in the EIS and amendments to the associated infrastructure application.
amenity	'The pleasantness of a place as conveyed by desirable attributes including visual, noise, odour etc' (Australian Institute of Landscape Architects QLD, 2018).
Bannaby 500 kV substation	The existing 500 kV substation at Bannaby
brake and winch site	A brake and winch site is a temporarily cleared area where plant and equipment are located to spool and winch conductors into place on transmission line structures. The locations of the brake and winch sites may or may not be within the nominated transmission line easement. These sites are only required for construction of the project and do not need to be maintained during operation.
construction compounds	Main construction compounds proposed for construction of the project. Each main construction compound would accommodate a range of facilities which may include (but not limited to): • laydown areas • site offices • amenities • construction support facilities such as vehicle and equipment storage, maintenance sheds, chemical/fuel stores and stockpile areas • concrete batching plants • helipads • crushing/screening plants • parking.
EIS project (the)	The CSSI project "HumeLink", which was the subject of the Environmental Impact Statement. The project involves the construction and operation of high voltage transmission lines and associated infrastructure between Wagga Wagga, Bannaby and Maragle.
EIS project footprint (the)	The area that was assumed for the purpose of the EIS to be directly affected by the construction and operation of the project. It includes the indicative location of project infrastructure, the area that would be directly disturbed during construction and any easement required during operation.
future Maragle 500 kV substation	The future Maragle 500/330 kV substation that would be built under the approved Snowy 2.0 Transmission Connection Project, which is subject to a separate planning approval (reference SS1-9717, *Environment Protection and Biodiversity Conservation Act 1999* (EPBC) 2018/836).
landowner	People who own properties/land
landscape	'*All aspects of a tract of land, including landform, vegetation, buildings, villages, towns, cities and infrastructure*.' (TfNSW, 2020)
landscape character	The '*combined quality of built, natural and cultural aspects which make up an area and provide its unique sense of place'*. (TfNSW, 2020)

Term	Description
near neighbours	Landowners who are not easement affected and outside of the project footprint who might experience construction or operation impacts as a result of the project.
proponent	The entity seeking approval for the CSSI application, which for the HumeLink project is NSW Electricity Networks Operations Pty Ltd (referred to as Transgrid).
proposed Gugaa 500 kV substation	The new 500/330 kV substation proposed near Wagga Wagga.
refinement	Refinements to the project are defined as aspects of the project that generally fit within the limits set by the project description in the EIS. Refinements do not change what is being sought for approval or require an amendment to the infrastructure application for the project.
sensitivity (of a landscape or view)	'*Susceptibility of a landscape or receptor to accommodate change without losing valued attributes*.' (Australian Institute of Landscape Architects QLD, 2018) The sensitivity of a landscape character zone or view is '*its capacity to absorb change*'. (TfNSW, 2020)
sensitive receiver	A sensitive receiver refers to individuals, groups, communities, or places that may be more vulnerable or differentially affected by the project's potential social impacts. Sensitive receivers can include marginalised populations, indigenous communities, children, the older population, people with disabilities, or any vulnerable group that may be disproportionately impacted due to their socio-economic status, cultural heritage, or geographic location. Sensitive receivers can also include dwellings, educational facilities, health and community facilities, public facilities and services, and recreational areas.
SIA Guideline	*Social Impact Assessment Guideline (SIA Guideline)* (DPE, 2023)
social baseline	Forms the basis from which, potential impacts may be reasonably perceived or experienced by different people within the social locality.
social impacts	The consequences experienced by individuals, households, groups, communities, or organisations as a result of the project.
social infrastructure	Community facilities and services which meet social needs and community wellbeing.
social locality	A social study area has been defined based on the scale and nature of the predicted social impacts of the project and the considerations in the *Social Impact Assessment Guideline* (*SIA Guideline*). The social study area may also be referred to as the 'social locality' as indicated in the *SIA Guideline*.
telecommunications hut	The proposed optical repeater telecommunications hut as part of HumeLink, which was required in the EIS project to boost the signal in the optical fibre ground wire.
Transgrid	The project is proposed to be undertaken by NSW Electricity Networks Operations Pty Ltd (referred to as Transgrid). Transgrid is the operator and manager of the main high voltage transmission network in NSW and the ACT and is the Authorised Network Operator for the purpose of an electricity transmission or distribution network under the provisions of the *Electricity Network Assets (Authorised Transactions) Act 2015*.
transmission line corridor	An area generally 200 metres wide that the transmission line route and easement would be located within.
transmission line easement	A legal right attached to a parcel of land that enables the non-exclusive use of the land by a third party other than the owner. For transmission lines, an easement defines the corridor area where the lines are located and that allows access, construction, and maintenance work to take place. The easements for the 500 kV transmission lines would typically be 70 metres wide. However, a few select locations would require wider easements up to 130 metres wide for specific engineering or property reasons. The easement grants a right of access and for construction, maintenance and operation of the transmission line and other operational assets.
transmission line structures	Proposed free standing structures to support the transmission lines.
view	'*Any sight, prospect or field of vision as seen from a place, and may be wide or narrow, partial or full, pleasant or unattractive, distinctive or nondescript, and may include background, mid*

Term	Description
	ground and/or foreground elements or features.' (Australian Institute of Landscape Architects QLD, 2018)
viewpoint	'*The specific location of a view, typically used for assessment purposes.*' (Australian Institute of Landscape Architects QLD, 2018)
work site	A general word to describe a defined construction location.
worker accommodation facilities	Temporary worker accommodation facilities that would be established for the construction workers.

1. INTRODUCTION

1.1. Background

Transgrid proposes to increase the energy network capacity in southern New South Wales (NSW) through the development of around 365 kilometres (km) of new 500 kilovolt (kV) high-voltage transmission lines and associated infrastructure between Wagga Wagga, Bannaby and Maragle. This project is collectively referred to as HumeLink.

The project would be located across six Local Government Areas (LGAs) including Wagga Wagga City, Snowy Valleys, Cootamundra-Gundagai Regional, Upper Lachlan Shire, Yass Valley and Goulburn Mulwaree. HumeLink is a priority project for the Australian Energy Market Operator (AEMO) and the Commonwealth and NSW governments and has been declared as Critical State Significant Infrastructure (CSSI). The project would deliver a cheaper, more reliable and more sustainable grid by increasing the amount of renewable energy that can be delivered across the national electricity grid, helping to transition Australia to a low carbon future.

An EIS was prepared in accordance with the requirements of Division 5.2 of the NSW EP&A Act. The EIS was placed on public exhibition by the NSW Department of Planning, Housing and Infrastructure (DPHI) (formerly the NSW Department of Planning and Environment (DPE)) for a period of 42 days, between 30 August 2023 and 10 October 2023.

Transgrid has proposed amendments and refinements to the project as described in the EIS. The amendments provide functional improvements to the design and construction methodology of the project. The proposed amendments take into account submissions received during the public exhibition of the EIS and ongoing design and construction methodology development following the selection of the construction contractors. Project refinements have also been made as part of the ongoing design and construction methodology development since the EIS was exhibited. These amendments and refinements have been described and considered in relevant impact assessments.

1.2. Key features of the project (as publicly exhibited)

The key components of the project as outlined and assessed in the EIS included:

- construction and operation of around 360 kilometres of new double circuit 500 kV transmission lines and associated infrastructure between Wagga Wagga, Bannaby and Maragle
- construction of a new 500/330 kV substation at Gregadoo (Gugaa 500 kV substation) approximately 11 kilometres south-east of the existing Wagga 330/132 kV substation (Wagga 330 kV substation)
- demolition and rebuild of a section of Line 51 (around two kilometres in length) as a double circuit 330 kV transmission line connecting into the Wagga 330 kV substation
- modification of the existing Wagga 330 kV substation and Bannaby 500/330 kV substation (Bannaby 500 kV substation) to accommodate the new transmission line connections
- connection of transmission lines to the future Maragle 500/330 kV substation (Maragle 500 kV substation, approved under the Snowy 2.0 Transmission Connection Project (SSI-9717))

- provision of one optical repeater telecommunications hut and associated connections to existing local electrical infrastructure
- establishment of new and/or upgraded temporary and permanent access tracks
- ancillary works required for construction of the project such as construction compounds, worker accommodation facilities, utility connections and/or relocations, brake and winch sites, and helipad/helicopter support facilities.

1.3. Overview of the proposed amendments and refinements

Since the public exhibition of the EIS, several amendments and refinements to the project have been proposed.

The proposed amendments to the project include:

- changes to the transmission line corridor, including the realignment of the route through Green Hills State Forest to the west of Batlow
- change to the number and location of construction ancillary facilities, including worker accommodation facilities and construction compounds
- nomination of access tracks to support the construction and operation of the project
- additional telecommunications connections to existing substations.

The proposed refinements to the project include:

- transmission line and substation design refinements at Gregadoo
- identification of areas where controlled blasting may be required
- use of approved water sources
- use of helicopters and drones.

Refer to Chapter 2 (Summary of the proposed amendments and refinements) of this report for a detailed description of amendments and refinements relevant to this assessment.

Figure 1-1 shows the location of the amended project and Figure 1-2 shows the key components of the amended project.

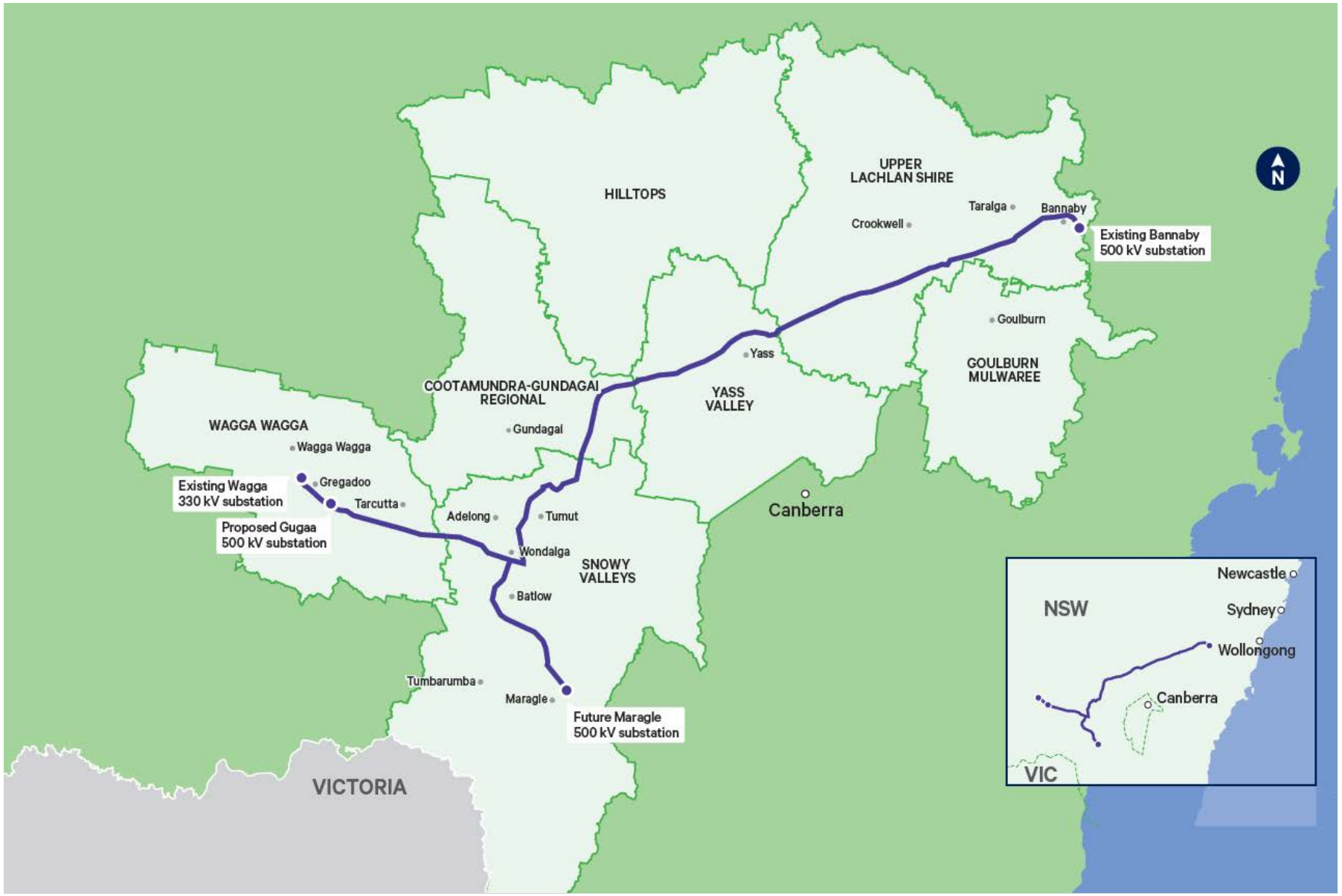
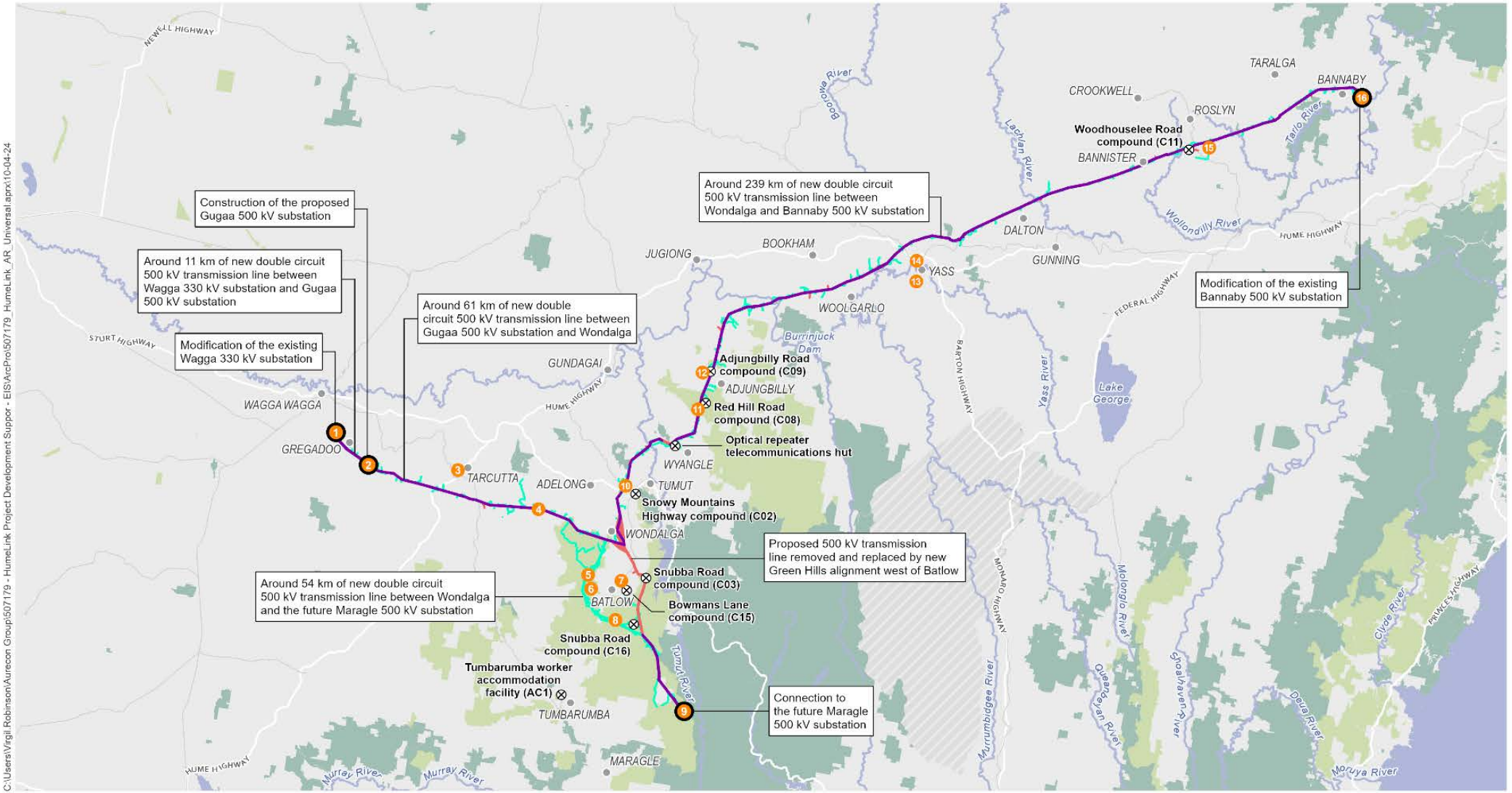


Figure 1-1: Location of the amended project



EIS project footprint
Removed footprint
Amendments
Removed project facility
National park and reserve
State forest
Waterbody
Waterway
Major road
Railway

Construction ancillary facilities

1. Wagga 330 kV substation compound (C01)
2. Amended Gregadoo Road compound (C06)
3. Tarcutta accommodation facility and compound (AC03)
4. Ellerslie Road compound (C21)
5. Ardrossan Headquarters Road compound (C17)
6. Green Hills accommodation facility and compound (AC07)
7. Amended Memorial Avenue compound (C14)
8. Snubba Road compound (C18)
9. Maragle 500 kV substation compound (C05)
10. Gadara Road compound (C19)
11. Amended Honeysuckle Road compound (C07)
12. Adjungbilly accommodation facility and compound (AC04)
13. Yass substation compound (C10)
14. Yass accommodation facility and compound (AC05)
15. Crookwell accommodation facility and compound (AC06)
16. Amended Bannaby 500 kV substation compound (C12)

Source: *Aurecon, Transgrid, Spatial Services (DCS), ESRI Basemap*

1:925,000
0 20 40km

Projection: GDA 1994 MGA Zone 55

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HumeLink **Social Impact Assessment**

Figure 1-2: Key components of the amended project

1.4. Purpose and structure of this report

This report forms an addendum to *Technical Report 7- Social Impact Assessment* prepared for the EIS. The purpose of this report is to support the HumeLink Amendment Report by assessing the potential social impacts associated with the proposed amendments and refinements to the project.

This report is structured as follows:

- Chapter 1 (Introduction) – provides an overview of the project, the proposed amendments, and the purpose of this report.
- Chapter 2 (Summary of the proposed amendments and refinements) – provides a description of the proposed amendments and refinements relevant to this assessment.
- Chapter 3 (Legislative and policy context) – provides an outline of the key legislative requirements and policy guidelines relating to the proposed amendments to the project.
- Chapter 4 (Methodology) – provides an outline of the methodology used for the preparation of this report.
- Chapter 5 (Stakeholder engagement) – describes the stakeholder and community engagement undertaken for the proposed amendments to the project.
- Chapter 6 (Existing environment) – describes the existing environment with reference to the potential for social impacts.
- Chapter 7 (Assessment of impacts) – describes the potential construction and operation impacts associated with the proposed amendments and refinements of the project.
- Chapter 8 (Management of impacts) – outlines any new or revised mitigation measures for the proposed amendments to the project.
- Chapter 9 (Conclusion) – provides a conclusion of the potential impacts of the proposed amendments to the project with reference to the potential for social impacts.
- Chapter 10 (References) – identifies the key information sources (including reports and documents) used to generate the assessment.

1.5. Key project terms

The key project terms used in this assessment include:

- Amended project – The CSSI project “HumeLink”, which is the subject of the Amendment Report and inclusive of the proposed amendments and project refinements to the project as described in the EIS. The project involves the construction and operation of high voltage transmission lines and associated infrastructure between Wagga Wagga, Bannaby and Maragle.
- Amended project footprint – The area that has been assumed for the purpose of the Amendment Report to be directly affected by the construction and operation of the project. It includes the indicative location of project infrastructure, the area that would be directly disturbed during construction and any easement required during operation.

- EIS project - The CSSI project “HumeLink”, which was the subject of the EIS. The project involves the construction and operation of high voltage transmission lines and associated infrastructure between Wagga Wagga, Bannaby and Maragle.
- EIS project footprint – The area that was assumed for the purpose of the EIS to be directly affected by the construction and operation of the project. It includes the indicative location of project infrastructure, the area that would be directly disturbed during construction and any easement required during operation.

2. SUMMARY OF THE PROPOSED AMENDMENTS AND REFINEMENTS

Transgrid has identified several proposed amendments and refinements to the project as described in the EIS. These amendments and refinements reflect functional improvements to the design and construction methodology of the project. They consider:

- feedback received from stakeholders prior to and during the public exhibition of the EIS
- comments made in formal submissions on the EIS
- ongoing design and construction methodology development by the construction contractors.

Amendments to the project are defined as changes in what the proponent is seeking approval for following the public exhibition of the EIS. Project amendments require changes to the project description in the EIS and amendments to the associated infrastructure application.

The proposed amendments to the project include:

- changes to the transmission line corridor including the realignment of the route through Green Hills State Forest to the west of Batlow
- changes to the number and location of construction ancillary facilities including worker accommodation facilities and construction compounds
- nomination of access tracks to support the construction and operation of the project
- additional telecommunications connections to existing substations.

Refinements to the project are defined as aspects of the project that generally fit within the limits set by the project description in the EIS. Refinements do not change what is being sought approval for or require an amendment to the infrastructure application for the project.

The proposed refinements to the project include:

- transmission line and substation design refinements at Gregadoo
- identification of areas where controlled blasting may be required
- use of approved water sources
- use of helicopters and drones.

Table 2-1 describes the proposed amendments and refinements relevant to this technical report. A full description of the amended project is provided in Chapter 3 (Description of the amended project) of the Amendment Report. The construction contractors will continue to refine and confirm the design and construction methodology during detailed design and construction planning.

Table 2-1: Proposed amendments and refinements relevant to this assessment

Amendment / refinement	Description
Amendments	
Changes to the transmission line corridor	The amended project includes the preferred western route through Green Hills State Forest. The new 32.5 km route extends from Wondalga through the Green Hills State Forest before travelling to the west and south of Batlow and connecting to the EIS project transmission line corridor in Bago State Forest. In addition, the following minor changes have been made to the transmission line corridor following design considerations and feedback from landholders: • 1.4 km realignment of the corridor to the north between Ashfords Road to Ivydale Road, Gregadoo • 2.5 km realignment of the corridor to the south across Kyeamba Creek and Tumbarumba Road, Book Book • 2.7 km realignment of the corridor to the east near Snowy Mountains Highway, Gadara • 1.4 km realignment of the corridor to the east adjacent Minjary National Park at Gocup • 5.9 km realignment of the corridor from north of the crossing of Tumut River to south of the crossing of Killimicat Creek, Killimicat (including a minor 50 m shift to the north for 2.1 km and a 2.6 km shift to the south from Brungle Road to before the crossing of Killimicat Creek) • 0.4 km realignment of the corridor to the north at Bannister, about 2.7 km west of Crookwell Road/Goulburn Road • narrowing of the project footprint at Wondalga, Gobarralong, and Bowning.
Updates to construction ancillary facilities including worker accommodation facilities and construction compounds	**Changes to construction compounds** Following further construction planning and consultation with landowners, the following compounds described and assessed in the EIS have been removed from the project: • Snowy Mountains Highway compound (C02) • Snubba Road compound (C03) • Red Hill Road compound (C08) • Adjungbilly Road compound (C09) • Woodhouselee Road compound (C11) • Bowmans Lane compound (C15) • Snubba Road compound (C16). These have been replaced with the following compounds: • Ardrossan Headquarters Road compound (C17) – located about 7.6 km west of Batlow • Snubba Road compound (C18) – located about 7.7 km south of Batlow • Gadara Road compound (C19) – located about 4.9 km west of Tumut • Ellerslie Road compound (C21) – located about 13.1 km south-west of Adelong. The proposed footprint for the Gregadoo Road compound (C06), Honeysuckle Road compound (C07), Bannaby substation compound (C12) and Memorial Avenue compound (C14) have also been revised. Following these changes, there are now 11 standalone construction compounds proposed.

Amendment / refinement	Description
	Changes to accommodation facilities The Tumbarumba accommodation facility (AC01) is no longer required. The amended project includes the following new combined worker accommodation facilities and compounds: • Tarcutta accommodation facility and compound (AC03) – located about 1.5 km south-west of Tarcutta • Adjungbilly accommodation facility and compound (AC04) – located about 21.7 km east of Gundagai • Yass accommodation facility and compound (AC05) – located on the north-western outskirts of Yass • Crookwell accommodation facility and compound (AC06) – located off Graywood Siding Road, about 18.1 km north of Goulburn • Green Hills accommodation facility and compound (AC07) – located about 6.5 km west of Batlow.
Nomination of access tracks	New access tracks or upgrades to existing access tracks are proposed to connect construction areas and the transmission line easement to the existing road network. Existing unsealed local roads, forest roads, and tracks proposed for use as part of the access arrangements may also require minor improvement work, such as grading or resurfacing, or drainage work.
Additional telecommunications connections to existing substations	Removal of the telecommunications hut at Killimicat from the scope and inclusion of additional telecommunications connections to the following Transgrid substations: • Gadara 132 kV substation • Gullen Range 330 kV substation • Crookwell 2 330 kV substation.
Refinements	
Identification of areas where controlled blasting may be required	Preliminary geotechnical investigations and further consideration of terrain along the amended project alignment have identified several potential areas where controlled blasting may be required.
Use of helicopters and drones	Additional information and assessment for the use of helicopters and drones for stringing transmission lines is now available with the engagement of construction contractors and this information has been presented in the Amendment Report. Drones are also expected to be used for additional construction activities such as, but not limited to, surveys and vegetation management. With the use of helicopters confirmed by the construction contractors and the proposed changes to ancillary facilities, the potential helipad locations have also been revised.

3. LEGISLATIVE AND POLICY CONTEXT

There have been no changes to the legislative and policy context presented in *Technical Report 7 - Social Impact Assessment* prepared for the EIS.

4. METHODOLOGY

4.1. Key tasks

The method for assessing the potential social impacts of the amendments and refinements is consistent with that used in *Technical Report 7 – Social Impact Assessment* prepared for the EIS.

The key tasks undertaken for this addendum assessment included:

- evaluation of the social locality in the context of the amended project footprint and scoping potential social impacts associated with the amended and refined project elements
- data gathering and desktop analysis of the social baseline for additional areas, including population and demographic information
- review of any changes in legislative and policy information contributing to the amended project
- additional targeted community and stakeholder engagement
- assessment of social impacts associated with the construction of the amendments and refinements to the project
- assessment of social impacts associated with the operation of the amendments and refinements to the project
- update any new cumulative social impacts from the amended project and other projects within the area of social locality
- identification of changes to or additional mitigation and management measures to minimise potential social impacts associated with the amendments and refinements to the project.

4.2. Social locality

As noted in *Technical Report 7 – Social Impact Assessment* prepared for the EIS, social impacts from HumeLink, being a large, linear project, would extend beyond the immediate area of project components.

The social locality (study area) has been reviewed, based on the amendments and refinements to the project. The area of social locality also reflects the considerations set out in *Social Impact Assessment Guideline* (SIA Guideline) (DPE, 2023). The social locality is unchanged between the EIS project and the amended project. Table 4-1 outlines the criteria used to define the social locality for the amended project.

Table 4-1: Considerations for reviewing the social locality

Range of changes that may result from the amendments and refinements of the project	Those who may be affected	Geographic extent of impacts
Acquisition of land	• immediate landowners.	• within the amended project footprint.
Changes in land use, including changes to the transmission line corridor	• landowners in the local agricultural, forestry and other industries • residents in the immediate surrounds.	• within the amended project footprint • immediate vicinity of amended project.
Changes in views / vista and character	• broader communities in surrounding area • tourists and visitors.	• wider surrounds and regional area.

Range of changes that may result from the amendments and refinements of the project	Those who may be affected	Geographic extent of impacts
New employment opportunities	• residents in the immediate surrounds • businesses benefitting from increased spending.	• wider surrounds and regional area • main towns and urban centres.
Updates to construction ancillary facilities including worker accommodation facilities and construction compounds	• residents in the immediate surroundings • social infrastructure service providers and users • broader communities in surrounding area.	• surrounding communities • main towns or urban centres • wider surrounds and regional area.
Changes to short-term accommodation and housing availability and affordability	• residents in caravan parks • accommodation business owners • tourists • renters in the private rental market • landowners.	• locations close to amended project footprint where short-term accommodation and housing used for non-resident workers.
Nomination of access tracks[1]	• residents in the immediate surrounds • broader communities in surrounding area • tourists and visitors.	• within the amended project footprint • surrounding communities.
Identification of areas where controlled blasting may be required	• residents in the immediate surrounds • broader communities in surrounding area • tourists and visitors.	• within the amended project footprint • surrounding communities.
Use of helicopters and drones	• residents in the immediate surrounds • broader communities in surrounding area • tourists and visitors.	• within the amended project footprint • surrounding communities.
Changes to traffic distribution on the public road network	• residents in the immediate surrounds • broader communities in surrounding area • tourists and visitors.	• within the amended project footprint • surrounding communities.

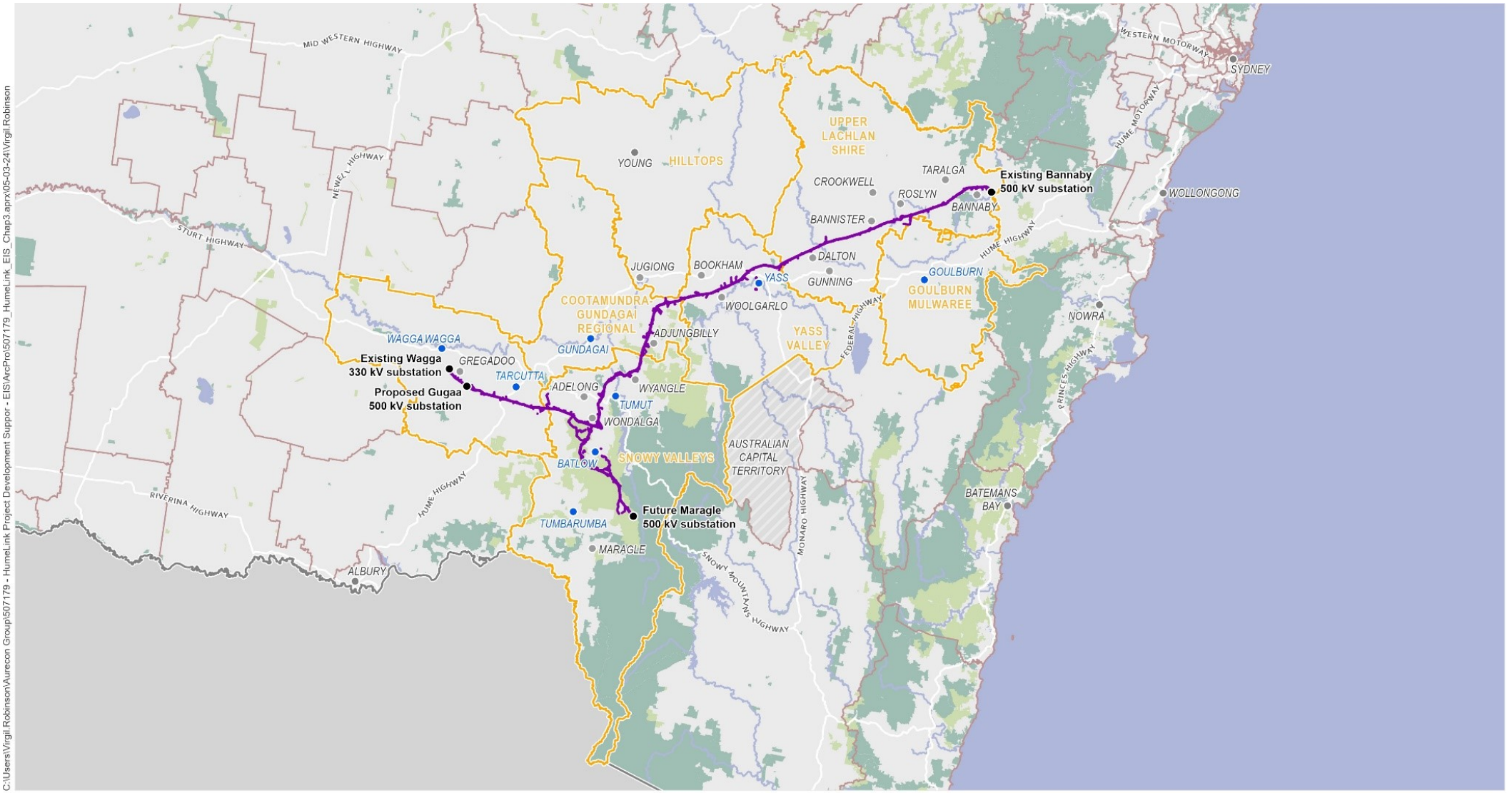
Note 1: The majority of proposed access tracks are typically identified and agreed through the property management plan process.

Consistent with the *Technical Report 7 – Social Impact Assessment* prepared for the EIS, social impacts arising from the amended project may occur at different geographic levels within the social locality. A multi-levelled approach to designating geographic levels was employed in *Technical Report 7 – Social Impact Assessment* prepared for the EIS, based on the social locality, the urban areas within the social locality that would be most affected by the project and the project footprint. The review of these geographic levels for the amended project is summarised below in Table 4-2.

Table 4-2: Review of relevant geographic levels

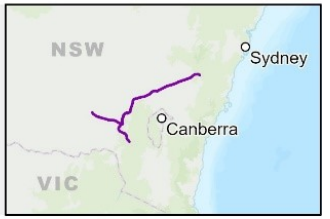
Area	EIS project	Amended project
The social locality	The social locality is defined by the combined boundaries of the following LGAs: • Wagga Wagga City • Cootamundra-Gundagai Regional • Snowy Valleys • Hilltops • Yass Valley • Upper Lachlan Shire • Goulburn Mulwaree.	The social locality remains as per the EIS project.
Key communities	The key communities are the urban areas within the social locality that would be most affected by the project. They have been defined using the Australian Statistical Geography Standard's 'Urban Centres and Localities' framework, as used in the 2021 Census (Australian Bureau of Statistics, 2021). The key communities and their definition in terms of Australian Bureau of Statistics (ABS) references are: • Wagga Wagga (ABS Reference UCL112015) • Tumbarumba (ABS Reference UCL115137) • Tumut (ABS Reference UCL114030) • Batlow (ABS Reference UCL115012) • Gundagai (ABS Reference UCL115073) • Yass (ABS Reference UCL114034) • Goulburn (ABS Reference UCL112008).	Key communities within the social locality not captured within *Technical Report 7 – Social Impact Assessment* prepared for the EIS that would be affected by the amended project: • Tarcutta (ABS Reference UCL122128).
Project footprint	The area likely to be directly affected by the construction and operation of the project is referred to as the 'project footprint'. It includes the indicative location of project infrastructure, the area that would be directly disturbed during construction and any easement required during operation.	Amendments to the project footprint have altered the area directly affected, including combined worker accommodation facilities and construction compounds, access tracks and the Green Hills corridor amendment.

The social locality is shown in Figure 4-1.



C:\Users\Virgil.Robinson\Aurecon Group\507179 - HumeLink Project Development Suppor - EIS\ArcPro\507179_HumeLink_EIS_Chap3.aprx\05-03-24\Virgil.Robinson

Amended project footprint
State of Victoria
Local Government Area
Social locality
State forest
National park and reserve
Waterway
Major road
Substation
Key community



Source: *Aurecon, Transgrid, Spatial Services (DCS), ESRI Basemap*

1:1,750,000
0 40 80 km

Projection: GDA 1994 MGA Zone 55

HumeLink **Social Impact Assessment**

FIGURE 4-1: Social locality

4.3. Guidelines and Peer Review

4.3.1. Social impact assessment guidelines

The method for assessing the potential social impacts of the amended project remains consistent with that used in *Technical Report 7 – Social Impact Assessment* prepared for the EIS, based on the SIA Guideline (February 2023).

Potential social impacts to arise from amendments and refinements to the project have been grouped into categories identified in the *Social Impact Assessment Guideline for State Significant Projects* (SIA Guideline) (DPE, 2023). Where an impact is relevant to more than one impact category, it is reported in the most relevant category.

Where the amended project does not change the social impact significance ratings or social impacts as outlined in the EIS, the ratings have not been repeated in this addendum report.

Where the amended project has resulted in any changes to the social impact significance ratings or social impacts, these have been discussed in Chapter 7 (Assessment of impacts) of this addendum. It is important to note that, in some instances, the amended project has resulted in changes to the social impact. However, this does not necessarily constitute a change in the significance rating which may remain the same as that in the EIS.

The social impact matrix method considers:

- the **likelihood** of a social impact occurring
- the **magnitude** of the predicted impacts
- the overall social impact **significance** of each predicted social impact based on the previous two factors.

The definitions of likelihood, magnitude and significance have been adopted from the SIA Guideline and are summarised below.

The 'likelihood' of an impact occurring reflects chance or probability that the impact would occur. This approach reflects that some potential impacts may be identified that may not eventuate or have a small chance of occurring while other impacts can be predicted to occur with more certainty.

Table 4-3: Likelihood levels of social impacts

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

Source: *DPE Social Impact Assessment Guideline* (2021)

The SIA Guideline advises that determining the magnitude of a social impact requires a consideration of the following:

- **extent of impact:** who/ which areas are expected to be affected (directly, indirectly, and/or cumulatively), including any vulnerable populations
- **duration:** when the social impact expected to occur, including whether it would be short-term of permanent
- **intensity or scale:** the likely scale or degree of change (eg mild, moderate, severe)
- **sensitivity or importance:** how people are affected and how important the impact is to them, which will vary according to such factors as the value attached to the matter, whether it is rare/unique or replaceable, the extent to which it is tied to identity, and the capacity to cope with or adapt to change
- **level of concern/interest:** how concerned/interested are people noting this may be disproportionate to findings from technical assessments of likelihood, duration and/or intensity.

Having considered the above, an assessment of the 'magnitude' of the impact is made by applying the definitions in Table 4-4.

Table 4-4: Magnitude levels for social impacts

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

Source: *DPE Social Impact Assessment Guideline* (2021)

The social impact matrix (refer to Table 4-5) is applied by aligning the likelihood level with the magnitude level to obtain an overall rating for the significance of the social impact.

Table 4-5: Social impact significance matrix

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

Source: DPE Social Impact Assessment Guideline (2021)

4.3.2. Peer review

Comments from DPHI in the form of a peer review of *Technical Report 7 – Social Impact Assessment* prepared for the EIS were received on 1 November 2023 and the feedback from that review has been considered during the preparation of this report, where relevant, including, but not limited to the following:

- engagement outcomes associated with the amendments and refinements to the project are presented in Chapter 5 of this report
- social impacts resulting from construction of the amendments and refinements to the project, including consideration of worker accommodation facilities and how these facilities would operate are presented in Chapter 7 of this report
- Aboriginal heritage impacts and the plans/commitments focused on socio-economic outcomes for Aboriginal workers and suppliers are addressed in Section 7.1.4 of this report
- more information on traffic and transport is presented in Section 7.1.3.1 of this report.

This report also considers the concerns and interests raised in the Submissions Report and applies a social lens to not only amenity impacts such as noise, traffic and visual but to also environmental and biophysical aspects such as heritage, biodiversity, surface and groundwater and bushfire.

5. STAKEHOLDER ENGAGEMENT

Supplementary stakeholder engagement was undertaken by Transgrid between December 2023 and February 2024 to support the preparation of this report. The engagement methods aligned with the *Undertaking Engagement Guidelines for State Significant Projects* (DPE, 2021) and the *SIA Guideline* (DPE, 2023).

Ongoing engagement by Transgrid with affected landowners and community representatives has also occurred in relation to the amended project, EIS submissions received, and an expansive range of subject areas relevant to the SIA. Outcomes from Transgrid's engagement which are relevant to this SIA are summarised below. Chapter 5 (Engagement) of the Amendment Report provides further detail on engagement activities undertaken.

5.1. SIA engagement approach

A range of potential topics for consultation and a list of stakeholders to provide feedback on the amended project were identified. Standardised materials were developed to provide background on the amended project. The engagement was conducted in the form of semi-structured interviews with stakeholders who were available to participate.

Additional stakeholder engagement included Registered Aboriginal Parties (RAPs) engagement as part of *Technical Report 2 – Revised Aboriginal Cultural Heritage Assessment Report*. RAPs were invited to participate in the assessment of heritage and archaeological significance throughout the amended project footprint.

5.1.1. Engagement with key stakeholders

The team began online meetings with key stakeholders in December 2023 to discuss proposed amendments and refinements to be included as a part the Amendment Report and to gather feedback to inform this report. These meetings continued in January 2024.

Stakeholders invited to the meetings included representatives of:

- Tumut Regional Chamber of Commerce
- Tumbarumba Chamber of Commerce
- Tumut Region Visitor Information Centre
- Rural Fire Service Riverina Highlands – Snowy Valleys Fire Control Centre
- RFS Riverina – Wagga Wagga FCC
- Wagga Wagga City Council – Visitor Economy Development
- Wagga Wagga Business Chamber
- Industry Capability Network (ICN) NSW
- Charles Sturt University.

The team held stakeholder meetings with Tumbarumba Chamber of Commerce, RFS Riverina – Wagga Wagga FCC, Wagga Wagga City Council – Visitor Economy Development, Wagga Wagga Business

Chamber, Industry Capability Network (ICN) NSW and Charles Sturt University. Key items of interests raised is discussed further in Section 5.2 below.

5.1.2. Engagement with health service providers

Attempts were made to consult with health services providers, such as hospitals and ambulances including Tumut Health Service and NSW Ambulance, as part of the SIA consultation. However, the consultation opportunity was not taken up.

5.1.3. Engagement with accommodation service providers

Two real estate companies in Wagga Wagga were reached out to gather their feedback. However, these stakeholders either did not answer the project team calls or declined to meet with the project team.

However, accommodation was raised as a main concern by other key stakeholders during the consultation activities. Some community stakeholders are concerned that an influx of workers or project related staff staying in the city centres would make it difficult to attract visitors, students, or other workers. Refer to Table 5-1 for a description of matters raised.

5.1.4. Engagement with landowners, near neighbours and community members

The team engaged landowners, near neighbours and the broader community throughout the development of the Amendment Report, via in-person community information sessions, a series of webinars and street meetings in November 2023 and February 2024. Stakeholder engagement focused on matters concerning changes to the transmission line corridor including the Green Hills corridor amendment, updates to worker accommodation facilities and construction compounds, and nomination of access tracks.

Targeted engagement with easement affected landowners and near neighbours for the proposed ancillary facilities continued during the development of the Amendment Report. Engagement with easement affected landowners continued to be undertaken as part of the property negotiations process led by Transgrid's Place Managers and Land Access Officers.

Topics discussed with easement affected landowners and near neighbours included proposed access tracks, accommodation facilities and construction compounds, the Green Hills corridor amendment as well as the other minor route refinements, which were discussed and agreed with each landowner. Amendment Report topics discussed also included indicative locations for controlled blasting, helicopter use and the use of approved water sources. This is discussed further in Section 5.2 below.

5.1.5. Engagement with Traditional Owners and Aboriginal and Torres Strait Islander groups

Stakeholder engagement with Traditional Owners and other Aboriginal and Torres Strait Islander groups has been undertaken as part of *Technical Report 2 – Revised Aboriginal Cultural Heritage Assessment Report*. Registered Aboriginal Parties (RAPs) were invited to participate in the assessment of heritage and archaeological significance throughout the amended project footprint, including by providing comment on reporting and assessment methodology, and identifying significant sites or items. Some common themes raised across Local Aboriginal Land Councils (LALC) or Registered Aboriginal Parties (RAP) that participated in the consultation included, but not limited to:

- potential impacts on culturally significant sites, artefacts, or landscapes
- improved engagement, but still opportunities for cultural awareness and increased value for and recognition of Aboriginal and Torres Strait Islander culture, history, and knowledge

- land and habitat disruption to ecosystems along the amended project footprint and associated environmental mitigation measures such as habitat restoration, wildlife corridors and sustainable land management practices
- economic opportunities through project-related employment, training, and business opportunities for indigenous stakeholders
- social impacts of predicted influx of construction workers and transient populations in local areas, impacting local resources and infrastructure, and potentially disrupting community dynamics and increasing social tension
- effective and inclusive consultation process and the extent to which their feedback is considered in project planning.

Representatives from Wagga Wagga Local Aboriginal Land Council additionally commented that there were generally supportive of the project as it aligns with the development and integration of renewable energy into the gid, which they consider as a positive step in caring for Country.

5.2. Common themes

The amendments and refinements discussed with key stakeholders and landowners, near neighbours and community members during the December and January meetings were broadly categorised under the following topics:

- changes to the transmission line corridor including the Green Hills corridor amendment
- nomination of access tracks, particularly among directly impacted landowners and near neighbours
- updates to construction ancillary facilities including worker accommodation facilities and construction compounds.
- additional details on the construction approach and methodology.

5.2.1. Key Stakeholders

Key items of interests raised by key stakeholders during meetings in December 2023 and January 2024 are summarised in Table 5-1 below.

Table 5-1: Summary of common themes raised – Key stakeholder feedback

Issue Raised	Description
Accommodation/tourism	• Use of accommodation that may affect tourism. • Proximity of combined worker accommodation facilities and construction compounds to town centres. • Possible exacerbation of already limited visitor accommodation was noted as a concern by stakeholders in Tumbarumba and Wagga Wagga, as well as stakeholders representing regional industry and education bodies. A related concern was that accommodation availability was already making it more difficult to attract visitors to the wider region. • Wagga Wagga City Council mentioned that daytime tourism will be positively impacted as a result of the Tarcutta accommodation workforce visiting Wagga Wagga and spending at local businesses there. • The effect of availability of accommodation on other industries, impacting: - the number of students able to study on campus at Charles Sturt University (Wagga Wagga Campus) at any given time

Issue Raised	Description
	- rising rental costs and the overall adverse impact on the cost of living crisis - pressure on the overloaded healthcare system, education and childcare sectors.
Business development/employment	• Business fatigue as a result of multiple major projects occurring concurrently. • How Transgrid could positively impact communities before, during and after delivery of the amended project, such as promoting and supporting local procurement and business development. • The need to create a fair and equitable Indigenous worker recruitment methodology tailored to the region. • The need to consult local business for procurement before searching externally. • Desire for a close collaboration of local businesses with the combined worker accommodation facilities and construction compounds, as well as a facilitation of project-related travel coming through the town where hospitality is concerned. • Advance notification of businesses if contractor employees plan to engage with the town's hospitality (eg cafes, restaurants, general stores).
Traffic impacts and road network	• Use and/or disruption of local roads by vehicles associated with the amended project. • Increased traffic may worsen key road conditions (eg the road between Tumbarumba and Wagga Wagga is already in poor condition).
Housing affordability	• Opportunities for Transgrid to support existing incentives for key workers in the local economy (eg dedicated housing) throughout the social locality.

5.2.2. Landowners, near neighbours and community members

The key issues raised by landowners, near neighbours and community members are summarised in Table 5-2 below.

Table 5-2: Summary of common themes raised – landowners, near neighbours and community members

Issue Raised	Description
Construction impacts	Potential construction impacts related to noise and vibration, traffic and transport including: • road use, heavy vehicle movement, traffic management plans, road safety • proposed work hours • expected dust and environmental impacts • local business and procurement work opportunities, including construction compounds and accommodation facilities • noise and vibration management plans.
Worker accommodation facilities and construction compounds	• increase of construction workers and the social impacts on communities and services • locations of proposed worker accommodation facilities and construction compounds • workforce development and opportunities • opportunities for reusing/repurposing facilities post-construction • features of proposed accommodation facilities and maximum worker capacity • building and management of the worker accommodation facilities, including social impacts of these proposed facilities and compounds on local communities • traffic and transport impacts.
Green Hills route refinement	• decisions process • potential bushfire risk across Forestry land.

Issue Raised	Description
Nomination of access tracks	• proposed access tracks and expected vehicle movements • compensation process • inclusion in property management plans (PMPs) • use of access tracks as fire trails during bushfires.
Transmission line and substation design and refinements	• additional work, upgrades, and new construction at nominated substations • locations of proposed new substations including the proposed Gugaa 500 kV substation.

6. EXISTING ENVIRONMENT

This chapter is a supplement to the corresponding chapter within *Technical Report 7 – Social Impact Assessment* prepared for the EIS (Chapter 6), which describes the existing social environment and provides a social baseline to establish an understanding of the existing characteristics of the social locality. The social baseline provides the characteristics of the existing environment, from which potential impacts may be reasonably perceived or experienced by different people within the social locality. Where possible, data has been benchmarked against ABS 'Rest of NSW' for comparative purposes.

This chapter summarises the social baseline statistics and analysis for the supplementary key communities with a potential to experience social impacts due to the amended project. The Australian Statistical Geography Standard (ASGS) 'Urban Centres and Localities (UCLs)' statistical area was used as reference to facilitate 2021 Census data collection and analysis for Tarcutta UCL.

Table 6-1 lists supplementary key communities within the directly affected areas of the amended project that were not included in the *Technical Report 7 – Social Impact Assessment* prepared for the EIS.

Table 6-1: Social locality considered for the amended project

Social locality	Geographic Level	Description
The social locality	LGA	No additional LGAs
Key communities	Urban centres	Tarcutta
Amended project footprint	Lot/DP	The area likely to be directly affected by the construction and operation of the amended project is referred to as the 'amended project footprint'.

6.1. Supplementary key communities

6.1.1. Tarcutta

Amendments and refinements to the project include the establishment of the Tarcutta accommodation facility and compound (AC03), which is to be located about 1.5 kilometres south-west of Tarcutta.

Tarcutta is a locality in the Wagga Wagga LGA, located adjacent to the Hume Highway in Wiradjuri Country. The locality was settled in the early-to-mid 19th century, leading the local development of agriculture, as well as eventual gold mining. Tarcutta exhibits some service-based employment due to its status as a changeover point for trucks on routes between Sydney and Melbourne. Table 6-2 identifies key demographic data for Tarcutta, using population, housing, health, education, and employment data sourced from the ABS 2021 Census.

Social infrastructure in Tarcutta includes a Community Health Centre, a Police Station, the Tarcutta Memorial Hall, the Breaden Sports Ground, a rural cemetery, and a Catholic church. Refer to Attachment E of the *Technical Report 7 – Social Impact Assessment* prepared for the EIS for a list of social infrastructure in Wagga Wagga City LGA.

Table 6-2: Key demographic indicators for Tarcutta (Urban Centre)

Indicator	Information
Population	• At the 2021 Census, Tarcutta was home to 206 people. • In 2021, 77.5 per cent of Tarcutta residents reported being born in Australia, compared to 81.3 per cent in the Rest of NSW.
Median age	• At the 2021 Census, the median age in Tarcutta was 44 years, older than the median age in the Rest of NSW, at 43 years.
Labour force	• In 2021, 49.4 per cent of residents in Tarcutta over 15 were participating in the labour force, a lower proportion than the 56.4 per cent of residents in the Rest of NSW.
Housing	• There was a total of 107 private dwellings and 83 households in Tarcutta at the 2021 Census, with an average household size of 2.3 people per dwelling. • At the 2021 Census, separate (detached) houses were the only dwelling type recorded in Tarcutta.
Education	• At the 2021 Census, only 19.9 per cent of residents in Tarcutta over the age of 15 had completed year 12 or equivalent, lower than the 44.5 per cent of Rest of NSW residents over 15.
Income	• At the 2021 Census, the median weekly household income in Tarcutta was $1,024, lower than the median of $1,434 across the Rest of NSW.

Source: ABS, *2021 Census of Population and Housing: General Community Profile*

6.2. Amended project footprint

The amended project footprint is the area likely to be directly affected by the construction and operation of the amended project, comprising approximately 8,835 hectares (ha). The following sections describe the changes from the EIS project footprint to the amended project footprint regarding land use and property, agriculture, environment and sustainability, and heritage.

6.2.1. Ownership

Land ownership within the amended project footprint is a mix of private and public landowners. In total, there are 6,814 hectares of freehold land within the amended project footprint, the majority of which supports agricultural practices. As shown in Table 6-3, the footprint comprises a greater number of freehold lots (826 lots), but a reduced area of freehold land (6,814 hectares). The area and proportion of Crown land and government land has increased (1,614 hectares combined), largely as a result of the Green Hills corridor amendment.

Table 6-3: Land ownership within the amended project footprint

Ownership	Area (ha)		Lots (count)	
	EIS project footprint	Amended project footprint	EIS project footprint	Amended project footprint
Freehold	7,226	6,814	678	832
Local government	1	1	1	2
NSW Government	508	969	56	123
Crown	508	645	25	41
Shared Crown/Council	0	0	0	0
Unknown	308	406	0	1
Commonwealth Government	0	0	0	0
Total	**8,551**	**8,835**	**760**	**999**

Source: NSW Spatial Services, 2023

6.2.2. Land uses

A range of rural, environmental, residential, commercial and infrastructure-related zones are located within the amended project footprint. Land use planning zones have been used to indicate distinct land use types.

As with the EIS project footprint, the amended project footprint does not intersect perennial horticulture, seasonal horticulture, irrigated plantation forests, grazing irrigated modified pastures, irrigated cropping, irrigated seasonal horticulture, intensive horticulture, or intensive animal production.

The amended project footprint does not include major urbanised areas.

6.2.3. Agriculture and primary production

The EIS project footprint intersected approximately 8,267 hectares of land associated with agriculture and primary production uses. This accounts for 97 per cent of the EIS project footprint. Land uses within the amended project footprint remain similar, now intersecting 8,550 hectares of agriculture and primary production land.

Most of the increase in agricultural land affected would be related to access tracks and the five combined worker accommodation facilities and construction compounds. Notable changes include a reduction in grazing modified pastures (- 6.7 per cent) and an increase in production native forestry (+6.8 per cent), with the Green Hills corridor amendment passing through Green Hills State Forest.

The increase in the amount of forestry land for productive native and plantation forestry is largely as a result of the Green Hills corridor amendment compared to the EIS project footprint.

As with the EIS project footprint, the amended project footprint does not intersect perennial horticulture, seasonal horticulture, irrigated plantation forests, grazing irrigated modified pastures, irrigated cropping, irrigated seasonal horticulture, intensive horticulture, or intensive animal production.

The amended project footprint does not include major urbanised areas.

Table 6-4 outlines the changes to agricultural, forestry and other primary production land uses within the EIS project footprint versus the amended project footprint.

Table 6-4: Changes to agricultural land and primary production uses within the amended project footprint

Land use	EIS project footprint		Amended project footprint		Difference from EIS	
	Area (ha)	Area (%)	Area (ha)	Area (%)	Area (ha)	Area (%)
2.1.0 Grazing native vegetation	2,171.9	25.4%	2,097.4	23.7%	-74.5	-1.7%
2.2.0 Production native forestry	1,067.1	12.5%	1,700.6	19.3%	+633.5	+6.8%
3.1.0 Plantation forests	21.5	0.3%	27.4	0.3%	+5.9	+0.1%
3.2.0 Grazing modified pastures	4,200.1	49.1%	3,786.4	42.9%	-413.7	-6.3%
3.3.0 Cropping	802.2	9.4%	920.8	10.4%	+118.6	+1.0%
3.6.0 Land in transition	3.3	<0.1%	0.3	<0.01%	-3	<-0.1%
4.4.0 Irrigated perennial horticulture	4.1	0.1%	16.1	0.2%	+12	+0.1%
Total agriculture and primary production	**8,270.2**	**96.7%**	**8,549.0**	**96.8%**	**+278.8**	**+0.1%**

Note: Figures are rounded to the nearest decimal, consequently some totals may not add.

6.2.4. Natural environment

Approximately 40 hectares of the amended project footprint intersects land categorised as natural environment land uses, an increase of around seven hectares compared to the EIS project footprint.

Table 6-5 summarises changes in the natural environment land uses within the amended project footprint.

Table 6-5: Changes to natural environment land uses within the amended project footprint

Land use and description	EIS footprint		Amended project footprint		Difference	
	Area (ha)	Area (%)	Area (ha)	Area (%)	Area (ha)	Area (%)
1.2.0 Managed resource protection	26.4	0.3%	32.0	0.4%	+5.6	+0.1%
1.3.0 Other minimal use	6.4	0.1%	7.6	0.1%	+1.2	<0.1%
Total natural environment	**32.8**	**0.4%**	**39.6**	**0.5%**	**+6.8**	**+0.1%**

Note: Figures are rounded to the nearest decimal, consequently some totals may not add.

7. ASSESSMENT OF IMPACTS

The social impact significance ratings described in Sections 7.9 and 8.9 of *Technical Report 7 – Social Impact Assessment* prepared for the EIS largely remain the same for the assessment of the project amendments and refinements .

Potential social impacts from the amendments and refinements to the project have been grouped into the social categories identified in the SIA Guideline (DPE, 2023). The potential changes to social impacts that may arise during construction of the amendments and refinements to the project are described in Section 7.1. The potential changes to social impacts that may arise during operation of the amendments and refinements to the project are described in Section 7.2.

The social impact significance rating of each identified impact for the amended project has been assessed in accordance with the social impact matrix provided in Section 4.3.1. Residual social significance ratings for identified impacts during the construction phase are listed in Table 7-1 and the residual social significance ratings for identified impacts during the operational phase are listed in Table 7-2.

Where a social impact significance rating has changed it has been noted within the sections below. Where an impact is relevant to more than one impact category, it is reported in the most relevant category.

7.1. Construction impacts

This section identifies and assesses the potential social impacts that may arise during the construction of amendments and refinements of the project.

Consistent with the EIS, potential changes to social impacts have been considered in the context of the social baseline, as described in *Technical Report 7 – Social Impact Assessment* prepared for the EIS and Section 6.1 of this report, feedback from the community and stakeholders received during consultation, as described in Chapter 5 of this report, and inputs from relevant project technical reports, as existing conditions can affect the likelihood of social impact occurring, or the magnitude of social impacts that do occur.

7.1.1. Way of life

The SIA Guideline describes way of life as how people live, work, play and interact with each other on a daily basis. This definition is very broad and most social impacts will affect people's way of life to some extent. This section details social impacts, arising from the construction of the amendments and refinements of the project, with the greatest capacity to impact way of life. Impacts addressed in other sections may also have repercussions for way of life.

7.1.1.1. Availability and affordability of housing

Worker accommodation is an important aspect of the project with potential to result in both positive and negative social impacts in the social locality. As a result of stakeholder and community feedback on the likely shortage in existing available accommodation in nearby towns and more construction planning, changes are proposed to the number and locations of temporary worker accommodation facilities for the project. Subsequently, five combined worker accommodation facilities and construction compounds are proposed as part of the amended project in Tarcutta, Adjungbilly, Yass, Crookwell, and Green Hills.

The worker accommodation facility proposed as part of the EIS at Tumbarumba has been removed as this location was not suitable to facilitate the construction program, mainly due to its distance from other parts of the project footprint.

The establishment of new temporary worker accommodation facilities for the project would assist in alleviating the pressure on short-term accommodation in nearby towns for tourists, the rental market and housing affordability. In addition to providing accommodation for construction workers, each worker accommodation facility would also include food and catering facilities, fitness and recreational facilities (such as a gymnasium), parking spaces and first aid facilities. Some workers, such as those that are present onsite for a short period of time, may stay in local accommodation, resulting in some benefits to local accommodation providers.

There would also be a small demand for local temporary accommodation during site establishment and demobilisation of the worker accommodation facilities. The number of workers required during these periods would be much lower than the peak construction workforce which would limit impacts on local accommodation availability.

Once established, most construction workers would be housed in the worker accommodation facilities. Consequently, the impacts associated with worker accommodation requirements exceeding the private rental market, short-term tourist accommodation availability during construction, and potential anxiety caused by perceptions of risk to local housing affordability as described in the EIS have been greatly reduced. With the provision of the proposed temporary workforce accommodation, the amended project is not expected to affect the local housing market during construction. While there may be minor increases in demand, this is not expected to materially affect affordability. As such, material social impacts related to the availability and affordability of housing are unlikely to occur.

A Workforce and Workforce Development Plan would identify and plan for the daily needs of workers within the temporary worker accommodation facilities over the construction program including potential impacts to existing social infrastructure, local goods, and services.

The management and mitigation of potential impacts on existing social infrastructure, local goods and services are further assessed below in Section 7.1.3.2.

Conclusion of amended project impacts: The residual significance rating for the availability and affordability of housing has reduced compared with the EIS project from medium (negative) to low (negative).

7.1.1.2. Amenity

As outlined in *Technical Report 7 – Social Impact Assessment* prepared for the EIS, stakeholder engagement found that many residents in the social locality enjoy a quiet, rural country lifestyle, which is also a main attractor for tourists and visitors.

The proposed project amendments and refinements have changed the distribution and increased the number of locations that would experience potential amenity impacts. This may be a cause of concern to surrounding residences and the local community who may be differently impacted by the amended project compared to the EIS project.

It is expected that the identified amenity impacts associated with construction would be temporary. The implementation of mitigation measures outlined in Appendix B (Updated mitigation measures) of the Amendment Report would assist in reducing the potential amenity impacts.

Potential impacts to the amenity of the local environment arising from the amended project would potentially include:

- noise, vibration, dust, light spill, traffic and access and visual amenity from establishment of construction compounds, construction of access tracks and transmission lines
- noise, vibration, dust from construction of telecommunication connections
- noise, light spill, traffic and access and visual amenity from the operation of worker accommodation facilities and construction compounds
- noise, dust associated with use of helicopters and drones
- noise, vibration, dust from controlled blasting and crushing at potential locations within the amended project footprint.

These potential amenity impacts associated with the proposed amendments and refinements are further described below.

Construction compounds and temporary worker accommodation facilities

As a result of the amended project, the removal of the Tumbarumba accommodation facility (AC1) has led to the removal of all amenity impacts associated with its establishment and use as assessed in the EIS.

The establishment and use of temporary worker accommodation facilities and construction compounds would increase the potential for amenity impacts including noise, traffic, visual and air quality impacts, including during site establishment, construction, and demobilisation.

Noise impacts

Some residential properties are near the new combined worker accommodation facilities and construction compounds. The distances between the proposed facilities and the residential properties are listed below:

- Tarcutta: the closest residence is located about 170 m east of the construction compound on Mates Gully Road
- Adjungbilly: the closest residence is located about 205 m west of the accommodation facility and compound boundary on Adjungbilly Road
- Yass: the closest residence is located about 120 m south-west of the accommodation facility and compound on Yass Valley Way
- Crookwell: the closest residence is located about 2.1 km west of the accommodation facility and compound on Woodhouselee Road
- Green Hills: the closest residence is located about 120 m south of the accommodation facility and compound on Green Hills Access Road.

It is worth noting that while Yass has the closest sensitive receiver, the area is already surrounded by industrial facilities; therefore, the potential amenity impacts from this ancillary facility would not noticeably change the existing amenity of the area. Some residents may be concerned that disturbance from noise,

including the movement of heavy machinery from construction, would negatively impact the local amenity and way of life.

Vulnerable groups (as described in Section 7.5 of *Technical Report 7 – Social Impact Assessment* prepared for the EIS) including less mobile or senior people, residents experiencing long-term health conditions, people with a daily need for physical assistance, or residents with elevated levels of psychological distress amongst the community, may be more sensitive to construction noise and vibration, including disturbance from the movement of construction vehicles travelling to and from construction compounds.

The *Technical Report 9 – Noise and Vibration Impact Assessment Addendum* indicates that:

- Four construction facilities being Amended Memorial Avenue compound (C14), Yass accommodation facility and compound (AC05), Green Hills accommodation facility and compound (AC07) and Ardrossan Headquarters Road compound (C17) are predicted to generate worst-case "highly intrusive" day-time noise impacts for residential receivers during site establishment, which is expected to take around three to four weeks for construction compounds, and eight to twelve weeks for combined accommodation facilities and construction compounds.
- The Amended Memorial Avenue compound (C14) is predicted to impact up to 536 residential receivers, and Yass accommodation facility and compound (AC05) are predicted to impact up to 65 residential receivers during site establishment.
- Two construction facilities being Tarcutta accommodation facility and compound (AC03) and Adjungbilly accommodation facility and compound (AC04) are predicted to generate worst case daytime "moderately intrusive" noise impacts for residential receivers during site establishment, as well as compound operation.
- Three construction facilities being the Amended Gregadoo Road compound (C06) and Gadara Road compound (C19) and Ellerslie Road compound (C21) are predicted to generate "clearly audible" worst case day-time noise impacts during site establishment, as well as compound operation.
- The expansion of the Amended Gregadoo Road compound (C06) footprint has resulted in one additional residential receiver to have "clearly audible" noise impacts compared to the EIS.
- The Amended Memorial Avenue compound (C14) has resulted in a minor increase in the number of residential receivers to have "moderately intrusive" worst case day-time noise impacts compared to the EIS.

The combined worker accommodation facilities and construction compounds would operate as worker accommodation facilities during all hours for the duration of the amended project construction. Predicted worst-case night-time noise impacts from 'worker accommodation facility operation' include:

- 'Moderately intrusive' at one residential receiver closest to the Green Hills accommodation facility and compound (AC07)
- 'Clearly audible' (6-15 dB) at up to four of the residential receivers closest to the Yass accommodation facility and compound (AC05) and one residential receiver closest to the Adjungbilly accommodation facility and compound (AC03).
- 'Noticeable' (1-5 dB) at the three residential receivers closest to the Tarcutta accommodation facility and compound (AC03).

Site establishment and use of these worker accommodation facilities is predicted to generate noise impacts with a high likelihood of affecting sensitive receivers particularly around Tarcutta, Batlow and Yass, which would otherwise enjoy a quiet rural lifestyle given the low existing background noise levels and are located on the fringe of the urban area.

Sensitive receivers particularly around Tarcutta, Batlow and Yass may also experience increases in traffic noise levels from construction vehicles passing through, potentially detracting from the pleasantness of the environment. However, this effect would diminish beyond 250 metres from road edges. Traffic noise impacts would vary in location and duration, though would generally be short-term in any given location. Traffic and access impacts are discussed in Section 7.1.3.1.

Based on the worst-case scenario modelled in *Technical Report 9 – Noise and Vibration Impact Assessment Addendum*, sleep disturbance impacts are predicted at up to 12 residential receivers in total at all combined accommodation facilities and compounds except for the Crookwell accommodation facility and compound (AC06). These impacts would arise from heavy vehicle movements and would be intermittent for the duration of the construction of the amended project.

While heavy vehicle movements would generally be limited to standard construction hours, it may impact people differently, particularly those with irregular sleep patterns such as shift workers who may sleep during the day and work night-time shifts. Work that results in potential sleep disturbance would cause discomfort for sensitive receivers. This could have an adverse impact on the health and wellbeing of sensitive receivers, particularly if disruptive construction activities occur for long periods of time without mitigation.

Noise from ancillary facilities would be greatest during ‘site establishment’, which is expected to take around three to four weeks per construction compound and eight to twelve weeks per combined worker accommodation facility and construction compound.

Mitigation measures are proposed in Appendix B (Updated mitigation measures) of the Amendment Report to minimise potential noise impacts during construction.

Refer to Section 7.1.5 for further information on potential noise impacts.

Visual impacts

Technical Report 8 – Landscape Character and Visual Impact Assessment Addendum concluded that temporary construction facilities in the vicinity of Mates Gully Road (Tarcutta), Adjungbilly Road (Adjungbilly), Batlow Road (Green Hills) and Faulder Avenue (Yass) would increase visual impacts in those areas. Night lighting from combined worker accommodation facilities and construction compounds is also anticipated to introduce some minor impacts to visual amenity in their vicinity at night over the duration of their use, which could impact on sleep due to light glare. The implementation of mitigation measure LV3 in Appendix B (Updated mitigation measures) of the Amendment Report would assist in minimising lighting impacts during construction.

Air quality impacts

Air quality impacts would impact amenity from activities generating dust and emissions. Dust generating activities include concrete batching plants, crushing/screening facilities and the establishment of the construction compound and combined worker accommodation facilities. The use of diesel-fuelled generators would produce emissions that impacts air quality.

Increased emissions and dust may have a detrimental effect on amenity and health and wellbeing due to the combined effects of dust and noise during construction, likely to affect neighbouring sensitive receivers, especially if sensitive receivers are experiencing pre-existing respiratory conditions.

New mitigation measures to manage the impacts of diesel generators during construction have been identified in the *Technical Report 17 – Air Quality Impact Assessment Addendum.* It also noted that with the implementation of mitigation measures, air quality impacts would be negligible.

Green Hills corridor amendment

Noise impacts

The amended transmission corridor through the Green Hills State Forest is relatively distant from densely populated areas and is predicted to impact up to 16 of the closest residential receivers during noisy work. However, activities associated with the construction of the transmission line structures of the Green Hills corridor amendment are anticipated to be relatively short-term and are predicted to have low to moderate noise impacts at the closest sensitive receivers when construction work is taking place.

Visual impacts

The *Technical Report 8 – Landscape Character and Visual Impact Assessment Addendum* noted that the Green Hills corridor amendment would result in lower visual impacts around Batlow during both construction and operation as the Green Hills corridor amendment passes through a plantation forestry area with less sensitive landscape character values.

Landscape character

The *Technical Report 8 – Landscape Character and Visual Impact Assessment Addendum* noted that an increase in the impact on the Green Hills forested hills landscape character area during construction, from low to a moderate-low, as the transmission line corridor been relocated west of Batlow to Green Hills. The assessment also noted a reduction in the impacts on the Batlow undulating rural hills and ridges landscape character area during construction and operation, from moderate to negligible due to the relocation of the transmission line corridor.

Access impacts

Some different sensitive receivers would experience traffic and access impacts compared to the EIS project as a result of the Green Hills corridor amendment. This is discussed further in Section 7.1.3.1 regarding accessibility.

Access tracks to support the construction and operation of the project

The amended project includes additional access tracks between the transmission line corridor and the existing road network. These additional tracks are required to provide safe access/egress while minimising the environmental impacts of the project where possible. Priority has been given to the use and upgrade of existing access tracks over the creation of new access tracks, where possible.

The additional access tracks nominated for the amended project would introduce minor amenity impacts on adjacent sensitive receivers. *Technical Report 9 – Noise and Vibration Impact Assessment Addendum* identified that under a 'worst-case' scenario, access track construction and use could produce noise impacts to up to 474 sensitive receivers, however access track construction work would be relatively short-term and is only expected to impact individual sensitive receivers for up to a few days. These noise impacts can be further mitigated through noise mitigation measures and appropriate notification of affected

receivers, to ensure they are informed in advance and can prepare for expected periods of noise as far as possible.

Visual impacts associated with establishing or upgrading access tracks have increased from some viewpoints. Potential visual impacts would be associated with the presence of construction vehicles and machinery used to establish/upgrade access tracks detracting from the amenity of the view at certain viewpoints. However, these construction activities would be relatively short-term.

Dust emissions associated with establishing or upgrading access tracks have increased for some sensitive receivers. Increased dust from construction work may impact on sensitive receivers' health. Amenity impacts due to related noise, vibration and dust generation may impact the way of life and sense of place for some sensitive receivers. Amenity impacts due to dust, noise and vibration may also impact health and wellbeing for residents within and surrounding the additional access tracks.

The scale of these impacts depends on the dust suppression and other mitigation measures applied. Given the temporary nature of the construction works per access track (an estimated 3-8 weeks), and with the implementation of mitigation measures to manage air quality, these impacts would be sufficiently managed.

Telecommunication connections

The installation of additional telecommunications connections is expected to include noise producing equipment for excavation, deliveries, cable installation and compaction. This work is predicted to result in noise impacts at three sensitive receivers including one residential receiver closest to the Gadara site and two residential receivers closest to the Gullen Range site, based on worst-case predicted noise levels. Increased noise levels may impact sensitive receivers' health and wellbeing, especially if noise disrupts sleep or quiet enjoyment.

Construction work is expected for a duration of around two months per location. It is predicted that with the implementation of mitigation measures and appropriate notification of affected receivers the telecommunication connections work in Gadara and Gullen Range sites would produce minor impacts to amenity aspects for sensitive receivers.

Helicopters and drones

The amended project further refines the proposed construction methodology and provides further detail about the potential use of helicopters and drones for the stringing of transmission lines.

As per r the *Technical Report 9 – Noise and Vibration Impact Assessment Addendum* noise levels from helicopters flying in and out of the Amended Memorial Avenue compound (C14) are predicted to be high (above 85 dBA) at up to 30 residential receivers. Non-residential receivers predicted to experience high noise levels are Batlow/Adelong Multi-Purpose Service Hospital, Saint Mary's Church, Saint John's Anglican Church, Batlow Technology School, and The Apple Inn.

Recommended project specific measures in *Technical Report 9 – Noise and Vibration Impact Assessment Addendum* for aircraft noise from potential helipads at construction compounds and combined worker accommodation facilities and construction compounds include designing arrival and departure paths to avoid nearby sensitive receivers where possible. With the implementation of mitigation measures to manage air quality, these impacts would be sufficiently managed, including a new mitigation measure to manage the impacts of potential helipads during construction.

Drones may also be used for stringing and additional construction activities such as, but not limited to, surveys and weed management, . Using drones would reduce impacts arising from construction methods involving ground vehicles, which would be longer in duration and have additional impacts relating to ground-level traffic and machinery.

As per the *Technical Report 9 – Noise and Vibration Impact Assessment Addendum* drone flights within the transmission line corridor are predicted to produce noise levels less than 80 dBA at ground level. Therefore, it is considered unlikely that drones would cause significant annoyance or impact the noise amenity of sensitive receivers, including residents and St James Anglican Church and Greendale Uniting Church.

Although the use of drones for the stringing of transmission lines are unlikely to cause significant noise impacts to sensitive receivers, they may cause privacy and trespass concerns for some residents and churchgoers.

Crushing and controlled blasting

Crushing activities associated with potential controlled blasting activities are predicted to have noise impacts affecting receivers near the potential controlled blasting areas. *Technical Report 9 – Noise and Vibration Impact Assessment Addendum* also considers potential vibration impacts and concludes that up to 80 receivers would potentially experience exceedances of the relevant thresholds based on conservative worst-case assumptions. Generally, health impacts are associated with vibration so sensitive receivers may experience concerns or fears about health impacts. Vibration may also increase concerns about impacts to structural quality, physical aesthetics, or property damage. Noise and vibration could also increase stress and anxiety and reduce quiet enjoyment or the ability of affected people to relax, sleep or concentrate on work / studies.

Crushing locations would be positioned away from nearby receivers where possible to reduce the potential noise impacts and would occur for discrete periods of time to break up blast spoil and would not be continuous. Crushing is expected for a duration of up to around one month at any given potential controlled blasting location.

The proposed mitigation measures to minimise and manage the predicted impacts are consistent with the EIS. Recommended project-specific measures for crushing include (but not limited to) maximise the offset distance and orient noise plant and equipment away from sensitive receivers, turning off machinery when not in use, and notifying potential receivers about upcoming noisy activities.

Conclusion of amended project impacts: Social impacts potentially arising from disruptions to amenity, as discussed in the *Technical Report 7 – Social Impact Assessment* prepared for the EIS, are expected to remain unchanged for the social locality and the key communities under the amended project. Therefore, the residual significance rating remains medium (negative)

7.1.2. Community

This section details social impacts to community including changes in community composition and cohesion due to the amendments and refinements of the project – particularly with regard to the new and expanded temporary workforce accommodation facilities. These changes may impact character, how the community functions, resilience, and people's sense of place.

7.1.2.1. Population changes from temporary construction workforce

The population in the social locality would temporarily increase during the construction period, mainly because of the arrival of the project's non-resident construction workers. It is noted that a proportion of the project construction workforce would also be sourced locally. The projected peak workforce size has been further refined since the EIS and has been projected to increase by about 400 full-time equivalent workers to peak at 1,600 full-time equivalent workers across multiple fronts.

The influx of workforce associated with the five combined worker accommodation facilities in Tarcutta, Adjungbilly, Yass, Crookwell, and Green Hills may impact on the demographic characteristics and local community composition of local towns and population centres across the region. The number of workers at each accommodation facility would be based on the peak demand for workers in that location, which would be for a limited duration during the overall construction program. However, the presence of newcomers in the local community and the inflow/outflow of temporary residents during construction may impact the community's way of life, cohesion, and function—including actual and perceived impacts. As outlined in Section 7.1.1.1, during establishment and demobilisation of the combined worker accommodation facility and construction compounds (about four months), some non-resident workers may be accommodated in local town centres in proximity to construction work.

This would impact the temporary accommodation market in those towns during that period of time. However, this is unlikely to affect the population across the key communities or how the community functions. As noted above, a proportion of the project construction workforce would be employed locally, further reducing impacts to demand for accommodation, and other local social infrastructure, services, and amenities. In addition, only a small number of workers would be required during establishment and demobilisation of these compounds.

During peak construction, a worst-case assessment of the worker population across the worker accommodation facilities would represent:

- 252 per cent increase to the population of Tarcutta
- 39 per cent increase to the population of Batlow
- 15 per cent increase to the population of Gundagai
- 6 per cent increase to the population of Yass
- 1.4 per cent increase to the population of Goulburn.

During peak construction (i.e. about three to four months), up to about 520 workers would be accommodated within the worker accommodation facility at Tarcutta, this would constitute a relatively large increase in the population of this rural community of 206 people (refer to Table 6-2). This may have a temporary impact on the way this community functions and people's sense of place and belonging.

Apart from Tarcutta and Yass, the worker accommodation facilities are not located within or near the urban limits of the key communities, therefore resulting in a lesser or more dispersed impact on local community cohesion, how the community functions and existing community members' sense of place and belonging.

Regarding impacts on social infrastructure and services, worker accommodation facilities would be equipped with a range of facilities including recreational, catering and first aid facilities. This provision is intended to minimise potential impacts on availability and demand for local goods and services within local communities and minimise the necessity or desire for workers to venture into local towns.

However, workers are still expected to visit local towns and population centres to some extent, to access infrastructure and services, including sport and recreational facilities and other amenities, such as retail, food, and beverage outlets (including licensed premises such as sports clubs and pubs). Additionally, key social and health infrastructure such as allied health, general practitioners, hospitals, and emergency services may also be impacted (refer to Section 7.1.3.2).

Communities may be concerned about the impact on their ability to access services due to this increased population – so both actual and perceived impacts need to be appropriately planned for and addressed. Additionally, the composition of the workforce – predominantly working age males, may also result in demand for specific types of facilities and services, which needs to be considered, along with any community concerns about the impacts of this relatively homogenous demographic group comprising most of the incoming population. Smaller communities would be more sensitive to changes arising from increased non-resident project-related workforce. It would be critical to ensure service providers and managers of key private facilities are well informed of the incoming population in time to plan for any increased demand.

Measures such as ensuring venues are well informed of the incoming workforce to plan for it, as well as providing guidance for the workforce on expected behaviours through a Code of Conduct (as well as informing the community as such) will assist in planning effectively. Working with facilities and services providers, such as the local health district, and the management of local licensed venues, for example, will be critical to mitigate impacts.

7.1.2.2. Social cohesion

The amended project may impact existing residents' feelings of connection to their community. Impacts on social cohesion may affect community resilience[1] and the sustained ability of local communities to withstand, adapt to, and recover from changes brought about by the amended project.

Outsiders temporarily moving into the area may lead to an increased sense of anxiety and uncertainty for local communities. This issue may be exacerbated by the likely homogenous composition of the incoming population – expected to be primarily working-age males.

The temporary housing of non-resident construction workers in worker accommodation facilities would, to an extent, reduce worker presence in key communities compared to the EIS. As outlined above, worker accommodation facilities would be equipped with catering, recreational and first aid facilities, minimising the necessity for workers to venture into local towns.

However, there is also the likelihood that workers visit the local towns during their time off shift for leisure or social purposes. This may impact existing residents' feelings of connection to their community, such as potentially feeling increased anxiety and uncertainty due to new faces in the local towns and the composition of that incoming population (predominantly working-age males).

[1] In this context, community resilience can be understood as social conditions, including community resources, services, capacities, processes, actions, and behaviours, enabling people to adapt to changed conditions while promoting opportunities to enhance community well-being.

The frequency of workers visiting local townships may be relatively infrequent (e.g. during evening and weekends) – however this cannot be ascertained with certainty. The increase in worker presence in local towns may also be absorbed into the occasional influx of tourist populations visiting nearby attractions.

The construction workforce is typically predominantly working age males, who may have little or no attachment to surrounding communities (except for workers who are already local residents). There is a potential for some community-shared spaces, such as local pubs, sport and recreation and other amenities to experience increased patronage from the project workforce – particularly at times like evenings and weekends. Sudden boosts in outsider numbers may raise concerns in local communities and exacerbate existing concerns about the influx of new residents such as perceived safety. Any occasional worker presence in local towns is expected to have minimal to moderate impacts on the social cohesion, particularly in smaller key communities of Tarcutta and Batlow.

Where workers interact with the community (to access services not available within the combined worker accommodation facilities and construction compounds), this would likely result in mixed social impacts both positively and negatively. Positive social impacts include potentially increasing trade for local businesses from the increased spending population. Negative social impacts include potentially putting more pressure on existing local services and amenities.

As such, impacts to community cohesion would be less felt in the larger regional cities of Yass and Goulburn where changes to population is less apparent. The smaller key communities of Tarcutta and Batlow would be more sensitive to changes arising from increased project-related workforce. These smaller communities would house a larger number of non-resident workers in worker accommodation facilities and are more likely to experience minor, temporary negative impacts to social cohesion.

Measures to mitigate impacts on social cohesion remain the same as those provided in *Technical Report 7 – Social Impact Assessment* prepared for the EIS, including providing workers with a Code of Conduct including standards of behaviour, information on the local community and supporting the provision of services within the combined worker accommodation facilities and construction compounds.

Additionally, local communities will need to be well informed about the new incoming workforce, along with local services and facilities – to ensure they are able to plan and prepare for this incoming population and they have opportunities to raise issues and concerns in advance, which may be resolved through strong, effective and ongoing communication channels.

Engagement with the local health district, hospitals and other services will be critical to manage and mitigate impacts, as well as with the broader community – particularly smaller communities like Tarcutta and Batlow.

Conclusion of amended project impacts: The residual significance rating for social impacts to community, specifically population changes and social cohesion, for the amended project has increased compared with the EIS project from medium (negative) to high (negative) due to the large increase of projected workforce size proportionate to the local demographics, particularly in Tarcutta and Batlow.

7.1.3. Accessibility

7.1.3.1. Transport and movement

Changes to transport and movement may include delays or interruptions to how people get around, undertake their daily responsibilities, or access services and facilities in their local area.

It is anticipated that workers would be concentrated within the amended project footprint during the construction period each working day, moving between their accommodation and construction work sites. These movements would create additional vehicle movements throughout the amended project footprint, including light and heavy vehicle traffic. To further reduce traffic impacts from private car usage, minibuses have been proposed for some worker accommodation facilities to transport workers to and from construction sites.

The amended project includes nomination of additional access tracks to provide access during construction and operation. *Technical Report 16 – Revised Traffic and Transport Impact Assessment* indicated that the construction of the amended project would have a minor impact on the operation of the road network in the context of the available capacity of roads . It is noted that vehicle movements are not evenly distributed across the amended project footprint and that a concentration may occur in locations where work is taking place, but that such increases would be temporary and transient. As such, there would be a minor, intermittent impact to how people throughout the social locality get around and undertake their daily responsibilities.

As a result of the Green Hills corridor amendment, it is noted that some different receivers would experience traffic and access impacts compared to the EIS project. As the amended project footprint is largely through Green Hills State Forest, it is considered to reduce the potential impacts to transport and access to some private properties that are no longer directly impacted. Construction vehicles accessing the amended project footprint through Green Hills State Forest would primarily do so via existing forestry access roads.

As a result of the amended construction compounds and combined worker accommodation facilities and construction compounds, transport and movement impacts would be experienced differently compared to those presented in the EIS for some key communities near to Tarcutta, Adjungbilly, Yass, Crookwell, and Green Hills.

During engagement activities, stakeholders in Tarcutta, Batlow, Tumbarumba, and Gunning shared concerns around traffic and transport including road use, heavy vehicle movement and traffic and safety management plans. Stakeholders were concerned about the increased traffic volumes and potential impacts to road safety from increased heavy vehicle movements. Other concerns included workers' unfamiliarity with the roads, capacity of local roads and the need for upgrading dirt roads due to safety risks with the use of vehicles during construction.

Access to the construction compounds and worker accommodation facilities would be available from either existing roads or new and upgraded access tracks that would have temporary or permanent connections to the existing road network. The new access tracks and access points would be designed in accordance with applicable standards, including Austroads requirements or the relevant asset owners' standards where required. In addition, signage will be implemented to promote awareness of the new intersections and turning vehicles. With incorporation of appropriate traffic management measures, a negligible to minor impact on the road operating conditions and on road safety is expected.

Technical Report 16 – Revised Traffic and Transport Impact Assessment noted that there are multiple routes available providing access between combined accommodation facilities and compounds or town centres and the construction compounds and work sites along the transmission line corridor. The assessment also noted that vehicle movements, particularly light vehicle movements, would be concentrated on roads surrounding the construction compounds with worker accommodation facilities, but that additional road volumes on major routes would still be low in the context of existing use.

Technical Report 16 – Revised Traffic and Transport Impact Assessment noted that 16 extractive material locations have been identified in consultation with Regional NSW as a potential source of fill material for the amended project. Vehicles transporting material between the extractive material locations and the work sites are likely to primarily use major roads and highways with travel on local roads limited to the first and last stage of the journey. It is expected vehicle movements associated with extractive material locations would not result in any significant network impacts and, therefore, would have minor impacts on accessibility and, minor impacts on road users' ability to use the road network.

As per the EIS project, access to properties for residents (including for emergency vehicle access and egress) would generally be maintained throughout construction.

Impacts to public transport, particularly school buses were also raised as an area of concern during engagement for the EIS. Considering construction traffic is not anticipated to adversely impact on the road network performance, public bus services and school bus services are not expected to experience major delays. Impacts to public transport would be limited to short duration temporary road closures (estimated to be less than one hour), primarily for stringing of transmission lines at limited road locations and where there are new access points onto public roads.

According to the *Technical Report 16 – Revised Traffic and Transport Impact Assessment*, the volume of traffic associated with construction activities is expected to have a minor impact on the existing road networks safety. Road occupancy approval from the relevant stakeholders would be obtained and work would be conducted in a way to minimise impacts on traffic and access, in consultation with bus service operators. This may include planning these activities outside of peak traffic periods.

It is expected vehicle movements associated with extractive material locations would not result in any significant network impacts and, therefore, would have minor impacts on accessibility and, minor impacts on road users' ability to use the road network.

With the implementation of the mitigation measures detailed in *Technical Report 16 – Revised Traffic and Transport Impact Assessment*, impacts on road users are expected to be intermittent, temporary, and minor in nature.

Conclusion of amended project impacts:

Although the Green Hills corridor amendment would reduce impacts to some private properties access, increased vehicle trips and potential access impacts would likely be noticeable on local roads, additional access tracks and at specific access locations within the amended project footprint including around the amended construction compounds and combined worker accommodation facilities. Therefore, the residual significance rating for transport and movement from the amended project remains unchanged from the EIS project, that is medium (negative).

7.1.3.2. Social infrastructure

Social infrastructure refers to community facilities and services which meet social needs and community wellbeing. There is a range of social infrastructure servicing the social locality, including community centres, libraries, educational facilities, hospitals and other health and allied health services, and a range of sport and recreational infrastructure, including sports courts and fields, and passive open space.

Site-based social infrastructure such as food and catering facilities, fitness, and recreational facilities (such as a gymnasium), parking spaces and first aid facilities would be provided to support the worker population in the temporary accommodation facilities. However, it is expected that construction workers would still likely access various services in local towns and population centres to maintain wellbeing.

This would create a relatively short-term increase in the demand for social infrastructure in those localities during the construction period. Increased demand would be primarily for social infrastructure that support worker wellbeing, including health and social services, including hospitals, emergency services (ambulance), general practitioners and allied health, sport, and recreation infrastructure, such as sports fields and other indoor and outdoor recreation facilities. Additionally, amenities in these towns such as retail and food and beverage outlets (including licensed premises) are also likely to be impacted by increased demand.

At the key community scale, the concentrations of workers at the combined worker accommodation facilities and construction compounds in smaller centres, particularly Tarcutta, have the potential to place additional strain on existing social infrastructure such as health facilities, emergency services, leisure, and recreational facilities. The concentration of workers at the combined worker accommodation facilities and construction compounds in Tarcutta would potentially affect residents' ability to access key social infrastructure, which may lead to negative health and wellbeing impacts such as stress or poorer physical health outcomes.

As outlined in *Technical Report 7 – Social Impact Assessment* prepared for the EIS, a Worker Accommodation Strategy and a Workforce and Workforce Development Plan would be developed by the construction contractors for combined worker accommodation facilities and construction compounds. These plans would include a code of conduct for workforce and address the management and mitigation of potential impacts to social infrastructure. The plans would be prepared in consultation with relevant councils, social infrastructure managers and community service providers in nearby service communities to ascertain social infrastructure capacity to address potential increased demand and identify achievable mitigations to address potential impacts.

The HumeLink Engagement Strategy (HES) would outline the strategy to engage social infrastructure managers and community service providers in nearby service communities as required throughout construction. Additional measures would be undertaken to inform communities and provide communication channels if issues arise. These mitigations have been included in an updated mitigation measure, as outlined in Chapter 8 (Management of impacts).

This plan will include approaches to effectively minimise negative social impacts through measures such as identifying potential constraints in local service provision and mechanisms to promote worker health and wellbeing and integration into the affected service community without affecting access for residents. Workers would be provided with information on accessing medical services including options for telehealth service options outside the social locality (e.g. Canberra or Sydney), to minimise demand on local practitioners.

Health infrastructure

Health facilities are vital in providing community-wide integrated health services, including mental health services, oral health, community and aged care, and social services. Non-resident workers would require access to general health care including general practitioners, emergency, or critical care at hospitals.

As discussed in *Technical Report 7 – Social Impact Assessment* prepared for the EIS, the Workforce and Workforce Development Plan would identify potential constraints in local service provision and mechanisms to promote worker health and wellbeing and integration into the affected service community without affecting access for residents. Workers would be provided with information on accessing medical services including options for telehealth service options outside the social locality (e.g., Canberra or Sydney), or provision of temporary medical services within the combined worker accommodation facilities and construction compounds (for example, scheduled drop-in clinics), to minimise demand on local practitioners.

However, demand for local health and allied health services is still expected to increase slightly as a result of the amended project where a slight increase in worker numbers is expected. Infrastructure and services affected would include hospitals, emergency services, general practitioners and allied health practitioners. Accessing on-site versus off-site infrastructure and services is still expected to be the preferred choice of individual workers.

Transgrid would continue to consult with local health and emergency services to establish processes for managing potential increased demands due to the non-resident workforce. This ongoing engagement process and its parameters will be specified in the HumeLink Engagement Strategy (HES).

Emergency services

Emergency services include police, ambulance, fire, and disaster response teams. Emergency services would be required in the event of significant harm or threat to property and life. This includes the potential for emergency services – such as ambulance and police (along with hospital ER departments) to be required in the case of issues arising through the incoming temporary construction workforce of up to 1,600 full-time equivalent workers during peak construction activities.

It will be essential for the project team to communicate in advance with services, to ensure adequate services planning can be implemented accordingly and to ensure that all work locations are accurately identified and updated to ensure rapid response times.

It was evident during public exhibition of the EIS that the community still feels the effects of the recent bushfires and has strong concerns that the project could contribute to future risks of bushfire (refer to Section 7.1.5 for further discussion).

The bushfire management for the project, including the amendments and refinements, is preventative first with a focus on minimising risks through proactive and regular vegetation management as well as reviews and inspections of infrastructure. *Technical Report 13 – Bushfire Risk Assessment Report Addendum* has assessed potential bushfire risks to construction compounds and temporary worker accommodation facilities, as well as potential ignition sources associated with construction of the project. The project would be designed and constructed in accordance with a Bush Fire Emergency Management and Evacuation Plan.

Leisure and recreation

The proposed combined worker accommodation facilities and construction compounds would include food and catering facilities and recreational facilities. These facilities are expected to meet the day-to-day leisure and recreation needs of workers accommodated at the facilities. On weekends, some workers may return to their homes while others may stay in the region and seek activities for rest and recreation away from the worker accommodation facilities. The workers, and their guests, would also generate some increase in demand for leisure and recreation services in the key communities on weekends.

All key communities offer leisure and recreation facilities including swimming pools, libraries, and sporting complexes. Increased demand from intermittent use by non-resident workers would be unlikely to impact on access to leisure and recreational facilities for residents. Additionally, the increased demand can bring benefits to the leisure and recreational facilities through increased expenditure/sales and increased participation on sporting pursuits.

Conclusion of amended project impacts: Overall, it is considered that the amended project will not result in a change to the social impacts as assessed in the *Technical Report 7 – Social Impact Assessment* prepared for the EIS.

Direct social impacts arising from changes to social infrastructure access at the social locality scale would be minor in the context of the social locality's overall total population. Impacts to access and availability of social infrastructure would be unlikely at this scale due to the distributed and temporary nature of any additional demand. While providing site-based social infrastructure in worker accommodation would minimise the risk of residents having to compete with worker populations for access to social infrastructure, facilities, and services, it is still likely for worker populations to access the social infrastructure in local towns potentially creating short-term increase in the demand for social infrastructure in those localities during the construction period.

Therefore, the is considered that the residual social impact significance rating of accessing social infrastructure would remain medium (negative).

7.1.3.3. Availability of goods and services

The influx of non-resident workers earning above median salaries remains as outlined in *Technical Report 7 – Social Impact Assessment* prepared for the EIS and would inherently cause localised increases in demand for goods and services. This can create hyperlocal 'booms' leading to inflation and putting pressure on affected communities.

At the social locality level, these changes would be minor in scale and short-term in duration as they take place at a localised level. Localised changes to supply and demand of goods and services are isolated to small areas and key communities.

The localised impacts arising from scarcity of goods and services are most likely to be felt at the key communities' scale, particularly in locations where the temporary workers would add a significant proportion to the existing population (e.g. Tarcutta and Batlow) and where low-income households are most concentrated, for example in vulnerable Aboriginal and Torres Strait Islander communities highly represented in the key communities at Tumut and Tumbarumba as described in *Technical Report 7 – Social Impact Assessment* prepared for the EIS.

Non-resident workers temporarily being accommodated in the key communities would bring (generally) elevated salaries and local businesses may respond by raising prices. Changes to availability of goods and services may occur as local businesses seek to meet any increased demand from non-resident workers. Additionally, residents in the key communities may be subject to negative outcomes to way of life or health and wellbeing through being forced to access goods and services or at higher prices, or to switch to lower quality offerings.

The influx of workers during construction may increase patronage and trade for local businesses and present opportunities to expand sales with potential to create broader economic benefits across the region. However, additional consultation undertaken during the preparation of the Amendment Report noted continuing concern regarding local business fatigue from the influx of workers and interest in opportunities that would also come from the influx of workers and economic activity to the region, with a desire for local businesses to work collaboratively with the project.

Engagement and clear communication with the community and stakeholders will enable effective business planning to address potential increased trade. This would continue throughout the construction of HumeLink.

This issue would be addressed through the HumeLink Engagement Strategy (HES) – including communications approaches and ongoing engagement with local goods and services providers.

Conclusion of amended project impacts: Impacts arising from scarcity of goods and services are expected to be minor in scale and temporary, particularly if proactive stakeholder engagement takes place so local providers are informed in advance and can manage stock levels accordingly. Therefore, the residual significance rating for social impact potentially arising from availability of goods and services is expected to remain unchanged for the social locality and the key communities, that is low (negative).

7.1.3.4. Utilities and telecommunications

Social impact potentially arising from disruptions to utilities, as discussed in the *Technical Report 7 – Social Impact Assessment* prepared for the EIS, is expected to remain unchanged for the social locality and the key communities. As such, there is potential for the project to alter existing utilities and connectivity regimes during the construction process which may result in temporary service interruptions. This may also occur through inadequate capacity in systems for additional demand generated by non-resident workers.

As the amended project traverses a range of remote and isolated terrain with limited telecommunications access, reduced connectivity may arise through increased pressure on existing services. At the amended project footprint scale, residents within the amended project footprint may experience some negative social impacts to way of life and health and wellbeing through reduced access to utilities associated with project construction work that require temporary disconnection of services.

With the amended project and the introduction of the combined worker accommodation facilities and construction compounds, impacts potentially arising from disruptions to utilities in key communities are expected to be reduced. The combined worker accommodation facilities and construction compounds would have telecommunications and internet access which should meet a significant portion of the demand. As such, there would be no impacts on existing local utilities and telecommunications as the workforce are largely contained within combined worker accommodation facilities and construction compounds, which provides these.

Conclusion of amended project impacts: The amended project residual significance rating for potential impacts on utilities and telecommunications has reduced compared with the EIS project from medium (negative) to low (negative). This reduction is attributed to the possible reduction in demand for existing utilities and local telecommunications arising from construction workforce. Telecommunications services would be provided within the combined worker accommodation facilities and construction compound.

7.1.4. Culture

7.1.4.1. Connection to Country

Aboriginal and Torres Strait Islander communities have an association with and connection to Country. This includes the land, landscape, water resources, and natural features, which are central to this connection and Aboriginal and Torres Strait Islander spirituality and culture. The ability to maintain, use, and protect the land is an important part of Aboriginal and Torres Strait Islander culture.

The amended project footprint has been developed in a region of complex and diverse Aboriginal and Torres Strait Islander culture, with valued natural assets, sacred sites, and objects of cultural heritage significance. *Technical Report 2 – Revised Aboriginal Cultural Heritage Assessment Report* identified 178 Aboriginal recorded locations within the amended project footprint that may be directly or indirectly impacted by the project. The amended project aims to avoid heritage items as a first principle. As such, impacts to Aboriginal heritage have been considered during the corridor and route selection phases of the amended project and will be further considered through detailed design.

Two areas of cultural significance were identified, being the Mudjarn Nature Reserve and Derringullen Creek Women's Site. The 300 m distance between the amended project footprint and Mudjarn Nature Reserve means that visual impacts to this site is assessed to be negligible. Potential impacts for Derringullen Creek Women's Site can be avoided through careful consideration given to the placement of any infrastructure (including access tracks) outside of the site.

Regarding areas of Aboriginal archaeological sensitivity, the amended project footprint includes approximately 2,554 ha of land identified as "high archaeological sensitivity"; and 2,450 ha of land identified as "moderate sensitivity". However, not all the land within the amended project footprint would be used for construction and operation of the project. Therefore, the amount of land impacted by the project within areas of high or moderate archaeological sensitivity is likely to be substantially less.

The location of project components within the amended project footprint will be refined (e.g. the transmission line easement) as design and engagement progress. The impacted area would therefore be smaller than the area considered in this assessment.

Involvement of the Traditional Owners and other Aboriginal and Torres Strait Islander groups has enabled concerns about cultural heritage impacts to be shared throughout the consultation process and addressed, as outlined in *Technical Report 2 – Revised Aboriginal Cultural Heritage Assessment Report*. Refer to Section 5.1.5.

Where possible, the amended project has been and would continue to be refined to minimise impacts to Aboriginal heritage. An Aboriginal Heritage Management Plan (AHMP) would be developed by the construction contractors. It would be prepared by a heritage specialist in consultation with the RAPs and consent authority to provide the post approval framework for managing Aboriginal heritage impacted by the project. The AHMP would address the processes, timing, communication methods and project involvement (e.g. onsite activities) for maintaining Aboriginal community consultation and participation through the

remainder of the project. The AHMP would include the detail for the methods and processes to complete the required mitigation measures such as site fencing and further archaeological collection, testing and salvage. The AHMP would be communicated to all relevant construction personnel prior to construction commencing in that area.

Conclusion of amended project impacts: Overall, the residual significance rating for social impact potentially arising from the amended project on connection to Country would remain the same as the EIS, which was medium (negative).

7.1.4.2. Non-Aboriginal culture

The *Technical Report 3 – Historic Heritage Impact Assessment Addendum* concluded that there are two additional local heritage listed items within the amended project footprint, as follows:

- Ivydale (Ivydale Woolshed): This item is within the transmission line portion of the amended project footprint. The heritage listed curtilage of these items are partially within the amended project footprint, however the homestead and the Woolshed are approximately 800 m and 900 m from the amended project footprint respectively. The *Technical Report 3 – Historic Heritage Impact Assessment Addendum* concluded there is no direct impact to these items.
- Coolalie Limestone Kilns and Quarry: This item is within the access tracks portion of the amended project footprint. he *Technical Report 3 – Historic Heritage Impact Assessment Addendum* concluded the impact is restricted to a pre-existing access track away from the historic item itself therefore there is no direct impact to these items.

The *Technical Report 3 – Historic Heritage Impact Assessment Addendum* identified nineteen additional items in the amended heritage study area. These items are near amended project components including access tracks, proposed intersection upgrades, transmission line structures, the Tarcutta accommodation facility and compound (AC03), and Yass substation compound (C10). However, as per the *Technical Report 3 – Historic Heritage Impact Assessment Addendum* the amended project would not impact the significance of these items.

Considering that two additional local heritage-listed items are within the amended project footprint and nineteen additional items are near it, it is anticipated that there might be increased stakeholder concerns around potential impacts on community-valued features or perceived impacts as local heritage-listed items.

Perceived impact on the aesthetics of a place valued by the community may impact how people use or appreciate it and, therefore, may affect the sense of identity with a place. *Technical Report 3 – Historic Heritage Impact Assessment* for the EIS notes that a Heritage Management Plan (HMP) and an unexpected finds protocol would be developed to support the project's construction. These mitigations would minimise any potential heritage impacts arising from construction work.

Conclusion of amended project impacts: There are additional local heritage listed items within and near the amended project footprint, however the heritage impact assessment has determined the items would not be impacted, and therefore the residual social impact significance rating has not changed (low (negative)).

7.1.5. Health and wellbeing

Impacts to health and wellbeing are defined in the SIA Guideline to include physical and mental health especially for people vulnerable to social exclusion or substantial change, psychological stress resulting from financial or other pressures, access to open space and effects on public health.

This can impact both community health and wellbeing, as well as the health and wellbeing of the worker population.

7.1.5.1. Community health and wellbeing

Impacts to physical health can arise directly from construction activities through exposure to noise, light spill, dust or hazardous materials, or accidents at work sites or on roads, or indirectly through increased use of drugs or alcohol, or fatigue. Impacts to physical health are naturally of extremely high importance to people and communities. Limited access to healthcare services, including specialist and emergency services can exacerbate these impacts.

Noise impacts

Technical Report 9 – Noise and Vibration Impact Assessment Addendum concluded that several residential receivers are predicted to have reduced construction noise impacts from the amended project compared to the EIS. Reduced noise impacts would be associated with:

- The amended transmission corridor through the Green Hills State Forest construction is predicted to impact 12 fewer residential receivers between Wondalga and Buddong, where the transmission line corridor has been removed relative to the EIS project.
- Narrowing of the project footprint at Wondalga, Gobarralong and Bowning. Transmission line construction noise impacts are predicted to reduce at the receivers surrounding the narrowing of the project footprint at Wondalga, Gobarralong and Bowning.

The additional telecommunications connections to existing substations work in Gadara and Gullen Range sites are expected to include noise producing equipment. This work is predicted to have noise impacts at three sensitive receivers including two residential receivers, based on worst-case predicted noise levels. Exceeded noise may impact sensitive receivers' health and wellbeing, especially if noise disrupts sleep or quiet enjoyment. It is predicted that with the implementation of mitigation measures and appropriate notification of affected receivers, the telecommunication connections work would produce minor impacts to health and wellbeing aspects for sensitive receivers.

As per *Technical Report 9 – Noise and Vibration Impact Assessment Addendum*, due to the increase in the number of combined worker accommodation facilities and construction compounds, there is potential for additional construction vehicle movements and general construction activities near to Tarcutta, Adjungbilly, Yass, Crookwell, and Green Hills communities. This may potentially impact health and wellbeing with local communities experiencing increased noise.

Refer to Section 7.1.1.2 for matters concerning potential noise impacts due to worker accommodation facilities and construction compounds.

Air quality impacts

As outlined in *Technical Report 16 – Air Quality Impact Assessment Addendum*, as a result of the new and upgraded access tracks, there is a risk of dust deposition occurring at sensitive receiver locations within close proximity should no mitigation be applied. Due to the increase in the number of ancillary facilities, there is potential for additional construction vehicle movements and general construction activities near some of the construction compounds and combined worker accommodation facilities. This may potentially impact health and wellbeing with local communities experiencing additional vehicle emissions and dust associated with nearby construction activities.

With implementation of proposed mitigation and management measures, the amended project would produce negligible risk of adverse air quality effects to sensitive receivers. Increased dust may have a detrimental effect on health and wellbeing for sensitive receivers, especially if sensitive receivers are experiencing pre-existing respiratory conditions.

Traffic safety

Regarding perceived traffic safety, *Technical Report 16 – Revised Traffic and Transport Impact Assessment* states that all roads with additional construction traffic would continue to operate at the same level of service and free flow conditions or reasonably free flow conditions would prevail. Therefore, it is considered unlikely that there would be sudden changes in speed or increased vehicle overtaking/lane changing and is therefore unlikely to result in an increase in crashes or impact traffic safety. ~~d~~

As per *Technical Report 9 – Noise and Vibration Impact Assessment Addendum*, as a result of the increase in the number of combined worker accommodation facilities and construction compounds, there is potential for additional construction vehicle movements and general construction activities near to Tarcutta, Adjungbilly, Yass and Green Hills communities. This may potentially impact health and wellbeing with local communities experiencing increased traffic safety risks associated with nearby construction activities.

Refer to Section 7.1.3.1 for matters concerning potential traffic safety impacts and transport and movement around combined worker accommodation facilities and construction compounds.

Engagement with easement-affected landowners has been undertaken to minimise the potential for stress and anxiety associated with the project, including any concern associated with property, visual, noise, bushfire, and access changes from the project. Ongoing engagement would be required to mitigate the identified impacts.

The proposed mitigation measures to minimise and manage the identified health and wellbeing impacts would be consistent with the measures identified in *Technical Report 9 – Noise and Vibration Impact Assessment*, and *Technical Report 16 – Air Quality Impact Assessment Addendum* prepared for the EIS for mitigation of potential transmission line construction noise impacts.

Conclusion of amended project impacts: Overall, most social impacts to community health and wellbeing have remained the same as the EIS project. *Technical Report 7 – Social Impact Assessment* prepared for the EIS outlines that stress and anxiety from uncertainty about changes to property and dwellings can create social impacts prior to any physical or detailed planning work being undertaken (Vanclay, 2017).

Due to the increase in the number of combined worker accommodation facilities and construction compounds and additional construction vehicle movements and general construction activities near to key communities, and the associated noise and air quality impacts and associated adverse effects to community health and wellbeing, it is considered that the residual social significance rating would increase from low (negative) to medium (negative).

7.1.5.2. Health and wellbeing of workforce population

In addition, the temporary construction workforce may experience health and wellbeing issues associated with the temporary dislocation from their usual place of residence and their change in community, whereby they are residing with a large group of unknown people for an extended – albeit temporary – period. This may result in mental health impacts on individuals.

The risks to health and wellbeing on construction workers remain similar to those described in the EIS. There may be a reduced likelihood of these impacts through workers being accommodated together within purpose-built worker accommodation facilities, which are serviced with amenities and other support systems. The severity of impacts may be further reduced through effective management of health and wellbeing within worker accommodation facilities, through measures such offering site-based social infrastructure (such as catering with healthy food options, and the provision of health and recreation facilities).

Conclusion of amended project impacts: The amended project residual significance rating for workforce health and wellbeing has reduced compared with the EIS project from medium (negative) to low (negative). The reduced significance rating is attributed to the provision of health services for workers within the temporary accommodation facilities.

The amended project is expected to reduce risks of health and wellbeing impacts to construction workers by providing shared accommodation and facilities serviced with amenities and other support systems.. This may help alleviating stress and anxiety due to dislocation and lack of social connections.

Identified community and workforce health and wellbeing impacts would be addressed by implementing relevant management plans, Additionally, effort would be taken, in conjunction with councils and service providers, to meet any shortfall in relation to health care services as there may be some additional demand for emergency services and specialised medical services for project workers. This impact would be temporary in nature and limited to construction of the amended project.

7.1.6. Surroundings

7.1.6.1. Landscape and visual amenity

Local residents have a close connection with the landscape as it is a strong component of residents' sense of place and culture. Temporary visual and landscape changes through the presence of construction equipment, vehicles and earthworks/vegetation removal would have negative social impacts to these values.

Community members may be concerned about the amended project impacts to the natural environment and items of local environmental value, and associated biodiversity and surface and groundwater impacts form construction activities.

Throughout the amended project footprint and nearby (distance would vary depending up on topography and visibility), direct impacts to biodiversity would arise from visible construction activities, plant and equipment and removal or pruning of vegetation within the amended project footprint.

This may temporarily disrupt the views and amenity for residences located near the amended project footprint, causing stress and anxiety and may affect people's enjoyment of their local areas and sense of pride. Community members may also feel concern about loss of biodiversity where clearing is undertaken within the amended project footprint. Impacts to local environmental values could impact sense of place and attachment to the local environment.

A project Biodiversity Management Plan would be prepared as part of the Construction Environmental Management Plan (CEMP), which would include a process for implementing, evaluating, and reporting on mitigation measures for biodiversity impacts during construction. Continued stakeholder engagement is

also recommended to manage potential anxiety, stress and community concerns, as well as identify achievable mitigation measures.

Technical Report 8 – Landscape Character and Visual Impact Assessment Addendum concluded that from public viewpoints during construction, there would be:

- increased landscape impacts in Batlow as a result of the Green Hills corridor amendment as the revised alignment and associated construction compound would increase the overall presence of construction infrastructure in the area.
- increased landscape impacts resulting from the new construction compound (C21) at the corner of Ellerslie and Yaven Creek roads.
- reduced landscape impacts from the relocation of the transmission line corridor to the west of Batlow, resulting in a lower magnitude of change in landscape character in the area.
- increased landscape impacts at the new Crookwell accommodation facility and compound (AC06), resulting in a high contrast between the construction activity and rural landscape in the area.
- new moderate, moderate-low and low day-time visual impacts on views during construction in the vicinity of temporary ancillary facilities in areas viewed from Tumbarumba Road, Yaven Creek Road, Mates Gully Road, Batlow Road, Adjungbilly Road, Faulder Avenue.
- increased night-time visual impacts due to increased lighting at areas including the proposed Gugaa 500 kV substation, new Adjungbilly Road construction compound, new Green Hills Access Road construction compound, new Faulder Avenue construction compound, new Woodhouselee Road construction compound.
- increased overall number of private dwellings with potential to be impacted by higher visual impacts during construction (from 10 dwellings to 21 dwellings).

Changes to the amended project footprint would also result in a changed distribution as well as magnitude of impacts, from visible construction activities, new presence of night-time lighting in rural areas, plant and equipment and removal or pruning of vegetation within the amended project footprint. This may temporarily disrupt the views and amenity for residences located near the amended project footprint areas, particularly at locations of high contrast between introduced construction activity and the rural landscape character. This is likely to affect a higher number of residents at these areas and may cause stress and anxiety and affect people's enjoyment of their local areas, and sense of pride and belonging.

However, while there are some newly introduced construction facilities in the amended project footprint, there are also several construction facilities from the EIS which have been relocated or removed altogether. The overall landscape and visual impacts from the amended project on the nearby residents are therefore considered to be largely the same as the EIS overall – even though they will now differentially impact different areas.

Night lighting from combined worker accommodation facilities and construction compounds and the Gugaa 500 kV substation is also anticipated to introduce some minor impacts to visual amenity to some key communities and sensitive receivers near these compounds. Lighting at construction compounds, substations and worker accommodation facilities would be designed and operated in accordance with *AS/NZS 4282:2023 Control of the obtrusive effects of outdoor lighting*.

Conclusion of amended project impacts: The amended project residual significant rating for the landscape and visual amenity impacts has remained the same, that is high (negative) .

7.1.7. Livelihoods

7.1.7.1. Employment opportunities

The amended project would result in an overall increased capital investment, with a consequent net increase in jobs compared to the EIS. Specifically, an additional 5,346 indirect job years (one job year equals one full-time job for one full year) would be supported in the national economy, an additional 4,680 indirect job years would be supported in NSW and an additional 4,651 indirect job years would be supported regionally.

Workers who might be on-site for a short period during site establishment and demobilisation would increase demand for local temporary accommodation, benefiting local businesses, including accommodation and hospitality services suppliers. The influx of construction workers may also encourage increased patronage and expenditure on local businesses. During stakeholder consultation, some businesses highlighted the economic potential of an increased workforce in their region.

Conclusion of amended project impacts: Overall the amended project residual significance rating for livelihoods (employment opportunities), remains unchanged from the EIS project, that is very high (positive).

7.1.7.2. Compensation to landowners

The need for compensation is not assessable at the social locality and key community scales and is therefore unchanged from Section 7.7.3 in *Technical Report 7 – Social Impact Assessment* prepared for the EIS.

Eleven dwellings are located within the amended project footprint, one of which is not habitable. This is an increase of two dwellings compared to the EIS project footprint. Two of these dwellings within the amended project footprint are likely to require demolition or relocation (an increase of one dwelling compared to the EIS). The need for the demolition or relocation of dwellings and other property structures would be confirmed during further detailed design and in consultation with landowners. Any removal of dwellings or other private structures would place a cost and productivity burden on landowners and could lead to displacement. For these landowners, uncertainty, stress, and disruption to day-to-day life could cause significant health impacts.

As a result of the amendments to the project, the Green Hills corridor amendment has reduced property impacts by ten private landowners with an increase in land required from Forestry Corporation of NSW within Green Hills State Forest. Additionally, the construction and operation of Gugaa 500 kV substation compound would require additional private land to be purchased, an increase of about 12 hectares of land, which has changed from a lease compared to the EIS project.

All required property acquisition, leasing and easement arrangements would be carried out in accordance with the *Land Acquisition (Just Terms Compensation) Act 1991*, *Land Acquisition Reform 2016* and *Crown Land Management Act 2016*, or other legislation as relevant. Engagement with landowners is ongoing, with compensation a key focus by Transgrid.

This compensation may be beneficial to the identified landowners by providing improved livelihoods and offsetting costs associated with the project (such as the relocation of farmhouses or sheds to a different section of their properties).

In terms of temporary or permanent alterations to tenure or ownership arrangements for the amended project during construction, the amended project footprint would require landowner or specific access track agreements during construction. The total area of the amended project footprint requires 412 fewer hectares of freehold land compared to the EIS project, reducing its share of the total area from 84.5 per cent to 77.1 per cent. Most of the tenure and ownership arrangements arising from the construction of the amended project would be minor due to the short-term nature of the leasing requirements, or existing ownership of land by Transgrid.

Conclusion of amended project impacts: Overall the amended project residual significance rating for livelihoods, compensation to landowners, remains high (negative), unchanged from the EIS project.

7.1.7.3. Tourism

Impacts arising from the construction of the project may cause changes to the natural environment, visual amenity, and the availability of short-term accommodation. These changes have the potential to impact on the livelihood of those in the social locality who benefit from tourism by discouraging tourists to visit the area.

With workers to be housed within dedicated worker accommodation facilities for the majority of construction, the potential impacts to overall availability of short-term accommodation has been reduced with this amendment to the project. Furthermore, potential benefits arising from potential tourism by workers over the construction period would remain, with some project workers visiting local tourism destinations on non-working days.

As with *Technical Report 7 – Social Impact Assessment* prepared for the EIS, no discernible impacts to tourism livelihood have been identified in the social locality.

Conclusion of amended project impacts: The introduction of new worker accommodation facilities has resulted in reduced likelihood of impacts to tourism livelihoods, resulting in a reduced residual impact significance compared with the EIS, from medium (negative) to low (negative).

7.1.7.4. Adjustments to land use and primary production

Temporary land use changes due to construction of the project may impact livelihood of the residents and businesses located in or near the project footprint, through loss of income, stress, and subsequent decreased quality of life. It may also cause some agricultural enterprises to reduce the number of agricultural workers, which may have consequential impacts on the employment opportunities in the agricultural industry and unemployment rates of the local workforce.

Changes to the transmission line corridor, new and upgraded tracks, changes to construction compounds, combined worker accommodation facilities and substations would result in temporary land use changes and consequently, potential impacts to livelihoods. These impacts would generally be temporary and limited to the construction of the project.

Agricultural land

Technical Report 4 – Agricultural Impact Assessment Addendum estimates that approximately 2,621 hectares of agricultural land would be directly impacted during construction of the amended project, an increase of 403 hectares (18 per cent) compared to the EIS project. The area represents around 0.2 per cent of the total agricultural holdings in the five impacted LGAs. Most of the increase in agricultural land affected would be related to access tracks. However, access tracks have largely been selected in

consultation with landowners with the aim of using existing tracks where possible and providing mutually beneficial outcomes for the amended project and the individual landowner's land use needs.

Construction impacts from construction ancillary facilities and work sites on agricultural production land uses would be temporary, most likely to affect a small area and would be relatively minor. Additionally, social impacts arising from any such changes would be minimised due to most of the affected land being returned to its previous use once construction is complete. Work to facilitate the rehabilitation and/or restoration of the affected land would be undertaken in discussion with the relevant landowner.

Forestry

As noted in Section 6.2.2, the amended project footprint includes an increase in production native forestry land use compared to the EIS project footprint. The temporary removal of 1,733 hectares of forestry land (production native forestry and plantation) to facilitate construction of the amended project would have impacts on the economy and productivity through delays arising from having to replant cleared forest resources.

These changes are relatively small in scale compared with the EIS, with a small increase to the likelihood of minor and short-term changes to forestry employment from potential reduction in land area available for undertaking forestry activity. This would result in negative social impacts to livelihoods.

Temporary livelihood impacts affecting the forestry industry would commence during construction and would be of increased significance due to their importance to local communities and economies in the south of the study area, including Batlow and Tumbarumba. During the community information session held in Adelong stakeholders shared some concerns around compensation to Forestry Corporation NSW for management of pine seeds affecting farming activities (biosecurity).

Residential or farm infrastructure

To accommodate new or upgraded access tracks and the Green Hills corridor amendment, the intersection of 33 hectares of urban land uses represents an increase of around 14 hectares compared to the EIS project footprint, most of which is additional land classified as residential or farm infrastructure (12.9 hectares). Where the amended project footprint intersects such land, structures associated with residential and farm infrastructure within the final easement may need to be demolished and/or relocated, subject to negotiations with the landowners. Any property impacts within the final easements would be compensated. Compensation arrangements would reduce impact to livelihoods as they would contribute to addressing any residual concerns of or impacts to landowners.

Conclusion of amended project impacts: Impacts to livelihoods as a result of the increase in the amount of agricultural and forestry land impacted during construction, coupled with increased community concerns about these impacts has resulted in the residual impact significance compared with the EIS increasing from medium (negative) to high (negative).

7.1.8. Decision-making systems

The impacts to decision-making systems as assessed in *Technical Report 7 – Social Impact Assessment* prepared for the EIS remain the same, noting that the amended project footprint would change the spatial locations of the impacts in some locations. Identified impacts include risks of unmet expectations and perceived procedural unfairness during the lease and land acquisition process, which could lead to landowners perceiving that their decision-making systems have been compromised. The approach to

acquisitions and leases for land required by the project remains the same, as described in *Technical Report 7 – Social Impact Assessment*.

Stakeholder engagement with service providers near the proposed temporary worker accommodation facilities and construction compounds would be required to ensure that service providers are well briefed and understand the implications for the upcoming workforce population. Timely stakeholder engagement would enable stakeholders to have a say on matters that may affect them and therefore reduce the risk of decision-making systems impacts.

During consultation, specifically the street meeting in Crookwell held in May 2023, some stakeholders seemed reluctant to participate as they feel consultation could be tokenistic and they would not be able to inform project decisions.

Conclusion of amended project impacts: Overall, it is considered that the amended project would not result in a change to the social impacts as assessed in the *Technical Report 7 – Social Impact Assessment* prepared for the EIS. Therefore, the residual significance rating remains unchanged from the EIS project, that is high (negative).

7.1.9. Summary of construction impacts- residual social significance ratings

Table 7-1 lists the identified social impacts that may arise during the construction phase of the amended project, and a side-by-side comparison of the residual social significance rating as assessed for the EIS project and the amended project.

Table 7-1: Residual social significance rating for identified social impacts – comparison between EIS project and amended project

Report section	Impact	EIS project residual social significance rating	Amended project residual social significance rating
Construction impacts			
7.1.1 Way of life			
7.1.1.1.	Availability and affordability of housing	Medium (negative)	Low (negative)
7.1.1.2	Amenity	Medium (negative)	Medium (negative)
7.1.2 Community			
7.1.2.1	Population changes from temporary construction workforce	Medium (negative)	High (negative)
7.1.2.2	Social cohesion	Medium (negative)	High (negative)
7.1.3 Accessibility			
7.1.3.1	Transport and movement	Medium (negative)	Medium (negative)
7.1.3.2	Social infrastructure	Medium (negative)	Medium (negative)
7.1.3.3	Availability of goods and services	Low (negative)	Low (negative)
7.1.3.4	Utilities and telecommunications	Medium (negative)	Low (negative)
7.1.4 Culture			
7.1.4.1	Connection to Country	Medium (negative)	Medium (negative)
7.1.4.2	Non-Aboriginal culture	Low (negative)	Low (negative)
7.1.5 Health and wellbeing			
7.1.5.1	Community health and wellbeing	Low (negative)	Medium (negative)
7.1.5.2	Health and wellbeing of workforce population	Medium (negative)	Low (negative)
7.1.6 Surroundings			
7.1.6.1	Landscape and visual amenity	High (negative)	High (negative)
7.1.7 Livelihoods			
7.1.7.1	Employment opportunities	Very high (positive)	Very high (positive)
7.1.7.2	Compensation to landowners	High (negative)	High (negative)
7.1.7.3	Tourism	Medium (negative)	Low (negative)
7.1.7.4	Adjustments to land use and primary production	Medium (negative)	High (negative)
7.1.8 Decision-making systems			
7.1.8	Decision-making systems	High (negative)	High (negative)

7.2. Operational impacts

This section identifies and assesses the potential social impacts that may arise during the operational phase as a result of the amendments and refinements. Technical information is referenced where it supports the assessment of the changed operational social impacts.

Consistent with the EIS, potential changes to social impacts have been considered in the context of the social baseline, as described in *Technical Report 7 – Social Impact Assessment* prepared for the EIS and Section 6.1 of this report, feedback from the community and stakeholders received during consultation, as described in Chapter 5 of this report, and inputs from relevant project technical reports.

7.2.1. Way of life

The amended project includes realigning the transmission line corridor through Green Hills State Forest to the west of Batlow. Transgrid selected this route reflecting feedback received from extensive consultation and engagement with the community, landowners and other stakeholders.

Technical Report 8 - Landscape Character and Visual Impact Assessment Addendum has assessed the visual impacts of the amended project during operation. The amended project would reduce landscape impacts in the Batlow area from moderate in the EIS to negligible, as the amended transmission corridor would be relocated to the west of Batlow. Similarly for the Bago forested hills area, the amended project would reduce the landscape impacts as the transmission line corridor will be relocated out of this area.

Conversely, there are newly introduced day-time visual impacts as a result of the operation of the amended project, particularly views from Tumbarumba Road, Yaven Creek Road and Batlow Road. This would affect the appreciation of the visual amenity values for locals on these streets.

Investigations have been undertaken on the potential noise impacts from the amendments, which would both potentially impact nearby residents' quiet enjoyment of their homes and therefore, way of life. For example, high noise night-time environments and operational lighting could result in potential sleep disturbance or discomfort for receivers. This can have an adverse impact on the health and wellbeing of residents, depending on distance to the project footprint and consistency of operational noise.

The proposed Gugaa 500 kV substation noise and visual impacts have increased due to change in equipment and layout. *Technical Report 9 – Noise and Vibration Impact Assessment Addendum* noted that, the assessed noise level is predicted to exceed relevant noise criteria at all three nearby receivers by up to four decibels, however only at night-time and during noise-enhancing weather conditions. This could result in potential sleep disturbance or exacerbate health problems for sensitive receivers near this location. However, it is expected that this exceedance would be mitigated through refinements during further detailed design including layout and positioning, the selection of equipment with lower sound power levels and/or increased barrier length and height.

The EIS project included operation of the section of the transmission line between the existing Wagga 330 kV substation and proposed Gugaa 500 kV substation at 330 kV. For the amended project, the transmission line between the two substations has been assessed as operating at 500 kV. As a result, the total number of residential receivers predicted to have potential transmission line noise impacts would be increased compared to *Technical Report 9 – Noise and Vibration Impact Assessment* by two during typical fair weather and 13 during light rain conditions. However, for each residence where potential operational noise levels are predicted to exceed project trigger levels, noise monitoring to confirm actual operational

noise levels would be carried out and consultation will be undertaken with the landowner of the affected residence to identify solutions.

Conclusion of amended project impacts: With the implementation of mitigation measures provided in Appendix B (Updated mitigation measures) of the Amendment Report, the potential impacts described above are not considered to change the residual significance rating of social impacts to way of life as assessed in the EIS project, that is low (negative).

7.2.2. Community

The amended project would still increase opportunities for community support and investment which could in turn benefit community resilience and social cohesion. Therefore, the assessment of potential operational community impacts is not considered to be affected by the amendments and refinements to the project. As such, the residual social significance rating remains medium (positive).

7.2.3. Accessibility

The operation of the amendments and refinements to the project is not considered to change the assessed operational social impacts for accessibility to jobs, transport, and housing. As such, potential operational impacts remain negligible.

7.2.4. Culture

As with *Technical Report 7 – Social Impact Assessment* prepared for the EIS, no impacts to culture have been identified during the operation of the amended project.

7.2.5. Health and wellbeing

The impacts to health and wellbeing during operation – both actual and perceived, and including from electric and magnetic fields, air quality and noise impacts – as assessed in *Technical Report 7 – Social Impact Assessment* prepared for the EIS remain the same. This is noting that the amended project footprint would change the spatial locations of the impacts in some locations.

Measures to minimise and mitigate impacts which have an impact on health and wellbeing are outlined in Appendix B (Updated mitigation measures) of the Amendment Report.

Risk of bushfire

Once operational, the amended project footprint may increase fears of bushfire and elicit anxieties from those located in or near the amended project footprint, particularly with many in the community recalling the impacts of recent bushfires. The Green Hills corridor amendment is largely within Category 1 Bush Fire Prone Land. Category 1 Bush Fire Prone Land generally supports the highest intensity bushfires and are considered the highest risk vegetation. *Technical Report 13 – Bushfire Risk Assessment Report Addendum* assesses the bushfire risk of the amendments and refinements of the project and provides mitigation measure to minimise those risks.

While residual bushfire risk is always present, the proposed mitigation measures are considered to be sufficient to meet the objectives of the NSW Rural Fire Service *Planning for Bush Fire Protection 2019*, which provides specifications for building on land identified as bush fire prone. During operation, Transgrid uses its long established asset management and network safety management systems to reduce bushfire risk.

Conclusion of amended project impacts: When combined with proactive engagement and timely communication to manage perceptions about the risk of bushfires, the impact on mental health and well-being associated with increased stress and anxiety would be reduced. Information regarding available mitigation measures and the residual bushfire risks should be made available to concerned parties regarding bushfire risk. The residual social impact of the amended project on health and wellbeing due to perceived risk of bushfire remains unchanged from the EIS, i.e. low (negative).

7.2.6. Surroundings

The visual impact of the amendments and refinements to the project may contribute to a sense of loss when viewed by local residents who may have formed an attachment to particular viewpoints and vistas within the landscape (at the project footprint scale). Amendments and refinements to the project present the same almost certain and moderate localised visual impacts, however the location of the impacts may have changed from the EIS project.

The changes to the transmission line driven by community and relevant stakeholders' feedback, most notably the Green Hills corridor amendment and other minor route refinements, would result in reduced negative impacts compared to the EIS.

Additionally, the section of the transmission line affected by the Green Hills corridor amendment now largely traverses government-owned land. These changes would significantly reduce fears or community concerns regarding impacts to the surrounding area from potentially impacted receivers of the amended project. The Green Hills corridor amendment section of the amended project would reduce impacts to surroundings by reducing landscape character and visual amenity impacts and the extent of impacts to native vegetation.

Technical Report 8 – Landscape Character and Visual Impact Assessment Addendum noted a moderate-low level increase to impacts at Batlow Road, where there would be a new crossing point of this road which is a scenic route. Significant vistas within the landscape and visual study area would continue to be unaffected. Nearby residents would experience positive views of the overall character and amenity values and appreciate the surroundings.

Conclusion of amended project impacts: In some areas, where the corridor no longer passes through open country particularly the Green Hills corridor amendment, the visual impact may be lessened with better screening from view. As such, potential operational visual impacts would be reduced and the residual impact significance rating would be reduced from high (negative) to medium (negative).

7.2.7. Livelihoods

Operational impacts to livelihoods within the social locality have been considered to potentially arise from changes in land use through loss of productive land including forestry and agriculture. This could impact upon the capacity of landowners in the amended project footprint to undertake some existing agricultural activities on a day-to-day basis, thereby impacting livelihoods.

The amended project would directly impact an increased amount of forestry land compared to the EIS project, largely due to the Green Hills corridor amendment, which increases potential impacts to forestry operations. During the community information session held in Adelong stakeholders shared some concerns around compensation to Forestry Corporation NSW for pine plantation.

The total agricultural area affected by operation of the amended project has also increased compared to the EIS project, which is largely related to changes to the assessed area of access tracks to be retained.

As per the *Technical Report 4 – Agricultural Impact Assessment Addendum,* the direct impact of the amended project on agricultural production would be minimal during operation due to the small area affected relative to total size of agricultural enterprises within the five impacted LGAs.

The use of some upgraded tracks and new tracks would be required during operation of the amended project for asset maintenance. As per the *Technical Report 4 – Agricultural Impact Assessment Addendum* it is estimated that about 40 per cent of upgraded tracks and new tracks, would be restored with groundcover following construction. This estimate excludes upgraded tracks which are currently well established and regularly utilised by landowners.

Some permanent access tracks may provide improved property access which would be of greater benefit to landowners to support agricultural productivity. Therefore, the assessed impact of access tracks on agricultural production may be offset to some degree by the value of improved property access.

Refer to Section 6.5 (Land use and property) of the Amendment Report for further discussion on land use and property impacts from the amended project.

Potential loss or reduced functionality of agricultural or forestry land would be offset through the acquisition and compensation process in accordance with the *Land Acquisition (Just Terms Compensation) Act 1991*. Transgrid may also provide forestry operators with replacement land. This approach would help minimise the reduction in forestry land available for timber supply.

Conclusion of amended project impacts: Overall the residual significance of impacts to livelihoods is considered medium (negative), which is unchanged from the EIS project.

7.2.8. Decision-making systems

No changes to assessed operational social impacts relating to decision-making systems have been identified to emerge from the amendments and refinements to the project.

7.2.9. Summary of operational impacts

The section concludes that operational impact significance ratings as a result of the amendments and refinements to the project have not changed from *Technical Report 7 – Social Impact Assessment* prepared for the EIS.

Table 7-2 lists the identified social impacts that may arise during the operational phase of the amended project, and a side-by-side comparison of the social significance rating as assessed for the EIS project and the amended project.

Table 7-2: Residual social significance rating for identified social impacts – Comparison between EIS project and amended project

Report section	Impact	EIS project residual social significance rating	Amended project residual social significance rating
Operational impacts			
7.2.1	Way of life	Low (negative)	Low (negative)
7.2.2	Community	Medium (positive)	Medium (positive)
7.2.3	Accessibility	No operational impacts	No operational impacts
7.2.4	Culture	No operational impacts	No operational impacts
7.2.5	Health and wellbeing	Low (negative)	Low (negative)
7.2.6	Surroundings	High (negative)	Medium (negative)
7.2.7	Livelihoods	Medium (negative)	Medium (negative)
7.2.8	Decision-making systems	Medium (negative)	Medium (negative)

7.3. Cumulative impacts

Since the public exhibition of the EIS, an updated cumulative impact search has been undertaken. This updated search has identified the following two proposed projects that had not been considered in Chapter 25 (Cumulative impacts) of the EIS:

- Belhaven Battery Energy Storage System
- Yass Solar Farm.

Technical Report 16 – Revised Traffic and Transport Impact Assessment concluded that the cumulative traffic and transport impacts would result in the potential for an increase in impact during construction and operation of HumeLink in conjunction with other relevant future projects.

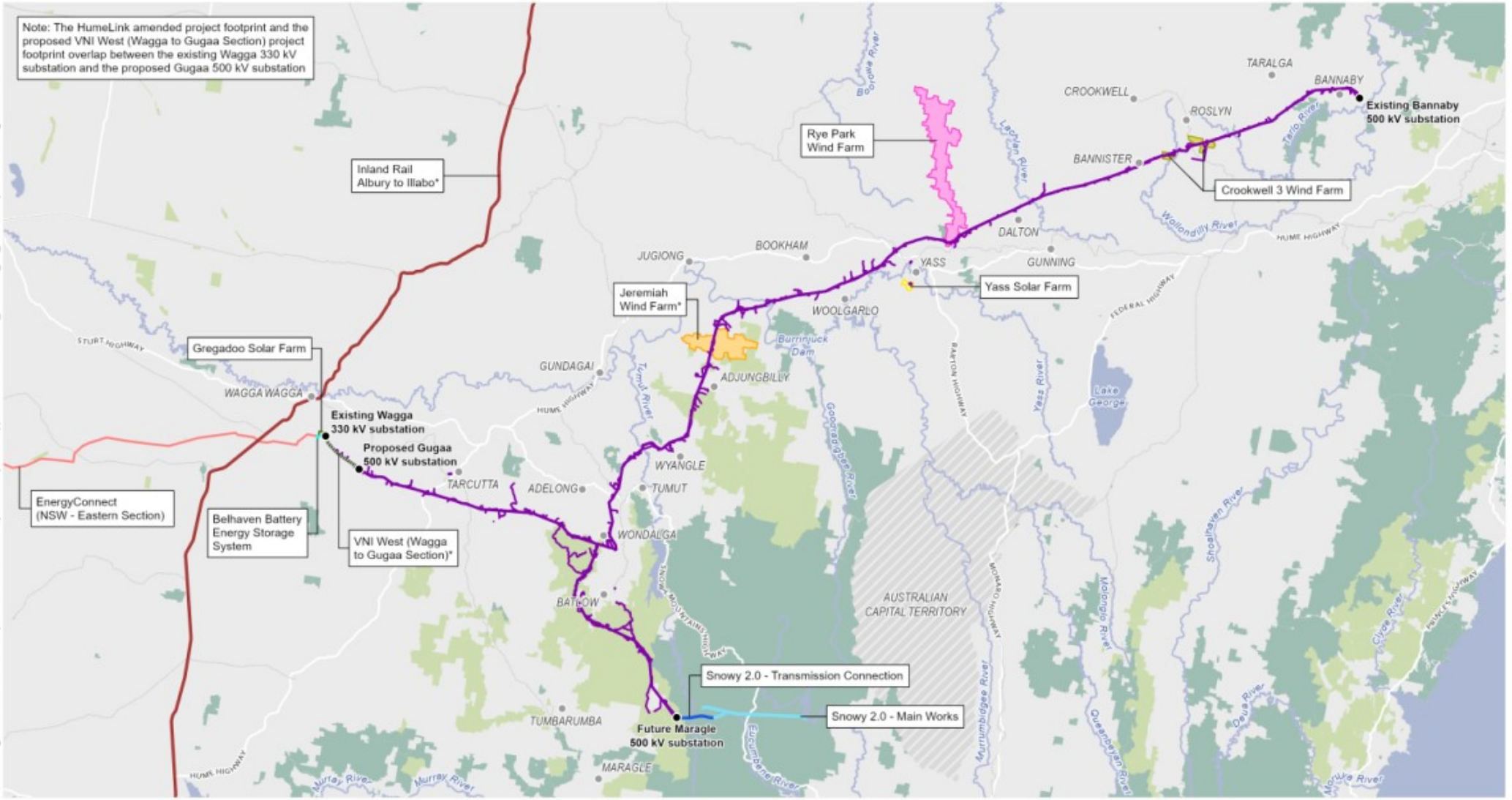
Given the substantial residual capacity available on the road network within the study area, the cumulative impacts are largely considered manageable and would be accommodated by the existing road network capacity. As such, the potential cumulative traffic and transport impacts are not expected to affect road users in the social locality. Any associated potential accessibility and health and wellbeing impacts are expected to be negligible.

The location of projects for which cumulative impacts were considered relative to the amendments and refinements to the project is set out in Figure 7-1.

Table 7-3 presents the cumulative impacts of the amended project for these two newly identified proposed projects.

Table 7-3 Summary of construction and operational cumulative impacts

Project	Details	Status	Distance and Interface	Cumulative Impacts
Belhaven Battery Energy Storage System (BESS)	Construction and operation of a 400 MW / 800 MWh Battery Energy Storage System including transmission connection and associated infrastructure. Construction is proposed to begin in 2025 with expected completion in 2026	EIS being prepared SEARs issued on 18/05/2023	The main site is located about 1.5 km west of the existing Wagga 330 kV substation, but a connection from BESS to the substation (most likely underground) is proposed. Based on publicly available information there are likely to be overlapping construction programs.	The Belhaven BESS and the amended project could lead to cumulative social impacts to accessibility, health and wellbeing, and surroundings through the continuation of major construction works and built environment changes in relatively proximity to the urban areas of Wagga Wagga. Any cumulative impacts would be limited to Wagga Wagga. The scale of cumulative social impacts would generally be minor, though if the project construction periods overlap, impacts may be exacerbated but would remain low. The amended project would have negligible impacts to accessibility during operational. The low volume of traffic generated during operation of the amended project would have a negligible impact on the road network, active transport, and public transport. Therefore, operational cumulative impacts the Belhaven BESS and the amended project would be negligible.
Yass Solar Farm	The construction, operation and decommissioning of a 100 MW solar photovoltaic energy generating facility with an associated battery energy storage system. Construction is proposed to commence in 2025 with expected completion in 2027.	EIS being prepared SEARs issued on 22/12/2023	The site surrounds the Yass substation, and based on publicly available information, there are likely to be overlapping construction programs. However, given the proximity and likely impacts, cumulative impacts are likely limited to the establishment and use of HumeLink's combined worker accommodation facility and construction compound proposed at Yass during construction only.	The Yass Solar Farm and the amended project could lead to cumulative social impacts to accessibility, health and wellbeing, and surroundings through the continuation of major construction works and built environment changes in relatively proximity to the urban areas of Yass. Any cumulative impacts would be limited to Yass. The scale of cumulative social impacts would generally be minor, though if the project construction periods overlap, impacts may be exacerbated but would remain low. The Yass Solar Farm and the amended project would have negligible cumulative impacts to accessibility during operational phase.



Amended project footprint
National park and reserve
State forest
Waterbody
Waterway
Major road
Railway
Substation

Relevant future projects

- Belhaven Battery Energy Storage System
- Crookwell 3 Wind Farm
- EnergyConnect (NSW - Eastern Section)
- Gregadoo Solar Farm
- Inland Rail Albury to Illabo*
- Jeremiah Wind Farm*
- Rye Park Wind Farm
- Snowy 2.0 - Main Works
- Snowy 2.0 - Transmission Connection
- VNI West (Wagga to Gugga Section)*
- Yass Solar Farm

*Note: Subject to approval

Source: *Aurecon, Transgrid, Spatial Services (DCS), ESRI Basemap*

1:925,000
0 20 40km

Projection: GDA 1994 MGA Zone 55

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HumeLink **Social Impact Assessment**

FIGURE 7-1: Relevant future projects

8. MANAGEMENT OF IMPACTS

Technical Report 7 – Social Impact Assessment prepared for the EIS recommends measures to mitigate the identified social impacts of the project.

This section provides recommended measures to manage the identified social impacts of the amended project. Table 8-1 provides a summary of any new or revised mitigation measures required for the project based on the impact assessment. Any new or revised mitigation measures are marked in **bold** and any mitigation measures that are no longer relevant are ~~struck out~~.

Overall, the potential adverse impacts arising from the construction and operation of the project can be well managed and mitigated through robust management plans, including the Workforce and Workforce Development Plan, the Social Impact Management Plan, Construction Management Plan and monitoring frameworks and ongoing consultation with the local community and relevant stakeholders as outlined in the HumeLink Engagement Strategy (HES).

It is recommended that continued stakeholder engagement be conducted, including with service providers near the proposed temporary worker accommodation facilities and construction compounds, to ensure that service providers are well briefed and understand the implications for the upcoming population. Furthermore, it is recommended that project communications and engagement focus on addressing potential concerns around using drones to support construction activities and potential privacy concerns. Mitigation measures will need to be refined as the project progresses. Impacts must be monitored and managed through collaboration with key stakeholders to address them proactively.

Table 8-1: Removed, revised and new mitigation measures

	Impact	Mitigation measures	Timing	Relevant location
~~SO1~~	~~Accommodating temporary construction workers~~	~~Prepare and implement a Worker Accommodation Strategy for the construction workers during the construction period.~~	~~Detailed design and construction~~	~~All locations~~
SO4	Opportunities for long-term ~~investment~~ **community benefit**	Any opportunities for appropriate long-term use for the worker accommodation facilities **(or component parts thereof)** will be identified in consultation with councils **and the relevant landowner/s**.	Detailed design **and construction**	Worker accommodation ~~facility~~ **facilities**
SO5	**Impacts on local services from introduction of temporary workers**	**Each worker accommodation facility will include appropriate food and catering facilities, fitness and recreational facilities, parking spaces and first aid facilities.**	**Detailed design and construction**	**Worker accommodation facilities**

The identified mitigation measures can be implemented in combination with project benefit optimisation measures. Transgrid's existing programs would be used as well as other project specific opportunities to deliver community investment in communities within the social locality.

Transgrid's *HumeLink Community Investment and Benefits Plan* (HCIBP) will guide investment in communities along the project footprint to address identified impacts, deliver social outcomes and benefits. Furthermore, the HCIBP outlines strategic focus areas for community investments associated with the delivery of the project. The plan aims to support local business participation, creating employment opportunities and upskilling of the local workforce.

Refer to *Technical Report 7 – Social Impact Assessment* prepared for the EIS, for further information on Transgrid's HCIBP.

9. CONCLUSION

This addendum report has considered the potential additional or changed social impacts of the proposed amendments and refinements to the project. Residual negative impacts remain predominantly localised and temporary, although spatial distribution of these impacts has changed.

A number of residual social impact significance ratings have reduced as a result of the amended project; however, the majority remain the same as *Technical Report 7 – Social Impact Assessment* prepared for the EIS.

Identified negative social impacts are considered to be low and temporary in nature. Significant factors in this reduction include the Green Hills corridor amendment and the additional purpose-built construction worker accommodation facilities for construction.

The Green Hills corridor amendment has reduced identified social impacts to:

- amenity, specifically reduced landscape character and visual impacts
- accessibility, specifically reduced impacts on transport and access for some private landowners
- surroundings, specifically reduced extent of impacts to native vegetation.

The additional construction worker accommodation facilities have reduced the significance rating for identified social impacts to:

- way of life, specifically availability of affordability of housing
- health and wellbeing, specifically for construction workers.

The Green Hills corridor amendment has resulted in significant positive changes to the social impacts compared to the EIS, predominantly the reduced number of private properties affected and therefore lesser impact on the way of life and livelihoods of those landowners.

Overall impacts from the amendments and refinements remain similar to the EIS project, with the potential to cause both negative and positive social impacts. As with the EIS project, the amendments have been designed to minimise or avoid negative social impacts.

Mitigation measures proposed as part of *Technical Report 7 – Social Impact Assessment* prepared for the EIS are still relevant, with the removal of one mitigation measure. These mitigation measures will enable the amended project to deliver on its predicted benefits.

Positive impacts

Potential positive social impacts remain the same as *Technical Report 7 – Social Impact Assessment* prepared for the EIS.

Predicted social benefits associated with the amended project are:

- lessened burden on local housing availability associated with addition of worker accommodation facilities

- the creation of additional local jobs and supporting local communities through access to employment and skills acquisition.
- reduction of impacts associated with reduced availability of tourism and private rental accommodation, due to the inclusion of five purpose-built combined worker accommodation facilities for the duration of construction
- the influx of a construction workforce for the duration of construction would likely bring positive benefit for local economies associated with increased local expenditure
- the additional purpose-built construction worker accommodation facilities would result in positive changes to the social impacts compared to the EIS, including the reduced pressure and demand on social infrastructure in local towns
- the removal of construction impacts to ten landowners due to the Green Hills corridor amendment, resulting in lessened negative impacts to amenity, way of life, health and wellbeing and livelihoods
- reduction in operational impacts to landscape and visual amenity as a result of the Green Hills corridor amendment, including the removal of landscape and visual impacts for some residential receivers altogether
- potential tourism over the construction period would remain, with some project workers and their visitors visiting local tourism destinations
- dedicated goods and services to be provided where possible within combined worker accommodation facilities and construction compounds, largely eliminating scarcity impacts on key communities.

Negative impacts

The potential negative social impacts associated with the amended project are:

- impacts to landscape and visual amenity due to proximity to transmission line structures, ancillary facilities and nominated access tracks
- potential for increased noise and visual amenity impacts during construction for sensitive receivers near the construction compounds, mainly where these facilities operate after hours
- potential for increased noise and visual amenity impacts for sensitive receivers near new combined worker accommodation facilities and construction compounds
- increased stress and uncertainty arising from property acquisitions and leases and perceived impacts on property values
- the influx of workforce associated with the five combined worker accommodation facilities in Tarcutta, Adjungbilly, Yass, Crookwell and Green Hills may impact on demographic characteristics and local community structure
- in-migration and out-migration over time, including the presence of newcomers and inflow/outflow of temporary residents during construction may impact community's cohesion and function
- lack of community cohesion due to the presence of newcomers with new values and attributes can change community dynamics and result in social dislocation and community tensions
- potential negative social impacts to visual landscape and scenic quality of parts of the social locality that remain as a result of the amended project, these are predicted to occur only during construction and are temporary.

10. REFERENCES

Australian Bureau of Statistics (2021), *Australian Census of Population and Housing*, Accessed from: https://www.abs.gov.au/census/

Department of Planning and Environment (2016), *NSW Department of Planning and Environment population and dwelling projections*, Accessed from: https://www.planning.nsw.gov.au/Research-and-Demography/Population-projections#:~:text=The%202022%20NSW%20Population%20Projections,to%203.7%20million%20in%202041.

Department of Planning and Environment (2021), *Undertaking Engagement Guidelines for State Significant Projects.*

Department of Planning and Environment, (2023) *Social Impact Assessment Guideline for State Significant Projects* (SIA Guideline).

ATTACHMENTS

ATTACHMENT A - COMPLIANCE WITH SIA GUIDELINE

The *Social Impact Assessment Guideline for State Significant Projects* prepared by the Department of Planning and Environment requires authors of SIAs to provide a declaration. The required declarations are below.

Declaration by Liliana Peña

This social impact assessment (SIA) addendum relates to a project by Transgrid to undertake a Social Impact Assessment to accompany a State Significant Infrastructure project (SSI-36656827) for around 365 kilometres of new 500 kV high-voltage transmission lines and associated infrastructure between Wagga Wagga, Bannaby and Maragle.

The SIA was completed on 13 May 2024.

It is my opinion that the SIA contains all relevant information as specified in the Social Impact Assessment Guideline for State Significant Projects.

I understand the legal and ethical obligations set out in the SIA Guideline and confirm that none of the information in the SIA is false or misleading.

I satisfy the requirements for lead authors of SIAs as set out in the SIA Guideline as follows:

- Qualifications: Certificate in Engagement (IAP2), Bachelor of Social Work, Master of Urban Planning
- Experience: 14 years expertise in community engagement, social and urban planning including in Social Impact Assessment

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	Question	Response
	General	
1	Does the lead author meet the qualification and experience requirements?	Yes, evidence provided in Attachment A of this Addendum Report.
2	Has the lead author provided a signed declaration?	Yes, evidence provided in Attachment A of this Addendum Report.
3	Would a reasonable person judge the SIA report to be impartial, transparent and suitably rigorous given the nature of the project?	Yes, addressed in declaration provided in Attachment A of this Addendum Report.
	Project's social locality and social baseline	
4	Does the SIA report identify and describe all the different social groups that may be affected by the project?	Groups are identified in the existing environment (Chapter 6) of *Technical Report 7 – Social Impact Assessment* prepared for the EIS. Supplementary key communities are identified in Section 6.1 of this Addendum Report.
5	Does the SIA report identify and describe all the built or natural features that have value or importance for people, and explain why people value those features?	Yes, built and natural environment features of importance to people in the social locality are noted throughout Chapters 5, 6, 7, and 8 of *Technical Report 7 – Social Impact Assessment* prepared for the EIS.
6	Does the SIA report identify and describe historical, current, and expected social trends or social changes for people in the locality, including their experiences with this project and other major development projects?	Yes, trends are described in Chapter 5 of *Technical Report 7 – Social Impact Assessment* prepared for the EIS.
7	Does the social baseline study include appropriate justification for each element, and provide evidence that the elements reflect both relevant literature and the diversity of views and likely experiences?	Yes, approach to baseline evidence is provided in Section 4 of *Technical Report 7 – Social Impact Assessment* prepared for the EIS. The approach, discussion thereof, and justification is included in Section 3.2. Chapter 5 and Appendix C provide the diversity of views.
8	Does the social baseline study demonstrate social-science research methods and explain any significant methodological or data limitations?	Yes, social science research methods have been employed and are demonstrated in Chapter 6 of *Technical Report 7 – Social Impact Assessment* prepared for the EIS. Data limitations are discussed in Section 4.5 of *Technical Report 7 – Social Impact Assessment* prepared for the EIS.
	Identification and description of social impacts	
9	Does the SIA report adequately describe likely social impacts from the perspectives of how people may experience them, and explain the research used to identify them? When undertaken as a part of SIA scoping and initial assessment, has the plan for the SIA report been detailed?	Yes, the assessment approach is outlined in Chapter 4 of this Addendum Report. Each social category is assessed in Chapter 7, which include explanation around the identified impacts on different groups and perceived impacts.
10	Does the SIA report apply the precautionary principle to identifying social impacts, and consider how they may be experienced differently by different people and groups?	Yes, the approach is explained in Chapter 4 and applied in Chapter 7 of this Addendum Report.
11	Does the SIA report describe how the preliminary analysis influenced project design and EIS engagement strategy?	Yes, explanation of how scoping has informed project design and social locality selection is outlined in Section 4.2 of *Technical Report 7 – Social Impact Assessment* prepared for the EIS.

	Question	Response
	Community engagement	
12	Were the extent and nature of engagement activities appropriate and sufficient to canvass all relevant views, including those of vulnerable or marginalised groups?	Yes, groups and key themes are outlined in Chapter 5 of this Addendum Report.
13	How have the views, concerns and insights of affected and interested people influenced both the project design and each element of the SIA report?	Project design responses are noted in Chapter 5 of this Addendum Report and incorporated in the assessment in Chapter 7.
	Predicting and analysing social impacts	
14	Does the SIA report impartially focus on the most important social impacts to people at all stages of the project, without any omissions or misrepresentations?	Yes, the report provides an assessment of construction-based impacts in Section 7.1 and operational impacts in Section 7.2 including matters raised during consultation, as described in Chapter 5.
15	Does the SIA report analyse the distribution of both positive and negative social impacts, and identify who will benefit and who will lose from the project?	Yes, analysis of social locality, affected party and nature of impact is provided in Chapter 7 of this Addendum Report.
16	Does the SIA report identify its assumptions, and include sensitivity analysis and alternative scenarios? (including 'worst-case' and 'no project' scenarios where relevant)	Yes, *Technical Report 7 – Social Impact Assessment* prepared for the EIS assumes a "null" or no development base case in making assessments.
17	Do the evaluations of significance of social impacts impartially represent how people in each identified social group can expect to experience the project, including any cumulative effects?	Yes, the evaluations in Section 7.9 and 8.9 of *Technical Report 7 – Social Impact Assessment* prepared for the EIS have considered who would be affected and how they would experience the project. Cumulative effects are addressed in Section 7.3 of this Addendum Report.
18	Are the evaluations of significance disaggregated to consider the likely different experiences for different people or groups, especially vulnerable groups?	Yes, the evaluations in Sections 7.1.9 and 7.2.9 of this Addendum Report identify social significance ratings for identified impacts.
	Responses, monitoring and management	
19	Does the SIA report propose responses that are tangible, deliverable, likely to be durably effective, directly related to the respective impact(s) and adequately delegated and resourced?	The mitigations proposed in Sections 7.9 and 8.9 and Chapter 10 *Technical Report 7 – Social Impact Assessment* prepared for the EIS and Chapter 8 of this Addendum Report are tangible, deliverable, likely to be durably effective, directly related to the respective impact(s). The mitigations have been endorsed by the proponent and can be adequately delegated and resourced.
20	Does the SIA report demonstrate how people can be confident that social impacts will be monitored and reported in ways that are reliable, effective and trustworthy?	Yes, the mitigations proposed require monitoring and ongoing communication with stakeholders to deliver confidence and trust.
21	Does the SIA report demonstrate how the proponent will adaptively manage social impacts and respond to unanticipated events, breaches, grievances and non-compliance?	A preliminary social impact management plan has been provided with the *Technical Report 7 – Social Impact Assessment* prepared for the EIS for further development as the project progresses through the approval process.