PART B
Impact assessment
proposal infrastructure

INLAND RAIL

CHAPTER 14
Socio-economic assessment

Narromine to Narrabri
Environmental Impact Statement

ARTC

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

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B14. Socio-economic assessment

This chapter provides a summary of the potential socio-economic impacts of the Narromine to Narrabri project (the proposal). A full copy of the assessment results is provided in Technical Report 13—Social assessment and Technical Report 14—Economic assessment.

B14.1 Approach

A summary of the approach to the assessments is provided in this section, including the legislation, guidelines and/or policies driving the approach and the methodology used to undertake the assessments. A more detailed description of the approach and methodology is provided in technical reports 13 and 14.

B14.1.1 Legislative and policy context to the assessment

Relevant legislation, policies and guidelines

The assessment was undertaken in accordance with the SEARs and with reference to the requirements of relevant legislation, policies and/or assessment guidelines, including:

- Relevant legislation, including the EP&A Act
- *Social impact assessment guideline for State significant mining, petroleum production and extractive industry development* ('the social impact assessment guideline') (Department of Planning and Environment, 2017)
- *International Principles for Social Impact Assessment* (Vanclay, 2003)
- *Environmental Impact Assessment Practice Note: Socio-economic assessment* (Roads and Maritime Services, 2013b)
- *Assessment Framework* (Infrastructure Australia, 2018a)
- *Principles and Guidelines for Economic Appraisal of Transport Investment and Initiatives* (Transport for NSW, 2016).

A detailed description of the legislative and policy context for the socio-economic assessment is provided in chapter 2 of technical reports 13 and 14.

Secretary's Environmental Assessment Requirements

The SEARs relevant to socio-economic impacts, together with a reference to where they are addressed in the EIS, are provided in Appendix A.

B14.1.2 Methodology

Study area

Social assessment

The local study area includes the proposal site, as described in chapter A2, and a 1-km wide area around the site. The local study area also includes the towns/communities of Narromine, Gilgandra, Curban, Baradine and Narrabri, which would have the potential to experience social impacts as a result of the proposal.

The regional study area was considered in relation to the potential for indirect impacts. The regional study area includes the Narromine, Gilgandra, Coonamble, Warrumbungle and Narrabri LGAs as well as the Dubbo LGA, which is the closest major regional centre to the proposal site.

Economic assessment

The study area includes the Narromine, Gilgandra, Coonamble, Warrumbungle and Narrabri LGAs, reflecting the key catchment for workers and economic activity. A regional study was also considered, including the Australian Bureau of Statistics (ABS) Far West and Orana, and New England and North West labour market regions.

Key tasks

Social assessment

The social assessment involved:

- Scoping potential social issues, as required by the social impact assessment guideline, using the social impact assessment scoping tool (Department of Planning and Environment, 2017)
- Confirming the study area
- Reviewing background information and data relevant to the study area, including:
  - ABS Census 2016 (ABS, 2017) and regional economic data
  - Department of Planning, Industry and Environment's NSW population and household projections
  - Local council community plans, strategies, studies and other available information
  - Relevant outcomes from consultation undertaken (described in chapter A4).
- Describing the existing socio-economic environment of the study area, including developing a demographic profile for communities with the potential to be affected by the proposal
- Undertaking consultation with local councils, chambers of commerce, Local Aboriginal Land Councils, the Central West Regional Emergency Management Committee, the Inland Rail local Community Consultation Committee and representatives of potentially affected community facilities
- Identifying and mapping community infrastructure and facilities within towns with the potential to be affected
- Reviewing other technical papers to understand the nature, scale and significance of potential impacts, and identify associated socio-economic impacts
- Assessing the potential social impacts during construction and operation
- Identifying measures to mitigate potential impacts and enhance potential benefits.

Economic assessment

The economic assessment involved:

- Defining the study area
- Reviewing strategic planning and policy documents to determine the existing and future proposed characteristics of the study area
- Preparing a profile of the existing economic environment based on a review of the following information:
  - ABS Census 2016 (ABS, 2017)
  - Department of Planning, Industry and Environment's NSW population and household projections
  - Regional Population Growth, Australia, 2017–18 (ABS, 2019)
  - Labour Force, Australia, Dec 2019 (ABS, 2020)
  - Small area labour markets data (Department of Education, Skills and Employment, 2020)
  - Relevant technical reports, including Technical Report 11—Agricultural and land use assessment.
- Undertaking modelling to determine the industry, regional and economy-wide impacts of the Inland Rail program
- Undertaking an economic benefits assessment of Inland Rail and the proposal
- Assessing the potential economic impacts on local business, industry and the community
- Identifying measures to manage potential impacts.

B14.1.3 Risks identified

The environmental risk assessment for the proposal (see section A9.1 and Appendix E) included consideration of potential socio-economic risks. Socio-economic risks with an overall assessed pre-mitigated risk rating of medium or above, identified by the environmental risk assessment, included:

- Temporary impacts on amenity for residents, visitors, businesses and other sensitive receivers, as a result of noise, dust and visual impacts during construction
- Direct impacts on community recreation facilities as a result of the proposal's land requirements, particularly in State forests
- Impacts on the surrounding community as a result of the use of temporary workforce accommodation facilities

- Impacts on amenity for residents, visitors, businesses and other sensitive receivers as a result of train operations along the new rail line
- Safety risks associated with the presence of a new operational rail line (and associated infrastructure such as level crossings) and the movement of trains.

The social and economic impact assessments consider the potential risks identified by the environmental risk assessment, in addition to the potential risks, issues and impacts identified by the scoping report (see section A9.1), the SEARs and relevant guidelines and policies (as appropriate).

B14.1.4 How potential impacts have been avoided/minimised

As described in section A6.2, the shortlist of route options for the proposal was subject to a detailed assessment, and the proposed alignment was refined based on evaluation of key considerations, including potential environmental and community impacts. Potential socio-economic impacts have been avoided/minimised, where practicable, by:

- Undertaking extensive consultation with local landholders, community stakeholders and other relevant stakeholders to assist with the route option selection and design process
- Modifying the alignment at South Narromine, Black Hollow and Curban where an alternative route location was available with lower potential for community impacts
- Determining the location of the temporary accommodation facilities in consultation with councils, to maximise the potential for economic benefits to towns and minimise the potential for social impacts
- Designing the proposal to minimise the potential for amenity impacts as far as practicable.

B14.2 Existing environment

B14.2.1 Local socio-economic environment and values

A general description of the proposal site and surrounds is provided in chapter A2.

Key socio-economic indicators (mainly from 2016 ABS census data) are summarised below. Further information on the socio-economic characteristics of the study area, including the characteristics of, and facilities within, key towns and villages, is provided in Technical Report 13.

Also summarised below are key existing community infrastructure and community values identified by the social assessment. Community values refer to tangible and intangible characteristics and aspects of a community, such as amenity and character, lifestyle, access, connectivity, community cohesion and community health and safety. Community infrastructure and sensitive receivers near the proposal site are shown in the maps in Part E.

Overall, the study area faces challenges, such as population ageing, population decline, outmigration of young people, diversifying local economies, and skill and labour shortages. There are also high numbers of Indigenous residents; however, there are high rates of social capital and cohesion, and a strong sense of community.

Top industries in terms of economic output and employment include agriculture, construction, mining, manufacturing, and real estate. Tourism is also an important and growing industry for the Dubbo, Narrabri and Warrumbungle LGAs. Unemployment levels vary across the region, with high rates of fluctuation throughout the year due to several factors, including the seasonal nature of the agricultural industry, which, combined with the recent drought, has affected many local businesses and economies.

The main land uses in the study area, and key community infrastructure/facilities located near the proposal site, are shown in Figure B11.1. Detailed mapping of community infrastructure and sensitive receivers near the proposal site is provided in the maps in Part E and Technical Report 13.

Narromine local government area

The Narromine LGA is located in the Central West and Orana region and spans an area of about 5,200 square kilometres (km).

At the 2016 census the LGA had a population of 6,567 people. Narromine is the main town in the LGA, with a population of 3,528 people (about 55 per cent of the LGA's residents). The town is located on the Mitchell Highway adjacent to the Macquarie River and about 7.9 km north of the southern end of the proposal site. Other villages in the LGA include Trangie and Tomingley.

The LGA has an older population compared to NSW and the regional study area, with about 21 per cent of the population aged 65 years and over in the LGA compared to 19 per cent in the regional study area. The LGA also has a higher proportion of Indigenous people, higher rates of unemployed people and lower household incomes compared to the regional study area.

Residents in the LGA value the strong sense of community, rural lifestyle, peaceful amenity, access to services and proximity to work and Dubbo. Aviation and sport play major roles in the culture of the Narromine community.

Community facilities within the LGA are mainly located in Narromine and include emergency services, a hospital and medical centre, several schools, and cultural facilities. Sport and recreation facilities include the Narromine Golf Club, Trangie and Narromine showgrounds, Narromine Aerodrome, Goobang National Park, the Bogan and Macquarie rivers, and State forests.

Gilgandra local government area

The Gilgandra LGA spans an area of about 4,800 km^2. It is traversed by the Castlereagh River and includes part of the Warrumbungle National Park.

At the 2016 census, the LGA had a population of 4,247 people. Gilgandra is the main town in the LGA, with a population of 2,595 people (about 61 per cent of the LGA's population). Gilgandra is located about 16.5 km east of the proposal site.

Compared to NSW, communities in the LGA are characterised by an older population and higher rates of people in need of assistance, lower household incomes, and lower proportions of people who are unemployed.

The Gilgandra LGA is mainly a rural and agricultural community. It has a strong sense of community and social connectedness, which are valued by residents. The community faces a number of social challenges, including sustaining community and other infrastructure, economic development and diversification, and population decline.

The majority of the LGA's community infrastructure is located in Gilgandra, and includes emergency services, community health services, educational facilities, and cultural, sport and recreation facilities.

The small village/locality of Curban, which had a population of about 131 people in 2016, is located close to the proposal site. A key community facility at Curban, which acts as a focal point for the community, is the Curban Community Hall. The hall, which is located about 1 km east of the proposal site, provides a location for community recreation and events.

Coonamble local government area

The Coonamble LGA spans an area of about 9,900 km^2. At the 2016 census, the LGA had a population of 4,031 people. Coonamble is the main town in the LGA, with about 62 per cent of the LGA's population residing there. Other towns/villages in the LGA include Gulargambone and Quambone.

Compared to NSW, communities in the LGA are generally characterised by an older population, high proportions of Indigenous people and higher rates of people requiring assistance. Communities in the LGA also have lower household incomes and higher levels of unemployment.

Residents in the LGA value the strong sense of community and commitment to the town, community groups, outdoor activities, events such as the rodeo, and the natural environment.

Community services and facilities in the LGA are mainly concentrated in Coonamble. Coonamble is located about 44.4 km west of the proposal site. The town offers a range of community infrastructure including education, health care, and recreation facilities.

Warrumbungle local government area

The Warrumbungle LGA spans an area of about 12,400 km^2. The main town in the LGA is Coonabarabran, which is located about 50 km east of the proposal site. Other towns/villages in the LGA include Binnaway, Coolah, Dunedoo, Baradine and Mendooran.

At the 2016 census, the LGA had a population of 9,451 people. Compared to NSW, communities in the LGA generally display an older population, higher proportions of Indigenous people, and higher proportions of people with a need for assistance. The LGA also had lower household incomes and higher rates of unemployment. The LGA has experienced a decline in population between 2011 and 2016, with consultation findings indicating the decline in the forestry industry as a contributor to this population decrease.

Residents in the LGA value the rural setting, peaceful amenity and clean air. Natural features such as the Coolah Tops National Park and Warrumbungle National Park contribute to the character of the LGA and are valued by residents. Siding Spring Conservatory is also an important community infrastructure and tourism asset within the LGA.

Baradine is the closest town in the LGA to the proposal site, located about 8.6 km south-east of the proposal site. The town, which had a population of 626 people in 2016, offers a range of community infrastructure, such as health care, education and sport and recreation facilities. Camp Cypress is located at the Baradine Showground and provides accommodation and camping facilities for visitors. The showground is also the location of community events, such as the annual Baradine Agricultural Show.

Coonabarabran is also a hub for community infrastructure in the LGA, while consultation findings have indicated that many residents also rely on larger population centres such as Narrabri for services and facilities.

Narrabri local government area

The Narrabri LGA, which is located in the New England North West region, spans an area of about 13,000 km^2. The town of Narrabri is the main centre for the LGA, with other towns including Baan Baa, Bellata, Boggabri, Edgeroi, Gwabegar, Pilliga and Wee Waa.

At the 2016 Census, the LGA had a population of 13,278 people, of which 5,903 people (about 45 per cent) lived in Narrabri. Narrabri is located about 5.7 km south of the northern end of the proposal site.

Compared to NSW, communities in the LGA generally had higher proportions of Indigenous and older people and lower proportions of people needing assistance. The LGA also reported lower household incomes and lower rates of unemployment.

Economic development in the Narrabri LGA is strongly tied to agricultural industries, with cotton, wheat, beef and lamb being key commodities. Emerging industries also include mining and gas production, and freight/ logistics.

Residents of the LGA value the country lifestyle; level of access to, and quality of, services and facilities; sense of community; and the visual amenity of the town of Narrabri. The LGA also includes a range of natural features that are important to communities, such as Pilliga State forests (located between Baradine and Narrabri), which includes places of Aboriginal cultural significance, the Nandewar Ranges and the Namoi River.

Narrabri is the closest town in the LGA to the proposal site. As a regional centre, it offers access to a range of retail and community services and facilities, including health and emergency services, education, cultural, sport and recreation, including the Narrabri Dirt Bike Club.

Dubbo local government area

The Dubbo LGA spans an area of about 7,500 km^2. At the 2016 Census, the LGA had a population of 50,077 people. Compared to NSW, communities in the Dubbo LGA had a similar median age, higher proportions of Indigenous people and people in need of assistance, lower household incomes, and lower proportions of people who are unemployed.

Dubbo is the largest town in the region, with a population of 38,943 people at the 2016 census. Dubbo is located about 35 km east of the southern end of the proposal site.

Dubbo provides major health, education and community facilities and services that serve western NSW communities, including a Charles Sturt University campus, TAFE Western campus, Dubbo Base Hospital, and Dubbo Regional Theatre and Convention Centre. Tourism is also important for the LGA and comprises a range of tourism attractions (such as the Taronga Western Plains Zoo), which attract significant numbers of tourists.

Residents in the LGA value the relaxed and affordable lifestyle, and access to a range of facilities and services.

B14.2.2 Regional economy

A summary of the key features of the regional economy is provided below. Further information is provided in Technical Report 14.

Industry and business (general)

In 2017, the gross regional product of the Orana and Northern Inland regions was $8.091 billion and $12.047 billion, respectively. The Dubbo LGA generated the largest gross regional product of the LGAs in the study area, at $3.415 billion, followed by the Narrabri LGA, at $1.308 billion, and the Warrumbungle LGA at $0.45 billion. These LGAs were also the largest employers (with 22,957, 6,553 and 3,108 jobs, respectively).

Agriculture industry

The Far West and Orana region covers about 42 per cent of the NSW land area (33,400 km^2). Within this region, agricultural land accounts for about 90 per cent of land use, reflecting the dominant industry of employment within the study area. In 2017–18, the gross value of agricultural production within Far West and Orana was $1,292 million, representing about 10 per cent of the total agricultural production in NSW.

The New England and North West region covers about 12 per cent of the NSW land area, and agricultural land accounts for 80 per cent of the region's land use. In 2017–18, the gross value of agriculture production within the region was $2,637 million, representing about 20 per cent of total agricultural production in NSW.

Together, Far West and Orana and New England and North West ($3,929 million), represent about one third (29.6 per cent) of the value of gross agricultural production in NSW ($13,264 million).

On a per hectare (ha) basis, the value of agricultural production across the study area in 2016 was $593 per ha for crops and $141 per ha for livestock.

The weighted average gross income per ha per year within the proposal site would be $739. This figure also represents the ability of this region to shift commodity production basis depending on prevailing prices and seasonal conditions.

Across the study area, the largest proportion of all business (employing and non-employing) are in the agriculture, forestry and fishing industry, represented by 311 businesses in Coonamble (55.1 per cent), 350 businesses in Gilgandra (59.2 per cent), 767 businesses in Narrabri (43.3 per cent), 499 business in Narromine (53.2 per cent) and 504 business in Warrumbungle Shire (51.5 per cent). There are a diverse range of agricultural enterprises and agribusinesses that support the industry across the supply chain, responsible for agricultural input supplies, production, storage and processing, and transportation.

The apiary industry within the Brigalow and Nandewar bioregion (rail corridor traverses the Brigalow bioregion) employs 49 people. While this represents a small share of regional employment, it represents a significant share of the NSW beekeeping industry.

Tourism industry

The New England and North West regional economic catchment area is recognised as a popular tourist destination for visitors seeking to explore Australia's rural landscape. According to Tourism Research Australia, during the year ending December 2018, the New England and North West region received over 3.3 million visitors, with tourism expenditure totaling about $943 million. Domestic daytrip visitors comprised the largest proportion of visitors, with 39.9 per cent of these visitors travelling for holiday and a further 20.2 per cent visiting friends and relatives.

Accommodation and housing

Short-term tourist accommodation, such as hotels/motels/cabins and caravan parks, are important in regional areas to provide accommodation for visitors and to support regional tourism and economic activity. Dubbo has the highest number of accommodation facilities (33) and beds (noting it is a larger catchment area), with smaller numbers in the other LGAs.

The occupancy rate in Central NSW in 2018/19 was 63 per cent. Narrabri LGA is included in the New England North West tourism region, which had an occupancy rate of 55.1 per cent in 2018/19. Consultation findings indicate that occupancy rates for tourist accommodation are generally low for LGAs in the study area except for Dubbo LGA during peak periods (around Easter and October). Consultation also indicates that the drought has contributed to low accommodation occupancy rates throughout the region due to a decline in seasonal workers required for the agricultural industry.

B14.3 Impact assessment—construction

This section summarises potential socio-economic impacts that may result from construction of the proposal infrastructure. Potential socio-economic impacts associated with establishing and using the key construction infrastructure are considered in Part C. In particular, the potential socio-economic impacts associated with the temporary workforce accommodation are considered in chapter C2.

B14.3.1 Socio-economic impacts as a result of property impacts

The proposal's land requirements and associated property impacts are considered in chapter B12.

Two dwellings located on rural properties would need to be removed as a result of the land requirements, requiring residents of these properties to relocate prior to construction. Additionally, land would be required from a number of other privately-owned properties (including properties operated on leasehold land) (see section B12.3.1). Given the relatively small number of dwellings directly impacted by the proposal, effects on community relationships and social networks due to property impacts are expected to be minor.

Some property owners/occupants facing changes as a result of the land requirements and the potential property impacts of these requirements (described in chapter B12) may experience frustration, stress and anxiety about these changes, potentially impacting on individuals' health, wellbeing and quality of life.

Consultation findings indicate that uncertainty over recent years about potential impacts on property, family lifestyle and farming operations has caused a level of frustration and stress for some property owners/occupants. Many affected properties have been owned and farmed by the same family over many generations, with families having strong emotional attachment and family connections to the land. The potential loss of this family history and changes to rural lifestyles is likely to contribute to the level of stress and uncertainty about the proposal felt by these owners/occupants and their families. The drought conditions may also compound uncertainty and stress experienced by property owners affected by the proposal's land requirements. This stress may be also felt at a community level, particularly given differing views about the proposal in the community, exacerbated by drought, the 2019/20 'Black Summer' bushfires and the economic shock associated with the COVID-19 pandemic.

B14.3.2 Housing and accommodation

The proposed temporary accommodation facilities are expected to be sufficient to accommodate the peak workforce. As a result, the proposal is expected to result in only a small demand for local temporary accommodation in the main towns close to the proposal site (described in section B14.2.1). Consultation findings have suggested that there would generally be some capacity in the region to accommodate the small numbers of temporary non-resident workers who may require local temporary accommodation. The use of local accommodation is unlikely to restrict the usual demand for accommodation (such as by tourists and visitors) in the region. ARTC would continue to monitor demand for accommodation facilities.

With the provision of the proposed temporary workforce accommodation, the proposal is not expected to affect the local housing market during construction. There may be minor increases in demand but this not expected to affect affordability.

Potential socio-economic benefits and impacts associated with the temporary workforce accommodation are considered in chapter C2.

B14.3.3 Impacts on community amenity and values

'Amenity' refers to the pleasant or normally satisfactory aspects of a location that contribute to its overall character and the enjoyment of the community and/or visitors. Changes to amenity can affect the things that a community values about a particular location. Construction may result in the following amenity impacts experienced by members of the local community:

- Increase in noise for residents located close to the proposal site due to the operation of plant and equipment and construction works
- Increase in traffic and associated noise for residents located about the proposal site and construction access routes
- Increase in dust generated during construction, mainly for residents located close to the proposal site
- Changes to the visual appearance of the existing environment as a result of the presence of works, construction facilities and machinery.

Reduced amenity can affect people's daily routines and behaviours and their enjoyment of usual indoor and outdoor activities. With the exception of construction activities for larger and more complex structures, such as the larger bridges, it is expected that amenity impacts from construction activities for most receivers would generally be relatively short-term and temporary.

These issues have been addressed in other chapters of this EIS, as follows:

- Noise and vibration (chapter B8)
- Air quality (mainly dust) (chapter B10)
- Traffic (chapter B11)
- Visual impacts (chapter B13).

Further information about these potential impacts is provided in the above chapters. Sensitive receivers are shown on the maps in Part E.

Potential amenity issues associated with operating key construction infrastructure, including the temporary workforce accommodation facilities, are considered in Part C.

Implementing the mitigation measures provided in these chapters would assist in reducing the potential for community amenity impacts.

B14.3.4 Community access impacts

As described in chapter B11, construction would result in short-term impacts on traffic and access within the study area, and an increase in both heavy and light vehicle movements on the local road network. The extent of impacts would depend on the location of the works, and the origin of material and/or workers.

Changes to traffic conditions and access arrangements/routes could affect residents, workers, businesses and visitors travelling about and through the study area. The changes could result in a temporary increase in the distance travelled, increased travel times, inconvenience and delays for community members. It could affect access to local businesses for deliveries and access by customers, and access for emergency services.

Construction traffic and changes to road conditions may increase potential road safety and affect perceptions of road safety for some motorists, particularly for travellers who may not be familiar with existing road conditions. Changes to access arrangements could also affect access for emergency services.

Consultation with local councils identified concerns about the increased use of local roads by construction traffic. Concerns include the potential for damage, increased maintenance, and associated road safety issues for local communities and motorists.

Concerns about potential impacts on school bus services were also identified during consultation. During construction, changes to access may cause delays and disruptions. Potential safety risks and perceived impacts on student safety may also be associated with increased construction traffic on roads used by school bus routes and with school bus stops.

These potential impacts would be temporary and would be minimised as far as practicable by implementing the construction traffic, transport and access mitigation measures provided in section B11.5. These measures would include developing and implementing a construction traffic, transport and access management plan, which would aim to:

- Minimise disruption to traffic operation, road users, pedestrians, cyclists and access to adjoining properties (private and public)
- Limit access restrictions and, where required, provide alternatives to maintain access for the local community.

Communication with potentially affected users and information provision would assist in reducing uncertainty and the impacts of changes to access and movement patterns. A comprehensive community and stakeholder awareness program would be implemented during construction (as described in chapter A4 and section B14.4.5), which would assist in managing these impacts and communicating changes to relevant stakeholders.

Further information about potential access impacts during construction is provided in chapter B11.

B14.3.5 Impacts on community infrastructure and facilities

Potential impacts on community infrastructure and services during construction would mainly result from changes in access, amenity and demand for services. Land requirements associated with the proposed rail infrastructure would directly affect the Narrabri Dirt Bike Club.

Potential impacts on key community facilities located within, or in close proximity to, the proposal site are considered in Table B14.1.

TABLE B14.1 KEY POTENTIAL IMPACTS ON COMMUNITY FACILITIES NEAR THE PROPOSAL SITE

Community facility	Overview and location	Summary of construction impacts
Narrabri Dirt Bike Club	The club is located north-west of Narrabri. Land on which the club is located is adjacent to, and partially within, the proposal site. The club offers facilities for motocross and dirt bike racing, with regular race days held monthly.	The proposal's land requirements would directly impact about 6 ha of the site occupied by the Narrabri Dirt Bike Club (about 18 per cent of their total site area). Of the land required, about 3.7 ha (11 per cent) would be permanently required for the proposal's operational footprint. About 2.3 ha (7 per cent) would be temporarily required during construction only. The affected area is located along the southern boundary of the site and would affect the larger dirt racetrack. The potentially affected area is shown in the maps in Part E. ARTC would consult with the club, Narrabri Council, and the Department of Planning, Industry and Environment (Crown Lands) (as appropriate) in relation to the temporary and permanent land requirements, the potential impacts on the club's facilities and agreed measures to offset the identified impacts. The area required during construction only would be restored and returned to a condition agreed with the club and council when works are complete. Noise, vibration and dust during construction has the potential to affect the amenity of users on adjoining areas of the site during construction, although are not expected to affect the use of the club. Access to the club would be affected and a new access would be provided in consultation with the club.
Bohena Creek rest area	The rest area is located on the Newell Highway, about 16 km south of Narrabri and about 10 m from the proposal site at the nearest point. The rest area provides toilet, shade and seating facilities.	Noise, vibration and dust during construction has the potential to affect the amenity of users of this facility. While the amenity of this facility is currently affected by traffic noise from the Newell Highway, amenity changes during construction could reduce the time spent by users at this facility.
Narromine Golf Course and Club	The golf course and club is located on the north-western edge of Narromine, near the proposal site for the Narromine West connection. Facilities offered include an 18-hole golf course, a licensed clubhouse and restaurant. At the nearest points, the golf course and club buildings are located about 200 and 730 m from the proposal site for the Narromine West connection, respectively.	The distance from the proposal site would limit the potential for amenity impacts on users of this facility.

Community facility	Overview and location	Summary of construction impacts
Recreation facilities at State forests	A number of the forests offer access for recreation, including for activities such as camping, hunting and four-wheel driving. An informal picnic area is located at The Aloes homestead site in the Euligal State Forest.	The proposal would directly affect the Merewindi, Baradine, Cumbil, Euligal and Pilliga East State forests. The Aloes homestead site would be partially affected by the proposal site. The Aloes picnic area would need to be closed when construction is underway in the vicinity. The site has no formalised facilities and it is expected that visitors would be able to find alternative picnic locations away from the construction area. Construction also has the potential to affect amenity at recreation areas near the proposal site and for general users of the forest (where recreation access is permissible). Consultation with Local Aboriginal Land Council indicated that some Aboriginal people may use the forest for a range of purposes and may be more sensitive to these changes. Further information on the potential for impacts on State forests is provided in chapter B12.
Informal recreation area on travelling stock reserve R34248 at the Macquarie River	An area used as an informal recreation reserve/rest area is located adjacent to the Mitchell Highway and the Macquarie River. This area, which is known as Three Mile Reserve, forms part of travelling stock reserve R34248. The reserve provides access to the Macquarie River and is culturally significant for the local Aboriginal community.	The proposal site crosses the Macquarie River and reserve at this location via a bridge. Construction may affect access within areas of the reserve. Noise, vibration and dust during construction has the potential to affect the amenity of users of the reserve and adjoining the Macquarie River during construction. Further information about potential impacts on travelling stock reserves is provided in chapter B12.

General access changes within the study area associated with increased construction traffic or local detours or road changes may result in minor delays and disruptions for some people accessing community facilities and services in towns near the proposal. While this may be an inconvenience, it is not expected to deter most users from accessing community infrastructure. Potential community access impacts are considered further in section B14.3.4.

Changes to service provision

During construction, an influx of construction workers to the study area has potential to increase demand for emergency services and health services.

The capacity of local and regional health services to meet increased demand from construction varies across the study area, with larger centres better resourced in relation to health services and facilities. Increased demand for these services has the potential to affect availability and access to medical and health services for local residents. It is expected that most services and facilities would have capacity to meet the increased demand; however, the assessment indicates that there may be some existing challenges for local health service provision. There is potential for the construction workforce to exacerbate these challenges in host towns and potentially reduce availability and access to medical and health services for local residents. Measures to manage provision of services to the construction workforce, and minimise potential impacts on the existing community, would be defined in the workforce management plan (see section B14.5).

Access changes for local emergency services, including police, fire and rescue, ambulance and state emergency services, may result from changes in road conditions, potentially increasing response times. Emergency services could also experience increased demand due to changes to flooding conditions.

B14.3.6 Economic development, industry and business

Business, industry and employment impacts and benefits

During construction, potential impacts on local businesses and industries may result from:

- Temporary changes to local amenity and disruption to local tourist attractions and places of interest (the Macquarie River and recreation facilities in State forests), possibly deterring some people from visiting these places, which may reduce visitation and income for local tourism industries
- Permanent and temporary impacts on agricultural uses, including loss or severance of agricultural land, disruption to access and infrastructure and disruption to stock and produce movement
- Loss of workforce if employees are attracted to work on the proposal, potentially disadvantaging businesses and industries.

Contractors on the proposal would be required to maximise social performance outcomes in accordance with the *Australian Jobs Act 2013* (Cth) and *Australian Industry Participation National Framework*. This would include strategies relating to local business participation, including Indigenous businesses, and prioritising local procurement.

Construction activities, requirements and the needs of the workforce would have the potential to result in increased trade for local businesses, including:

- Accommodation
- Food services
- Retail trade
- Bus and coach drivers
- Finance
- Education and training
- Health care
- Recreation services.

As described in section A8.10, it is estimated that the proposal would require a construction workforce of up to 2,000 people. For the majority of the construction period, the workforce would average up to about 500 people in each of the four construction areas. For some limited items of work, an additional short-term workforce may also be required. The proposal would provide employment opportunities for labourers, tradespeople, machinery operators, engineers, surveyors and site supervisors, and staff at the temporary workforce accommodation facilities. Additional short-term workers may also be required during the main construction works for specialist work.

The construction phase would provide opportunities for Indigenous businesses to deliver construction-related services, including those listed above, either directly, as a part of the supply chain and/or as sub-contractors. Consultation found there are few Indigenous businesses in the study area with capacity to participate in procurement, with barriers to participation including fees and administration requirements for registration. There is potential for some Local Aboriginal Land Councils or other organisations to assist individuals who wish to establish a business or provide support to increase the readiness and capacity of local Indigenous businesses to participate in procurement.

The proposal would also generate indirect jobs, including through stimulation of businesses further up the supply chain (e.g. manufacturers and suppliers of industry inputs), and the stimulation of activities downstream (e.g. through the provision of inputs to other sectors and the expenditure patterns of employees). Indirect employment during the construction phase would be generated in the professional, scientific and technical services and wholesale trade sectors, reflecting the importance of these two sectors in the construction sector's supply chain.

ARTC is committed to creating opportunities to develop local skills by encouraging contractors to use local workers, where practicable, and the proposal has a significant opportunity to support local, youth and Indigenous employment. Contractors would be required to have regard to the requirements of the NSW Government's Infrastructure Skills Legacy Program in relation to targets for employment and workforce development, including for local Indigenous people, young people and female workers.

A range of demographic and socio-economic factors in the study area present potential challenges to achieving the employment and workforce development targets during construction, including current and projected skills shortages and the seasonal nature of employment in the study area; trend for many young people to move to urban centres for education and employment, limiting the scope to employ young people on a full-time basis; socio-economic factors that may prevent some Indigenous people from accessing employment on the proposal (e.g. lack of access to transport and resources, literacy levels and drug and alcohol use); and low unemployment rates for females and seasonal fluctuations in unemployment.

Various agencies and organisations in the region have implemented initiatives focused on addressing some of these challenges and supporting and upskilling the local workforce. While employment opportunities would be relatively short-term during construction, training opportunities have the potential to lead to longer term benefits for workers.

Regional economic impacts and benefits

The economic assessment included modelling the regional economic effects of constructing the proposal under two scenarios:

- A 'slack' labour market—characterised by the availability of unemployed and underemployed workers with relevant skills, with labour demand accommodated without an increase in real wages
- A 'tight' labour market—characterised by less availability of workers with relevant skills, with wages sensitive to labour force demand.

At the time the assessment was prepared, economic conditions were predicted to deteriorate markedly in the short to medium term (particularly as result of the economic shock associated with the COVID-19 pandemic), increasing the likelihood that the labour market will be consistent with the slack labour market scenario.

Table B14.2 shows that, at the completion of construction, real gross regional product is projected to be up to $564 and $206 million higher than the baseline level for the Far West/Orana and New England/North West regions, respectively. The results of modelling indicate that the proposal has the potential to generate up to 1,103 jobs for the Far West and Orana region, and 432 jobs for the New England and North West region.

TABLE B14.2 ECONOMIC BENEFITS ASSESSMENT RESULTS, PRESENT VALUE TERMS ($2019)

	Far West and Orana region		New England and North West region	
Measure	**Slack labour market**	**Tight labour market**	**Slack labour market**	**Tight labour market**
Additional real gross regional product (2018–19)	$564 million	$236 million	$206 million	$82 million
Average annual additional direct and indirect jobs (persons)	1,103	192	432	69

The potential economic impacts of the proposal on agricultural land has been estimated by multiplying the area of agricultural land impacted by the weighted average adopted gross income of $739.24. The annual economic impact during construction is estimated at $4.25 million. This estimate includes both direct and indirect impacts. While the removal of agricultural land from productive usage would be the main contributor to this calculation, it has also taken into account other potential impacts on agricultural land. The impact is calculated as 0.43 per cent of the annual value of agricultural production across the study area. The uncertainty about the estimates has been accounted for in the adoption of a conservatively high value of agricultural production ($739/ha). As such, the value is considered to be a conservative overestimate of the impacts.

The economic impacts of land acquisition would be offset via a compensation payment to the directly affected landholders to the extent of any entitlements they may have under the *Land Acquisition (Just Terms Compensation) Act 1991* (NSW). Further information about the estimated land requirements for the proposal are provided in chapter B12.

B14.4 Impact assessment—operation

This section summarises potential socio-economic impacts that may result from the proposal's operation.

B14.4.1 Housing and accommodation

The proposal's operation is not anticipated to increase demand for housing and accommodation in the study area.

B14.4.2 Impacts on community amenity and values

During operation, potential impacts on local amenity would be mainly a result of noise and air quality impacts generated by train operations, and visual impacts associated with new rail infrastructure and train movements.

It is expected that amenity changes at properties along the rail corridor resulting from train operations would be intermittent throughout the day, although noise and vibration caused by idling trains may be experienced for longer durations at properties near crossing loops and where there are turn-outs.

Air quality impacts from train operations, including regular train movements and trains idling at crossing loops, are generally expected to be negligible.

The landscape and visual amenity of some areas near to the proposal would be permanently changed as a result of rail infrastructure (e.g. rail line, fencing, bridges and culverts) and train operations. The extent of impacts would depend on the location, although a number of properties would have permanently changed views.

Residents/occupants with an outlook onto Macquarie River, Castlereagh River and the Narrabri Creek/Namoi River crossings may experience reduced enjoyment of views of the rural landscape and waterways. Some community members may perceive visual changes to reduce local amenity and be an interruption of their current views. Local Aboriginal communities, adjacent residents and users of the waterways may be more sensitive to these visual amenity changes.

Further information about the potential for amenity impacts during operation as a result of operational noise and vibration, air quality and visual amenity changes is provided in chapters B9 (noise and vibration), B10 (air quality) and B13 (visual amenity). Measure to manage operational impacts are provided in these chapters.

B14.4.3 Community access impacts

During operation, potential impacts on local access and connectivity would mainly be associated with changes to roads crossed by the rail corridor. This may increase the travel distances and journey times for some people to access properties, local towns and other destinations. Local emergency services may experience changes to service provision resulting from changes to the local and regional road network. Potential impacts on service provision may result from delays at level crossings affecting response times for emergency vehicles.

The traffic and transport assessment found there would be minimal impacts for road users from these changes. Consultation with emergency service providers would be undertaken during the detailed design phase to ensure they are aware of access changes and alternate access routes. Further information on potential access impacts is provided in section B11.4.2.

Operation may present risks to health and safety for local communities, including risks to pedestrians, motorists and livestock from collisions with trains at level crossings, potential security risks associated with access to the rail corridor, and train derailment. These risks are considered to be low, as the proposal would be designed and operated in accordance with all relevant safety standards and requirements. As described in section A7.3.8, fencing would be constructed along the rail the corridor, where it is located in private land, to manage potential safety risks relating to livestock and access to the corridor for landholders.

B14.4.4 Impacts on community infrastructure

During operation, potential impacts on community infrastructure in the study area would mainly be associated with local amenity and access changes, and increased safety risks resulting from train operations.

Community and recreation facilities and services near to the proposal site would experience changes in amenity from operating trains and maintenance activities.

The presence of the new bridge over the Macquarie River would change views for users of the river and the adjoining informal reserve (Three Mile Reserve), potentially affecting people's enjoyment of these places.

B14.4.5 Economic development, industry and business

Economic impacts and benefits

The proposal's land requirements and potential property impacts are considered in chapter B12. The economic impact of the permanent removal of agricultural land is estimated to be a loss of about $1.54 million per year, which is equivalent to about 0.16 per cent of the annual value of agricultural production in the study area. The economic assessment concludes that it is expected that this impact would be offset by the regional economic benefits identified above.

The proposal would provide a more direct rail freight corridor, supporting the more efficient movement of intra and interstate freight. Increased competition between rail and rail freight transport would also support savings in freight costs, benefiting producers, consumers and regional communities.

The proposal is expected to deliver a total of $258.9 million (2019 present value terms) in incremental benefits to the region, including $243.72 million in freight benefits and $15.18 million in community benefits (see Table B14.3).

Freight benefits, including freight time travel savings, operating cost savings and improved reliability and availability) represent about 94 per cent of the proposal's total economic benefits, with improved availability of freight representing the largest share of total economic benefits. Operating costs savings, as freight shifts from road to rail, would mainly be associated with lower transit times and higher capacity freight trains and freight time savings would mainly be associated with efficiency improvements and the shift from road freight trips to rail. In particular, the proposal will increase competition between road and rail freight modes, driving savings in freight costs, which will benefit producers, consumers and the regional community.

The shift from road freight to rail also provides significant reduction in freight demand by kilometre travelled. This would free up capacity on the road network and reduce the level of interaction between heavy vehicles and cars, allowing businesses and community members to move more freely through the local network. Reductions in environmental externalities, such as air pollution, greenhouse gas emissions, noise and other environmental disruptions, would represent about 2 per cent of total economic benefits.

Operation of the proposal would have the potential to deliver economic benefits for the region as a result of enhanced efficiencies and increased freight capacity along the interstate rail network. Operation is expected to increase access to freight rail services for transporting produce to market, benefiting the regional agricultural industry and supply chains; in particular, regional agricultural producers would be able to move products more efficiently for domestic use and export, and potentially reduce associated transport costs.

Operation could create supply chain efficiencies for freight, which would benefit producers, consumers and the regional community. It also has the potential to act as a catalyst for further private sector investment in the study area, particularly for freight and logistics operations.

Other benefits are described in section A5.3.1

TABLE B14.3 ESTIMATED BENEFITS

Benefit	Present value (7%) ($ million)
Freight benefits	
Freight time savings	6.97
Operating cost savings	26.79
Freight service availability	161.48
Freight service reliability	48.48
Total freight benefits (2019)	**243.72**
Community benefits	
Crash cost savings	2.08
Environmental externalities	6.05
Road decongestion benefits	7.04
Total community benefits (2019)	15.18
Total benefits	**258.90**

Employment and training opportunities

Day-to-day operation is anticipated to require a workforce of up to 10 people for maintenance and inspection activities. These would be skilled roles requiring qualifications in railway maintenance.

There are a number of existing initiatives within the study area aimed at attracting skilled workers to the region, while training programs offered by training providers and targeted initiatives by ARTC are also aimed at upskilling the local workforce. These programs and initiatives would support local residents in gaining the skills and qualifications required for the operation phase, allowing operational jobs to be filled by local residents and helping to maximise the proposal's operational benefits for local employment.

Indirectly, operation could support opportunities for regional employment within agricultural, freight and logistics industries.

B14.5 Mitigation and management

B14.5.1 Approach

Approach to mitigation and management

Approach to managing the key potential impacts identified

Comprehensive and appropriate communication and consultation with the community and other key stakeholders will play a key role in managing the potential for socio-economic impacts during construction and operation. Effective communication and engagement are fundamental to reducing risk and minimising potential impacts. Identifying, engaging and effectively communicating with stakeholders is critical to the successful delivery of the proposal. The approach to consultation is described in chapter A4.

ARTC would continue to engage with stakeholders and the community in the lead up to, and during, construction. A communication management plan would be developed for the construction phase to ensure that:

- Landowners/landholders and community members with the potential to be affected by construction activities are notified in a timely manner about the timing of activities and potential for impacts
- Enquiries and complaints are managed and a timely response is provided for concerns raised
- Accurate and accessible information is made available
- Feedback from the community is encouraged
- Opportunities for input are provided, where appropriate.

In relation to the potential for socio-economic impacts, the plan would include:

- Communication with potentially affected residents, the general community and other key stakeholders to provide information about the proposal, and the likely nature, extent and duration of amenity and access changes during construction
- Protocols to identify and engage with vulnerable persons that might be affected by construction
- Procedures to respond to issues and complaints during construction.

Further information about consultation during detailed design and construction is provided in chapter A4.

Other key mitigation measures include a proposal-specific industry participation plan and workforce management plan. The industry participation plan would be developed and implemented to manage the potential employment and regional economic benefits of the proposal. The workforce management plan would be developed and implemented during construction to manage the potential impacts of the non-resident workforce, local business and employment opportunities and workforce health and wellbeing requirements.

Approach to managing other impacts

Other measures are provided in section B14.5.2. These include preparing a workforce management plan, industry participation plan and rail safety awareness program.

Measures to manage the land acquisition process and minimise the potential for property impacts (including preparing property-specific management plans) are provided in section B12.5.

Expected effectiveness

ARTC has experience in managing potential impacts on local and regional communities and businesses from the delivery of other rail projects, including the Inland Rail projects adjoining the proposal. The measures provided in section B14.5.2 are based on ARTC's experience with other projects, and local community requirements.

ARTC recognises its responsibility to deliver and operate Inland Rail with the least social impacts possible, while enhancing the benefits Inland Rail will deliver to the people of Australia at both a local, regional and national scale. ARTC has established procedures to guide the development and implementation of measures to minimise potential socio-economic impacts and maximise potential local and regional benefits of Inland Rail. This includes preparing a detailed social impact management plan (SIMP) to manage the implementation of the proposed mitigation measures, and the specific management actions and targets that would be developed in response to these measures. The SIMP would define specific actions, roles and responsibilities, and a monitoring and reporting framework. It is expected that managing the implementation of the proposed mitigation measures in accordance with the ARTC's established procedures for Inland Rail, guided by the SIMP, would ensure their effectiveness.

Community and stakeholder consultation and involvement has been, and would continue to be, tailored to each stage of the proposal. This would enable appropriate consideration and balancing of community and stakeholder issues to achieve the best project outcomes. The proposed implementation of a comprehensive approach to consultation, communication and environmental management during construction, together with a rigorous monitoring program, would assist in minimising the potential for socio-economic impacts.

Interaction between measures

Implementing other relevant measures provided in chapters B8 (construction noise and vibration), B9 (operation noise and vibration), B10 (air quality), B11 (traffic), B12 (land use and property) and B13 (visual) would assist in minimising the potential for socio-economic impacts, particularly amenity impacts. These include the construction noise and vibration management plan, air quality management plan, traffic and access management plan and the urban design and landscaping plan. All management measures would be integrated into the CEMP (see chapter D5).

B14.5.2 List of mitigation measures

Measures that will be implemented to address potential impacts on the socio-economic environment are listed in Table B14.4.

TABLE B14.4 SOCIO-ECONOMIC MITIGATION MEASURES

Stage	Ref	Impact/issue	Mitigation measures
Detailed design/pre-construction	SE1	*Social impacts, communication and engagement*	ARTC would continue to manage and deliver program-wide community and stakeholder engagement for Inland Rail in accordance with the Inland Rail Communications and Engagement Strategy. A communication management plan would be developed, in accordance with the Inland Rail Communications and Engagement Strategy, to ensure that: ▸ Landowners/landholders and community members with the potential to be affected by construction activities are notified in a timely manner about the timing of activities and potential for impacts ▸ Enquiries and complaints are managed and a timely response is provided for concerns raised ▸ Accurate and accessible information is made available ▸ Feedback from the community is encouraged ▸ Opportunities for input are provided, where appropriate. The communication management plan would define the requirements for the complaints management system to be implemented during construction.
	SE2	*Social impacts, communication and engagement*	The communication management plan would include measures to ensure ongoing consultation with local emergency services providers to inform providers about the locations of level crossings and changes to access routes and road conditions.

Stage	Ref	Impact/issue	Mitigation measures
Detailed design/pre-construction [continued]	SE3	*Social impacts, communication and engagement*	ARTC would continue to support local employment in accordance with the *Australian Jobs Act 2013* (Cth) and *Australian Industry Participation National Framework*, and through the Inland Rail Academy, to leverage training programs, upskill local residents and young people, and connect businesses with Inland Rail opportunities and key regional industries.
	SE4	*Social impacts, communication and engagement*	A proposal-specific industry participation plan would be developed and implemented to manage the potential employment and regional economic benefits of the proposal. The plan would address the requirements of the *Australian Jobs Act 2013* (Cth), the *Australian Industry Participation National Framework*, and the *Inland Rail Indigenous Participation Plan* (ARTC, 2019a). The industry participation plan would identify appropriate measures to achieve the objectives of the *Australian Jobs Act 2013* (Cth) and the *Inland Rail Indigenous Participation Plan*, including an achievable list of goods and services that could be subcontracted, as well as targets for local and Indigenous business participation.
	SE5	*Impacts on the Narrabri Dirt Bike Club*	ARTC would continue to consult with the Narrabri Dirt Bike Club, Narrabri Council and the Department of Planning, Industry and Environment (Crown Lands) in relation to: ▸ The temporary and permanent land requirements at the club site ▸ The potential impacts on the club's facilities ▸ Measures to address the identified impacts.
Construction	SE6	*Social impacts, communication and engagement*	Key stakeholders (including local councils, emergency service providers, public transport providers, the general community, and surrounding landowners/occupants) would continue to be consulted in accordance with the communication management plan. Local residents, landholders, landowners, businesses, affected social and recreation facilities and other relevant stakeholders would be notified before work starts, in accordance with the communication management plan, and be regularly informed of construction activities.
	SE7	*Social impacts, communication and engagement*	Complaints during construction would be managed in accordance with the complaints management system defined by the communication management plan. The complaints management system would be maintained throughout the construction period and for a minimum of 12 months after construction finishes.
	SE8	*Workforce management*	A workforce management plan would be developed and implemented during construction to manage: ▸ Potential impacts of the non-resident construction workforce ▸ Local business and employment opportunities (including Indigenous employment opportunities) ▸ Health and wellbeing needs of the temporary construction workforce, including medical, allied health and wellbeing services.
	SE9	*Local employment and training opportunities*	The workforce management plan would include measures to manage local employment and procurement requirements, including but not limited to: ▸ Recruitment, skills and training measures, including identification of skills and qualifications required ▸ How the contractor would work with regional stakeholders to upskill local residents.

Stage	Ref	Impact/issue	Mitigation measures
Construction [continued]	SE10	*Impacts of non-resident workforce on local communities*	The workforce management plan would include measures to manage potential impacts of the non-resident construction workforce on local and regional communities, including: ▸ A code of conduct for workers, including a zero-tolerance policy relating to anti-social behaviour ▸ Strategies to promote wellbeing of the workforce ▸ A monitoring mechanism for use of local tourist accommodation and rental housing by workers ▸ Consultation with local health and emergency services to establish processes for managing potential increased demands due to due to non-resident workforce.
	SE11	*Temporary land requirements at the Narrabri Dirt Bike Club*	The area of land within the Narrabri Dirt Bike Club site, that is required during construction only, would be restored and returned to (as a minimum) the pre-existing condition.
Operation	SE12	*Increased safety risks due to new level crossings*	A rail safety awareness program would be developed and implemented prior to the operation of Inland Rail to educate the community regarding safety around trains. This would include landholders with properties that are intersected by the proposal.

B14.5.3 Managing residual impacts

Residual impacts are impacts of the proposal that may remain after implementation of:

- Design and construction planning measures to avoid and minimise impacts (see sections A7.2 and A8.1)
- Specific measures to mitigate and manage identified potential impacts (see sections B14.5.1 and B14.5.2).

The key potential socio-economic issues and impacts originally identified by the environmental risk assessment (see section A9.1) are listed in Table B14.5. The (pre-mitigation) risks associated with these impacts, which were identified by the environmental risk assessment, are provided. Further information on the approach to the environmental risk assessment, including descriptions of criteria and risk ratings, is provided in section A9.1.

The potential issues and impacts identified by the environmental risk assessment were considered as part of the socio-economic impact assessment, summarised in sections B14.3 and B14.4. The mitigation and management measures (listed in Table B14.4) that would be applied to manage these impacts are also identified. The significance of potential residual impacts (after application of these mitigation measures) is rated using the same approach as the original environmental risk assessment. The approach to managing significant residual impacts (considered to be those rated medium or above) is also described.

TABLE B14.5 RESIDUAL IMPACT ASSESSMENT—SOCIO-ECONOMIC IMPACTS

Assessment of Pre-mitigated risk (see section A9.1 and Appendix E)					Mitigation measures (see Table B14.4)	Residual impact assessment			
Phase	**Potential impacts**	**Likelihood**	**Consequence**	**Risk rating**		**Likelihood**	**Consequence**	**Risk rating**	**How residual impacts will be managed[1]**
Construction	Temporary impacts on amenity for residents, visitors, businesses and other sensitive receivers, as a result of noise, dust and reduced visual amenity during construction	Possible	Moderate	Medium	SE1, SE6, SE7, and relevant measures in other chapters	Possible	Minor	Low	n/a
	Direct impacts on community recreation facilities as a result of the proposal's land requirements, particularly in State forests	Possible	Moderate	Medium	SE1, SE5, SE6, SE11	Possible	Minor	Low	n/a