

15. Land use and property

15.1 Assessment approach

The assessment of land use and property impacts draws upon information obtained during a land use survey, information from council databases and detailed land use information obtained during one-on-one or small group meetings held with affected landholders and the surrounding community. Meetings with local primary producers affected by the proposed upgrade were attended by a specialist agricultural consultant, familiar with the operational aspects of farm management.

The assessment also draws upon information obtained during the route evaluation and selection phase of the project. During this phase, Hassall and Associates was engaged to prepare a study on the impacts of each route on agricultural land capability and agricultural activities (Hassall and Associates 2003).

The assessment of changes to land use and property in the vicinity of the proposed upgrade was carried out for six precincts:

- South Kempsey.
- Crescent Head Road and Inches Road.
- Frogmore.
- Frederickton.
- Collombatti.
- Barraganyatti and Eungai Rail.

The locations of these precincts are illustrated in Figure 4-1.

Each precinct is unique in its land use mix, physical characteristics and property issues. The precinct-based approach followed the community consultation process undertaken during the concept design development and environmental assessment phase, when six precinct-based community groups were formed.

An outline of the potential land use changes as a result of the proposed upgrade and how the RTA has/proposes to respond to potential impacts resulting from these changes through design development and management measures is outlined below.

Amenity-related land use impacts, including noise (Chapter 16 – *Noise and vibration*), visual amenity (Chapter 19 – *Landscape and visual impacts*) and traffic (Chapter 14 – *Traffic, transportation and access*) are not discussed in detail in this Chapter. Social and economic impacts of the proposed upgrade are discussed in detail in Chapter 18 – *Social and economic impacts*. Changes to local and private property access are outlined in Chapter 14 – *Traffic, transport and access*.

15.2 Existing land use

15.2.1 Macleay Valley

The proposed upgrade is situated within the Macleay River Valley (the Macleay Valley). The Macleay Valley area is characterised by coastal settlements, such as Crescent Head, South West Rocks and Stuarts Point in the east; agricultural land uses on the alluvial floodplains of the

Macleay River; inland townships such as Kempsey and Frederickton on the Macleay River; and agriculture, bushland, forests and small settlements on the fringe of the Great Dividing Range in the west.

Although in close proximity to all coastal towns, national parks and other features, the town of Kempsey, in itself, has not developed into a significant tourist destination, but rather has developed a strong role as a mid-journey service centre for those travelling on the Pacific Highway. It has also become an important employment centre for the region's forestry, agriculture, government, education and tourism industries. The residential areas of South Kempsey, East Kempsey and Frederickton are located in close proximity to the proposed upgrade.

Various regional facilities are located in Kempsey, including the district hospital, the Mid North Coast Correctional Centre, the Department of Water and Energy; the Department of Primary Industries (NSW Forests); the Department of Environment and Climate Change (National Parks and Wildlife); Indigenous services; education facilities including a TAFE and College; and police and emergency services (Kempsey Shire Council 2005b).

The Shire of Kempsey has a population of approximately 28,000, of which 11,000 live in the town of Kempsey (Kempsey Shire Council 2005b).

A small section of the proposed upgrade at the northern end would be located within the Nambucca local government area. The village of Eungai Rail, north-west of the Stuarts Point Road interchange, is located within the Nambucca local government area, with a general focus on Macksville for services, education facilities and employment.

15.2.2 Precincts

General land use characteristics of each of the six precincts are shown in Figure 15-1 and described below:

- South Kempsey is characterised by commercial and industrial land uses based around the existing highway south of Kempsey, large areas of bushland to the east and state forest to the west of the highway.
- Crescent Head Road and Inches Road is characterised by fringe-urban residential land uses, and agricultural and semi-rural properties on the edge of the Macleay River floodplain.
- Frogmore is predominantly agricultural (dairying, beef cattle grazing and cropping). There are several dairies in the precinct, including an organic dairy. Most residential dwellings, including the Hampden Hall community, are located close to South West Rocks Road, an arterial road linking the precinct with Kempsey and towns such as Gladstone, Smithtown and South West Rocks.
- Frederickton is characterised by the urban area of Frederickton, located on the western bank of the Macleay River. The precinct is predominantly urban, with a mix of residential, rural-residential, agricultural and commercial land uses.
- Collombatti, which extends from Raymonds Lane to Cooks Lane, is the largest of the six project precincts and is characterised by large pastoral properties, rural-residential land uses, bushland and state forest. The North Coast Railway cuts through the western half of the precinct in a north–south direction.
- Barraganyatti and Eungai Rail is characterised by bushland (including state forests), rural-residential properties and the small urban settlement of Eungai Rail. Large areas of land within the precinct consist of Blackbutt Dry Sclerophyll Forest and Tallowood—Grey Gum Dry Sclerophyll Forest, and are prone to bushfire.

Figure 15-1 Generalised land use surrounding the proposed upgrade

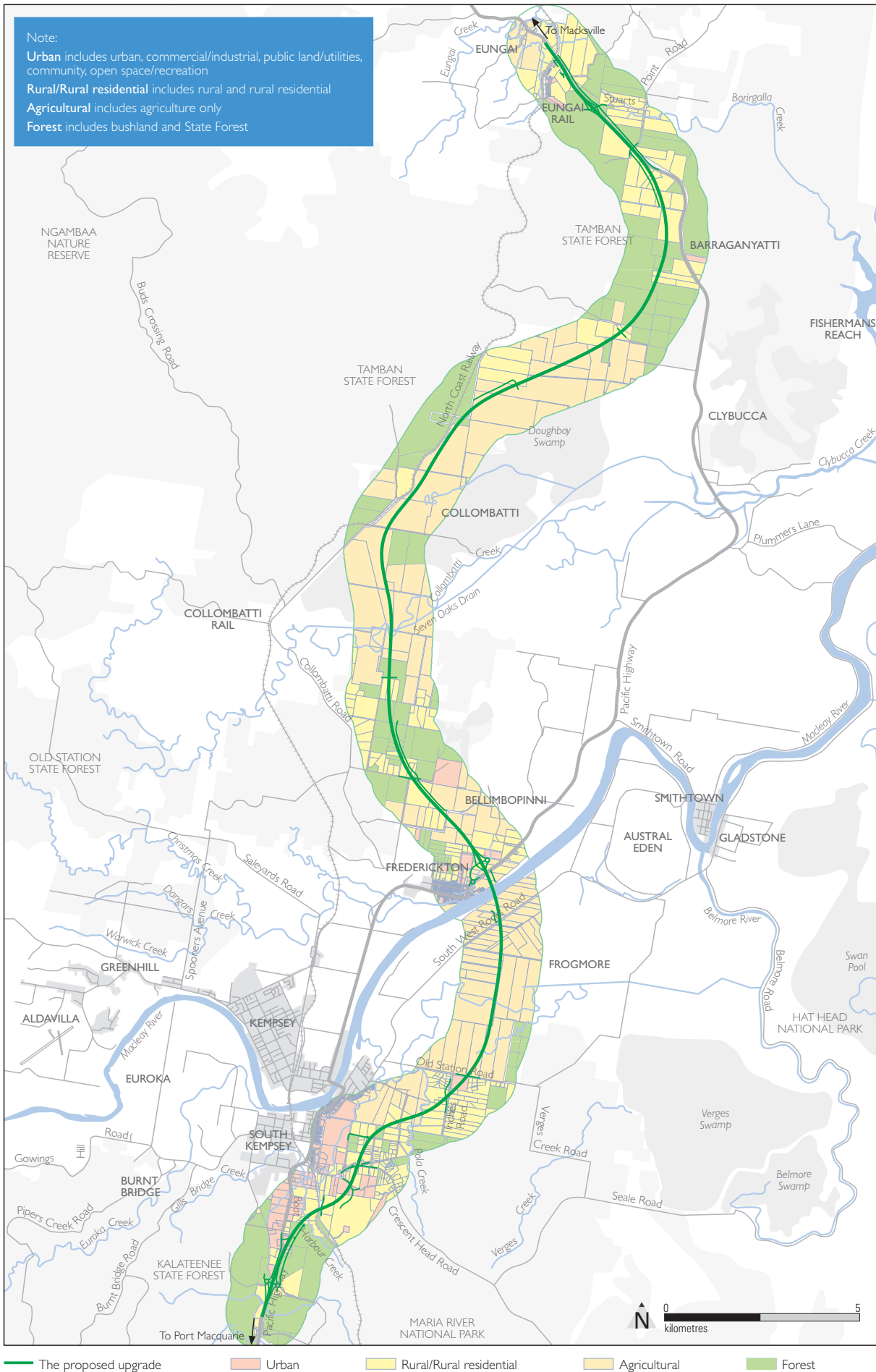


Table 15-1 provides more detailed information on existing land use and the impact of the proposed upgrade on individual, directly affected properties within these precincts.

15.3 Changes to land use and property

15.3.1 Regional land use and development

At a regional level, an improved highway would service more travellers, workers and freight safely to and through the Macleay Valley by increasing road capacity and reducing travel times.

International studies have shown that major road projects, such as the Pacific Highway Upgrade Program, enable businesses to capture market and efficiency benefits. Consequently, such projects can be expected to have a significant impact on the locational decisions of businesses, particularly those serving inter-regional markets (PB and SGS Economics 2005).

The Macleay Valley lies approximately halfway, geographically and in terms of travel time, between Sydney and Brisbane. This may present some logistical and strategic advantages to businesses dependent on markets in Sydney and Brisbane. Therefore, the area may experience some land use change as a result of the proposed upgrade, particularly in areas close to interchanges on the Pacific Highway. Changes to land use could occur in the following ways:

- Where businesses that are seeking ready access to inter-urban and regional markets and local employment establish operations in the area.
- Where improved access to regional employment and service area, such as Coffs Harbour and Port Macquarie, provides greater flexibility in residential development.

The resulting economic and residential development could, in turn, generate growth in local job creation in sectors such as retail, health, education, housing construction and other services.

At a local level, future land use development is most likely to occur in close proximity to the proposed interchanges. This is consistent with the *Kempsey and South West Rocks Industrial Lands Review 2004* (Kempsey Shire Council 2004), which identifies opportunities for growth in highway-related businesses (such as freight companies) in South Kempsey adjacent to the location of the proposed South Kempsey interchange.

The town of Frederickton has experienced recent growth as a satellite residential area for the Kempsey employment catchment. The location of an interchange in close proximity to Frederickton would provide opportunities for further land use development taking advantage of convenient access to Kempsey (via the existing Pacific Highway) and the proposed upgrade.

It is not anticipated that a long-term change to land use would occur where the proposed upgrade passes through rural and rural-residential areas.

15.3.2 South Kempsey

Thirteen properties are directly affected by the proposed upgrade corridor within the South Kempsey precinct. The total area of each property and the area affected by the proposed upgrade corridor are outlined in Section 15.4.2.

Changes to the local road network and property access are described in Section 14.5.3 and shown in Figure 14-6a to f.

Several commercial land uses would be affected by partial acquisition for the proposed upgrade and changes to access. These would include a scrap metal recycling facility on the Pacific Highway

and the timber recycling facility on Patersons Lane. Access to the existing road network has been provided for these commercial operations in the concept design. Access to the North Coast Railway corridor would also be maintained via an underpass at Patersons Lane.

Access requirements during the construction phase of the proposed upgrade would be discussed with land owners prior to construction.

With the exception of motels and caravan parks, most existing commercial land uses located in South Kempsey are not dependent on highway through-traffic.

Although motels and caravan parks would most likely experience some decline in direct highway trade, they would also benefit from improved amenity associated with reduced traffic and noise impacts. Other businesses located in South Kempsey that are not dependent on highway through-traffic (such as the Boral brickworks) would not be affected by the proposed upgrade. Economic impacts associated with the proposed upgrade and development of commercial land uses in South Kempsey are discussed further in Chapter 18 – *Social and economic impacts*.

Overall, the proximity of commercial and industrial land to the proposed South Kempsey interchange immediately to the south would assist in maintaining and supporting the growth of business in South Kempsey.

Land to the east and west of the South Kempsey interchange has been identified by Kempsey Shire Council as future commercial and industrial land, expanding current commercial/industrial land uses in South Kempsey. As outlined in Section 6.1.3, the area surrounding the South Kempsey interchange has been considered as a location for a potential highway service centre (including facilities for heavy vehicles). Subject to commercial viability and development approval, a highway service centre could introduce a stimulus for further commercial development near the South Kempsey interchange. Potential impacts and benefits would be subject to a separate assessment undertaken by prospective private developers.

The proposed Slim Dusty Centre, a planned tourism attraction, would be located immediately east of the northbound on-ramp of the South Kempsey interchange. The facility would initially include a museum, coffee shop/dining area and museum shop (www.slimdustycentre.com.au accessed 8 May 2007).

Further discussion of potential economic implications of a highway service centre and the Slim Dusty Centre are also discussed in Chapter 18 – *Social and economic impacts*.

Residences and businesses on the western side of the proposed South Kempsey interchange would maintain current access to Kempsey and the proposed upgrade via the existing Pacific Highway.

15.3.3 Crescent Head Road and Inches Road

A total of 38 properties are directly affected by the proposed upgrade corridor in the Crescent Head Road and Inches Road precinct. The total area of each property and the area affected by the proposed upgrade corridor are outlined in Section 15.4.2.

Dwellings located in close proximity to the proposed upgrade in East Kempsey, would experience an increase in noise levels. To reduce noise levels, the proposed upgrade design level was lowered through this area. Additional noise treatments would be provided (for example, noise barriers) to reduce noise to levels that meet NSW Government requirements. Noise protection would also be provided to mitigate noise impacts at the Kempsey Adventist Church located on the south side of Crescent Head Road. Further discussion of noise impacts and mitigation measures is provided in Chapter 16 – *Noise and vibration*.



The recycled timber facility on Patersons Lane supplies recycled hardwood Australia-wide.



The South Kempsey area contains a large proportion of the town's commercial and industrial land uses.



Water quality in this dam would be maintained during the construction and operation of the proposed upgrade.



The proposed upgrade would require the removal of several residences surrounding Crescent Head Road.

A property on the eastern side of Yabsleys Lane is currently used as a commercial nursery. This property would be fragmented by the proposed upgrade. However, the nursery operates on a portion of the property close to Yabsleys Lane, and its operation would not be affected. A dam adjoining the proposed upgrade that provides water for the nursery will be retained.

The visual impacts of the proposed upgrade on properties in this area have been reduced by designing the highway close to the existing ground level through the precinct. This reduces the apparent height and bulk of the road. This also reduces the width of the road corridor through the precinct, minimising property acquisition.

Partial and full acquisition of properties would result in property adjustments, along with some small changes to land use. For example, three rural-residential properties near Pola Creek that would be fully acquired are likely to have residues that would be incorporated into adjoining agricultural land.

The proposed upgrade requires some changes to the local road network, so that access to private properties is maintained. Yabsleys Lane would be opened to connect with Lyall Lane, providing access to properties on the western side of the proposed upgrade. Lyall Lane and Blewitts Lane would be closed on the eastern side. Bingis Lane, providing access to a nursery and residence, would remain open through an access underpass. A summary of changes to the local road network and property access is provided in Section 14.5.3 and Figure 14-6a to f.

15.3.4 Frogmore

The alignment of the proposed upgrade would minimise severance of individual productive agricultural units by staying as close as possible to property boundaries. A total of 11 properties are directly affected by the proposed upgrade corridor in the Frogmore precinct. The total area of each property and the area affected by the proposed upgrade corridor are outlined in Section 15.4.2.

Critical issues for agricultural land uses on the Macleay River floodplain include maintaining good quality pasture for grazing, maintaining milking programs and access to high ground for stock refuge during flooding. An organic dairy farm located on the corner of Ferry Lane and South West Rocks Road would also be affected by the proposed upgrade. Impacts on agricultural land uses are further discussed in Section 15.4.3.

The proposed upgrade would alter the drainage and flood characteristics on the Macleay River floodplain. While proposed bridging and drainage infrastructure across the floodplain would minimise changes to flood patterns, resultant minor increases in flood levels and areas of inundation would necessitate changes to drainage and stock refuge arrangements on some properties. The impacts of the proposed upgrade on flooding and proposed mitigation measures are discussed in more detail in Chapter 10 – *Hydrology and water management*.

The realignment of Ferry Lane and construction of the proposed upgrade would require the acquisition of a portion of agricultural land from the organic dairy, reducing the farm's area of organic-certified and productive land.

A summary of changes to the local road network and property access is provided in Section 14.5.3 and Figure 14-6a to f.

15.3.5 Frederickton

A total of 5 properties are directly affected by the proposed upgrade in the Frederickton precinct. The total area of each property and the area affected by the proposed upgrade corridor are outlined in Section 15.4.2.



The Macleay River floodplain contains high quality pasture, supporting dairy and beef cattle businesses in the Macleay Valley.



South West Rocks Road provides access to farm land in the Frogmore precinct.

Properties fronting the Macleay River at Frederickton would experience increased flood levels as a result of the proposed upgrade. It was determined that a flood levee would adequately mitigate changes to flooding, providing a considerably improved 100-year ARI flood immunity for these properties. This would protect 24 properties including residential dwellings, the Macleay River Hotel and other commercial land uses. Flood mitigation measures are further discussed in Section 10.5.

The height and proximity of the levee to buildings would have a visual impact, interrupting views across the Macleay River. Visual impacts of the proposed Frederickton levee are described further in Chapter 19 – *Landscape and visual impacts*.

Some properties north of Lawson Street are used for beef cattle and some cropping. Properties that extend from the river to higher land on the western side of the existing highway are much sought after as they possess fertile land on the alluvial flats, providing good pasture, and high ground that provides refuge for stock during floods. The proposed Frederickton interchange is located on the high ground of several of these properties, preventing the ongoing use of this land for flood refuge. Impacts on agricultural land uses are further discussed in Section 15.4.3.

To accommodate the new flood levee, the existing boat ramp within Frederickton would no longer be functional. An alternative boat ramp is proposed next to the proposed Macleay River bridge. This would be accessed via a two-lane access road coming off the existing highway north of the proposed upgrade (see Figure 15-2). Residents in close proximity to the proposed boat ramp would experience changes in local amenity as use of the public facility increases and access to the river is improved.

The proposed upgrade would fragment agricultural land on the fringe of Frederickton, and would occupy some of the sought after high ground on which cattle are held during floods. The proposed upgrade passes through the middle of two properties, isolating two areas of land from road access. Alternative arrangements would need to be made to access this land. Property access is discussed in detail in Section 14.5.3.

Access to the proposed Frederickton interchange from Frederickton is via a two-lane link road connecting to the existing highway. Access to the Frederickton Sewage Treatment Plant would be maintained via the eastern roundabout of the Frederickton interchange. The Frederickton Golf Course would not be affected by the proposed upgrade.

A summary of changes to the local road network and property access is provided in Section 14.5.3 and Figure 14-6a to f.

15.3.6 Collombatti

A total of 27 properties are directly affected by the proposed upgrade corridor in the Collombatti precinct. The total area of each property and the area affected by the proposed upgrade corridor are outlined in Section 15.4.2.

The proposed upgrade crosses a number of ridges in the western half of the precinct. These ridges, which extend into flood-prone land, are used by graziers for stock refuge during floods. The proposed upgrade would affect access to this higher ground. In all cases, however, individual property owners were consulted as to their requirements for stock refuge. The alignment of the proposed upgrade was designed to accommodate these requirements, and does not affect the ability of stock to reach high ground during floods.

Access for stock and machinery within these properties would also be affected by the proposed upgrade. Farm access underpasses have been provided at specific locations along the highway to allow stock, machinery and farm vehicles to pass underneath the road in consultation with



The existing Pacific Highway passes through the centre of Frederickton.



The proposed upgrade would cross agricultural land to the north of Frederickton.

landholders. These have been combined with fauna underpasses and waterway crossings in some locations. A summary of changes to the local road network and property access is provided in Section 14.5.3 and Figure 14-6a to f.

The proposed upgrade would result in a reduction in amenity for residents living in close proximity to it. In all cases there would be some increase in noise levels and a loss of visual amenity. Noise and visual impacts of the proposed upgrade are discussed in Chapter 16 – *Noise and vibration* and Chapter 19 – *Landscape and visual impacts* respectively.

Raymonds Lane (east) and Seashore Lane (south) would be closed at the proposed upgrade. This would not affect current access to dwellings. However, stock movements along Raymonds Lane would no longer be possible. Raymonds Lane is currently used as a route for stock from the floodplain, especially during floods. A service road would be constructed linking Raymonds Lane (east) to Mill Lane. Mill Lane would pass over the proposed upgrade to connect to Seashore Lane (south) and Quarry Road. The revised stock movement arrangements in this area and the proposed Mill Lane overpass are illustrated in Figure 15-2. A perspective drawing of the proposed Mill Lane overpass, which incorporates features to facilitate access for stock in addition to providing local access for farming and timber milling operations, as shown in Figure 15-3.



The North Coast Railway would pass to the west of the proposed upgrade in the Collombatti precinct.



Agricultural land within the Collombatti precinct is mostly beef cattle grazing. Some properties have hobby-scale agricultural land uses.

Figure 15-2 Example of change to stock evacuation route and local access

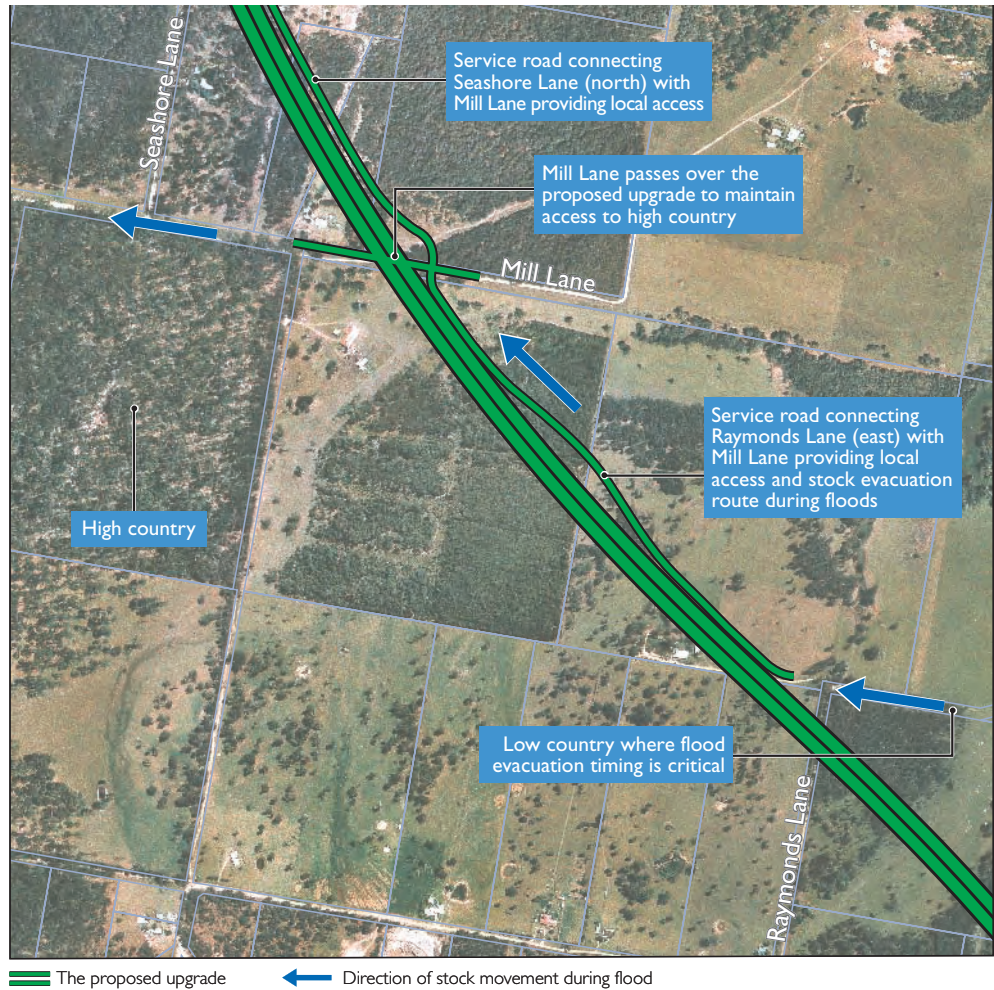


Figure 15-3 Perspective drawing of proposed Mill Lane overpass (looking east)



A small area of State Forest adjacent to the North Coast Railway at Collombatti would be affected by the proposed upgrade. Forestry road access would be maintained. There would be no change to the function or viability of the State Forest operation.

The proposed upgrade alignment passes close to the North Coast Railway adjacent to Seven Hills Road. The proposed upgrade would not inhibit access for rail maintenance or access to properties west of the railway from Collombatti Road or Seven Hills Road. Seven Hills Road would pass under the proposed upgrade.

15.3.7 Barraganyatti and Eungai Rail

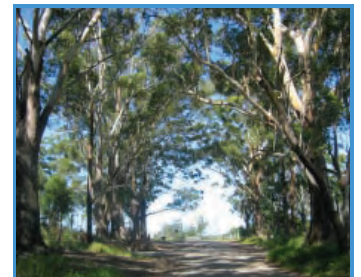
A total of 26 properties are directly affected by the proposed upgrade in the Barraganyatti and Eungai Rail precinct. The total area of each property and the area affected by the proposed upgrade corridor are outlined in Section 15.4.2.

Between the Collombatti precinct and the existing highway corridor, the proposed upgrade would traverse a section of forest comprising state forest and private property, before tying in with the existing highway corridor near Nirvana Way.

A number of properties would be fragmented by the proposed upgrade, isolating some portions of allotments to the west. In some cases, access would not be provided to fragmented portions of property, preventing the continuation of the current land use. Portions remaining on the western side of the highway would be isolated. These areas are to be purchased by the RTA and may be absorbed into Tamban State Forest as part of negotiations between the RTA and the Department of Primary Industries (Forests).

The proposed upgrade would result in a reduction in the level of amenity for residential dwellings located in close proximity to the proposed upgrade. There would be an increase in noise levels and a loss of visual amenity. It should be recognised, however, that many residences located close to the existing highway are already affected by road traffic noise.

A former fresh produce market and café building on the eastern side of the existing highway at Eungai is directly affected by the proposed upgrade and the remaining property would no longer have direct access to highway trade.



Some local roads including Cooks Lane currently have uncontrolled access to the Pacific Highway. The proposed upgrade would provide controlled access to the highway via service roads to interchanges.



Tamban State Forest contains both native forest and planted timber for production.

A summary of changes to the local road network and property access is provided in Section 14.5.3 and 14-6a to f.

The proposed upgrade would not affect the TransGrid 132-kilovolt powerline easement that runs north-south to the parallel east of the existing Pacific Highway alignment.

15.4 Summary of land use impacts

15.4.1 Land use patterns

In general, the proposed upgrade would not result in a change to the predominant agricultural and rural-residential land uses within the Macleay Valley. Impacts on individual properties and land uses are discussed in the following sections.

As discussed in Section 15.3.1, the development of the proposed upgrade would support and create opportunities for land use development in proximity to interchanges at South Kempsey and Frederickton and to a lesser extent at Stuarts Point Road. The proposed upgrade would provide a safe and efficient means of travelling to and through the Macleay Valley. The interchanges would provide safe and convenient access to Kempsey, Frederickton, Eungai Rail and coastal towns.

Future land use development would be most likely to occur in close proximity to the proposed interchanges, which would provide good access to other regional centres, the Pacific Highway and the local road network. The development of employment land uses around the interchanges would stimulate the local economy and, in turn, employment growth and residential development in adjoining areas.

Table 15-1 provides more detailed information on the impact of the proposed upgrade on individual directly affected properties within these precincts and how their land uses are affected.

15.4.2 Property acquisition

Throughout the route selection phase and concept design and environmental assessment phase of the project, the RTA has held discussions with all directly affected landholders on how to best minimise the impact on the function and amenity of their land use. Additional consultation was undertaken with potentially affected agricultural and commercial operations to ensure that the viability of businesses was maintained.

This process has resulted in changes to the alignment and design of the road, and the inclusion of specific features, such as farm access underpasses, to minimise the impacts on land use.

The alignment and concept design of the proposed upgrade minimises land acquisition, severance and fragmentation of properties by either closely following property boundaries or providing a means of access between separated portions of land where possible. Access to properties has generally been maintained and is discussed in more detail in Section 14.5.3.

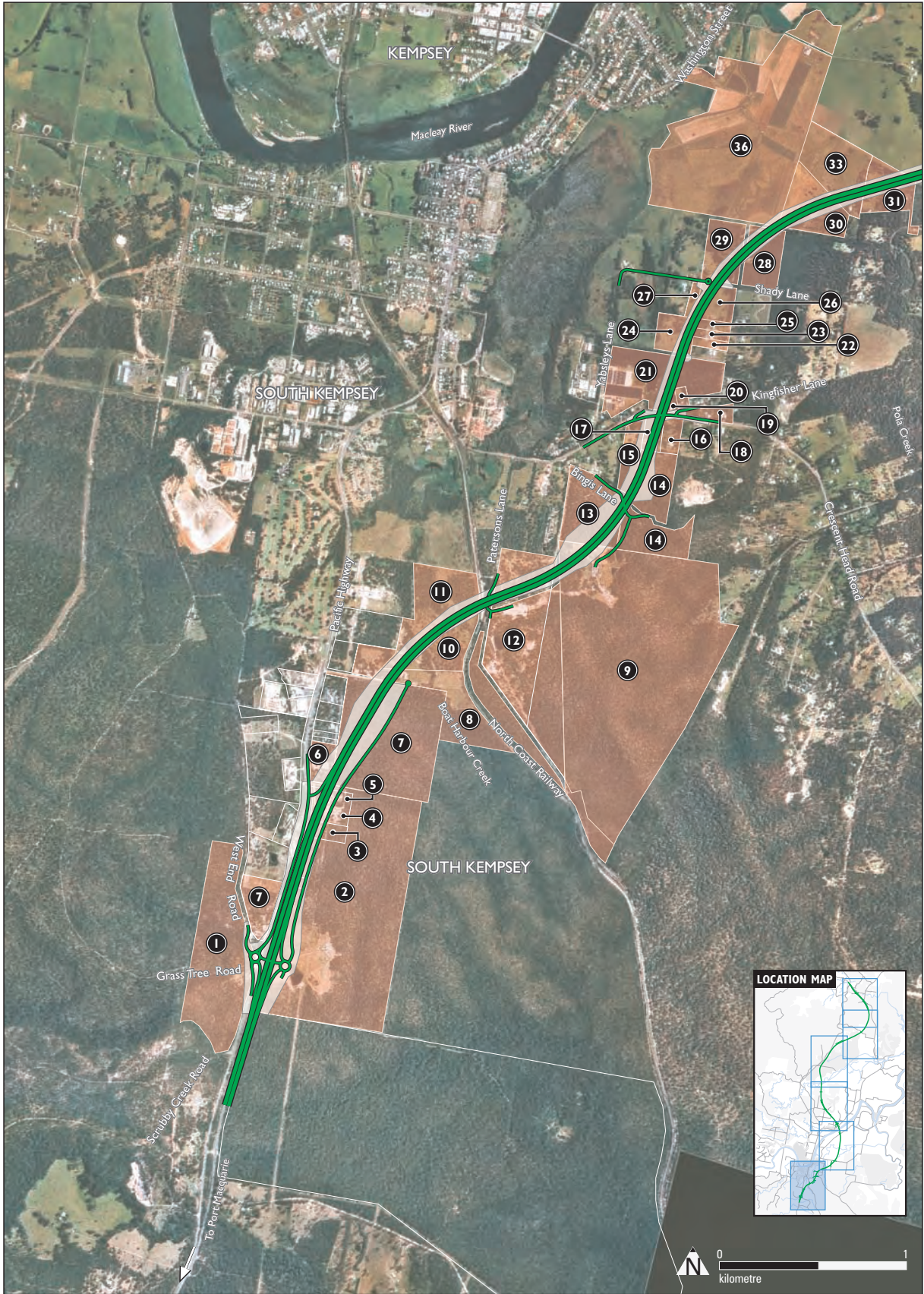
In some cases residual land is created where the proposed upgrade severs properties into fragments of a size, shape or location that makes access to or use of that land unfeasible. Land not required for the proposed upgrade (residual land) would normally be disposed of by public auction or public tender, allowing opportunities for consolidation with adjoining land holdings.

The acquisition of land is subject to negotiation between the landholder and the RTA. Property acquisition would be carried out in accordance with the RTA's *Land Acquisitions Policy Statement* (Appendix E) and the *Land Acquisition (Just Terms Compensation) Act 1991*. During negotiations with property owners, consideration would also be given to acquiring any severed or isolated sections of land where access cannot be reasonably reinstated to that section.

The proposed upgrade corridor would have an area of approximately 400 hectares, affecting a total of 120 properties. The majority of the corridor is held in private ownership. Eleven houses are located within the proposed upgrade corridor and would be removed. The remaining areas of the proposed upgrade road corridor are held in public ownership (RTA, crown land and state forests).

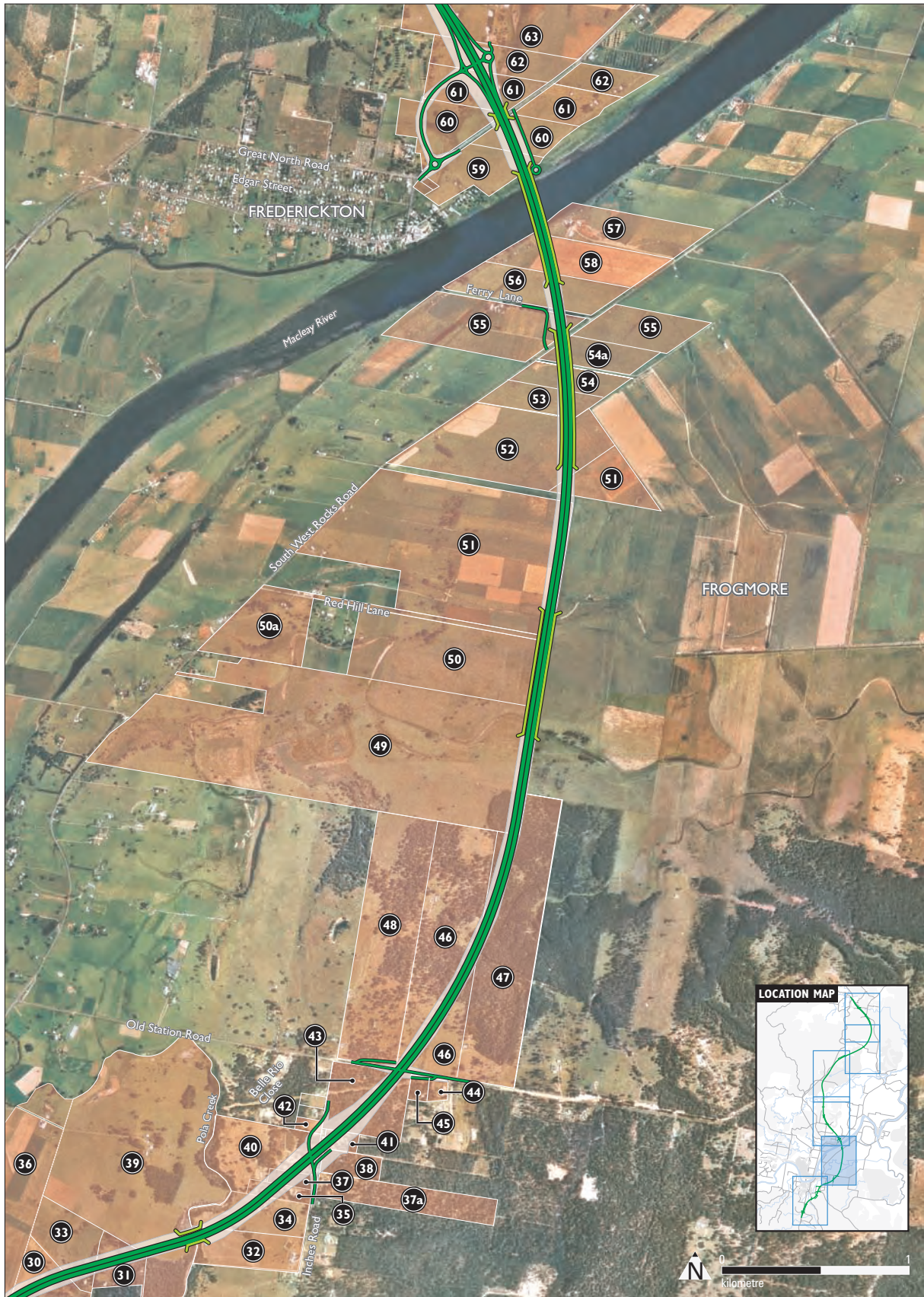
Details of the proposed land acquisition and impacts on individual properties are shown in Figures 15-4a to f and provided in Table 15-1.

Figure 15-4a Property affected by acquisition



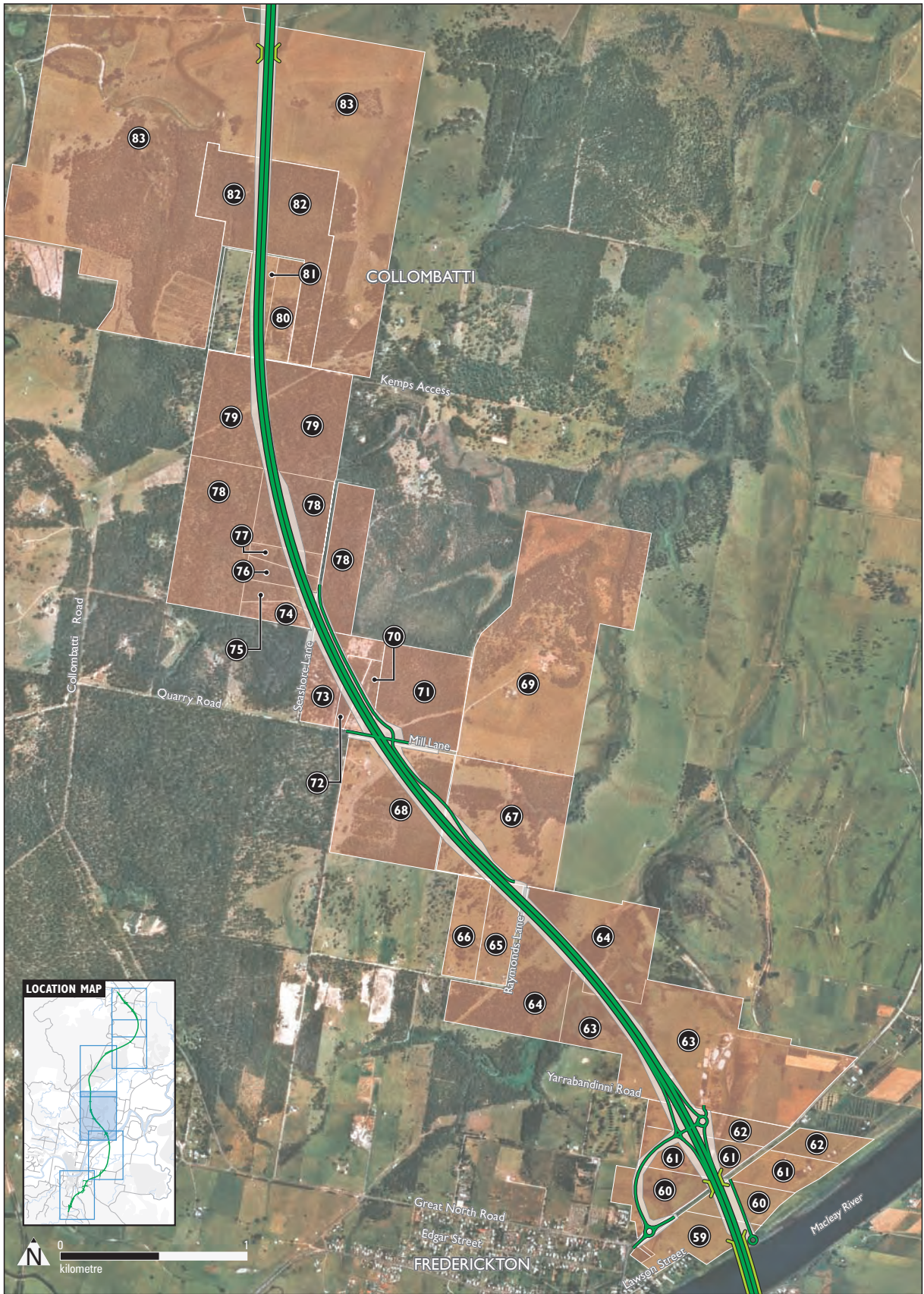
- The proposed upgrade
- Properties affected by the proposed upgrade
- Approximate freeway and/or road boundary
- Property number (refer Table 15-1)

Figure 15-4b Property affected by acquisition



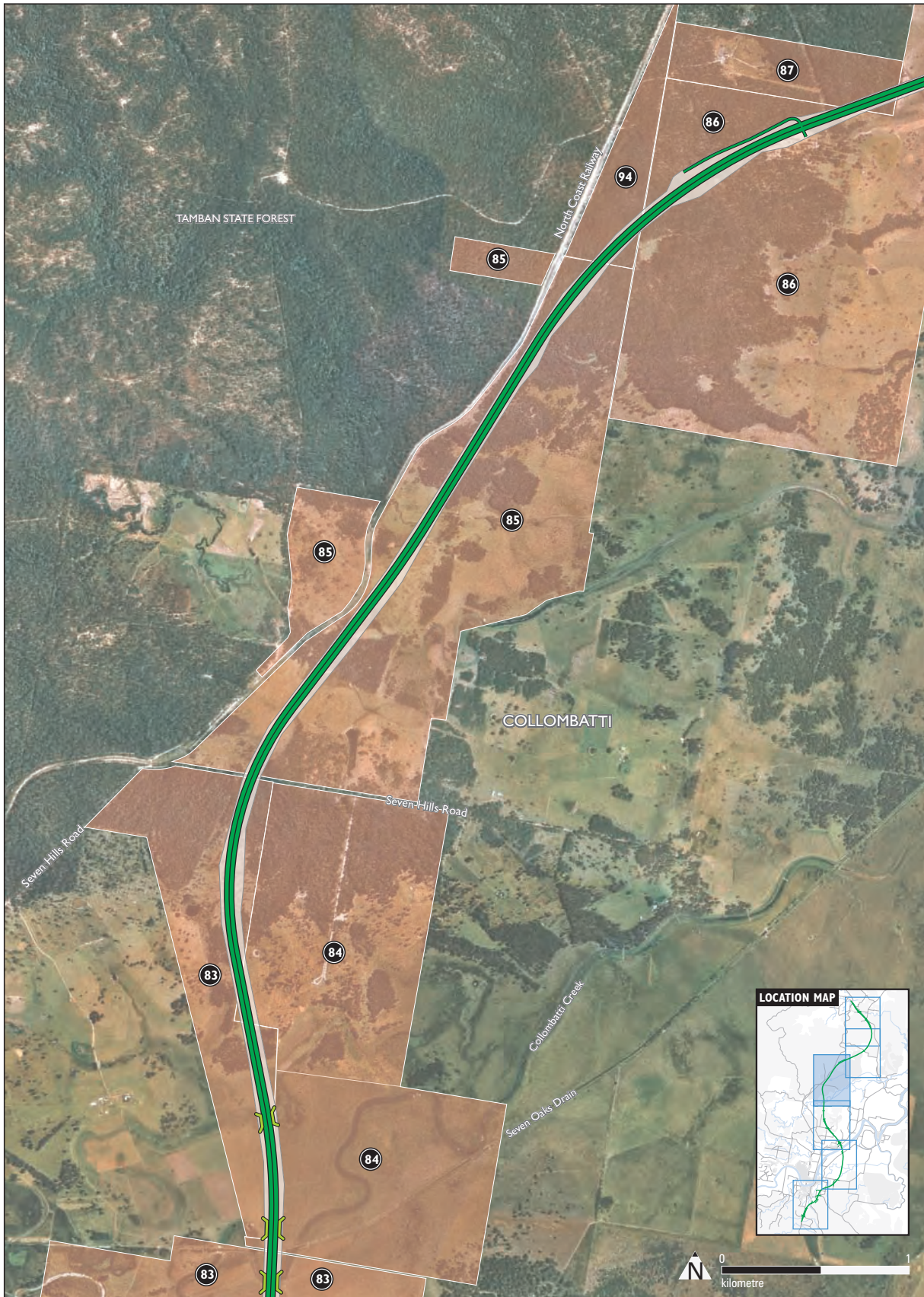
- The proposed upgrade
- Properties affected by the proposed upgrade
- Approximate freeway and/or road boundary
- 30 Property number (refer Table 15-1)

Figure 15-4c Property affected by acquisition



- The proposed upgrade
- Properties affected by the proposed upgrade
- Property number (refer Table 15-1)
- Approximate freeway and/or road boundary

Figure 15-4d Property affected by acquisition



- The proposed upgrade
- Properties affected by the proposed upgrade
- Approximate freeway and/or road boundary
- 83 Property number (refer Table 15-1)

Figure 15-4e Property affected by acquisition



- The proposed upgrade
- Properties affected by the proposed upgrade
- Approximate freeway and/or road boundary
- Property number (refer Table 15-1)

Figure 15-4f Property affected by acquisition



- The proposed upgrade
- Properties affected by the proposed upgrade
- Approximate freeway and/or road boundary
- 94 Property number (refer Table 15-1)

Table 15-1 Properties and land uses directly affected by the proposed upgrade

Ref No. (refer Figure 15-4)	Ownership/Current land use	Agricultural land capability class	Total Area (hectares)	Area within corridor (hectares)	% of total property affected	Area of acquisition (hectares) ¹	% of total property acquired	Land use impact ²	Proposed mitigation measures ^{3,4}
1	Private – Rural residential/Bushland	–	29.4	1.3	4	3	4	<ul style="list-style-type: none"> Portion of property on eastern boundary to be acquired. Current usage unaffected. 	<ul style="list-style-type: none"> Access reinstated via West End Road.
2	Private – Rural residential (Future commercial/industrial)	–	76.5	7.9	10	7.9	10	<ul style="list-style-type: none"> Portion of property on western boundary to be acquired. Loss of direct access to Pacific Highway. South Kempsey interchange has been designed for future commercial/industrial land use on this property. Opportunity to develop land for commercial/industrial uses would not be restricted. 	<ul style="list-style-type: none"> Access reinstated via new service road to South Kempsey interchange and Kempsey.
3	RTA – Bushland (Vacant)	–	2.0	0.7	36	2.0	100	<ul style="list-style-type: none"> Property already acquired. 	<ul style="list-style-type: none"> Residual land to be disposed.
4	RTA – Rural residential (vacant)	–	2.0	0.9	45	2.0	100	<ul style="list-style-type: none"> Property already acquired. 	<ul style="list-style-type: none"> Residual land to be disposed.
5	RTA – Rural residential (vacant)	–	2.0	1.2	59	2.0	100	<ul style="list-style-type: none"> Property already acquired. 	<ul style="list-style-type: none"> Residual land to be disposed.
6	Private – Commercial	–	3.1	1.3	44	3.0	100	<ul style="list-style-type: none"> Direct impact on commercial premises. 	<ul style="list-style-type: none"> Full acquisition proposed. Residual land to be disposed.
7	Private – Bushland (Future development potential)	–	38.9	10.9	28	13.3	34	<ul style="list-style-type: none"> Portion of property on western boundary to be acquired. Change in current access arrangements. Improved access via South Kempsey interchange. Opportunity to develop land for commercial/industrial uses would not be restricted. 	<ul style="list-style-type: none"> Access reinstated via new service road to South Kempsey interchange and Kempsey.

Ref No. (refer Figure 15-4)	Ownership/ Current land use	Agricultural land capability class	Total Area (hectares)	Area within corridor (hectares)	% of total property affected	Area of acquisition (hectares) ¹	% of total property acquired	Land use impact ²	Proposed mitigation measures ^{3,4}
8	Private – Rural residential	–	11.4	0.8	7	0.8	7	<ul style="list-style-type: none"> • Portion of property on western boundary to be acquired. • Change in current access arrangements. • Residence would be impacted. 	<ul style="list-style-type: none"> • Access reinstated via new service road to South Kempsey interchange and Kempsey.
9	Private – Commercial/Rural residential (Nursery)	–	123.7	3.9	3	4.2	3	<ul style="list-style-type: none"> • Change in current access arrangements. • Loss of portion of orchard area. • Residence in close proximity to upgrade – noise and visual impacts. • Proposed acquisition would not impact on operational capacity of the nursery business. 	<ul style="list-style-type: none"> • Access reinstated via Bingis Lane (from Crescent Head Road). • Noise mitigation to reduce noise impacts.
10	RTA – Rural residential	–	13.6	2.8	20	13.6	100	<ul style="list-style-type: none"> • Property already acquired. 	<ul style="list-style-type: none"> • Residual land to be disposed.
11	Private – Rural residential	–	13.2	3.1	24	3.1	23	<ul style="list-style-type: none"> • Portion of property on southern boundary to be acquired. • Residence would be impacted. 	<ul style="list-style-type: none"> • Access to be reinstated via Shannon Close.
12	Private – Commercial (Recycled timber facility)	–	15.6	3.7	23	7.7	49	<ul style="list-style-type: none"> • Portion of property to be acquired. • Change in current access arrangements. • Recycled timber facility can continue unaffected, provided continuous access is provided during construction. 	<ul style="list-style-type: none"> • Access reinstated via Patersons Lane (underpass). • Residual land to be disposed.
13	Private - Bushland	–	10.4	4.6	45	4.8	46	<ul style="list-style-type: none"> • Portion of property to be acquired. 	<ul style="list-style-type: none"> • No further mitigation proposed.
14	Kempsey Shire Council – Public Land/Quarry	–	15.0	3.8	25	3.8	25	<ul style="list-style-type: none"> • Portion of property on western boundary to be acquired. • Change in current alternate access arrangements. • Quarry use can continue unaffected, provided continuous alternate access is provided during construction. 	<ul style="list-style-type: none"> • Alternate access reinstated via Bingis Lane underpass.

Ref No. (refer Figure 15-4)	Ownership/ Current land use	Agricultural land capability class	Total Area (hectares)	Area within corridor (hectares)	% of total property affected	Area of acquisition (hectares) ¹	% of total property acquired	Land use impact ²	Proposed mitigation measures ^{3,4}
15	Private – Rural residential	–	4.1	1.3	32	1.3	33	<ul style="list-style-type: none"> • Portion of property on eastern boundary to be acquired. • Residence in close proximity to upgrade – noise and visual impacts. 	<ul style="list-style-type: none"> • Noise mitigation to reduce noise impacts. • Perimeter landscaping to reduce visual impacts.
16	Private – Rural residential	–	2.1	0.1	3	0.1	4	<ul style="list-style-type: none"> • Portion of property on northern boundary to be acquired. • Residence in close proximity to upgrade – noise and visual impacts. • Change in access arrangements. 	<ul style="list-style-type: none"> • Noise mitigation to reduce noise impacts. • Perimeter landscaping to reduce visual impacts. • Drainage to be designed to meet local capacity requirements.
17	Private – Rural residential	–	2.1	2.1	100	2.1	100	<ul style="list-style-type: none"> • Residence directly impacted. 	<ul style="list-style-type: none"> • Full acquisition proposed.
18	Private – Rural residential	–	0.8	0.1	7	0.1	7	<ul style="list-style-type: none"> • Portion of property to be acquired on western boundary. • Access is maintained and residence is away from main upgrade corridor. 	<ul style="list-style-type: none"> • No further mitigation proposed.
19	Private – Residential	–	0.7	0.4	57	0.7	100	<ul style="list-style-type: none"> • Large portion of property required for the proposed upgrade. 	<ul style="list-style-type: none"> • Full acquisition proposed.
20	Private/RTA – Residential	–	0.7	<0.1	1	<0.1	2	<ul style="list-style-type: none"> • Portion of property on northern boundary already acquired. • Residence in close proximity to upgrade – noise and visual impacts. 	<ul style="list-style-type: none"> • Noise mitigation to reduce noise impacts. • Perimeter landscaping to reduce visual impacts.
21	Private – Commercial (Nursery)	–	16.6	1.8	11	1.9	11	<ul style="list-style-type: none"> • Portion of property to be acquired. • Nursery dam retained through realignment of the proposed upgrade. • Access maintained to nursery via Yabsleys Lane and Bruces Lane. • Development potential is not restricted. 	<ul style="list-style-type: none"> • Noise mitigation to reduce noise impacts. • Perimeter landscaping to reduce visual impacts.

Ref No. (refer Figure 15-4)	Ownership/ Current land use	Agricultural land capability class	Total Area (hectares)	Area within corridor (hectares)	% of total property affected	Area of acquisition (hectares) ¹	% of total property acquired	Land use impact ²	Proposed mitigation measures ^{3,4}
22	Private – Rural residential	–	1.0	<0.1	2	<0.1	2	<ul style="list-style-type: none"> • Portion of property on western boundary to be acquired. • Residence in close proximity to upgrade – noise and visual impacts. 	<ul style="list-style-type: none"> • Noise mitigation to reduce noise impacts.
23	Private – Rural residential	–	1.0	0.1	8	0.1	8	<ul style="list-style-type: none"> • Portion of property on western boundary to be acquired. • Residence in close proximity to upgrade – noise and visual impacts. • Access not affected. 	<ul style="list-style-type: none"> • Noise mitigation to reduce noise impacts
24	RTA – Rural residential	–	4.0	1.1	28	4.0	100	<ul style="list-style-type: none"> • Property already acquired. 	<ul style="list-style-type: none"> • Residual land to be disposed.
25	Private – Rural residential	–	1.0	0.1	14	0.1	15	<ul style="list-style-type: none"> • Portion of property on western boundary to be acquired. • Residence in close proximity to upgrade – noise and visual impacts. • Access not affected. 	<ul style="list-style-type: none"> • Noise mitigation to reduce noise impacts.
26	Private – Rural residential	–	4.0	1.4	36	1.6	41	<ul style="list-style-type: none"> • Portion of property on western boundary to be acquired. • Residence in close proximity to upgrade – noise and visual impacts. • Access not affected. 	<ul style="list-style-type: none"> • Noise mitigation to reduce noise impacts.
27	Private – Rural residential	–	1.0	0.1	13	0.1	13	<ul style="list-style-type: none"> • Portion of property to be acquired. • Residence in close proximity to upgrade – noise and visual impacts. • Access for this and other properties would be provided by an extension of Lyall Lane to Yabsleys Lane. 	<ul style="list-style-type: none"> • Noise mitigation to reduce noise impacts.

Ref No. (refer Figure 15-4)	Ownership/ Current land use	Agricultural land capability class	Total Area (hectares)	Area within corridor (hectares)	% of total property affected	Area of acquisition (hectares) ¹	% of total property acquired	Land use impact ²	Proposed mitigation measures ^{3,4}
28	Private – Bushland	–	6.7	1.9	28	2.1	32	<ul style="list-style-type: none"> • Portion of property in north-western corner to be acquired. • Access to Bruces and Shady Lane maintained. 	<ul style="list-style-type: none"> • No further mitigation proposed.
29	Private – Rural residential	–	6.8	1.7	25	1.9	28	<ul style="list-style-type: none"> • Property to be acquired. See below for procedures for full acquisition. 	<ul style="list-style-type: none"> • No further mitigation proposed.
30	Private – Rural residential	–	10.1	3.3	33	6.4	63	<ul style="list-style-type: none"> • Property cut into two by proposed upgrade. • Front portion likely to remain rural residential, back portion likely to be changed to agricultural land use. 	<ul style="list-style-type: none"> • Noise mitigation to reduce noise impacts.
31	Private – Rural residential	–	7.1	2.4	34	7.1	100	<ul style="list-style-type: none"> • Property to be acquired. See below for procedures for full acquisition. • Front portion likely to remain rural residential. 	<ul style="list-style-type: none"> • Residual land to be disposed.
32	Private – Rural residential	–	10.9	1.1	10	2.1	32	<ul style="list-style-type: none"> • Portion of property in north-western corner to be acquired. • Access maintained via Inches Road. 	<ul style="list-style-type: none"> • No further mitigation proposed.
33	Private – Rural residential	–	11.9	1.7	14	2.4	20	<ul style="list-style-type: none"> • Portion of property to be acquired. • Access to north-western portion via paper road to north. 	<ul style="list-style-type: none"> • Residual land to be disposed.
34	RTA – Rural residential	–	10.4	3.6	35	10.4	100	<ul style="list-style-type: none"> • Property already acquired. 	<ul style="list-style-type: none"> • Residual land to be disposed.
35	Private – Rural residential	–	2.8	1.4	49	2.8	100	<ul style="list-style-type: none"> • Large portion of the property required for proposed upgrade. • Residence is very close to the proposed upgrade. 	<ul style="list-style-type: none"> • Full acquisition required. • Residual land to be disposed.

Ref No. (refer Figure 15-4)	Ownership/ Current land use	Agricultural land capability class	Total Area (hectares)	Area within corridor (hectares)	% of total property affected	Area of acquisition (hectares) ¹	% of total property acquired	Land use impact ²	Proposed mitigation measures ^{3,4}
36	Private – Agriculture	Class VI+	31.6	0.3	1	0.3	1	<ul style="list-style-type: none"> • Beef cattle grazing, cropping, • Residence not close to the proposed upgrade. • Very small portion in south-east corner of property to be acquired. • No impact on operational capacity of agricultural land use. • No change to current access. 	<ul style="list-style-type: none"> • No further mitigation proposed. • Fencing would be reinstated prior to the commencement of construction.
37	Private – Rural residential	–	2.0	1.5	77	2.0	100	<ul style="list-style-type: none"> • Large portion of property required for the upgrade. • Residence would be impacted. 	<ul style="list-style-type: none"> • Full acquisition proposed. • Residual land to be disposed.
37a	Private – Rural residential	–	149	<0.1	<1	<0.1	<1	<ul style="list-style-type: none"> • Very small portion of property required for the upgrade. 	<ul style="list-style-type: none"> • No further mitigation proposed. • Access reinstated via Inches Road.
38	Private – Rural residential	–	4.3	0.8	18	0.8	18	<ul style="list-style-type: none"> • Portion of property to be acquired. • No impact on development potential of site. 	<ul style="list-style-type: none"> • No further mitigation proposed. • Access reinstated via service road from Inches Road.
39	Private – Agriculture	Class VI+	91.4	3.3	4	3.3	4	<ul style="list-style-type: none"> • Beef cattle grazing. • Residence not close to the proposed upgrade. • Property fragmented by proposed upgrade. • No impact on operational capacity of agricultural land use. 	<ul style="list-style-type: none"> • Designated farm access underpass provided to maintain access to isolated portion of land to south-east. • Bridging over Pola Creek to preserve riparian areas and creek flow. • Fencing would be reinstated prior to the commencement of construction.
40	Private – Rural residential/Nursery	–	17.1	3.4	20	3.4	20	<ul style="list-style-type: none"> • Portion of property to be acquired. • Residence would be impacted. 	<ul style="list-style-type: none"> • Access reinstated to Inches Road.
41	RTA – Rural residential	–	2.0	1.5	76	2.0	100	<ul style="list-style-type: none"> • Property already acquired. 	

Ref No. (refer Figure 15-4)	Ownership/ Current land use	Agricultural land capability class	Total Area (hectares)	Area within corridor (hectares)	% of total property affected	Area of acquisition (hectares) ¹	% of total property acquired	Land use impact ²	Proposed mitigation measures ^{3,4}
42	Private – Rural residential	–	1.0	0.2	18	1.0	100	<ul style="list-style-type: none"> Portion of property required for the upgrade. Residence would be impacted. 	<ul style="list-style-type: none"> Full acquisition proposed. Residual land to be disposed.
43	Crown – Public Land/Utilities (Rural Lands Protection Board – Stock Refuge Area)	–	16.2	5.5	34	5.6	34	<ul style="list-style-type: none"> Property is cut in half by proposed upgrade. Access to eastern portion is cut. Reduced area for accommodating stock during floods. 	<ul style="list-style-type: none"> New access and stock loading facilities provided to isolated eastern portion of land. Internal fencing to be rationalised.
44	Private – Rural residential	–	1.3	0.1	8	0.1	8	<ul style="list-style-type: none"> Small portion of land on northern boundary to be acquired. Residence in close proximity to upgrade – noise and visual impacts. Current access maintained. 	<ul style="list-style-type: none"> Noise mitigation to reduce noise impacts.
45	Private – Rural residential	–	1.4	0.2	13	0.2	14	<ul style="list-style-type: none"> Small portion of land on northern boundary to be acquired. Residence in close proximity to upgrade – noise and visual impacts. Current access would be cut by Old Station Road overpass. 	<ul style="list-style-type: none"> New access provided via service road from Old Station Road.
46	Private – Rural residential	–	46.5	7.2	15	14.0	30	<ul style="list-style-type: none"> Portion of property in south-eastern corner to be acquired. Residence close to the proposed upgrade. Residual western area of property likely to remain rural residential. 	<ul style="list-style-type: none"> Access reinstated to Old Station Road.
47	Private – Rural residential	–	49.4	5.3	11	6.6	13	<ul style="list-style-type: none"> Portion of land on western boundary to be acquired. Residence in proximity to upgrade – noise and visual impacts. Current access not affected. 	<ul style="list-style-type: none"> Noise mitigation to reduce noise impacts.

Ref No. (refer Figure 15-4)	Ownership/ Current land use	Agricultural land capability class	Total Area (hectares)	Area within corridor (hectares)	% of total property affected	Area of acquisition (hectares) ¹	% of total property acquired	Land use impact ²	Proposed mitigation measures ^{3,4}
48	Private – Rural residential	–	46.5	0.1	<1	0.1	<1	<ul style="list-style-type: none"> Small portion of land in south-east corner to be acquired. Current land use and access not affected. 	<ul style="list-style-type: none"> No further mitigation proposed.
49	Private – Agriculture	Class VI+	144.1	5.3	4	6.6	13	<ul style="list-style-type: none"> Beef cattle grazing. Small portion of land on eastern boundary to be acquired. Very small increase in flood levels and period of inundation. No impact on operational capacity of agricultural land. Residence not close to the proposed upgrade. Small reduction in grazing land. No impact on operational capacity of agricultural land use. 	<ul style="list-style-type: none"> Floodplain bridging maintains flooding flow paths and reduces flooding impacts on farmland and farm infrastructure. Stock mounds and other flood mitigation measures to be negotiated as necessary. Fencing would be reinstated prior to the commencement of construction.
50	Private – Agriculture	Class VI+	41.1	1.3	3	3.3	8	<ul style="list-style-type: none"> Beef cattle grazing. Small portion of land on eastern boundary to be acquired. Very small increase in flood levels and period of inundation. No impact on operational capacity of agricultural land. Residence not close to the proposed upgrade. Small reduction in grazing land. No impact on operational capacity of agricultural land use. 	<ul style="list-style-type: none"> Floodplain bridging maintains flooding flow paths and reduces flooding impacts on farmland and farm infrastructure. Stock mounds and other flood mitigation measures to be negotiated as necessary. Fencing would be reinstated prior to the commencement of construction.

Ref No. (refer Figure 15-4)	Ownership/ Current land use	Agricultural land capability class	Total Area (hectares)	Area within corridor (hectares)	% of total property affected	Area of acquisition (hectares) ¹	% of total property acquired	Land use impact ²	Proposed mitigation measures ^{3,4}
50a	Private – Agriculture	Class VI+	198	0.2	1	0.2	1	<ul style="list-style-type: none"> Beef cattle grazing. Very small portion of land on eastern boundary to be acquired. Very small increase in flood levels and period of inundation. No impact on operational capacity of agricultural land. Residence not close to the proposed upgrade. No impact on operational capacity of agricultural land use. 	<ul style="list-style-type: none"> Floodplain bridging maintains flooding flow paths and reduces flooding impacts on farmland and farm infrastructure. Stock mounds and other flood mitigation measures to be negotiated as necessary. Fencing would be reinstated prior to the commencement of construction.
51	Private – Agriculture	Class VI+ and Class IV-V	1140	6.7	6	7.7	7	<ul style="list-style-type: none"> Dairy farm. Small portion of land on eastern boundary to be acquired. Very small increase in flood levels and period of inundation. No impact on operational capacity of agricultural land. Residence not close to the proposed upgrade. Triangular parcel of land would be isolated by proposed upgrade. Paper road would be cut. Small reduction in grazing land. No impact on operational capacity of agricultural land use. 	<ul style="list-style-type: none"> Service road to be constructed underneath flood bridging to provide access to isolated land parcel and paper road. Floodplain bridging maintains flooding flow paths and reduces flooding impacts on farmland and farm infrastructure/ residences. Stock mounds, house raising and other flood mitigation measures to be negotiated as necessary. Fencing would be reinstated prior to the commencement of construction.

Ref No. (refer Figure 15-4)	Ownership/ Current land use	Agricultural land capability class	Total Area (hectares)	Area within corridor (hectares)	% of total property affected	Area of acquisition (hectares) ¹	% of total property acquired	Land use impact ²	Proposed mitigation measures ^{3,4}
52	Private – Agriculture	Class VI+ and Class IV–V	22.2	3.3	15	3.3	15	<ul style="list-style-type: none"> Beef cattle grazing. Portion of property to be acquired. Proposed upgrade crosses rear portion of property, however bridging would allow stock to graze underneath the upgrade. Very small reduction in grazing land. No impact on operational capacity of agricultural land use. 	<ul style="list-style-type: none"> Floodplain bridging maintains flooding flow paths and reduces flooding impacts on farmland and farm infrastructure. Stock mounds and other flood mitigation to be negotiated as necessary. Fencing would be reinstated prior to the commencement of construction.
53	Private – Agriculture	Class IV–V	8.1	1.4	17	1.4	17	<ul style="list-style-type: none"> Beef cattle grazing. Portion of property to be acquired. Part of larger property on opposite side of South West Rocks Road. Bridging would allow stock to graze underneath the upgrade. Very small reduction in grazing land. No impact on operational capacity of agricultural land use. 	<ul style="list-style-type: none"> Floodplain bridging maintains flooding flow paths and reduces flooding impacts on farmland and farm infrastructure/ residences. Stock mounds and other flood mitigation to be negotiated. Fencing would be reinstated prior to the commencement of construction.
54	Private – Agriculture	Class IV–V	8.1	1.4	17	1.4	17	<ul style="list-style-type: none"> Beef cattle grazing. Portion of property to be acquired. Proposed upgrade crosses front portion of property, however bridging would allow stock to graze underneath the upgrade. Small reduction in grazing land. No impact on operational capacity of agricultural land use. 	<ul style="list-style-type: none"> Floodplain bridging maintains flooding flow paths and reduces flooding impacts on farmland and farm infrastructure. Stock mounds and other flood mitigation to be negotiated. Fencing would be reinstated prior to the commencement of construction.
54a	Private – Agriculture	Class IV–V	8.0	1.3	16	1.3	16	<ul style="list-style-type: none"> Beef cattle grazing. Portion of property to be acquired. Proposed upgrade crosses front portion of property, however bridging would allow stock to graze underneath the upgrade. Small reduction in grazing land. No impact on operational capacity of agricultural land use. 	<ul style="list-style-type: none"> Floodplain bridging maintains flooding flow paths and reduces flooding impacts on farmland and farm infrastructure. Stock mounds and other flood mitigation to be negotiated. Fencing would be reinstated prior to the commencement of construction.

Ref No. (refer Figure 15-4)	Ownership/ Current land use	Agricultural land capability class	Total Area (hectares)	Area within corridor (hectares)	% of total property affected	Area of acquisition (hectares) ¹	% of total property acquired	Land use impact ²	Proposed mitigation measures ^{3,4}
55	Private – Agriculture	Class IV–V and Class I–III	32.2	1.7	5	2.3	7	<ul style="list-style-type: none"> Organic dairy farm. Sensitive agricultural land use. Loss of land that is certified organic. Small reduction in farm viability with reduced pasture area. Appropriate compensation to be negotiated with landholders. Minor impact on operational capacity of agricultural business. Portion of land in north-eastern corner of the property to be acquired. Remainder of property on eastern side of South West Rocks Road is unaffected. Access to South West Rocks Road from Ferry Lane would be realigned. Residence in close proximity to upgrade – noise and visual impacts. 	<ul style="list-style-type: none"> Access reinstated via realignment of Ferry Lane. Residence and milking sheds would be bundled to provide additional protection during floods. Fencing would be reinstated prior to the commencement of construction. Noise mitigation to reduce noise impacts. Perimeter landscaping and improvements to Ferry Lane to reduce visual impacts.
56	Private – Agriculture	Class I–III	16.7	1.8	11	2.0	12	<ul style="list-style-type: none"> Beef cattle grazing, cropping. Portion of property in centre of property to be acquired. Bridging would allow stock to graze underneath the upgrade. Reduction in grazing land. No impact on operational capacity of agricultural land use. 	<ul style="list-style-type: none"> Access to South West Rocks Road under Macleay River bridge. Perimeter landscaping around bridge approach and abutments to improve visual amenity. Floodplain bridging maintains flooding flow paths and reduces flooding impacts on farmland and farm infrastructure. Stock mounds and other flood mitigation to be negotiated. Fencing would be reinstated prior to the commencement of construction.

Ref No. (refer Figure 15-4)	Ownership/ Current land use	Agricultural land capability class	Total Area (hectares)	Area within corridor (hectares)	% of total property affected	Area of acquisition (hectares) ¹	% of total property acquired	Land use impact ²	Proposed mitigation measures ^{3,4}
57	Private – Agriculture	Class I-III	280	<0.1	<1	0.3	1	<ul style="list-style-type: none"> Beef cattle grazing, cropping. Very small portion of property in south-western corner of property to be acquired. No impact on operational capacity of agricultural land use. Residence in close proximity to upgrade – noise and visual impacts. 	<ul style="list-style-type: none"> Floodplain bridging maintains flooding flow paths and reduces flooding impacts on farmland and farm infrastructure/ residences Stock mounds, house raising and other flood mitigation to be negotiated. Noise mitigation to reduce noise impacts. Fencing would be reinstated prior to the commencement of construction.
58	Private – Agriculture	Class I-III	164	0.8	5	2.2	13	<ul style="list-style-type: none"> Cropping. Portion of property in western half of property to be acquired. Bridge piers may affect cropping area. Reduction in arable land. Minor impact on operational capacity of agricultural land use. 	<ul style="list-style-type: none"> Floodplain bridging maintains flooding flow paths and reduces flooding impacts on farmland and farm infrastructure/ residences. Flood mitigation to be negotiated as necessary. Fencing would be reinstated prior to the commencement of construction.
59	Private – Agriculture	Class I-III and Class VI+	89	0.9	10	1.2	13	<ul style="list-style-type: none"> Beef cattle grazing. Portion of property in north-eastern portion of property to be acquired. Reduction in grazing land (proposed upgrade and flood levee). No impact on operational capacity of agricultural land use. 	<ul style="list-style-type: none"> Property protected by proposed flood levee. Fencing would be reinstated prior to the commencement of construction. Access retained to Lawson Street.

Ref No. (refer Figure 15-4)	Ownership/ Current land use	Agricultural land capability class	Total Area (hectares)	Area within corridor (hectares)	% of total property affected	Area of acquisition (hectares) ¹	% of total property acquired	Land use impact ²	Proposed mitigation measures ^{3,4}
60	Private – Agriculture	Class I-III and Class VI+	21.6	5.6	26	21.6	100	<ul style="list-style-type: none"> Property would be fragmented by proposed upgrade and service roads. Beef cattle grazing. Early 20th century residence to be removed. (Refer Chapter 17 – Heritage). Large proportion of land area to be acquired. Loss of good high country. Impact on operational capacity of small-scale agricultural business. 	<ul style="list-style-type: none"> Full acquisition proposed. Residual land to be disposed.
61	Private – Rural residential	–	18.6	4.7	25	10.6	57	<ul style="list-style-type: none"> Large portion of land in western half of property to be acquired. Loss of high country. Residence on southern part of property near Macleay River is unaffected. 	<ul style="list-style-type: none"> Flood mitigation to be negotiated as necessary. Fencing would be reinstated prior to the commencement of construction.
62	Private – Agriculture	Class I-III and Class VI+	18.8	4.2	22	5.8	31	<ul style="list-style-type: none"> Land parcel part of a larger beef cattle operation. Property used for stock refuge during flood events due to good high country. Loss of high country will require change to current flood evacuation regime for landholder. 	<ul style="list-style-type: none"> Flood mitigation to be negotiated as necessary. Fencing would be reinstated prior to the commencement of construction.
63	Private – Agriculture	Class I-III and Class VI+	65.5	7.2	11	19.3	30	<ul style="list-style-type: none"> Beef cattle grazing/cropping. Proposed upgrade isolates southern-western portion of the property (good high ground). This is to be acquired. Likely to remain agricultural land use. Reduction in grazing land. No impact on operational capacity of agricultural land use. 	<ul style="list-style-type: none"> Fencing would be reinstated prior to the commencement of construction.

Ref No. (refer Figure 15-4)	Ownership/ Current land use	Agricultural land capability class	Total Area (hectares)	Area within corridor (hectares)	% of total property affected	Area of acquisition (hectares) ¹	% of total property acquired	Land use impact ²	Proposed mitigation measures ^{3,4}
64	Private – Agriculture	Class VI+	53.5	5.6	10	6.0	11	<ul style="list-style-type: none"> • Beef cattle grazing/cropping. • Proposed upgrade splits the property into two isolated halves (western portion has good high ground). • Reduction in grazing land. No impact on operational capacity of agricultural land use. 	<ul style="list-style-type: none"> • Access to isolated portion reinstated via farm access underpass at STN 14500. • Fencing would be reinstated prior to the commencement of construction. • Access to high ground on Quarry Road provided via service road to Mill Lane overpass.
65	Private – Rural residential	–	9.9	1.7	17	1.7	17	<ul style="list-style-type: none"> • Portion of property on northern boundary to be acquired. • Residence in close proximity to upgrade – noise and visual impacts. 	<ul style="list-style-type: none"> • Noise mitigation to reduce noise impacts.
66	Private – Rural residential	–	9.9	<0.1	1	0.1	1	<ul style="list-style-type: none"> • Very small portion of property in north-eastern corner to be acquired. • Residence in close proximity to upgrade – noise and visual impacts. 	<ul style="list-style-type: none"> • Noise mitigation to reduce noise impacts.
67	Private - Agriculture	Class VI+	39.4	5.7	14	39.4	100	<ul style="list-style-type: none"> • Portion of property is required for the proposed upgrade. • Residence would be impacted. • Loss of high ground. 	<ul style="list-style-type: none"> • Full acquisition proposed. • Residual land to be disposed.
68	Private – Rural residential	–	39.3	6.4	16	11.8	30	<ul style="list-style-type: none"> • Proposed rural residential subdivision. • Loss of portion of land on eastern half of property would reduce available land area but would not impact land use and development potential. • Residence in close proximity to upgrade – noise and visual impacts. 	<ul style="list-style-type: none"> • Noise mitigation to reduce noise impacts.

Ref No. (refer Figure 15-4)	Ownership/ Current land use	Agricultural land capability class	Total Area (hectares)	Area within corridor (hectares)	% of total property affected	Area of acquisition (hectares) ¹	% of total property acquired	Land use impact ²	Proposed mitigation measures ^{3,4}
69	Private – Commercial	–	45.7	1.5	3	0.6	1	<ul style="list-style-type: none"> Very small portion of land on access way required for Mill Lane overpass road. Sawmill operation and beef cattle grazing. No impact on sawmill operation as current access maintained. No impact on operational capacity of agricultural land use. 	<ul style="list-style-type: none"> Access reinstated to Quarry Road by Mill Lane overpass. No further mitigation proposed.
70	RTA – Bushland	–	4.1	1.9	47	3.4	84	<ul style="list-style-type: none"> Property already acquired. 	<ul style="list-style-type: none"> Residual land to be disposed.
71	Private – Bushland	–	24.3	1.7	7	1.8	7	<ul style="list-style-type: none"> Property used as flood refuge for local stock. Yards and milking bale to be removed. 	<ul style="list-style-type: none"> Fencing would be reinstated prior to the commencement of construction.
72	RTA – Rural residential	–	4.1	1.9	42	4.1	100	<ul style="list-style-type: none"> Property already acquired. 	<ul style="list-style-type: none"> Residual land to be disposed.
73	Private – Rural residential	–	12.2	3.0	24	5.5	45	<ul style="list-style-type: none"> Large proportion of site to be acquired. Residence in close proximity to upgrade – noise and visual impacts. Residual land would allow rural residential land use. 	<ul style="list-style-type: none"> Access to Seashore Lane would be maintained. Noise mitigation to reduce noise impacts.
74	Private – Rural residential	–	4.1	0.2	5	0.2	6	<ul style="list-style-type: none"> Small area of land to be acquired on eastern boundary. Residence in close proximity to upgrade – noise and visual impacts. No impact on current land use. 	<ul style="list-style-type: none"> Access to Seashore Lane to be reinstated. Noise mitigation to reduce noise impacts.
75	RTA – Rural residential	–	4.1	0.9	23	4.1	100	<ul style="list-style-type: none"> Property already acquired. 	<ul style="list-style-type: none"> Residual land to be disposed.
76	Private – Bushland	–	4.0	0.8	20	4.0	100	<ul style="list-style-type: none"> No access to Seashore Lane. 	<ul style="list-style-type: none"> Full acquisition proposed. Residual land to be disposed.
77	RTA – Bushland	–	4.0	1.2	30	4.0	100	<ul style="list-style-type: none"> Property already acquired. 	<ul style="list-style-type: none"> Residual land to be disposed.

Ref No. (refer Figure 15-4)	Ownership/ Current land use	Agricultural land capability class	Total Area (hectares)	Area within corridor (hectares)	% of total property affected	Area of acquisition (hectares) ¹	% of total property acquired	Land use impact ²	Proposed mitigation measures ^{3,4}
78	Private – Bushland	–	48.6	6.2	13	6.4	13	<ul style="list-style-type: none"> Small area of land in centre of property to be acquired. Eastern portion retains access to Seashore Lane and Mill Lane via service road. Western portion has direct access to Kemps Access. No impact on the development potential of the site. 	<ul style="list-style-type: none"> No further mitigation proposed.
79	Private – Bushland	–	43.7	5.1	12	5.4	12	<ul style="list-style-type: none"> Small area of land in centre of property to be acquired. Both portions of the site would have access to Kempsey Access (underpass). No impact on the development potential of the site. 	<ul style="list-style-type: none"> No further mitigation proposed.
80	Private – Rural residential	–	8.0	0.1	1	0.1	1	<ul style="list-style-type: none"> Small portion of south-western corner to be acquired. Residence in close proximity to upgrade – noise and visual impacts. 	<ul style="list-style-type: none"> Noise mitigation to reduce noise impacts.
81	Private – Rural residential	–	8.0	4.5	56	8.0	100	<ul style="list-style-type: none"> Large portion of property required for proposed upgrade. 	<ul style="list-style-type: none"> Full acquisition proposed. Residual land to be disposed.
82	Private – Bushland	–	39.9	4.2	11	4.4	11	<ul style="list-style-type: none"> Small area of land in centre of property to be acquired. Eastern portions of the site would have access to Kempsey Access. Western portion would be isolated. No impact on the development potential of the site. 	<ul style="list-style-type: none"> No further mitigation proposed.

Ref No. (refer Figure 15-4)	Ownership/ Current land use	Agricultural land capability class	Total Area (hectares)	Area within corridor (hectares)	% of total property affected	Area of acquisition (hectares) ¹	% of total property acquired	Land use impact ²	Proposed mitigation measures ^{3,4}
83	Private – Agricultural	Swamp and Class VI+	158.6	29.3	18	38.0	24	<ul style="list-style-type: none"> • Beef cattle grazing. • Portion of grazing land to be acquired. Proposed upgrade located on low lying land in southern half and high country towards north of property. • Residence not close to the proposed upgrade. • Access to Kemps Access and Seven Hills Road retained. • No impact on operational capacity of agricultural land use. 	<ul style="list-style-type: none"> • Bridging and culvert to maintain flow paths of Collombatti Creek and Seven Oaks Drain. • Farm access underpass at STN 19500. • Fencing would be reinstated prior to the commencement of construction.
84	Private – Agricultural	Class VI+	129.4	5.2	4	5.4	4	<ul style="list-style-type: none"> • Beef cattle grazing and timber. • Very small portion of land on south-western corner of property to be acquired. • Loss of grazing land. • Access retained via Seven Hills Road. • No impact on operational capacity of agricultural land use. 	<ul style="list-style-type: none"> • No further mitigation proposed. • Fencing would be reinstated prior to the commencement of construction.
85	Private – Agricultural	Class VI+	309.3	30.4	10	31.8	10	<ul style="list-style-type: none"> • Beef cattle grazing and timber. • Part of property's high country to be acquired. • Land area separated into two large parts. • Loss of grazing land. • Access retained to separated part of property via Seven Hills Road (underpass) and farm access underpasses. • No impact on operational capacity of agricultural land use. 	<ul style="list-style-type: none"> • Combined bridge for drainage and farm access at STN 23500. • Farm access underpass at STN 25000. • Fencing would be reinstated prior to the commencement of construction.

Ref No. (refer Figure 15-4)	Ownership/ Current land use	Agricultural land capability class	Total Area (hectares)	Area within corridor (hectares)	% of total property affected	Area of acquisition (hectares) ¹	% of total property acquired	Land use impact ²	Proposed mitigation measures ^{3,4}
86	Private – Agricultural	Swamp and Class VI+	4540	23.0	6	23.9	5	<ul style="list-style-type: none"> Beef cattle grazing and timber. Some high country to be acquired. Loss of grazing land. Property divided into two parts. No impact on operational capacity of agricultural land use. 	<ul style="list-style-type: none"> Farm access underpass at STN 27500 to access high country. Farm access underpass at STN 28500 to access high country. Bridging to maintain flow path of local creek. Fencing would be reinstated prior to the commencement of construction.
87	Private – Rural residential	–	39.9	2.4	6	3.4	9	<ul style="list-style-type: none"> Small portion of south-eastern corner of property to be acquired. Residence not close to the proposed upgrade. No impact on development potential of land. 	<ul style="list-style-type: none"> No further mitigation proposed.
88	Private – Agriculture	Class VI+	123.4	7.4	10	7.8	6	<ul style="list-style-type: none"> Beef cattle grazing. Proposed upgrade splits property into two halves. Loss of grazing land. No impact on operational capacity of agricultural land use. 	<ul style="list-style-type: none"> Farm access underpass at STN 29500 to connect separated land areas. Fencing would be reinstated prior to the commencement of construction.
89	Private – Agriculture	Class VI+	49.4	5.1	10	5.5	11	<ul style="list-style-type: none"> Beef cattle grazing. Portion of land in north-western corner of property to be acquired. Residence in close proximity to upgrade – noise and visual impacts. 	<ul style="list-style-type: none"> Noise mitigation to reduce noise impact. Stock fencing would be reinstated prior to the commencement of construction.
90	Private – Bushland	–	12.1	5.6	46	12.1	100	<ul style="list-style-type: none"> Large portion of property required for the proposed upgrade. 	<ul style="list-style-type: none"> Full acquisition proposed. Residual land to be disposed.
91	RTA – Rural residential	–	6.8	1.3	20	6.8	100	<ul style="list-style-type: none"> Property has been acquired. Residual land would allow rural residential land use. Residence to be retained. 	<ul style="list-style-type: none"> Access retained via Cooks Lane overpass. Residual land to be disposed.

Ref No. (refer Figure 15-4)	Ownership/ Current land use	Agricultural land capability class	Total Area (hectares)	Area within corridor (hectares)	% of total property affected	Area of acquisition (hectares) ¹	% of total property acquired	Land use impact ²	Proposed mitigation measures ^{3,4}
92	Private – Bushland	–	36	3.5	10	5.6	15	<ul style="list-style-type: none"> • Portion of land in north-western corner of property to be acquired. • Small area in the north-western corner would be isolated. 	<ul style="list-style-type: none"> • Residual land to be disposed. • No further mitigation proposed.
93	Private – Forest	–	90.4	10.5	1	17.7	20	<ul style="list-style-type: none"> • Timber plantation. • Portion of land toward north-eastern boundary to be acquired. Small area isolated in south-eastern corner. • Loss of land area for plantation. 	<ul style="list-style-type: none"> • Access retained via Cooks Lane overpass. • Residual land to be disposed.
94	NSW Department of Primary Industries (State Forests)	–	1432.4	8.7	1	8.7	1	<ul style="list-style-type: none"> • State Forest timber plantation and bushland. • Approximately 9 hectares of land to be acquired over various parts of Tamban State Forest. • Hills Lane access track close at proposed upgrade. • Loss of State Forest timber plantation area. Timber to be logged prior to construction in this area. • No impacts on operational capacity of State Forest land and commercial operations. 	<ul style="list-style-type: none"> • Access to isolated areas retained via Barraganyatti Hut Road.
94a	Private – Bushland	–	53.9	0.1	<1	0.1	<1	<ul style="list-style-type: none"> • Very small portion of land in north-western corner to be acquired • No impact on development potential of land. 	<ul style="list-style-type: none"> • No further mitigation proposed

Ref No. (refer Figure 15-4)	Ownership/ Current land use	Agricultural land capability class	Total Area (hectares)	Area within corridor (hectares)	% of total property affected	Area of acquisition (hectares) ¹	% of total property acquired	Land use impact ²	Proposed mitigation measures ^{3,4}
95	Private – Rural residential	–	9.9	1.9	10	3.6	36	<ul style="list-style-type: none"> Portion of land toward western boundary to be acquired. Isolating portion of land to west of the proposed upgrade. No access available to isolated portion. Access to Hills Lane would not be affected. Residence in close proximity to upgrade – noise and visual impacts. No impact on development potential of land. 	<ul style="list-style-type: none"> Noise mitigation to reduce noise impact. Residual land to be disposed.
96	Private – Rural residential	–	16.1	1.5	9	3.4	21	<ul style="list-style-type: none"> Portion of land toward western boundary to be acquired. Isolating portion of land to west of the proposed upgrade. No access available to isolated portion. Access to existing highway not affected. No impact on development potential of land. 	<ul style="list-style-type: none"> Residual land to be disposed. No further mitigation proposed.
97	Private – Bushland	–	36.3	5.3	14	11.5	32	<ul style="list-style-type: none"> Portion of land toward western boundary to be acquired. Isolating portion of land to west of the proposed upgrade. No access available to isolated portion. Access to existing highway not affected. No impact on development potential of land. 	<ul style="list-style-type: none"> Residual land to be disposed. No further mitigation proposed.

Ref No. (refer Figure 15-4)	Ownership/ Current land use	Agricultural land capability class	Total Area (hectares)	Area within corridor (hectares)	% of total property affected	Area of acquisition (hectares) ¹	% of total property acquired	Land use impact ²	Proposed mitigation measures ^{3,4}
98	Private – Bushland	–	33.7	7.3	22	19.7	58	<ul style="list-style-type: none"> • Portion of land toward western boundary to be acquired. Isolating portion of land to west of the proposed upgrade. • No access available to isolated portion. • Access to existing highway not affected. • No impact on development potential of land. 	<ul style="list-style-type: none"> • Residual land to be disposed. • No further mitigation proposed.
99	Private/RTA – Rural residential	–	48.6	9.6	20	23.6	48	<ul style="list-style-type: none"> • Large portion of land toward western boundary already acquired. • Residence is likely to be relocated to eastern side of the proposed upgrade. 	<ul style="list-style-type: none"> • Access provided to isolated portion via service road from Barraganyatti Hut Road. • Residual land to be disposed.
100	Private – Rural residential	–	16.2	6.6	41	16.2	100	<ul style="list-style-type: none"> • Large portion of land required for the proposed upgrade. • Residence to be removed. 	<ul style="list-style-type: none"> • Full acquisition proposed. • Access provided to isolated portion on western side via service road from Barraganyatti Hut Road. • Residual land to be disposed.
101	Private – Rural residential	–	20.7	4.3	21	8.8	43	<ul style="list-style-type: none"> • Portion of land toward western boundary to be acquired. Isolating portion of land to west of the proposed upgrade. • No access available to isolated portion. • Residence in close proximity to upgrade – noise and visual impacts. • Access to existing highway not affected. 	<ul style="list-style-type: none"> • Residual land to be disposed. • Noise mitigation to reduce noise impact. • Perimeter landscaping to reduce visual impacts.
102	Private – Rural residential	–	9.4	2.0	22	9.4	100	<ul style="list-style-type: none"> • Portion of land toward western boundary required for the proposed upgrade. • Residence would be impacted. 	<ul style="list-style-type: none"> • Full acquisition proposed. • Residual land to be disposed.

Ref No. (refer Figure 15-4)	Ownership/ Current land use	Agricultural land capability class	Total Area (hectares)	Area within corridor (hectares)	% of total property affected	Area of acquisition (hectares) ¹	% of total property acquired	Land use impact ²	Proposed mitigation measures ^{3,4}
103	Private – Rural residential	–	16.7	3.8	23	4.1	24	<ul style="list-style-type: none"> Bush block. Portion of land on northern boundary to be acquired. No access to existing highway. No impact on development potential of land. 	<ul style="list-style-type: none"> Access provided via service road from Barraganyatti Hut Road.
104	Private – Rural residential	–	25.1	1.3	5	1.3	5	<ul style="list-style-type: none"> Portion of land toward western boundary to be acquired. Isolating portion of land. Residence in close proximity to upgrade – noise and visual impacts. Access to Barraganyatti Hut Road not affected. 	<ul style="list-style-type: none"> Access provided to proposed upgrade via service road from Barraganyatti Hut Road and service road to Stuarts Point Road. Noise mitigation to reduce noise impact. Perimeter landscaping to reduce visual impacts.
105	Private – Rural residential	–	20.4	0.6	3	0.6	3	<ul style="list-style-type: none"> Very small portion of land to be acquired. No impact on current land use. No impact on development potential of land. 	<ul style="list-style-type: none"> Access provided via service road (existing Pacific Highway) to Barraganyatti Hut Road and Stuarts Point Road interchange.
106	Private – Rural residential (vacant)	–	18.3	3.8	23	4.1	24	<ul style="list-style-type: none"> Bush block. No impact on development potential of land. 	<ul style="list-style-type: none"> Access provided via service road (existing Pacific Highway) to Barraganyatti Hut Road and Stuarts Point Road interchange.
107	Private – Bushland	–	40.0	0.1	<1	0.1	<1	<ul style="list-style-type: none"> Very small portion of land to be acquired. No impact on current land use. No impact on development potential of land. 	<ul style="list-style-type: none"> No further mitigation proposed.
108	Private – Rural residential	–	46.9	2.4	5	2.4	5	<ul style="list-style-type: none"> Portion of land on eastern boundary to be acquired. No impact on current land use. 	<ul style="list-style-type: none"> Access via Barraganyatti Hut Road to Stuarts Point Road interchange.

Ref No. (refer Figure 15-4)	Ownership/Current land use	Agricultural land capability class	Total Area (hectares)	Area within corridor (hectares)	% of total property affected	Area of acquisition (hectares) ¹	% of total property acquired	Land use impact ²	Proposed mitigation measures ^{3,4}
109	Private – Bushland	–	48.9	6.3	13	6.5	13	<ul style="list-style-type: none"> • Portion of land on western boundary to be acquired. • No impact on development potential of land. 	<ul style="list-style-type: none"> • Access provided via service road to Barraganyatti Hut Road and Stuarts Point Road interchange.
110	Private – Rural residential	–	17.6	2.1	12	2.2	12	<ul style="list-style-type: none"> • Portion of land on eastern side of existing Pacific Highway to be acquired. • Residence would not be affected. 	<ul style="list-style-type: none"> • Access provided via service road to Barraganyatti Hut Road and Stuarts Point Road interchange.
111	Private – Bushland	–	17.6	0.1	1	0.1	1	<ul style="list-style-type: none"> • Portion of land on western boundary to be acquired. • No impact on development potential of land. 	<ul style="list-style-type: none"> • Access provided via service road to Barraganyatti Hut Road and Stuarts Point Road interchange.
112	Private – Rural residential	–	8.4	0.4	5	0.4	1	<ul style="list-style-type: none"> • Portion of land on southern boundary to be acquired. • Residence in close proximity to upgrade – noise and visual impacts. • Access to Stuarts Point Road not affected. • No impact on development potential of land. 	<ul style="list-style-type: none"> • Access provided to Stuarts Point Road interchange. • Noise mitigation to reduce noise impact.
112a	Private – Rural residential	–	3.9	<0.1	2	<0.1	2	<ul style="list-style-type: none"> • Very small portion of land on southern boundary to be acquired. • Access to Stuarts Point Road not affected. 	<ul style="list-style-type: none"> • Access provided to Stuarts Point Road interchange.
113	RTA – Rural/Quarry	Class VI+	10.5	3.7	35	10.5	100	<ul style="list-style-type: none"> • Property already acquired. 	<ul style="list-style-type: none"> • Residual land to be disposed.
114	Private – Rural residential	–	40.5	1.0	3	1.0	3	<ul style="list-style-type: none"> • Portion of land on western boundary to be acquired. • Residence would not be affected. • Access to existing Brushbox Lane not affected. • Development potential not affected. 	<ul style="list-style-type: none"> • Access provided via service road to Stuarts Point Road interchange.

Ref No. (refer Figure 15-4)	Ownership/ Current land use	Agricultural land capability class	Total Area (hectares)	Area within corridor (hectares)	% of total property affected	Area of acquisition (hectares) ¹	% of total property acquired	Land use impact ²	Proposed mitigation measures ^{3,4}
115	Private – Rural residential	–	40.3	2.8	7	2	7	<ul style="list-style-type: none"> • Portion of land on western boundary to be acquired. • Residence would not be affected. • Development potential not affected. 	<ul style="list-style-type: none"> • Access provided via service road to Stuarts Point Road interchange.
116	Private – Rural residential	–	10.1	0.7	7	0.7	7	<ul style="list-style-type: none"> • Portion of land on western boundary to be acquired. • Residence would not be affected. • Development potential not affected. 	<ul style="list-style-type: none"> • Access provided via service road to Stuarts Point Road interchange.
TOTALS			5230.8	400.9		656.9			

Notes:

Numbers have been rounded where appropriate.

1. The area proposed for acquisition may include either the whole property where a significant restriction on the current land use is identified or a larger area than the road corridor where access cannot reasonably be provided to residual areas of the property.
2. Property acquisition would be undertaken in accordance with the Land Acquisition (Just Terms Compensation) Act 1991. Property specific measures would be negotiated for all directly affected landholders. Where a total acquisition is warranted, disposal of any residual land that is not required for roadworks by the RTA will be way of either public auction or public tender.
3. A range of other property adjustments such as fencing and access tracks will be agreed with the landowners as part of the property acquisition negotiations.
4. Noise mitigation measures would be subject to reassessment during final design and subject to meeting the criteria set out in Environmental Criteria for Road Traffic Noise.

The acquisition program would result in the fragmentation of some agricultural properties. This would affect land and stock management on some properties. Impacts on agricultural land use are discussed further in Section 15.4.3.

Further discussion of the social and economic impacts on directly affected landholders is discussed in Chapter 18 – *Socio-economic impacts*.

15.4.3 Agriculture

The proposed upgrade would cross 26 agricultural properties totalling 2016 hectares in land area (excludes forestry). The proposed upgrade would require the acquisition of approximately 230 hectares of this land. Table 15-1 and Figure 15-4a to f identifies directly affected agricultural properties and land use and property impacts.

Agricultural land classification

With the exception of a small strip of land close to the banks of the Macleay River, the majority of affected agricultural land is classified as Class VI+ agricultural land and is mostly pastoral (beef cattle) land. Some Class I-III exists in close proximity to the Macleay River at Frogmore. Agricultural land capability classifications for individual agricultural properties are provided in Table 15-1.

The Draft Mid North Coast Farmland Mapping Project (Department of Planning 2006c) identifies 'regionally significant farmland' on the Mid North Coast. The project forms part of the Draft Mid North Coast Regional Strategy and aims to ensure that good quality farmland or regionally significant farmland within the region is not lost to urban and rural residential development.

The fragmentation and acquisition of productive farmland by the proposed upgrade would affect some areas of land mapped as regionally significant farmland, namely at Frogmore and a small area of land in lower Collombatti. Although, several large agricultural operations and important areas of fertile land and high country would be affected by the proposed upgrade, the viability and operational capacity of agricultural businesses would generally not be detrimentally affected. Where the proposed upgrade crosses properties on regionally significant farmland, the alignment has been moved to minimise land take wherever possible.

Where any isolated parcels of land are created, in most cases these would be disposed of by either public auction or public tender, allowing them to be absorbed into adjoining agricultural land uses.

Consultation with landholders and other stakeholders

Throughout the development of the concept design, directly and indirectly affected farmers have been closely consulted to ensure that impacts on agricultural operations and farm viability are minimised.

To ensure that the needs of agricultural landholders were understood and communicated to the design team, the RTA engaged an agricultural consultant to attend local design meetings with affected farmers. This gave landholders the confidence that careful consideration would be given to both land acquisition impacts and impacts on everyday farm operations.

Further consultation with local drainage unions and the Rural Lands Protection Board was undertaken to ensure that the concerns of other rural stakeholders were addressed.

What are agricultural land capability classes?

The agricultural capability of land is classified by the Department of Lands. Each of the 8 classes reflects the potential sustainable use of the land. These comprise:

- I-III** – Suitable for regular cultivation.
- IV-V** – Suitable for grazing and occasional cultivation.
- VI** – Suitable for grazing.
- VII** – Timber/Forests.
- VIII** – Unsuitable for agriculture.

Stock refuge for farmers on the floodplain was an important consideration in the design of the proposed upgrade. In most cases, access to high country would be maintained with cattle underpasses and overpasses such as Mill Lane (refer Figure 15-2 and 15-3).

A stock reserve on Old Station Road would be separated into two parts by the proposed upgrade. Each land parcel would still maintain sufficient land area to hold cattle during floods prior to transport to other areas. Fencing on both portions would be rationalised to help maintain the capacity of the site as a flood refuge. Access would be provided to both portions of land.

More detailed information on changes to flood behaviour and impacts on agricultural land uses is provided in Chapter 10 – Hydrology and water management.

Specific measures incorporated into the concept design of the proposed upgrade or proposed as mitigation measures to address operational requirements of agricultural enterprises are illustrated in Figures 6-1a to s and Figures 14-6a to f.

A discussion on dairy farming, beef cattle farming and timber and forestry is provided below.

Impacts on agricultural land use

Dairy farming

Dairy farming operations on the Macleay River floodplain would be affected by the proposed upgrade as changes to the flood regime and property acquisitions result in changes to farm viability and stock, pasture and crop management.

Milk production has fallen since dairy deregulation in July 2000. In 2000, the Kempsey district produced 28 million litres of milk annually on 59 dairy farms. In 2003, there were 38 dairy farms producing 23 millions litres of milk (Hassall and Associates 2003). With the amalgamation of farms, dairy properties and herd sizes have increased to remain viable. Dairy properties are particularly sensitive to any changes in their infrastructure or operations.

The local dairy industry is supported by crop and pasture production by nearby farms supplying cattle feed. Some dairy properties also grow crops, mostly for fodder. Good pasture and access to fodder is essential for the viable operation of dairy farms.

Access to high country is also essential for dairy farms on the Macleay River floodplain. High country near Old Station Road, Hampden Hall, Frederickton and Collombatti, provides refuge for dairy cattle during floods (the main flood evacuation routes are shown in Figure 10-7). Refuge areas that allow cows to be milked during flood times are an important resource for dairy farmers, as production can be maintained in the short and long term. Cattle are either walked up to higher ground or transported by truck via local roads.

The proposed upgrade would affect two commercial dairy operations:

- *Dairy property A* – The proposed upgrade would pass through on the far eastern boundary of the farm to avoid fragmentation. It would, however, cross the south-west corner of a triangular allotment detached from the main property. Access would be reinstated to this allotment via a new road looping around the southern abutment of the bridge overpass of South West Rocks Road as illustrated in Figure 14-6b. This property contains land classed I-III and land mapped as regionally significant farmland.

- *Dairy property B* – The proposed upgrade would bisect an allotment on the eastern side of South West Rocks Road and isolate a small triangular portion on the western side of South West Rocks Road. Both allotments contain organically certified pasture. Although the accreditation for organic dairy farms considers various operational, land and stock management criteria, organic pasture is critical and can take several years to gain organic certification. Replacement land would take some years to achieve organic certification. This property contains land classed I-III and land mapped as regionally significant farmland.

As the proposed upgrade is on a bridge over part of the eastern allotment of this property, dairy cattle could gain access underneath the bridges after the completion of construction.

Changes to farm arrangements for these properties are illustrated in Changes to farm access arrangements are illustrated in Figures 6-1f and 6.1g and 14-6b.

Beef cattle farming

While the size of their operations varies, commercial beef operations are generally larger in scale and less intensive than dairy operations.

Most beef cattle businesses in the Macleay Valley are located in and around Collombatti, Bellimbopinni and the Macleay River floodplain. Pasture varies between high quality improved pasture on the floodplain and average to good quality native and improved pasture on higher ground around Collombatti. The quality of pasture and size of the operation generally dictates the type of beef cattle business. For example, farms on the floodplain mostly fatten cattle for sale to abattoirs or feedlots, and those in the Collombatti area mostly produce weaners or produce older steers and bullocks for sale.

The proposed upgrade would cross a number of small and large beef cattle properties on the Macleay River floodplain and in the Collombatti precinct. Where possible and in consultation with landholders, the alignment of the proposed upgrade has been designed to minimise the fragmentation of allotments and avoid impacts on farm infrastructure, flood refuge areas, cropping areas and improved pasture. Access to separated areas of land would be provided wherever feasible to maintain the connectivity needed for ongoing viable property management. Changes to farm access arrangements are illustrated in Figures 6-1a to s and 14-6a to f.

Timber and forestry

The alignment of the proposed upgrade generally avoids areas of timber production, such as Tambo State Forest. Although some hardwood forest would be removed during the construction of the proposed upgrade, this is unlikely to affect local timber production.

Timber production on private properties is restricted to incidental sale timber or for private use. Loss of privately-owned timber resources is considered unlikely to affect farm viability or limit access to timber resources.

Management of impacts on agricultural land uses

The actual management measures on individual properties and agricultural operations would be developed in consultation with individual landholders during detailed design and property acquisition negotiations.

Potential mitigation measures may include:

- Purchase of property and compensation.
- Opportunity to purchase adjoining areas of residual land.
- Provision of flood protection such as stock mounds, house-raising, bunding and other measures.

- Maintenance and improvements to existing drains and provision of adequate drainage structures.
- Underpasses or bridges for cattle and/or machinery access.
- Reinstatement of access roads.
- Tree planting for shelter and to provide visual barriers, in paddocks and around houses.
- Reinstatement and provision of new stock fencing.

15.4.4 Commercial

Several commercial land uses would be affected by the proposed upgrade. The location of the interchanges at South Kempsey and Frederickton would generally improve the commercial land use development potential on surrounding land. Further discussion on economic impacts is provided in Chapter 18 – Socio-economic impacts.

15.4.5 Quarry operations

Church Hill Quarry, located off Crescent Head Road in East Kempsey, is managed and currently used periodically by Kempsey Shire Council for civil works within the Shire.

The proposed upgrade would not directly impact on quarry land. However, it is likely that the quarry would be used as a source of construction materials during the construction of the proposed upgrade. Council has no long term proposals for the future operation of the Church Hill Quarry at this time. The RTA would consult Kempsey Shire Council prior to the commencement of construction to ensure that access and safety considerations are addressed.

At present, this quarry is only accessed directly from Crescent Head Road. The proposed Bingis Lane access could potentially provide an additional access point from the west. This would improve access and provide flexibility in the operation and management of the quarry by council.

The quarry pits on Quarry Road, west of Frederickton would not be affected by the proposed upgrade. These pits would probably not be used as a source of material during construction.

15.4.6 Private property access

Changes to private property access are outlined in Chapter 14 – *Traffic, transport and access*.

15.5 Management of impacts

A range of property and land use management measures are included in the concept design, such as cattle and vehicle underpasses. These measures are outlined in Figures 5-2a to g and Figures 14-6a to f.

The actual management measures to reduce amenity related impacts on individual properties and land uses would be developed in consultation with individual landholders during detailed design and property acquisition negotiations.

The acquisition of land would be negotiated with affected landholders in accordance with the *Land Acquisition (Just Terms Compensation) Act 1991* and RTA *Land Acquisition Policy* (Appendix E).

15.5.1 Summary of management measures

Standard and project-specific mitigation and management techniques for property impacts arising from the construction and operation of the proposed upgrade are included in the draft Statement of Commitments for the proposed upgrade in Appendix D and are summarised below.

Property access and acquisition

- All property acquisitions will be negotiated in accordance with RTA Land Acquisition Policy, and compensation will be assessed under the provisions of the *Land Acquisition (Just Terms Compensation) Act 1991*.
- Negotiations for property acquisition will include consultation on property adjustments where required to minimise impact on farm management practices.
- Property access will be maintained for the duration of construction. Temporary access requirements will be assessed in consultation with affected landholders.
- Advance notification will be given to property owners on project schedules, construction works and access arrangements.