



Roads and Traffic Authority of NSW

Oxley Highway to Kempsey Upgrading the Pacific Highway Environmental Assessment

MAIN VOLUME

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10. Land use and property

This chapter describes the potential impacts on properties directly affected by the Proposal and on land uses adjacent to the Proposal. Consultation undertaken during the route options development, preferred route selection and the concept design processes was used to guide the assessment of the potential impacts on land use and properties.

The Director-General's environmental assessment requirements identify a number of key issues to be addressed in relation to land use and property. **Table 10-1** indicates where the aspects of the Director-General's environmental assessment requirements that relate to land use and property are addressed, either in this chapter or in other chapters (in *italics*).

Table 10-1 Land use and property

Environmental assessment requirements	Where addressed
Land Use and Property – including but not limited to:	
<ul style="list-style-type: none"> Directly-affected properties and landuses adjacent to the project; including: impacts to landuse viability and future development potential. 	Sections 10.2.3 and 10.2.5
<ul style="list-style-type: none"> Property allotment, land sterilisation and severance impacts. 	Section 10.2.3
<ul style="list-style-type: none"> Impacts on the connectivity (including pedestrian and cycleway opportunities) and contiguity of existing and planned settlement and activity clusters around Telegraph Point, Sancrox Road and Kundabung. 	Section 10.2.4
<ul style="list-style-type: none"> The attainment of the objectives of the <i>Draft Mid-North Coast Farmland Mapping Project</i>. 	Section 10.2.1
<ul style="list-style-type: none"> The attainment of the objectives of the <i>Draft Mid-North Coast Strategy</i>. 	Section 10.2.1

10.1 Existing land use and property

10.1.1 Regional context

Land uses within the Proposal area generally consist of residential, rural, commercial, industrial, state forests, national parks and reserves. Rural land use, state forests and conservation areas are the dominant land uses.

Residential areas are largely restricted to the villages of Telegraph Point and Kundabung, with scattered residential and rural-residential development in other parts of the Proposal area, particularly south of the Hastings River. Commercial and industrial land uses are scattered along the existing highway, mainly south of Telegraph Point.

Rural land uses include grazing, aquaculture, oyster farming, orchards, tea tree plantations, vineyards, poultry farms, and other agricultural activities. However, much of the available rural land within the region remains heavily vegetated. There are no identified travelling stock reserves within, or in the immediate vicinity of the Proposal.

Approved sections of state forests located in the Proposal area are scheduled for logging and contribute to Statewide logging production targets. These forests include Cairncross, Ballengarra and Maria River state forests.

Nature reserves located in the Proposal area include Rawdon Creek Nature Reserve and Cooperabung Creek Nature Reserve. Kumbatine National Park is located to the west of the existing highway at the northern end of the Proposal. Maria National Park is located to the east of the North Coast Railway Line that runs parallel to the existing highway in the northern end of the Proposal area. The Proposal would not affect either of the National Parks.

Settlement activity clusters:

A settlement activity cluster is a group or collection of dwellings and/ or businesses that require coordinated access to the local and regional road network.

There are two operating quarries in the area. One is located on the western side of the existing highway in the vicinity of Sancrox Road, and the other is located to the east of the existing highway on Yarrabee Road and is considered regionally significant under the *Mid North Coast Regional Strategy* (Department of Planning 2009a). These quarries produce hard rock, aggregate, mattress rock and manufactured sand, supplying local and regional markets.

The Pacific Highway itself is an important land use within the region, providing the primary inter and intra-regional transportation link for the Mid North Coast region.

10.1.2 Local context

The study area has been separated into four sections for ease of description. These sections are described in **Section 3.3.2** and shown in **Figure 6-1a** to **Figure 6-1b**. This section briefly describes the land use and property characteristics of each section. **Figure 10-1** illustrates the broad land use throughout the Proposal area.

Section A



Typical agricultural property

Section A is situated between the southern end of the Proposal and Blackmans Point Road. Major land uses within this section include residential, agricultural, industrial, shipyard businesses, Cairncross State Forest and Rawdon Creek Nature Reserve.

No villages or residential developments are located in this section. Rural-residential properties are scattered throughout this section with a concentration of rural dwellings located along Glen Ewan Road. A small rural-residential cluster at Blackmans Point is located approximately 2 kilometres east of the existing highway on the Hastings River. A caravan park is located within this community. The residents of this community access Port Macquarie and Telegraph Point via Blackmans Point Road and the existing Pacific Highway.

The major form of agriculture within this section is grazing, predominantly by beef cattle. The grazing properties are located primarily on low-lying land within the floodplains of the Hastings River, with other grazing pockets in the vicinity of the Oxley Highway and Fernbank Creek Road. Within the Proposal footprint, there is approximately 11.1 hectares of regionally significant farmland in this section (Department of Planning 2009b).

The Proposal would cross the Hastings River in this section. The Hastings River is a major waterway. The tidal area of the river up and down stream of the Proposal is used for recreational boating, including fishing and sailing. There are a number of oyster leases in the Hastings River upstream and downstream of the existing highway crossing. A shipyard and dredging business are located downstream of the crossing and adjacent to the existing highway.

The Proposal

- Roads
- Upgraded Highway
- Service Road (existing facility)
- Section break
- Railways
- Watercourse
- River, Ocean
- State Forest
- Nat Park/Reserve
- Local Government Area
- Contaminated Land
- Potentially Contaminated Land
- SEPP26 Littoral Rnforest
- SEPP14 Coastal Wland
- Agriculture
- Other Native Forest
- Residential
- Business
- Industrial
- Special Use
- Recreation
- Other Enviro Protection

Map Labels: Wauchope, North Coast Railway, Oxley Highway, Waikanae Road, Port Macquarie, Partridge Creek, Farnham Creek, Hastings Creek, Backlicks Point Road, Maria River, Cooperabung Creek, Telegraph Point, Cooperabung Hill, Yarrabee Road, Old Pacific Highway, Kundabung, To Kempsey, To Taree, To Port Macquarie, Cairncross State Forest, Rawdon Creek Nature Reserve, Ballengarra State Forest, Kumbatene National Park, Kalatenee State Forest, Maria River State Forest, Maria National Park, Limeburners Creek Nature Reserve, PORT MACQUARIE - HASTINGS LGA, KEMPSEY LGA.

Scale: 0, 2.5, 5 Kilometres



Aerial view looking east across the Pacific Highway towards agricultural properties around Fernbank Creek and Hastings River Drive (Pacific Highway shown in the foreground)

The majority of the existing commercial and industrial land uses are located in the Proposal area around Sancrox Road and include a quarry, winery, mechanical spare parts, and construction material industries. Other commercial and industrial land uses in this section include an RTA Depot and a courier and logistics company.

This section also contains the southern-most parts of the Cairncross State Forest and the Rawdon Creek Nature Reserve.

The existing Pacific Highway, Sancrox Road, and Hastings River Drive are the main transport corridors within this section providing access for both local and regional traffic.

Section B

Section B commences at Blackmans Point Road and extends north to Cooperabung Hill. Major land uses within this section include the village of Telegraph Point, a waste management facility, recreational facilities and the North Coast Railway.

Telegraph Point is a small village straddling the Wilson River and is identified as a settlement activity cluster. The main retail and residential area of the village is located on the northern side of Wilson River. The existing Pacific Highway and the North Coast Railway sever this area. The village includes a public school, service station, café / general store, tavern, community hall, church, post office and a range of buildings associated with the railway history of the village. The existing Pacific Highway is used by residents travelling between homes and local services, such as the school and general store, within the village. Several local roads also provide access to the existing Pacific Highway for residents and businesses.



Aerial view of Telegraph Point looking south. The existing Pacific Highway is shown on right of photo, with the North Coast Railway on left

Other commercial activities in this section include a waste management facility, sawmill, skirmish / paintball business, service station, ultra-light airfield, sports and recreation club, mechanic workshop, animal breeding enterprises, chicken farm, construction vehicle repair business, water sports and recreation park and a quarry.

The majority of the agricultural properties (predominantly grazing) are located on the floodplain of the Wilson River, with other pockets throughout the area in the general vicinity of Telegraph Point. Other agricultural land uses in this section include aquaculture (currently non-operational), tea tree plantation, poultry farm and orchard. Within the Proposal footprint, there are approximately 38.8 hectares of regionally significant farmland in this section.

Section B contains the bulk of the Cairncross State Forest and Rawdon Creek Nature Reserve.

The Cairncross State Forest covers an area of 5908 hectares and straddles the existing highway between the Hastings and Wilson rivers. The state forest has been divided into a number of management zones including general management zones, harvesting exclusion zones, special prescription and management zones and areas for further assessment. These zones are discussed in **Table 10-7**. Harvesting within the state forest contributes to State-wide logging production.

Rawdon Creek Nature Reserve was established in 1999 and covers an area of 560 hectares. It is mainly covered by dry forest, with moist heath and fern in the drainage lines. There is also a saltmarsh community covering an area of approximately 7 hectares, occurring with acid sulfate soil and estuarine mangroves. The Reserve is particularly important as it contains the largest protected stand of low relief coastal blackbutt, a forest ecosystem that is restricted to this region. The reserve currently receives a low level of visitor use; however, it is used as an access route to Thurlings Road which leads to a fishing site on Rawdon Creek within Cairncross State Forest.

The Wilson River is a tributary of the Hastings River. It is used for recreational boating and fishing, with no commercial maritime use near the existing or proposed crossings. Two State-listed wetlands are located on Dalhenty Island in the Wilson River, and on the northern banks of the Wilson River.

Section C

Section C commences at Cooperabung Hill and extends to Mingaletta Road. The dominant land uses within this section are Cooperabung Creek Nature Reserve and Ballengarra State Forest.

Cooperabung Creek Nature Reserve was gazetted on 1 January 1999 as part of the Regional Forest Agreement process and covers an area of 325 hectares. It was previously part of Ballengarra State Forest. The reserve receives low levels of use for activities such as nature study, walking and bird watching. There are no recreation facilities and horse riding is not permitted.

Ballengarra State Forest covers an area of 6325 hectares and straddles the existing highway at Cooperabung Hill, north of Telegraph Point. It has been divided into a number of management zones including general management zones, harvesting exclusion zones, special prescription and management zones and areas for further assessment. Access to the state forest is via Cooperabung Range Road and Barrys Creek Road. Harvesting within the forest contributes to State-wide logging production.

There are limited residential and rural land uses in this area. Some rural residential properties and grazing land is located to the east of the Proposal off Mingaletta Road. There is no regionally significant farmland in this section.

A hill climb track along the Old Pacific Highway, east of the Proposal, is used by the Kempsey Sporting Car Club. Race events are held at least twice yearly. A regionally significant quarry is located east of the existing highway on Yarrabee Road that produces hard rock, aggregate, mattress rock and manufactured sand for local and regional markets.



Existing Pacific Highway alignment through Ballengarra State Forest

Several local roads provide access to the existing highway for local residents, businesses and forestry logging vehicles. These include Yarrabee Road, Cooperabung Range Road and Barrys Creek Road.

Section D

Section D commences at Mingaletta Road and extends to Stumpy Creek, north of the Maria River. Major land uses in this section include the village of Kundabung, the Maria River State Forest and Kumbatine National Park.

Residential and rural residential land use in this section is generally located along the existing highway around the village of Kundabung. Kundabung is a small rural community spread over a relatively large area and is identified as a settlement activity cluster. The village straddles the existing Pacific Highway with residential / rural residential and business clusters located on both sides of the highway. Commercial land uses located in Kundabung include a Post Office, motor inn, sawmill, and service station.



Aerial view of Kundabung and railway looking north

There is also a large rural catchment to the west of the existing highway, which would use the village of Kundabung for basic services. Other commercial land uses within this section include a poultry business and a pet resort.

The major form of agriculture within this section is grazing, predominantly beef cattle. Agriculture is located on low-lying land in the surrounds of Smiths Creek Road and Upper Smiths Creek Road. There are also aquaculture operations located in and around Kundabung. Within the Proposal footprint, there are approximately 4.2 hectares of regionally significant farmland in this section.

North of Kundabung, the Proposal would pass through the Maria River State Forest, and adjacent to, but not affecting, the Kalateenee State Forest, the Kumbatine National Park and the Maria River National Park.

Maria River State Forest covers an area of 2119 hectares, east of the existing highway to the south of the Maria River. It accommodates a range of vegetation types from moist slopes forest to riparian vegetation and has been divided into a number of management zones including general management zones, harvesting exclusion zones, special prescription zones, non-forestry use areas and areas for further assessment. Access to the forest is via Old Camp Road, Kundabung Road and various fire trails. Harvesting within the state forest contributes to State-wide logging production.

Kalateenee State Forest is located to the north of the Maria River, west of the Proposal. It has been divided into a number of management zones including general management zones, harvesting exclusion zones, special prescription and management zones and areas for further assessment. Harvesting within the state forest contributes to State-wide logging production, and access is via Scrubby Creek Road.

Kumbatine National Park was gazetted on 1 January 1999 as part of the outcomes of the Regional Forest Agreement for Lower North East NSW. In January 2003, an area of 1727 hectares was added to the Park. In May 2003 an additional 207 hectares was purchased for inclusion into the Park, and it now totals approximately 15,100 hectares. Adjoining the National Park is the Kumbatine State Conservation Area which was gazetted in January 2003 and comprises two parcels totalling 783 hectares. Kumbatine National Park and Kumbatine State Conservation Area were formerly part of Ballengarra, Kippara, Maria River, Kalateenee and Boonanghi state forests.

Maria National Park, named for the Maria River that bisects the park, was created in 1999 as part of the outcomes of the Regional Forest Agreement for Lower North East NSW. The park covers an area of 2335 hectares which were formerly part of Maria River State Forest and vacant crown lands.

There are several local roads in this section that provide access to the existing Pacific Highway for local residents, forestry operations and businesses. These include Upper Smiths Creek Road, Wharf Road, Smiths Creek Road, Kundabung Road, Ravenswood Road, Old Coast Road and Kemps Road.

10.2 Land use and property impacts

10.2.1 Strategic planning

Mid North Coast Regional Strategy

The primary aim of the *Mid North Coast Regional Strategy* (Department of Planning 2009a) is to ensure that adequate land is available and appropriately located to accommodate the projected housing and employment needs of the region's population over the next 25 years. The Strategy recognises that the Pacific Highway acts as the major north-south corridor between Sydney and Brisbane.

The Proposal would facilitate the implementation of the Strategy, in particular the regional transport objectives that recommend the protection, planning and construction of the Pacific Highway as the primary inter/intra region road reserve. The Proposal would provide greater transport efficiency and safety for residents for both intra and inter regional movements.

Under the Strategy, Telegraph Point, Area 13 Thrumster (immediately east of the Proposal adjacent to the Oxley Highway) and Kundabung have been identified for possible urban development. Sancrox Road has been identified for possible employment lands. Land development in these areas will alter the existing land use to a more urban pattern. The Proposal would assist with the orderly economic development of these areas by providing opportunities for urban consolidation and improved access arrangements. The Proposal and associated local road improvements would also provide for more efficient freight movements, and safer private and commercial transport.

Regionally significant farmland:

The Department of Planning seeks to recognise and conserve the best farmland or regionally significant farmland for current and future agricultural purposes. Soil landscape mapping was used as a basis to assess areas for regional significant farmland. Regionally significant farmland cannot be considered for urban or rural residential rezoning unless it is part of a council strategy agreed to by the Department of Planning.

Mid North Coast Farmland Mapping Project

The *Mid North Coast Farmland Mapping Project* (Department of Planning 2009b) identifies regionally significant farmland on the Mid North Coast. The objectives of the mapping project are to identify and protect regionally significant farmland from urban and rural residential encroachment and land use conflict. The Proposal would result in some impacts to regionally significant farmland.

Land capability

Land capability classifications, developed by the former NSW Soil Conservation Service, classify land into eight land capability classes as described in **Table 10-2**.

Table 10-2 Land capability classifications

Class	Description
Class I	Prime agricultural land, suitable for a wide variety of uses.
Class II	Usually gently sloping land suitable for a wide variety of agricultural uses.

Class	Description
Class III	Sloping land suitable for cropping on a rotational basis generally fair to good agricultural land.
Class IV	Whilst this land could be used to cultivate an occasional crop, it is not suitable for cultivation on a regular basis owing to limitations of slope and erosion potential.
Class V	This land can be cultivated for an occasional crop, but is predominantly suited to grazing.
Class VI	Land not suitable for cultivation and best used for grazing.
Class VII	Land with high soil erosion hazard and severe site limitations and should remain under green timber.
Class VIII	Land unsuitable for agricultural or pastoral production because of severe physical limitations to the land.

Within the *Kempsey – Korogoro Point Soil Landscape Sheet Report* (NSW Soil Conservation Service 2004) land capability classes are defined for all soil landscapes within the Proposal area.

The majority of the land affected by the Proposal is Class VI land. This class is particularly dominant between the Oxley Highway and Wilson River, and from Mingaletta Road to the Maria River.

Class IV to Class V lands are the second most dominant land types within the Proposal area located between Telegraph Point and Mingaletta Road, with two small pockets (Cooperabung soil landscape) located to the south-west of the Proposal.

Class III lands are located in the southern section of the Proposal area. There are small pockets of Class II lands located immediately adjacent to the Wilson River, Pipers Creek and Maria River.

Small pockets of land located on the southern bank of the Wilson River, and a small pocket on the southern bank of the Hastings River, to the west of the Proposal, comprise Classes I and II. These areas are noted as being some of the highest quality soils in the region and would be regarded regionally significant farmland under the *Mid North Coast Farmland Mapping Project*.

The majority of the available agricultural land within the area is best suited to grazing and is likely to have limited production potential for crops, largely due to the inherent environmental and physical constraints and low capability class.

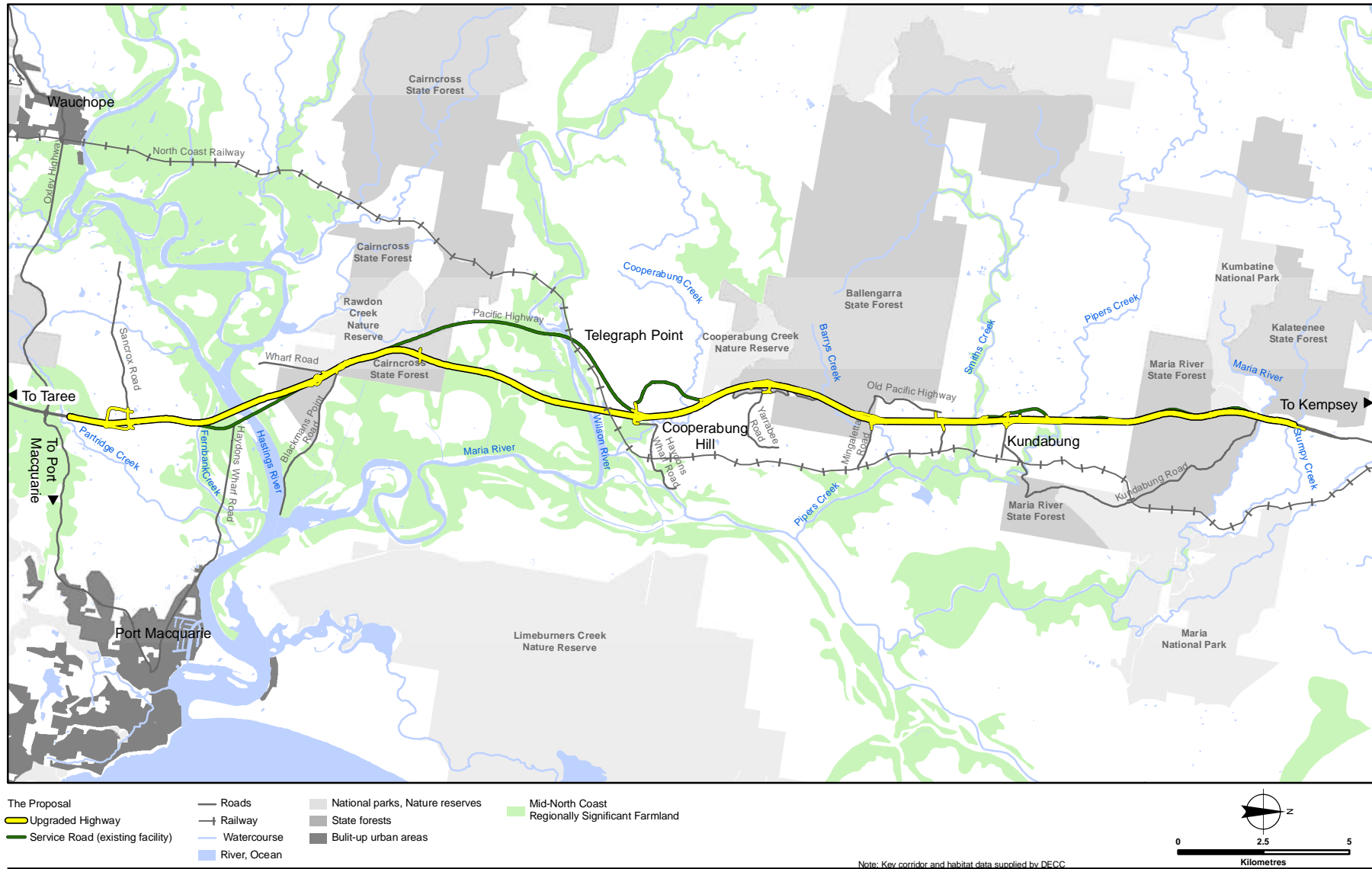
Figure 10-2 illustrates the location of regionally significant farmland affected by the Proposal.

Impacts regionally significant farmland

The Proposal has been developed to avoid regionally significant farmland where possible and to minimise impacts on areas that cannot be avoided. The Proposal would however impact on approximately 49.4 hectares of regionally significant farmland in the areas surrounding the Oxley Highway, Hastings River, Wilson River, Smiths Creek and Pipers Creek floodplains. Some severance of regionally significant farmland would occur.

The majority of impacts on regionally significant farmland would be restricted to small areas adjacent to watercourses. This would have a minor impact on the overall productivity of the farmland. Several large agricultural enterprises occur within the regionally significant farmland such as the grazing areas south of the Wilson River. The viability and operational capacity of these agricultural businesses would be affected, however the overall viability of these properties would not be threatened.

Figure 10-2 Regionally significant farmland in the Study Area



As discussed later in this chapter, while the Proposal would impact some significant farmland, the Proposal would provide a net benefit to the community by improving the efficiency and safety of this section of the Pacific Highway. Therefore, the Proposal is consistent with the objectives of the *Mid North Coast Farmland Mapping Project* (Department of Planning 2009b).

10.2.2 Environmental planning instruments and zoning

As discussed in **Chapter 4 Planning and approvals**, section 75R(3) of the EP&A Act excludes the application of the provisions of environmental planning instruments (other than State environmental planning policies) to approved projects, including approved critical infrastructure projects.

However, in deciding whether or not to approve the carrying out of a project, the Minister for Planning may (but is not required to) take into account the provisions of any environmental planning instrument that would not (because of section 75R) apply to the project if approved.

Relevant environmental planning instruments that apply to the Proposal and the Proposal area, and that have been considered in the development of the Proposal and this Environmental Assessment, are discussed below.

State Environmental Planning Policy (Infrastructure) 2007

The aim of *State Environmental Planning Policy (Infrastructure) 2007* is to facilitate the effective delivery of infrastructure across the State by:

- (a) *improving regulatory certainty and efficiency through a consistent planning regime for infrastructure and the provision of services, and*
- (b) *providing greater flexibility in the location of infrastructure and service facilities, and*
- (c) *allowing for the efficient development, redevelopment or disposal of surplus government owned land, and*
- (d) *identifying the environmental assessment category into which different types of infrastructure and services development fall (including identifying certain development of minimal environmental impact as exempt development), and*
- (e) *identifying matters to be considered in the assessment of development adjacent to particular types of infrastructure development, and*
- (f) *providing for consultation with relevant public authorities about certain development during the assessment process or prior to development commencing.*

Clause 94 of this policy states that development for the purpose of a road or road infrastructure facilities may be carried out by or on behalf of a public authority without consent on any land. Notwithstanding this, the Proposal is a declared Part 3A project, and approval of the Minister for Planning is required.

The Proposal is therefore considered to be consistent with *State Environmental Planning Policy (Infrastructure) 2007*.

State Environmental Planning Policy (Rural Lands) 2008

State Environmental Planning Policy (Rural Lands) 2008 aims:

- (a) *to facilitate the orderly and economic use and development of rural lands for rural and related purposes,*

- (b) *to identify the Rural Planning Principles and the Rural Subdivision Principles so as to assist in the proper management, development and protection of rural lands for the purpose of promoting the social, economic and environmental welfare of the State,*
- (c) *to implement measures designed to reduce land use conflicts,*
- (d) *to identify State significant agricultural land for the purpose of ensuring the ongoing viability of agriculture on that land, having regard to social, economic and environmental considerations,*
- (e) *to amend provisions of other environmental planning instruments relating to concessional lots in rural subdivisions.*

As discussed later in this chapter, while the Proposal will impact on rural land, the Proposal would provide a net benefit to the community by improving the efficiency and safety of this section of the Pacific Highway. The Proposal is considered to be consistent with the relevant aim of the policy to facilitate the orderly and economic use and development of rural land in the Proposal area for rural and related purposes.

The Rural Planning Principles in Part 2 of Policy are required to be considered by local councils when preparing local environmental plans. They therefore do not need to be considered in relation to the application for Part 3A project approval for the Proposal.

Part 3 contains Rural Subdivision Principles and identifies matters to be considered in determining development applications for rural subdivision or rural dwellings. The Proposal does not involve rural dwellings, and development consent (under Part 4 of the EP&A Act) is not required for the Proposal by virtue of the operation of *State Environmental Planning Policy (Infrastructure) 2007*. Notwithstanding this, any subdivision that may occur as a result of property acquisition required for the Proposal would be generally consistent with the Rural Subdivision Principles.

Part 4 relates to State significant agricultural land. No State significant agricultural land is currently identified under the policy, and the provisions of Part 4 are not relevant.

State Environmental Planning Policy (Major Development) 2005

State Environmental Planning Policy (Major Development) 2005 identifies major development that is declared to be a project to which Part 3A of the EP&A Act applies. The Proposal does not meet any of the development classes identified in the policy, and is not located on land that is declared under the policy to be State significant. The provisions of the policy do not apply.

State Environmental Planning Policy No. 14 – Coastal Wetlands

The aim of *State Environmental Planning Policy No. 14 – Coastal Wetlands* is to “ensure that the coastal wetlands are preserved and protected in the environmental and economic interests of the State”.

Under the policy, development consent under Part 4 of the EP&A Act is required for clearing, draining, filling, or constructing a levee on land that is identified as a coastal wetland under the policy. As the Proposal is a project to which Part 3A applies, development consent under Part 4 is not required.

Two wetland areas associated with the Proposal's crossing at the Wilson River are listed under this policy.

As discussed in **Chapter 15 Flora and fauna**, there would be some impacts to these wetlands. However these impacts would be minimised where possible.

The Proposal would provide a net benefit to the community by improving the efficiency and safety of this section of the Pacific Highway and is therefore considered to be consistent with the aims of the policy.

State Environmental Planning Policy No. 26 – Littoral Rainforests

State Environmental Planning Policy No. 26 – Littoral Rainforests applies to land that is identified on specific mapping as containing littoral rainforests. No land within the Proposal area is identified as containing littoral rainforests. This policy therefore does not apply.

State Environmental Planning Policy No. 44 – Koala Habitat Protection

State Environmental Planning Policy No. 44 – Koala Habitat Protection aims to “encourage the proper conservation and management of areas of natural vegetation that provide habitat for koalas to ensure a permanent free-living population over their present range and reverse the current trend of koala population decline.”

As discussed in **Chapter 15 Flora and fauna**, five koala food tree species listed under Schedule 2 of the policy were recorded within the Proposal area. All 10 natural vegetation communities listed in **Section 15.2.3** contain at least one listed koala food tree species.

The following areas are likely to represent core koala habitat defined under *State Environmental Planning Policy No. 44 – Koala Habitat Protection* and are likely to contain a resident population of koalas:

- Either side of Sancrox Road.
- Cairncross State Forest.
- Rawdon Creek Nature Reserve.
- Cooperabung Hill (Ballengarra State Forest and Cooperabung Nature Reserve).
- Mingaletta Road to Smiths Creek.
- Kundabung Road to north of Pipers Creek.
- Maria River State Forest.

Part 2 of the policy applies when a development application under Part 4 of the EP&A Act is made on land that has an area of more than 1 hectare. As the Proposal is a project to which Part 3A applies, development consent under Part 4 of the EP&A Act is not required, and the provisions of Part 2 of the policy do not apply.

Chapter 15 Flora and fauna contains an assessment of impacts on koala habitat and koalas in the Proposal area and recommends management measures to minimise these impacts. The Proposal is considered to be consistent with the aims of *State Environmental Planning Policy No. 44 – Koala Habitat Protection*.

State Environmental Planning Policy No. 71 – Coastal Protection

State Environmental Planning Policy No. 71 – Coastal Protection aims to, among other things, “to protect and manage the natural, cultural, recreational and economic attributes of the New South Wales coast” and “to manage the coastal zone in accordance with the principles of ecologically sustainable development”.

The Proposal is within the coastal zone for approximately 2 kilometres where it crosses the Hastings River. The Proposal has been developed and assessed in accordance with the principles of ecologically sustainable development and has been designed to achieve balanced management of the natural, cultural, recreational and economic attributes of the Proposal area. The Proposal is considered to be consistent with the aims of the policy.

North Coast Regional Environmental Plan

The *North Coast Regional Environmental Plan* is a deemed State environmental planning policy.

The aims of the plan are, among other things, “to develop regional policies that protect the natural environment, encourage an efficient and attractive built environment and guide development into a productive yet environmentally sound future”.

Part 2 of the *North Coast Regional Environmental Plan* relates to rural development and recognises the importance of protecting agricultural land, particularly prime crop or pasture land. As explained in this chapter, the Proposal accords with this part of the *North Coast Regional Environmental Plan* in protecting agricultural land across the region by minimising impacts on regionally significant farmland.

Part 3 relates to conservation and the environment, and contains a number of principles to be applied in the preparation of local environmental plans. Part 3 also identifies heritage items of State and regional significance. As discussed in **Section 20.2**, the Pipers Creek Lime Kilns are listed under the plan. The development control provisions of the plan, however, do not apply as the Proposal is a project to which Part 3A of the EP&A Act applies.

Part 5 of the plan relates to regional infrastructure and contains a number of principles to be applied in the preparation of local environmental plans. Whilst these principles do not apply, the Proposal is consistent with these principles by improving regional transport infrastructure along the NSW North Coast.

Part 6 of the plan contains principles relating to tourism and recreation to be applied in the preparation of local environmental plans. These principles do not apply to the Proposal.

Hastings Local Environmental Plan 2001 and Kempsey Local Environmental Plan 1987

The Proposal is a permissible use, with development consent, in both local environmental plans. Local environmental plans do not apply to Part 3A projects declared to be critical infrastructure. However, the Minister could take into account the relevant provisions of these planning instruments.

10.2.3 Impacts to properties and land use

Temporary construction impacts

In general, temporary property and land use impacts during construction would result from:

- Ancillary facilities such as compounds, batch plants, stockpile areas and other temporary infrastructure required for construction.
- Spoil disposal.
- Temporary sedimentation basins.
- Modifications to the use of existing roads and access arrangements.
- General amenity impacts on adjoining land uses.

The Proposal would require the establishment of a number of ancillary facilities such as temporary construction areas to accommodate site compounds, batch plants, crushing plants, and stockpile areas during the construction phase. Potential locations of these facilities have been identified in **Section 7.6.7**.

These locations would be subject to refinement during the detailed design phase and development of the construction plan for the Proposal and may be subject to change. Selection of sites for ancillary facilities would be undertaken in accordance with the site selection criteria outlined in **Section 7.6.7**.

Use of properties located outside the current road reserve for ancillary facilities would result in a temporary change in land use. Generally, these ancillary facilities would be located within the Proposal footprint which is subject to permanent property acquisition (as discussed below). Should additional properties outside the Proposal footprint be required, discussions would be held with affected property owners about leasing the land over the short-term.

Spoil disposal areas would be required in the event that there is an excess of construction material such as rock, topsoil or unsuitable excavated material. Spoil disposal requirements would depend on the staging / delivery option adopted. A spoil management strategy would be developed prior to construction if the assessment identifies a surplus of material. This strategy would identify opportunities for re-using the material onsite and locations outside the Proposal for re-use or disposal. Re-use onsite would be the priority.

Temporary sedimentation basins would be constructed during the construction phase to detain and treat stormwater. The exact location of these basins would be determined during detailed design. Sedimentation basins are expected to generally be located within the Proposal footprint and are unlikely to have any additional temporary property on adjacent landholdings. A number of these basins would be retained and converted to provide an operational phase water quality function.

During construction, there would be temporary and, in some cases, permanent changes to traffic conditions and access to local roads and the existing highway, which would potentially impact on surrounding land use. Local roads would be affected by short-term delays to traffic movements. The intensity of these impacts would depend on construction staging and site-specific requirements. Traffic control would be provided during the construction phase to ensure safety of all road users. Further discussion on traffic and transport impacts is contained in **Chapter 18 Traffic and transport**.

Access to some properties could also be affected, however access would be maintained for landowners. Access requirements for the construction would be discussed with affected landowners prior to construction. Access impacts are further discussed in **Chapter 11 Social and economic**.

Construction of the Proposal would adversely affect the amenity of some adjoining land uses, due to noise from construction activities, dust generated by construction vehicles and works, traffic disruptions and potential visual impacts caused by land clearing, stockpiles and construction vehicles and equipment. These amenity impacts of the Proposal are discussed in **Chapter 11 Social and economic**.

Permanent impacts

A total of approximately 254.9 hectares of land would be acquired for the construction and operation of the Proposal. Of this, approximately 49.4 hectares has been identified as regionally significant farmland.

Development of the Proposal has sought to minimise land acquisition, severance and fragmentation of properties. Where possible, the design has closely followed property boundaries. Where this has not been feasible, a means of access would be provided to connect separated portions of land where possible.

Operation of the Proposal is likely to adversely affect the amenity of some adjoining land uses as a result of air, noise and visual impacts. These issues are discussed in **Chapter 16 Noise and vibration**, **Chapter 17 Visual amenity and urban design** and **Section 21.1**.

The Proposal would impact three state forests, one nature reserve, eight Crown reserves, two Council road reserves, eight state owned parcels of land and 67 private land holdings. Of the eight State owned properties, five of these were recently acquired by the RTA as a result of impacts arising from the Proposal. The Proposal would involve partial acquisition from a further 74 properties, comprising mainly strip acquisition, and consideration of the possible total acquisition of another 10 properties. Management of acquisition is discussed in **Section 10.3.1**. **Table 10-3** provides a summary of property impacts by ownership and land use category.

Table 10-3 Property impacts summary by ownership category

Current ownership and land use	Number of properties impacted	Approximate area of impact (hectares)	Percentage of total impact by owner category
Private – rural	46	106.2	41.7
Private – rural-residential	16	12.2	4.8
Private – industrial/business	5	3.2	1.3
State - RTA	6	10.8	4.2
State - other	2	4.7	1.8
State forest	3	114.3	44.8
Nature reserve	1	1.5	0.6
Crown land	8	1.1	0.45
Council road reserve	2	0.9	0.35
TOTAL	89	254.9	100%

Seven dwellings are located within the Proposal footprint and would be demolished following acquisition.

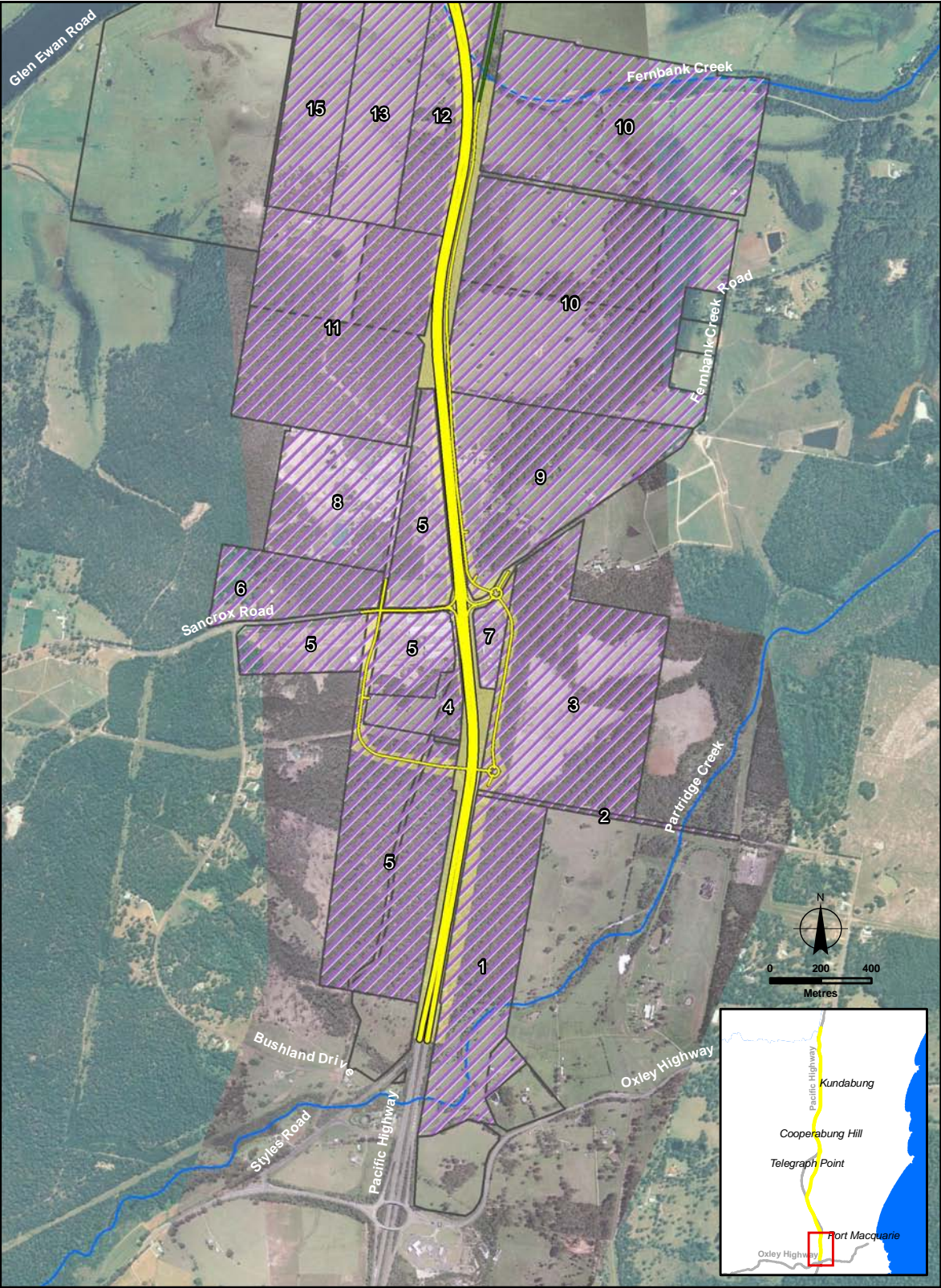
Some properties would be severed by the Proposal, requiring the implementation of the management measures referred to in **Section 10.3** for continued operation, or the acquisition of the severed part where suitable management measures are not available.

The landholdings to be acquired for the Proposal are shown in **Figure 10-3**

Figure 10-3a to Figure 10-3h. Landholdings affected by acquisition are numbered from south to north with each number representing the entire landholding of the owner. The landholding may comprise several legally distinguishable parcels of land that could be bought or sold separately.

Table 10-4 outlines the impact of the Proposal on each affected landholding, including state forests, Crown reserves and nature reserves.

Figure 10-3a Properties affected by acquisition



- | | | |
|----------------------------------|------------------------------------|-------------|
| The Proposal | Property acquisition boundary | Watercourse |
| Upgraded Highway | Properties affected by acquisition | |
| Service Road (existing facility) | Cadastral | |

Figure 10-3b Properties affected by acquisition

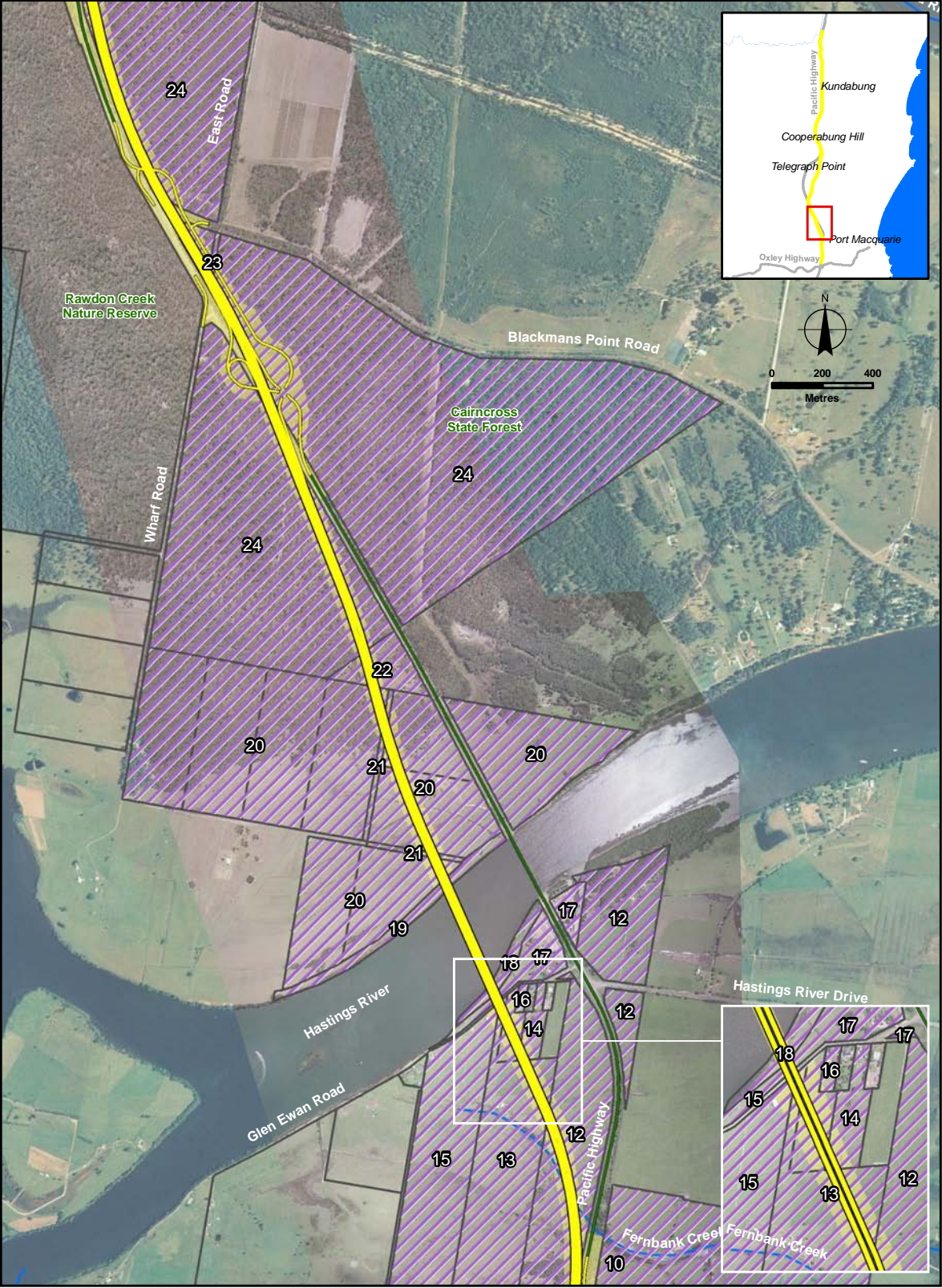
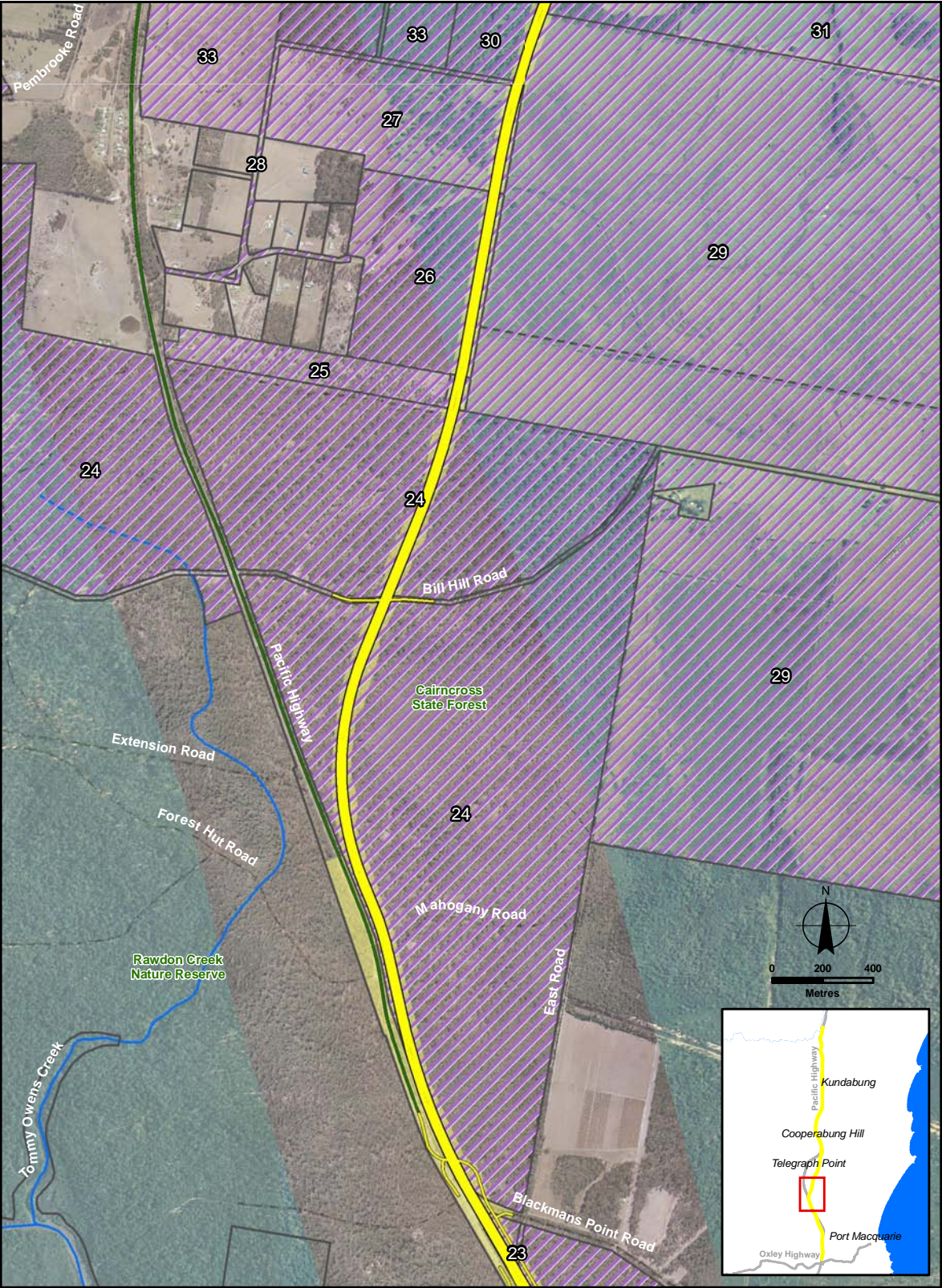
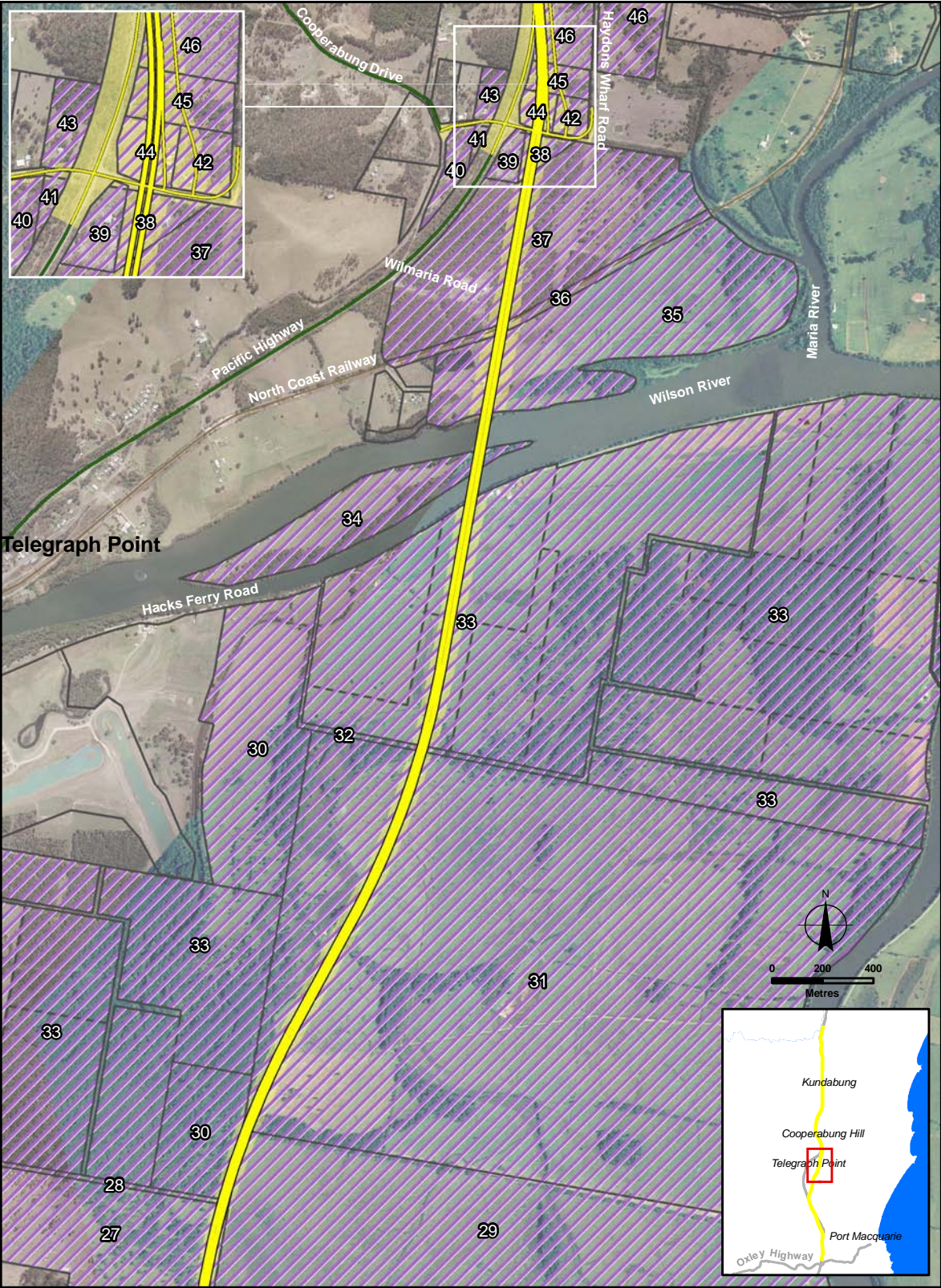


Figure 10-3c Properties affected by acquisition



- | | | |
|----------------------------------|--------------------------------------|--------------------|
| The Proposal | Property acquisition boundary | Watercourse |
| Upgraded Highway | Properties affected by acquisition | Watercourse |
| Service Road (existing facility) | Cadastre | |

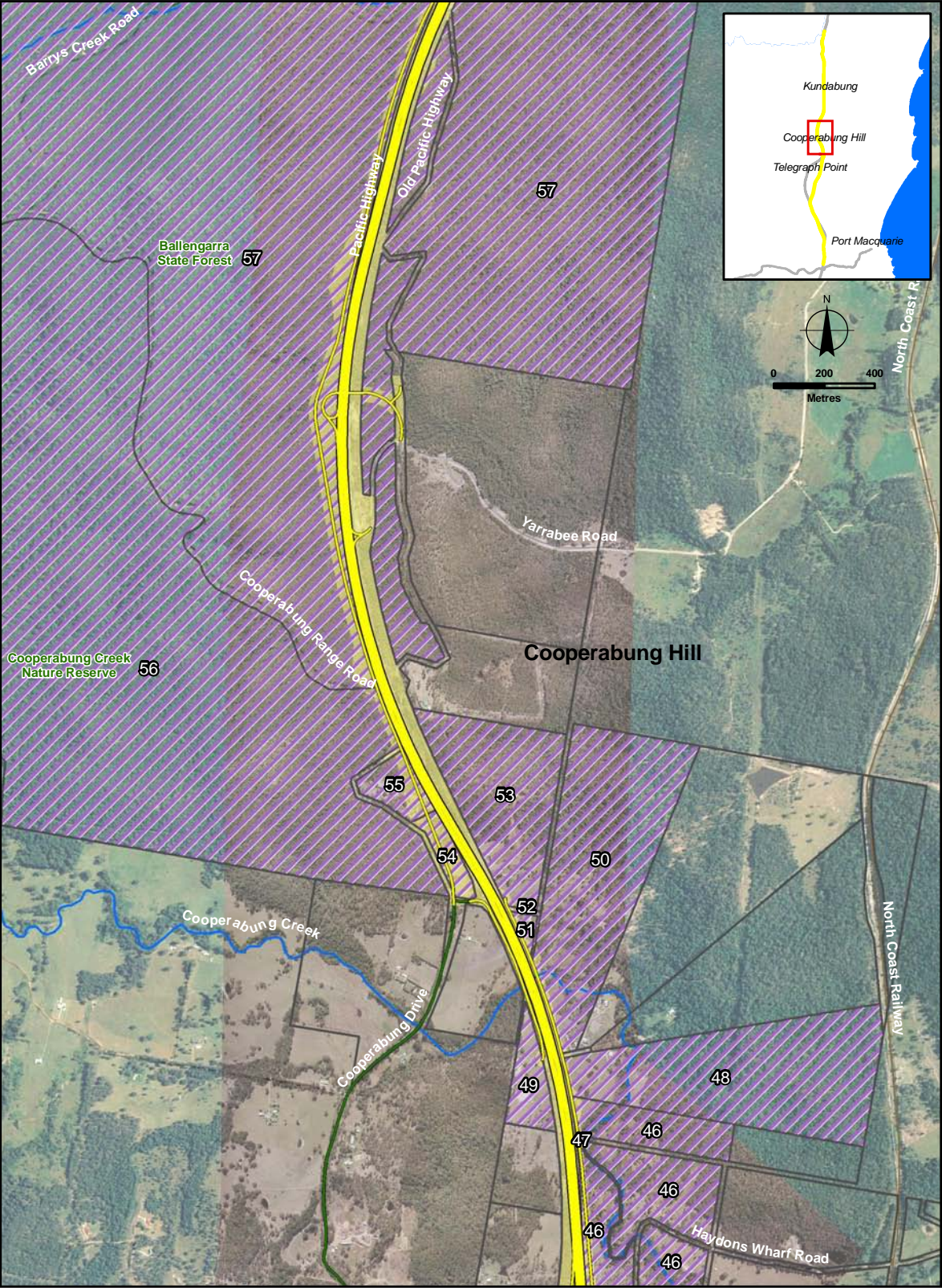
Figure 10-3d Properties affected by acquisition



- The Proposal**

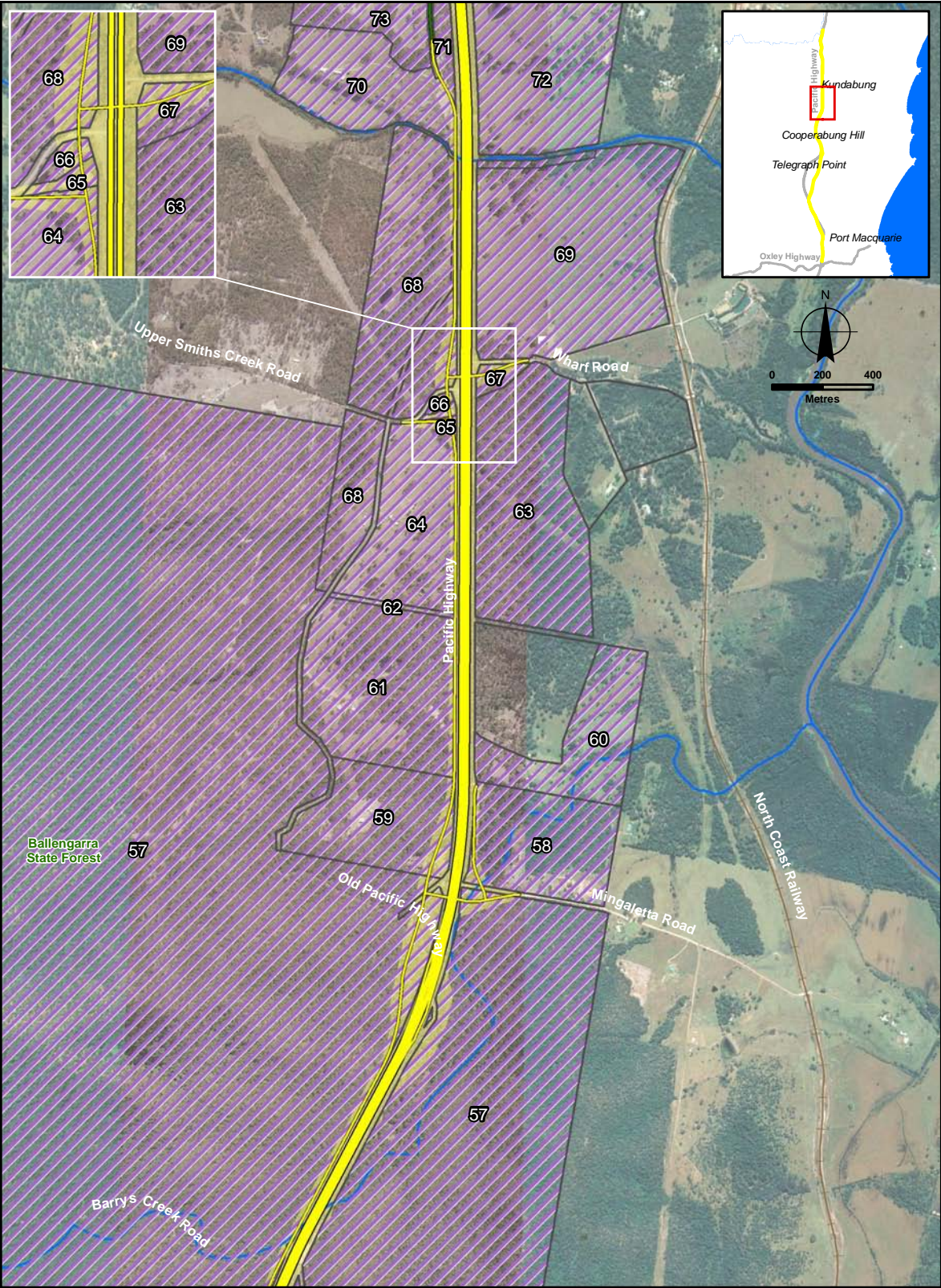
 - Upgraded Highway
 - Service Road (existing facility)
- Property acquisition boundary
 - Properties affected by acquisition
 - Cadastral
- Railway

Figure 10-3e Properties affected by acquisition



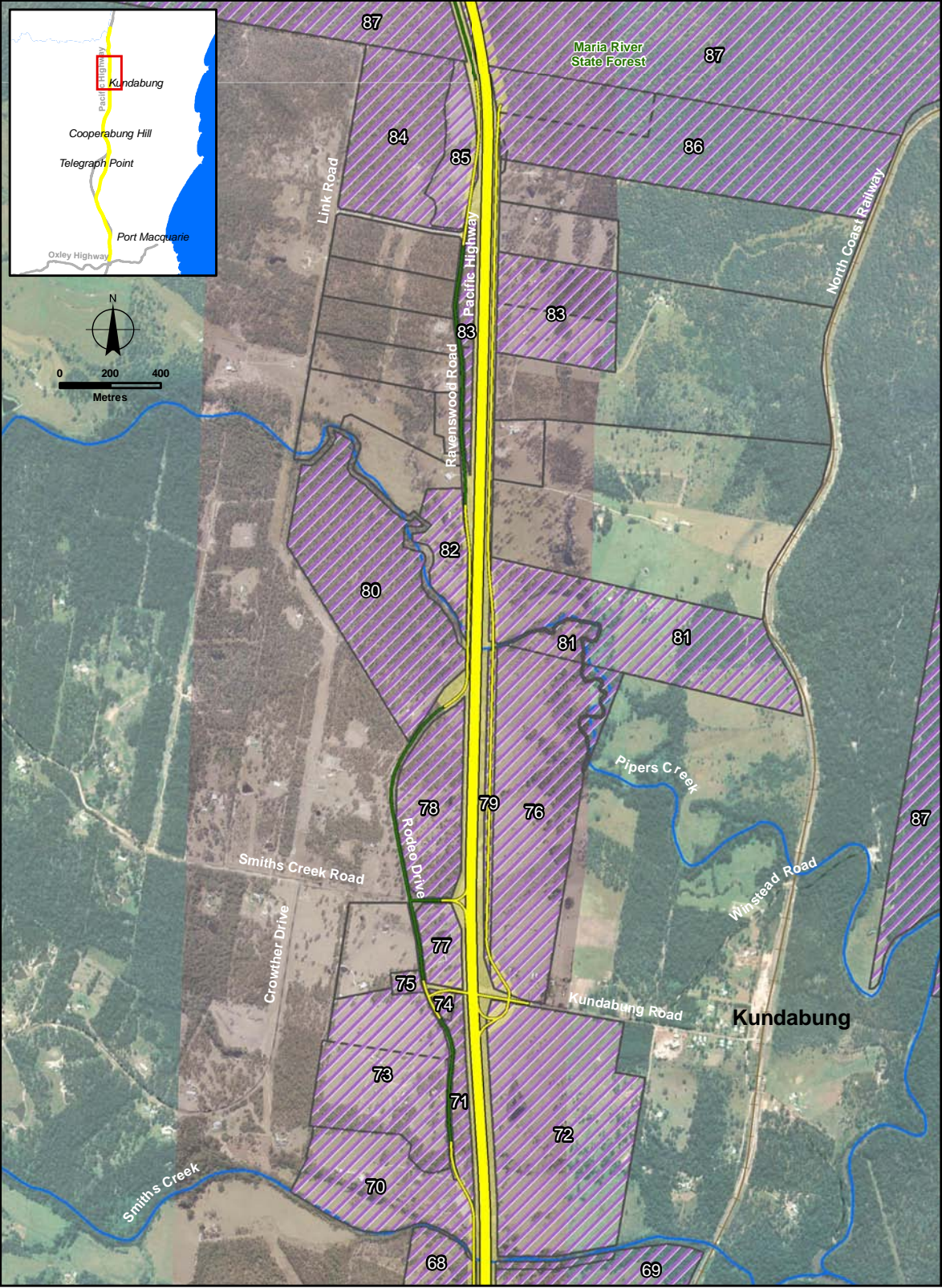
- | | | |
|----------------------------------|------------------------------------|-------------|
| The Proposal | Property acquisition boundary | Watercourse |
| Upgraded Highway | Properties affected by acquisition | Railway |
| Service Road (existing facility) | Cadastre | |

Figure 10-3f Properties affected by acquisition



- | | | |
|----------------------------------|------------------------------------|-------------|
| The Proposal | Property acquisition boundary | Watercourse |
| Upgraded Highway | Properties affected by acquisition | Railway |
| Service Road (existing facility) | Cadastral | |

Figure 10-3g Properties affected by acquisition



- | | | |
|----------------------------------|------------------------------------|-------------|
| The Proposal | Property acquisition boundary | Watercourse |
| Upgraded Highway | Properties affected by acquisition | Railway |
| Service Road (existing facility) | Cadastre | |

Figure 10-3h Properties affected by acquisition

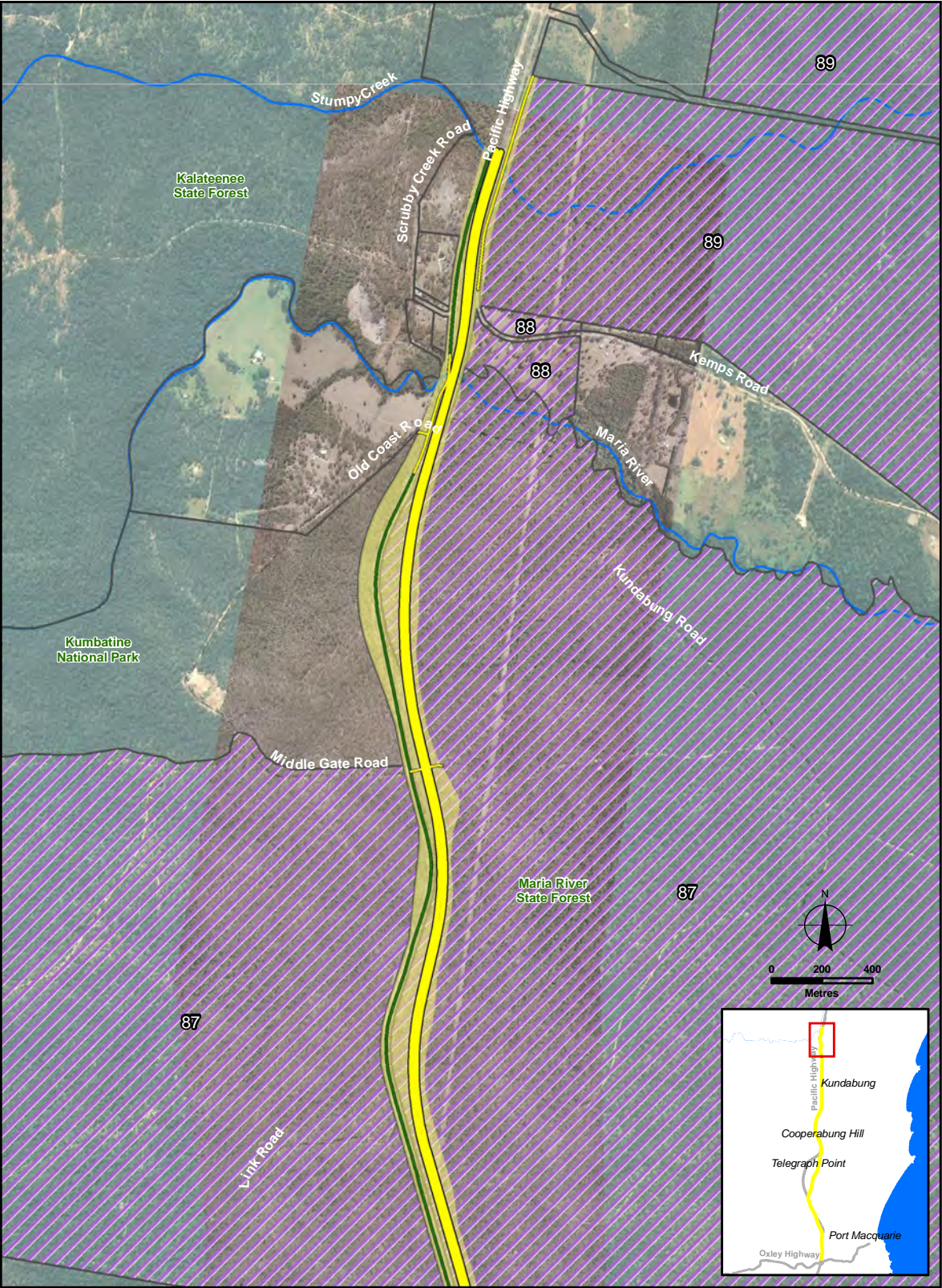


Table 10-4 Property impacts and acquisition table

Ref no.	Ownership/ current land use	Total property area (hectares)	Area of impact (hectares)	% of total property affected	Description of impacts	Proposed mitigation measures
1	Private – rural undeveloped	37.5	5.0	13.4	<ul style="list-style-type: none"> Partially impacted on western boundary through cleared and timbered land. Loss of direct access to the highway. Acquisition would not impact viability of property. 	<ul style="list-style-type: none"> Acquisition of affected land. Compensation for acquired land. Access would be provided to new service road. Fencing would be reinstated prior to construction
2	Crown road reserve	2.0	0.1	6.1	<ul style="list-style-type: none"> Partially impacted on western boundary through heavily vegetated land. Loss of direct access to the highway. Proposal would not impact viability of property. 	<ul style="list-style-type: none"> Acquisition of affected land. Compensation for acquired land. Access would be provided to new service road.
3	Private – rural undeveloped	55.4	4.0	7.1	<ul style="list-style-type: none"> Partially impacted on western boundary through vegetated land. Proposal would not impact viability of property. 	<ul style="list-style-type: none"> Acquisition of affected land. Compensation for acquired land. Access would be provided to new service road. Fencing would be reinstated prior to construction

Ref no.	Ownership/ current land use	Total property area (hectares)	Area of impact (hectares)	% of total property affected	Description of impacts	Proposed mitigation measures
4	Private – rural/ industrial (retail)	6.8	0.6	9.1	<ul style="list-style-type: none"> Partially impacted on eastern and western boundaries through predominantly cleared land. Current access arrangements to Sancrox Road altered. Proposal would not impact viability of industrial business. Minor impacts on future industrial development potential. 	<ul style="list-style-type: none"> Acquisition of affected land. Compensation for acquired land. Access would be provided to new service road. Fencing would be reinstated prior to construction.
5	Private – rural undeveloped/ industrial	79.6	7.1	8.9	<ul style="list-style-type: none"> Partially impacted on eastern boundary for upgraded highway and other boundaries for service roads. Portion of property to be impacted is partly cleared and partly vegetated. Loss of some current eastern access arrangements. Proposal would not impact future industrial development potential. 	<ul style="list-style-type: none"> Acquisition of affected land. Compensation for acquired land. Access to Sancrox Road maintained. Adjustment of some internal access arrangements Fencing would be reinstated prior to construction.

Ref no.	Ownership/ current land use	Total property area (hectares)	Area of impact (hectares)	% of total property affected	Description of impacts	Proposed mitigation measures
6	Private – rural	15.3	0.2	1.3	<ul style="list-style-type: none"> Partially impacted on eastern and southern boundaries through vegetated land. Proposal would not impact future industrial development potential.. 	<ul style="list-style-type: none"> Acquisition of affected land. Compensation for acquired land. Access to toSancrox Road maintained. Fencing would be reinstated prior to construction.
7	State –industrial (RTA depot)	3.9	0.7	17.7	<ul style="list-style-type: none"> Partially impacted in north-eastern corner through vegetated land. Proposal would not impact viability of industrial use. 	<ul style="list-style-type: none"> Acquisition of affected land. Compensation for acquired land.
8	Private – quarry	25.8	0.2	0.9	<ul style="list-style-type: none"> Partially impacted by the Proposal on portion of closed road. Proposal would not impact future industrial development potential. 	<ul style="list-style-type: none"> Acquisition of affected land. Compensation for acquired land. Access to Sancrox Road maintained. Fencing would be reinstated prior to construction.
9	Private – winery	40.1	2.0	5.0	<ul style="list-style-type: none"> Partially impacted on western boundary through vineyard and cleared land. Existing access to Fernbank Creek Road impacted. Proposal would not impact viability of winery business. 	<ul style="list-style-type: none"> Acquisition of affected land. Compensation for acquired land. Access to be provided from new service road. Fencing would be reinstated prior to construction.

Ref no.	Ownership/ current land use	Total property area (hectares)	Area of impact (hectares)	% of total property affected	Description of impacts	Proposed mitigation measures
10	Private – rural	141.1	0.4	0.3	<ul style="list-style-type: none"> Partially impacted on western boundary through vegetated land. Proposal would not impact viability of property. Current access arrangement unchanged. 	<ul style="list-style-type: none"> Acquisition of affected land. Compensation for acquired land. Fencing would be reinstated prior to construction.
11	Private – rural undeveloped	59.6	0.7	1.1	<ul style="list-style-type: none"> Partially impacted on eastern boundary through timbered land. Proposal would not impact future industrial development potential. Current access arrangements unchanged. 	<ul style="list-style-type: none"> Acquisition of affected land. Compensation for acquired land. Fencing would be reinstated prior to construction.
12	Private – rural	51.6	7.2	14.0	<ul style="list-style-type: none"> Property severed through cleared grazing land. Existing cattle tracks impacted. Reduction in arable land. Minor impact on operational capacity of agricultural land use. 2.4ha of regionally significant farmland affected. Proposal would not impact viability of property. 	<ul style="list-style-type: none"> Acquisition of affected land. Compensation for acquired land. Access arrangements for isolated south-western part of property to be negotiated with landowner. Fencing would be reinstated prior to construction.

Ref no.	Ownership/ current land use	Total property area (hectares)	Area of impact (hectares)	% of total property affected	Description of impacts	Proposed mitigation measures
13	Private – rural	35.9	4.1	11.4	<ul style="list-style-type: none"> Property severed through cleared grazing land. Fresh water well impacted. Existing cattle tracks impacted. Some infrastructure directly impacted by Proposal. 4.1ha of regionally significant farmland affected. Reduction in arable land. Minor impact on operational capacity of agricultural use. 	<ul style="list-style-type: none"> Acquisition of affected land. Compensation for acquired land. Fencing would be reinstated prior to construction. Alternative fresh water supply source to be negotiated with landowner. Existing access to dwelling would be maintained via adjoining property. Access arrangements for isolated north-eastern part of property to be negotiated with landowner.
14	Private – rural-residential	2.0	0.5	22.4	<ul style="list-style-type: none"> Partially impacted in south-west corner of property through cleared agricultural land. 0.5ha of regionally significant farmland affected. Proposal unlikely to impact viability of property. 	<ul style="list-style-type: none"> Acquisition of affected land. Compensation for acquired land. Fencing would be reinstated prior to construction.

Ref no.	Ownership/ current land use	Total property area (hectares)	Area of impact (hectares)	% of total property affected	Description of impacts	Proposed mitigation measures
15	Private – rural	33.9	0.3	0.9	<ul style="list-style-type: none"> Partially impacted on northeast corner through cleared grazing land. 0.3ha of regionally significant farmland affected. Minor reduction in arable land. Minor impact on operational capacity of agricultural land use. 	<ul style="list-style-type: none"> Acquisition of affected land. Compensation for acquired land. Fencing would be reinstated prior to construction. Access to Glen Ewan Road to be maintained.
16	Private – rural residential	0.4	0.02	4.9	<ul style="list-style-type: none"> Partially impacted in south-west corner of property through cleared agricultural land. 0.02ha of regionally significant farmland affected. Proposal unlikely to impact viability of property. 	<ul style="list-style-type: none"> Acquisition of affected land. Compensation for acquired land. Fencing would be reinstated prior to construction.
17	Private – shipyard and dredging	6.1	0.1	1.2	<ul style="list-style-type: none"> Partially impacted through cleared agricultural land. 0.1ha of regionally significant farmland affected. Proposal would not impact viability of property. 	<ul style="list-style-type: none"> Acquisition of affected land. Compensation for acquired land. Location of bridge piers to be determined in the detailed design phase. Fencing would be reinstated prior to construction.

Ref no.	Ownership/ current land use	Total property area (hectares)	Area of impact (hectares)	% of total property affected	Description of impacts	Proposed mitigation measures
18	Crown reserve	2.2	0.2	9.6	<ul style="list-style-type: none"> Property severed by Proposal. Impact through cleared and vegetated land. 0.004ha of regionally significant farmland affected. Proposal would not impact viability of property. 	<ul style="list-style-type: none"> Acquisition of affected land. Compensation for acquired land. Location of bridge piers to be determined in the detailed design phase.
19	Crown reserve	4.1	0.2	4.6	<ul style="list-style-type: none"> Property severed through cleared and vegetated land. 0.1ha of regionally significant farmland affected. Proposal would not impact viability of property. 	<ul style="list-style-type: none"> Acquisition of affected land. Compensation for acquired land. Location of bridge piers to be determined in the detailed design phase..
20	Private – rural	120.9	6.6	5.4	<ul style="list-style-type: none"> Property severed through cleared grazing land and timbered land. 3.0ha of regionally significant farmland affected. Proposal would not impact viability of property. 	<ul style="list-style-type: none"> Acquisition of affected land. Compensation for acquired land. Access arrangements for isolated western part of property to be negotiated with landowner. Fencing would be reinstated prior to construction.

Ref no.	Ownership/ current land use	Total property area (hectares)	Area of impact (hectares)	% of total property affected	Description of impacts	Proposed mitigation measures
21	Council road reserve	2.0	0.6	31.9	<ul style="list-style-type: none"> Property severed through cleared and timbered land. 0.2ha of regionally significant farmland affected. Proposal unlikely to impact viability of property. 	<ul style="list-style-type: none"> Acquisition of affected land. Compensation for acquired land.
22	Private – rural-residential	4.8	1.1	23.3	<ul style="list-style-type: none"> Property severed and would impact viability of property. Not possible to reinstate access between severed parcels. Water supply dam is directly impacted. 	<ul style="list-style-type: none"> Acquisition of affected land, with consideration of total acquisition. Compensation for acquired land. Alternate water supply to be negotiated with landowner. Fencing would be reinstated prior to construction.
23	Council road reserve	0.4	0.3	57.7	<ul style="list-style-type: none"> Road reserve substantially impacted. Proposal may impact viability of road reserve. 	<ul style="list-style-type: none"> Acquisition of affected land. Compensation for acquired land.

Ref no.	Ownership/ current land use	Total property area (hectares)	Area of impact (hectares)	% of total property affected	Description of impacts	Proposed mitigation measures
24	Cairncross State Forest	5909.0	46.4	0.8	<ul style="list-style-type: none"> State forest partially impacted. 0.02ha of regionally significant farmland affected. Proposal would not impact viability of state forest. 	<ul style="list-style-type: none"> Access to be provided from local roads and new service roads. Reinstatement of internal fire and access tracks to be negotiated with DII. Negotiation with the DII to determine mitigation and compensation for acquired land.
25	Private – rural-residential	15.7	1.1	7	<ul style="list-style-type: none"> Partially impacted along eastern boundary through partially cleared land. 1.1ha of regionally significant farmland affected. Proposal would not impact viability of property. 	<ul style="list-style-type: none"> Acquisition of affected land. Compensation for acquired land. Fencing would be reinstated prior to construction.
26	Private – rural	39.5	5.8	14.7	<ul style="list-style-type: none"> Partially impacted on eastern boundary through timbered land. 5.8ha of regionally significant farmland affected. Proposal would not impact viability of property. 	<ul style="list-style-type: none"> Acquisition of affected land. Compensation for acquired land. Fencing would be reinstated prior to construction.

Ref no.	Ownership/ current land use	Total property area (hectares)	Area of impact (hectares)	% of total property affected	Description of impacts	Proposed mitigation measures
27	Private – rural	39.5	3.2	8.1	<ul style="list-style-type: none"> Partially impacted on eastern boundary through partially timbered land. 3.2ha of regionally significant farmland affected. Proposal would not impact viability of property. 	<ul style="list-style-type: none"> Acquisition of affected land. Compensation for acquired land. Fencing would be reinstated prior to construction.
28	Crown road reserve	5.8	0.1	2.2	<ul style="list-style-type: none"> Partially impacted. 0.1ha of regionally significant farmland affected. Proposal would not impact viability of road reserve. 	<ul style="list-style-type: none"> Acquisition of affected land. Compensation for acquired land.
29	Private – rural	639.3	1.3	0.2	<ul style="list-style-type: none"> Partially impacted on western boundary through cleared tea tree cultivated land. 1.3ha of regionally significant farmland affected. Proposal would not impact viability of property. 	<ul style="list-style-type: none"> Acquisition of affected land. Compensation for acquired land. Existing access to be maintained via Bill Hill Road. Fencing would be reinstated prior to construction.
30	Private – rural	58.3	1.5	2.6	<ul style="list-style-type: none"> Partially impacted on eastern boundary through predominantly timbered land. 1.3ha of regionally significant farmland affected. Proposal would not impact viability of property. 	<ul style="list-style-type: none"> Acquisition of affected land. Compensation for acquired land. Fencing would be reinstated prior to construction.

Ref no.	Ownership/ current land use	Total property area (hectares)	Area of impact (hectares)	% of total property affected	Description of impacts	Proposed mitigation measures
31	Private – rural	356.8	14.9	4.2	<ul style="list-style-type: none"> Property severed through predominantly cleared agricultural floodplain. 11.9ha of regionally significant farmland affected. Reduction in arable land. Minor impact on operational capacity of agricultural land. 	<ul style="list-style-type: none"> Acquisition of affected land. Compensation for acquired land. Provision of access track to the east of the Proposal to reinstate access to the remainder of the property. Fencing would be reinstated prior to construction.
32	Crown road reserve	3.6	0.2	5.7	<ul style="list-style-type: none"> Road reserve severed. 0.2ha of regionally significant farmland affected. Proposal would not impact viability of property. 	<ul style="list-style-type: none"> Acquisition of affected land. Compensation for acquired land. Access to be reinstated from access track to the east of the Proposal.
33	Private – rural	519.4	10.2	2.0	<ul style="list-style-type: none"> Collective land holding severed through cleared agricultural floodplain. 10.2ha of regionally significant farmland affected. Reduction in arable land. Minor impact on operational capacity of agricultural use. 	<ul style="list-style-type: none"> Acquisition of affected land. Compensation for acquired land. Access would be provided under the proposed Wilson River Bridge via Hacks Ferry Road. Fencing would be reinstated prior to construction.

Ref no.	Ownership/ current land use	Total property area (hectares)	Area of impact (hectares)	% of total property affected	Description of impacts	Proposed mitigation measures
34	Private – rural	20.0	0.4	1.9	<ul style="list-style-type: none"> Property severed through partially timbered land. 0.3ha of regionally significant farmland affected. Reduction in arable land. Minor impact on operational capacity of agricultural land use. 	<ul style="list-style-type: none"> Acquisition of affected land. Compensation for acquired land. Access to isolated eastern part of property under the proposed Wilson River bridge. Location of bridge piers to be determined in the detailed design phase. Fencing would be reinstated prior to construction.
35	State – RTA - rural	55.6	4.4	8.0	<ul style="list-style-type: none"> Partially impacted. 2.2ha of regionally significant farmland affected. Existing dwelling to be demolished. 	<ul style="list-style-type: none"> RTA has already acquired property.
36	State – Rail Infrastructure Corporation – railway	5.0	0.5	11.0	<ul style="list-style-type: none"> Partially impacted. 0.2ha of regionally significant farmland affected. Proposal would not impact viability of property. 	<ul style="list-style-type: none"> Bridge to be constructed over railway. Location of bridge piers to be determined in the detailed design phase in consultation with ARTC.

Ref no.	Ownership/ current land use	Total property area (hectares)	Area of impact (hectares)	% of total property affected	Description of impacts	Proposed mitigation measures
37	Private – rural	54.6	6.2	11.4	<ul style="list-style-type: none"> Property severed through timbered land. 0.03ha of regionally significant farmland affected. Proposal would not impact viability of property. 	<ul style="list-style-type: none"> Acquisition of affected land. Compensation for acquired land. Access to isolated eastern part of property to be reinstated from Haydons Wharf Road (east). Fencing would be reinstated prior to construction.
38	State – RTA	2.0	1.6	78.5	<ul style="list-style-type: none"> Substantially impacted. Existing dwelling and associated infrastructure to be demolished. Proposal would impact viability of property. 	<ul style="list-style-type: none"> RTA has already acquired property.
39	Private – rural-residential	1.9	0.04	2.6	<ul style="list-style-type: none"> Partially impacted along northern boundary through cleared land. 	<ul style="list-style-type: none"> Acquisition of affected land. Compensation for acquired land. Access to be reinstated from Haydons Wharf Road. Fencing would be reinstated prior to construction.
40	Private – rural-residential	3.1	0.1	3.2	<ul style="list-style-type: none"> Partially impacted along northern boundary through partially timbered land. Proposal would not impact viability of property. 	<ul style="list-style-type: none"> Acquisition of affected land. Compensation for acquired land. Fencing would be reinstated prior to construction.

Ref no.	Ownership/ current land use	Total property area (hectares)	Area of impact (hectares)	% of total property affected	Description of impacts	Proposed mitigation measures
41	Private – rural-residential	0.6	0.1	22.7	<ul style="list-style-type: none"> Partially impacted on northern boundary. Proposal would not impact viability of property. 	<ul style="list-style-type: none"> Acquisition of affected land. Compensation for acquired land. Access to be reinstated to new service road through Wyndell Close. Fencing would be reinstated prior to construction.
42	Private – rural-residential	2.0	1.3	62.1	<ul style="list-style-type: none"> Substantially impacted. Dwelling directly impacted. 0.1ha of regionally significant farmland affected. Proposal would impact viability of property. 	<ul style="list-style-type: none"> Acquisition of affected land, with consideration of total acquisition. Compensation for acquired land. Fencing would be reinstated prior to construction.
43	Private – rural-residential	2.0	0.1	4.5	<ul style="list-style-type: none"> Partially impacted on southern boundary. Proposal would not impact viability of property. 	<ul style="list-style-type: none"> Acquisition of affected land. Compensation for acquired land. Access to be reinstated to new service road through Wyndell Close. Fencing would be reinstated prior to construction.
44	State – RTA – rural-residential	2.0	2.0	100.0	<ul style="list-style-type: none"> Substantially impacted. Dwelling directly impacted. Proposal would impact viability of property. 	<ul style="list-style-type: none"> RTA has already acquired property.

Ref no.	Ownership/ current land use	Total property area (hectares)	Area of impact (hectares)	% of total property affected	Description of impacts	Proposed mitigation measures
45	State – RTA	3.0	1.7	55.6	<ul style="list-style-type: none"> Substantially impacted. Proposal would impact viability of property. 	<ul style="list-style-type: none"> RTA has already acquired property.
46	Private – rural	43.2	3.9	9.0	<ul style="list-style-type: none"> Partially impacted on western boundary through timbered land. Proposal would not impact viability of property. 	<ul style="list-style-type: none"> Acquisition of affected land. Compensation for acquired land. Fencing would be reinstated prior to construction.
47	Crown road reserve	0.1	0.1	55.0	<ul style="list-style-type: none"> Substantially impacted. Access impacted. Proposal would not impact viability of property. 	<ul style="list-style-type: none"> Acquisition of affected land. Compensation for acquired land. Access to be provided to new access road.
48	Private – rural – aquaculture (non-operational)	44.2	0.3	0.7	<ul style="list-style-type: none"> Partially impacted on western boundary through predominantly cleared land. Proposal would not impact viability of property. 	<ul style="list-style-type: none"> Acquisition of affected land. Compensation for acquired land. Fencing would be reinstated prior to construction.
49	Private – rural-residential	5.5	0.2	2.8	<ul style="list-style-type: none"> Partially impacted on eastern boundary through predominantly cleared land. Proposal would not impact viability of property. 	<ul style="list-style-type: none"> Acquisition of affected land. Compensation for acquired land. Access to be provided to new access road. Fencing would be reinstated prior to construction.

Ref no.	Ownership/ current land use	Total property area (hectares)	Area of impact (hectares)	% of total property affected	Description of impacts	Proposed mitigation measures
50	Private – rural	44.4	0.9	2.0	<ul style="list-style-type: none"> Partially impacted on western boundary through predominantly cleared land. Proposal would not impact viability of property. 	<ul style="list-style-type: none"> Acquisition of affected land. Compensation for acquired land.
51	State – RTA – rural-residential	1.0	0.4	37.1	<ul style="list-style-type: none"> Partially impacted on western boundary through predominantly cleared land. Proposal would not impact viability of property. 	<ul style="list-style-type: none"> RTA has already acquired property. Access to be provided to new access road.
52	Crown road reserve	0.4	0.1	26.9	<ul style="list-style-type: none"> Partially impacted on western boundary through cleared land. Proposal could impact viability of property. 	<ul style="list-style-type: none"> Acquisition of affected land, with consideration of total acquisition. Compensation for acquired land. Access to be provided to new access road.
53	Private – rural	26.6	0.2	0.8	<ul style="list-style-type: none"> Partially impacted on western boundary through cleared land. Proposal would not impact viability of property. 	<ul style="list-style-type: none"> Acquisition of affected land. Compensation for acquired land. Access to be provided to new access road. Fencing would be reinstated prior to construction.

Ref no.	Ownership/ current land use	Total property area (hectares)	Area of impact (hectares)	% of total property affected	Description of impacts	Proposed mitigation measures
54	Private – rural-residential	3.2	3.2	100.0	<ul style="list-style-type: none"> Substantially impacted. Dwelling directly impacted. Remaining land unsuitable for a new dwelling. Impact would affect viability of property. 	<ul style="list-style-type: none"> Acquisition of affected land, with consideration of total acquisition. Compensation for acquired land. Fencing would be reinstated prior to construction.
55	Private – rural-residential	5.0	2.3	46.7	<ul style="list-style-type: none"> Substantially impacted on eastern boundary through timbered land. Proposal would impact viability of property. 	<ul style="list-style-type: none"> Acquisition of affected land, with consideration of total acquisition. Compensation for acquired land. Access to be reinstated from new service road. Fencing would be reinstated prior to construction.
56	Cooperabung Creek Nature Reserve	325.6	1.5	0.5	<ul style="list-style-type: none"> Partially impacted through timbered land along eastern boundary. No severance of nature reserve land. Viability and function of nature reserve unlikely to change. 	<ul style="list-style-type: none"> An Act of Parliament is required for revocation of the affected land prior to acquisition in a nature reserve. Acquisition of affected land. Compensation for acquired land. Access to be provided from new service road.

Ref no.	Ownership/ current land use	Total property area (hectares)	Area of impact (hectares)	% of total property affected	Description of impacts	Proposed mitigation measures
57	Ballengarra State Forest	6319.7	33.7	0.5	<ul style="list-style-type: none"> Partially impacted. Proposal would not impact viability of state forest. 	<ul style="list-style-type: none"> Reinstatement of internal fire and access tracks to be negotiated with DII. Negotiation with the DII to determine mitigation and compensation for acquired land. Access to be provided from new service road.
58	Private – rural – aquaculture	22.7	1.4	6.1	<ul style="list-style-type: none"> Partially impacted on the western boundary through timbered land. Proposal would not impact viability of business. 	<ul style="list-style-type: none"> Acquisition of affected land. Compensation for acquired land. Fencing would be reinstated prior to construction.
59	Private – rural	22.7	2.7	11.7	<ul style="list-style-type: none"> Partially impacted on eastern boundary through timbered land. Proposal would not impact viability of property. 	<ul style="list-style-type: none"> Acquisition of affected land. Compensation for acquired land. Fencing would be reinstated prior to construction.
60	Private – rural	19.9	0.1	0.5	<ul style="list-style-type: none"> Partially impacted on western boundary. Proposal would not impact viability of property. 	<ul style="list-style-type: none"> Acquisition of affected land. Compensation for acquired land. Access to be provided to new access road. Fencing would be reinstated prior to construction.

Ref no.	Ownership/ current land use	Total property area (hectares)	Area of impact (hectares)	% of total property affected	Description of impacts	Proposed mitigation measures
61	Private – rural	36.4	1.6	4.4	<ul style="list-style-type: none"> Partially impacted on eastern boundary through timbered land. Proposal would not impact viability of property. 	<ul style="list-style-type: none"> Acquisition of affected land. Compensation for acquired land. Fencing would be reinstated prior to construction.
62	Crown road reserve	1.0	0.05	4.5	<ul style="list-style-type: none"> Partially impacted on eastern boundary through predominantly cleared land. Access impacted. Proposal would not impact viability of property. 	<ul style="list-style-type: none"> Acquisition of affected land. Compensation for acquired land. Access to be provided to new service road.
63	Private – rural undeveloped	40.0	0.2	0.6	<ul style="list-style-type: none"> Partially impacted on western boundary through timbered land. Proposal would not impact viability of property. 	<ul style="list-style-type: none"> Acquisition of affected land. Compensation for acquired land. Fencing would be reinstated prior to construction.
64	Private – rural	24.7	2.5	10.3	<ul style="list-style-type: none"> Partially impacted on eastern boundary through predominantly cleared land. Proposal would not impact viability of property. 	<ul style="list-style-type: none"> Acquisition of affected land. Compensation for acquired land. Fencing would be reinstated prior to construction.

Ref no.	Ownership/ current land use	Total property area (hectares)	Area of impact (hectares)	% of total property affected	Description of impacts	Proposed mitigation measures
65	Private – rural-residential	0.5	0.5	100.0	<ul style="list-style-type: none"> Substantially impacted. Dwelling directly impacted. 	<ul style="list-style-type: none"> Acquisition of affected land, with consideration of total acquisition. Compensation for acquired land. Fencing would be reinstated prior to construction.
66	Private – rural-residential	0.5	0.3	58.6	<ul style="list-style-type: none"> Substantially impacted. Dwelling directly impacted. 	<ul style="list-style-type: none"> Acquisition of affected land, with consideration of total acquisition. Compensation for acquired land. Fencing would be reinstated prior to construction.
67	Private – rural-residential	1.7	0.9	56.7	<ul style="list-style-type: none"> Substantially impacted. Dwelling directly impacted. 	<ul style="list-style-type: none"> Acquisition of affected land, with consideration of total acquisition. Compensation for acquired land. Fencing would be reinstated prior to construction.
68	Private – rural	47.7	3.9	8.1	<ul style="list-style-type: none"> Partially impacted on the eastern boundary through timbered land. 0.2ha of regionally significant farmland affected. Proposal would not impact viability of property. 	<ul style="list-style-type: none"> Acquisition of affected land. Compensation for acquired land. Fencing would be reinstated prior to construction.

Ref no.	Ownership/ current land use	Total property area (hectares)	Area of impact (hectares)	% of total property affected	Description of impacts	Proposed mitigation measures
69	Private – rural	55.8	0.1	0.2	<ul style="list-style-type: none"> Partially impacted on the western boundary through predominantly cleared land. 0.04ha of regionally significant farmland affected. Proposal would not impact viability of property. 	<ul style="list-style-type: none"> Acquisition of affected land. Compensation for acquired land. Fencing would be reinstated prior to construction.
70	Private – rural – aquaculture	21.2	0.7	3.3	<ul style="list-style-type: none"> Partially impacted on eastern boundary through predominantly cleared land. 0.3ha of regionally significant farmland affected. Proposal would not impact viability of property. 	<ul style="list-style-type: none"> Acquisition of affected land. Compensation for acquired land. Fencing would be reinstated prior to construction.
71	Private – rural	4.7	0.3	6.8	<ul style="list-style-type: none"> Partially impacted on western and northern boundaries through predominantly cleared land. Proposal would not impact viability of property. 	<ul style="list-style-type: none"> Acquisition of affected land. Compensation for acquired land. Access to be reinstated to new service road. Fencing would be reinstated prior to construction.
72	Private – rural	52.9	1.0	1.9	<ul style="list-style-type: none"> Partially impacted on the western boundary through predominantly cleared land. Proposal would not impact viability of property. 	<ul style="list-style-type: none"> Acquisition of affected land. Compensation for acquired land. Fencing would be reinstated prior to construction.

Ref no.	Ownership/ current land use	Total property area (hectares)	Area of impact (hectares)	% of total property affected	Description of impacts	Proposed mitigation measures
73	Private – rural	28.9	0.1	0.2	<ul style="list-style-type: none"> Partially impacted on the eastern boundary through predominantly cleared land. Proposal would not impact viability of property. 	<ul style="list-style-type: none"> Acquisition of affected land. Compensation for acquired land. Fencing would be reinstated prior to construction.
74	Private – rural-residential	0.8	0.4	46.6	<ul style="list-style-type: none"> Substantially impacted. 	<ul style="list-style-type: none"> Acquisition of affected land, with consideration of total acquisition. Compensation for acquired land. Fencing would be reinstated prior to construction.
75	Private – rural	1.0	0.03	2.9	<ul style="list-style-type: none"> Partially impacted on the eastern boundary through predominantly cleared land. Proposal would not impact viability of property. 	<ul style="list-style-type: none"> Acquisition of affected land. Compensation for acquired land. Access to be reinstated to new service road. Fencing would be reinstated prior to construction.
76	Private – rural	44.9	0.9	2.0	<ul style="list-style-type: none"> Partially impacted along western boundary through predominantly cleared land. Proposal would not impact viability of property. 	<ul style="list-style-type: none"> Acquisition of affected land. Compensation for acquired land. Fencing would be reinstated prior to construction.

Ref no.	Ownership/ current land use	Total property area (hectares)	Area of impact (hectares)	% of total property affected	Description of impacts	Proposed mitigation measures
77	Private – motel	5.1	0.5	10.3	<ul style="list-style-type: none"> Partially impacted along southern, eastern and northern boundaries through predominantly cleared land. Proposal would not impact viability of motel. 	<ul style="list-style-type: none"> Acquisition of affected land. Compensation for acquired land. Access to be provided from new service road (Rodeo Drive). Fencing would be reinstated prior to construction.
78	Private – rural	16.1	0.03	0.2	<ul style="list-style-type: none"> Partially impacted along south-eastern boundary through predominantly cleared land. Proposal would not impact viability of property. 	<ul style="list-style-type: none"> Acquisition of affected land. Compensation for acquired land. Fencing would be reinstated prior to construction.
79	State – other – rural undeveloped	4.1	4.1	100.0	<ul style="list-style-type: none"> Substantially impacted. 	<ul style="list-style-type: none"> Acquisition of affected land, with consideration of total acquisition. Compensation for acquired land.
80	Private – rural	40.3	0.1	0.2	<ul style="list-style-type: none"> Partially impacted on eastern boundary through predominantly timbered land. Proposal would not impact viability of property. 	<ul style="list-style-type: none"> Acquisition of affected land. Compensation for acquired land. Fencing would be reinstated prior to construction.

Ref no.	Ownership/ current land use	Total property area (hectares)	Area of impact (hectares)	% of total property affected	Description of impacts	Proposed mitigation measures
81	Private – rural	39.1	0.8	2.0	<ul style="list-style-type: none"> Partially impacted on the western boundary through predominantly cleared land. 0.4ha of regionally significant farmland affected. Proposal would not impact viability of property. 	<ul style="list-style-type: none"> Acquisition of affected land. Compensation for acquired land. Access to be provided to new access road. Fencing would be reinstated prior to construction.
82	Private – rural	7.3	0.8	11.6	<ul style="list-style-type: none"> Partially impacted on eastern boundary through predominantly cleared land. 0.002ha of regionally significant farmland affected. Proposal would not impact viability of property. 	<ul style="list-style-type: none"> Acquisition of affected land. Compensation for acquired land. Access reinstated to new service road. Fencing would be reinstated prior to construction.
83	Private – rural	22.8	0.05	0.2	<ul style="list-style-type: none"> Partially impacted on western boundary through predominantly cleared land. Proposal would not impact viability of property. 	<ul style="list-style-type: none"> Acquisition of affected land. Compensation for acquired land. Access to be provided to new access road. Fencing would be reinstated prior to construction.

Ref no.	Ownership/ current land use	Total property area (hectares)	Area of impact (hectares)	% of total property affected	Description of impacts	Proposed mitigation measures
84	Private – rural	24.2	0.01	0.0	<ul style="list-style-type: none"> Partially impacted on eastern boundary through predominantly cleared land. Access impacted by Proposal. Proposal would not impact viability of property. 	<ul style="list-style-type: none"> Acquisition of affected land. Compensation for acquired land. Access to be reinstated to new service road. Fencing would be reinstated prior to construction.
85	Private – rural	8.1	1.0	12.2	<ul style="list-style-type: none"> Partially impacted on eastern boundary through predominantly cleared land. Proposal would not impact viability of property. 	<ul style="list-style-type: none"> Acquisition of affected land. Compensation for acquired land. Access to be reinstated to new service road. Fencing would be reinstated prior to construction.
86	Private – rural undeveloped	55.5	1.1	2.0	<ul style="list-style-type: none"> Partially impacted on western boundary through predominantly timbered land. Proposal would not impact viability of property. 	<ul style="list-style-type: none"> Acquisition of affected land. Compensation for acquired land. Access to be provided to new access road.

Ref no.	Ownership/ current land use	Total property area (hectares)	Area of impact (hectares)	% of total property affected	Description of impacts	Proposed mitigation measures
87	Maria River State Forest	2118.4	34.3	1.6	<ul style="list-style-type: none"> Partially impacted. Proposal would not impact viability of state forest. 	<ul style="list-style-type: none"> Negotiation with DII to determine mitigation and compensation for acquired land. Access to be reinstated at Middle Gate Road via overbridge. Reinstatement of internal fire and access tracks to be negotiated with DII.
88	Private – rural	12.9	0.2	1.4	<ul style="list-style-type: none"> Partially impacted on western boundary through partially timbered land. Proposal would not impact viability of property. 	<ul style="list-style-type: none"> Acquisition of affected land. Compensation for acquired land. Fencing would be reinstated prior to construction.
89	Private – rural	465.6	2.1	0.5	<ul style="list-style-type: none"> Partially impacted on western boundary through timbered land. Proposal would not impact viability of property. 	<ul style="list-style-type: none"> Acquisition of affected land. Compensation for acquired land. Access to be provided from new service road. Fencing would be reinstated prior to construction.

Notes: Acquisition figures have been rounded.

The areas of impact on state forests shown in Table 10-4 are based on spatially adjusted cadastre, and do not directly correlate to the forest management areas provided by Forests NSW and described in Section 10.2.5.

10.2.4 Connectivity and contiguity impacts

As discussed in **Section 10.2.3**, residential settlement and industrial activity along the route of the Proposal is not contiguous or directly interconnected. The areas of settlement and activity are comprised of several isolated activity clusters. The villages of Telegraph Point and Kundabung are located along the Pacific Highway alignment and are severed by the existing highway. Sancrox Road currently has direct access to the Pacific Highway via a four-way intersection allowing cross-highway movements.

Telegraph Point

The Proposal would involve a deviation to the east of Telegraph Point and the existing Pacific Highway would become a service road. The removal of through traffic from the village would improve access for local residents using this service road for access between the northern and southern parts of Telegraph Point. It would improve connectivity within the settlement activity cluster and also improve road safety within the village through the separation of local and through traffic, creating opportunities for improved amenity. The service road network along with the upgraded highway would improve connectivity between Telegraph Point and adjacent settlement activity clusters, as well as with other regional centres such as Kempsey and Port Macquarie, through a safer, lower-speed environment separated from through traffic on the upgraded highway.

The settlement pattern of houses and buildings in Telegraph Point would not be affected by the Proposal.

Kundabung

The existing Pacific Highway presently bisects Kundabung, and residents are required to use and cross the existing highway to travel between both sides of the village. The Proposal includes an overbridge which would link the eastern and western sides of the village and would improve connectivity within the village. The Proposal would also separate local traffic from highway traffic for movements within the village and thereby significantly improve safety conditions. Access to and from the upgraded highway would be improved via the construction of connecting service and access roads.

The settlement pattern of houses and buildings in Kundabung would not be affected by the Proposal.

Sancrox Road

The proposed overbridge south of Sancrox Road would allow cross-highway traffic movements between Sancrox Road and Fernbank Creek Road and improve connectivity between the eastern and western sides of the upgraded highway.

Safety would also be improved by the provision of this overbridge, as at-grade cross-highway traffic movements would be eliminated, and local and highway traffic would be separated. Access to the upgraded highway would be maintained. Connectivity to other settlement activity clusters would be maintained by the proposed service and access roads with marginally longer travel times. Connectivity to regional centres such as Kempsey and Port Macquarie would be improved by the Proposal.

The functionality of the existing industrial precinct and proposed employment lands identified by the Mid North Coast Strategy would not be affected by the Proposal.

Service road network

The Proposal would improve the access to the upgraded highway for settlements and industry clusters, as well as the connectivity between these clusters. The introduction of interchanges, traffic arrangements and connecting service and local roads along the full length of the Proposal would improve access and connectivity.

The Proposal provides the opportunity to improve connectivity through the following design elements:

- An overbridge south of Sancrox Road and service and access roads parallel to the main alignment to connect Sancrox Road with Fernbank Creek Road.
- A new service road on the eastern side of the main alignment from Fernbank Creek Road to provide a connection with the existing Pacific Highway to the north, which is to be retained.
- Retention of the existing Pacific Highway as a service road between Hastings River Drive and the proposed interchange at Blackmans Point Road.
- Retention of Pacific Highway as a service road from the proposed Blackmans Point Road interchange to the proposed Haydons Wharf Road half interchange, providing access to Telegraph Point.
- An overbridge would be constructed for Bill Hill Road to cross the Proposal.
- Wyndell Close would be extended to the Haydons Wharf Road half interchange to provide connection between Cooperabung Drive and the Proposal.
- A new service road would be constructed on the western side of the alignment between Cooperabung Drive and the proposed Mingaletta Road overbridge.
- A continuous service road network would be constructed between the Mingaletta Road overbridge and the proposed interchange located just north of Stumpy Creek to be constructed as part of the Kempsey to Eungai Pacific Highway upgrade.

Cyclists and pedestrians

During the construction phase, provision would be made for public transport passengers and pedestrians in and around bus stops. Provisions would be made to ensure that existing bus services offer safe and efficient pick up and drop off of passengers.

No specific provision has been made for pedestrians to use the main carriageways during the operational phase due to safety reasons. Cyclists will be able to use the minimum 2.5 metre wide sealed shoulder on the outside of the travel lanes. Signposting and crossing points would be provided for cyclists at the on and off ramps at interchanges. Cyclists and pedestrians would also be able to use the service road network for travel between settlements adjacent to the upgraded highway. This would offer a safer cycling and pedestrian environment due to lower vehicle speeds and traffic volumes.

Pedestrian footways would be provided on the Sancrox Road, Haydons Wharf Road and Kundabung Road overbridges. These pedestrian and cyclist facilities would improve connectivity within the Sancrox Road employment zone, Telegraph Point and Kundabung.

Individual property access

The ongoing development of the design for the Proposal has ensured the retention of all possible access arrangements to minimise the severance of individual property access.

The nature and extent of the severance caused by the Proposal would generally determine the extent of acquisition by the RTA, including whether it would be a partial or a total acquisition. In cases where partial acquisition has been proposed and internal property access is affected, appropriate property adjustments would be made or allowed for as part of the compensation to the owner.

10.2.5 Land use viability and future development potential

Regional impacts

At a regional level, potential impacts may occur as a result of permanent physical changes directly associated with the Proposal, and land use changes in adjacent / nearby areas due to the presence of the Proposal.

The freight industry is one sector that would be strengthened by the Proposal. An improved transport network would also improve travelling times and increase road capacity, safety and amenity for travellers, workers and residents inside and outside the region. The flow-on effects of the Proposal would contribute to increased efficiency and cost savings for freight operators and new land use activity may be encouraged by the improvement in regional access.

Some portions of land considered regionally significant farmland under the *Mid North Coast Farmland Mapping Project* would be impacted by the Proposal. A small pocket on the southern bank of the Hastings River, to the west of the Proposal and small pockets of land located on the southern bank of the Wilson River would be acquired. The acquired land represents a relatively small percentage of the overall property area and the Proposal would not render the properties unviable for agricultural activities.

Land use viability

The Proposal would not reduce the viability of existing businesses within the Proposal area including the winery, large agricultural enterprises, as the area of land acquired from these properties is small. However, impacts on some individual properties may be significant in terms of future viability. Refer to **Section 10.2.4** and **Table 10-4** for details of those properties that would require total or partial acquisition. Further discussion on the viability of land uses affected by the Proposal is provided in **Chapter 11 Social and economic**.

Land severance and sterilisation

The land required for acquisition for the construction and operation of the Proposal would be sterilised for the upgrade of the highway, or for service and access roads. However, some areas of land acquired for the Proposal that is not required for highway or service road infrastructure would be sold following completion of the project.

The identification of land for acquisition has sought to reduce the potential for severance of properties or the sterilisation of land. However, some property acquisition may result in severance of individual properties. Refer to **Section 10.2.4** and **Table 10-4** for details and discussion about those properties that would require total or partial acquisition.

A description of the impacts by land use is provided below.

Rural

A total of 46 rural landholdings would be impacted by the Proposal. Approximately 49.4 hectares of regionally significant farmland would be acquired for the Proposal. The majority of the regionally significant farmland requiring acquisition would be in the form of strip acquisition.

Consideration would be given to the total acquisition of one rural landholding. The RTA has already acquired one rural property under hardship provisions. A number of rural landholdings would have altered access arrangements.

Rural-residential

A total of 17 rural-residential landholdings below 10 hectares in area would be intersected by the Proposal. Most of these landholdings would require only partial acquisition and their current use and suitability for rural-residential purposes is unlikely to be impacted. Consideration would be given to the total acquisition of eight rural-residential landholdings for the Proposal. The RTA has already acquired four rural-residential properties under hardship provisions.

Industrial

Only two industrial landholdings would be affected by the Proposal. These would require only partial acquisition and their current use and viability as industrial businesses is unlikely to be impacted. The RTA currently owns one of these landholdings.

Quarries

One quarry operation would be affected by the Proposal as partial acquisition would be required. Access to the quarry and the resource would be maintained and its current use and viability is unlikely to be impacted.

Wineries

The Proposal would affect an existing winery, however it would require only partial acquisition of the landholding and its current use and viability is unlikely to be impacted.

Aquaculture

Three aquaculture (fish) farms would be affected by the Proposal. The Proposal would require only partial acquisition of each landholding and no infrastructure associated with the fish farms would be impacted. Their current use and viability is unlikely to be impacted. Oyster leases located within the Hastings and Wilson rivers would not be directly affected by the Proposal.

Residential

No residential landholdings will be affected by the Proposal.

State forests

Forests NSW administers state forests under the *Forestry Act 1916*. Discussions with local officers from Forests NSW confirm that parts of the state forests within the Proposal area are scheduled for logging. Therefore access for logging trucks and associated vehicles needs to be maintained.

There is currently no defined access strategy for forestry vehicles using the existing Pacific Highway. Logging trucks enter and exit the existing highway from a number of intersections and access points on an ad hoc basis. The forestry trucks are very large and slow and they can create safety hazards when they enter the traffic flow at points on the highway with limited acceleration room.

Table 10-5 outlines the areas of state forest required by the RTA to construct the Proposal. The RTA would enter into negotiations with Forests NSW for the acquisition of these parcels of state forest land.

Table 10-5 State forest land required for the Proposal

State forest	Area of land required (hectares)
Cairncross	46.4
Ballengarra	33.7
Maria River	34.3

The areas of state forest immediately adjacent to the Proposal have been identified by Forests NSW to have special visual values. Impacts on state forests would include property acquisition, severance, and changed access arrangements.

There has been ongoing consultation between the RTA and Forests NSW throughout the development of the Proposal. Issues discussed include maintaining access to forestry lands, minimising the severance of the state forest areas and identifying state forest conservation areas.

Acquisition of state forest land for the Proposal would result in a portion of Cairncross State Forest being landlocked between the Proposal and the existing highway, rendering it unviable for forestry operations. The Proposal would not impact the overall viability of forestry operations in Cairncross State Forest through loss of productive lands, however there would be an economic impact. There would also be minor economic impacts on the Maria River State Forest and Ballengarra State Forest. This is discussed in more detail in **Chapter 11 Social and economic**.

Forests NSW use a forest management zoning system to assist in the conservation and sustainable management of high conservation value public forests. Forest management zoning is a land classification system which sets the way Forests NSW intends to manage forest areas across the entire state forest estate. The forest management zoning system is based on nationally agreed reserve criteria and clearly separates areas of state forest which are exclusively set aside for conservation and those areas which are used for other activities including timber harvesting.

Table 10-6 outlines each of the state forest zones, whilst **Table 10-7** illustrates the areas within each zone affected by the Proposal.

Table 10-6 Forest management zones

Zone	Name	Description
1	Special protection	Management to maximise protection of very high natural and cultural conservation values.
2	Special management	Specific management and protection of natural and cultural conservation values where it is not possible or practicable to include them in Zone 1.
3A	Harvesting exclusions	Management for conservation or identified values and/or forest ecosystems and their natural processes. Areas where harvesting is excluded but other management and production activities preclude Zone 1 or 2.
3B	Special prescription	Areas where other management and production activities are also facilitated.
4	General management	Management of native forests for timber production utilising the full range of silvicultural options as appropriate and for conservation of broad area habitat and environmental values that are not dependant on the structure of the forest.

Zone	Name	Description
5	Hardwood plantations	Management of hardwood plantations to maximise sustainable timber production on a continuing and cyclical basis.
6	Softwood plantations	Management of softwood plantations to maximise sustainable timber production on a continuing and cyclical basis.
7	Non-forestry use	Management of cleared (non-forested) areas, such as those used for special developments.
8	Areas for further assessment	An interim zoning of areas where field investigation is required to determine final Forest Management Zoning.

Table 10-7 Forest management zones affected by the Proposal

Zone	Name	Area of forest management zone affected (hectares) ¹			
		Cairncross State Forest	Ballengarra State Forest	Maria River State Forest	Total
1	Special protection	0.00	0.00	0.00	0.00
2	Special management	1.02	0.00	0.00	1.02
3A	Harvesting exclusions	1.08	0.47	0.16	1.71
3B	Special prescription	15.35	19.20	13.48	48.03
4	General management	23.81	6.42	16.48	46.71
5	Hardwood plantation	0.00	0.00	0.00	0.00
6	Softwood plantation	0.00	0.00	0.00	0.00
7	Non-forestry use	0.0	0.0	3.84	3.84
8	Areas for further assessment	4.94	8.36	4.96	18.26
Total area impacted ²		46.4	33.7	34.3	114.4

Notes:

1. The areas provided for the forest management zones are preliminary only and are subject to detailed design and detailed survey to clarify boundaries. Information provided by Forests NSW on the extent of the forest management zones is taken from unsurveyed areas extracted from Forests NSW mapping.
2. The total provided is the total area of impact on state forests as shown in **Table 10-5**, and is not the total of the area of forest management zones affected. The total area of impact does not equal the total area of forest management zones shown in this table, as the area of impact has been determined using cadastral information.

The major land use impacts on state forests are on Forest Management Zone 3B Special Prescription and Forest Management Zone 4 – General Management. Timber harvesting potential would be lost for approximately 46.71 hectares, with other production potential lost for a further 48.03 hectares. Impacts on state forests are discussed further in **Section 11.2** including state forest severance.

Acquisition of state forest land would occur following an Act of Parliament, resolution of Parliament, or notice in the Government Gazette. However, an option available to the RTA and Forests NSW could include a land exchange. A land exchange could be appropriate where suitable land is available from other RTA projects in the case where land holdings exceed requirements. The RTA would undertake negotiations with Forests NSW to determine the suitability of a land exchange.

More details on the requirements of the *Forestry Act 1916* are provided in **Section 10.3** below.

Nature reserves and national parks

The Proposal would not impact upon any national parks.

The Proposal would require the acquisition of approximately 1.48 hectares of the Cooperabung Creek Nature Reserve. According to the *Plan of Management for the Cooperabung Creek Nature Reserve* (DECC 2003), 90 per cent of the vegetation is dry open forest, with moist hardwoods and rainforest occupying the moist shaded gullies at lower elevations. The Plan of Management reveals that within the nature reserve, 17 animal species listed under the *Threatened Species Conservation Act 1997* are known or predicted to occur in the reserve.

The acquisition would be in the form of a small strip of land immediately adjoining the existing highway, along the most eastern extent of the nature reserve, and would not result in severance of the nature reserve. Prior to any acquisition of land dedicated under the *National Parks and Wildlife Act 1974*, such as national park or nature reserve, revocation of the land in accordance with the Act must first be effected by an Act of Parliament.

The nature reserve has a total area of 325.6 hectares and the loss of 1.48 hectares represents 0.45 per cent of the total reserve. Impacts on the viability of the nature reserve have been considered in **Chapter 15 Flora and fauna**. Given the amount of similar habitat within the remainder of the nature reserve and the adjoining Ballengarra State Forest and the limited area to be cleared for the Proposal, it is not considered that this acquisition and clearing would have a significant impact on the viability of the nature reserve as habitat.

Whilst there would be the potential for increased edge effects and weed infestation, management measures identified in **Chapter 15 Flora and fauna** have been developed to reduce impacts outside the footprint of the Proposal. The aim of these measures is to control the possible impacts at their source within the road reserve and soften the edge between the earthworks and the native vegetation.

Future development potential

The Proposal would facilitate the implementation of the *Mid North Coast Regional Strategy*, in particular the regional transport objectives that recommend the protection, planning and construction of the Proposal.

It would improve access to the proposed urban development areas at Telegraph Point, Area 13 Thrumster and Kundabung. The location of new development around each of these areas would increase employment and improve local economic growth opportunities. The Proposal and associated road improvements would assist the orderly development of urban release areas and would sustain the functional role of these areas through greater transport efficiency and safety. The Proposal would generally improve connectivity between the existing and proposed settlements, and not affect the integrity of those settlements.

Area 13 Thrumster

The *Hastings Urban Growth Strategy 2001* (Hastings Council 2001a) identifies Area 13 Thrumster as an urban investigation area for future urban and industrial development. Area 13 Thrumster is located between the Oxley Highway and Fernbank Creek Road to the east of the Proposal. In May 2006, Port Macquarie-Hastings Council adopted the *Area 13 Structure Plan*. This Plan identified the framework for development of the area, which will accommodate 11,000 people in 4500 new dwellings. This area is currently subject to further environmental and planning investigations. Port Macquarie-Hastings Council's strategic plan for Area 13 Thrumster is supported by the Department of Planning.

The Proposal would assist in the development of Area 13 Thrumster and would assist with future expansion plans for the site through the improved road network surrounding the proposed development area.

Sancrox Employment Precinct

The *Hastings Industrial Land Strategy 2003* (Hastings Council 2003) identified a 220 hectare site in the vicinity of Sancrox Road known as the Sancrox Employment Precinct as suitable for redevelopment.

This employment zone has the potential for an additional 120 lots for establishing export and larger businesses including transport, logistics, light, general and heavy industry. The Sancrox Employment Precinct has not received planning approval. However, Port Macquarie-Hastings Council formally endorsed the Sancrox employment precinct on 15 November 2005.

The Proposal would improve the road network in the vicinity of this area, and improve safety conditions for local traffic movements. The Proposal would also assist in improving highway access to the Sancrox Employment Precinct.

Rural residential development

The *Hastings Urban Growth Strategy 2001* (Hastings Council 2001a) identifies land surrounding Bushlands Drive for potential rural residential development. The area known as Le Clos farms is to the west of the Proposal in Section A. The Proposal would not affect the future possible development of this site.

At Telegraph Point, the *Hastings Urban Growth Strategy* identified an area to the north east of the existing village zone along Cooperabung Drive for potential rural residential development. The Proposal would not affect the future possible development of this site and not affect the integrity of the development with the existing Telegraph point village.

Industrial fabrication facility

A steel fabrication plant was recently established in Sancrox Road. The Proposal would not affect this facility. Access arrangements would be improved in this locality through the construction of the Proposal and the improvements to the local road network.

10.2.6 Staging implications

In preparing this Environmental Assessment, the potential land use and property impacts of the possible staging option described in **Section 7.3.2** in comparison to the construction of the entire Proposal to a full motorway standard have been considered as outlined below.

When a project is staged, the RTA generally acquires sufficient land to cater for the construction of the ultimate motorway standard upgrade. Further to that, based on the requirements for the possible staging option, it is not considered that any additional property acquisition would be required to allow for the staged construction in comparison to the ultimate motorway standard upgrade. As such, the land use and property impacts and management measures described in this chapter would be the same, regardless of whether the possible staging option was adopted or the Proposal was constructed to the ultimate motorway standard.

Should the Proposal be delivered in stages, the staging report described in **Section 7.3.3** would detail the impacts of the selected staging option on land use and property. If any additional or altered impacts are identified, the staging report would further assess these impacts and identify appropriate management measures.

10.3 Management of impacts

The concept design prepared for the Proposal includes a range of property and land use management measures such as cattle and vehicular underpasses, consolidated access points and service roads. These measures are outlined in **Section 6.3.3**.

10.3.1 Acquisition of land

The RTA would minimise the amount of land to be purchased for the Proposal and would engage with affected land owners to discuss design refinements prior to acquisition. A copy of the RTA's *Land Acquisitions, Policy Statement* (RTA 1999a) is contained in **Appendix D**. The acquisition of land would be negotiated with affected landowners in accordance with the *Land Acquisition (Just Terms Compensation) Act 1991* and the *RTA Land Acquisitions Policy* (1999a). The objectives of the *Land Acquisition (Just Terms Compensation) Act* are to:

- Guarantee that, when land affected by a proposal for acquisition by an authority of the State is eventually acquired, the amount of compensation will be not less than the market value of the land (unaffected by the Proposal) at the date of acquisition.
- Ensure compensation on just terms for the owners of land that is acquired by an authority of the State when the land is not available for public sale.
- Establish procedures for the compulsory acquisition of land by authorities of the State to simplify and expedite the acquisition process.
- Require an authority of the State to acquire land designated for acquisition for a public purpose where hardship is demonstrated.
- Encourage the acquisition of land by agreement instead of compulsory process.

Prior to any acquisition of land dedicated under the *National Parks and Wildlife Act 1974*, such as national park or nature reserve, revocation of the land in accordance with the Act must first be effected by an Act of Parliament.

Prior to acquisition of land dedicated under the *Forestry Act 1916*, such as a state forest, revocation of the land in accordance with the Act must first be affected by one, or a combination of the following means:

- Act of Parliament – where the land affected (irrespective of the area) is zoned by Forests NSW for conservation purposes.

- Resolution of both Houses of Parliament – where the land affected is not zoned for conservation purposes and exceeds 20 hectares.
- Notice in the Government Gazette – where the land affected is not zoned for conservation purposes and does not exceed 20 hectares.

An opportunity could exist where land that the RTA has acquired for other projects has become surplus to requirements. This land may be of a suitable quality in terms of remnant vegetation for it to be included as part of the Forests NSW land portfolio. In this instance the RTA would negotiate with Forests NSW for a potential land exchange for forestry land that would be required for the Proposal.

10.3.2 Management of temporary construction impacts

The construction delivery method is yet to be determined. However the construction impacts would be minimised where possible through the development of construction, environmental and traffic management procedures and systems. Some management measures may include:

- Maintaining property access for the duration of construction. The construction contractor would consult with individual landowners should temporary property access be required.
- Providing property owners with advanced notification of project schedules, construction works and changes to access arrangements.

10.3.3 Management of permanent impacts

A final package of management measures to reduce operational impacts on individual properties and land users would be developed in consultation with individual landholders during the detailed design and property acquisition negotiations. These measures could include adjustments to fencing, access tracks, stockyards and other farm infrastructure.

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