

## 6.11 Property and land use

### 6.11.1 Existing environment

Land uses surrounding the proposal area generally include cleared agricultural land to the south-west, residential, commercial and open space areas comprising the town of Singleton to the east, residential areas at Singleton Heights and Darlington to the north-east, industrial land uses to the west at McDougalls Hill and areas of remnant vegetation at Rixs Creek to the north. The proposal area is intersected by key infrastructure including the New England Highway and Main North railway line.

Land use zones that occur within the proposal area include:

- RU1 (Primary production)
- SP2 (Infrastructure)
- RE2 (Private recreation)
- R1 (General residential).

The majority of the land within the proposal area is zoned RU1 (Primary production). Land use zoning within and around the proposal area is shown in Figure 6-37.

There are a number of utility services within the proposal area as described in Section 3.5.

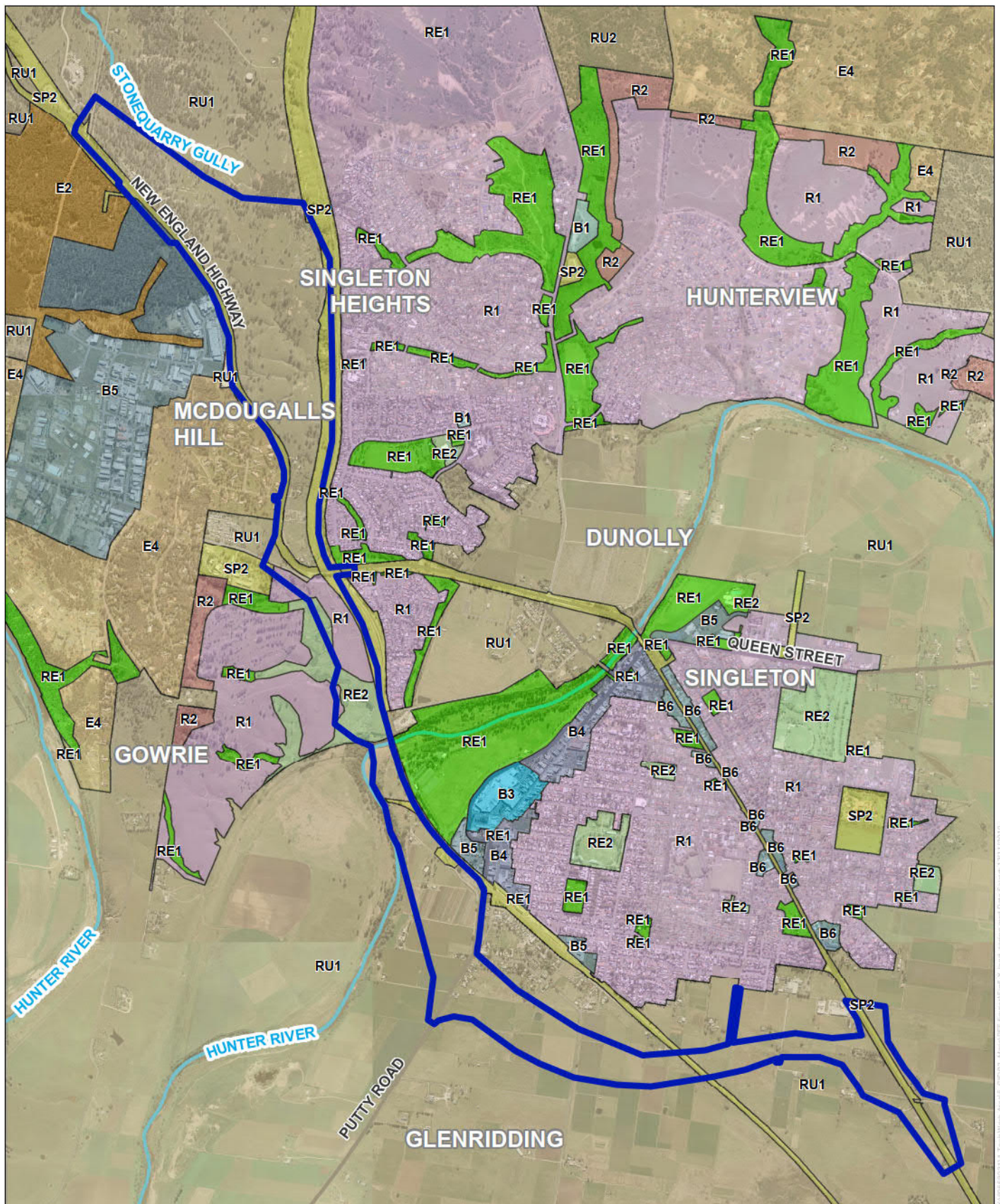


FIG. 6-37 Land use zones within and around the proposal area

#### Legend

##### Proposal features

— Proposal area

##### Other features

— State roads

— Watercourse

##### Land use zoning

B1 Neighbourhood Centre

B3 Commercial Core

B4 Mixed Use

B5 Business Development

B6 Enterprise Corridor

E2 Environmental Conservation

E4 Environmental Living

R1 General Residential

R2 Low Density Residential

RE1 Public Recreation

RE2 Private Recreation

RU1 Primary Production

RU2 Rural Landscape

SP2 Infrastructure

Copyright: Copyright in material relating to the base layers (contextual information) on this page is licensed under a Creative Commons Attribution 3.0 Australia licence © Department of Finance, Services & Innovation 2017, (Digital Cadastral Database and/or Digital Topographic Database).

The terms of Creative Commons Attribution 3.0 Australia License are available from <https://creativecommons.org/licenses/by/3.0/au/legalcode> (Copyright Licence)

Neither AECOM Australia Pty Ltd (AECOM) nor the Department of Finance, Services & Innovation make any representations or warranties of any kind, about the accuracy, reliability, completeness or suitability or fitness for purpose in relation to the content in accordance with clause 5 of the Copyright Licence. AECOM has prepared this document for the sole use of its Client based on the Client's description of its requirements having regard to the

Source: LPIA 2016, LPI 2019, NSW Crown Copyright - Planning and Environment  
Imagery credit: (c) 2011 Spatial Services 2019, (c) 2017 AAM Pty Ltd 2019 and (c) 2008 SKM 2019



## 6.11.2 Potential impacts

### Construction

Long term impacts on land use and property would occur from the commencement of construction following acquisition of the land. This would result in some properties subject to partial acquisition requiring new or alternate property access arrangements. Property acquisition for the proposal is summarised in Table 3-8.

The proposal area encompasses an area of around 240 hectares of which around 215 hectares is classed as RU1 (Primary production). Table 6-51 outlines the extent of impact to land use zones within the proposal area.

Table 6-51: Impact to land use within the proposal area

Land use zone	Impacted area (indicative)
RU1 (Primary production)	215 hectares
SP2 (Infrastructure)	5 hectares
RE2 (Private recreation)	10 hectares
R1 (General residential)	10 hectares

Land for ancillary facilities would be leased by Roads and Maritime for the construction of the proposal or located on land already acquired by Roads and Maritime for the proposal. Lease arrangements would be negotiated with the property owner.

Impacts to adjacent land uses during construction, such as amenity impacts, are discussed throughout Section 6.12.

### Operation

Properties that would be acquired for the proposal are listed in Table 3-8. Based on the concept design, it is anticipated that:

- Fifty three individual lots would be subject to acquisition, including
  - Forty four privately owned lots
  - Nine publicly owned lots.

Six of the privately owned lots have already been acquired by Roads and Maritime as owner initiated acquisition under Roads and Maritime's 'preferred option' policy. The remaining lots are owned by 29 separate owners. The nine publicly owned lots are owned by four separate owners (ARTC, Singleton Council, The Minister for Public Works and The State of NSW).

Of the 47 individual lots still subject to acquisition:

- Eleven privately owned lots and five publicly owned lots would be subject to total acquisition
- Twenty seven privately owned lots and four publicly owned lots subject to partial acquisition.

As identified in Table 3-8, for properties that would be partially acquired, acquisition would generally comprise around less than one third of the total property area.

The land zones for the 47 individual lots still subject to acquisition include:

- Forty two zoned RU1 (Primary production)
- Three zoned RE2 (Public recreation)

- One zoned R1 (General residential)
- One partially zoned RE2 (Private recreation) and R1 (General residential).

The land zoned as RE2 identified above comprises part of an approved subdivision which has not yet been developed and is therefore not currently being used for the purpose of private recreation.

Property acquisition would be confirmed during detailed design. Infrastructure within the acquired areas of land would be demolished. A list of items that would be demolished is provided in Table 6-52.

Table 6-52: Structures to be demolished for the proposal

Structure	Number of structures to be demolished
Dwelling	11
Shed	16
Other	1 (Council works depot and pump station)

The proposal would result in a permanent change in land use from the existing land uses to a road corridor. This would remove the ability of the land to be developed for residential or agricultural purposes in the future.

The proposal would result in the fragmentation of eight properties, owned by eight separate owners, which are primarily agricultural properties. This fragmentation would potentially affect the ability for land owners to access a part of their property that is otherwise not directly impacted by the proposal. Mitigation measures are provided in Section 6.5.3 to manage this impact, ensuring access to properties including access to fragmented land is considered, or alternate access arrangements are provided. Potential impacts to the ongoing use of fragmented properties is described in Section 6.12.

All properties affected by changed access arrangements as a result of the proposal would be provided with restored or new permanent access arrangements during operation, including the properties that would be fragmented.

Impacts to adjacent land uses during operation, such as amenity impacts, are discussed throughout Section 6.12.

### 6.11.3 Safeguards and management measures

Mitigation measures provided in Table 6-13 would be implemented to minimise potential property and land use impacts. Mitigation measures relevant to managing impacts to property access are described in Section 6.5.3 and mitigation measures relevant to managing social and economic impacts associated with acquisition are described in Section 6.12.

Table 6-53: Summary of mitigation measures to minimise impacts to land use and property

Impact	Environmental safeguards	Responsibility	Timing
Property acquisition	Property acquisition will be carried out in accordance with the <i>Land Acquisition Information Guide (Roads and Maritime, 2014)</i> and the <i>Land Acquisition (Just Terms Compensation) Act 1991</i> .	Roads and Maritime	Detailed design
Property acquisition	Roads and Maritime will complete property adjustments including fencing,	Roads and Maritime	Detailed design

Impact	Environmental safeguards	Responsibility	Timing
	driveways/access and other property infrastructure impacted by the proposal in consultation with affected property owners.		
Property acquisition	Roads and Maritime will investigate the possibility of licencing land beneath the bridge to impacted landholders to enable continued access for fragmented properties.	Roads and Maritime	Detailed design