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 show 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

Source: MMLA 2016, 17, 18, 19; NWS Urban Copyright - Planning and Environment
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

<table>
<thead>
<tr>
<th>Land use zone</th>
<th>Impacted area (indicative)</th>
</tr>
</thead>
<tbody>
<tr>
<td>RU1 (Primary production)</td>
<td>215 hectares</td>
</tr>
<tr>
<td>SP2 (Infrastructure)</td>
<td>5 hectares</td>
</tr>
<tr>
<td>RE2 (Private recreation)</td>
<td>10 hectares</td>
</tr>
<tr>
<td>R1 (General residential)</td>
<td>10 hectares</td>
</tr>
</tbody>
</table>

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

<table>
<thead>
<tr>
<th>Structure</th>
<th>Number of structures to be demolished</th>
</tr>
</thead>
<tbody>
<tr>
<td>Dwelling</td>
<td>11</td>
</tr>
<tr>
<td>Shed</td>
<td>16</td>
</tr>
<tr>
<td>Other</td>
<td>1 (Council works depot and pump station)</td>
</tr>
</tbody>
</table>

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

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

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