



# **New England Highway bypass of Muswellbrook**

Chapter 6.11 Property and land use

Transport for NSW | October 2021

## 6.11 Property and land use

### 6.11.1 Existing environment

The proposal is located predominately across greenfield land, with the construction footprint passing through MCC property, Ausgrid property and several private properties, many of which are used for agricultural purposes. Transport has already acquired five properties within the construction footprint, including adjacent to the southern connection, Sandy Creek Road and the northern connection. Refer to Section 3.6 for details of proposed property acquisition.

The Muswellbrook town centre is located to the west of the construction footprint along the New England Highway.

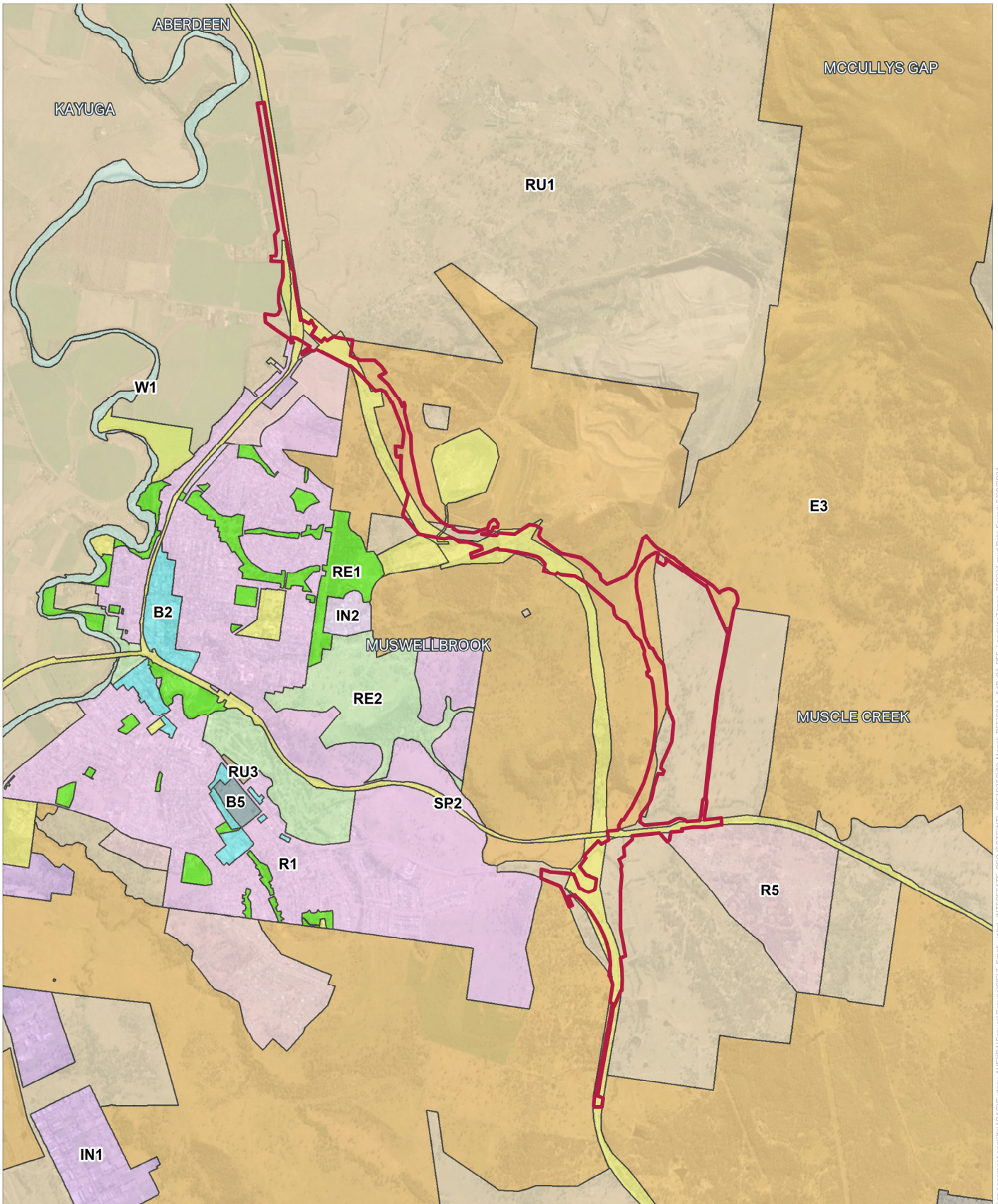
Key infrastructure near or intersecting the construction footprint include the Main North railway line, the existing New England Highway, the Ausgrid and MCC substations and the Muswellbrook Waste Management Facility. The operational section of Muswellbrook Coal Mine is located to the north east of the construction footprint.

There are a number of utility services within the construction footprint as described in Section 3.5.

Land use zones that occur within the construction footprint include:

- RU1 Primary production
- SP2 Infrastructure
- E3 Environmental management
- R1 General residential
- R5 Large lot residential.

Most of the land within the construction footprint is zoned SP2 Infrastructure and E3 Environmental management. Land use zoning within and surrounding the proposal is shown on Figure 6-32.



**FIGURE 6-32: LAND USE ZONES WITHIN AND AROUND THE CONSTRUCTION FOOTPRINT**

Construction footprint	R5 Large Lot Residential
B2 Local Centre	RE1 Public Recreation
B5 Business Development	RE2 Private Recreation
E3 Environmental Management	RU1 Primary Production
IN1 General Industrial	RU3 Forestry
IN2 Light Industrial	SP2 Infrastructure
R1 General Residential	W1 Natural Waterways



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## 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 3-7 and discussed in more detail below.

The construction footprint encompasses an area of around 188 hectares. Table 6-56 outlines the extent of impact to land use zones within the construction footprint.

Table 6-56: Impact to land use within the construction footprint

Land use zone	Indicative impacted area (hectares)
RU1 Primary production	50.80
SP2 Infrastructure	70.90
E3 Environmental management	65.40
R1 General residential	0.03
R5 Large lot residential	0.80

Land for ancillary facilities would be leased by Transport for the construction of the proposal or located on land already acquired by Transport 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 6.11.

### Operation

A proposed property acquisition boundary was completed for the concept design. Areas to be acquired are provided in Table 3-7 and shown on Figure 3-7. The proposal would require the partial acquisition of 19 lots. One lot, approximately 0.01ha in size, used for agricultural purposes (producing pasture and fodder to supply its dairy farm) would be subject to full acquisition.

Property acquisition would be confirmed during detailed design.

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 one agricultural property, owned by MCC. A farm access culvert would be provided under the proposed bypass to enable continuity of farm operations on this property.

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.

Impacts to adjacent land uses during operation, such as amenity impacts, are discussed throughout Section 6.11.

### 6.11.3 Safeguards and management measures

Impact	Environmental safeguards	Responsibility	Timing	Reference
Property acquisition		Transport	Detailed design	Additional safeguard
Property acquisition	Transport will complete property adjustments including fencing, driveways/access and adjustments to other property infrastructure impacted by the proposal in consultation with affected property owners	Transport	Detailed design	Additional safeguard
Property acquisition	Transport will investigate the possibility of licencing land beneath the bridge to be situated over Sandy Creek to impacted landowners to enable continued access for fragmented properties	Transport	Detailed design	Property acquisition

Other safeguards and management measures that would address property and land use impacts are identified in Section 6.5 and 6.11.