

Appendix B

Amendments

The following amendments have been made to Figures 6-1d, 6-1g, 6-1i and 6-1s of the Environmental Assessment.

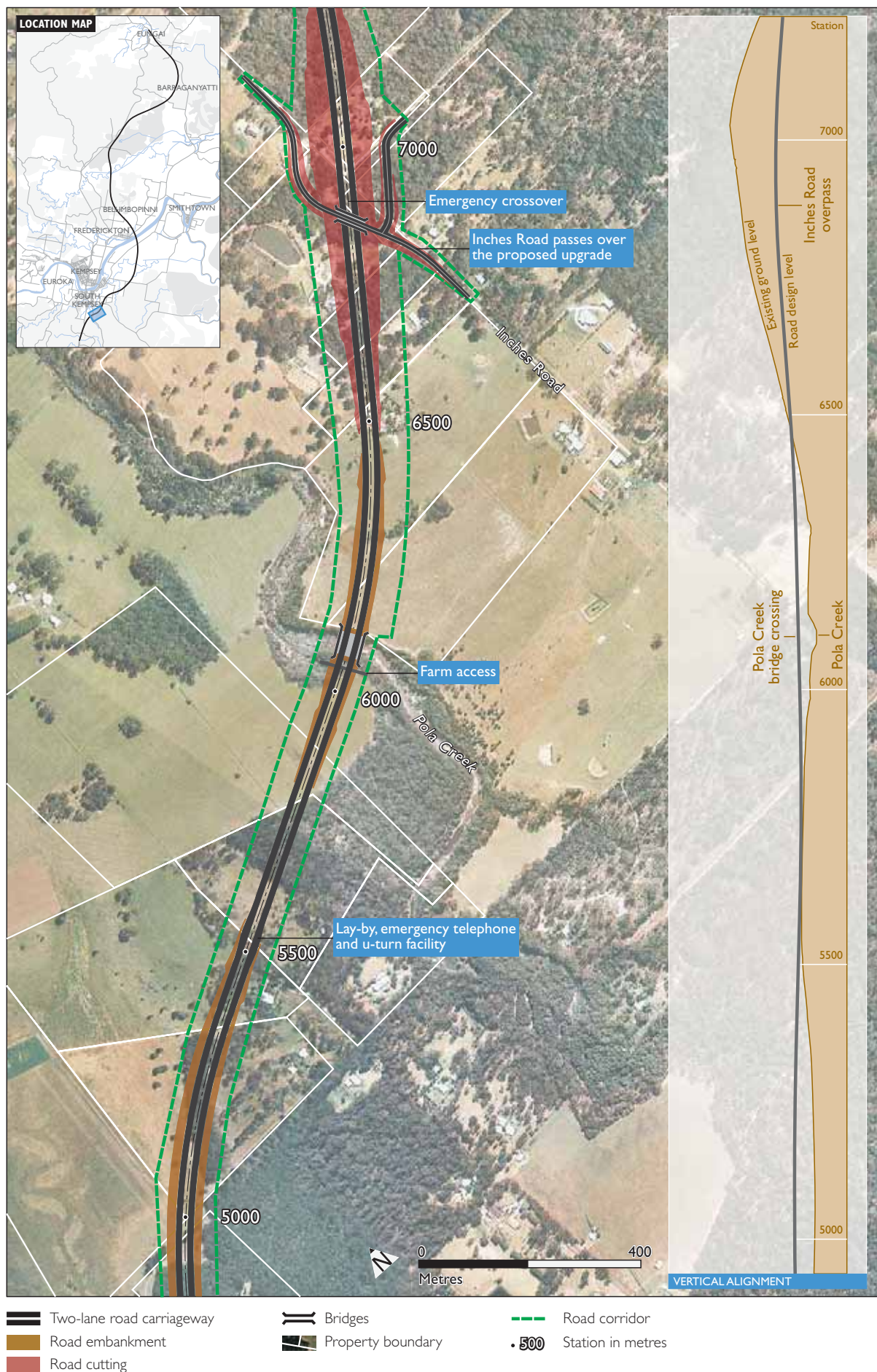


Figure 6.1d **Horizontal and vertical route alignment**

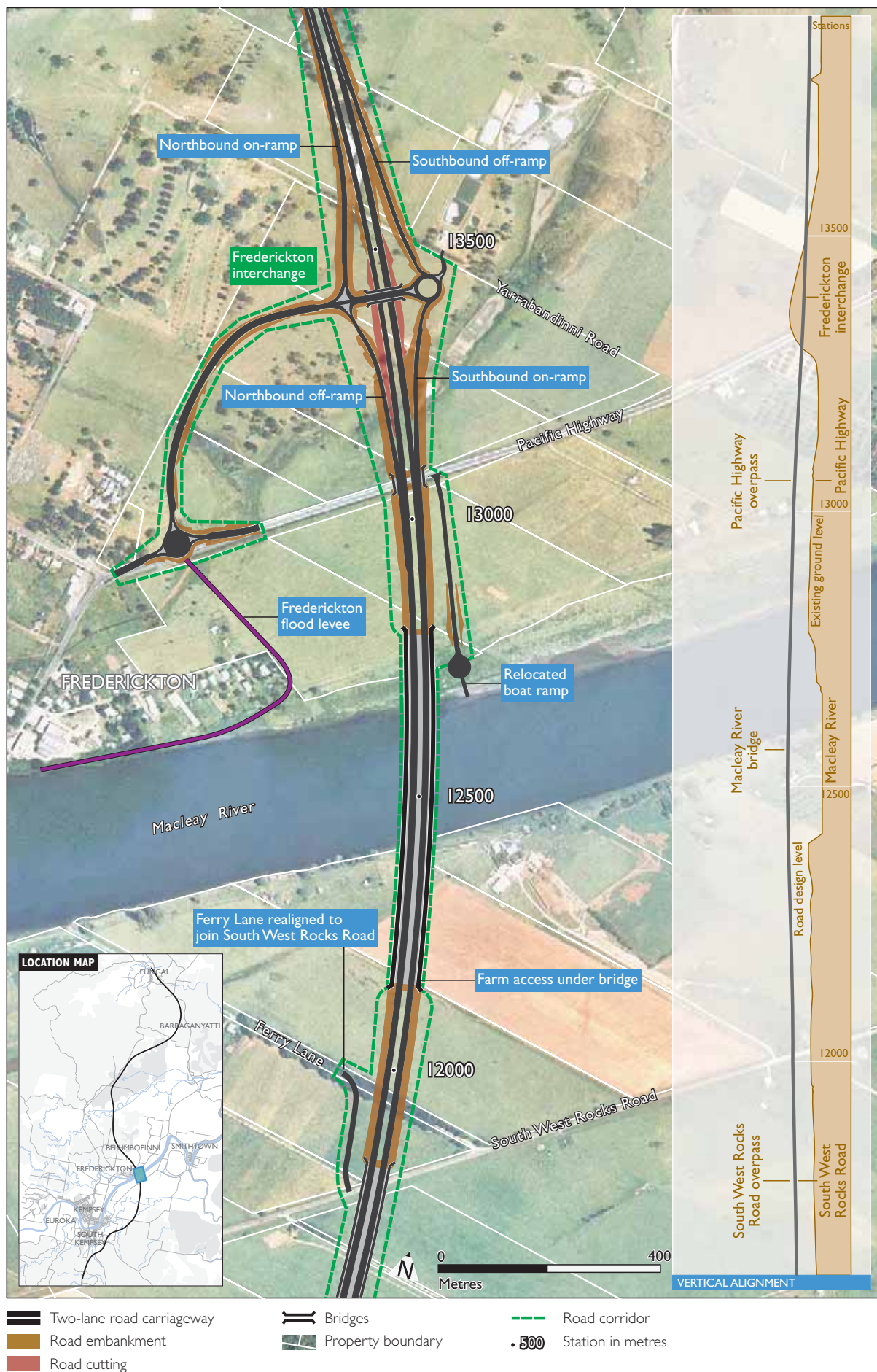


Figure 6.1g **Horizontal and vertical route alignment**

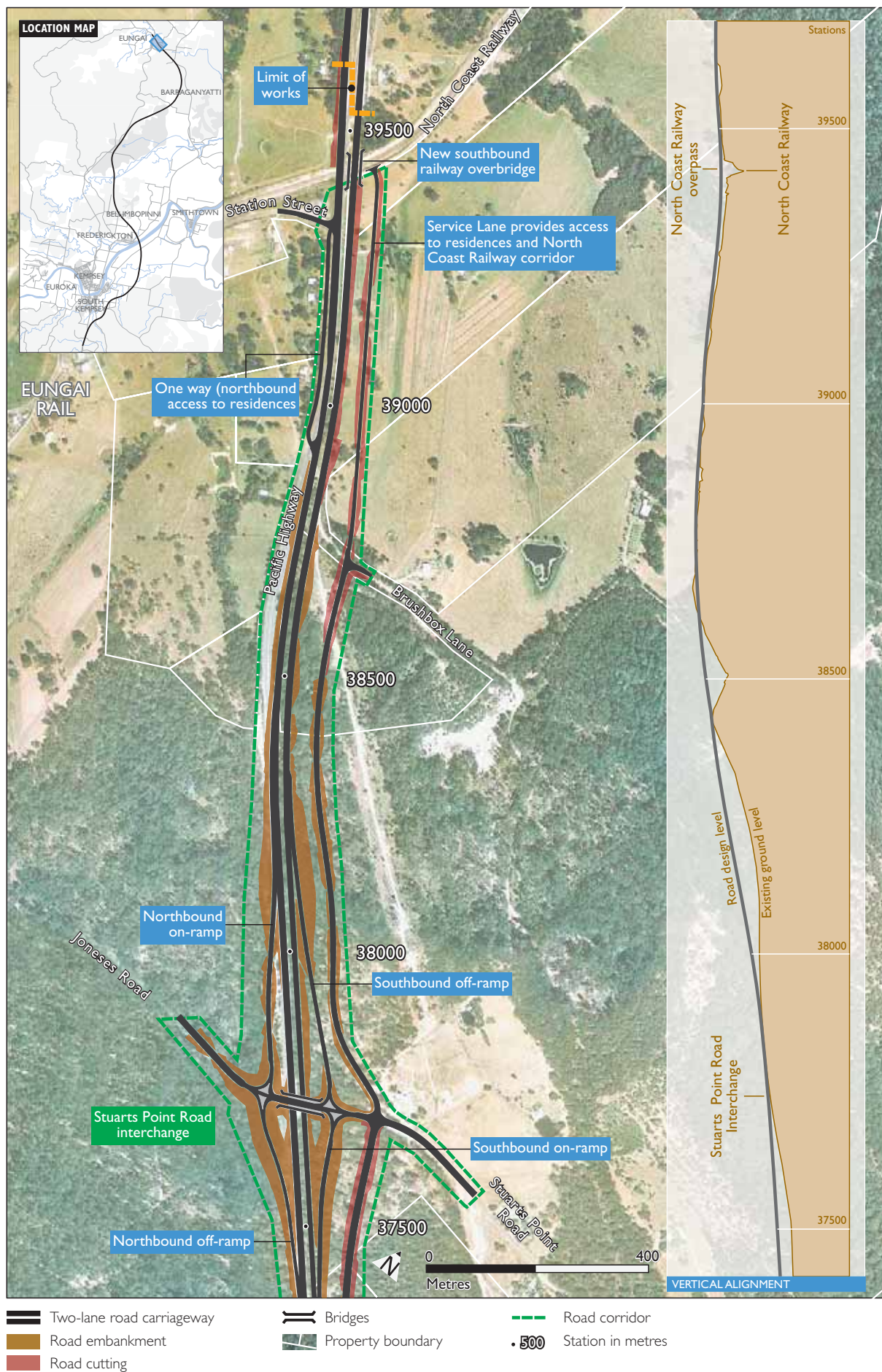


Figure 6.1s **Horizontal and vertical route alignment**

The following amendment has been made to Table 10.1 of the Environmental Assessment.

Table 10-1 Changes to afflux (Macleay River floodplain) under modelled flood conditions

Location	Area	March 2001 ²		20-year ARI		100-year ARI		200-year ARI		500-year ARI		PMF	
		Existing (mAHD) ¹	Change ³ (metres)	Existing (mAHD)	Change (metres)	Existing (mAHD)	Change (metres)	Existing (mAHD)	Change (metres)	Existing (mAHD)	Change (metres)	Existing (mAHD)	Change (metres)
Railway bridge	River	8.17	No change	8.79	No change	10.15	No change	10.98	+0.01	11.71	+0.01	16.29	+0.03
Traffic bridge	River	7.48	No change	7.81	No change	8.70	No change	9.56	+0.02	10.20	+0.03	14.63	+0.05
Pola Creek	River	6.98	No change	7.28	+0.01	8.11	+0.01	8.81	+0.03	9.34	+0.04	13.18	+0.09
Glenrock drain	River	6.75	No change	7.07	+0.01	7.86	+0.02	8.49	+0.04	8.99	+0.05	12.66	+0.11
Upstream Frederickton	River	6.22	+0.01	6.43	+0.02	6.96	+0.04	7.47	+0.08	7.86	+0.11	11.38	+0.20
Frederickton	River	6.04	+0.01	6.23	+0.02	6.65	+0.05	7.02	+0.10	7.35	+0.14	10.86	+0.26
Downstream Frederickton	River	5.86	+0.01	6.00	+0.02	6.32	+0.06	6.60	+0.11	6.87	+0.14	10.53	+0.27
East Kempsey wetland	Floodplain	5.20	+0.03	5.62	+0.05	6.64	+0.09	7.44	+0.15	8.04	+0.15	12.23	+0.12
Old Station Road	Floodplain	5.15	+0.04	5.58	+0.06	6.60	+0.10	7.40	+0.15	8.00	+0.15	12.22	+0.12
Frogmore	Floodplain	4.90	+0.05	5.21	+0.08	5.93	+0.16	6.44	+0.27	6.84	+0.31	10.90	+0.19
South West Rocks Road	Floodplain	4.89	+0.04	5.19	+0.06	5.87	+0.12	6.33	+0.19	6.69	+0.23	10.69	+0.21
South West Rocks Road (Red Hill Lane)	Floodplain	5.32	+0.04	5.74	+0.05	6.58	+0.10	7.16	+0.13	7.60	+0.16	11.29	+0.18
Upstream bridge right bank	Floodplain	4.98	+0.11	5.27	+0.12	5.88	+0.16	6.32	+0.24	6.66	+0.30	10.61	+0.47

Source: Technical Report 1 - Supplementary Flooding Report - Volume 2

1. mAHD = metres above Australian Height Datum
2. March 2001 flood data has been recalculated and therefore varies from values quoted in the Project Application – Supporting Information (NSW Roads and Traffic Authority, 2006a)
3. Change in water level with proposed upgrade
These changes could alter as a result of refinements during detailed design.

The following amendment has been made to Table 15.1 of the Environmental Assessment.

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

Ref No. (refer Figure 15-4)	Ownership/ Current land use	Agricultural land capability class	Total Area (hectares)	Area within corridor (hectares)	% of total property affected	Area of acquisition (hectares) ¹	% of total property acquired	Land use impact ²	Proposed mitigation measures ^{3,4}
1	Private – Rural residential/Bushland	–	29.4	1.3	4	3	10	• Portion of property on eastern boundary to be acquired. • Current usage unaffected.	• Access reinstated via West End Road.
2	Private – Rural residential (Future commercial/ industrial)	–	76.5	7.9	10	7.9	10	• Portion of property on western boundary to be acquired. • Loss of direct access to Pacific Highway. • South Kempsey interchange has been designed for future commercial/industrial land use on this property. • Opportunity to develop land for commercial/industrial uses would not be restricted.	• Access reinstated via new service road to South Kempsey interchange and Kempsey.
3	RTA – Bushland (Vacant)	–	2.0	0.7	36	2.0	100	• Property already acquired.	• Residual land to be disposed.
4	RTA – Rural residential (vacant)	–	2.0	0.9	45	2.0	100	• Property already acquired.	• Residual land to be disposed.
5	RTA – Rural residential (vacant)	–	2.0	1.2	59	2.0	100	• Property already acquired.	• Residual land to be disposed.
6	Private – Commercial	–	3.1	1.3	44	3.0	100	• Direct impact on commercial premises.	• Full acquisition proposed. • Residual land to be disposed.
7	Private – Bushland (Future development potential)	–	38.9	10.9	28	13.3	34	• Portion of property on western boundary to be acquired. • Change in current access arrangements. • Improved access via South Kempsey interchange. • Opportunity to develop land for commercial/industrial uses would not be restricted.	• Access reinstated via new service road to South Kempsey interchange and Kempsey.

Ref No. (refer Figure 15-4)	Ownership/ Current land use	Agricultural land capability class	Total Area (hectares)	Area within corridor (hectares)	% of total property affected	Area of acquisition (hectares) ¹	% of total property acquired	Land use impact ²	Proposed mitigation measures ^{3,4}
8	Private – Rural residential	–	11.4	0.8	7	0.8	7	• Portion of property on western boundary to be acquired. • Change in current access arrangements. • Residence would be impacted.	• Access reinstated via new service road to South Kempsey interchange and Kempsey.
9	Private – Agriculture (horticulture)	–	123.7	3.9	3	4.2	3	• Change in current access arrangements. • Loss of portion of orchard area for cut flower business. • Residence in close proximity to upgrade – noise and visual impacts. • Proposed acquisition would impact on operational capacity of the nursery/cut flower business by significantly reducing.	• Access reinstated via Bingis Lane (from Crescent Head Road). • Noise mitigation to reduce noise impacts.
10	RTA – Rural residential	–	13.6	2.8	20	13.6	100	• Impacts on amenity for pottery business. • Property already acquired.	• Residual land to be disposed.
11	Private – Rural residential	–	13.2	3.1	24	3.1	23	• Portion of property on southern boundary to be acquired. • Residence would be impacted.	• Access to be reinstated via Shannon Close.
12	Private – Commercial (Recycled timber facility)	–	15.6	3.7	23	7.7	49	• Portion of property to be acquired. • Change in current access arrangements. • Recycled timber facility can continue unaffected, provided continuous access is provided during construction.	• Access reinstated via Patersons Lane (underpass). • Residual land to be disposed.
13	Private – Bushland	–	10.4	4.6	45	4.8	46	• Portion of property to be acquired.	• No further mitigation proposed.
14	Kempsey Shire Council – Public Land/Quarry	–	15.0	3.8	25	3.8	25	• Portion of property on western boundary to be acquired. • Change in current alternate access arrangements. • Quarry use can continue unaffected, provided continuous alternate access is provided during construction.	• Alternate access reinstated via Bingis Lane underpass.

Ref No. (refer Figure 15-4)	Ownership/ Current land use	Agricultural land capability class	Total Area (hectares)	Area within corridor (hectares)	% of total property affected	Area of acquisition (hectares) ¹	% of total property acquired	Land use impact ²	Proposed mitigation measures ^{3,4}
15	Private – Rural residential	–	4.1	1.3	32	1.3	33	• Portion of property on eastern boundary to be acquired. • Residence in close proximity to upgrade – noise and visual impacts.	• Noise mitigation to reduce noise impacts. • Perimeter landscaping to reduce visual impacts.
16	Private – Rural residential	–	2.1	0.1	5	0.1	5	• Portion of property on northern boundary to be acquired. • Residence in close proximity to upgrade – noise and visual impacts. • Change in access arrangements.	• Noise mitigation to reduce noise impacts. • Perimeter landscaping to reduce visual impacts. • Drainage to be designed to meet local capacity requirements.
17	Private – Rural residential	–	2.1	2.1	100	2.1	100	• Residence directly impacted.	• Full acquisition proposed.
18	Private – Rural residential	–	0.8	0.1	12.5	0.1	12.5	• Portion of property to be acquired on western boundary. • Access is maintained and residence is away from main upgrade corridor.	• No further mitigation proposed.
19	Private – Residential	–	0.7	0.4	57	0.7	100	• Large portion of property required for the proposed upgrade.	• Full acquisition proposed.
20	Private/RTA – Residential	–	0.7	<0.1	14	<0.1	14	• Portion of property on northern boundary already acquired. • Residence in close proximity to upgrade – noise and visual impacts.	• Noise mitigation to reduce noise impacts. • Perimeter landscaping to reduce visual impacts.
21	Private – Commercial (Nursery)	–	16.6	1.8	11	1.9	11	• Portion of property to be acquired. • Nursery dam retained through realignment of the proposed upgrade. • Access maintained to nursery via Yabsleys Lane and Bruces Lane. • Development potential is not restricted.	• Noise mitigation to reduce noise impacts. • Perimeter landscaping to reduce visual impacts.

Ref No. (refer Figure 15-4)	Ownership/ Current land use	Agricultural land capability class	Total Area (hectares)	Area within corridor (hectares)	% of total property affected	Area of acquisition (hectares) ¹	% of total property acquired	Land use impact ²	Proposed mitigation measures ^{3,4}
22	Private – Rural residential	–	1.0	<0.1	2	<0.1	2	• Portion of property on western boundary to be acquired. • Residence in close proximity to upgrade – noise and visual impacts.	• Noise mitigation to reduce noise impacts.
23	Private – Rural residential	–	1.0	0.1	1	0.1	1	• Portion of property on western boundary to be acquired. • Residence in close proximity to upgrade – noise and visual impacts. • Access not affected.	• Noise mitigation to reduce noise impacts
24	RTA – Rural residential	–	4.0	1.1	28	4.0	100	• Property already acquired.	• Residual land to be disposed.
25	Private – Rural residential	–	1.0	0.1	1	0.1	1	• Portion of property on western boundary to be acquired. • Residence in close proximity to upgrade – noise and visual impacts. • Access not affected.	• Noise mitigation to reduce noise impacts.
26	Private – Rural residential	–	4.0	1.4	36	1.6	41	• Portion of property on western boundary to be acquired. • Residence in close proximity to upgrade – noise and visual impacts. • Access not affected.	• Noise mitigation to reduce noise impacts.
27	Private – Rural residential	–	1.0	0.1	1	0.1	1	• Portion of property to be acquired. • Residence in close proximity to upgrade – noise and visual impacts. • Access for this and other properties would be provided by an extension of Lyall Lane to Yabsleys Lane.	• Noise mitigation to reduce noise impacts.

Ref No. (refer Figure 15-4)	Ownership/ Current land use	Agricultural land capability class	Total Area (hectares)	Area within corridor (hectares)	% of total property affected	Area of acquisition (hectares) ¹	% of total property acquired	Land use impact ²	Proposed mitigation measures ^{3,4}
28	Private – Bushland	–	6.7	1.9	28	2.1	32	• Portion of property in north-western corner to be acquired. • Access to Bruces and Shady Lane maintained.	• No further mitigation proposed.
29	Private – Rural residential	–	6.8	1.7	25	1.9	28	• Property to be acquired. See below for procedures for full acquisition.	• No further mitigation proposed.
30	Private – Rural residential	–	10.1	3.3	33	6.4	63	• Property cut into two by proposed upgrade. • Front portion likely to remain rural residential, back portion likely to be changed to agricultural land use.	• Noise mitigation to reduce noise impacts.
31	Private – Rural residential	–	7.1	2.4	34	7.1	100	• Property to be acquired. See below for procedures for full acquisition. • Front portion likely to remain rural residential.	• Residual land to be disposed.
32	Private – Rural residential	–	10.9	1.1	10	2.1	19	• Portion of property in north-western corner to be acquired. • Access maintained via Inches Road.	• No further mitigation proposed.
33	Private – Rural residential	–	11.9	1.7	14	11.9	100	• Property to be acquired. See below for procedures for full acquisition. • Access to north-western portion via paper road to north.	• Residual land to be disposed.
34	RTA – Rural residential	–	10.4	3.6	35	10.4	100	• Property already acquired.	• Residual land to be disposed.
35	Private – Rural residential	–	2.8	1.4	49	2.8	100	• Large portion of the property required for proposed upgrade. • Residence is very close to the proposed upgrade.	• Full acquisition required. • Residual land to be disposed.

Ref No. (refer Figure 15-4)	Ownership/ Current land use	Agricultural land capability class	Total Area (hectares)	Area within corridor (hectares)	% of total property affected	Area of acquisition (hectares) ¹	% of total property acquired	Land use impact ²	Proposed mitigation measures ^{3,4}
36	Private – Agriculture	Class VI+	31.6	0.3	1	0.3	1	• Beef cattle grazing, cropping. • Residence not close to the proposed upgrade. • Very small portion in south-east corner of property to be acquired. • No impact on operational capacity of agricultural land use. • No change to current access.	• No further mitigation proposed. • Fencing would be reinstated prior to the commencement of construction.
37	Private – Rural residential	–	2.0	1.5	77	2.0	100	• Large portion of property required for the upgrade. • Residence would be impacted.	• Full acquisition proposed. • Residual land to be disposed.
37a	Private – Rural residential	–	14.9	<0.1	<1	<0.1	<1	• Very small portion of property required for the upgrade.	• No further mitigation proposed. • Access reinstated via Inches Road.
38	Private – Rural residential	–	4.3	0.8	18	0.8	18	• Portion of property to be acquired. • No impact on development potential of site.	• No further mitigation proposed. • Access reinstated via service road from Inches Road.
39	Private – Agriculture	Class VI+	91.4	3.3	4	3.3	4	• Beef cattle grazing. • Residence not close to the proposed upgrade. • Property fragmented by proposed upgrade. • No impact on operational capacity of agricultural land use.	• Designated farm access underpass provided to maintain access to isolated portion of land to south-east. • Bridging over Pola Creek to preserve riparian areas and creek flow. • Fencing would be reinstated prior to the commencement of construction.
40	Private – Rural residential/Nursery	–	17.1	3.4	20	3.4	20	• Portion of property to be acquired. • Residence would be impacted.	• Access reinstated to Inches Road.
41	RTA – Rural residential	–	2.0	1.5	76	2.0	100	• Property already acquired.	

Ref No. (refer Figure 15-4)	Ownership/ Current land use	Agricultural land capability class	Total Area (hectares)	Area within corridor (hectares)	% of total property affected	Area of acquisition (hectares) ¹	% of total property acquired	Land use impact ²	Proposed mitigation measures ^{3,4}
42	Private – Rural residential	–	1.0	0.2	18	1.0	100	• Portion of property required for the upgrade. • Residence would be impacted.	• Full acquisition proposed. • Residual land to be disposed.
43	Crown – Public Land/Utilities (Rural Lands Protection Board – Stock Refuge Area)	–	16.2	5.5	34	5.6	34	• Property is cut in half by proposed upgrade. • Access to eastern portion is cut. • Reduced area for accommodating stock during floods.	• New access and stock loading facilities provided to isolated eastern portion of land. • Internal fencing to be rationalised.
44	Private – Rural residential	–	1.3	0.1	8	0.1	8	• Small portion of land on northern boundary to be acquired. • Residence in close proximity to upgrade – noise and visual impacts. • Current access maintained.	• Noise mitigation to reduce noise impacts.
45	Private – Rural residential	–	1.4	0.2	13	0.2	14	• Small portion of land on northern boundary to be acquired. • Residence in close proximity to upgrade – noise and visual impacts. • Current access would be cut by Old Station Road overpass.	• New access provided via service road from Old Station Road.
46	Private – Rural residential	–	46.5	7.2	15	14.0	30	• Portion of property in south-eastern corner to be acquired. • Residence close to the proposed upgrade. • Residual western area of property likely to remain rural residential.	• Access reinstated to Old Station Road.
47	Private – Rural residential	–	49.4	5.3	11	6.6	13	• Portion of land on western boundary to be acquired. • Residence in proximity to upgrade – noise and visual impacts. • Current access not affected.	• Noise mitigation to reduce noise impacts.

Ref No. (refer Figure 15-4)	Ownership/ Current land use	Agricultural land capability class	Total Area (hectares)	Area within corridor (hectares)	% of total property affected	Area of acquisition (hectares) ¹	% of total property acquired	Land use impact ²	Proposed mitigation measures ^{3,4}
48	Private – Rural residential	–	46.5	0.1	<1	0.1	<1	• Small portion of land in south-east corner to be acquired. • Current land use and access not affected.	• No further mitigation proposed.
49	Private – Agriculture	Class VI+	144.1	5.3	4	6.6	4	• Beef cattle grazing. • Small portion of land on eastern boundary to be acquired. • Very small increase in flood levels and period of inundation. No impact on operational capacity of agricultural land. • Residence not close to the proposed upgrade. • Small reduction in grazing land. No impact on operational capacity of agricultural land use.	• Floodplain bridging maintains flooding flow paths and reduces flooding impacts on farmland and farm infrastructure. • Stock mounds and other flood mitigation measures to be negotiated as necessary. • Fencing would be reinstated prior to the commencement of construction.
50	Private – Agriculture	Class VI+	41.1	1.3	3	3.3	8	• Beef cattle grazing. • Small portion of land on eastern boundary to be acquired. • Very small increase in flood levels and period of inundation. No impact on operational capacity of agricultural land. • Residence not close to the proposed upgrade. • Small reduction in grazing land. No impact on operational capacity of agricultural land use.	• Floodplain bridging maintains flooding flow paths and reduces flooding impacts on farmland and farm infrastructure. • Stock mounds and other flood mitigation measures to be negotiated as necessary. • Fencing would be reinstated prior to the commencement of construction.

Ref No. (refer Figure 15-4)	Ownership/ Current land use	Agricultural land capability class	Total Area (hectares)	Area within corridor (hectares)	% of total property affected	Area of acquisition (hectares) ¹	% of total property acquired	Land use impact ²	Proposed mitigation measures ^{3,4}
50a	Private – Agriculture	Class VI+	19.8	0.2	1	0.2	1	• Beef cattle grazing. • Very small portion of land on eastern boundary to be acquired. • Very small increase in flood levels and period of inundation. No impact on operational capacity of agricultural land. • Residence not close to the proposed upgrade. • No impact on operational capacity of agricultural land use.	• Floodplain bridging maintains flooding flow paths and reduces flooding impacts on farmland and farm infrastructure. • Stock mounds and other flood mitigation measures to be negotiated as necessary. • Fencing would be reinstated prior to the commencement of construction.
51	Private – Agriculture	Class VI+ and Class IV–V	114.0	6.7	6	7.7	7	• Dairy farm. • Small portion of land on eastern boundary to be acquired. • Very small increase in flood levels and period of inundation. No impact on operational capacity of agricultural land. • Residence not close to the proposed upgrade. • Triangular parcel of land would be isolated by proposed upgrade. Paper road would be cut. • Small reduction in grazing land. No impact on operational capacity of agricultural land use.	• Service road to be constructed underneath flood bridging to provide access to isolated land parcel and paper road. • Floodplain bridging maintains flooding flow paths and reduces flooding impacts on farmland and farm infrastructure/residences. • Stock mounds, house raising and other flood mitigation measures to be negotiated as necessary. • Fencing would be reinstated prior to the commencement of construction.

Ref No. (refer Figure 15-4)	Ownership/ Current land use	Agricultural land capability class	Total Area (hectares)	Area within corridor (hectares)	% of total property affected	Area of acquisition (hectares) ¹	% of total property acquired	Land use impact ²	Proposed mitigation measures ^{3,4}
52	Private – Agriculture	Class VI+ and Class IV–V	22.2	3.3	15	3.3	15	• Beef cattle grazing. • Portion of property to be acquired. • Proposed upgrade crosses rear portion of property, however bridging would allow stock to graze underneath the upgrade. • Very small reduction in grazing land. No impact on operational capacity of agricultural land use.	• Floodplain bridging maintains flooding flow paths and reduces flooding impacts on farmland and farm infrastructure. • Stock mounds and other flood mitigation to be negotiated as necessary. • Fencing would be reinstated prior to the commencement of construction.
53	Private – Agriculture	Class IV–V	8.1	1.4	17	1.4	17	• Beef cattle grazing. • Portion of property to be acquired. • Part of larger property on opposite side of South West Rocks Road. • Bridging would allow stock to graze underneath the upgrade. • Very small reduction in grazing land. No impact on operational capacity of agricultural land use.	• Floodplain bridging maintains flooding flow paths and reduces flooding impacts on farmland and farm infrastructure/residences. • Stock mounds and other flood mitigation to be negotiated. • Fencing would be reinstated prior to the commencement of construction.
54	Private – Agriculture	Class IV–V	8.1	1.4	17	1.4	17	• Beef cattle grazing. • Portion of property to be acquired. • Proposed upgrade crosses front portion of property, however bridging would allow stock to graze underneath the upgrade. • Small reduction in grazing land. No impact on operational capacity of agricultural land use.	• Floodplain bridging maintains flooding flow paths and reduces flooding impacts on farmland and farm infrastructure. • Stock mounds and other flood mitigation to be negotiated. • Fencing would be reinstated prior to the commencement of construction.
54a	Private – Agriculture	Class IV–V	8.0	1.3	16	1.3	16	• Beef cattle grazing. • Portion of property to be acquired. • Proposed upgrade crosses front portion of property, however bridging would allow stock to graze underneath the upgrade. • Small reduction in grazing land. No impact on operational capacity of agricultural land use.	• Floodplain bridging maintains flooding flow paths and reduces flooding impacts on farmland and farm infrastructure. • Stock mounds and other flood mitigation to be negotiated. • Fencing would be reinstated prior to the commencement of construction.

Ref No. (refer Figure 15-4)	Ownership/ Current land use	Agricultural land capability class	Total Area (hectares)	Area within corridor (hectares)	% of total property affected	Area of acquisition (hectares) ¹	% of total property acquired	Land use impact ²	Proposed mitigation measures ^{3,4}
55	Private – Agriculture	Class IV–V and Class I–III	32.2	1.7	5	2.3	7	- Organic dairy farm. - Sensitive agricultural land use. Loss of land that is certified organic. Small reduction in farm viability with reduced pasture area. Appropriate compensation to be negotiated with landholders. - Minor impact on operational capacity of agricultural business. - Portion of land in north-eastern corner of the property to be acquired. Remainder of property on eastern side of South West Rocks Road is unaffected. - Access to South West Rocks Road from Ferry Lane would be realigned. - Residence in close proximity to upgrade – noise and visual impacts.	- Access reinstated via realignment of Ferry Lane. - Residence and milking sheds would be bundled to provide additional protection during floods. - Fencing would be reinstated prior to the commencement of construction. - Noise mitigation to reduce noise impacts. - Perimeter landscaping and improvements to Ferry Lane to reduce visual impacts.
56	Private – Agriculture	Class I–III	16.7	1.8	11	2.0	12	- Beef cattle grazing, cropping. - Portion of property in centre of property to be acquired. - Bridging would allow stock to graze underneath the upgrade. - Reduction in grazing land. No impact on operational capacity of agricultural land use.	- Access to South West Rocks Road under Macleay River bridge. - Perimeter landscaping around bridge approach and abutments to improve visual amenity. - Floodplain bridging maintains flooding flow paths and reduces flooding impacts on farmland and farm infrastructure. - Stock mounds and other flood mitigation to be negotiated. - Fencing would be reinstated prior to the commencement of construction.

Ref No. (refer Figure 15-4)	Ownership/ Current land use	Agricultural land capability class	Total Area (hectares)	Area within corridor (hectares)	% of total property affected	Area of acquisition (hectares) ¹	% of total property acquired	Land use impact ²	Proposed mitigation measures ^{3,4}
57	Private – Agriculture	Class I–III	28.0	<0.1	<1	0.3	1	• Beef cattle grazing, cropping. • Very small portion of property in south-western corner of property to be acquired. • No impact on operational capacity of agricultural land use. • Residence in close proximity to upgrade – noise and visual impacts.	• Floodplain bridging maintains flooding flow paths and reduces flooding impacts on farmland and farm infrastructure/residences • Stock mounds, house raising and other flood mitigation to be negotiated. • Noise mitigation to reduce noise impacts. • Fencing would be reinstated prior to the commencement of construction.
58	Private – Agriculture	Class I–III	16.4	0.8	5	2.2	13	• Cropping. • Portion of property in western half of property to be acquired. • Bridge piers may affect cropping area. • Reduction in arable land. Minor impact on operational capacity of agricultural land use.	• Floodplain bridging maintains flooding flow paths and reduces flooding impacts on farmland and farm infrastructure/residences. • Flood mitigation to be negotiated as necessary. • Fencing would be reinstated prior to the commencement of construction.
59	Private – Agriculture	Class I–III and Class VI+	9.6	0.9	9	1.2	13	• Beef cattle grazing. • Portion of property in north-eastern portion of property to be acquired. • Reduction in grazing land (proposed upgrade and flood levee). Minor impact on operational capacity of agricultural land use.	• Property protected by proposed flood levee. • Improvements to drainage within the proposed levee. • Fencing would be reinstated prior to the commencement of construction. • Access retained to Lawson Street.

Ref No. (refer Figure 15-4)	Ownership/ Current land use	Agricultural land capability class	Total Area (hectares)	Area within corridor (hectares)	% of total property affected	Area of acquisition (hectares) ¹	% of total property acquired	Land use impact ²	Proposed mitigation measures ^{3,4}
60	Private – Agriculture	Class I–III and Class VI+	21.6	5.6	26	21.6	100	- Property would be fragmented by proposed upgrade and service roads. - Beef cattle grazing. - Early 20th century residence to be removed. (Refer Chapter 17 – Heritage). - Large proportion of land area to be acquired. Loss of good high country. Impact on operational capacity of small-scale agricultural business.	- Full acquisition proposed. - Residual land to be disposed.
61	Private – Rural residential	–	18.6	4.7	25	10.6	57	- Large portion of land in western half of property to be acquired. - Loss of high country. - Residence on southern part of property near Macleay River is unaffected.	- Flood mitigation to be negotiated as necessary. - Fencing would be reinstated prior to the commencement of construction.
62	Private – Agriculture	Class I–III and Class VI+	18.8	4.2	22	5.8	31	- Land parcel part of a larger beef cattle operation. Property used for stock refuge during flood events due to good high country. - Loss of high country will require change to current flood evacuation regime for landholder.	- Flood mitigation to be negotiated as necessary. - Fencing would be reinstated prior to the commencement of construction.
63	Private – Agriculture	Class I–III and Class VI+	65.5	7.2	11	19.3	30	- Beef cattle grazing/cropping. - Proposed upgrade isolates southern-western portion of the property (good high ground). This is to be acquired. Likely to remain agricultural land use. - Reduction in grazing land. No impact on operational capacity of agricultural land use.	Fencing would be reinstated prior to the commencement of construction.

Ref No. (refer Figure 15-4)	Ownership/ Current land use	Agricultural land capability class	Total Area (hectares)	Area within corridor (hectares)	% of total property affected	Area of acquisition (hectares) ¹	% of total property acquired	Land use impact ²	Proposed mitigation measures ^{3,4}
64	Private – Agriculture	Class VI+	53.5	5.6	10	6.0	11	• Beef cattle grazing/cropping. • Proposed upgrade splits the property into two isolated halves (western portion has good high ground). • Reduction in grazing land. No impact on operational capacity of agricultural land use.	• Access to isolated portion reinstated via farm access underpass at STN 14500. • Fencing would be reinstated prior to the commencement of construction. • Access to high ground on Quarry Road provided via service road to Mill Lane overpass.
65	Private – Rural residential	–	9.9	1.7	17	1.7	17	• Portion of property on northern boundary to be acquired. • Residence in close proximity to upgrade – noise and visual impacts.	• Noise mitigation to reduce noise impacts.
66	Private – Rural residential	–	9.9	<0.1	1	0.1	1	• Very small portion of property in north-eastern corner to be acquired. • Residence in close proximity to upgrade – noise and visual impacts.	• Noise mitigation to reduce noise impacts.
67	Private - Agriculture	Class VI+	39.4	5.7	14	39.4	100	• Portion of property is required for the proposed upgrade. • Residence would be impacted. • Loss of high ground.	• Full acquisition proposed. • Residual land to be disposed.
68	Private – Rural residential	–	39.3	6.4	16	11.8	30	• Proposed rural residential subdivision. • Loss of portion of land on eastern half of property would reduce available land area but would not impact land use and development potential. • Residence in close proximity to upgrade – noise and visual impacts.	• Noise mitigation to reduce noise impacts.

Ref No. (refer Figure 15-4)	Ownership/ Current land use	Agricultural land capability class	Total Area (hectares)	Area within corridor (hectares)	% of total property affected	Area of acquisition (hectares) ¹	% of total property acquired	Land use impact ²	Proposed mitigation measures ^{3,4}
69	Private – Commercial	–	45.7	0.6	3	0.6	1	• Very small portion of land on access way required for Mill Lane overpass road. • Sawmill operation and beef cattle grazing. • No impact on sawmill operation as current access maintained. • No impact on operational capacity of agricultural land use.	• Access reinstated to Quarry Road by Mill Lane overpass. • No further mitigation proposed.
70	RTA – Bushland	–	4.1	1.9	47	3.4	84	• Property already acquired.	• Residual land to be disposed.
71	Private – Bushland	–	24.3	1.7	7	1.8	7	• Property used as flood refuge for local stock • Yards and milking bale to be removed.	• Fencing would be reinstated prior to the commencement of construction.
72	RTA – Rural residential	–	4.1	1.9	46	4.1	100	• Property already acquired.	• Residual land to be disposed.
73	Private – Rural residential	–	12.2	3.0	24	5.5	45	• Large proportion of site to be acquired. • Residence in close proximity to upgrade – noise and visual impacts. • Residual land would allow rural residential land use.	• Access to Seashore Lane would be maintained. • Noise mitigation to reduce noise impacts.
73a	Private - Rural residential	–	4.17	0.1	3	0.1	3	• Small area of land to be acquired on north-eastern boundary. • Change to access arrangements.	• Property access will be maintained.
74	Private – Rural residential	–	4.1	0.2	5	0.2	6	• Small area of land to be acquired on eastern boundary. • Residence in close proximity to upgrade – noise and visual impacts. • No impact on current land use.	• Access to Seashore Lane to be reinstated. • Noise mitigation to reduce noise impacts.
75	RTA – Rural residential	–	4.1	0.9	23	4.1	100	• Property already acquired.	• Residual land to be disposed.

Ref No. (refer Figure 15-4)	Ownership/ Current land use	Agricultural land capability class	Total Area (hectares)	Area within corridor (hectares)	% of total property affected	Area of acquisition (hectares) ¹	% of total property acquired	Land use impact ²	Proposed mitigation measures ^{3,4}
76	Private – Bushland	–	4.0	0.8	20	4.0	100	No access to Seashore Lane.	- Full acquisition proposed. - Residual land to be disposed.
77	RTA – Bushland	–	4.0	1.2	30	4.0	100	Property already acquired.	Residual land to be disposed.
78	Private – Bushland	–	48.6	6.2	13	6.4	13	- Small area of land in centre of property to be acquired. - Eastern portion retains access to Seashore Lane and Mill Lane via service road. Western portion has direct access to Kemps Access. - No impact on the development potential of the site.	No further mitigation proposed.
79	Private – Bushland	–	43.7	5.1	12	5.4	12	- Small area of land in centre of property to be acquired. - Both portions of the site would have access to Kempsey Access (underpass). - No impact on the development potential of the site.	No further mitigation proposed.
80	Private – Rural residential	–	8.0	0.1	1	0.1	1	- Small portion of south-western corner to be acquired. - Residence in close proximity to upgrade – noise and visual impacts.	Noise mitigation to reduce noise impacts.
81	Private – Rural residential	–	8.0	4.5	56	8.0	100	Large portion of property required for proposed upgrade.	- Full acquisition proposed. - Residual land to be disposed.
82	Private – Bushland	–	39.9	4.2	11	4.4	11	- Small area of land in centre of property to be acquired. - Eastern portions of the site would have access to Kempsey Access. Western portion would be isolated. - No impact on the development potential of the site.	No further mitigation proposed.

Ref No. (refer Figure 15-4)	Ownership/ Current land use	Agricultural land capability class	Total Area (hectares)	Area within corridor (hectares)	% of total property affected	Area of acquisition (hectares) ¹	% of total property acquired	Land use impact ²	Proposed mitigation measures ^{3,4}
83	Private – Agricultural	Swamp and Class VI+	158.6	29.3	18	38.0	24	• Beef cattle grazing. • Portion of grazing land to be acquired. Proposed upgrade located on low lying land in southern half and high country towards north of property. • Residence not close to the proposed upgrade. • Access to Kemps Access and Seven Hills Road retained. • No impact on operational capacity of agricultural land use.	• Bridging and culvert to maintain flow paths of Collombatti Creek and Seven Oaks Drain. • Farm access underpass at STN 19500. • Fencing would be reinstated prior to the commencement of construction.
84	Private – Agricultural	Class VI+	129.4	5.2	4	5.4	4	• Beef cattle grazing and timber. • Very small portion of land on south-western corner of property to be acquired. • Loss of grazing land. • Access retained via Seven Hills Road. • No impact on operational capacity of agricultural land use.	• No further mitigation proposed. • Fencing would be reinstated prior to the commencement of construction.
85	Private – Agricultural	Class VI+	309.3	30.4	10	31.8	10	• Beef cattle grazing and timber. • Part of property's high country to be acquired. • Land area separated into two large parts. • Loss of grazing land. • Access retained to separated part of property via Seven Hills Road (underpass) and farm access underpasses. • No impact on operational capacity of agricultural land use.	• Combined bridge for drainage and farm access at STN 23500. • Farm access underpass at STN 25000. • Fencing would be reinstated prior to the commencement of construction.

Ref No. (refer Figure 15-4)	Ownership/ Current land use	Agricultural land capability class	Total Area (hectares)	Area within corridor (hectares)	% of total property affected	Area of acquisition (hectares) ¹	% of total property acquired	Land use impact ²	Proposed mitigation measures ^{3,4}
86	Private – Agricultural	Swamp and Class VI+	454.0	23.0	6	23.9	5	• Beef cattle grazing and timber. • Some high country to be acquired. • Loss of grazing land. • Property divided into two parts. • No impact on operational capacity of agricultural land use.	• Farm access underpass at STN 27500 to access high country. • Farm access underpass at STN 28500 to access high country. • Bridging to maintain flow path of local creek. • Fencing would be reinstated prior to the commencement of construction.
87	Private – Rural residential	–	39.9	2.4	6	3.4	9	• Small portion of south-eastern corner of property to be acquired. • Residence not close to the proposed upgrade. • No impact on development potential of land.	• No further mitigation proposed.
88	Private – Agriculture	Class VI+	123.4	7.4	6	7.8	6	• Beef cattle grazing. • Proposed upgrade splits property into two halves. Loss of grazing land. • No impact on operational capacity of agricultural land use.	• Farm access underpass at STN 29500 to connect separated land areas. • Fencing would be reinstated prior to the commencement of construction.
89	Private – Agriculture	Class VI+	49.4	5.1	10	5.5	11	• Beef cattle grazing. • Portion of land in north-western corner of property to be acquired. • Residence in close proximity to upgrade – noise and visual impacts.	• Noise mitigation to reduce noise impact. • Stock fencing would be reinstated prior to the commencement of construction.
90	Private – Bushland	–	12.1	5.6	46	12.1	100	• Large portion of property required for the proposed upgrade.	• Full acquisition proposed. • Residual land to be disposed.
91	RTA – Rural residential	–	6.8	1.3	20	6.8	100	• Property has been acquired. • Residual land would allow rural residential land use. Residence to be retained.	• Access retained via Cooks Lane overpass. • Residual land to be disposed.

Ref No. (refer Figure 15-4)	Ownership/ Current land use	Agricultural land capability class	Total Area (hectares)	Area within corridor (hectares)	% of total property affected	Area of acquisition (hectares) ¹	% of total property acquired	Land use impact ²	Proposed mitigation measures ^{3,4}
92	Private – Bushland	–	36	3.5	10	5.6	15	• Portion of land in north-western corner of property to be acquired. • Small area in the north-western corner would be isolated.	• Residual land to be disposed. • No further mitigation proposed.
93	Private – Forest	–	90.4	10.5	1	17.7	20	• Timber plantation. • Portion of land toward north-eastern boundary to be acquired. Small area isolated in south-eastern corner. • Loss of land area for plantation.	• Access retained via Cooks Lane overpass. • Residual land to be disposed.
94	NSW Department of Primary Industries (State Forests)	–	1432.4	8.7	1	8.7	1	• State Forest timber plantation and bushland. • Approximately 9 hectares of land to be acquired over various parts of Tambar State Forest. • Hills Lane access track close at proposed upgrade. • Loss of State Forest timber plantation area. Timber to be logged prior to construction in this area. • No impacts on operational capacity of State Forest land and commercial operations.	• Access to isolated areas retained via Barraganyatti Hut Road.
94a	NSW Department of Primary Industries (State Forests)	–	53.9	0.1	<1	0.1	<1	• Very small portion of land in north-western corner to be acquired • No impacts on operational capacity of State Forest land and commercial operations.	• No further mitigation proposed

Ref No. (refer Figure 15-4)	Ownership/ Current land use	Agricultural land capability class	Total Area (hectares)	Area within corridor (hectares)	% of total property affected	Area of acquisition (hectares) ¹	% of total property acquired	Land use impact ²	Proposed mitigation measures ^{3,4}
95	Private – Rural residential	–	9.9	1.9	19	3.6	36	• Portion of land toward western boundary to be acquired. Isolating portion of land to west of the proposed upgrade. • No access available to isolated portion. • Access to Hills Lane would not be affected. • Residence in close proximity to upgrade – noise and visual impacts. • No impact on development potential of land.	• Noise mitigation to reduce noise impact. • Residual land to be disposed.
96	Private – Rural residential	–	16.1	1.5	9	3.4	21	• Portion of land toward western boundary to be acquired. Isolating portion of land to west of the proposed upgrade. • No access available to isolated portion. • Access to existing highway not affected. • No impact on development potential of land.	• Residual land to be disposed. • No further mitigation proposed.
97	Private – Bushland	–	36.3	5.3	14	11.5	32	• Portion of land toward western boundary to be acquired. Isolating portion of land to west of the proposed upgrade. • No access available to isolated portion. • Access to existing highway not affected. • No impact on development potential of land.	• Residual land to be disposed. • No further mitigation proposed.

Ref No. (refer Figure 15-4)	Ownership/ Current land use	Agricultural land capability class	Total Area (hectares)	Area within corridor (hectares)	% of total property affected	Area of acquisition (hectares) ¹	% of total property acquired	Land use impact ²	Proposed mitigation measures ^{3,4}
98	Private – Bushland	–	33.7	7.3	22	19.7	58	• Portion of land toward western boundary to be acquired. Isolating portion of land to west of the proposed upgrade. • No access available to isolated portion. • Access to existing highway not affected. • No impact on development potential of land.	• Residual land to be disposed. • No further mitigation proposed.
99	Private/RTA – Rural residential	–	48.6	9.6	20	23.6	48	• Large portion of land toward western boundary already acquired. • Residence is likely to be relocated to eastern side of the proposed upgrade.	• Access provided to isolated portion via service road from Barraganyatti Hut Road. • Residual land to be disposed.
100	Private – Rural residential	–	16.2	6.6	41	16.2	100	• Large portion of land required for the proposed upgrade. • Residence to be removed.	• Full acquisition proposed. • Access provided to isolated portion on western side via service road from Barraganyatti Hut Road. • Residual land to be disposed.
101	Private – Rural residential	–	20.7	4.3	21	8.8	43	• Portion of land toward western boundary to be acquired. Isolating portion of land to west of the proposed upgrade. • No access available to isolated portion. • Residence in close proximity to upgrade – noise and visual impacts. • Access to existing highway not affected.	• Residual land to be disposed. • Noise mitigation to reduce noise impact. • Perimeter landscaping to reduce visual impacts.
102	Private – Rural residential	–	9.4	2.0	22	9.4	100	• Portion of land toward western boundary required for the proposed upgrade. • Residence would be impacted.	• Full acquisition proposed. • Residual land to be disposed.

Ref No. (refer Figure 15-4)	Ownership/ Current land use	Agricultural land capability class	Total Area (hectares)	Area within corridor (hectares)	% of total property affected	Area of acquisition (hectares) ¹	% of total property acquired	Land use impact ²	Proposed mitigation measures ^{3,4}
103	Private – Rural residential	–	16.7	3.8	23	4.1	24	• Bush block. • Portion of land on northern boundary to be acquired. • No access to existing highway. • No impact on development potential of land.	• Access provided via service road from Barraganyatti Hut Road.
104	Private – Rural residential	–	25.1	1.3	5	1.3	5	• Portion of land toward western boundary to be acquired. Isolating portion of land. • Residence in close proximity to upgrade – noise and visual impacts. • Access to Barraganyatti Hut Road not affected.	• Access provided to proposed upgrade via service road from Barraganyatti Hut Road and service road to Stuarts Point Road. • Noise mitigation to reduce noise impact. • Perimeter landscaping to reduce visual impacts.
105	Private – Rural residential	–	20.4	0.6	3	0.6	3	• Very small portion of land to be acquired. • No impact on current land use. • No impact on development potential of land.	• Access provided via service road (existing Pacific Highway) to Barraganyatti Hut Road and Stuarts Point Road interchange.
106	Private – Rural residential (vacant)	–	18.3	3.8	23	4.1	24	• Bush block. • No impact on development potential of land.	• Access provided via service road (existing Pacific Highway) to Barraganyatti Hut Road and Stuarts Point Road interchange.
107	Private – Bushland	–	40.0	0.1	<1	0.1	<1	• Very small portion of land to be acquired. • No impact on current land use. • No impact on development potential of land.	• No further mitigation proposed.
108	Private – Rural residential	–	46.9	2.4	5	2.4	5	• Portion of land on eastern boundary to be acquired. • No impact on current land use.	• Access via Barraganyatti Hut Road to Stuarts Point Road interchange.

Ref No. (refer Figure 15-4)	Ownership/ Current land use	Agricultural land capability class	Total Area (hectares)	Area within corridor (hectares)	% of total property affected	Area of acquisition (hectares) ¹	% of total property acquired	Land use impact ²	Proposed mitigation measures ^{3,4}
109	Private – Bushland	–	48.9	6.3	13	6.5	13	• Portion of land on western boundary to be acquired. • No impact on development potential of land.	• Access provided via service road to Barraganyatti Hut Road and Stuarts Point Road interchange.
110	Private – Rural residential	–	17.6	2.1	12	2.2	12	• Portion of land on eastern side of existing Pacific Highway to be acquired. • Residence would not be affected.	• Access provided via service road to Barraganyatti Hut Road and Stuarts Point Road interchange.
111	Private – Bushland	–	17.6	0.1	1	0.1	1	• Portion of land on western boundary to be acquired. • No impact on development potential of land.	• Access provided via service road to Barraganyatti Hut Road and Stuarts Point Road interchange.
112	Private – Rural residential	–	8.4	0.4	5	0.4	5	• Portion of land on southern boundary to be acquired. • Residence in close proximity to upgrade – noise and visual impacts. • Access to Stuarts Point Road not affected. • No impact on development potential of land.	• Access provided to Stuarts Point Road interchange. • Noise mitigation to reduce noise impact.
112a	Private – Rural residential	–	3.9	<0.1	2	<0.1	2	• Very small portion of land on southern boundary to be acquired. • Access to Stuarts Point Road not affected.	• Access provided to Stuarts Point Road interchange.
113	RTA – Rural/Quarry	Class VI+	10.5	3.7	35	10.5	100	• Property already acquired.	• Residual land to be disposed.
114	Private – Rural residential	–	40.5	1.0	3	1.0	3	• Portion of land on western boundary to be acquired. • Residence would not be affected. • Access to existing Brushbox Lane not affected. • Development potential not affected.	• Access provided via service road to Stuarts Point Road interchange.

Ref No. (refer Figure 15-4)	Ownership/ Current land use	Agricultural land capability class	Total Area (hectares)	Area within corridor (hectares)	% of total property affected	Area of acquisition (hectares) ¹	% of total property acquired	Land use impact ²	Proposed mitigation measures ^{3,4}
I15	Private – Rural residential	–	40.3	2.8	7	2.8	7	• Portion of land on western boundary to be acquired. • Residence would not be affected. • Development potential not affected.	• Access provided via service road to Stuarts Point Road interchange.
I16	Private – Rural residential	–	10.1	0.7	7	0.7	7	• Portion of land on western boundary to be acquired. • Residence would not be affected. • Development potential not affected.	• Access provided via service road to Stuarts Point Road interchange.
TOTALS			5231.5	402.2		659.6			

Notes:

Numbers have been rounded where appropriate.

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

The following amendment has been made to Figure 15.1 of the Environmental Assessment.

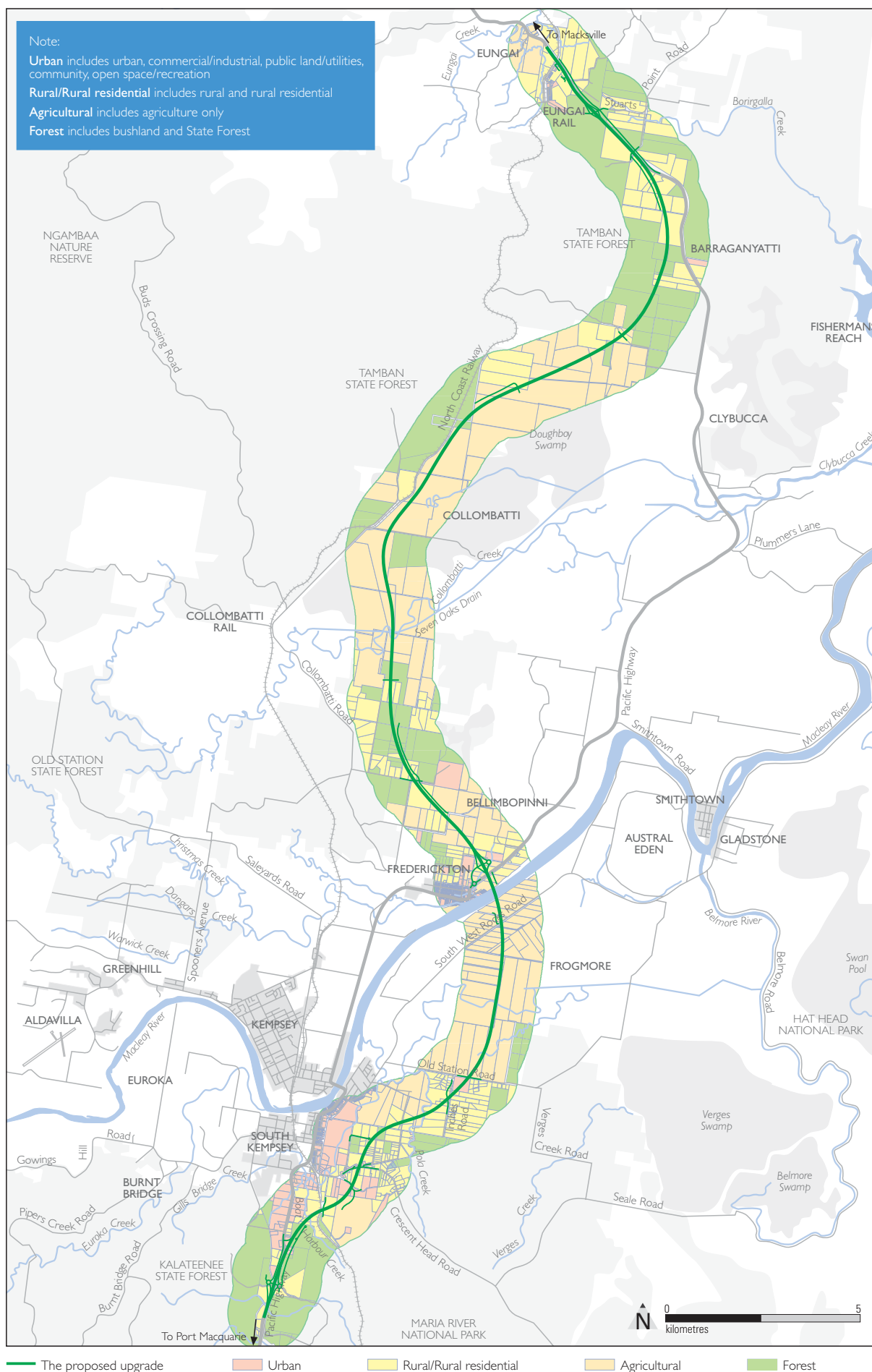


Figure 15-1 Generalised land use

