

## 6.5 Land use and property

### 6.5.1 Existing environment

The study area for the land use and property assessment is defined as the area within one kilometre of the proposal.

Land uses in the study area consist of (Figure 4.1):

- Silvalite Reserve, which was previously a travelling stock reserve, and has been set aside for the conservation of native flora and fauna. The reserve is located at the northern end of the proposal. It is owned by NSW Department of Primary Industries and managed by Wagga Wagga City Council as trustee.
- Planning Agreement Areas set aside for conservation under the Biodiversity Certification of the Wagga Wagga LEP, in the central and eastern parts of the proposal. These areas are owned by Wagga Wagga City Council.
- Agricultural land (grazing and cropping) in the south, west and north of the study area, which is privately owned.
- The Kapooka Military Area, including a residential area, defence base and agricultural land west of the proposal. A stockpile/compound site is proposed on Commonwealth land owned by Defence (see Figure 4.1).
- An agricultural research station north-west of the proposal owned by the NSW Soil Conservation Service.
- Two residences located at the northern end of the proposal (residences 1 and 2) and one residence at the southern end of the proposal (residence 3). All of these are privately owned.
- Three gravel quarries located about 800 metres to the east and south-east of the proposal.
- The Sydney to Melbourne Rail Line, owned by the Australian Rail Track Corporation, which runs through the study area.
- The existing Olympic Highway.

### 6.5.2 Potential impacts

#### **Land acquisition**

Land acquisition would be required as shown in Figure 3.9. The areas of land to be permanently acquired and temporarily leased are shown in Table 3.1 in Section 3.6. These areas are indicative only and may change during detailed design.

Permanent acquisition would be required for land within the boundary of the proposed roads and permanent drainage.

In addition to the land to be permanently acquired for the proposal, land would be leased for the southernmost temporary sediment basin (about 0.2 hectares), the stockpile/compound sites (about 10.9 hectares), the bridge site compound (about 0.06 hectares), and the weather station (about 0.02 hectares). Lease areas would be required for the period of construction only and would be unlikely to substantially impact on land use.

A temporary stockpile/compound site is proposed on agricultural land owned by the Commonwealth Department of Defence (see Figure 1.2). This component of the proposal does not trigger the need for a referral but requires Commonwealth

approval.

The acquisition of land from the Planning Agreement Areas for the proposal has the potential to affect the management objective of the land, which is to conserve Box-Gum Woodland and habitat for native flora and fauna, including threatened fauna species. The ecological assessment found that the proposal is likely to have a significant impact on Box-Gum Woodland (see Section 6.1).

The proposal would acquire about 9.9 hectares of land from the Planning Agreement Areas, or six per cent of the total area. This would reduce the effectiveness of the Planning Agreement Areas in offsetting urban development in the Wagga Wagga LGA, particularly given the likely significant impact on Box-Gum Woodland. Future offsetting (see Section 6.1) may increase the area of Box-Gum Woodland conserved in the locality, and where possible may maintain and improve linkages between areas of remnant vegetation.

The proposal would require permanent acquisition of about one hectare of land from Silvalite Reserve, or 1.7 per cent of the total area. The objective of the reserve to conserve native flora and fauna would be affected by the loss of native vegetation and habitat, and potentially by the fragmentation of the woodland at that location (see Section 6.1). The proposal would be unlikely however to make Silvalite Reserve unviable, given the small proportion of land removed and the connection of the reserve with the Planning Agreement Areas.

For Lot 2 DP 572294 (the property south of the decommissioned fuel depot), an area of about 7.14 hectares would be acquired, which equates to about 15 per cent of the property. The property is used for agriculture. About 2.5 hectares of the property would be fragmented between the proposal and the existing Olympic Highway. This land would become largely unusable. In recognition of the loss of land value for the property owner, Roads and Maritime would acquire the land that would be fragmented as a result of the proposal.

All property valuations, lease fees and acquisition payments would be carried out in accordance with the RMS *Land Acquisition Information Guide* (RTA 2011d) and the *Land Acquisition (Just Terms Compensation) Act 1991*. Property acquisition plans would be prepared for each of the properties where acquisition or leasing is required, as part of the detailed design.

Land would not be acquired or leased for the proposed tree plantings (see Figure 6.4). Tree plantings would be subject to the agreement of the land owners.

### Property access

During construction there would be changes to access for residences 1, 2 and 3 as described in the section titled 'Private property access management' in Section 3.3.6. Access would be maintained at all times unless otherwise agreed in consultation with the affected property owners.

### 6.5.3 Safeguards and management measures

Impact	Environmental safeguards	Responsibility	Timing
Land use and property -	<ul style="list-style-type: none"><li>The land to be acquired within the Planning Agreement Areas will be minimised as far</li></ul>	Project manager	Pre-construction

Realignment of the Olympic Highway at Kapooka  
Including new road-over-rail bridge  
Review of environmental factors

Impact	Environmental safeguards	Responsibility	Timing
property acquisition	<p>as possible.</p> <ul style="list-style-type: none"> <li>• All property acquisition will be undertaken in accordance with the Roads and Maritime <i>Land Acquisition Information Guide</i> (RTA, 2011c) and the <i>Land Acquisition (Just Terms Compensation) Act 1991</i>.</li> <li>• Roads and Maritime will consult with affected landowners and tenants on an ongoing basis regarding the status and timing of acquisition.</li> </ul>		