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Land Use Conflict Risk Assessment

for the

Monaro Rock Quarry



Prepared by:

RWCorkery&co

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Document prepared for

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R.W. Corkery & Co. acknowledge and pay our respects to the Traditional Custodians of the lands in NSW and Australia on which our projects are located. We value the knowledge, advice and involvement of the Elders and extended Aboriginal community that contribute to our Projects and extend our respect to all Aboriginal and Torres Strait Islander peoples.

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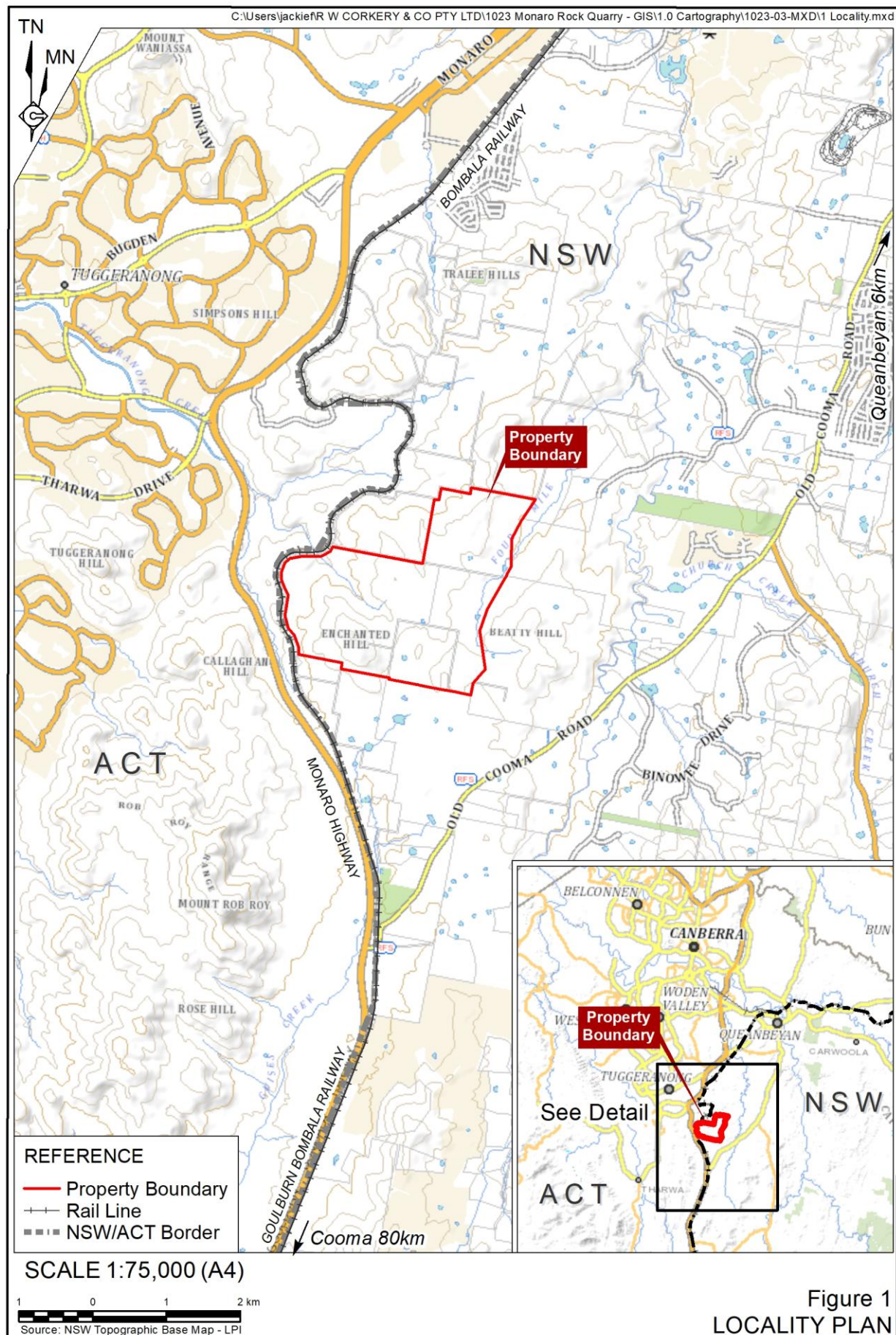
1. Introduction

1.1 Scope of Works

This *Land Use Risk Assessment* (LUCRA) has been prepared by R.W. Corkery & Co. Pty Limited (RWC) on behalf of Monaro Rock Pty Ltd (the Applicant) for the proposed Monaro Rock Quarry Project (“the Project”). This document has been prepared to address comments on the Project provided by NSW Department of Primary Industries and Regional Development, Agriculture and Biosecurity regarding agricultural land uses in the vicinity of the Project Site.

The Applicant proposes to construct and operate the Project involving the extraction and processing of hard rock material for use in construction and infrastructure projects within the Queanbeyan-Palerang and the ACT regions. The subject property covers approximately 545ha of land located in Royalla, approximately 5km north of the intersection of the Monaro Highway and Old Cooma Road (see **Figure 1**). The Project Site would cover a 67.6ha within the subject property. Activities that would occur within the Project Site include site establishment and construction, quarrying, processing, product despatch, and progressive and final rehabilitation as well as a range of ancillary activities.

The life of the Project would be between 30 to 35 years, including an initial 6-month construction period. A further period of three to five years of rehabilitation would be required for rehabilitation processes.



2. Quarry Site

2.1 Nature of Land Use Change and Proposed Development

The principal land use within the Project Site, as defined by the NSW Land Use and Management database, is “Grazing native vegetation” with an area in the southern section also identified as “Grazing modified pastures”.

Land uses surrounding the Project Site are presented in **Figure 2** and predominantly comprise the following:

- Grazing – native vegetation
- Grazing – modified pastures
- Residential and farm infrastructure
- Transport and Communication
- Rivers

It is noted that since this mapping was published NSW Land Use and Management database the some of the land directly to the south of the Project Site has be subdivided and sold for residential development, and therefore is better characterised as “residential and farm infrastructure”.

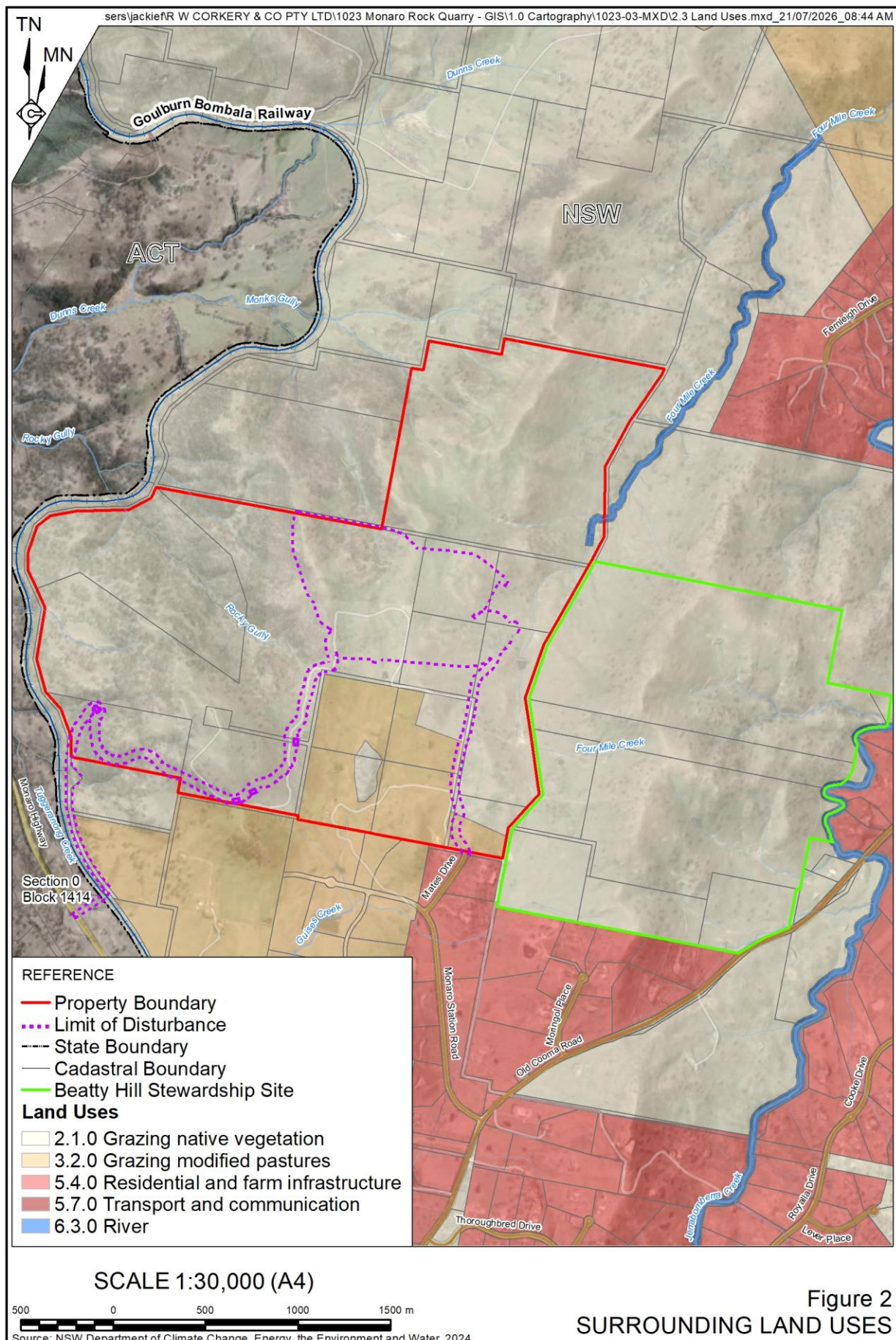
The following sub-sections provide an overview of proposed activities and components, with **Figure 3** presenting the principal Project components and **Figure 4** presenting the proposed layout of the Site.

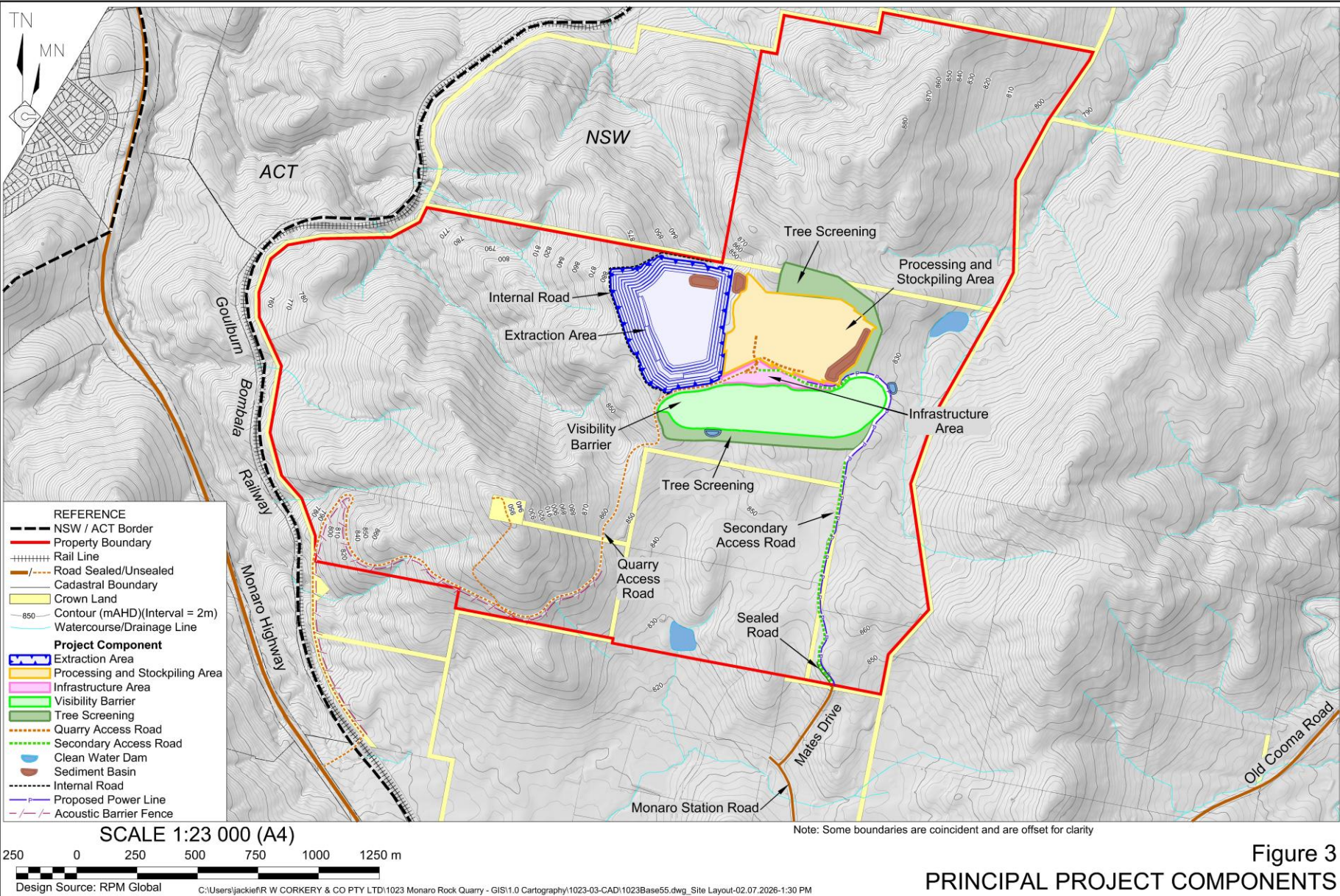
Site Establishment and Construction

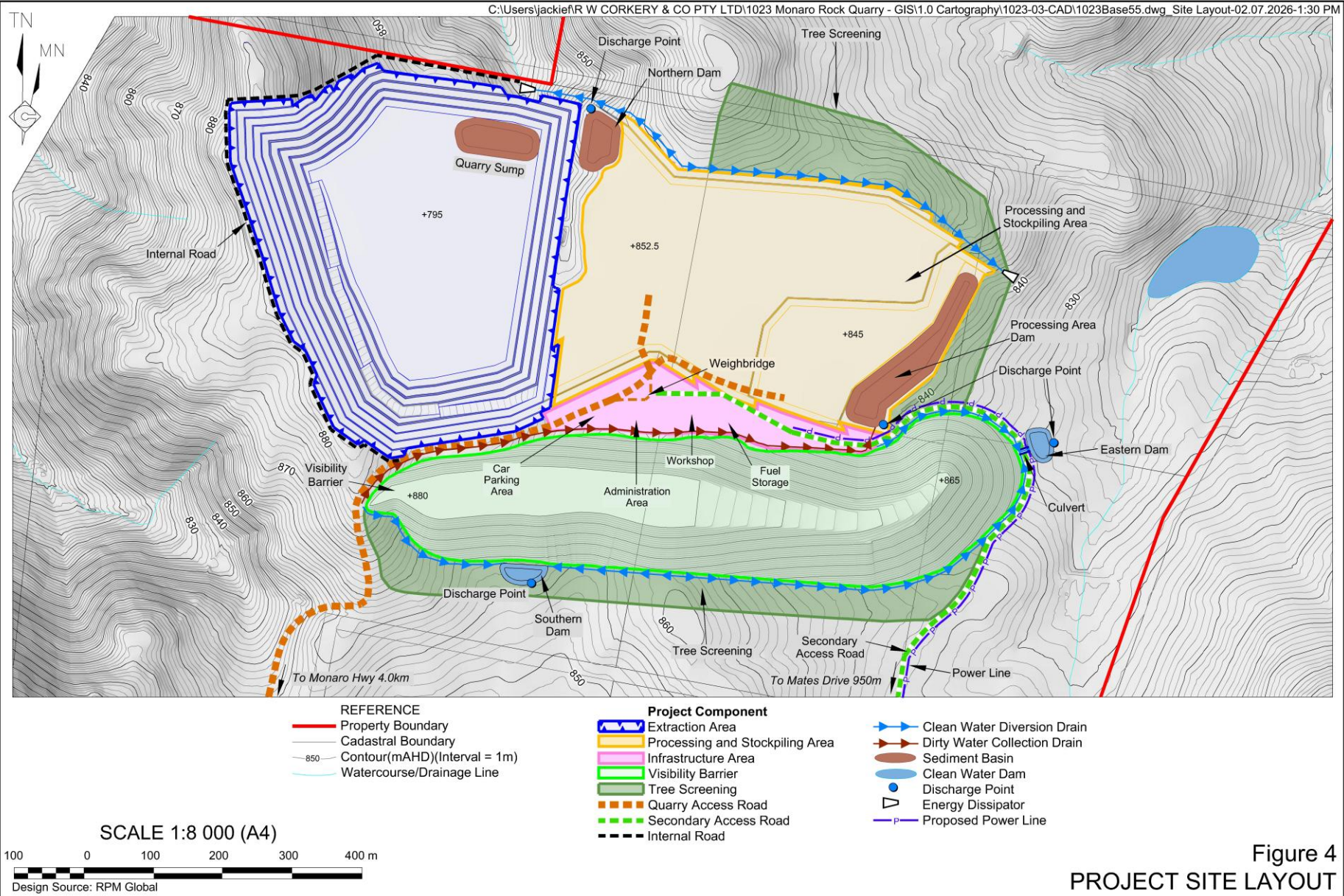
Initial site establishment works would prepare the Project Site for operations and construction of key infrastructure to support the development such as road and operating areas. These activities would occur over approximately six month period and include the following.

- Surveying and marking of all disturbance boundaries.
- Formalise initial access to the Quarry via the Secondary Access Road that joins the public road network at Mates Drive, Royalla.
- Construction of sediment basins and water management infrastructure.
- Establishment of a temporary office and amenities.
- Planting of tubestock in designated tree screening areas.
- Vegetation clearing and soil stripping in designated areas.

An Extraction Area would be developed in four stages, reaching a final depth of 795m AHD and covering approximately 21.1ha.







Operations

Quarrying operations would utilise conventional drill and blast, load and haul methods. Blasting would generate 25,000t and 100,000t of raw material for each blast event. Blasted rock would be hauled into trucks by excavator or front-end loader and hauled from the Extraction Area to the mobile or fixed processing plant.

Material would be hauled to the Processing and Stockpiling Area (**Figure 2** and **Figure 3**) or directly fed into the crushing circuit, utilising a mobile processing plant at production levels beneath 750,000tpa and a fixed processing plant at production levels greater than 750,000tpa.

Waste generated during operations would be managed in accordance with environmental best practice. Production by-products such as highly weathered material, scalps or fines would be stored on site, from where they may be used in the future for blending to produce road base or use to construct Project components such as the Quarry Access road.

The final landform would include a stable final void that would collect water over time, forming an open water feature. Surrounding areas will be progressively rehabilitated to support a mix of native vegetation and pasture, enabling future land uses such as grazing, and biodiversity conservation. Infrastructure and stockpiling areas will be reshaped and covered with topsoil to support pasture establishment and low-impact agricultural use.

Proposed Biodiversity Offsetting Strategy

Under the NSW *Biodiversity Conservation Act 2016* (BC Act), the Applicant is required to “offset” the Project’s potential impacts upon biodiversity values. To quantify these impacts, the Applicant commissioned the preparation of a Biodiversity Development Assessment Report (BDAR) (Capital Ecology, 2026) to assess the Project’s biodiversity impacts and quantify the biodiversity credits required to offset these potential impacts. Residual impacts of the Project would be offset in accordance with the *NSW Biodiversity Offsetting Scheme* which would see the conservation of habitat in perpetuity.

The Applicant may establish a Biodiversity Stewardship site on land adjacent to the Project Site to meet this obligation. Other options to satisfy the obligation include the purchase of credits directly from landowners that hold Biodiversity Stewardship Sites or the payment of a contribution to the Biodiversity Conservation Fund. The final biodiversity offsetting strategy would be established post-approval.

Rehabilitation and Post Mining Land Use

The Applicant would progressively stabilise and revegetate the southern side of the Visibility Barrier as it is constructed. This would involve the placement of topsoil or other growth medium on the outer face of the barrier and the immediate stabilisation of these areas by hydroseeding with the proposed seed mix, fertiliser and binders. Tubestock may also be used to supplement the hydroseed application.

All topsoil stockpiles would be stabilised and revegetated within one month of their construction to maintain their viability. The subsoil stockpiles to be retained long term would be ameliorated or covered with 0.3m of topsoil and revegetated in the same manner as the topsoil stockpiles.

Establishment of vegetation on the upper 5m benches on the western side of the Extraction Area during Stages 1–3 would involve the placement of overburden in conjunction with some of the residual fragmented rock on the initial 5m bench prior to the removal of the remainder of the fragmented rock below the bench level. **Figure 5** presents the staged rehabilitation of the upper final benches. The overburden and fragmented rock would be roughened and profiled so that rainfall is retained on the bench and/or directed to the back of the bench to assist with vegetation growth. The upper benches of the northern, southern and western sides of the final Extraction Area would be progressively revegetated during Stages 2–4 of extraction as they become available.

Once profiled, the upper benches would be vegetated through a combination of direct seeding and planting of tubestock for the proposed shrub and tree species. A mulch would be applied to assist in moisture retention, particularly during the early years of growth. Supplementary watering would be undertaken using a water truck, if necessary.

Following the cessation of quarrying operations, any buildings and infrastructure not required for the post-mining land use would be decommissioned, dismantled and removed from the Project Site. During this period, any areas of hydrocarbon or chemical contamination would also be identified and remediated. These activities would then be followed, where required, by earthworks and reshaping to ensure the final landform slopes are stable and free draining.

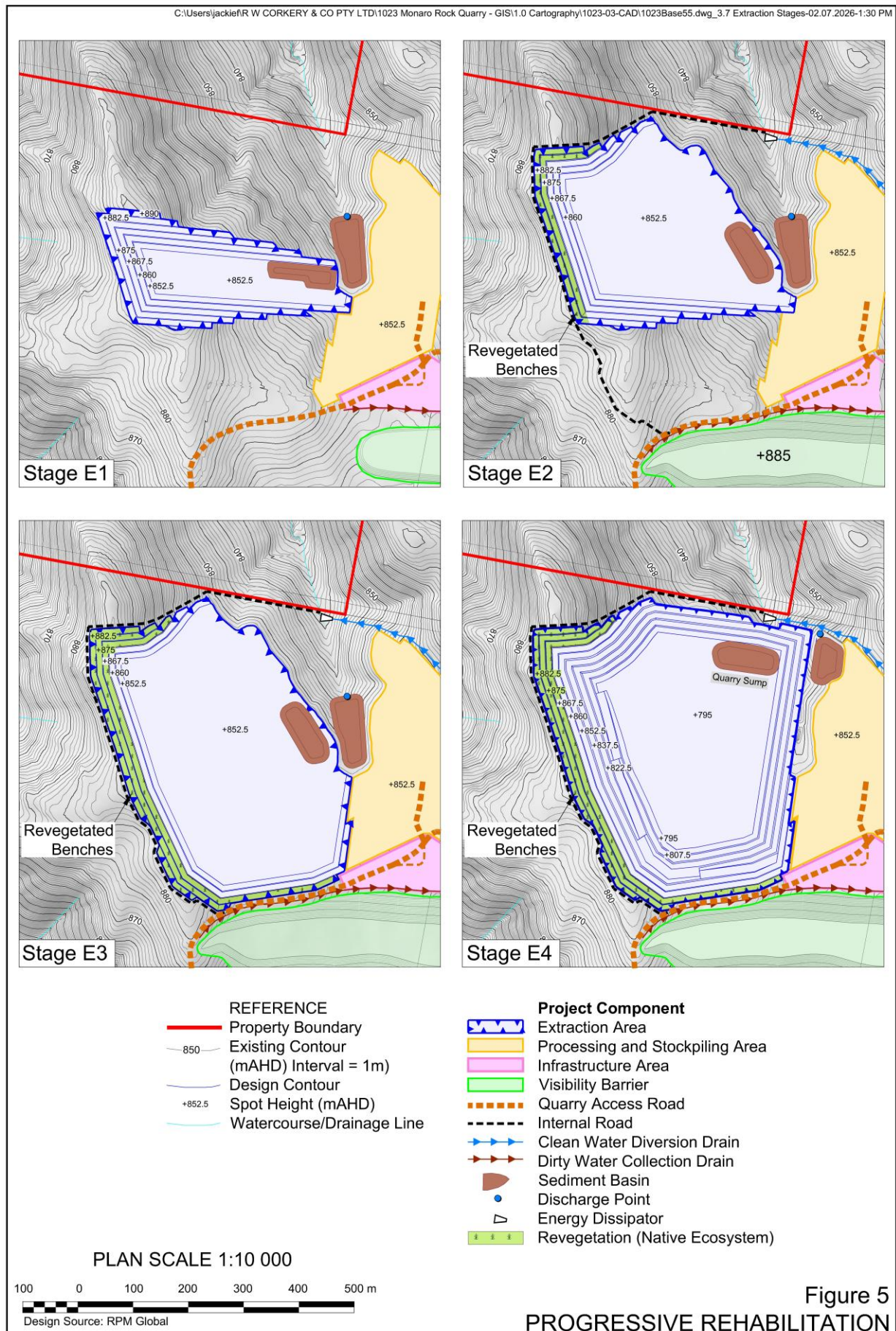
The *Queanbeyan-Palerang Local Environmental Plan 2022* provides for a range of permissible land uses that may be sought following closure of the Project. It is proposed that land use following development of the Project would include ongoing agricultural land use (grazing) and land use consistent with a future Biodiversity Stewardship Site. The extraction void may be suitable for a future Biodiversity Stewardship Site but would remain as clean water storage in the landform and would progressively fill with water to a level in equilibrium with groundwater. It is predicted that the water level would fill the void up to approximately 803m AHD and fluctuate between that and 799m AHD. **Figure 6** displays the proposed indicative final landform and land uses across the Project Area.

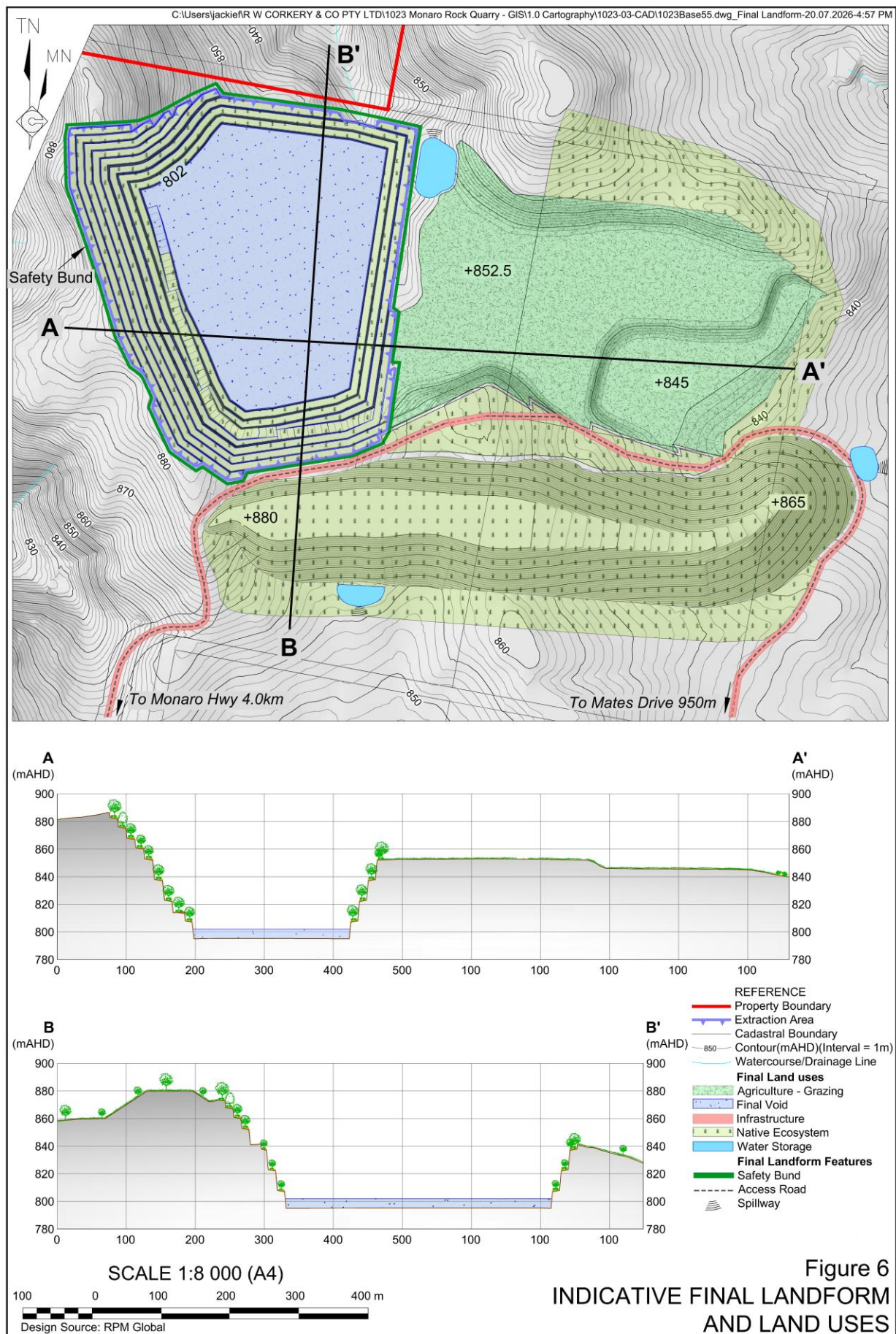
2.2 Environmental Setting

The Project Site is located on the Molonglo Ranges landscape under the NSW (Mitchell) Landscapes 2002. The Site also occurs within the Monaro and Murrumbateman subregions (South Eastern Highlands bioregion), as per the *Interim Biogeographic Regionalisation of Australia's categorisation* (IBRA) (Thackway & Cresswell, 1995).

There is no Biophysical Strategic Agricultural Land (BSAL) as under the *Strategic Regional Land Use Policy (SRLUP)* identified within the Project Boundary.

Land uses within and surrounding the Project Site are presented on **Figure 2** and principally include grazing on native vegetation and modified pastures. The principal land use within the Project Site is “Grazing native vegetation” with an area in the southern section also identified as being for “Grazing modified pastures” (**Figure 2**). No land within the Project Site has been identified as being used for the purposes of “Intensive animal production”. Some areas of the subject property have been subject to historic cropping activities.





Biodiversity surveys within the Project Site were undertaken by Capital Ecology at various times between 2020 and 2026. These surveys, documented in Capital Ecology (2026), identified two Plant Community Types (PCT 3375, PCT 3376). PCT 3375 – Monaro-Queanbeyan Rolling Grassy Hills Forest was mapped on hillslopes and higher elevated aspects of the subject land. It is described by Capital Ecology (2025) as being in varying degrees of condition (i.e. intact, poor or modified) throughout the BDAR. PCT 3376 – Southern Tableland Grassy Box Woodland was mapped across flatter, more gently sloping foothills of the subject land and is also described by Capital Ecology (2026) as being in varying degrees of condition across the Project Site.

2.3 Topography, Climate and Natural Features

2.3.1 Topography

The topography of the local area surrounding the Project Site is characterised by rolling hills at elevations above 850m AHD, with northwest trending ridgelines that are incised by steep gullies. The Project Site lies between two prominent local topographic features; Enchanted Hill (elevation of approximately 955m AHD) is located within the Property Boundary to the west of the Project Site, and Beatty Hill (elevation approximately 920m AHD) is located outside of the subject property to the east. The terrain also rises towards the northern boundary of the Property, the highest element of which is an unnamed localised hill with an elevation of approximately 880m AHD.

2.3.2 Drainage

The topography over the Project Site slopes away from a ridgeline at the western edge of the proposed Extraction Area (elevation approximately 892m AHD) towards the east. Drainage from the Project Site generally flows east into Four Mile Creek, which drains into Jerrabomberra Creek, which in turn drains into Lake Burley Griffin via Molonglo River. The Project Site also contains an unnamed ephemeral watercourse which runs north from the Extraction Area into Monks Gully, which in turn drains into Dunns Creek. Dunns Creek continues westward and drains into Tuggeranong Creek and ultimately into the Murrumbidgee River.

2.3.3 Climate

Climate data has been sourced from the Scientific Information for Landowners (SILO) database, managed by the Queensland Department of Environment and Science. **Table 1** presents a summary of average monthly climate data at the Site, sourced from the SILO Database for the period of 1990 to 2025.

As shown on **Table 1**, January is the hottest month, with a mean maximum temperature of 27.4°C and a mean minimum temperature of 12.9°C. July is the coldest month, with a mean maximum temperature of 10.8°C and a mean minimum temperature of 0.4°C.

Table 1
Average Monthly Climate Summary

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Annual
Temperature (°C)													
Mean maximum	27.4	26.1	23.4	19.3	15.0	11.5	10.8	12.5	15.8	19.2	22.3	25.4	19.0
Mean minimum	12.9	12.5	10.0	5.9	2.4	0.6	0.4	0.4	2.8	5.5	8.5	10.8	6.0
Rainfall (mm)													
Mean	74.7	61.8	53.5	40.9	41.1	48.4	48.8	47.9	60.3	62.6	77.1	66.6	684.0
Mean number of rainy days	6.8	6.2	5.6	4.8	4.6	6.0	6.1	6.6	6.5	6.9	7.9	6.6	74.6
Mean monthly evaporation (mm)	183.2	140.0	118.1	69.6	40.6	24.5	28.9	48.6	76.2	111.5	138.5	173.0	96.1
Rainfall deficit ¹ (mm)	108.5	78.2	64.6	28.7	0.5	23.9	19.9	0.7	15.9	49.4	61.4	106.4	39.1
Note 1: Calculated by subtracting evaporation from rainfall													
Source: SILO climate database data from 1990 to 2025													

Mean annual rainfall at the Site is 684mm, with the highest rainfall occurring during the warmer months from October to February. With an average rainfall of 74.7mm/month, January is the wettest month. Rainfall is lowest during the cooler months from April to September, the driest month being April with an average rainfall of 40.9mm.

Northstar Air Quality Pty Ltd prepared the Air Quality Assessment for the Project including an assessment of the meteorological conditions surrounding the Site. Wind rose data was collected from the nearby Tuggeranong Plains AWS operated by the by the Australian Government Bureau of Meteorology (BoM). On an annual basis, wind direction is predominantly recorded as north westerly. An easterly wind direction component is also observable.

2.4 Historical Land Use

Prior to European settlement, the Royalla region was inhabited by Indigenous Australian communities. The broader area is known to have been occupied by groups including the Ngambri and Ngunnawal peoples, who utilised the region for its rich resources and as a meeting place. The area holds cultural significance for these communities.

European settlement began in the 19th century, with the land primarily used for sheep grazing and crop cultivation. In 1838, Captain James Richard Booth became the first recorded landowner in the area, acquiring 1,200 acres known as “Booth’s Flat.” Royalla Station was later purchased by Archibald McDonald in 1860, and five generations of the McDonald family have since lived in the area. The development of the Bombala railway line in the late 1800s was pivotal to the region’s growth, with a station established at Rob Roy (renamed Royalla in 1905).

The subject property has historically been used for sheep grazing with select cropping. This land use continues under the ownership of the Applicant.

Information regarding the current use of the land that extends north towards Tralee and Environa has not been available, however a public submission regarding the development application for the Project provides reference to 700 sheep grazing on the Property.

Land to the southwest of the Project Site and which is adjacent to the Quarry Access Road is owned by the Colbertaldo family and has been a primary residence for the family for over 40 years. The property has been selectively grazed for cattle and horses over that time. Land to the south and southeast of the Project Site has been developed as large lot rural residential properties that may feature hobby farming or private horse riding infrastructure.

2.5 Rural Residential Land Use

Rural residential land use in the vicinity of the Project is characterised by large blocks, high home ownership, and a strong rural lifestyle identity. The Social Impact Assessment for the Project (landscape Research, 2025) identified that residents prize privacy and their peaceful surroundings.

Although the local area has seen a degree of industrial development, Royalla and its surrounds are known for agricultural activity with several landholders operating small-scale rural enterprises. These include:

- sheep and cattle grazing;
- equestrian activities and horse agistment; and
- hobby farms with mixed uses (e.g. alpacas, poultry, small orchards).

The following statement from the EIS, describes how residents perceive and value their surroundings.

Royalla residents consistently describe their locality as “wonderfully unique” and “almost like stepping back in time.” The area offers a rural lifestyle with proximity to Canberra, attracting those seeking space, nature, and a quieter pace of life. Many moved to Royalla to “avoid city life” and raise children in a “healthier environment away from the noise, pollution and chaos of city living.” Large blocks, domestic animals (especially horses), and fresh air are central to the lifestyle, which residents link closely to personal well-being.

2.6 Site Inspection

The Mine Site has been inspected by RWC personnel periodically between 2022 and 2026. At the times of these inspections, the Mine Site was being used for grazing and some cropping. The land is fenced with stock gates at the Mine Site entrance. The presence of weeds was observed across some areas of the Mine Site.

2.7 Consultation

The land on which the operational areas of the Project Site are situated is owned by the Applicant. The Quarry Access Road traverses freehold land owned by the Applicant and Crown land. The Quarry Access Road would traverse the infrastructure corridor for the dis-used Goulburn Bombala Railway Line that is managed by the Transport Asset Holding Entity of NSW. Consent has been provided from all private and public landowners for the lodgement of the development

application and EIS. The Applicant also has an agreement with the private lease-holder of Tuggeranong Block 1414 which comprises the land between the railway line and the Monaro Highway.

Since 2021, the Applicant has undertaken extensive engagement with landholders, community members, Aboriginal stakeholders, and government agencies. This engagement has included community information sessions, newsletters, virtual meetings, site tours, and direct consultation with Registered Aboriginal Parties (RAPs). Feedback from these activities has directly informed the Project's design and environmental management strategies.

Key issues raised during consultation included concerns about air quality, noise, blasting impacts, water availability, traffic, and visual amenity. Economic and social concerns such as property values, mental wellbeing, and trust in planning processes were also acknowledged and addressed through the EIS and supporting studies.

Despite several attempts via email and in person, the Applicant has not been able to consult with the owner of the land that extends towards Tralee and Environa.

3. Land Use Risk Assessment

3.1 Risk Identification and Risk Ranking

The land use activities likely to generate conflicts with the existing rural land use and agricultural activities on the subject property and the land to the north are site establishment and construction, extraction operations (drill and blast, load and haul) and processing operations (i.e. crushing, screening, and processing), stockpiling and loading operations, transportation operations, and decommissioning and rehabilitation. These activities may result in the generation of noise, dust and traffic as well as views of the operations.

The risks associated with the Project have been ranked according to the methodology described in the Land Use Conflict Risk Assessment Guide (DPI, 2011). This approach ranks risks by assessing the environmental, public health and amenity impacts according to a risk ranking matrix which yields a ranking from 25 to 1. This is achieved by adopting a combination of five levels:

- probability of occurrence (A [almost certain] to E [rare]), and
- consequence of the impact (1 [severe] to 5 [negligible]).

Table 2 presents the unmitigated risk rankings of the Project derived using the methodology described in DPI (2011).

Table 2
Activity Risk Ranking

Activity	Identified Potential Conflict	Probability of Occurrence	Measure of Consequence	Risk Ranking
Project Site Construction	Dust	B	4	12
	Noise	A	3	20
	Visual	B	3	17
Extraction Operations	Dust	B	3	17
	Noise	B	3	17
	Visual	A	3	20
Stockpiling and Loading Operations	Dust	B	3	17
	Noise	B	3	17
	Visual	A	3	20
Transportation Operations	Dust	B	4	12
	Noise	B	3	17
	Traffic	A	2	23
	Visual	A	3	20
Decommissioning and Rehabilitation	Dust	B	4	12
	Noise	B	3	17
	Visual	A	4	12

3.2 Risk Reduction Controls

3.2.1 Traffic

The following management and mitigation measures would be adopted by the Applicant to ensure traffic and transport related impacts are minimised.

- Prepare and implement a Driver's Code of Conduct for transport-related activities, for all quarry-related drivers, addressing route compliance, safe driving behaviour, load covering, vehicle maintenance, and protocols during adverse weather.
- Develop and implement a Transport Management Plan for all construction and operational phases, including road movements, haulage protocols, and coordination with relevant authorities.
- Design and construct the Monaro Highway / Quarry Access Road as presented in the EIS.
- Undertake a Road Safety Audit of the proposed Monaro Highway / Quarry Access Road intersection prior to construction.
- Limit the despatch of laden heavy vehicles to no more than 200 vehicles per day and 25 per hour. This includes the despatch of quarry products as well as the import of materials.
- Limit the despatch of concrete agitators to no more than 50 agitators per day and 13 per hour.
- Ensure all heavy vehicles use approved B-double routes and avoid non-designated roads.
- Use Secondary Access Road only during initial construction phase and for light vehicles or emergency access thereafter.
- Maintain safe intersection sight distances through vegetation trimming and design compliance with Austroads SISD standards.
- Ensure that transport operations including the arrival and despatch of heavy vehicles occurs within the approved operating hours.

3.2.2 Dust

The Applicant would implement the following management and mitigation measures throughout the Project-life.

- Utilise fabric filters on drill rigs.
- Apply water or, where needed, appropriate chemical suppressants as part of materials crushing and screening operations.
- Ensure all vehicles, plant and equipment used both at the Project Site and for transporting materials to and from the site are regularly maintained in accordance with manufacturer requirements.

- Minimise drop heights during loading and unloading of material, and avoid tipping material down a tip face.
- Limit on-site vehicle speeds to 50 km/h on unpaved road surfaces (excluding the Site Access Road) and 30 km/h on paved roads at the Project Site.
- Utilise vegetation screening and 3-metre fencing along paved haulage routes.
- Apply water or appropriate chemical suppressants to paved and unsealed roads within the Project Site.
- Limit load sizes to ensure material does not exceed the height of truck sidewalls.
- Cover all product truck loads with a tarpaulin that is secured before travelling on the Quarry Access Road.
- Maintain internal haul roads and the Quarry Access Road in good condition to support efficient travel and material transport.
- Utilise reverse-pulse dust filters on materials storage silos.
- Utilise dust shrouds during concrete blending.
- Use an enclosure around the loading point for concrete agitator trucks.
- Apply standard odour-mitigation measures for asphalt batching (e.g., directional venting, low-odour feedstock).

3.2.3 Noise

The Applicant would implement the following noise management and mitigation measures throughout the life of the Proposal.

- Construct Implement a Noise Management System that guides noise management measures and responsibilities for the Project including monitoring requirements and a trigger action response plan.
- Monitor noise-related impacts from the Project at least annually.
- Notify neighbours of construction activity progress, in particular when construction works along the Quarry Access Road and Secondary Access Road approach neighbouring properties.
- Construct a 3m fence / acoustic barrier along the sealed section of the Quarry Access Road.
- Use tree screening on other sections of the Quarry Access Road to reduce noise propagation.
- Strictly comply with the approved hours of operation.
- Regularly service all on-site equipment to ensure sound power levels of each item remain at or below the default or factory-set values.

- Install frequency-modulated reversing alarms to all mobile equipment.
- Include appropriate training and education regarding noise-related impacts for all staff and an induction process.
- Include details regarding noise management in employee site inductions and toolbox meetings, as required.
- Ensure that all truck drivers comply with the Applicant's Driver's Code of Conduct outlining procedures for reducing noise impacts during transportation in the vicinity of residences along the transportation route.
- Maintain an open dialogue with the surrounding community to ensure any concerns over noise are addressed.

3.2.4 Visual

Design Mitigation Measures

Based on the Project Site layout and possible visibility from the surrounding region, the following design measures would be implemented to reduce visual impacts.

- Vegetation clearing would be delayed until shortly before extraction begins in stages, retaining screening vegetation for as long as possible.
- The Visibility Barrier would be constructed in two stages to an elevation of 880m AHD, with progressive revegetation of the southern face to shield views from Royalla and Fernleigh Park.
- A 3m acoustic fence would be installed along sealed sections of the Quarry Access Road to obscure vehicle movements and reduce noise and dust.
- Upper benches would be reduced to 5m height and widened to 5m to 10m to support vegetation growth and improve screening.
- All fixed lighting would be directed downward and shielded to prevent nuisance to nearby residences.

Operational Mitigation Measures

The following operational measures would complement the design features to mitigate any potential impacts from Project visibility in the surrounding regions.

- Tree screening areas would be established during site establishment and maintained throughout the Project life.
- Southern batters of the Visibility Barrier would be revegetated immediately following construction.
- Terminal benches would be progressively rehabilitated as soon as practical following completion.
- Screening vegetation would be planted between the Quarry Access Road and nearby residences to reduce visibility.

- Screening vegetation would be planted along the ACT section of Quarry Access Road to mitigate views from the Monaro Highway and address erosion.
- Biodiversity and Rehabilitation Management Plan: Includes protocols for seed collection, species selection, planting, and maintenance of revegetated areas.
- Blast Management Plan: Includes dust and fume mitigation protocols and community notification procedures.
- The Project Site would be maintained in a clean and tidy condition to reduce visual clutter.
- Visual changes would be tracked and reported in the Annual Review.

3.3 Revised Risk Ranking

Table 3 presents the risk rating for the identified risks after the described mitigation and management controls have been accounted for.

Table 3
Revised Risk Ratings

Activity	Identified Potential Conflict	Probability of Occurrence	Measure of Consequence	Risk Ranking
Site Establishment and Construction	Dust	C	5	4
	Noise	B	4	12
	Visual	B	4	12
Extraction Operations	Dust	C	5	4
	Noise	C	5	4
	Visual	D	5	2
Processing Operations	Dust	C	5	4
	Noise	C	5	4
	Visual	D	5	2
Transportation Operations	Dust	C	5	4
	Noise	C	5	4
	Traffic Conflict	D	2	14
	Visual	B	3	17
Decommissioning and Rehabilitation	Dust	C	5	4
	Noise	C	5	4
	Visual	B	5	7

4. Analysis and Conclusion

Without mitigation or management, the Project has the potential to create sources of land use conflicts and adversely impact local landholders. However, **Table 3** identifies that with the proposed design controls and the implementation of feasible and practical mitigation measures, that are standard practice in the quarrying industry, the probability and consequence of these risks can be reduced to acceptable levels.

With regards the activities proposed for the Project, the following provides a brief overview of key land use conflict risks.

- During site establishment and construction it is possible that construction noise would be experienced at rural residential properties and views of these activities may occur from time to time. Risks associated with dust dispersion would be mitigated. There are no significant risks to surrounding agricultural land uses during these activities.
- Extraction operations and processing operations would occur in designated areas with dust dispersion, noise generation and views of these activities mitigated for all surrounding land users. The outcomes of air quality and noise impact assessments support this conclusion and the visual impact assessment demonstrated that the opportunity for views of these activities would be limited. Access to water for drinking, stock watering or irrigation (groundwater through private bores, water captured in private dams or water quality in rainwater tanks) would not be limited.
- Land use conflict risks for transport operations would be mitigated through design and management, however a transport-related incident may have a major consequence and should be a focus of management. Views of transport operations would be mitigated by tree screening, visual barriers and fencing but may occur over the life of the Project. There is limited risk that transport operations would conflict with existing agricultural land uses.
- Land use conflict risks may occur during decommissioning and rehabilitation, however these activities are not likely to impact agricultural land use in the region.

Land directly adjacent to the Project Site to the north features steep terrain and native vegetation in good condition. Land more suited to agricultural uses on this property is over a kilometre to the north and is not likely to be impacted by noise or dust generated by the Quarry. Traffic for the operation is directed south and so not a risk to agricultural land uses to the north.

Land to the southwest of the Project Site that is suited to agricultural use is 1.7km from the operating areas, with Enchanted Hill acting as a topographic barrier to any impact. The Quarry Access Road would pass adjacent to this property, however environmental risks associated with noise or dust generated by traffic using this road would be mitigated by a 3m high barrier fence and the commitment to seal the road in proximity to this property.

Other properties in proximity to the Project Site and Quarry Access Road are rural residential blocks and not subject to land use conflicts relating to their agricultural productivity. However, noise and views of construction activities are key sources of land use conflict as are views of transport operations. The following presents a review of potential land use conflicts, considering the existing, approved and preferred land uses, zoning and land use objectives for land surrounding the Project, noting that the closest private residence is 1.5km from the Project Site.

- To the north of the Project Site, land is zoned for Rural Landscape (RU2) and is currently used for minor sheep grazing. Impacts to the ongoing use of this land are not expected to occur.
- Land to the west of the Project Site is zoned for Environmental Conservation (C2). The risk of indirect impacts from the operation to remnant vegetation and habitat has been considered in assessment and risks of impact accounted for in the biodiversity offsetting obligations of the Project. The Project is not expected to significantly impact biodiversity values to the west of the operating areas.
- Land to the east of the Project Site is zoned for Environmental Management (C3) which is consistent with the Biodiversity Stewardship Site that has been established on Beatty Hill. The Project is not expected to limit the achievement of biodiversity outcomes for the stewardship site.
- Land to the northeast and south of the Project Site is zoned for Environmental Living (C4). The Visual Impact Assessment (RWC, 2025) demonstrates that views of operating areas would be limited and specific mitigation measures including a Visibility Barrier, tree screening, a 3m fence along the Quarry Access Road and specific protocols for the development of upper benches of the Extraction Area would mitigate the potential for views of the Project to occur. In addition, the amenity of residents would be maintained, as demonstrated in the outcomes of assessment on noise, blasting, air quality and water resources. The Project would not represent an impediment to the ongoing use and enjoyment of rural residential land in the vicinity of the Project Site.

The above demonstrates that the Project has been designed and would be managed in a manner which considers the existing and approved land uses surrounding the Project, would not have a significant impact on preferred uses of the surrounding land, and is not incompatible with those surrounding land uses

The Applicant is committed to maintaining open communication with nearby landholders to receive feedback on the effectiveness of the mitigation and inform additional measures (if required) to limit risks to acceptable levels.

5. References

Department of Primary Industries (DPI) (2011). *Land Use Conflict Risk Assessment Guide*.

Capital Ecology Pty Ltd (2026). *Biodiversity Development Assessment Report*, prepared for Monaro Rock Pty Ltd and presented as Appendix 7 of the Submissions Report.

Strategic Environmental and Engineering Consulting (2025). *Soils and Land Capability Assessment*, prepared for Monaro Rock Pty Ltd and presented as Appendix J of the EIS.

Thackway, R & Cresswell, ID (1995). ‘*An Interim Biogeographic Regionalisation of Australia* (IBRA), Version 7’.