ETHOS URBAN

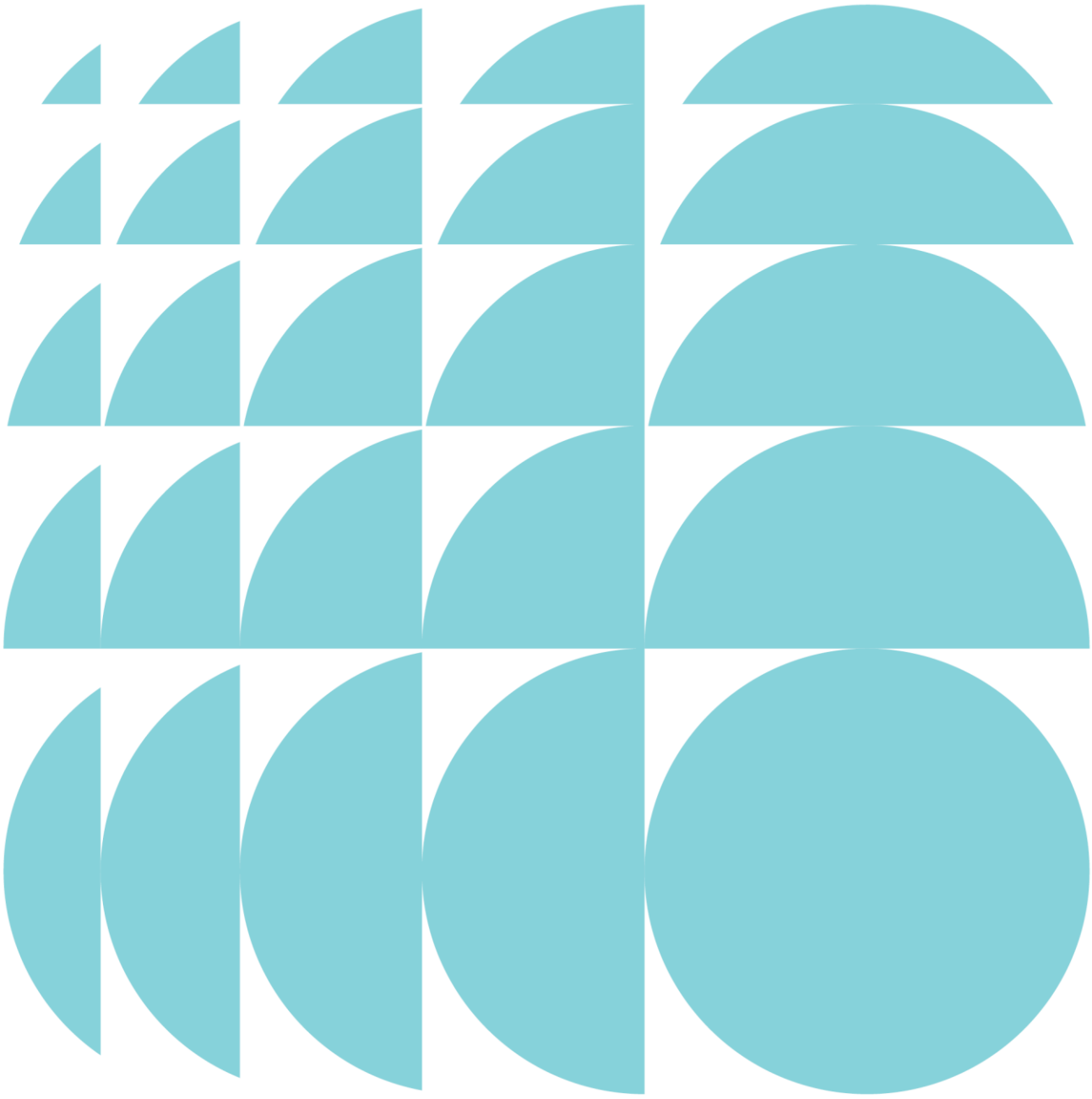
Land Use Conflict Risk Assessment

200 Aldington Road Industrial Estate – State Significant Development 10479

Submitted to the Department of Planning, Industry and Environment

On behalf of Fife Kemps Creek Pty Ltd

21 September 2021 | 2200292



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1.0 Introduction

This Land Use Conflict Risk Assessment (LUCRA) has been prepared by Ethos Urban on behalf Fife Kemps Creek Pty Ltd (FKC) (a joint venture between Fife Capital and Stockland Managed entities). It supports a Concept State Significant Development Application (SSDA) under Part 4 of the Environmental Planning and Assessment Act 1979 (EP&A Act). The SSDA relates to the concept approval and Stage 1 works for a proposed new industrial estate (the Project) of land at 106 – 228 Aldington Road, Kemps Creek (200 Aldington Road).

The SSDA proposal seeks to transform the site from existing rural / agricultural uses and market gardens into a premium, high-quality industrial estate for warehousing and distribution. The SSDA is a direct response to and is in alignment with the desired future character of the Mamre Road Precinct, and the recent amendments (which occurred in June 2020) to the State Environmental Planning Policy (Western Sydney Employment Area) 2009 (WSEA SEPP).

In written correspondence dated 28 April 2021, the Department of Planning, Industry and Environment (DPIE) requested that FKC provide a Land Use Conflict Risk Assessment Report in accordance with the 'Land Use Conflict Risk Assessment Guide' (Department of Trade and Investment, 2011). This report addresses this request.

2.0 Information and background

2.1 The site

The site is identified as 106 – 228 Aldington Road, Kemps Creek and is located in the Penrith Local Government Area. The site also forms parts of the Mamre Road Precinct which sits within both the Western Sydney Employment Area (WSEA) and the Western Sydney Aerotropolis.

The site comprises seven (7) separate allotments (refer to **Figure 1**) with a total area of approximately 72 hectares currently containing undulating rural land with steep slopes and a combination of vacant dwellings, farm sheds and dams and agricultural greenhouses. The site also contains a sporadic arrangement of vegetation including River Flat Eucalypt Forest, Swamp Oak Flood Plain Forest and Cumberland Plain Woodland.

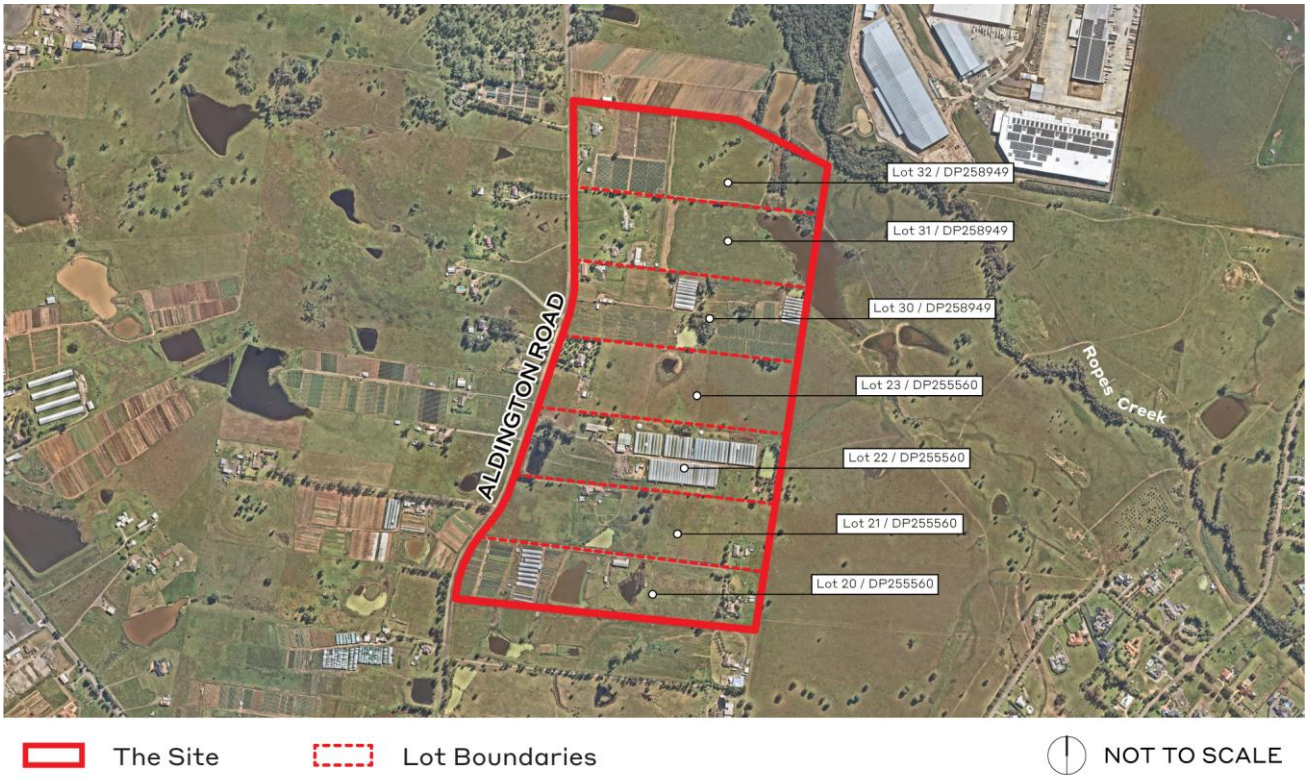

Figure 1 – Site aerial

Source: NearMaps and Ethos Urban (Figure 5 of the Environmental Impact Statement {EIS})

Site history and development consents

The site was historically rural land and over time and has changed to more intensive agricultural uses. A farm dam was constructed in the 1970s as water storage to facilitate market gardens on the site. Prior to this, there was no defined stream channel and no wetland vegetation. Previous site investigations from past due diligence which show the change from extensive general rural (Refer to **Figure 2**) to intensive plant agriculture (refer to **Figure 3** and **4**).

A search through Penrith City Council's online portal indicates no previous development consent's apply to the site. It should be noted that the aerial images below are for due diligence purposes and do not technically capture the entire site (the two northern lots of the site are not highlighted). Notwithstanding this the aerial images below are intended to demonstrate the site and it's historical transition from general rural use to more intensive agricultural over time.

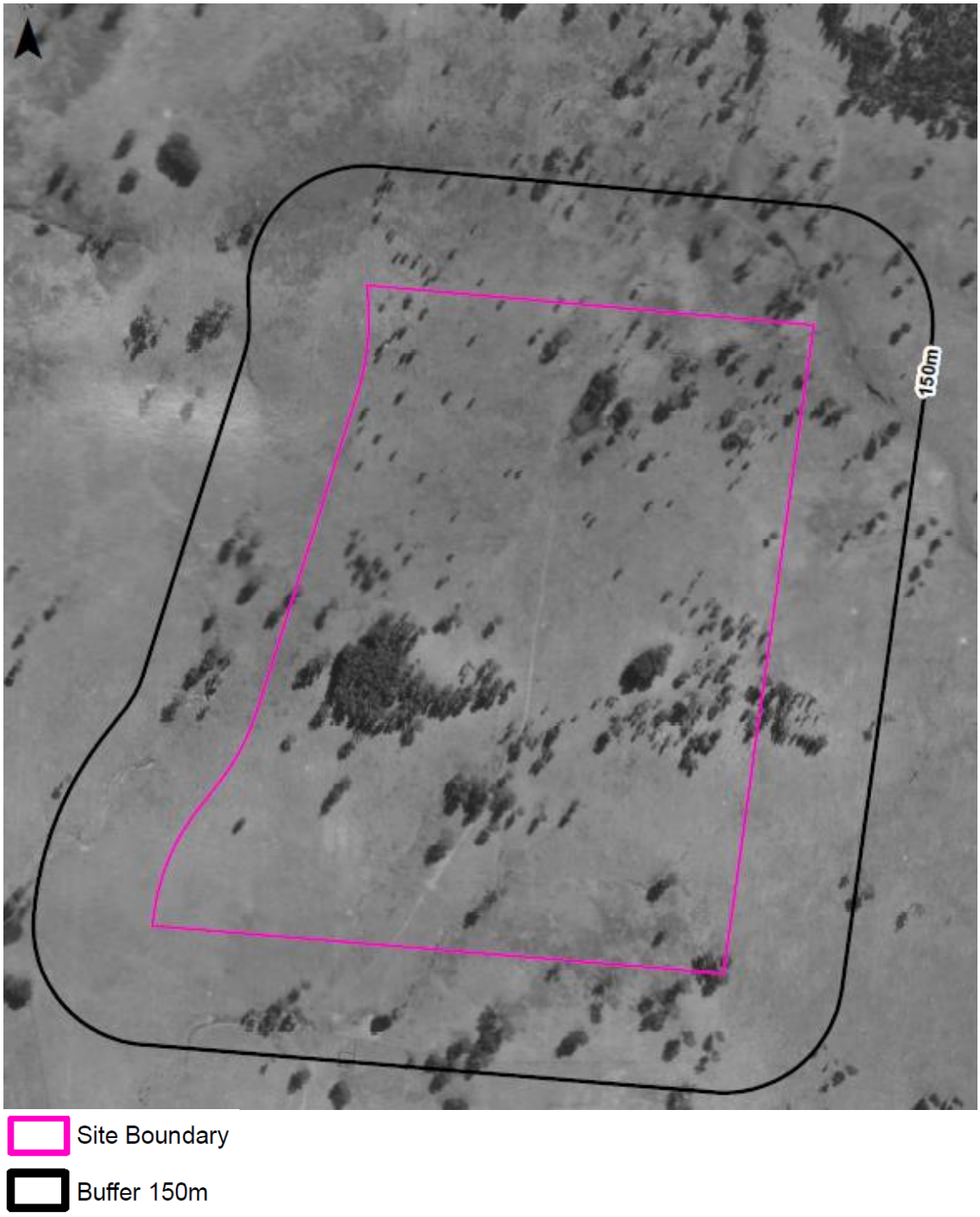

Figure 2 – Aerial photo of the site – 1955

Source: Lotsearch Pty Ltd (Figure 27 of the EIS)

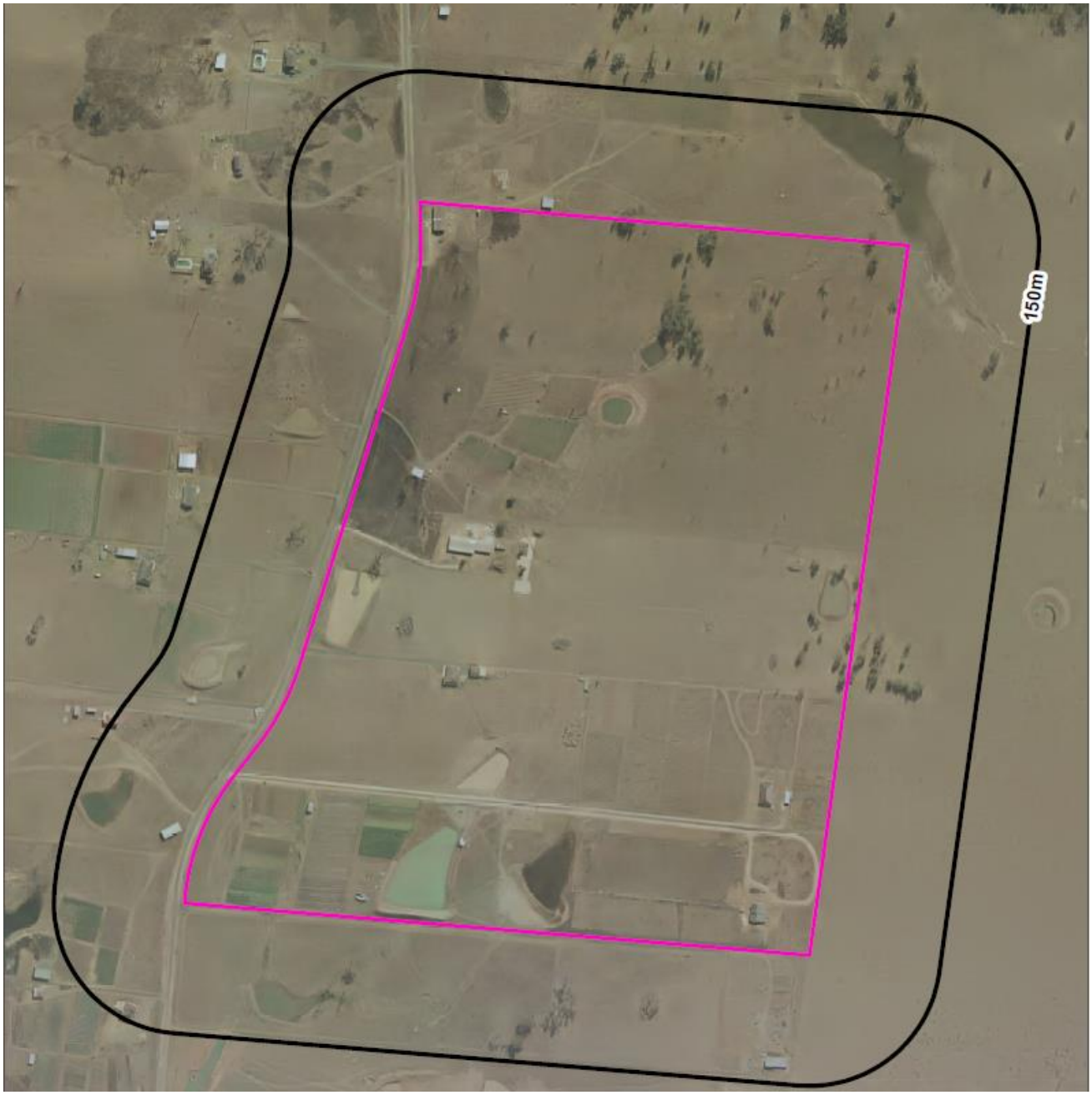

Figure 3: – Aerial photo of the site - 1982

Source: Lotsearch Pty Ltd (Figure 28 of the EIS)

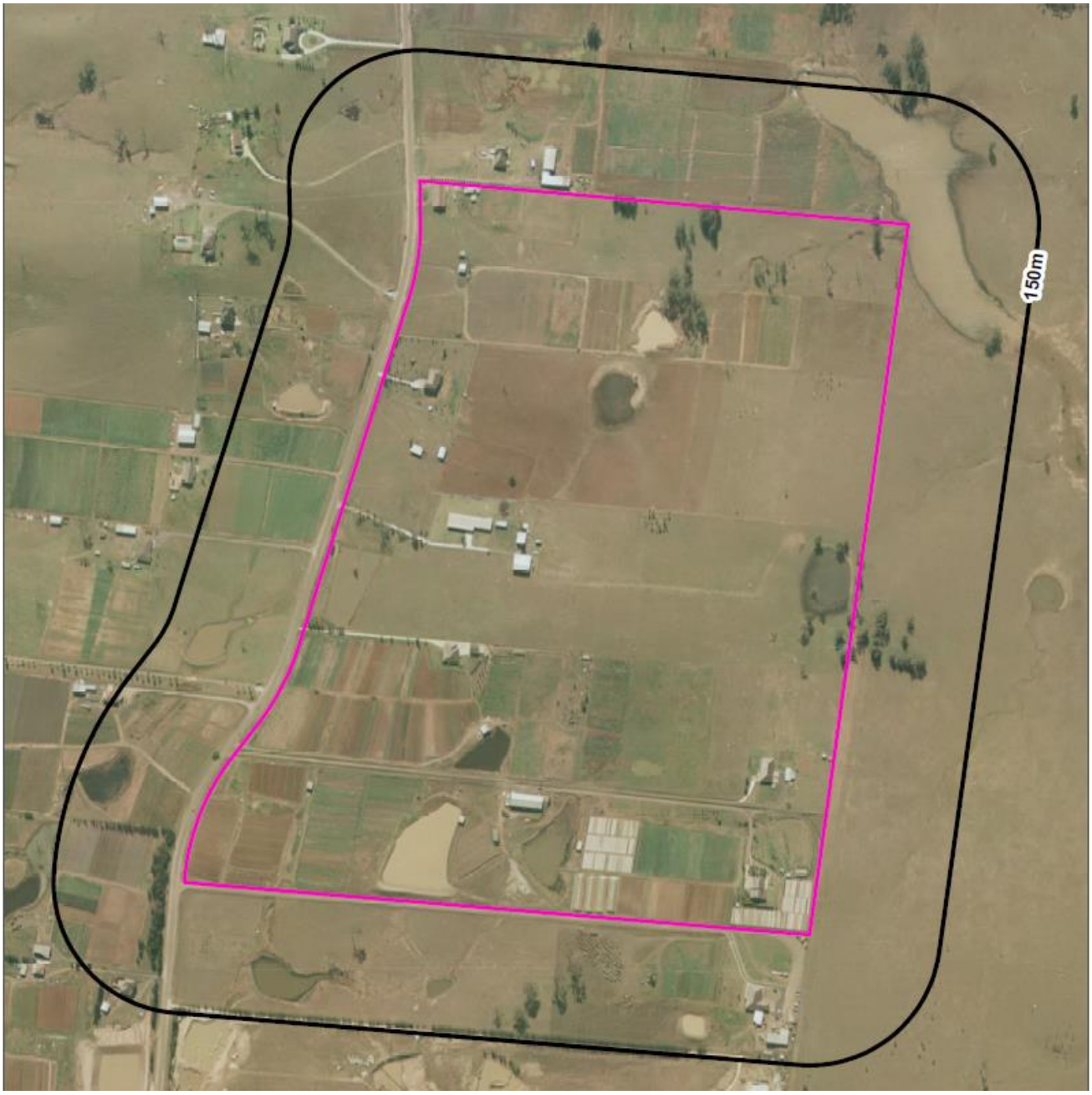

Figure 4 - Aerial photo of the site - 1991

Source: Lotsearch Pty Ltd (Figure 29 of the EIS)

2.2 Planning Framework

2.2.1 State Environmental Planning Policy (Western Sydney Employment Area) 2009

In 2020, DPIE amended the State Environmental Planning Policy (Western Sydney Employment Area) 2009 to increase the quantum of industrial land to help meet the growing demand for industrial floor space in Western Sydney. The SSDA proposed on the site is a direct response to the recent rezoning of the precinct and is in alignment with the desired future character of the Mamre Road Precinct and is therefore in line with the intent, objectives and intended outcomes of the WSEA SEPP amendments.

Under the amendments to the WSEA SEPP, the site was rezoned from RU2 Rural Landscape to IN1 General Industrial with minor areas in the north-east corner rezoned to RE2 Private Recreation and E2 Environmental Conservation. (refer to **Figure 5**).

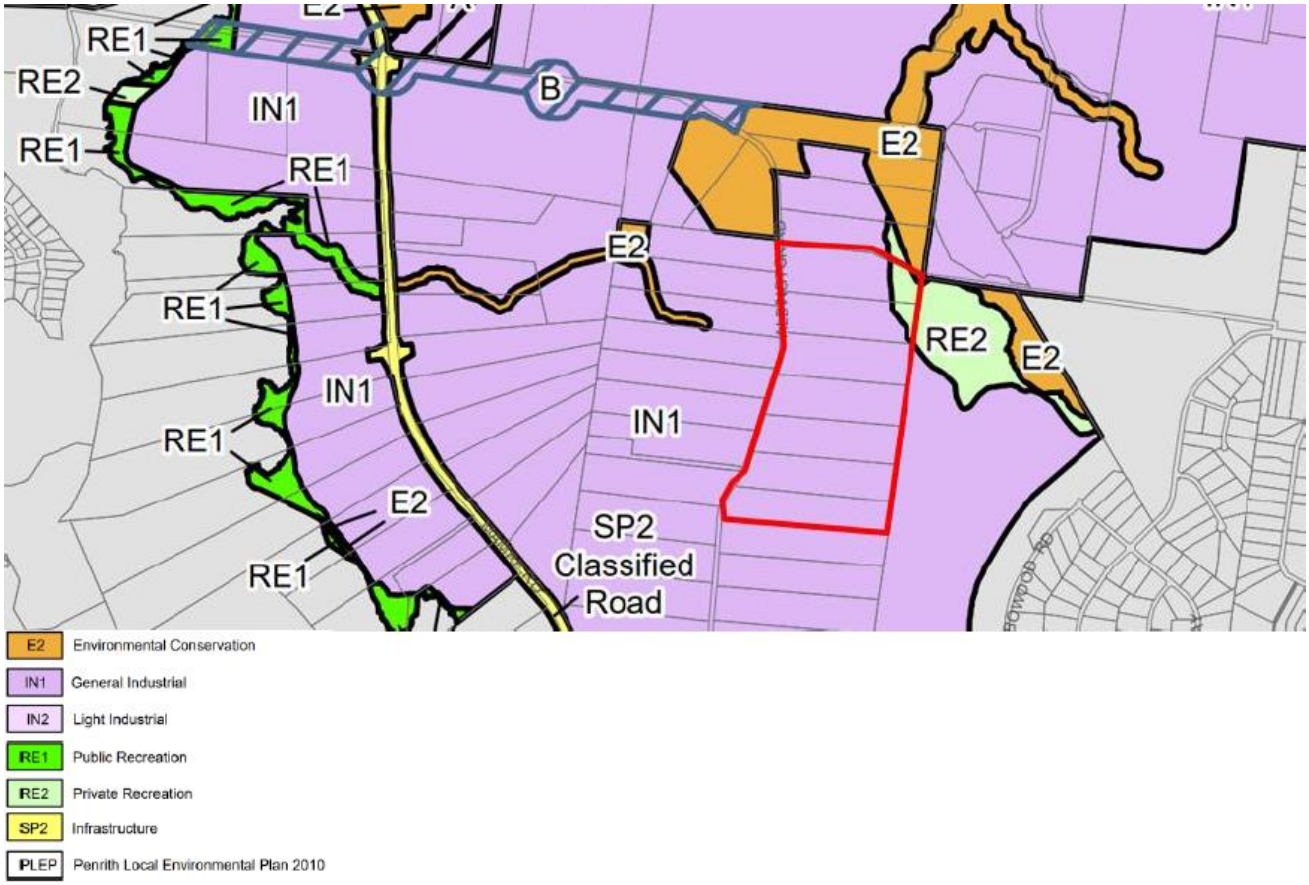

Figure 5 – Land zoning map for the Mamre Road Precinct (site identified in red outline)

Source: NSW Department of Planning, Industry and Environment {Figure 1 of the EIS)

2.2.2 Mamre Road Structure Plan

Complementary to the WSEA SEPP, the desired long term outcomes for the Mamre Road Precinct have been set out in the Mamre Road Precinct Structure Plan (Refer to **Figure 6**). Under the Structure Plan, the site is identified predominately for industrial use with open space and land for environmental conservation / riparian corridor in the north east corner.

As outlined within the Section 5.1 of the Environmental Impact Statement submitted with the proposal, the proposed land use and the development is overall consistent with the Mamre Road Structure Plan.

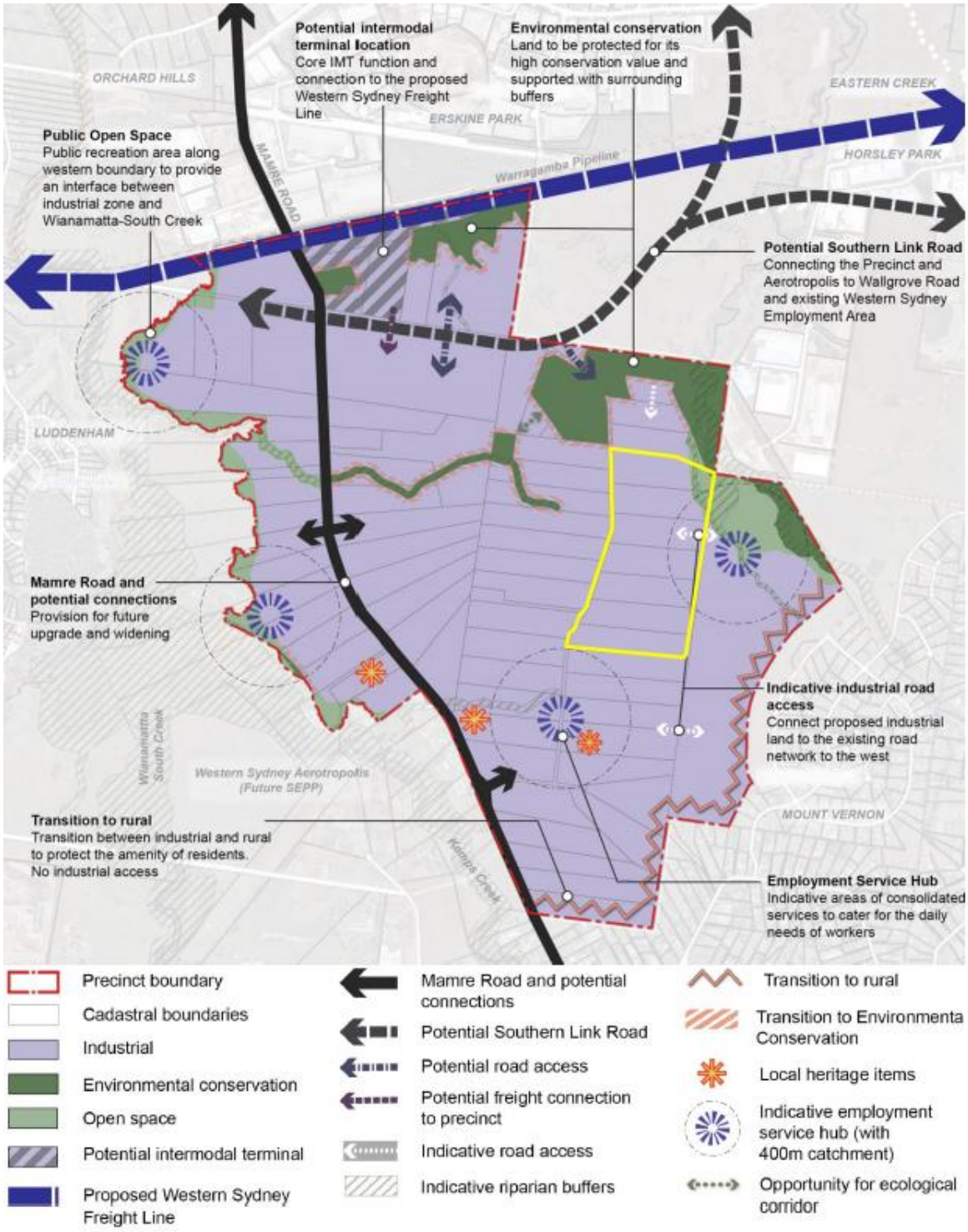

Figure 6 - Final Mamre Road Precinct Structure Plan (site identified in yellow outline.)

Source: NSW Department of Planning, Industry and Environment {Figure 2 of the EIS)

2.3 Summary of proposed changes

- **Concept Master Plan:**
  - Reconfiguration of the internal road network and external road connections to be generally consistent with the *draft Mamre Road Precinct Development Control Plan* (MRP DCP) including:
    - Provision of a land reservation corridor along the northern boundary to facilitate half the required future DCP road and intersection with Aldington Road;

    - Inclusion of the open space edge road in the north-east section of the site with connections through to the adjoining properties to the north and east;
    - Intersections with Aldington Road including a signalised south intersection and roundabout northern intersection (with sufficient corridor allocation to accommodate a signalised intersection if determined at a future date); and
    - Amendments to road corridor widths to reflect the current understanding of the future DCP road corridors.
  - Reconfiguration of Lot G to facilitate the open space edge road to the adjoining eastern property and to locate the proposed warehouse footprint and car park areas wholly within the IN1 zone;
  - Relocation of on-site detention basin within Lot D to be outside the RE2 Private Recreation Zone (and outside the 1 in 100 year flood zone) and wholly within the IN1 zone;
  - Retention of existing farm dams and riparian corridor within the RE2 zoned area in the north-east corner of the site;
  - Consequential amendments to bulk earthwork pads, retaining walls, lot and future warehouse layout, car parking and landscaping.
- **Stage 1 works:**
  - Overall revisions to site preparation, earthworks and infrastructure consistent with the revised concept master plan.
  - Inclusion of an interim access road and temporary junction connecting to Aldington Road in the northern portion of the site, to facilitate site access prior to the implementation of the northern boundary road; and
  - Revision to the internal road network in line with the concept master plan revisions with the provision of temporary turning heads at the site boundary where those roads will connect to properties to the east and north in the future. The road levels at the boundary interface of the site will align with existing ground level (or as required to manage drainage).

2.4 Summary of the project for which development consent is now sought

The SSDA seeks to transform the site from existing rural and market gardens into a premium, high-quality industrial estate for warehousing and distribution. The SSDA is a direct response to and is in alignment with the desired future character of the Mamre Road Precinct, and the recent amendments to the WSEA SEPP.

- A concept masterplan with an indicative total building area of 347,955 sqm, comprising:
  - 330,950 sqm of warehouse gross floor area (**GFA**);
  - 17,005 sqm of ancillary office GFA;
  - 13 individual development lots for warehouse buildings with associated hardstand areas and two lots for drainage infrastructure purposes (each including a bio-retention basin);
  - Roads, including:
    - Internal road layouts;
    - Southern road connection to Aldington Road
    - Northern boundary road (half road corridor) connecting to Aldington Road
    - Road connections to adjoining landholdings to the north and east;
  - Provision for 1,549 car parking spaces; and
  - Associated concept site landscaping.
- Detailed consent for progressive delivery of site preparation, earthworks and infrastructure works (i.e. Stage 1 works) on the site, including:
  - Demolition and clearing of all existing built form structures;
  - Drainage and infill of existing farm dams and any ground dewatering;

- Clearing of all existing vegetation;
- Subdivision of the site into 15 individual lots;
- Construction of a warehouse building with a total of 50,930 sqm of GFA, including:
  - 48,430 sqm of warehouse GFA;
  - 2,500 sqm of ancillary office GFA; and
  - 219 car parking spaces.
- Bulk earthworks including 'cut and fill' to create level development platforms for the warehouse buildings, and site stabilisation works (if required);
- Roadworks and access infrastructure, including an interim access road and a temporary junction with Aldington Road;
- Stormwater and drainage works including stormwater basins, diversion of stormwater lines, gross pollutant traps and associated swale works;
- Sewer and potable water reticulation; and
- Inter-allotment, road and boundary retaining walls.

2.4.1 Major activities associated with the proposed development / land use change

The major activities associated with the proposed development will be warehousing and distribution related activities generally including loading and unloading as well as the circulation of vehicles. The major activities associated with the proposed land use change are summarised below.

Construction-related activities

- Site preparation and infrastructure works including site clearing and demolition, dewatering, stormwater and drainage works, and bulk earth works;
- Construction vehicle movements (including the onsite transportation of fill and waste removal);
- Alterations of the watercourse and re-establishing the riparian corridor movements including earth works, stormwater works and habitat retention; and
- Construction of initial warehouse of Lot F.

Operation-related activities

- Onsite vehicle movements and at-grade carparking for workers and visitors;
- Onsite truck movements and loading and unloading of warehoused goods;
- Onsite storage of warehoused goods;
- Waste storage and collection; and
- Ancillary office accommodation.

2.5 Surrounding development

2.5.1 Existing Surrounding Development

The site's current immediate context is generally a combination of rural land, farm sheds, dams and agricultural greenhouses. The uses on these sites include a mix of agriculture uses including intensive livestock agriculture, intensive plant agriculture and extensive agriculture as well as uses such as farm buildings. To the west and south of the site also contains agricultural use properties.

Following the recent amendments to the SEPP it is noted that the nature of surrounding development will transition to become industrial in nature.

2.5.2 Existing surrounding development

- The Oakdale South industrial estate is located immediately to the north-east of the site which supports the loading and storage of warehoused goods and logistics;
- To the immediate north of the site is 104 Aldington Road which includes a farmhouse, farm shed and intensive plant agriculture uses.
- To the immediate west of the site is a mix of agriculture uses including several greenhouses, farmhouses, dams and plants agriculture
- To the immediate east of the site is 19 – 105 Capitol Hill Drive, Mount Vernon which consists of several dams, grassland and spatial amount of trees.
- To the immediate south of the site is 230-242 Aldington Road is two dams and plant agriculture, with a house at the rear of the lot.
- The existing Catholic Healthcare Emmaus aged care and retirement village, Little Smarts Early Learning Centre, Trinity Primary School and Emmaus Catholic College, located approximately 1.5km north west of the site;
- The existing residential housing community at Mount Vernon located approximately 600m to the east. Beyond this is the Westlink M7 Motorway which provides access to the M4 Motorway to the north and M5 to the south;

Figure 7 outlines the existing surrounding development.

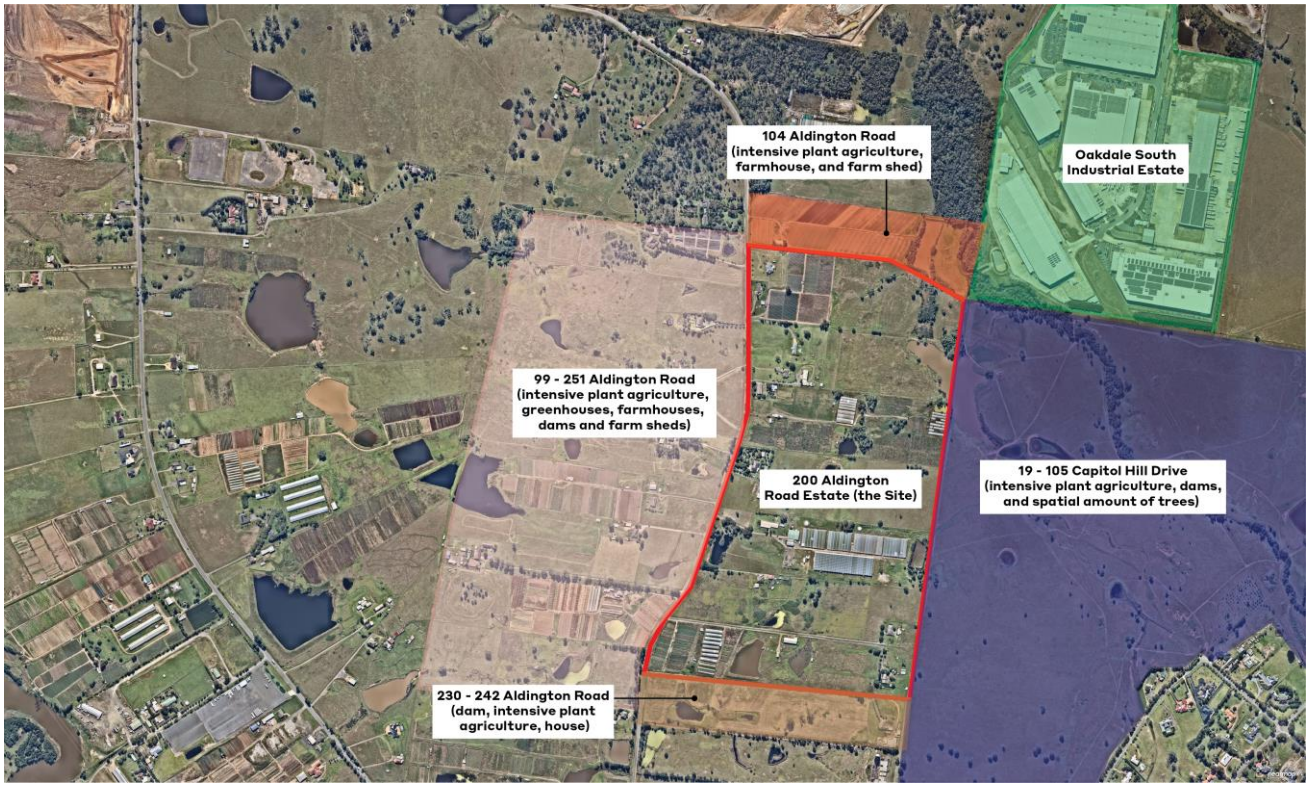

Figure 7: Aerial map of current surrounding context

Source: NearMaps and Ethos Urban

2.5.3 Future Surrounding Development

Table 1 below highlights recent development applications which will impact the future surrounding development. Most of these development applications have been driven by the SEPP amendments. (refer to **Figure 8**)

Table 1: Future Surrounding Development

Address	DA Number	Description	Status
155 – 217 Aldington Road Estate	SSD-17552047	Development of a warehouse and logistic hub including the construction and operation of two warehouses connected by a breezeway and comprising 64,260m2 of floor space as well as a 9-Torrens title subdivision.	Preparation of EIS
Westlink Industrial Estate (290-308 Aldington Road, 59-62 Abbotts Road, and 63 Abbotts Road, Kemps Creek)	SSD-9138102	Staged construction of 7 warehouse buildings, ancillary office space and a cafe with a total floor area of 145,821 sqm, demolition, bulk earthworks, road construction, site servicing and stormwater works, landscaping and subdivision	Preparation of EIS
Access Logistic Park (884-928 Mamre Road, Kemps Creek)	SSD-17647189	Demolition and bulk earthworks, 13-lot Torrens Title subdivision, construction of internal roads, infrastructure and utilities, construction and operation of Warehouse 1 with associated offices, car parks, hardstands, and landscaping.	Preparation of EIS
Kemps Creek Resource Recovery Facility (754 – 770 & 784 – 786 Mamre Road, Kemps Creek)	SSD-5211	Process general solid waste, in particular, screen, crush and sort building and demolition materials, virgin excavated natural materials and the like. It is expected that the site would process between 200,000 to 250,000 tonnes of material yearly.	Preparation of EIS
Aspect Industrial Estate (788 – 882 Mamre Road, Kemps Creek)	SSD-10448	Development seeks approval for earthworks, infrastructure and roads across the entire site, and the staged construction of warehouse and logistics facilities with associated car parking across 11 developable lots.	Under Assessment
GPT Industrial Estate (788 – 804 Mamre Road, Kemps Creek)	SSD-10272349	Concept plan and Stage 1 DA for an industrial estate. Stage 1 comprises two warehouses, site-wide bulk earthworks and retaining walls, an internal road network, storm water works, car parking, signage and landscaping.	Preparation of EIS
Oakdale West Industrial Estate Stage 2 and 3 2 – 2A Aldington Road	SSD-7348	Development for the construction and operation of a warehouse and distribution centre with associated office space, car parking, internal roads, landscaping and services.	Approved
230-242 Aldington Rd, Kemps Creek	DA17/1247	Construction of a Place of Public Worship including Hindu Temple (Mandir), Assembly Hall, Community Kitchen & Dining Hall, Monks Residence, Landscaped Areas, Internal Roads, Car Parking & Associated Site Works	Approved

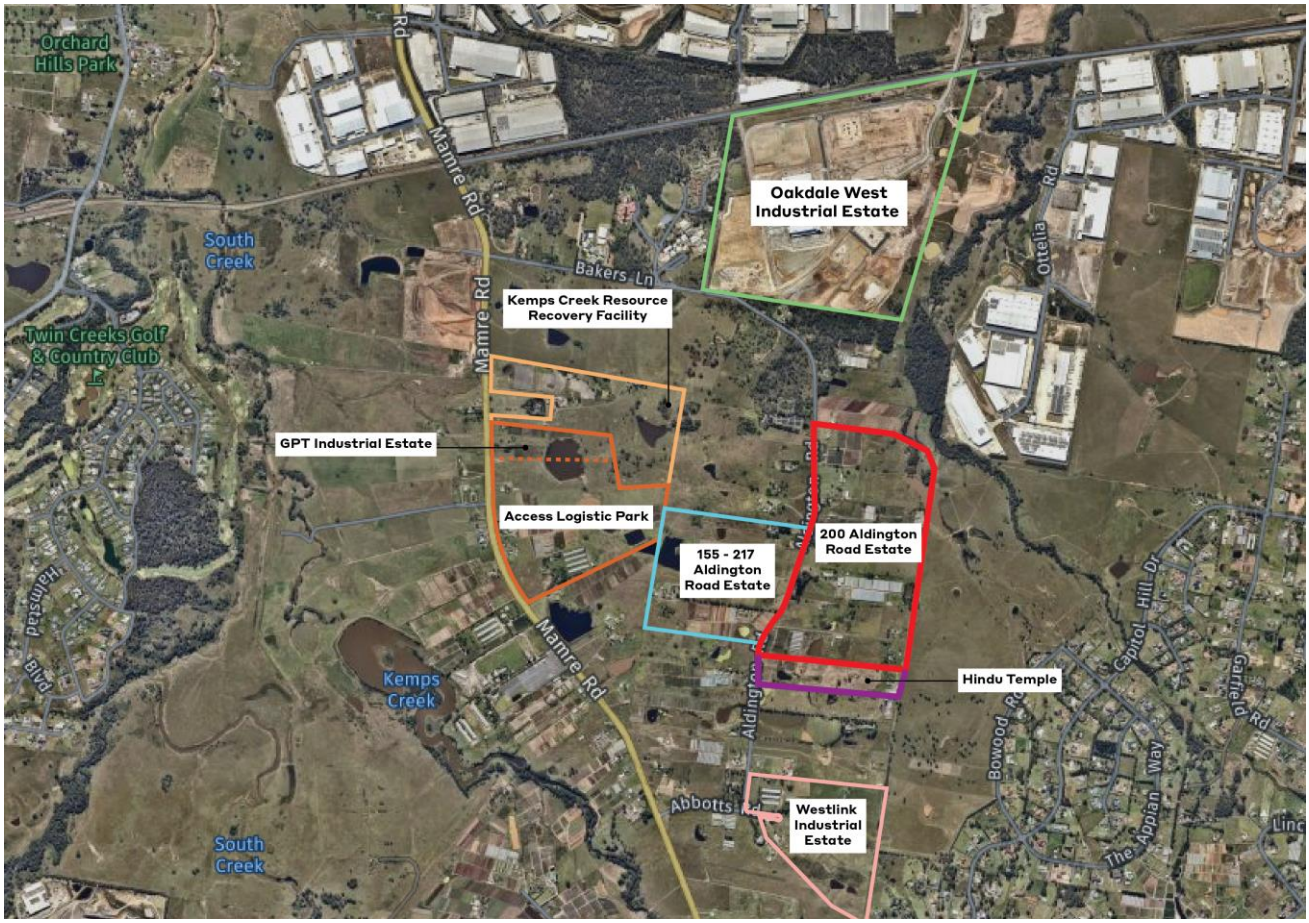

Figure 8 - Aerial map of future surrounding context

Source: NearMaps and Ethos Urban

2.6 Site inspection

Site inspection occurred on 26 January 2021 to observe the site. As stated in Section 2.1 and seen through the site inspection, the site contains undulating rural land with steep slopes and a combination of vacant dwellings, farm sheds and dams, sporadic amounts of vegetation and agricultural greenhouses.

2.7 Consultation

The Environmental Impact Statement which accompanied the proposed SSDA was placed on public exhibition between the 18 November 2020 and 15 December 2020. A total of 18 submissions were received during this period. No concern was raised around land use conflict.

Further, adjoining land owners consultation has taken place on numerous occasions between June 2019 to June 2020 to discuss a range of issues, including (but not limited to) the coordination of roads and access, onsite detention and flooding impacts. The outcomes of the consultation process have been considered in the design of the project. As the landowners have given their consent to this project, they have also given clear direction that they intend to redevelop their site in line with the recent rezoning.

It should be noted that DPIE went through the process of changing the precinct from rural to industrial land uses through the amendments made in the WSEA SEPP. These amendments were publicly exhibited with the inclusion of the Finalisation Report which provided the rationale for the proposed land use change. The proposal is consistent with this, and any potential land use conflict is interim as the land use change occurs from rural to industrial.

3.0 Land use conflict risk assessment

This section of the report provides an assessment of the proposed use against the adjoining and surrounding land uses for incompatibility and conflict issues.

3.1 Methodology

This land use conflict risk assessment has been prepared in accordance with the 'Land Use Conflict Risk Assessment Guide' (Department of Trade and Investment, 2011). It includes:

- An initial risk evaluation assessment of the activities associated with the proposed use and any potential land use conflicts;
- An evaluation of the risk level of each activity through the use of a Risk Ranking Matrix. The matrix provides a ranking based on probability of occurrence and consequence of impact; and
- Recommendations for risk reduction management strategies to reduce the impact of land use conflict.

3.1.1 Initial risk evaluation

The identified activities associated with the proposed use and potential conflicts are summarised in **Table 2.**

Table 2 – Activities and identified potential conflict

Proposed Activities	Potential Conflicts
Construction-related activities	
• Site preparation and infrastructure works including site clearing and demolition, dewatering, stormwater and drainage works, and bulk earth works;	• Noise from machinery and earth moving appliances during construction hours • Construction related dust and sediment • Alterations to water retention • Construction management issues to neighbouring sites • Remains of waste on site
• Construction vehicle movements (including the onsite transportation of fill and waste removal); Earth works and construction associated with site demolition and earth works;	• Increase to traffic to local road network • Dust and sediment in air • Noise and vibration to neighbouring sites • Construction management issues to neighbouring sites • Remains of waste on site
• Alterations of the watercourse and re-establishing the riparian corridor movements including earth works, stormwater works and habitat retention	• Alterations to water retention
• Construction of initial warehouse of Lot F	• Noise from machinery and earth moving appliances during construction hours • Construction related dust and sediment
Ongoing operation-related activities	
• Onsite vehicle movements and at-grade carparking for workers and visitors;	• Increase to traffic to local road network
• Onsite storage of warehoused goods	• Noise and vibration to neighbouring sites
• Waste storage and collection	• Noise and vibration to neighbouring sites • Increase to traffic to local road network • Remains of waste on site
• Onsite truck movements and loading and unloading of warehoused goods by truck	• Noise to neighbouring sites • Increase to traffic to local road network

Proposed Activities	Potential Conflicts
• Ancillary office accommodation.	• Increase to traffic to local road network

3.1.2 Risk evaluation

The risk ranking of each activity has been assessed by way of Risk Ranking Matrix. The Risk Ranking Matrix ranks the risk of activities between 1 and 25 which is based on consequence (ranked from severe to negligible) and probability of recurrence (ranked between almost certain and rare) (refer to **Table 3**, **Table 4 and Table 5**).

Table 3 – Measure of consequence

Level	Level of consequence	Description
1	Severe	• Severe and/or permanent damage to the environment • Irreversible • Severe impact on the community • Neighbours are in prolonged dispute and legal action involved
2	Major	• Serious and/or long-term impact to the environment • Long-term management implications • Serious impact on the community • Neighbours are in serious dispute
3	Moderate	• Moderate and/or medium-term impact to the environment and community • Some ongoing management implications • Neighbour disputes occur
4	Minor	• Minor and/or short-term impact to the environment and community • Can be effectively managed as part of normal operations • Infrequent disputes between neighbours
5	Negligible	• Very minor impact to the environment and community • Can be effectively managed as part of normal operations • Neighbour disputes unlikely

Table 4 – Measure of probability

Level	Probability	Level of consequence
A	Almost certain	Common or repeating occurrence
B	Likely	Known to occur, or 'it has happened'
C	Possible	Could occur, or 'I've heard of it happening'
D	Unlikely	Could occur in some circumstances, but not likely to occur
E	Rare	Practically impossible

Table 5 – Risk Ranking Matrix

Probability	A	B	C	D	E
Consequence					
1	25	24	22	19	15
2	23	21	18	14	10
3	20	17	13	9	6
4	16	12	8	5	3
5	11	7	4	2	1

Source:

Table 6 - Risk Evaluation Ranking

Proposed Activities	Potential Conflicts	Risk Ranking
Construction-related activities		
• Site preparation and infrastructure works including site clearing and demolition, dewatering, stormwater and drainage works, and bulk earth works;	• Noise to neighbouring sites	**12**
	• Dust and sediment in air	**12**
	• Alterations to water retention	**8**
	• Construction management issues to neighbouring sites	**8**
	• Remains of waste on site	**4**
• Construction vehicle movements (including the onsite transportation of fill and waste removal); Earth works and construction associated with site demolition and earth works;	• Increase to traffic to local road network	**16**
	• Dust and sediment in air	**17**
	• Noise and vibration to neighbouring sites	**17**
	• Construction management issues to neighbouring sites	**13**
	• Remains of waste on site	**13**
• Alterations of the watercourse and re-establishing the riparian corridor movements including earth works, stormwater works and habitat retention	• Alterations to water retention	**13**
• Construction of initial warehouse of Lot F	• Noise from machinery and earth moving appliances during construction hours	**17**
	• Construction related dust and sediment	**17**
Ongoing operation-related activities		
• Onsite vehicle movements and at-grade carparking for workers and visitors;	• Increase to traffic to local road network	**12**
• Onsite storage of warehoused goods	• Noise and vibration to neighbouring sites	**12**
• Waste storage and collection	• Noise and vibration to neighbouring sites	**7**
	• Increase to traffic to local road network	**7**
	• Remains of waste on site	**4**
• Onsite truck movements and loading and unloading of warehoused goods by truck	• Noise and vibration to neighbouring sites	**12**
	• Increase to traffic to local road network	**12**
• Ancillary office accommodation	• Increase to traffic to local road network	**8**

3.1.3 Risk reduction management strategies

Table 7 - Identified potential conflict and Management Strategy

Identified potential conflict	Management strategy (method of control)	Proposed Activities	Revised ranking	Performance target / monitoring
Construction	• A Construction Environmental Management Plan (CEMP) will be prepared by the appointed contractor prior to the commencement of works. The CEMP will establish site management principles. • This CEMP will identify the management for all site construction works and vehicle movements including sediment control and construction traffic	Site preparation and infrastructure works including site clearing and demolition, dewatering, stormwater and drainage works, and bulk earth works;	**4**	• Monitored and enforced through the creation of a mandatory condition of consent regarding the implementation of the CEMP • The CEMP will be aligned with all relevant legislation, regulations and standards • The CEMP will be based on the Preliminary Construction Management Plan by Ason Group submitted with the EIS (Appendix E of the EIS)
		Construction vehicle movements (including the onsite transportation of fill and waste removal); Earth works and construction associated with site demolition and earth works;	**8**	
Noise and Vibration	• The appointed construction contractor should be requested to develop and implement a Construction Noise and Vibration Management Plan (CNVMP) detailing how construction noise and vibration will be managed during the construction phase in accordance with the Interim Construction Noise Guidelines. If work outside of standard hours are proposed, then the CNVMP should detail a process for assessing these out of hours works given the greater potential for construction noise disturbance during works outside of standard hours. • Following the CMVCP will ensure compliance with the relevant guidelines	Site preparation and infrastructure works including site clearing and demolition, dewatering, stormwater and drainage works, and bulk earth works;	**7**	• Monitored and enforced through the creation of a mandatory condition of consent regarding the implementation of the CNVMP. • The CNVMP will be aligned with all relevant legislation, regulations and standards • The CVNMP will be aligned with noise modelling done within the Acoustic Assessment (Appendix L of the EIS)
		Construction vehicle movements (including the onsite transportation of fill and waste removal); Earth works and construction associated with site demolition and earth works;	**7**	
		Onsite storage of warehoused goods	**7**	
		construction related waste storage and collection	**7**	
		Construction of initial warehouse of Lot F	**7**	
		Onsite truck movements and loading and unloading of warehoused goods by truck	**7**	
Dust and Air	During the construction and operational phases, the proposed development will operate in accordance with the recommendations provided in Wilkson Murray's Air Quality Impact Assessment dated September 2020 (Submitted with the EIS) and as follows:	Site preparation and infrastructure works including site clearing and demolition, dewatering, stormwater and drainage works, and bulk earth works;	**7**	• Monitored and enforced through the creation of a mandatory condition of consent regarding the implementation of the Dust Management Plan (DMP).
		Construction of initial warehouse of Lot F	**7**	

Identified potential conflict	Management strategy (method of control)	Proposed Activities	Revised ranking	Performance target / monitoring
	• Develop and implement a stakeholder communications plan that includes community engagement before work commences on site; • Development and implement a Dust Management Plan; • Record all dust and air quality complaints and identify causes, take appropriate measures to reduce emissions in a timely manner; • Make a complaints log available to the relevant authorities; • Record any exceptional incidents that cause dust / air emissions and take relevant actions to resolve the situation; • Hold regular liaison meetings with any other high risk construction sites within 500m of the site boundary to ensure plans are coordinated; • Undertake daily on-site and off-site inspections to monitor dust and record inspection results; • Plan the site layout so that machines and dust generating activities are located away from receptors; • Avoid site runoff of water or mud; • Remove material that have a potential to produce dust from the site as soon as possible; • Cover seed or fence stockpiles to prevent wind erosion; • Ensure no idling of vehicles; • Impose and signpost maximum speed limits; • Ensure an adequate water supply on site for effective dust matter suppression; • Implement appropriate haulage measures including inspections; and • Ensure truck maintenance is up to date. Following the plan will ensure air and dust impacts are managed and acceptable without causing adverse impact to surrounding receivers	Construction vehicle movements (including the onsite transportation of fill and waste removal); Earth works and construction associated with site demolition and earth works;	**7**	• The DMP will be aligned with all relevant legislation, regulations and standards • The DMP will aligned with the modelling provided with the Air Quality Impact Assessment submitted with the EIS (Appendix U of the EIS)
Traffic	• Operational traffic will be managed in accordance with the recommendations of the Transport Assessment prepared by Ason Group and dated 30 September 2020 (Submitted with the EIS). • Construction traffic will be managed in accordance with a Construction Traffic Management Plan (CTMP) which will be prepared prior to works commencing on site. Following of the CTMP will ensure safe movement of vehicles around the construction site and surrounding roads. • Traffic control plans, where required, would be prepared in accordance with the Roads and Traffic Authority Traffic	Construction vehicle movements (including the onsite transportation of fill and waste removal); Earth works and construction associated with site demolition and earth works;	**11**	• Monitored and enforced through the creation of a mandatory condition of consent regarding the implementation of the CTMP • The CTMP will be aligned with all relevant legislation, regulations and standards • The CTMP and traffic control plans will be aligned with noise modelling done within the Transport Assessment (Appendix E of the EIS)
		Ancillary office accommodation	**4**	
		Onsite vehicle movements and at-grade carparking	**7**	
		Waste storage and collection	**7**	
		Onsite truck movements ad loading and unloading of warehoused goods by truck	**7**	

Identified potential conflict	Management strategy (method of control)	Proposed Activities	Revised ranking	Performance target / monitoring
	Control at Work Sites Manual prior to construction.			
Waste	• Waste disposal and management will be in accordance with the recommendations of the Construction and Operational Waste Management Plan (WMP) prepared by Land & Groundwater Consulting and dated 25 September 2020. (Submitted with the EIS) • All materials on-site or being delivered to the site shall be contained within the site. The requirements of the Protection of the Environment Operations Act 1997 shall be complied with when placing/stockpiling loose material or when disposing of waste products or during any other activities likely to pollute drains or watercourses. • All waste generated by the project, shall be beneficially reused, recycled or directed to a waste facility lawfully permitted to accept the materials in accordance with the DECCW's "Waste Classification Guidelines (2008)" and the Protection of the Environment Operations Act 1997. • All waste materials produced by the proposal would be assessed, classified, managed and disposed of in accordance with the Waste Classification Guidelines (DECCW, 2009) and the waste management hierarchy. • Classify and dispose of waste (if unable to be reused or recycled) in accordance with the EPA Waste Classification Guidelines (EPA 2014). • Is there anything on operational waste? i.e. covered / retained in bins until collected?	Site preparation and infrastructure works including site clearing and demolition, dewatering, stormwater and drainage works, and bulk earth works;	**4**	• Monitored and enforced through the creation of a mandatory condition of consent regarding the implementation of the WMP. • The WMP will be aligned with all relevant legislation, regulations and standards • The WMP will be aligned with recommendation provided within the Construction and Operational Waste Management Plan submitted with the EIS (Appendix O of the EIS)
		Construction vehicle movements (including the onsite transportation of fill and waste removal); Earth works and construction associated with site demolition and earth works;	**4**	
		Operational waste storage and collection	**4**	
Water	The proposed development will be undertaken in accordance with the Riparian Assessment prepared by Ecological and dated 25 September 2020. (Submitted with the EIS). Specifically, the following measures will be implemented: • A Construction Environmental Management Plan (CEMP) should be prepared prior to the commencement of any construction works. The CEMP should include an Erosion and Sediment Control Plan, prepared in accordance with The Blue Book – Managing Urban Stormwater: Soils and Construction (Landcom, 2004); • During the detailed design phase, where any construction footprint encroaches onto areas of the riparian corridor, higher disturbance activities such as noisy machinery, flood lights, generators and	Site preparation and infrastructure works including site clearing and demolition, dewatering, stormwater and drainage works, and bulk earth works;	**4**	• Monitored and enforced through the creation of a mandatory condition of consent regarding the implementation of the CEMP and VMP. • The CEMP and VMP will be aligned with all relevant legislation, regulations and standards • The CEMP and VMP will be aligned with flood risk and riparian corridor modelling submitted with the EIS (Appendix Q, R and S of the EIS)
		Alterations of the watercourse and re-establishing the riparian corridor movements including earth works, stormwater works and habitat retention	**8**	

Identified potential conflict	Management strategy (method of control)	Proposed Activities	Revised ranking	Performance target / monitoring
	compounds, should be located as far from the riparian buffer as possible; • A Vegetation Management Plan (VMP) should be prepared prior to construction commencing and should encompass methods of establish and maintenance of the vegetation management area. The VMP should also include specifications on high density planting that may be required to provide bank stabilisation following construction of the batters around the basin; • All aquatic fauna should be protected during construction activities including decommissioning of the farm dams. The aquatic ecologist is to notify NSW Fisheries of the activity 48 hours prior to fish relocation (unless an agreement is in place), including locations of dewatered and relocation sites. • A dewatering schedule should allow time for fish rescue, especially during the final 0.3 m water depth (to be advised by Aquatic Ecologist). Fauna should be captured in one day, so pumps need to be of adequate size and placed in an area free from mud and debris (e.g. inside excavator bucket or screened sump pit); and • Native fish healthy enough for relocation are to be contained and transported in an aerated tub/bucket/tank to an appropriate dam/lake/waterhole/creek. It is recommended that native species are relocated to a nearby dam or creek line with landholder's permission.			

4.0 Conclusion

This Land Use Conflict Risk Assessment has been prepared to consider, manage and mitigate the land use conflicts that may arise out of the proposed development. The LUCRA is provided in response to written correspondence dated 28 April 2021 and is in accordance with the 'Land Use Conflict Risk Assessment Guide.'

The proposal seeks to facilitate the redevelopment of the site for a new industrial estate in accordance with the site's recent rezoning (June 2020) for industrial purposes, and desired future outcome established by the Mamre Road Precinct Structure Plan.

The LUCRA has considered and assessed the possible land use conflicts in both the construction and operational phases of the development including noise and vibration, dust and air, traffic, waste and water. The assessment has outlined that all construction and operation activities are relatively minor in nature and relate to relatively low impact activities such as warehouse related movement, loading and goods storage. The assessment has also recognized that the identified potential conflicts can be demonstrated to be managed through management strategies. As a result, performance targets have been set in order to monitor the management strategies.