

APPENDIX A



Mawland Quarantine Station Pty Ltd
c/- Michael Chilcott
Director
Linchpin Environmental Pty Ltd
Suite 20, 105-109 Longueville Road
Lane Cove NSW 1595

Dear Mr Chilcott,

**Quarantine Station, North Head Section 75W Modification Application
(MP 08_0041 MOD 3) – Response to Submissions**

The exhibition of the Environmental Impact Statement (EIS) for the above proposal ended on 29 February 2016. All submissions received by the Department during the exhibition of the proposal are available on the Department's website at:

http://majorprojects.planning.nsw.gov.au/index.pl?action=view_job&job_id=7448

The Secretary requires the Proponent to respond to all issues raised in these submissions in a Submissions Report. Where any response requires further information or assessment from technical experts, this should be undertaken. Please be advised that submissions from Manly Council, the Office of Environment and Heritage and NSW National Parks and Wildlife Service are currently being finalised and will be forwarded once received by the Department. Please provide your response to the Department within six weeks from the date the last outstanding submission is forwarded to you.

The Department has also undertaken a preliminary assessment of the Environmental Impact Statement and requests that the matters at Attachment 1 be addressed in full in your Submissions Report.

The Department also wishes to bring to your attention the requirement to obtain any other necessary approvals (e.g. under the *Heritage Act 1977* or *Fisheries Management Act 1994*). As the modification application relates to an approval that was granted under Division 4 of Part 5 of the *Environment Planning and Assessment Act 1979* (EP&A Act), any requirements for approvals under other legislation continue to apply (see Division 2, section 88(3) of Schedule 6 of the EP&A Act). Accordingly, and further to the advice provided by the Heritage Division, dated 29 February 2016, the Department strongly recommends that consultation is undertaken with the NSW Heritage Council as requested in its correspondence and any other relevant authorities.

I have arranged for Mr Peter McManus, at the Department to assist you should you have any enquiries. He can be contacted on (02) 9228 6316 or via email at peter.mcmanus@planning.nsw.gov.au

Yours sincerely

Chris Ritchie
Director
Industry Assessments

14/3/16.

ATTACHMENT 1

General

- A site plan of Quarantine Station shall be submitted detailing the locations, names and functions/uses of each building associated with the original approval. The provision of this detail will also assist the Department in its consideration and assessment of the proposed variations to the building uses outside of those identified within the approved preferred activity statement at Condition 1(a) of the approval.
- Please provide an assessment and justification for the proposed significant amendments to Condition 134 Special Interest Tours, specifically the removal of the requirement to obtain approval from the Office of Environment and Heritage.
- The proposed amendments to Condition 140 are not considered necessary (subject to proposed updated agency references), as existing Condition 141 provides the opportunity for the variations sought. Should the proposed amendments to Condition 140 still be sought, permission to lodge from Roads and Maritime Services may also be required due to the proposed amendments having implications to water based activities on land owned by Roads and Maritime Services.

Co-proponency

- The Department raises no objections to the removal of the 'co-proponency' wording from conditions of approval, however it questions the requirement for the specific identification of lessee/lessor responsibilities in its place. The Department considers the use of the term 'Proponent' more appropriate, wherein the Proponent would be defined as 'Mawland Quarantine Station Pty Ltd, or anyone else entitled to act on this approval'. Management and operational responsibilities are then capable of being contractually agreed to between each respective party.

Shade Structures

- Please provide plans of Building A6 and the wharf area that accurately detail the locations/areas where additional shade structures will be placed. You must also identify how the proposed locations/areas conform to the outdoor eating area boundary, defined by the beachside building line of Building A6. Details shall also be provided of examples of umbrellas/shade structures envisaged to be installed;
- No assessment or details are provided of the proposed 'windbreaks', which are only specifically referenced within the proposed amended wording of Schedule 3 (restaurant and outdoor seating). Should approval be sought for the installation of 'windbreaks', details of the 'windbreaks' must be provided, as well as an assessment of any impacts associated with their use.
- Please provide clarification of the proposed amended wording of Schedule 3 (restaurant and outdoor seating), which details proposed text (shown bold) as being deleted (shown with a strikethrough).

Amplified Music

- The supporting documentation prepared by Biosis notes that amplified music would be limited between the hours of 9.00 am to 5.00 pm and concludes in part that amplified music was unlikely to impact on the Little Penguins as they are least active during daylight hours. However, the proposed amendments to Condition 201 within the Environmental Assessment report propose amplified music between 11.00 am and 10.00 pm, which contradicts the information produced in the Biosis report. Accordingly, further environmental assessment must be undertaken of the potential impacts of amplified music on the Little Penguin colony for those periods between 5.00 pm and 10.00 pm, when the penguins are known to be more active.

Methods of Cooling and Heating

- Please provide clarification of the proposed deletion to the reference of 'mechanical air conditioning' from Schedule 3 (methods for cooling and heating) when the proposed modification application seeks to provide greater clarity of the term's interpretation.

Notwithstanding, the Department considers proposed use of "...heavy duty, industrial air conditioning systems..." inappropriate in the context of the heritage setting.

- Please provide clarification of the proposed deletion of 'accommodation' rooms from the proposed amended wording of Schedule 3 (methods for cooling and heating). As proposed, this would restrict accommodation rooms to only ceiling fans.

Building P1, P2 and P9 Spatial Layout Amendments

- Please provide details of any spatial layout amendments proposed to Building P9 and an assessment of the implications associated with the proposed deletion of wording from Schedule 3 (first and second class precincts) as it relates to Buildings P1, P2 and P9.

Visitor Capacity

- To enable a thorough environmental assessment of the proposed increase to the maximum visitor capacity from 450 to 600 people, additional information regarding traffic and car parking management during these peak usage periods must be provided.

APPENDIX B



1(a) + 3

Job ID No.: DOC16/413975
File: SF16/43780

Mr Max Player
Mawland Quarantine Station P/L
45 Hume Street
CROWS NEST NSW 2065

Via Email: mplayer@mawlandgroup.com.au

Dear Mr Player

APPLICATION UNDER S65A OF THE NSW HERITAGE ACT TO MODIFY APPROVAL

QUARANTINE STATION, SHR No 01003 for

Proposed Modifications: Shade umbrellas to the outdoor eating area near Building A6, Air-conditioning for buildings A28/29, P5, P15, P27 and S7 and Installation of ensuite bathrooms to buildings P1 and P2.

Section 60 Application No.: 2005/S60/38 approved 22 April 2005.

S65A Application no: 2016/S65A/45 received 18 August 2016.

Information received with the S65A application: As listed below.

Additional information requested: 19 August 2016 (drawings and evidence of previous approval), 2 September 2016, 10 October 2016, 16 November 2016, 6 February 2017 (meeting with applicant) and 17 February 2017 (site visit).

Date received: 7 October 2016 (drawings), 21 December 2016 (landowners consent), 3 February 2017, 7 February 2017 (notification of unapproved works).

As delegate of the Heritage Council of NSW (the Heritage Council), I have considered the above application and found it to be substantially the same as the Section 60 No 2005/S60/38 approved under Section 63 of the *Heritage Act 1977* on 22 April 2005. Pursuant to Section 65A of the *Heritage Act 1977*, you are informed that the Heritage Council approves the proposed modification with the following conditions:

APPROVED DEVELOPMENT:

1. Development must be in accordance with:

- a. Architectural drawings, prepared by Paul Davies Architects as listed below:

Dwg No	Dwg Title	Date	Rev
Project Name: Quarantine Station- Works to P1 and P2, Air Conditioning and Shade Structures and Umbrellas			
A01	P1 Ground Floor Plan	July 2016	P1
A02	P2 Ground Floor Plan	July 2016	P1
A03	Wall types and sections	July 2016	P1
A04	Typical details	July 2016	P1
SK01	A6 Shade Structure – Cover Sheet	21 July 2016	P1



SK02	A6 Shade Structure – Boiler House	21 July 2016	P1
SK03	A6 Shade Structure – Boiler House Elevations	21 July 2016	P1
SK 14	Building A28/29 – Proposed Air-conditioning	Sept 2016	P2
SK 15	Building A11– Proposed Air-conditioning	Sept 2016	P2
SK 16	Building P5 – Proposed Air-conditioning	Sept 2016	P2
SK 17	Building P15 – Proposed Air-conditioning	Sept 2016	P2
SK 18	Building P27 – Proposed Air-conditioning	Sept 2016	P2
SK 19	Building S7 – Proposed Air-conditioning	Sept 2016	P2

- b. Heritage Impact Statement - Installation of Air-conditioning for Mawland Quarantine Station by Paul Davies, dated April 2016.
- c. Quarantine Station Environmental Assessment Report by Linchpin Environmental dated April 2015.

EXCEPT AS AMENDED by the conditions of this approval:

- 2. Shade structures: The shade structure proposed to be located near A14-17 should not be visible from the wharf. A plan showing the exact location of the subject shade structure is to be submitted for approval by the Manager, Heritage Division prior to its installation.**

Reason: this is to improve visual access and ensure that new shade structures do not impact on the key view of the buildings from the head of the wharf as per the existing Conditions of Planning Approval.

- 3. Air-conditioning General: The reticulation for new air-conditioning works should not be chased into original fabric. External units should not be visible from the public domain.**

Reason: this is to protect original and significant fabric.

- 4. Air-conditioning in Building P27: No structural elements of the floors are to be removed. The original floor boards removed for the installation of the floor vents are to be retained, documented and stored. They are to be removed in a way which makes future reinstatement possible.**

Reason: this is to mitigate loss of original fabric and ensure that the installation is reversible.

- 5. Air-conditioning in Building S7: The compressor unit for the air-conditioning in Building S7 should be relocated to the building under-croft to reduce the visual impact.**

Reason: this is to improve visual amenity.

- 6. Bathrooms General: The bathrooms should be made reversible and structurally independent of the historic fabric. Detailed drawings are to be submitted and approved by the Manager, Heritage Division.**

Reason: this is to ensure that the internal configuration of the buildings remains essentially intact and unaltered, to mitigate loss of original fabric and to ensure that the installation is reversible.



Heritage Council



of New South Wales

Level 6, 10 Valentine Avenue
Parramatta NSW 2150
Locked Bag 5020
Parramatta NSW 2124
DX 8225 PARRAMATTA

Telephone: 61 2 9873 8500
Facsimile: 61 2 9873 8599
heritagemailbox@environment.nsw.gov.au
www.heritage.nsw.gov.au

7. Bathrooms P2: The following changes must be made and drawings resubmitted to the Manager, Heritage Division for approval before commencement of works:

- changes are required so that ensuite 10c addresses Room 7 and not Room 3.
- changes are required so that Room 4 is served by the bathroom in Room 8
- the bathroom in room 9 is removed.

Reason: this is to ensure that the internal configuration of the building remains essentially intact and unaltered, to mitigate loss of original fabric and to ensure that the installation is reversible.

COMMENCEMENT OF WORKS

- 8. This approval shall be void if the activity to which it refers is not physically commenced within five years after the date of the approval or within the period of consent specified in any relevant development consent granted under the *Environmental Planning and Assessment Act 1979*, whichever occurs first.**

The above conditions have been imposed to ensure compatibility of the proposed work with the existing heritage qualities of the item and to ensure consistency with the *Environmental Planning and Assessment Act 1979*. Your attention is drawn to your right of appeal against this decision under the provisions of the *Heritage Act 1977*.

If you have any questions regarding the above matter please contact Nina Pollock at the Heritage Division, Office of Environment and Heritage, on (02) 9873 8520 or nina.pollock@environment.nsw.gov.au.

Yours sincerely

Rajeev Maini
Acting Manager, Conservation
Heritage Division
Office of Environment & Heritage
As Delegate of the Heritage Council of NSW
2 March 2017



Heritage Council

of New South Wales

Level 6, 10 Valentine Avenue
Parramatta NSW 2150
Locked Bag 5020
Parramatta NSW 2124
DX 8225 PARRAMATTA

Telephone: 61 2 9873 8500
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heritageemailbox@environment.nsw.gov.au
www.heritage.nsw.gov.au

1(a)+2.

Job ID No.: DOC16/413975
File: SF16/43780

Mr Max Player
Mawland Quarantine Station P/L
45 Hume Street
CROWS NEST NSW 2065

Via Email: mplayer@mawlandgroup.com.au

Dear Mr Player

**COMPLIANCE WITH CONSENT CONDITIONS
S60 APPROVAL UNDER THE HERITAGE ACT 1977**

RE: Shade umbrellas to the outdoor eating area near Building A6; air-conditioning for buildings A28/29, P5, P15, P27 and S7 and installation of ensuite bathrooms to buildings P1 and P2. **QUARANTINE STATION, SHR No 01003**
S60 No: 2016/S65A/45, approved on 2 March 2017.

Thank you for your letter and supporting documentation to satisfy Conditions of the Heritage Council's Approval for Application No. 2016/S65A/45, approved on 2 March 2017.

The following documents have been provided to satisfy the conditions of consent:

- Drawing SK01 A6 Shade Structure 14/3/17 P2
- Drawing A02 Ground floor plan 5/4/17 P2
- Drawing A03 Wall types and sections 5/4/17 P2
- Drawing A04 Typical details 5/4/17 P2

As delegate of the Heritage Council of NSW, I confirm that the above information sufficiently addresses the requirements of the following conditions:

Condition 1 Shade structures: The shade structure proposed to be located near A14-17 should not be visible from the wharf. A plan showing the exact location of the subject shade structure is to be submitted for approval by the Manager, Heritage Division prior to its installation.

Comment: Drawing SK01 documents that this condition has been fully addressed.

Condition 5 Bathrooms General: The bathrooms should be made reversible and structurally independent of the historic fabric. Detailed drawings are to be submitted and approved by the Manager, Heritage Division.

Comment: Drawings A02, A03 and A04 have been provided to show that this condition has been the basis of the detailed design for the area and it ensures that the internal configuration of the buildings remains essentially intact and unaltered.

Condition 6 Bathrooms P2: The following changes must be made and drawings resubmitted to the Manager, Heritage Division for approval before commencement of works:

- changes are required so that ensuite 10c addresses Room 7 and not Room 3.
- changes are required so that Room 4 is served by the proposed bathroom in Room eight
- the proposed bathroom in room 9 is deleted.

Comment: Drawings A02, A03 and A04 provide the detailed design which document that the changes requested have been fully addressed.

If you have any queries regarding the above matter, please contact Verena Mauldon, Heritage Assets Officer at the Heritage Division, Office of Environment & Heritage on (02) 98956512 or email verena.mauldon@environment.nsw.gov.au.

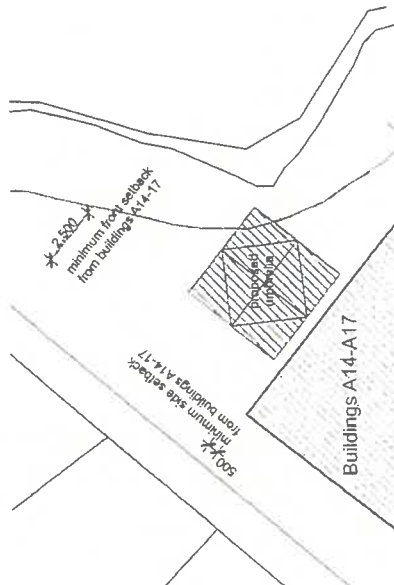
Yours sincerely



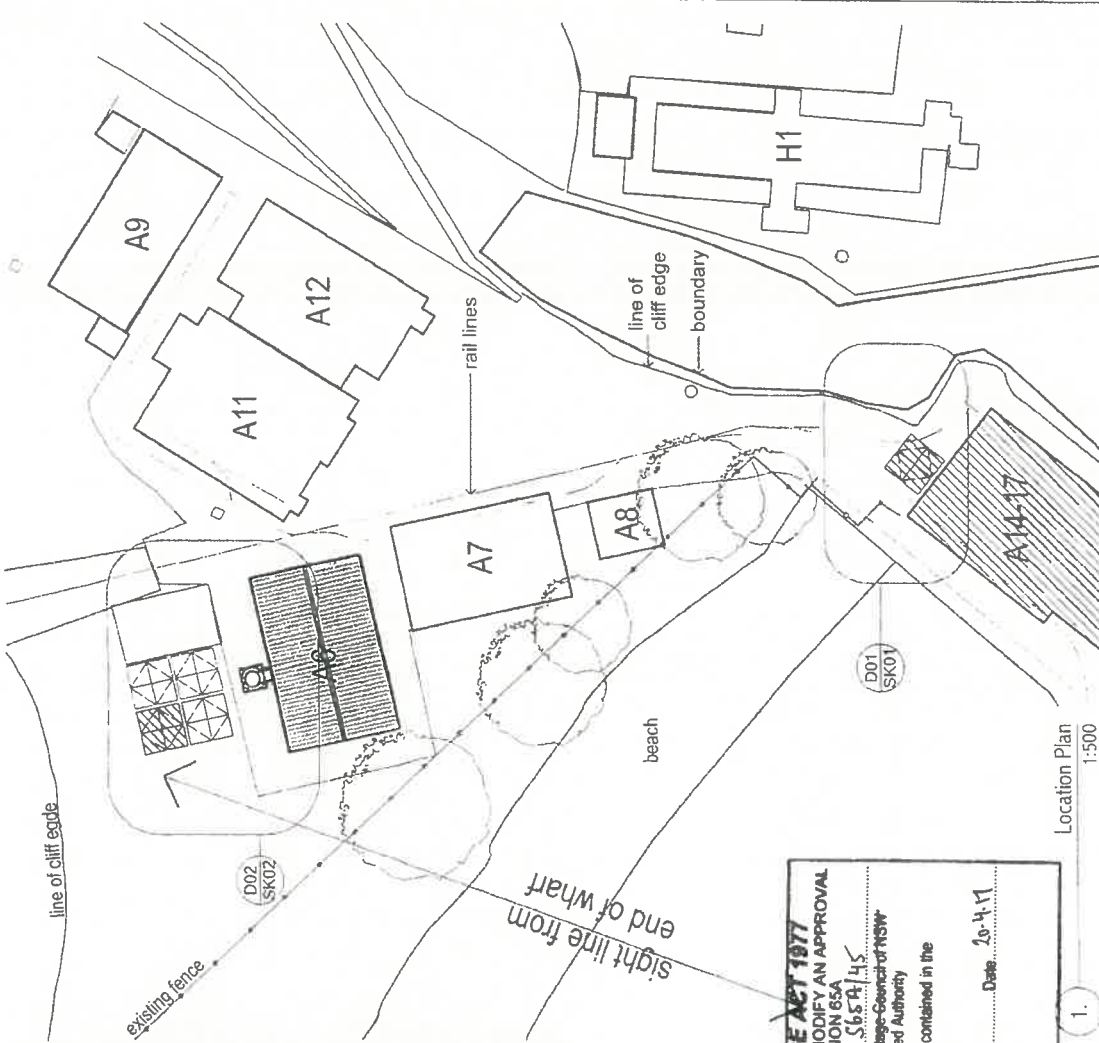
Dr Siobhan Lavelle OAM
Acting Manager, Conservation
Heritage Division
Office of Environment & Heritage
As Delegate of the Heritage Council of NSW
20 April 2017



2. Aerial Source : Six Viewer
1:5000



D01 Building A14-17
1:200



Location Plan
1:500

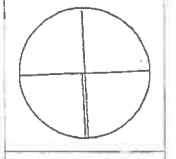
HERITAGE ACT 1977
APPLICATION TO MODIFY AN APPROVAL
SECTION 65A
 Application No. 2017/0657/15
 Approved By: the Heritage Council of NSW
 Delegated Authority
 subject to any conditions contained in the notice of determination.
 (for) DIRECTOR Date: 20-4-17
 Heritage Branch

Project No. 2-023
 Drawn by: HPE
 Author: PD
 Date: March 2017
 Scale: As shown
 Drawing No. SK01
 Issue: P2
 Plot Date: 14/3/17

Mawland Group
A6 Shade Structure
 1 North Head Scenic Drive
 Manly NSW 2095
 Drawing:
Cover Sheet

The builder shall check and verify all dimensions and verify all errors and omissions with the Architect. Do not scale the drawings. Drawings shall not be used for construction purposes until issued by the Architect for construction.

ISSUED BY	DATE	REVISION
JW	FD	
P2 (7.03.14) amended to comply with SES approval conditions		
P1 (xx.xx.xx) Issued for client review		
SS/DATE AMENDMENT		



AGN 65 074 633 015
 PO BOX 206
 PTY LTD BALMAIN NSW 2041
 ARCHITECTS TEL: 02 8510 5941
 HERITAGE CONSULTANTS FAX: 02 8510 5982

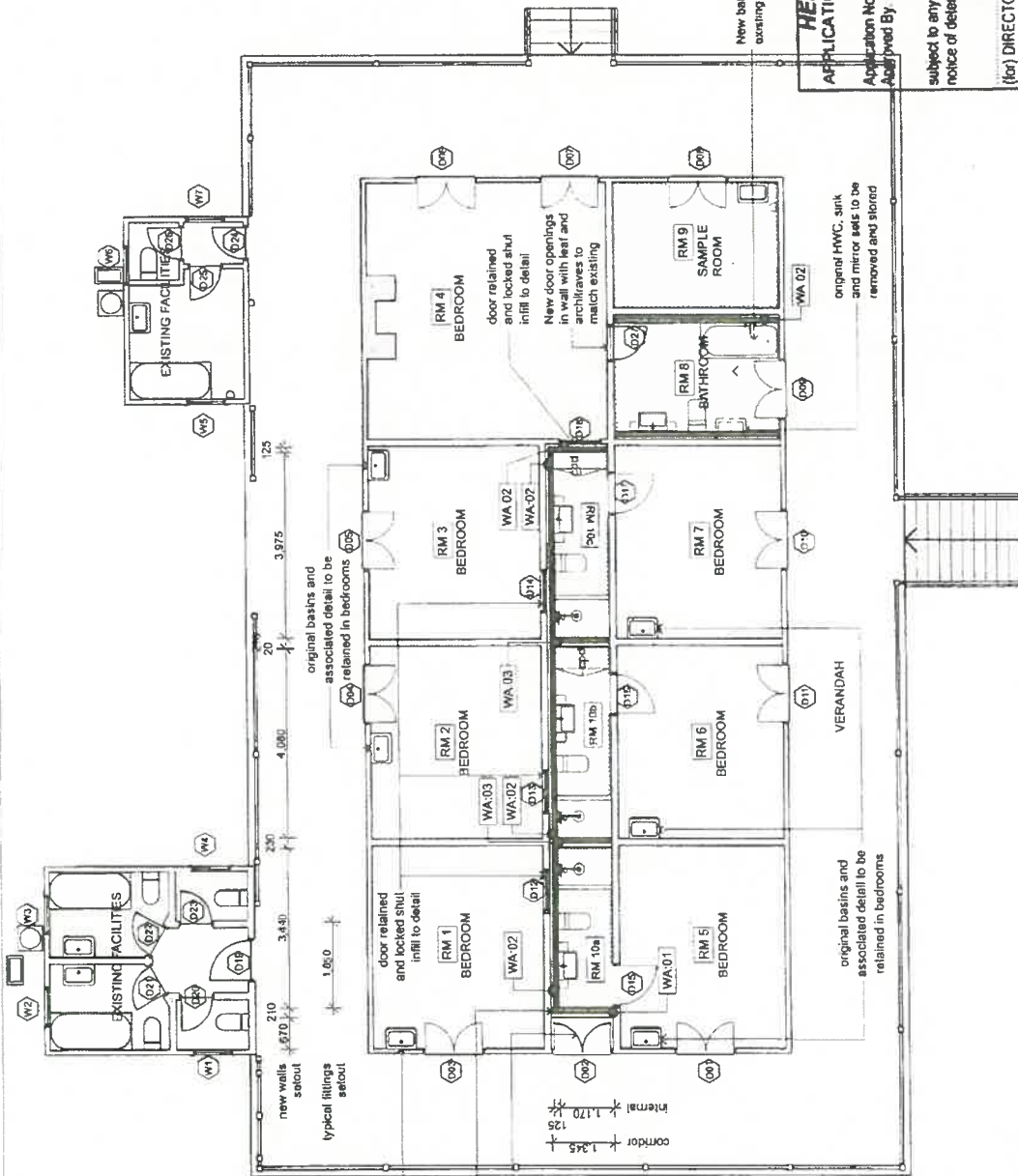


Legend

- existing walls
- exposed original timber boarding see DD1 on layout A04 for details
- new walls
- WA.01
- WA.02
- WA.03

General Notes:

1. fixtures and fillings in new bedrooms to match previous fitouts.
2. where timber boarding remains exposed in bathroom fitouts, allow to repaint in Dulux Wash&Wear + Plus Kitchen & Bathroom Low Sheen, or equivalent, in approved colour palette to match existing.
3. retain all existing door hardware and basins in bedrooms, original basins in proposed bedrooms are to be removed and stored
4. minimise fixings into original fabric



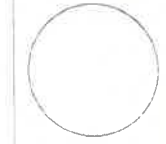
Ground Floor Plan
1:100

HERITAGE ACT 1977
APPLICATION TO MODIFY AN APPROVAL
SECTION 65A
 Application No. 2016/56671/45
 Approved By: The Heritage Council of NSW
 Delegated Authority
 subject to any conditions contained in the notice of determination
 Date: 20/4/17
 (for) DIRECTOR
 Heritage Branch

Mawland Group
Quarantine Station
 1 North Head Scenic Drive
 Manly NSW 2095
 Drawing:
 P2 Ground Floor Plan

The builder shall check and verify all dimensions and verify all errors and omissions with the Architect. Do not scale the drawings. Drawings shall not be used for construction purposes until issued by the Architect for construction.

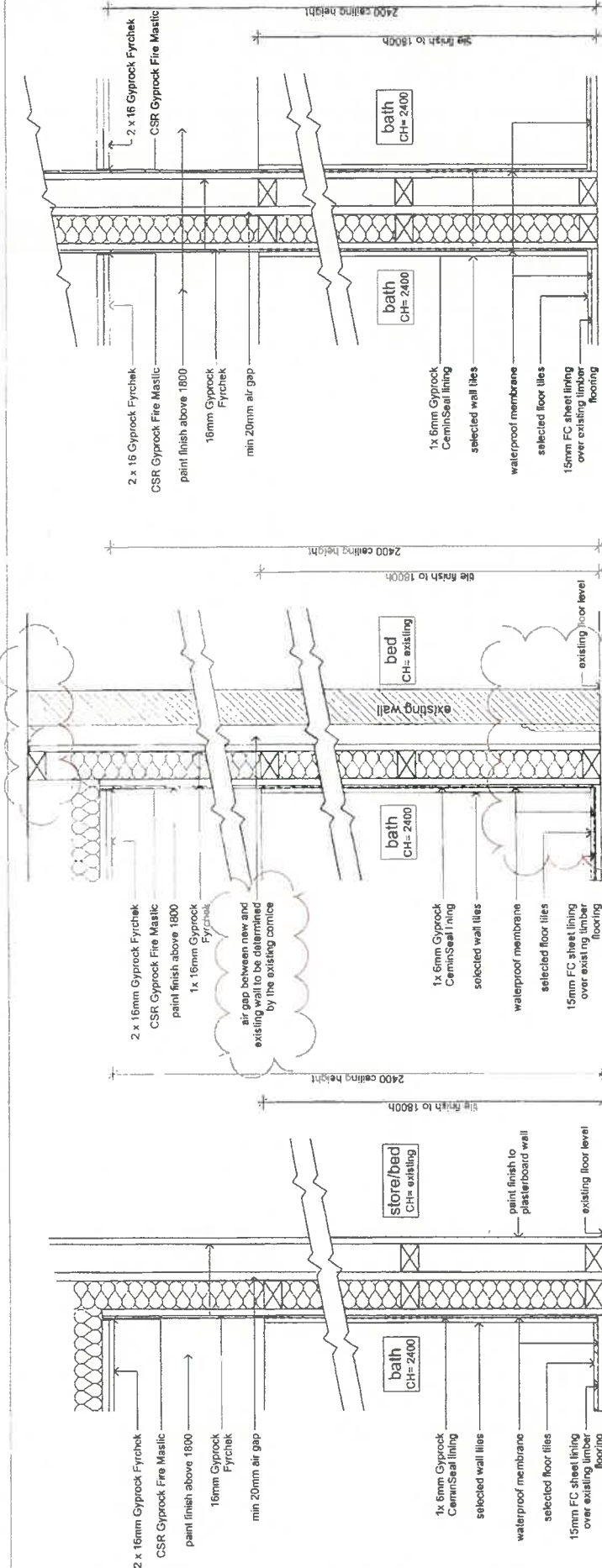
ISSUED BY	JW
DATE	27/07/16
PROJECT	P2 - RM 03.17
DESCRIPTION	amended to comply with 65A conditions
ISSUED FOR	client review
AMENDMENT	



Scale: 1:100

PAUL DAVIES
 ARCHITECTS
 HERITAGE CONSULTANTS
 PTY LTD

Project No. 2-023
 Drawn by: * Name/Int PD
 Author: PD
 Date: July 2016
 Scale: As shown
 Drawing No. A02
 Issue: P2
 P of Date: 5/4/17



01 Wall Type WA:01 1:10
 02 Wall Type WA:02 1:10
 03 Wall Type WA:03 1:10

the finish as selected

CSR 579
 R_w/R_{w+Ci} = 57/49
 FRL = 60/60/60
 16mm Gyprock Fyrtchek
 plasterboard
 20mm minimum cavity
 70mm Timber Stud (no infill)
 70mm Gyprock Fyrtchek
 Balts™ 1.5
 16mm Gyprock Fyrtchek
 plasterboard
 6mm Cemimiseal™ Wallboard
 Tile finish to 1800h. Paint finish above

CSR 579 Modified
 R_w/R_{w+Ci} = 57/49
 FRL = 60/60/60
 existing wall and associated linings
 20mm minimum cavity
 16mm Gyprock Fyrtchek
 plasterboard
 70mm Timber stud with 75 Gold Balts™ 1.5
 16mm Gyprock Fyrtchek
 plasterboard
 6mm Cemimiseal™ Wallboard
 Tile finish to 1800h. Paint finish above

CSR 681
 R_w/R_{w+Ci} = 60/52
 FRL = 60/60/60
 above
 Tile finish to 1800h. Paint finish above
 6mm Cemimiseal™ Wallboard
 16mm Gyprock Fyrtchek
 plasterboard
 (against studs)
 70mm Timber Stud (no infill)
 20mm minimum cavity
 70mm Timber stud with 75 Gold Balts™ 1.5
 16mm Gyprock Fyrtchek
 plasterboard
 (against studs)
 6mm Cemimiseal™ Wallboard
 Tile finish to 1800h. Paint finish above

HERITAGE ACT 1977
APPLICATION TO MODIFY AN APPROVAL
SECTION 65A
 Application No. 2016/1567/NSW
 Approved By: The Heritage Council of NSW
 subject to any conditions contained in the notice of determination.
 Delegated Authorised
 Date: 20.4.17
 (for) DIRECTOR
 Heritage Branch

preliminary

PAUL DAVIES ARCHITECTS
 HERITAGE CONSULTANTS
 PTY LTD

Mawland Group
Quarantine Station
 1 North Head Scenic Drive
 Manly NSW 2095
 Drawing:
 Wall Types and Sections

Project No. **2-023**
 Drawn by: *Name/Int PD
 Author:
 Date: July 2016
 Scale: As shown
 Drawing No. **A03** Issue: **P2**

The builder shall check and verify all dimensions and verify all errors and omissions with the Architect. Do not scale the drawings. Drawings shall not be used for construction purposes until issued by the Architect for construction.

DATE: 27/07/16
 DRAWN BY: CHEN TONG
 CHECKED BY: [Signature]
 ISSUED BY: [Signature]

Scale: 1:10
 0 10 20 30 40 50 60 70 80 90 100 mm

Plot Date: 5/4/17

APPENDIX C

1(b)

Suzanne Stanton

From: Suzanne Stanton
Sent: Thursday, 6 April 2017 5:39 PM
To: Carla Ganassin
Subject: Re: Quarantine Station- Modifications
Attachments: image001.png

Thanks Carla.

Suzanne Stanton
0419621126
Sent on the move...

On 6 Apr 2017, at 5:18 pm, Carla Ganassin <carla.ganassin@dpi.nsw.gov.au> wrote:

Hi Suzanne,

Yes, DPI Fisheries is satisfied with the proposed amendments as currently proposed with no additional boat movements.

Regards,

Carla Ganassin | Fisheries Manager | Aquatic Ecosystems Unit
NSW Department of Primary Industries | Fisheries NSW
Block E, Level 3, 84 Crown Street, Wollongong NSW 2500
SEND MAIL TO: Locked Bag 1 | Nelson Bay NSW 2315
T: 02 4222 8342 | F: 02 4225 9056 | E: carla.ganassin@dpi.nsw.gov.au
W: www.dpi.nsw.gov.au

Conserve, Share, Provide

PERMIT APPLICATION FORMS & FISH HABITAT PROTECTION POLICIES AT:
www.dpi.nsw.gov.au/fisheries/habitat/protecting-habitats/toolkit
EMAIL COMPLETED APPLICATIONS TO: ahp.central@dpi.nsw.gov.au
APPLICATION PROCESSING TIMES (from date received): 28 days for Permits & Consultations; 40 days for IDA Referrals

On 6 April 2017 at 09:45, Suzanne Stanton <sstanton@mawlandgroup.com.au> wrote:

Dear Carla

Thank you for your call today and your interest in this matter.

I confirm that Mawland believes that the proposed modification of Quarantine Station Condition of Approval 120 to provide for the lifting of the site visitor capacity from 450 to 600 for peak periods of 6 hours on up to 20 occasions per year will not require additional ferry or boating movements to the site. The Harbour Hopper has significant unused capacity in each current arrival which we anticipate will be taken up on these occasions.

Further we have undertaken to Planning and NPWS to submit procedures prior to each event to manage monitoring of visitation.

APPENDIX D

1(c).

Suzanne Stanton

From: PAVLICH David J <David.Pavlich@rms.nsw.gov.au>
Sent: Monday, 3 July 2017 10:49 AM
To: Stuart Schramm; Suzanne Stanton; CHANDRAWANSA Indeewa; INBERG Gary M
Cc: Max Player; Cherie Pittman; Michael Wright
Subject: RMS comment on QStation Modifications of Conditions of Approval URGENT
Attachments: Wharf Report/Modifications QStation Manly; Wharf Report/Modifications QStation Manly

Hi Stuart,

I have forwarded to the relevant team for review the attached (received last week) being a response from your subtenant addressing some concerns raised by RMS' wharf inspection conducted 9 months ago. From a land owner's perspective RMS has no objection to the proposed placement of a shade structure/umbrella in the wharf precinct adjoining RMS maritime property and notes that additional ferry or boating movements to the wharf leased to National Parks and Wildlife until 2050 are not forecast or anticipated as an outcome of the proposed modifications.

#

Regards
David Pavlich
A/Senior Manager
Commercial Tenure and Development
D 8843 3173 M 0404169890
www.rms.nsw.gov.au

Every Journey Matters

Roads and Maritime Services
27-31 Argyle Street, Parramatta.
NSW, 2150
PO Box 973. Parramatta CBD, NSW. 2124

From: Stuart Schramm [mailto:Stuart.Schramm@environment.nsw.gov.au]
Sent: Tuesday, 27 June 2017 3:42 PM
To: Suzanne Stanton; David Pavlich
Cc: Max Player; Cherie Pittman; Michael Wright
Subject: RE: QStation Modifications of Conditions of Approval URGENT

Hi Dave

I owe you a phone call – sorry.

Will hope to call tomorrow.

Thanks

SS



Stuart Schramm
Director, Property and Commercial
NSW National Parks and Wildlife Service

59-61 Goulburn St SYDNEY 2000
T 02 9585 6308
W nationalparks.nsw.gov.au

Administration and Information Officer – Rachael Solomon Tel: (02) 9995 6499

APPENDIX E

(d)

Suzanne Stanton

From: Peter Hay <Peter.Hay@environment.nsw.gov.au>
Sent: Monday, 3 July 2017 4:12 PM
To: Suzanne Stanton
Cc: Deon Rensburg; Stuart Schramm; Ben Khan
Subject: FW: QS Modifications- Shade Structure-threatened species issue /Visitor Capacity

Hello Suzanne,

As discussed, here is the note from Nicholas Carlisle. Nicholas is satisfied that the proposed placement of the 2 umbrellas will not present an issue for Little Penguin management in this precinct.

Regards,

Peter



Peter Hay
Executive Officer
Greater Sydney Branch
NSW National Parks & Wildlife Service
W nationalparks.nsw.gov.au

Bobbin Head, PO Box 3031, ASQUITH, 2077.
P 94728940
M 0417 249 751
E peter.hay@environment.nsw.gov.au

From: Nicholas Carlile
Sent: Monday, 3 July 2017 3:43 PM
To: Peter Hay <Peter.Hay@environment.nsw.gov.au>
Subject: RE: QS Modifications- Shade Structure-threatened species issue /Visitor Capacity

G'day Peter,

I have reviewed all the documentation for both the new Shade Structure alongside the Boiler House and the replacement of the existing shelter on the southeast side of the Wharf Cafe.

I can see that neither structure will provide an issue for breeding Little Penguins within this precinct.

If you wish to discuss this further, please do not hesitate in contacting me.

Cheers

Nicholas

Nicholas Carlile

Acting Principal Scientist

Conservation Science Team
Ecosystem Management Science
Science Division
Office of Environment & Heritage
NSW Dept. of Premier & Cabinet
43 Bridge Street Hurstville NSW 2220 Australia
(P.O. Box 1967 Hurstville NSW 2220 Australia)

Adjunct Senior Researcher, Institute for Marine and Antarctic Studies, University of Tasmania
World Seabird Union – Vice Chair

PH: +61 2 95856554
FAX: +61 2 95856606
MOB: +61 (0)419 909707

From: Peter Hay
Sent: Monday, 3 July 2017 11:23 AM
To: Nicholas Carlile <Nicholas.Carlile@environment.nsw.gov.au>
Cc: Ben Khan <Ben.Khan@environment.nsw.gov.au>
Subject: FW: QS Modifications- Shade Structure-threatened species issue /Visitor Capacity

Hi Nicholas,

As discussed, please see proposals by MQS for your comment:

1. A proposal to place a fourth umbrella to create a square (with the existing 3) adjacent to the Boilerhouse Restaurant (A6) . Noting that the Blueberry Ash have now made an effective barrier to the penguin nest sites near the cliffs, along with the existing fence.
2. A proposal to replace the existing umbrella behind (SE side) of Wharf Café Building (A14) with a larger version.

Can you please provide comment on acceptability of 1 and 2 in relation to any potential effects on Little Penguins in this vicinity.

Regards,

Peter



Peter Hay
Executive Officer, Metro Branch
NSW National Parks and Wildlife Service
W nationalparks.nsw.gov.au

Bobbin Head Office, PO Box 3031, ASQUITH,
2077.
P 94728940 M 0417 249 751
E peter.hay@environment.nsw.gov.au

From: Suzanne Stanton [<mailto:ssanton@mawlandgroup.com.au>]
Sent: Thursday, 22 June 2017 11:20 AM
To: Peter Hay <Peter.Hay@environment.nsw.gov.au>
Subject: FW: QS Modifications- Shade Structure-threatened species issue /Visitor Capacity

From: Suzanne Stanton
Sent: Friday, 7 April 2017 10:15 AM
To: Stuart Schramm
Cc: Cherie Pittman; mplayer@mawlandgroup.com.au
Subject: QS Modifications- Shade Structure-threatened species issue /Visitor Capacity

Dear Stuart and Cherie
Confirming I have commissioned the Traffic Study requested by Planning to support the Visitor Capacity Increase.

At our last meeting with Planning, even though Heritage has signed off on the shade structures, they suggested that Planning would like to receive a formal signoff from NPWS that the shade structures (umbrella near Boilerhouse and near Museum) are acceptable to NPWS Threatened Species. They have not made this request formally at this stage.

Attached is the collection of info re the Shade Structures from the original Modification Application, including Paul Davies Comments. Also attached is Heritage's approval re the Shade structures and the amended plan which satisfies Heritage's request on page 2.

You will recall that NPWS supported the shade structures in letter of 25/09/14 from Michael Wright to Chris Ritchie at Planning.

Is it possible to have NPWS Threatened Species confirm their position on the shade structures in a simple letter?

I am away for two weeks, but Max is available by phone.

Many thanks

S

Suzanne Stanton
Director/ Corporate Counsel
02 9437 0277
0419 621 126
sstanton@mawlandgroup.com.au



The Mawland Group
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 We support the Friends of Sala Bai
www.friendsofsalabai.com.au



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If you are not the intended recipient, please notify the sender and then delete it immediately. Any views expressed in this email are those of the individual sender except where the sender expressly and with authority states them to be the views of the NSW Office of Environment and Heritage.

PLEASE CONSIDER THE ENVIRONMENT BEFORE PRINTING THIS EMAIL

Suzanne Stanton

From: Peter Hay <Peter.Hay@environment.nsw.gov.au>
Sent: Friday, 28 July 2017 9:25 AM
To: Suzanne Stanton; Max Player; Stuart Schramm
Subject: PENGUINS MUSIC QStation - Modifications- Answers to Submissions

Peter Hay
NPWS Metropolitan Branch - mobile 0417 249 751 office 94728940

Begin forwarded message:

From: Nicholas Carlile <Nicholas.Carlile@environment.nsw.gov.au>
Date: 26 July 2017 at 4:10:46 pm AEST
To: Peter Hay <Peter.Hay@environment.nsw.gov.au>
Cc: Lisa O'Neill <lisaoneill@westnet.com.au>
Subject: **FW: QStation - Modifications- Answers to Submissions**

G'day Peter,

Both Lisa and I have reviewed the information provided by Suzanne Stanton and agree that amplified music during daylight hours would not impact the Little Penguins breeding at the Pump House. Similarly, amplified addressing of groups at the Open Days would also be of little impact.

During daylight hours all penguins ashore are within their burrows or boxes and are little impacted by noise. This would not be the case at night when birds landing and approaching their nesting sites or investigating sites for breeding may well be delayed or 'put off' by sudden increases in volume of 'background sound' afforded by amplification of music or speech.

I hope this is sufficient for your deliberations.

Please feel free to call me if you wish to discuss further.

Cheers

Nicholas

Nicholas Carlile

Acting Principal Scientist

Conservation Science Team
Ecosystem Management Science
Science Division
Office of Environment & Heritage
NSW Dept. of Premier & Cabinet
43 Bridge Street Hurstville NSW 2220 Australia
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APPENDIX F

Q Station

Provision of Additional Umbrella Shade Structures

Paul Davies Pty Ltd

February 2015

Background

A modification request is being prepared for works at the Q Station and one of the modifications being sought is the provision of several additional shade structures in public areas. The public seating and dining areas around the Wharf Precinct are exposed to sun and hot and difficult to use in warm weather, particularly with the ever increasing focus on minimizing impacts of sun on patrons.

Approval has been given to erect three large fixed umbrellas adjacent to A6 and they have worked well without any visual impacts. Other smaller umbrellas have been used both in this location and adjacent to A14 again to provide shade for patrons.

This analysis supports the addition of fixed umbrellas in preference to providing smaller umbrellas that are harder to manage.

However, in summer it would be reasonable to have small beach type umbrellas available for use on the lawn and beach areas for the use of guests. These would not be fixed or permanent but would be used by guests by screwing them into the sand (as beach umbrellas are intended) and would come and go.

The following photos, drawings and analysis discusses any visual impacts of locating elements.

We conclude that the locations selected provide for good sun protection without impacting any heritage values or consent conditions.

Seating area outside A6

The paved area adjacent to A6 accommodates most of the external dining in the precinct. It is to the side of the building and well back from the waterfront. There are presently three 4.5 metre square umbrellas installed (with approval) and the proposal is to provide one additional umbrella to match the existing ones. It would be located to complete a 9 x 9 metre covered area.

The location for the new umbrella has little if any visual impact and creates a significant additional shaded area.

The attached drawings and photos are annotated to provide commentary.

There is no accurate overall site plan, consequently the drawings, while measured on site, do not precisely reflect the interrelationship of the wharf and seating areas. The sketches however, with the photos give an excellent indication of any possible impacts that may arise from site selection.

Possible Impacts

- 1 Physical
There is no physical impact from fixing the umbrella, it simply bolts to the new ground finish. It can be removed with ease at any time.
- 2 Penguins
There is no additional impact on penguins as the area already contains seating and has umbrellas both fixed and moveable.
- 3 Visual
There is no visual impact when viewed from around A6. The existing umbrellas sit comfortably in the area and the new location is behind them. There will be no increase in density of what is seen.

There is no visual impact when viewed from the beach in alignment with the wharf area. The umbrella is out of the view line or if it is seen it would only just be seen. As a visitor moves along the beach the umbrellas can be seen behind and set back from the building, the additional umbrella will add slightly to this but when seen square on there will be no change in what is now seen.
- 4 The view from the wharf will not change. The corner of the seating area (not under the umbrellas) can be seen from the very end of the wharf but is out of view within a couple of metres of moving towards land.
Ferries unload at either the end of the wharf or on the northern side. Passengers disembarking will not be aware of the umbrellas, however if the ferry swings across the bay a distant view will allow umbrellas to be seen behind the building. This view already exists.
A large pine located at the end of A6 effectively removes any view of the building and the seating area.

Conclusion

We conclude that there is no adverse impact from providing an additional umbrella in this location.

It should match the existing umbrellas, be off white and not contain advertising.

The random use of umbrellas on the lawn or beach is also appropriate, these should also be off white and unbranded. They should not be fixed and would need to be available for use on request rather than provided each day.

APPENDIX G



9 February 2015

Mr Michael Chilcott
Director
Linchpin Environmental Pty Ltd
PO Box 598
LANE COVE NSW 1595

North Head Quarantine Station Modification – Potential Impacts on Little Penguins
Our Ref: Matter 19518

Background

Biosis Pty Ltd. was engaged to undertake a desktop evaluation of the potential impacts of anthropogenic noise, specifically amplified music, on Little Penguins *Eudyptula minor* at the North Head Quarantine Station, Manly, New South Wales. The North Head Quarantine Station site is located within the Manly Local Government Area and partly within and adjacent to the Sydney Harbour National Park.

In 2006, the former Quarantine Station site was adapted and re-developed into a cultural tourism venue which included the establishment of a visitor centre, museum, restaurants, accommodation and function and conference spaces. The adaptive re-use of the Quarantine Station site has been undertaken in accordance with Conditions of Planning Approval (CoPA), including Condition 201, which establishes the basis for the management of amplified music at the site. Specifically, Condition 201 states that there should be no amplified music in outdoor areas. The proponent is seeking a modification to Condition 201 such that amplified ambient dining music is permitted within outdoor dining areas. In order to process the request for modification to Condition 201, the NSW Department of Planning and Environment have issued the Secretary's Environmental Assessment Requirements (SEARs) which request further information about the potential impacts of noise on Little Penguins.

Specifically, the proponent has advised that any amplified music permitted in outdoor dining areas would be limited to daytime hours only (9am to 5pm), and would be limited to a noise level of LAeq 50dB (A) as measured up to the limit of the outdoor dining area. This limit is in line with accepted noise limits for outdoor amplified music in most small settings, and is consistent with the current limits for indoor music under the Q Station CoPA.

The population of Little Penguins located at North Sydney Harbour is the only known breeding population of Little Penguins on mainland NSW. In 1997, the population was declared an Endangered Population under Schedule 1 of the *Threatened Species Conservation Act 1995* (TSC Act). Critical Habitat for the population has also been declared under the TSC Act around Manly Point and from Cannae Beach to the eastern side of Little Manly Point (NPWS 2002). A recovery plan has been prepared for the population, which documents known threats and management objectives (NPWS 2000). During the 2013-2014 breeding season, a total of 20 active burrows and 16 breeding pairs of Little Penguins were recorded between Cannae Point and the southern end of Store Beach (OEH, unpubl. data 2015). Penguin breeding burrows occur at least 15 metres from the Q

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Station restaurant building and 3-4 metres from the enclosed outdoor eating area on Quarantine Beach (M. Chilcott, Linchpin Environmental, pers. comm. 2015).

This investigation uses two approaches to inform an evaluation of potential impacts of noise on the endangered population of Little Penguins at Manly:

- Undertake a literature review of the potential impacts of noise on fauna
- Undertake a review to determine what impacts noise may be having on other populations of Little Penguins

Methods

In order to locate journal articles and other scientific literature addressing the impacts of noise on wildlife, particularly penguins and other nesting seabirds, relevant keyword searches were undertaken of a number of online databases and e-journals including:

- Science Direct <http://www.sciencedirect.com/>
- CSIRO Publishing journals <http://www.publish.csiro.au/nid/17.htm>
- Google Scholar <http://scholar.google.com.au/>

In addition, Zoe Hogg, St Kilda Penguin Research Team Leader, was consulted on 12 January 2015 to obtain specific information about an urban population of Little Penguins where anthropogenic noise is present as a potential impact.

The literature search and consultation undertaken was not intended to be an exhaustive search of all relevant literature, rather it was intended to provide a brief background and context for the current study. It is therefore likely that a number of relevant studies were not identified, however this is not believed to be a factor influencing the findings presented in this letter.

Results

Literature review

There are a number of studies that address the impact of anthropogenic noise on wildlife, however the majority of literature addresses chronic noise associated with air traffic, road traffic or resource extraction. No studies were found that specifically addressed the potential impacts of amplified music on wildlife. The literature highlights a number of issues with quantifying the impacts of noise on wildlife. In general, literature on noise disturbance does not, or has been unable to isolate noise from other potential sources of disturbance, therefore the independent contribution of noise as a disturbance force remains largely ambiguous (Barber *et al.* 2009). In many studies, noise is directly linked to an associated visual disturbance source such as overflying aircraft (e.g. Hughes 2008), vehicle traffic or humans on foot. In this case, it is very difficult to isolate the auditory component, particularly when attempting to measure the response of wild populations where controlling for confounding variables is inherently challenging (Barber *et al.* 2009).

Despite the inherent issues with isolating noise as an independent disturbance force, a range of impacts have been observed in wildlife exposed to artificially elevated noise levels. Exposure to chronic noise caused by air or road traffic has been attributed to significant behavioural changes in species that use vocalisations to communicate with conspecifics. For example, changes in the frequency and amplitude of vocalisations have

been recorded in some species that are exposed to elevated noise levels (e.g. Brumm 2004). Calling frogs have also been found to reduce or cease their calling activity altogether when exposed to elevated noise levels (e.g. Lengagne 2007). These changes in calling behaviour can impact on pairing success and social group structure, and therefore breeding success (Habib et al. 2007).

By impacting on the ability of individuals to perceive other sounds in their environment, chronic noise exposure can also impact on predator and prey detection, and therefore result in reduced body condition, reduced breeding success and increased predation rates (Barber *et al.* 2009; Warren *et al.* 2006). It must be noted that all of these studies address chronic noise that is significantly louder than the amplified music proposed for North head Quarantine Station.

Observations from some other Little Penguin populations

Little Penguins are a highly vocal colonial nesting species and are known to use vocalisations in territorial disputes, to locate chicks and partners and as contact calls whilst foraging in groups at sea. Studies have demonstrated that Little Penguins are also capable of individual call recognition (Waas 2006). The species therefore has the potential to be impacted by any excessive noise that masks their vocalisations or impacts on their ability to hear the vocalisations of conspecifics.

Within their distribution, a number of Little Penguin breeding colonies in Australia and New Zealand are the focus of tourism attractions or are located in urbanised areas, where anthropogenic noise is a possible disturbance factor. A Little Penguin colony located on the Summerland Peninsula, Phillip Island, Victoria, is home to an estimated 32,000 breeding Little Penguins and is also the focus of a major tourism operation that attracts over 500,000 visitors each year (<http://www.penguins.org.au/attractions/penguin-parade/>). A previous analysis of breeding data has demonstrated that rates of breeding productivity and recruitment of Little Penguins nesting within the tourist areas, and therefore exposed to human visitation, artificial lighting and increased background noise, are not significantly different to rates observed in areas with no public access (Dann 1992).

Another example of a Little Penguin population directly exposed to human disturbance is the breeding colony located in St Kilda, approximately 5 km south of the Melbourne CBD. Little Penguins at the St Kilda colony nest between large boulders that form the artificially constructed breakwater located at the end of St Kilda pier. Penguins were first recorded breeding on the breakwater in 1974 and now the breakwater is currently estimated to support approximately 1200 adult penguins (Z. Hogg, Earthcare St Kilda, pers. comm. 2015). The surrounding area is highly urbanised and exposed to a number of associated sources of disturbance including human visitation, domestic dogs, artificial lighting, boat traffic, litter and noise. A major source of noise at the site is the St Kilda Kiosk and Little Blue Restaurant, both located within the historic St Kilda Kiosk building at the entrance to the breakwater. Since approximately 2006, the building has featured a large outdoor dining space and has broadcasted amplified music, particularly on Saturday nights when bands and DJs occasionally perform at the venue (Manager, Little Blue Restaurant, pers. comm. 2015). Little Penguins have been recorded nesting within 2 metres of the St Kilda Kiosk building (Z. Hogg, Earthcare St Kilda, pers. comm. 2015). Recent anecdotal evidence also suggests that the density of penguin burrows remains consistent across the entire length of the breakwater, therefore proximity to the St Kilda Kiosk and associated noise appears to be having little, if any, impact on the St Kilda penguins (Z. Hogg, Earthcare St Kilda, pers. comm. 2015).

Despite their urban setting and exposure to numerous sources of anthropogenic disturbance, Little Penguins from the St Kilda population have consistently exhibited higher breeding success and higher body mass than penguins from the Phillip Island population, which is believed to be largely due to the presence of a local and reliable food source in Port Phillip Bay (Earthcare St Kilda, unpubl. data; Z. Hogg, Earthcare St Kilda, pers.

comm. 2015). Exposure to anthropogenic noise is therefore likely to be a negligible factor affecting population dynamics and body condition compared to other major documented factors such as prey availability, predation, climatic conditions, litter entanglement and oil spill events. These observations are consistent with studies from other penguin populations that have demonstrated that environmental factors such as prey availability exert greater effects than human disturbance (e.g. Carlini *et al.* 2007).

Conclusion and Recommendations

Based on the literature review, observations from other Little Penguin populations and from the absence of any observed effects resulting from the current operation of the Quarantine Station, it is considered unlikely that the proposed introduction of amplified music will result in any adverse impacts on Little Penguins. The key factors taken into consideration for this determination include:

- The amplified ambient dining music is unlikely to significantly exceed existing background noise at the Quarantine Station site.
- Little Penguins are known to nest and breed successfully within close proximity to outdoor dining and amplified music at the St Kilda breeding colony.
- Amplified music is only proposed to be broadcast between 9am and 5pm. Little Penguins are least active at terrestrial burrows during daylight hours.

While impacts to Little Penguins are considered unlikely, the potential for impacts to occur should still be addressed within an adaptive management framework for the North Head Quarantine Station, where appropriate monitoring requirements are outlined and specific thresholds that trigger the need for a management response are included. If the introduction of amplified music in outdoor dining areas is identified to be impacting on adjacent nesting Little Penguins using an adaptive management system, appropriate responses could include:

- Installation of temporary or permanent acoustic sound barriers.
- Cessation of broadcasting amplified music in outdoor dining areas during the Little Penguin breeding season (generally between late August and February, but highly variable).
- Reduce the volume and duration of amplified music during the Little Penguin breeding season.

Based on the findings presented in this letter and the presence of a monitoring program and adaptive management system, it is considered unlikely that the proposed modification to Condition 201 (introduction of limited amplified music) will result in any adverse impacts on Little Penguins at the North Head Quarantine Station.

Please contact me if you have any further enquiries.

Yours sincerely,



Clare McCutcheon

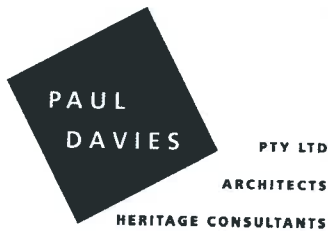
Consultant Zoologist

0417 135 517

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APPENDIX H



21 April 2016

Department of Planning and Environment
Modifications Area
23-33 Bridge Street
Sydney NSW 2000

Attention: To Whom it May Concern

Dear Sir/Madam

Re: Quarantine Station Modifications Conditions Building P1, P2 and P9

I refer to the request to provide details of the proposed changes to the layout of Building P9. I note that proposed changes to P1 and P2 have been detailed and form the basis of part of the current modification proposal. P9 does not form part of the current proposal.

P9, when built was similar to P1 in that it had a central corridor with rooms on either side, and a lounge at the end. During the 1960s aviation phase upgrade, the building was significantly altered removing the corridor.

Works to P9 formed part of the original consent and were undertaken in accordance with the approvals. There are no works proposed to P9 as part of the modification proposal.

The original consent was in error in including P9 as a corridored building. While it was corridored in its early iteration, as it was removed and the period in which it was removed was significant, the reinstatement of a corridor was not possible under the DACMP. The earlier more general CMP did not address issues in any detail or consistency and cannot be relied on for advice on such matters.

Consequently the request to address Building P9 appears to be in error as no works are proposed, the DACMP is clear on what may take place and the buildings are conserved, adapted and functional in accordance with the consents issued and the DACMP conditions.

We recommend that the error in the request be corrected or that it is acknowledged that the condition is not valid in relation Building P9.

If future works were to be proposed to P9 (this is not anticipated) they would be assessed against the DACMP and the various conditions of consent that exist.

Please do not hesitate to contact me if any further clarification is required.

Yours Sincerely,

Paul Davies

Project Director

APPENDIX I

Reference: #N126510

21 June 2017

The Mawland Group
45 Hume Street
CROWS NEST NSW 2065

Attention: Ms Suzanne Stanton (Director)

Dear Suzanne

RE: Q STATION TRANSPORT IMPACT ASSESSMENT

Q Station and its Operation

Q Station Sydney Harbour National Park Manly Hotel (Q Station) is one of Australia's significant heritage and environmental landmarks preserved within Sydney Harbour National Park.

Situated on the eastern side of Sydney Harbour National Park, the site provides accommodation and meeting rooms as well as function halls to facilitate business conferences and weddings.

Q Station also acts as a tourist site, providing activities including:

- o swim and snorkel at quarantine beach
- o kayaking and stand up paddle boarding
- o bushwalking
- o Sydney coast walks
- o history, ghost and paranormal tours
- o national park tours and experiences
- o diving
- o whale watching
- o harbourside dining.

Condition 120 of the Conditions of Planning Approval (CoPA) for the Q Station project stated the following conditions for the first three years after the commencement date:

- i The visitor capacity for the site shall be a maximum of 450 people (including staff) on site at any one time
- ii The optimum visitor capacity shall be up to 315 people (including staff) on site at any one time. The co-proponents shall take all responsible steps to ensure that the optimum visitor capacity (or less) is met for a majority of the time during which the site is publicly accessible).

Q Station has now been operating for 10 years and is now proposing to amend the CoPA to allow for up to 600 people on site (including staff) for a period of six hours for pre-planned events.

This letter report looks at identifying the traffic implications of such an increase and provides recommendations to mitigate the associated impacts.

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Site Location

Q Station is located off North Head Scenic Drive, Manly and covers an area of approximate 30 hectares. Access to the site is primarily from North Head Scenic Drive where visitors can either use the on-site car park or use the bus service located immediately outside the car park entrance. The secondary access is from Q Station Wharf, which services the Sydney Harbour Eco Hopper. No driving is permitted on-site by visitors as a self-imposed condition by Q Station to increase safety and protect the surrounding wildlife and as such, a shuttle bus is available at reception to transport visitors to various location in the Q Station Precinct.

Q Station and its surrounding environs is illustrated in Figure 1.

Figure 1: Site location and its surrounding environs



Source: Sydway

North Head Scenic Drive is classified as a local road and acts as a connection between Manly Beach to the north and North Head to the south. It is a two-way road with one lane in each direction set within an approximately nine-metre wide carriageway. No stopping is permitted on either side of the road with exception of the bus service. There are no formal footpaths provided along either side of the road however tourists frequently walk along the sides of the road to access surrounding destinations such as the lookouts at North Head.

North Head Scenic Drive is shown in Figure 2 and Figure 3.

Figure 2: North Head Scenic Drive (looking north)



Figure 3: North Head Scenic Drive (looking south)



Public Transport

There is limited public transport servicing the site. The closest bus stop is located directly outside reception at the top of the site while the Q Station Wharf is located at the bottom of the site.

A summary of the public transport services in the area is shown in Table 1 while the local bus network is illustrated in Figure 4.

Table 1: Public transport providing services to Q Station

Type	Route number	Description	Frequency (peak hour/ off-peak/ weekend)
Bus	135	Warringah Mall and Manly to Q Station	30 mins/ hourly/ hourly
Ferry	Sydney Harbour Eco Hopper	Darling Harbour Aquarium Wharf to Q Station	Approximately 70 mins everyday

Figure 4: Manly bus network map



Source: http://www.svdnbus.info/routes/15326_STA_region_web_map_north_20161207.pdf accessed 24 May 2017

Existing Operation

GTA commissioned traffic surveys on Saturday 27 May 2017, a day when the site was anticipated to be operating close to capacity, between 7am and 7pm at the following locations:

- Car park entry off North Head Scenic Drive
- Q Station Wharf.

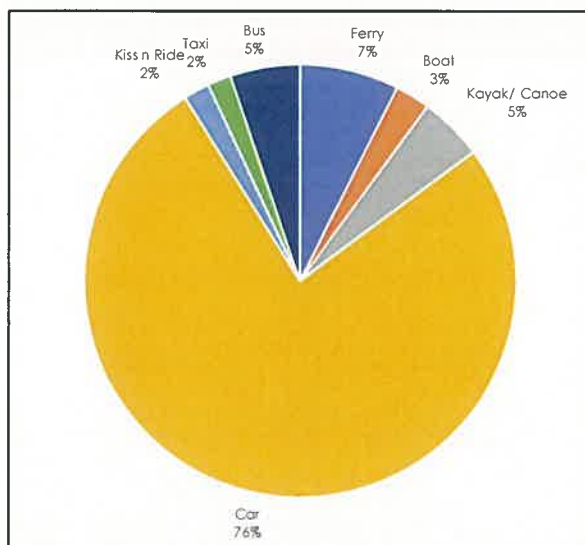
This day coincided with the Taste of Manly festival where the Manly area experiences an increase in visitors and tourists, leading to Q Station seeing an increase in bookings. The weather was also clear, likely to increase the number of visitors and tourists to places such as Q Station that utilise the outdoors.

These surveys captured the number of people on site throughout the day, while also showing how these people were travelling to the site. The results are shown in Figure 5 and Figure 6.

Figure 5: Number of people on-site on 27 May 2017



Figure 6: Mode distribution of how people travel to Q Station



As indicated in Figure 5 and Figure 6, Q Station experienced a maximum of 276 people (including staff) on site during the survey period. This peak occurred between 3pm and 5pm and is below the requirement of a maximum of 450 people while also being lower than the optimum visitor capacity of 315 people. The primary mode of transport to the site is by private vehicle with over 75 per cent of people travelling by car.

The demand for the car park at the top of the site was also observed with results shown in Figure 7.

Figure 7: Car park demand on 27 May 2017



Figure 7 indicates that the car park reached a peak occupancy of approximately 80 per cent capacity with a minimum of 21 spaces still available. This peak was observed to occur in the afternoon/ evening, possibly corresponding to the ghost tours that the site offers, which start from

7pm. Due to Q Station currently not charging for car parking unlike the surrounding Manly/ North Head area, there were cases where tourists were found to park in the car park before walking up North Head Scenic Drive to the North Head lookouts and other surrounding tourist destinations. As a result, Figure 7 not only represents the traffic generation caused by Q Station, but also the surrounding tourist areas.

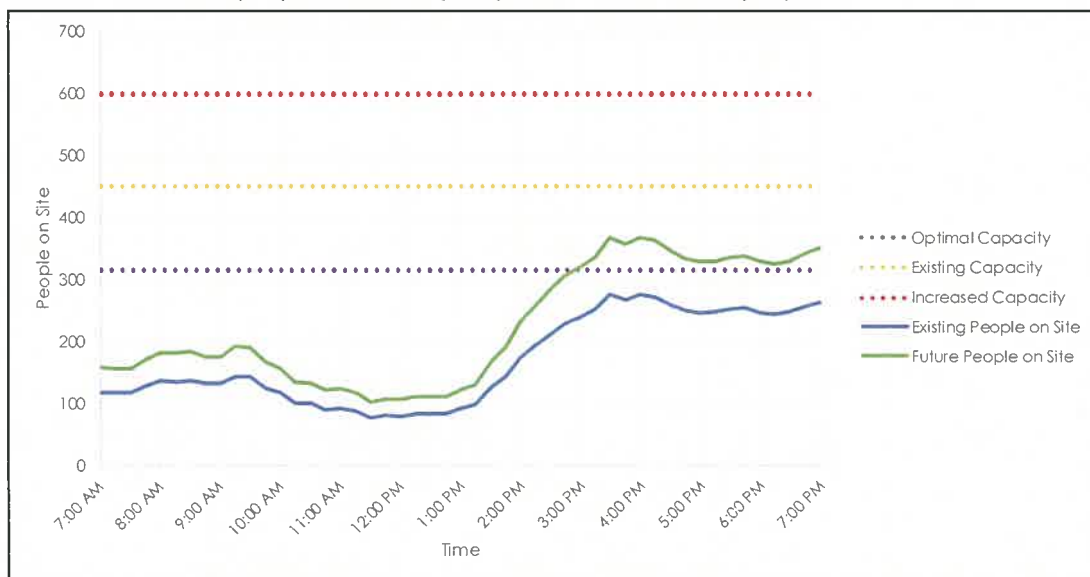
There are multiple on-site shuttle buses that operate throughout the day, providing transport for visitors to locations around the site. They operate at a maximum capacity of 11 passengers per bus¹. During the site visit, it was observed that the shuttle buses generally experienced an occupancy of between 60 and 80 per cent (between two and four seats still available).

Proposed Increase to Maximum Site Capacity

As mentioned previously, it is proposed that the CoPA be amended to maintain the existing optimum and maximum visitation limits of 315 and 450 people respectively, however establish a higher limit of 600 visitors for forecast, pre-planned peak periods to allow additional event and function visitation for periods of up to six hours. Such events would include weddings and business functions.

Using the proportion between the existing and proposed maximum visitation capacity and mode distributions derived from the surveys undertaken in May 2017, it is expected that the site would experience an on-site visitation profile as shown in Figure 8, while the car parking demand is to increase.

Figure 8: Forecasted people on site if capacity was increased to 600 people



As shown above, the proposed increase could be expected to increase the site occupancy to a level above the optimum limit of 315 people for a short period of time however still be below the maximum limit of 450 people and well below the proposed maximum limit of 600 people for a pre-planned, six-hour event.

¹ The shuttle buses contain 12 seats including the seat for the driver.

As mentioned previously, the existing car park demand currently does not represent the demand for Q Station alone due to it providing free parking for surrounding tourist attractions. As such, it is not possible to accurately forecast the expected future demand for the proposed increase in visitation capacity by offsetting the current demand. It is however expected to increase from the existing demand using the car park for Q Station.

Under the proposed increase to 600 people on site, mitigation measures that the Q Station has agreed to implement to reduce the potential future car parking demand are as follows:

- i Installing a boom gate at the entrance off North Head Scenic Drive and charging for parking. This fee could be subsidised for people staying overnight.
- ii Preventing staff from parking on-site on days when the site is expected to experience 600 visitors on site.
- iii Providing an additional supply of up to 30 additional car parking spaces on-site (20 spaces in the staff car park and 10 kerbside spaces along the entrance road after the site access) for visitors. Visitors parking on-site would be escorted by a shuttle bus to the parking location.
- iv Requesting that attendees for events such as weddings and business functions organise buses/ shared transport at an off-site location to drop them off at the entrance to Q Station.

By implementing the measures mentioned above to reduce the parking demand on-site, it is anticipated that the current car parking supply would be adequate to support the proposed increase in visitation to 600 people on-site for pre-planned events for periods up to six hours. It is expected that the current mode of travel for private vehicle would decrease from 76 per cent with more people travelling to site by shared transport such as buses for large events. Larger events also tend to have higher car occupancy rates, reducing the likelihood of cars accessing the site increasing proportionally to the number of people travelling to Q Station. The number of car spaces used by tourists visiting surrounding destinations would also be reduced, consequently increasing the supply for visitors of Q Station.

Conclusion

Q Station is currently required to operate at maximum capacity of 450 people on-site at any one time, with optimal capacity of 315 people to be met for a majority of the time during which the site is publicly accessible. The proposed amended CoPA would see these limits remain the same, however introduce an additional limit of maximum 600 people on-site for pre-planned events of up to six hour periods.

Travel surveys were conducted at Q Station on a day where the site was expected be operating close to capacity and showed that the visitor car park off North Head Scenic Drive reached a maximum occupancy of 80 per cent with a minimum of 21 spaces available over the course of the day. However, this was considered to include car parking demand for surrounding tourist destination such as the lookouts at North Head due to Q Station not currently charging for parking like most of the Manly/ North Head area. It was observed that approximately 76 per cent of people travelled to the site by car, while seven per cent travelled via the ferry and five per cent travelled by bus.

The increase in visitation to 600 people on site for pre-planned events would be expected to see an increase in demand for the on-site car park. A number of management measures are proposed by Q Station to reduce the impact of the parking demand increase.

By implementing the proposed management measures, it is concluded that increasing the maximum capacity of Q Station from 450 to 600 people for pre-planned events for a period of up to six hours would not be expected to cause any adverse effects to the current car parking supply. With the implementation of the above recommendations for peak visitation days, the impact to the public bus network and the hop-on, hop-off ferry service is expected to increase, however the impact is expected to be minimal.

I trust the above provides a thorough assessment of the traffic implications associated with the proposed increase in visitation for pre-planned events at the Q Station site. Naturally, should you have any questions or require any further information, please do not hesitate to contact me in our Sydney office on (02) 8448 1800.

Yours sincerely

GTA CONSULTANTS



Brett Maynard
Director

Reference: #N126510

22 August 2017

The Mawland Group
45 Hume Street
CROWS NEST NSW 2065

Attention: Ms Suzanne Stanton (Director)

Dear Suzanne

RE: Q STATION TRANSPORT IMPACT ASSESSMENT

Q Station and its Operation

Q Station Sydney Harbour National Park Manly Hotel (Q Station) is one of Australia's significant heritage and environmental landmarks preserved within Sydney Harbour National Park.

Situated on the eastern side of Sydney Harbour National Park, the site provides accommodation and meeting rooms as well as function halls to facilitate business conferences and weddings.

Q Station also acts as a tourist site, providing activities including:

- swim and snorkel at quarantine beach
- kayaking and stand up paddle boarding
- bushwalking
- Sydney coast walks
- history, ghost and paranormal tours
- national park tours and experiences
- diving
- whale watching
- harbourside dining.

Condition 120 of the Conditions of Planning Approval (CoPA) for the Q Station project stated the following conditions for the first three years after the commencement date:

- i The visitor capacity for the site shall be a maximum of 450 people (including staff) on site at any one time
- ii The optimum visitor capacity shall be up to 315 people (including staff) on site at any one time. The co-proponents shall take all responsible steps to ensure that the optimum visitor capacity (or less) is met for a majority of the time during which the site is publicly accessible).

Q Station has now been operating for 10 years and is now proposing to amend the CoPA to allow for up to 600 people on site (including staff) for a period of six hours for pre-planned events.

This letter report looks at identifying the traffic implications of such an increase and provides recommendations to mitigate the associated impacts.

melbourne
sydney
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adelaide
gold coast
townsville
perth

Level 6, 15 Help Street
CHATSWOOD NSW 2067
PO Box 5254
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t// +612 8448 1800

www.gta.com.au

Site Location

Q Station is located off North Head Scenic Drive, Manly and covers an area of approximate 30 hectares. Access to the site is primarily from North Head Scenic Drive where visitors can either use the on-site car park or use the bus service located immediately outside the car park entrance. The secondary access is from Q Station Wharf, which services the Sydney Harbour Eco Hopper. No driving is permitted on-site by visitors as a self-imposed condition by Q Station to increase safety and protect the surrounding wildlife and as such, a shuttle bus is available at reception to transport visitors to various location in the Q Station Precinct.

Q Station and its surrounding environs is illustrated in Figure 1.

Figure 1: Site location and its surrounding environs



Source: Sydway

North Head Scenic Drive is classified as a local road and acts as a connection between Manly Beach to the north and North Head to the south. It is a two-way road with one lane in each direction set within an approximately nine-metre wide carriageway. No stopping is permitted on either side of the road with exception of the bus service. There are no formal footpaths provided along either side of the road however tourists frequently walk along the sides of the road to access surrounding destinations such as the lookouts at North Head.

North Head Scenic Drive is shown in Figure 2 and Figure 3.

Figure 2: North Head Scenic Drive (looking north)



Figure 3: North Head Scenic Drive (looking south)



Public Transport

There is limited public transport servicing the site. The closest bus stop is located directly outside reception at the top of the site while the Q Station Wharf is located at the bottom of the site.

A summary of the public transport services in the area is shown in Table 1 while the local bus network is illustrated in Figure 4.

Table 1: Public transport providing services to Q Station

Type	Route number	Description	Frequency (peak hour/ off-peak/ weekend)
Bus	135	Warringah Mall and Manly to Q Station	30 mins/ hourly/ hourly
Ferry	Sydney Harbour Eco Hopper	Darling Harbour Aquarium Wharf to Q Station	Approximately 70 mins everyday

Figure 4: Manly bus network map



Source: http://www.sydneybuses.info/routes/15326_STA_region_web_map_north_20161207.pdf accessed 24 May 2017

Existing Operation

GTA commissioned traffic surveys on Saturday 27 May 2017, a day when the site was anticipated to be operating close to capacity, between 7am and 7pm at the following locations:

- Car park entry off North Head Scenic Drive
- Q Station Wharf.

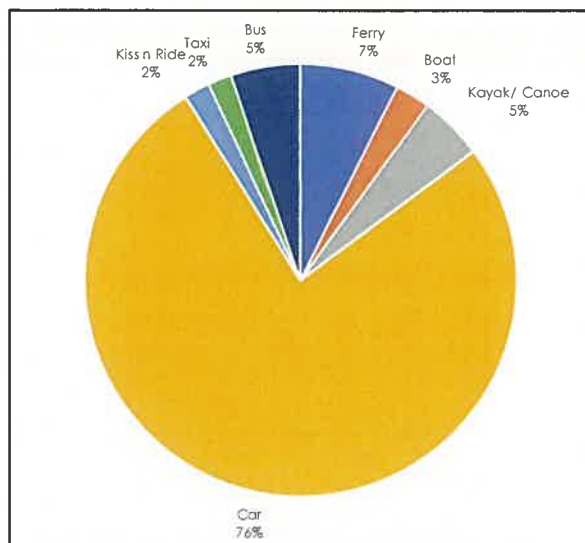
This day coincided with the Taste of Manly festival where the Manly area experiences an increase in visitors and tourists, leading to Q Station seeing an increase in bookings. The weather was also clear, likely to increase the number of visitors and tourists to places such as Q Station that utilise the outdoors.

These surveys captured the number of people on site throughout the day, while also showing how these people were travelling to the site. The results are shown in Figure 5 and Figure 6.

Figure 5: Number of people on-site on 27 May 2017



Figure 6: Mode distribution of how people travel to Q Station



As indicated in Figure 5 and Figure 6, Q Station experienced a maximum of 276 people (including staff) on site during the survey period. This peak occurred between 3pm and 5pm and is below the requirement of a maximum of 450 people while also being lower than the optimum visitor capacity of 315 people. The primary mode of transport to the site is by private vehicle with over 75 per cent of people travelling by car.

The demand for the car park at the top of the site was also observed with results shown in Figure 7.

Figure 7: Car park demand on 27 May 2017



Figure 7 indicates that the car park reached a peak occupancy of approximately 80 per cent capacity with a minimum of 21 spaces still available. This peak was observed to occur in the afternoon/ evening, possibly corresponding to the ghost tours that the site offers, which start from

7pm. Due to Q Station currently not charging for car parking unlike the surrounding Manly/ North Head area, there were cases where tourists were found to park in the car park before walking up North Head Scenic Drive to the North Head lookouts and other surrounding tourist destinations. As a result, Figure 7 not only represents the traffic generation caused by Q Station, but also the surrounding tourist areas.

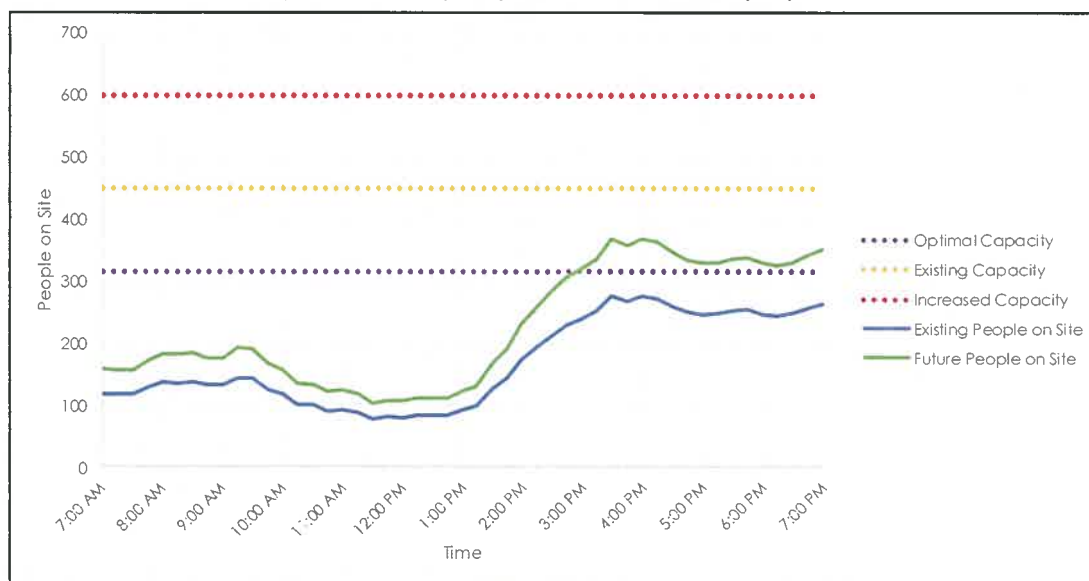
There are multiple on-site shuttle buses that operate throughout the day, providing transport for visitors to locations around the site. They operate at a maximum capacity of 11 passengers per bus¹. During the site visit, it was observed that the shuttle buses generally experienced an occupancy of between 60 and 80 per cent (between two and four seats still available).

Proposed Increase to Maximum Site Capacity

As mentioned previously, it is proposed that the CoPA be amended to maintain the existing optimum and maximum visitation limits of 315 and 450 people respectively, however establish a higher limit of 600 visitors for forecast, pre-planned peak periods to allow additional event and function visitation for periods of up to six hours. Such events would include weddings and business functions.

Using the proportion between the existing and proposed maximum visitation capacity and mode distributions derived from the surveys undertaken in May 2017, it is expected that the site would experience an on-site visitation profile as shown in Figure 8, while the car parking demand is to increase.

Figure 8: Forecasted people on site if capacity was increased to 600 people



As shown above, the proposed increase could be expected to increase the site occupancy to a level above the optimum limit of 315 people for a short period of time however still be below the maximum limit of 450 people and well below the proposed maximum limit of 600 people for a pre-planned, six-hour event.

¹ The shuttle buses contain 12 seats including the seat for the driver.

As mentioned previously, the existing car park demand currently does not represent the demand for Q Station alone due to it providing free parking for surrounding tourist attractions. As such, it is not possible to accurately forecast the expected future demand for the proposed increase in visitation capacity by offsetting the current demand. It is however expected to increase from the existing demand using the car park for Q Station.

Under the proposed increase to 600 people on site, mitigation measures that the Q Station has agreed to implement to reduce the potential future car parking demand are as follows:

- i Installing a boom gate at the entrance off North Head Scenic Drive and charging for parking. This fee could be subsidised for people staying overnight.
- ii Preventing staff from parking on-site on days when the site is expected to experience 600 visitors on site.
- iii Providing an additional supply of up to 30 additional car parking spaces on-site (20 spaces in the staff car park and 10 kerbside spaces along the entrance road after the site access) for visitors. Visitors parking on-site would be escorted by a shuttle bus to the parking location.
- iv Requesting that attendees for events such as weddings and business functions organise buses/ shared transport at an off-site location to drop them off at the entrance to Q Station.

By implementing the measures mentioned above to reduce the parking demand on-site, it is anticipated that the current car parking supply would be adequate to support the proposed increase in visitation to 600 people on-site for pre-planned events for periods up to six hours. It is expected that the current mode of travel for private vehicle would decrease from 76 per cent with more people travelling to site by shared transport such as buses for large events. Larger events also tend to have higher car occupancy rates, reducing the likelihood of cars accessing the site increasing proportionally to the number of people travelling to Q Station. The number of car spaces used by tourists visiting surrounding destinations would also be reduced, consequently increasing the supply for visitors of Q Station.

Traffic Impact

Survey results from 23 April 2017 to 8 May 2017 were obtained for traffic volumes travelling past the North Head Arch, located approximately 800 metres north of Q Station on North Head Scenic Drive. These surveys indicate that an average of approximately 18,700 vehicles travelled along this section of road (two-way) per week, or 2,700 vehicles per day.

From the surveys commissioned by GTA in May 2017, the Q Station car park generated 479 two-way vehicle movements over the day, including 304 vehicles entering and 175 vehicles exiting. As mentioned previously, not all the car park traffic generation that was captured in these surveys was associated with Q-Station but rather some of it was attributed to the larger North Head area. Notwithstanding this, a conservative approach was taken to estimate the future traffic generation of the site under the proposed occupancy limit increase, by assuming all of these 479 movements are related to the Q Station site for the purpose of this assessment.

A summary of the expected traffic generation resulting from the proposed increase in site occupancy is shown in Table 2.

Table 2: Traffic impact on North Head Scenic Drive under proposed occupancy increase

Weekly average traffic (vehicles movements)	Daily average traffic (vehicles movements)	Existing development traffic (vehicles movements)	Future traffic (vehicles movements)	Future intersection traffic (vehicles movements)
18,744	2,678	479	639	2,837
% Change			33%	6%

As shown in Table 2, site traffic generation could be expected to increase by around 33 per cent in line with same increase to the site occupancy limit. This would incur an increase in of up to 160 two-way vehicle movements. This could be expected to result in an increase of approximately six per cent in traffic passing through the North Head Arch, or up to 13 vehicle movements per hour². This anticipated increase in traffic is considered negligible and could not be expected to affect the safety or operation of the surrounding road network.

Given the proposed measures to mitigate non-Q-Station traffic from parking in the site car park, it would be expected that this traffic would park closer to their destination under the new car parking measures rather than continuing to park at Q Station and walking to surrounding North Head destinations.

Conclusion

Q Station is currently required to operate at maximum capacity of 450 people on-site at any one time, with optimal capacity of 315 people to be met for a majority of the time during which the site is publicly accessible. The proposed amended CoPA would see these limits remain the same, however introduce an additional limit of maximum 600 people on-site for pre-planned events of up to six hour periods.

Travel surveys were conducted at Q Station on a day where the site was expected be operating close to capacity and showed that the visitor car park off North Head Scenic Drive reached a maximum occupancy of 80 per cent with a minimum of 21 spaces available over the course of the day. However, this was considered to include car parking demand for surrounding tourist destination such as the lookouts at North Head due to Q Station not currently charging for parking like most of the Manly/ North Head area. It was observed that approximately 76 per cent of people travelled to the site by car, while seven per cent travelled via the ferry and five per cent travelled by bus.

The increase in visitation to 600 people on site for pre-planned events would be expected to see an increase in demand for the on-site car park. A number of management measures are proposed by Q Station to reduce the impact of the parking demand increase.

By implementing the proposed management measures, it is concluded that increasing the maximum capacity of Q Station from 450 to 600 people for pre-planned events for a period of up to six hours would not be expected to cause any adverse effects to the current car parking supply. With the implementation of the above recommendations for peak visitation days, the impact to the public bus network and the hop-on, hop-off ferry service is expected to increase, however the impact is expected to be minimal.

² Averaging the increase in traffic over a 12 hour day.

The proposed site occupancy increase could conservatively be expected to generate up to five per cent or 13 additional vehicle movements per hour. Non-Q Station traffic that is currently parking in the site car park would be expected to park closer to their destination rather than using the Q Station car park and walking. The anticipated increase in traffic is negligible and could not be expected to affect the safety or operation of the surrounding road network.

I trust the above provides a thorough assessment of the traffic implications associated with the proposed increase in visitation for pre-planned events at the Q Station site. Naturally, should you have any questions or require any further information, please do not hesitate to contact me in our Sydney office on (02) 8448 1800.

Yours sincerely

GTA CONSULTANTS



Brett Maynard
Director

APPENDIX J



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Concerns for safety of Little Penguins at North Head in Manly

Melanie Kembrey

Published: March 14, 2016 - 12:12PM

The last remaining Little Penguin colony on the NSW mainland could be at risk if a tourism company's bid to change its operating conditions is approved, environmentalists and advocates say.

Mawland, which runs the Quarantine Station site at North Head in Manly, has applied for a raft of variations to its planning controls, including playing music in an outdoor area metres away from penguin nests, boosting visitor numbers and carrying out environmental audits less frequently.

The submission also includes a request to remove the NSW Parks and Wildlife Service as co-proponents of the site, which would mean that Mawland would accept primary responsibility for implementing the conditions of planning approval.

But environmentalists are concerned that such changes will threaten the endangered penguin colony, which is still struggling to recover from [the loss of more than two dozen penguins killed by a fox last year](#).

Dr Judy Lambert, a committee member on the North Head Sanctuary Foundation, said she was concerned the proposed change to co-proponency would largely leave the care of the Little Penguin colony in the hands of a company that runs for profit with no environmental expertise. Another group, Friends of Quarantine Station, is also concerned.

"The population is threatened with extinction. They are right on the borderline of survival," said Dr Lambert. "The change to the co-proponency linked with the other proposed changes are a major concern because Mawland is first and foremost a hotel operator not an environmental manager."

A spokesman for the Parks and Wildlife Service, which initiated the change to the clause, said the government body would remain the determining authority on the site and hold responsibility for all cultural and environment management issues.

"With the site now fully operational, with building and adaptive reuse works substantially complete, the proposed removal of co-proponency references will better reflect the lessor/lessee responsibilities at the Q Station," the spokesman said.

The historic 36-hectare historic site has been managed by Mawland for nearly 10 years, [after the company was controversially granted approval for the adaptive re-use of the site in 2003](#).

Environmentalists are also concerned that a bid to play music in the outdoor dining area of the Boilerhouse Restaurant, which is adjacent to a nesting area, and to increase the maximum number of visitors to 600 from 450 on 20 occasions, could disrupt penguin breeding or feeding patterns.

Mawland's submission, which drew upon studies of penguin colonies at St Kilda and Port Phillip Island in Victoria, said it was "unlikely" the dining music would have any adverse impacts on the penguins.

The nest penguins would be monitored and if there were any consequences a sound barrier could be installed, music would be lowered, stopped or directed away from the penguins.

A director at the company, Suzanne Stanton, said the changes would allow the site to be shown to visitors in the best way and nothing would be done to upset the penguins.

"I think this has been blown out of proportion because the music we are talking about is very quiet, ambient dining music," Ms Stanton said. "It will just be a little tinkling, quiet, cool jazz. I doubt the penguins will even be able to hear it where they are."

APPENDIX K



FINAL MINUTES

Quarantine Station Community Committee - Meeting 50

Date: 29 May 2014, 10:00am– 12:30pm

Theme: Planning approval modifications proposal

1. QSCC business matters

1.1. Welcome and acknowledgment of country

Cathy Griffin acknowledged the traditional owners past and present.

Attendance: Cathy Griffin (elected Chairperson), Paul Lancaster, Doug Sewell, Fiona Shadbolt, Tim Lisle-Williams (guest), Max Player (MQS), Suzanne Stanton (MQS), Michael Treanor representing Peter Hay (NPWS), Paul Davies (heritage consultant), Michael Chilcott (planning consultant), Peter Todman (NPWS), Stuart Schramm (NPWS), Sue Elks (NPWS) and Siân Waythe (NPWS).

Apologies: Colin Rockcliff, Virginia Macleod (guest) and Peter Hay (NPWS).

Siân Waythe introduced Michael Chilcott (planning consultant), Paul Davies (heritage consultant), Michael Treanor (Harbour Area Manager, representing Peter Hay), Stuart Schramm (Director, Park Assets Branch) and Sue Elks (Team Leader, Planning and Assessment). Followed by introductions by all members and officers.

1.2. Approval of the draft minutes

The draft minutes were approved without amendment.

1.3. Review of outstanding actions

Siân Waythe provided a paper covering the status of all actions. Refer to action list in Attachment 1. Only one action to report on. The letter from the Eco Divers' was disseminated to all QSCC members.

1.4. Correspondence

Siân Waythe advised that the QSCC Chairperson received responses from OEH via Mike Baird MP and the Minister for the Environment regarding the requested extension of the QSCC's term to the full four years.

Siân Waythe and Stuart Schramm explained that all NPWS boards and committees are being reviewed by the NSW Cabinet. Siân Waythe assured the members that the QSCC is a mandatory requirement of the planning approval that the QSCC will continue. She will continue to pursue the matter with the Minister's Office and will advise the QSCC as soon as a decision is made.

1.5. Status of Ministerial appointments

Siân Waythe advised that nominations for Tim Lisle-Williams and Virginia McLeod were with the Minister for the Environment.

2. Workshop on proposed modifications to the Quarantine Station planning approval

Suzanne Stanton, Max Player, Paul Davies and Michael Chilcott explained the rationale for the proposed changes to the planning approval and outlined the format and content of the draft report (*Preliminary Environmental Overview in support of a s75W Modification Application – May 2014*). They outlined the four categories of conditions within the proposal: (a) satisfied conditions; (b) minor/catch up/administrative changes; (c) major changes; and (d) no change proposed. Suzanne Stanton advised the draft report is confidential at this stage.

Michael Chilcott outlined the planning process to prepare, assess and approve the modifications proposal.

1. PROPOSAL—2. SEEK SUPPORTING LETTERS ---3. APPLY TO DPE FOR DGR's --
4. REVISE PROPOSAL & UNDERTAKE ENVIRONMENTAL ASSESSMENT ---
5. SUBMIT APPLICATION TO DPE FOR ASSESSMENT & APPROVAL

Notes: DPE – Department of Planning and Environment
DGR's – Director-General of the DPE requirements for environmental assessment.
Community consultation may occur at various stages (2-5) of the process.

There was some discussion on whether the satisfied conditions should be removed or left in the revised planning approval. They will be left in as many have ongoing requirements.

Cathy Griffin noted that some of the proposed minor catch up changes are more than minor word changes. She also stated that the QSCC had only just received this report to review and that a second meeting would be required to consider further.

Comments received and responses to the proposed changes to co-proponency, air conditioning, spatial layout, building use, shade structures and special interest tours are listed in Attachment 2. A copy of the sheets recording workshop comments follows in Attachment 3.

3. Other business

3.1. Community open day

Suzanne Stanton and Siân Waythe advised on that the next community open day is Sunday 15 June 2014, 10am-2pm, 'Behind the scenes' theme. See how the historical buildings influence hotel management; meet the suppliers, dinner-to-die-for, etc.

3.2. Quarantine Station Lecture Series

Siân Waythe and Paul Lancaster advised that the date for the next lectures is Sunday 15 June.

4. Next meeting details

Siân Waythe will arrange a follow up workshop in June to consider the outstanding proposed changes.

Action 3: NPWS to confirm the date of the next QSCC modifications workshop.

5. Light lunch and refreshments

The meeting concluded with a light lunch.

APPENDIX L



Chris Ritchie
Director Industry Assessments
Department of Planning and Environment
GPO Box 39
SYDNEY NSW 2001

Dear Mr Ritchie

Re: Major Project (MP) 08_0041 – North Head Quarantine Station – MOD 3

I refer to your letter of 12 January 2016 advising that the Mawland Group had submitted a request to modify Major Project (MP) 08_0041 for the North Head Quarantine Station. The Sydney Harbour Federation Trust (the Harbour Trust) has reviewed the exhibition material and appreciates the opportunity to provide comments.

The Harbour Trust notes the proposal seeks to modify the operating arrangements for the Q Station (including reporting arrangements), increase the visitor capacity of the Q Station and undertake works to certain buildings on the site, including installation of air-conditioning, temporary shade structures and reconfiguration of some accommodation buildings to provide en suites. Amplified music is also proposed at the Boiler House restaurant.

The Harbour Trust welcomes the opportunity to work with the Q Station and other land managers, including NSW National Parks and Wildlife Service, Australian Institute of Police Management and Sydney Water to:

- Protect the National and Commonwealth heritage values of North Head;
- Boost visitation to the headland;
- Enhance the visitor experience; and
- Conserve the natural environment.

The Harbour Trust notes Mawland proposes to alter the current arrangements for the monitoring of Long-nosed Bandicoots, as the Q Station is not the sole generator of vehicular traffic to North Head. The Harbour Trust would strongly support obtaining up-to-date traffic survey data to enable all land managers to better understand vehicle movements across North Head. Once analysed, data could inform the preparation of a package of measures which land managers could collaboratively implement to help reduce threats to wildlife by traffic across the headland. In addition, the Harbour Trust would welcome improvements to the existing public bus services to North Head, including the introduction of covered shelters on North Head Scenic Drive, to increase the attractiveness of public transport to the Q Station, North Head Sanctuary and Fairfax Lookout.

If you have any questions or would like to discuss any matter raised in this letter please contact Daniel Sealey, Manager Planning on 8969 2146 or daniel.sealey@harbourtrust.gov.au

Yours sincerely

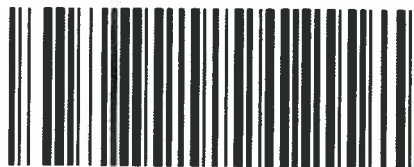
Jamie Lonie
Director Asset Management and Operations

29 February 2016

APPENDIX M



Reference: 290216 LW:SC MC/16/26666
Enquiries: Landuse & Sustainability



PCU064376

Mr C Ritchie
Director – Industry Assessments
Department of Planning – Environment
GPO Box 39
SYDNEY NSW 2001

Dear Sir/Madam,

Re: North Head Quarantine Station

Thank you for your correspondence of 12 January 2016 detailing the proposed modification to the property at the above address.

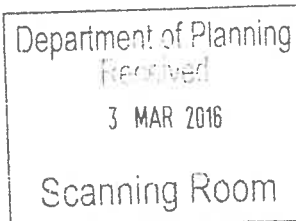
Council has reviewed the documents provided and wishes to advise you that they have no objection to the modification of the existing conditions of the planning approval and further you are advised that Council supports the proposed environmental management and mitigation measures associated with the modified conditions of approval.

Should you wish to discuss the matter further please contact my office on 9976 1587

Yours sincerely,

Stephen Clements
**Deputy General Manager
Manly Council**

Date: 1/3/16



MANLY COUNCIL

APPENDIX N

ENVIRONMENTAL AUDIT DECEMBER 2011 EXECUTIVE SUMMARY

This Environmental Audit is conducted at a point 5 years from the commencement of the conservation and adaptive reuse project. Capital works commenced on the site in early 2007 and the hotel and associated facilities commenced operation in April 2008.

In September 2006, as part of the development of project documentation, Graham A Brown & Associates (GABA) were commissioned to develop an audit protocol for independent environmental audits of the project which provides a basis for evaluation of the projects compliance with the Conditions of Project Approval (CoA) and with leading practice in environmental management based on the standard AS/NZS ISO 14001. An independent audit of the project based on this protocol was conducted in 2007 by GHD Pty Ltd.

In undertaking this audit, the GABA team are returning to the project after a period of 5 years and have had no involvement with the implementation of the conservation and adaptive reuse project. They are thus in a position to review the environmental aspects of the project with an independent view.

At the time of this audit, virtually all conservation and adaptive works specified in the CoA have been completed, and the hotel and related activities are in full operation.

The five year period also marks the point at which a planned review of the Environmental Management Plan (EMP) developed for the project by NPWS in 2005 and associated Site Wide Management Plans are to be reviewed.

Condition of the Site

The conservation and adaptive reuse project has been conspicuously successful in achieving its environmental and cultural objectives:

- The natural landscape of the site has been restored and managed consistently with the management of surrounding areas of the Sydney Harbour National Park;
- The historic buildings have been stabilised and restored;
- Sensitive adaptations have been made to the historic buildings to allow the operation of a successful modern hotel and heritage tourism operation which focuses on providing guests with an experience based on the history and environmental values of the site; and
- Conservation and interpretive work has been undertaken for the preservation and display of the moveable heritage of the site.

These achievements have helped preserve the Quarantine Station, its cultural and natural environment, increased ease of access and generated community awareness, demonstrating the relevance of the history of the site to current generations of guests, visitors and volunteers.

The Quarantine Station site has become a place which both Sydneysiders and tourists aspire to visit.

Land management activities at the site have provided for the preservation and restoration of large areas of the Eastern Suburbs Banksia Scrub endemic to the site while providing for cleared areas and cultural plantings consistent with the site's historic use. The habitat for local species, particularly the long-nosed bandicoot and little penguin which were considered to be

of particular significance on the site, has been preserved and enhanced.

The operation of the site, particularly following the completion of construction activities, has had a minimal impact on the Manly community. The site is designed to accommodate limited numbers of visitors and parking is provided at the site entrance. Efforts are made to encourage the use of public transport and walking and cycle access to the site. For overnight visitors, the Quarantine Station is normally seen as a "destination resort" where guests remain on site for the duration of their stay, exploring the site and undertaking historical tours. This also limits the traffic impact of the site.

It is recognised that the achievements of the project are dependent on the investment made by Mawland in the site, and its capacity to continue to operate the site as a sustainable business.

Environmental Management System

The principal finding of this audit is that the Environmental Management System established through the 2005 EMP, while operating very effectively through the construction phase of the project, requires significant revision to meet the needs of a continuing operation.

The 2005 EMP is a prescriptive document, based closely on the requirements of the CoA. It provides measures for addressing the environmental aspects of the project as recognised at the time of its commencement. This was appropriate during the construction phase and while hotel operations on the site were being established. The EMP has also provided the framework for a very effective working relationship which has developed between OEH and MQS in terms of site management.

Now that the site has moved into its operational phase, there is a need to move from a static, compliance-based system to a more flexible approach which identifies environmental issues as they emerge and implements a risk-based approach to management. This more dynamic approach would allow the development of a rolling program of environmental improvement to continue through the life of the project. It is consistent with the standards-based approach to environmental management systems set out in AS/NZS ISO 14001.

The main features of this approach are:

- An EMS planning process based on the MQS Sustainability Policy which provides for identification of significant environmental aspects of the site's operations, having regard to and legal and regulatory requirements, and assesses and manages the environmental risks;
- Development of an annual Environmental Improvement Plan which sets out a specific program of work to maintain and enhance the environmental values of the site;
- Improved coordination of the operating procedures of OEH, MQS and the hotel operator to assist in the smooth implementation of the work program;
- Continued use of IMAMS as a management information system to monitor site operations and identify issues requiring action;
- A more structured program of internal audits and inspections; and
- More frequent and comprehensive management reviews of the EMS and its implementation.

Properly implemented, this approach has the capacity to provide a simpler approach to regulation of the site, reducing cost and complexity for both Mawland and OEH, and to responding flexibly to emerging issues. It would provide for a management system much more consistent with those used by other organisations whose operations have significant environmental impacts.

This approach to revising the EMP would be assisted by a review of the CoA. It is important that the CoA continue to set out in clear terms the principles on which the site is to be managed and the obligations of the operator. However, the CoA now contains a significant number of provisions which relate to capital works and other site activities which have been completed and are no longer applicable. There are also a number of detailed requirements which could be effectively, and more flexibly, addressed through Site Wide Management Plans.

Other Issues Identified in the Audit

The audit also makes recommendations in relation to a number of more detailed management issues including:

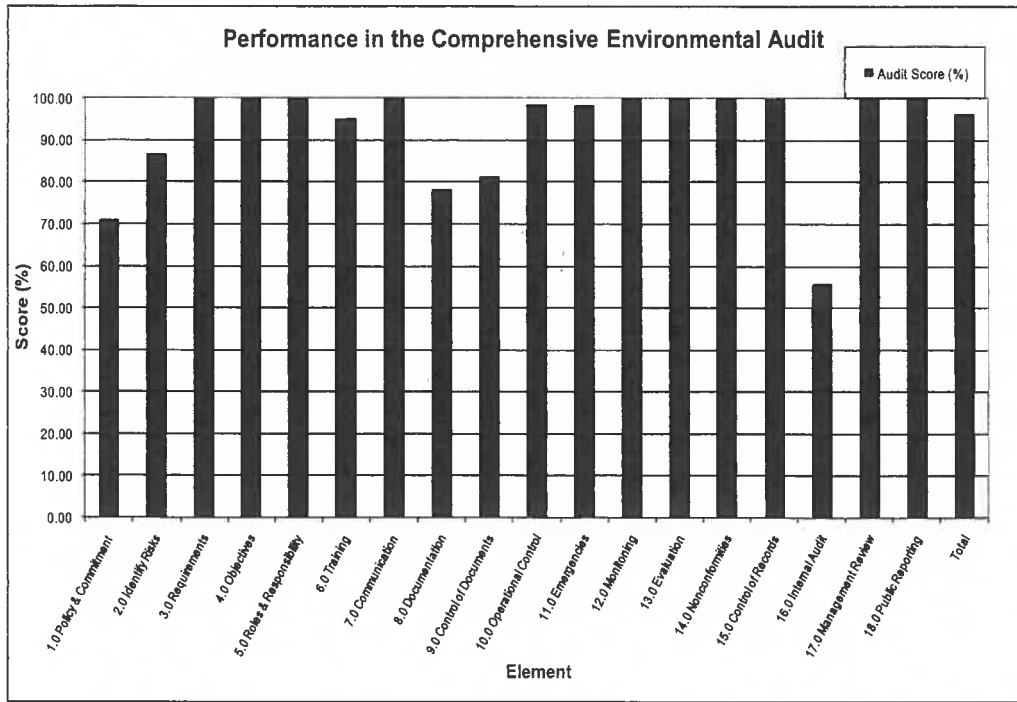
- A focus on the Sustainability Policy as the basis for environmental management on site;
- Staff training;
- Resolution of requirements for habitat regeneration works to offset habitat loss;
- Further measures to reduce car traffic to the site;
- Energy management; and
- Revisions to operating procedures to improve work flows and incident management.

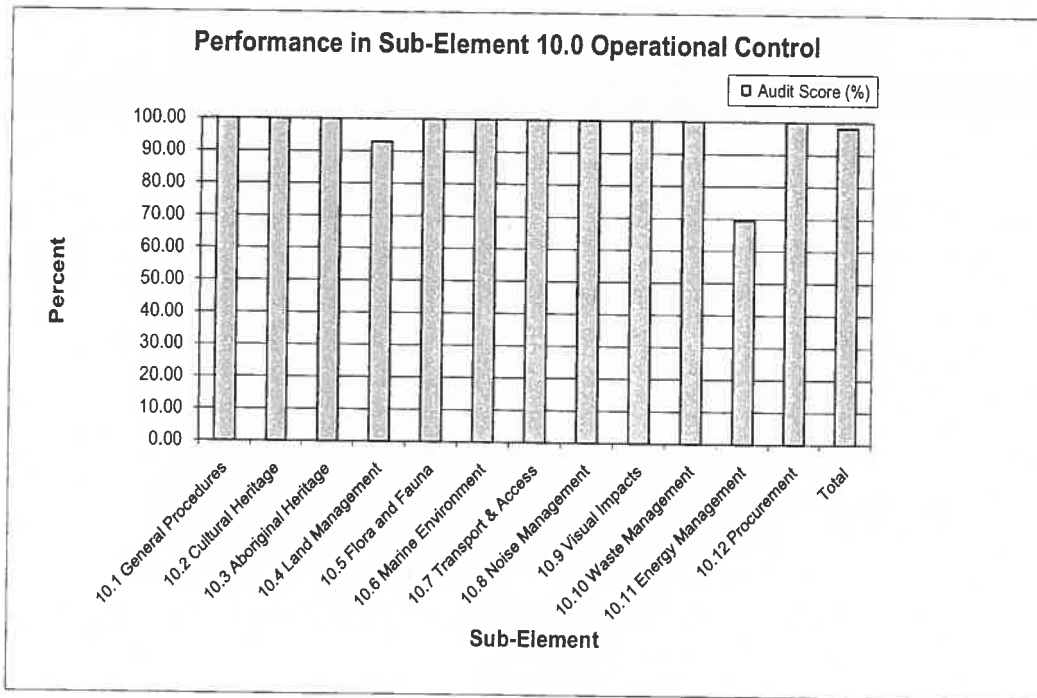
Detailed recommendations are set out in Table 1 below.

Audit Scores and Ratings

The audit protocol includes a scoring system which provides a general guide to performance of the site in terms of environmental compliance, management and performance. The overall score for the audit was 96%, which higher than the score of 92% achieved in the 2007 Audit by GHD. In comparing the scores, however, it should be noted that progress on the project, and particularly the move from the construction to the operational phase, have meant that different issues are now relevant in a number of areas. Both scores reflect the very high standard of environmental management that has been maintained throughout the project.

The following graphs show scores by element. The elements with lower scores are those which have generally given rise to audit recommendations.





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APPENDIX O



**Office of
Environment & Heritage**
NSW National Parks & Wildlife Service



Our reference: DOC 14/176571
Contact: Stuart Schramm
9585 6308

Mr Chris Ritchie
Manager, Industry and Coastal Projects
Department of Planning and Environment
23-33 Bridge Street
SYDNEY NSW 2000

Dear Mr Ritchie

Mawland Quarantine Station Pty Ltd Application for Modification of Conditions of Approval for Q Station

I refer to the *Preliminary Environmental Overview in Support of a s75W Modification Application* prepared for Mawland Quarantine Station Pty Ltd and submitted in support of an application to amend Conditions of Approval (CoA) for the Q Station project.

The National Parks and Wildlife Service (NPWS), which is responsible for the management of Sydney Harbour National Park, including the Q Station, provides the following comments on the Mawland submission.

It is noted that NPWS has not seen the supporting documentation referred to in the Mawland submission and cannot comment on the veracity or adequacy of such information. Moreover, the following should not be construed as pre-empting any future comment, concurrence or approval by the Office of Environment and Heritage in respect to a future application by Mawland under environmental legislation.

Notwithstanding these limitations, NPWS is supportive of the overall content and intent of the proposed amendment to the CoA that currently apply to the Q Station. Specific matters which should be considered in determining whether and how to amend the conditions are outlined below.

Co-proponency

The Minister for the Environment was the co-proponent for the 2003 *North Head Quarantine Station Conservation and Adaptive Reuse Proposal*. NPWS supports the Mawland proposal to be the sole proponent for the proposed modifications to the CoA.

The operation of the Q Station takes place under a lessor and lessee relationship between NPWS and Mawland. NPWS also exercises a range of environmental regulation functions including, but not limited to, those allocated under the CoA. Co-proponency does not reflect the responsibilities of NPWS in relation to these functions. Mawland is far better placed to identify changes to the CoA that may be required to improve the effectiveness and sustainability of their operation.

Use of buildings

NPWS acknowledges the need for increased flexibility of building use to ensure that the lessee remains responsive to the cultural tourism market. The proposal to allow buildings to be used for different purposes to those prescribed in the CoA is supported, provided that the integrity of the

buildings is retained, significant elements of heritage fabric are protected and the overall balance of uses across the site is maintained.

NPWS supports the revision of the uses specified in the 2003 *Preferred Activity Statement*.

Air conditioning

The proposal to allow the installation of mechanical air conditioning systems in public areas and accommodation buildings is supported subject to measures to ensure that the integrity of the buildings is retained, significant heritage fabric is protected and visual impacts are minimised.

Bandicoots

The current CoA establishes bandicoot mortality thresholds that trigger changes to access arrangements to the Q Station. Bandicoot mortality is calculated across the entirety of North Head rather than restricted to the Q Station. NPWS acknowledges that the Q Station is not the sole, or necessarily the dominant, contributor to motor vehicle movements on North Head. Accordingly, NPWS supports changes to the CoA that focus Mawland accountability and response to bandicoot mortality that is directly associated with the Q Station.

Maximum visitor capacity

NPWS supports the changes proposed by Mawland to the maximum visitor capacity.

Layout of buildings P1, P2 and P9

The proposed changes involving the use of corridor space as bathrooms is supported in principle, provided that the integrity of the buildings is retained, significant elements of heritage fabric are protected and the overall balance of uses across the site is maintained.

However, NPWS is concerned that the wording of the proposed change to condition 21 is not clearly expressed and requires clarification.

Environmental audit cycle

NPWS supports the proposed changes.

Site-wide plans

NPWS supports the proposed changes.

Use of shade structures

NPWS supports the proposed changes relating to shade structures. Shade structures should be retractable or demountable and of minimum visual impact. It is noted that the display of advertising on shade structures would require separate approval by NPWS.

Amplified music on site

NPWS supports the proposed changes relating to amplified music subject to demonstration through environmental impact assessment and the ongoing monitoring program that the resident Little Penguins would not be adversely impacted.

Conditions proposed for administrative amendment

NPWS supports these proposed changes except with respect to condition 53.

Condition 53 should not refer to a specific role within NPWS. It is recommended that amended CoA should allocate obligations or responsibilities to NPWS at an agency level rather than to specific roles. NPWS staff will continue to manage and regulate lessee activity on the site. However, in the context of ongoing sector wide changes to organisational structures and role definitions, it is no longer appropriate to specify the roles that will exercise those functions through CoA.

Conditions not requiring change - satisfied

NPWS notes the advice from Mawland that certain CoA have been fully satisfied. Confirmation of whether particular actions have been completed will be confirmed through the next comprehensive audit of the site (as per CoA 228).

Conditions not requiring change

NPWS supports the submission that these do not need to change.

It is important to note that in respect to the use of buildings; maximum visitor capacity; environmental audit cycle; site wide plans; use of shade structures and amplified music on site, NPWS has not sighted the supporting documentation referenced by Mawland.

Should you require further information please contact Stuart Schramm, Director Park Assets on 9585 6308 or via email at stuart.schramm@environment.nsw.gov.au.

Yours sincerely



25/9/14

Michael Wright
Acting Deputy Chief Executive - National Parks and Wildlife Service
Office of Environment and Heritage

APPENDIX P

29 October 2015

WM Project Number: 15331
Our Ref: Ltr_MC_SF_291015

Michael Chilcott
Linchpin Environmental Pty Limited
PO Box 598
LANE COVE, NSW 1595

Dear Michael

Re: BASELINE NOISE MONITORING - QUARANTINE STATION

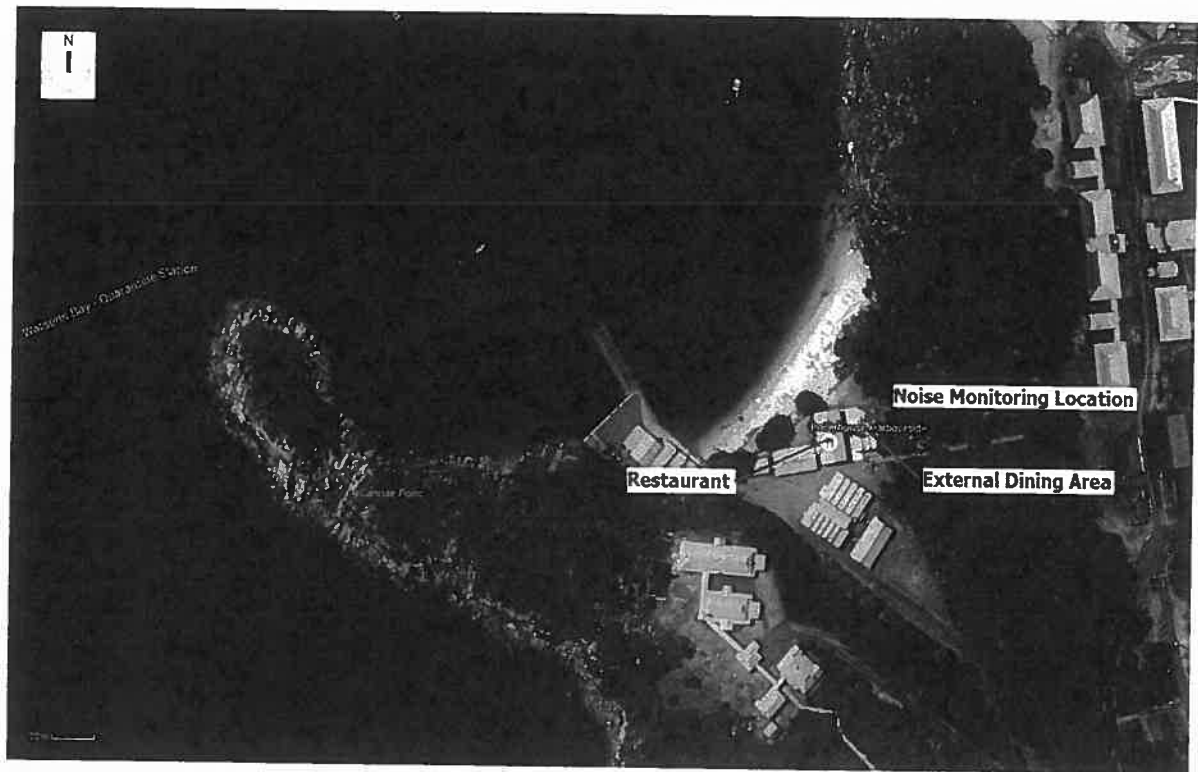
The NSW Office of Environment and Heritage (OEH) and National Parks and Wildlife Service (NPWS) manages the historic Quarantine Station located at North Head, Manly. The site is part of Sydney Harbour National Park and is home to an endangered population of Little Penguins and Long-Nosed Bandicoots.

The Boilerhouse Harbourside restaurant currently operates on the site at a location adjacent to Quarantine Beach. The restaurant has an external deck area which is used for dining during the summer months. It is proposed to use background ambient music within the external dining area during evening dinner service between 6.00pm to 10.00pm, up to 7 days per week. Penguins are known to nest in the general area surrounding the external dining area.

At the request of NPWS Wilkinson Murray has undertaken a baseline noise monitoring assessment to evaluate the level of existing ambient and background noise levels to which the penguins are currently exposed to and to provide an opinion as to the extent of any impact that the proposed background dining music may have on the penguin population and their nesting habits. In this regard it should be noted that the degree of penguin sensitivity to noise is not well understood.

Figure 1 shows the location of the restaurant and the noise monitoring location.

Figure 1: Site Layout Showing Noise Monitoring Location



Background noise levels were measured near the penguin's natural habitat at the location shown in Figure 1 using an ARL-215 environmental noise logger. The logger was set to A-Weighted, Fast response and programmed to continuously monitor and record statistical noise levels over 15 minute sampling periods, between 14 to 22 October 2015. The logger calibration was checked before and after the survey and no material drift occurred.

The noise levels measured over the entire monitored period are shown graphically in Appendix A. For definitions of the acoustic parameters shown on the plots refer to the glossary of terms included in Appendix B.

It is clear from the fluctuations seen in the plots that the measured noise level are influenced by the ocean and wind conditions.

The noise logger enables the calculation of an Assessment Background Level (ABL), i.e. the single figure background level representing each assessment period (day, evening and night) for each day. It is determined by calculating the 10th percentile (lowest 10th percent) background level (L_{A90}) for each period.

Table 1 summarises the measured ABLs over the entire monitoring period, the range of the measured ABLs and the lowest ABLs. Additionally the ambient L_{Aeq} levels are shown. In deriving the ABLs, any effects due to extraneous noise sources or adverse weather (rain and wind greater than 5m/s at a height of 1.5m) have been excluded from the analysis. Meteorological data collected during the noise monitoring period at the North Head met station was reviewed for this purpose and some occasions of high winds and rain were noted and excluded.

From the ABLs it is usual practice to determine Rating Background Levels (RBLs) which are the median of the ABL values over all days. For the purpose of this assessment, however, given the variation due

to ocean and wind conditions it is considered appropriate to apply the lowest determined ABL in lieu of the RBL as the basis for further assessment. The lowest ABL value is representative of the background noise level of a typical calm day.

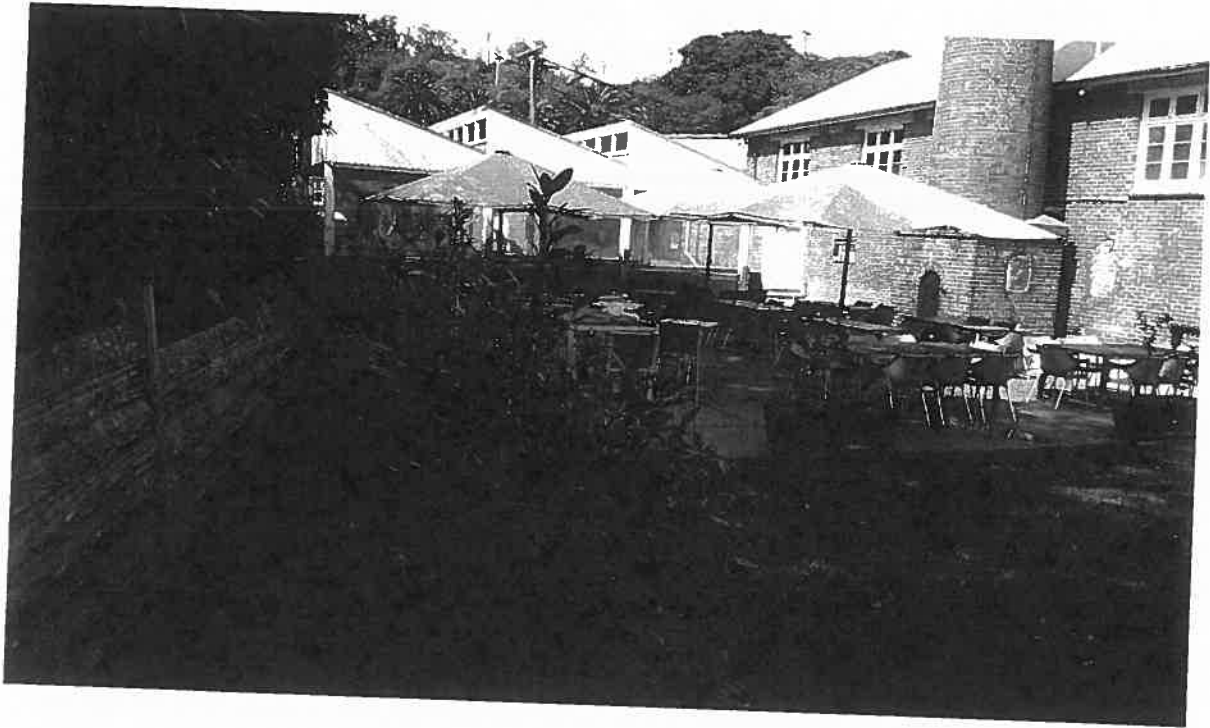
Table 1: Background and Ambient Noise Levels Measured Near Penguin Habitat Area

Date	Assessment Background Level (ABL, L _{A90} dBA)			Ambient Noise Level (L _{Aeq} dBA)		
	Day	Evening	Night	Day	Evening	Night
	(7.00am to 6.00pm)	(6.00pm to 10.00pm)	(10.00pm to 7.00am)	(7.00am to 6.00pm)	(6.00pm to 10.00pm)	(10.00pm to 7.00am)
14-Oct-15	-	43	38	-	60	51
15-Oct-15	43	43	35	55	52	56
16-Oct-15	43	41	35	58	53	49
17-Oct-15	41	37	35	55	59	46
18-Oct-15	39	36	34	52	61	52
19-Oct-15	41	44	36	54	56	47
20-Oct-15	43	41	37	63	57	57
21-Oct-15	41	39	37	52	58	48
22-Oct-15	40	-	-	58	-	-
Range	39 - 43	36 - 44	34 - 37	52 - 63	52 - 61	46 - 57
Lowest ABL	39	36	34	-	-	-

Dining music would not be expected to ordinarily exceed levels of L_{Aeq} 60-65 dBA within the external dining area as levels greater than this can begin to hinder conversation. It is expected that between the dining area and the penguin nesting areas, some 20 dB attenuation would be achieved from setback distance and shielding provided by the existing boundary fence, as shown in Figure 2. Therefore ambient music levels would not be expected to exceed levels of approximately L_{Aeq} 40-45 dBA within the penguin nesting areas.

Whilst the degree of penguin sensitivity to noise is not well understood, other studies suggest that levels such as these would not be expected to cause adverse impacts on fauna. Other studies have shown that after habituation orienting behaviour of wildlife is not typically affected below levels in the order of approximately 70 dBA.

Figure 2: External Dining Area and Boundary Fence



I trust this information is sufficient. Please contact us if you wish to proceed with the detailed assessment or if you have any further queries.

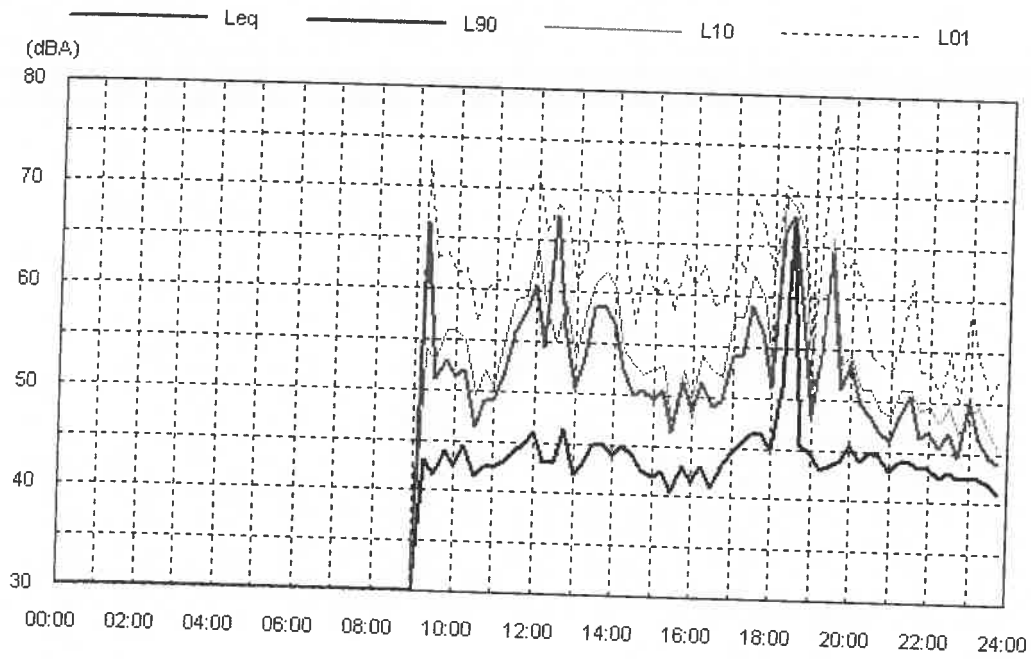
Yours faithfully

WILKINSON MURRAY

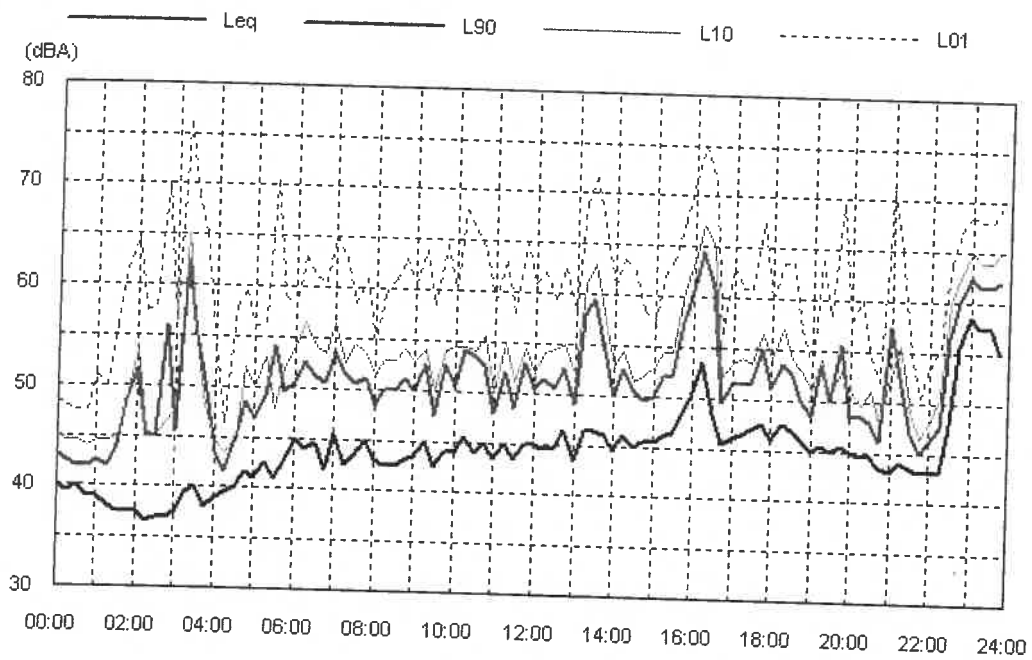
Sean Flaherty
Senior Engineer

Report: 15331 - Quarantine Station Baseline Noise Monitoring

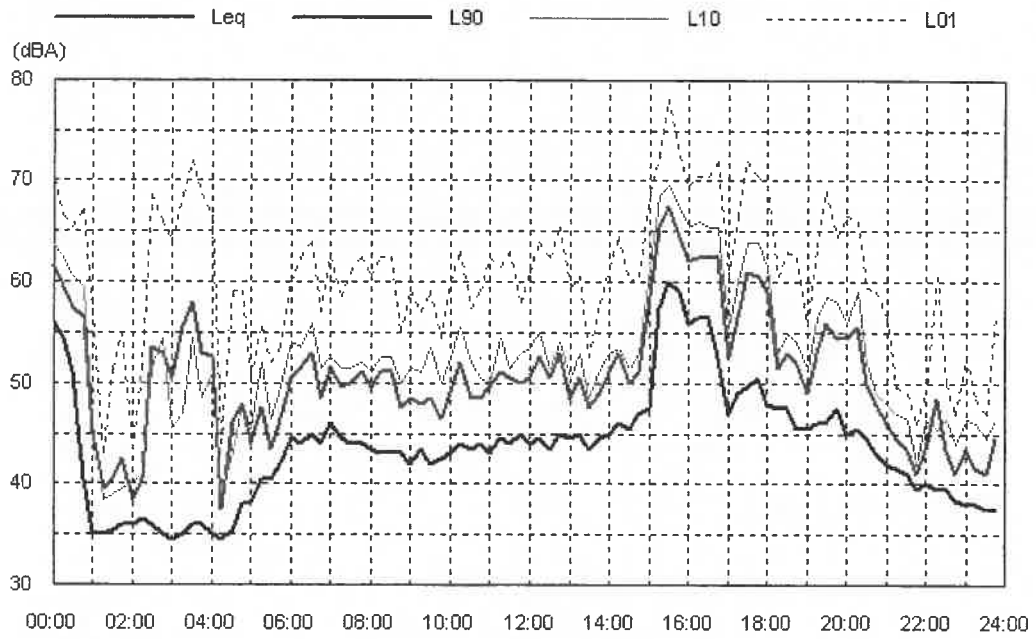
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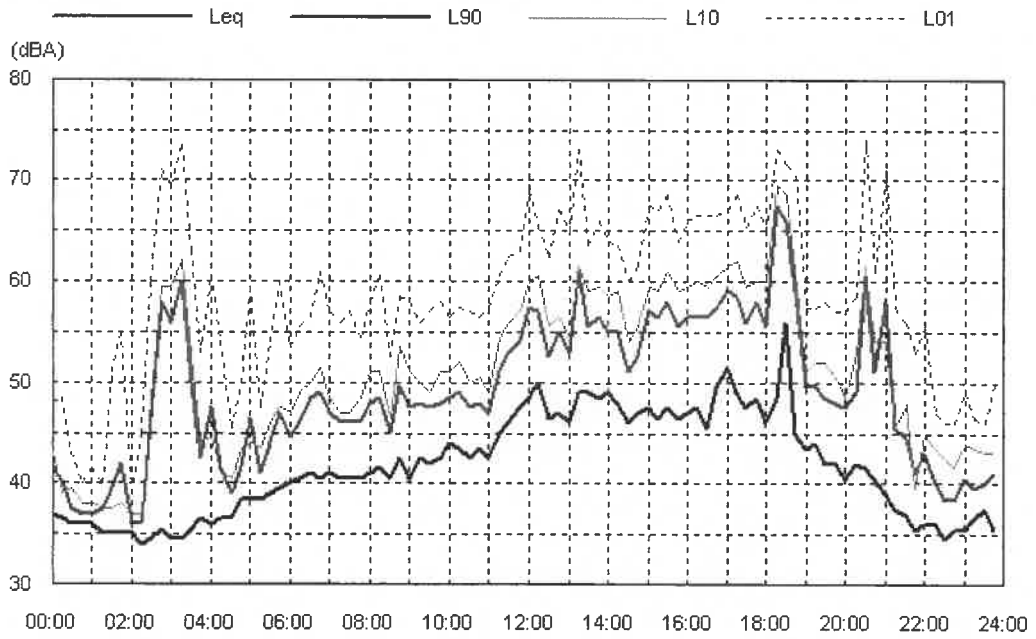
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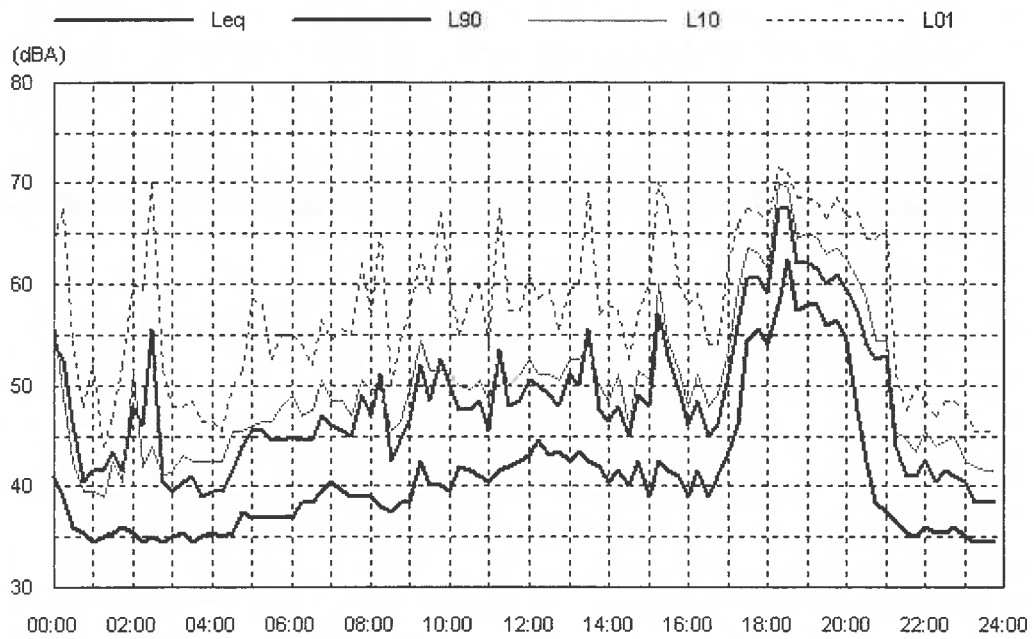
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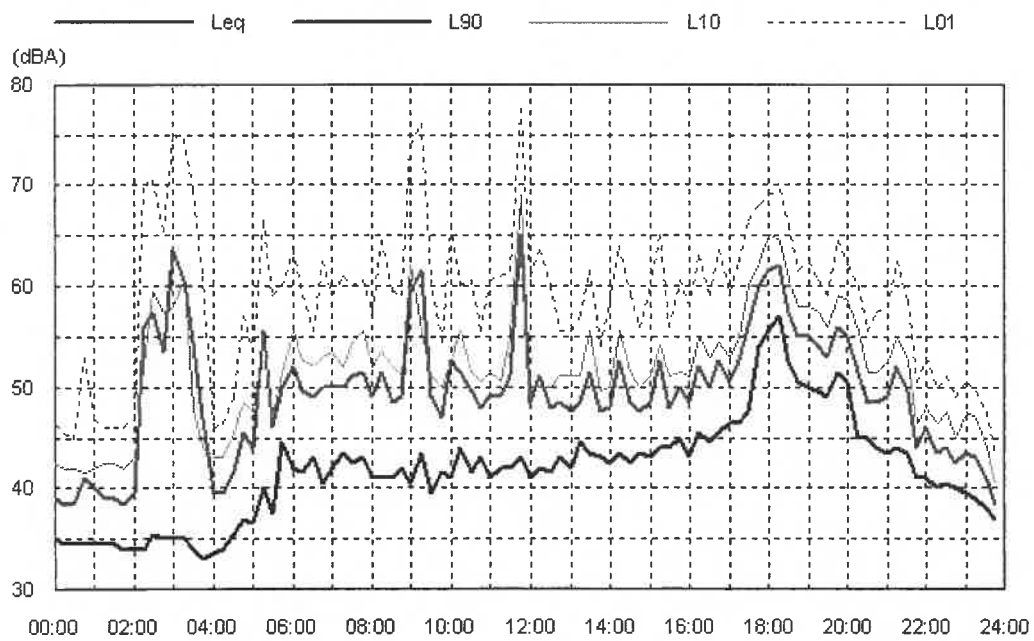
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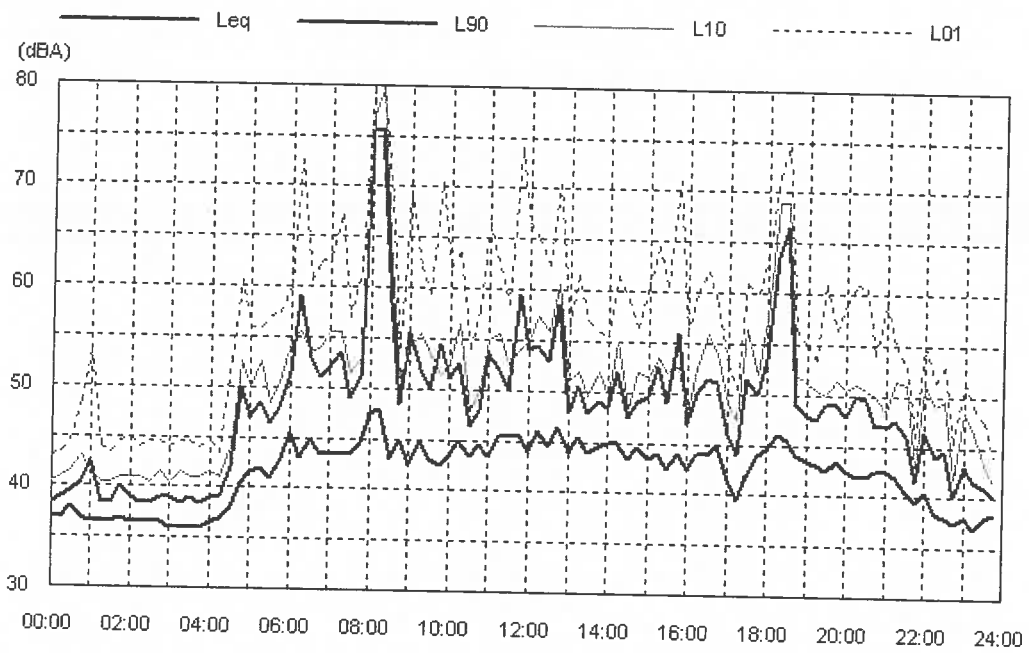
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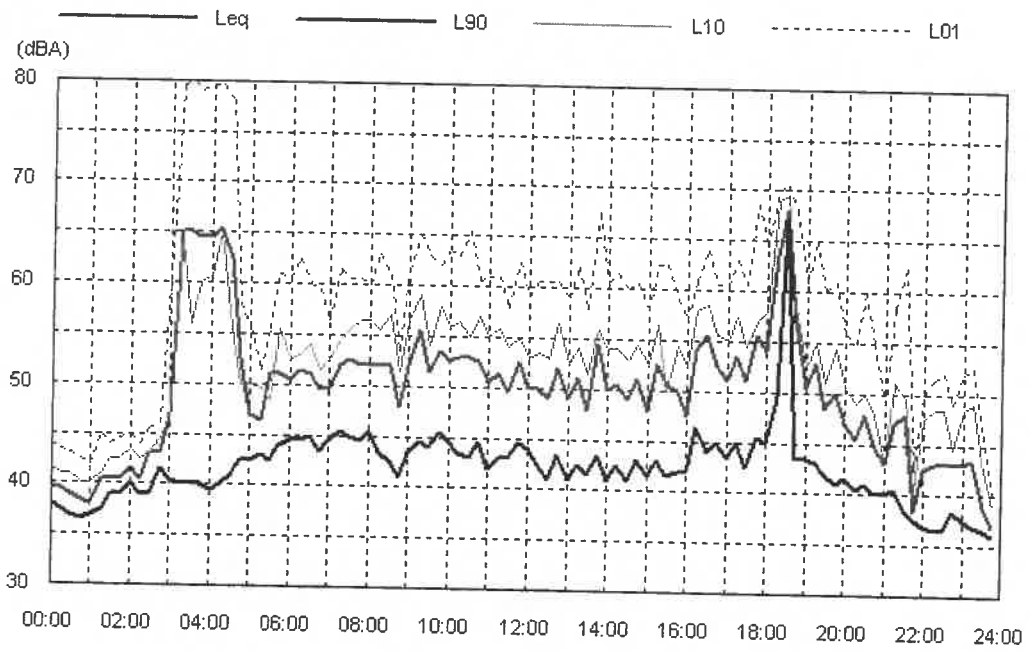
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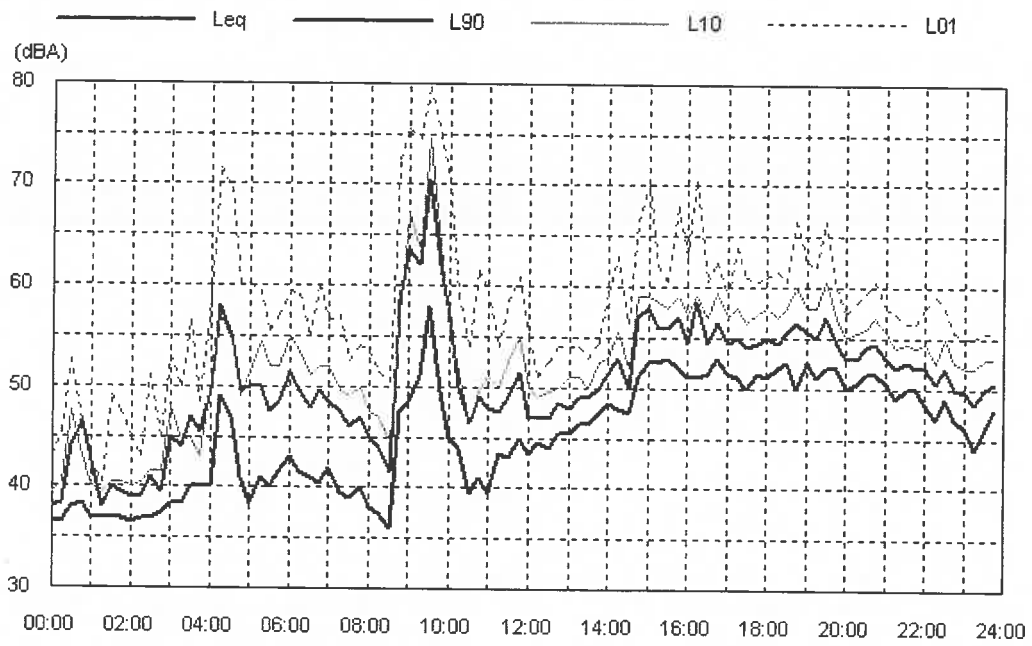
Tue 20 Oct 15



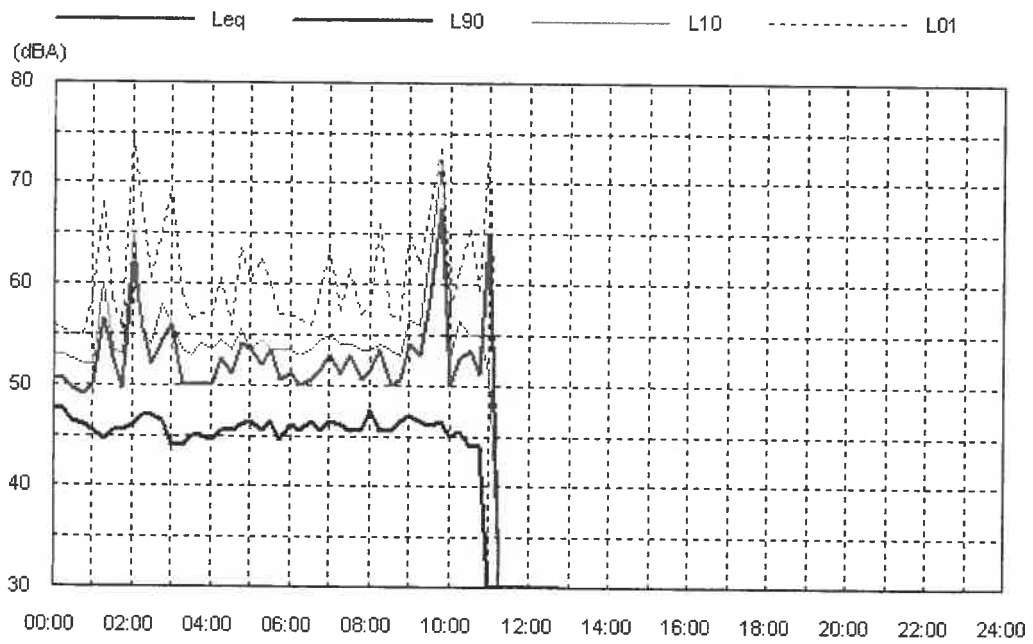
Wed 21 Oct 15



Thu 22 Oct 15



Fri 23 Oct 15



GLOSSARY OF ACOUSTIC TERMS

Most environments are affected by environmental noise which continuously varies, largely as a result of road traffic. To describe the overall noise environment, a number of noise descriptors have been developed and these involve statistical and other analysis of the varying noise over sampling periods, typically taken as 15 minutes. These descriptors, which are demonstrated in the graph below, are here defined.

Maximum Noise Level (L_{Amax}) – The maximum noise level over a sample period is the maximum level, measured on fast response, during the sample period.

L_{A1} – The L_{A1} level is the noise level which is exceeded for 1% of the sample period. During the sample period, the noise level is below the L_{A1} level for 99% of the time.

L_{A10} – The L_{A10} level is the noise level which is exceeded for 10% of the sample period. During the sample period, the noise level is below the L_{A10} level for 90% of the time. The L_{A10} is a common noise descriptor for environmental noise and road traffic noise.

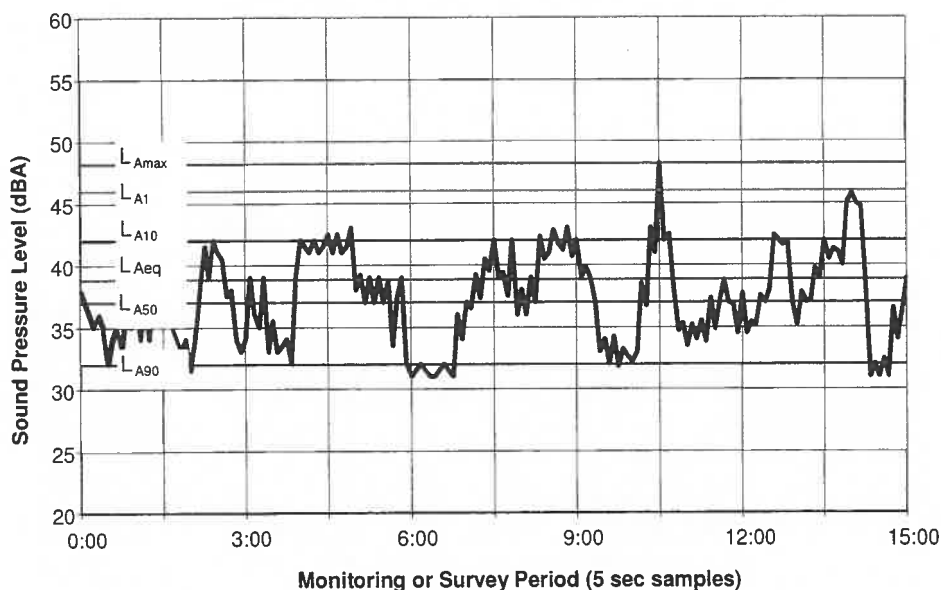
L_{A90} – The L_{A90} level is the noise level which is exceeded for 90% of the sample period. During the sample period, the noise level is below the L_{A90} level for 10% of the time. This measure is commonly referred to as the background noise level.

L_{Aeq} – The equivalent continuous sound level (L_{Aeq}) is the energy average of the varying noise over the sample period and is equivalent to the level of a constant noise which contains the same energy as the varying noise environment. This measure is also a common measure of environmental noise and road traffic noise.

ABL – The Assessment Background Level is the single figure background level representing each assessment period (daytime, evening and night time) for each day. It is determined by calculating the 10th percentile (lowest 10th percent) background level (L_{A90}) for each period.

RBL – The Rating Background Level for each period is the median value of the ABL values for the period over all of the days measured. There is therefore an RBL value for each period – daytime, evening and night time.

Typical Graph of Sound Pressure Level vs Time



APPENDIX Q



Letter
under
reply in
Mawland's of
4/7/17

Contact: Peter McManus
Phone: 02 9228 6316
Email: peter.mcmanus@planning.nsw.gov.au

Suzanne Stanton
Director/Corporate Counsel
The Mawland Group
PO Box 623
Crows Nest NSW 1585

Dear Ms Stanton,

**Quarantine Station, North Head Section 75W Modification Application
(MP 08_0041 MOD 3) – Submissions Report Review**

The Department has reviewed the Submissions Report dated 6 April 2016 and is concerned the response does not adequately address all the issues raised by the Department or other public authorities. The matters outlined below must be addressed in full to enable the Department to finalise its assessment of the modification request.

1. Statutory Approval Requirements

The requirement to obtain the necessary approvals under the *Heritage Act 1977* or *Fisheries Management Act 1994* is essential, and failure to do so may have implications on the assessment of the modification request. It is requested that you either obtain the relevant approvals, or provide additional justification to identify why these approvals are not required.

2. Shade Structures

The Department understands the location of the new shade structures are behind the Broiler House and Building A6, however, hand drawn sketches and photographs of conceptual locations are not sufficient to enable a proper assessment.

The Department requests you provide site layout/building plans detailing the locations of the proposed shade structures and windbreaks and provide an assessment of the environmental impact associated with the use of these structures.

3. Methods of Cooling and Heating

The response provided to National Parks and Wildlife Service's comments does not address its request for additional details regarding how heritage, visual and noise impacts from air conditioning will be mitigated. The Department requests you provide a more appropriate response, including any supporting information to justify the proposed amendments.

4. Building P1, P2 and P9 Amendments

The Department notes the Proponent's response to Conditions 20 and 21 and letter from Paul Davies regarding the proposed changes to Buildings P1, P2 and P9.

Notwithstanding, the Environment Assessment and response provided within the Submissions Report seek amendments to the layout of Building P9, however the advice from Paul Davies (date 21 April 2016) states no changes are proposed. The Department requests confirmation be provided whether modifications are proposed to the internal layout of Building P9.

5. Visitor Capacity

The Department is not satisfied the details submitted provide sufficient information to support the proposed increase in visitor numbers from 450 to 600 persons. Should you seek to increase the visitor capacity to 600 persons, details regarding access, traffic and car parking management must be provided based on the worst case scenario i.e. 600 persons being on-site at any given time.

Should you have any enquires, I have arranged for Peter McManus, at the Department to assist you. He can be contacted on (02) 9228 6316 or via email at peter.mcmanus@planning.nsw.gov.au.

Yours sincerely



Chris Ritchie

Director

Industry Assessments

28/4/16.

APPENDIX R



The Mawland Group
45 Hume Street (PO Box 623),
Crows Nest, NSW 1585,
Sydney, Australia

Tel: 61 2 9437 0277
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www.mawland.com
ACN 051 910 448

4 July 2017

Ms Joanna Backapanos

Industry Assessments

Department of Planning & Environment

GPO Box 39 |

Sydney NSW 2001

Joanna.bakapanos@planning.nsw.gov.au

Dear Joanna

**Quarantine Station North head Section 75W Modification Application (MP08_0041 MOD3) Submission
Report Review-Response by Applicant**

We refer to your email of 9 March 2017 and Peter McManus' letter of 28 April 2016.

In order to re-commence the assessment of the modification request, the Department has requested a consolidated document be provided to address the issues raised within the letter dated 28 April 2016.

The following addresses those issues, retaining the numbering in your letter:

1. To address Planning's concerns about relevant approvals, attached are
 - a. Heritage Council Approvals dated 2 March 2017 and 20 April 2017 to which plans are appended, dealing with Shade Structures and Bathrooms.
 - b. email from Carla Ganassian at Fisheries confirming DPI Fisheries is satisfied with proposed amendments
 - c. email from David Pavlich at Roads and Maritime Services confirming that RMS has no objection to the proposed shade structure in the wharf precinct adjacent to RMS property and noting that additional movements are not forecast or anticipated as an outcome of the proposed modification

- d. email from Nicholas Carlile, Ecoscience Management scientist, OEH confirming that the proposed shade structures will not provide an issue for the Little Penguins.
2. Details of location of the Shade Structures are clearly marked on the Heritage Council Approval dated 20 April 2017 attached. Again I reference the email from Nicholas Carlile, Ecoscience Management scientist, OEH confirming that the proposed shade structures will not provide an issue for the Little Penguins. As regards the Environmental Impact of the use of the shade structures , we have attached commentary from our original application and commentary from Fisheries, RMS, NPWS, Heritage (by virtue of their Approval) and our Heritage Architect that these structures will not create environmental impact.
 3. AirConditioning is shown as Approved Development in Heritage's letter of 2 March 2017. Your concerns about Airconditioning (Heating and Cooling) are dealt with in points 3-5 of Heritage's letter (attached) dated 2 March 2017. Your concerns are generally dealt with in Heritage's approval of the systems proposed by Mawland.
 4. We confirm formally that no modifications are proposed to the internal layout of Building P9. This has also been confirmed by Paul Davies on 21 April 2016. Further please see final approvals from Heritage (2 March 2017) which relate to P1 and P2 only. Again we confirm that the reference to P9 in this context was only because P9 was included in the original heading relating to P1 and P2.
 5. Traffic and Transport Impact Assessment dated 20 June 2017 prepared by GTA Consultants is attached which addresses the issue of proposed increase in visitor numbers from 450 to 600 for preplanned events of up to six hours on up to 20 occasions per year in accordance with the application previously provided. We note that Mawland has already agreed to submit procedures for vehicle management to NPWS (p56 Volume 1 Environmental Assessment Main Report Linchpin)

We trust this completes satisfaction of Planning's requirements.

Please call me if you require anything else . We hope that issue of the Modification approval is imminent.

Yours sincerely



Suzanne Stanton

Mawland Quarantine Station Pty Limited