

17th May, 2026

Attn: Mr. Jeffrey Peng

Department of Planning and Environment

RE: Emirates One & Only Resort, Wolgan Valley (MP06_0310-Mod-4)

Dear Department of Planning and Environment,

I am writing to formally register my strong objection to the Emirates One & Only Resort, Wolgan Valley MP06_0310-Mod-4, which seeks a massive escalation in helicopter movements at the Wolgan Valley resort site.

The proposal to allow up to 30 helicopter movements per day (210 movements per week) represents an unacceptable environmental and social footprint. It fails to respect the surrounding landscape and directly threatens the peace, safety, and acoustic values of the region.

My objection is based on the following specific grounds:

1. Lack of Consideration for the Natural World, Wollemi National Park, and Declared Wilderness

The application shows an egregious lack of consideration for the surrounding natural world. The resort operates on the boundary of the Greater Blue Mountains World Heritage Area, directly adjacent to Wollemi National Park and its pristine, legally protected declared Wilderness zones. These areas are designated precisely to preserve undisturbed ecological systems and absolute quietude. High-frequency aviation traffic—especially flights traversing below the cliff-lines—introduces severe acoustic pollution and mechanical rotor wash into highly sensitive wilderness ecosystems. This threatens nesting birds, wildlife corridors, and the fundamental biological integrity of the national park, which the planning framework is legally obligated to protect.

2. Destruction of Residential Amenity for Communities Under Flight Paths

The proposal completely disregards the social impact and the amenity of residents and local landholders living directly beneath the proposed flight corridors. Local families chose to live in

the Wolgan and Capertee regions due to its rural peace, isolation, and natural quiet. Forcing residents to endure up to 30 low-flying helicopter movements a day will cause severe acoustic disturbance, destroy private property amenity, disrupt local agricultural operations, and impact the mental well-being of the community. The safety and peace of local people should not be sacrificed to provide an exclusive transport corridor for a single commercial business.

3. Grossly Inadequate Information Regarding Increased "Joy Flight" Operations

The proponent has provided completely inadequate information and a severe lack of transparency regarding the scale, frequency, and paths of its proposed "joy flight" /scenic flight operations. While the application is framed around "emergency access" due to the Wolgan Road landslide and subsequent closure, the underlying text introduces an expansion of discretionary recreational aviation. The public exhibition lacks basic geographic maps, explicit transit routing, and mandatory altitude restrictions for these joy flights. I cannot safely or accurately assess the true privacy, visual, and noise impacts when the proponent hides commercial joy flight operations under the guise of an infrastructure emergency.

4. Violation of Historical Mod 2 Consent Conditions

Under the previously approved instrument for MP06_0310-Mod-2, helicopters are strictly required to take the most direct point-to-point path along Carne Creek and are legally capped at a maximum of two flights per calendar year below the cliff tops for recreational or alternative routing. Mod 4 attempts to dismantle these safety mechanisms to allow regular flights within the valley walls. The tight sandstone escarpments create a natural amphitheatre, amplifying low-frequency engine echo and trapped rotor noise. This directly violates the strict operational limits established under Mod 2.

5. Inadequate Acoustic Data for Subterranean Microbat Roosts

The deep cliff crevices and cave systems of the Wolgan Valley and Wollemi National Park support critical, legally protected microbat colonies. The acoustic models supplied by the proponent completely fail to measure or account for sound reverberation *inside* these subterranean roosts and maternity caves. Continuous low-frequency vibrations echoing in confined cave spaces risk causing acoustic trauma, mass panic, and permanent colony abandonment.

Conclusion

This proposal attempts to use a temporary local road closure and temporary Great Western Highway closure to permanently (even though they say temporary) lock in a high-intensity, intrusive scenic flights network as a means to draw guests to support the Emirates' recent \$50 million commercial rebranding into a Marriott Ritz-Carlton Lodge. The Department must reject Mod 4 in its current form. The proponent should be directed to strip all recreational joy flights from the application and resubmit a transparent proposal limited strictly to minimal, essential point-to-point transit that respects local residents and the Wollemi Wilderness. Should the proponent wish to increase the number of scenic flights a separate Modification Proposal should be submitted with all the necessary and relevant information necessary for those who will be adversely impacted to make an informed submission should they want to.

I acknowledge that I accept the Department's disclaimer and declaration, including confirmation that my submission does not contain offensive, threatening, defamatory or inappropriate content.

Thank you for considering this submission.

Yours sincerely,

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