Lord Howe Island Critical Infrastructure

Statement of Heritage Impact

PREPARED FOR
NSW National Parks and Wildlife Service (part of the NSW Department of Climate Change, Energy, the Environment and Water) on behalf of the Lord Howe Island Board

DATE
04 March 2026

REFERENCE
0741543

Lord Howe Island Group (SHR ID 00970)
Address and Location: Lord Howe Island
Statement of Heritage Impact for: Construction of new marine infrastructure, biosecurity infrastructure, and waste management facility
Prepared by: Environmental Resources Management Australia (ERM)
Prepared for: NSW National Parks and Wildlife Service (NPWS) (part of the NSW Department of Climate Change, Energy, the Environment and Water) on behalf of the Lord Howe Island Board



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Lord Howe Island Critical Infrastructure

Statement of Heritage Impact

0741543



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DEFINITIONS

Term	Definition (SOHI Guidelines, 2023)
Adaptation	Modifying a place to suit proposed compatible uses. Adaptation should involve minimal change to significant fabric.
Compatible Use	A use that respects the cultural significance of a place. It involves minimal or no impact on that significance.
Conservation	Conservation means all the processes of looking after a place so as to retain its cultural significance (as defined in The Burra Charter).
Curtilage	The area of land surrounding a heritage place that is essential to retain its heritage significance.
Fabric	All the physical material of a heritage place, including building structure, finishes, fittings, and landscaping.
Heritage significance	Term used in the assessment and understanding of heritage items that have significance in relation to their historical, scientific, cultural, social, archaeological, architectural, natural or aesthetic value.
Interpretation	All the ways of presenting the cultural significance of a place. Interpretation enhances public understanding and appreciation.
Maintenance	Continuous protective care of the fabric, contents, and setting of a place. Maintenance is not considered a change.
Moveable heritage	A moveable object with cultural heritage significance, that is not an archaeological relic.
Relic	Any deposit, artefact, object or material evidence that is of state or local heritage significance.
Renovation	Modernising or updating a place, usually involving replacement of fabric and finishes. May not retain heritage significance unless done sensitively.
Restoration	Returning a place to a known earlier state by removing accretions or by reassembling existing elements without introducing new material.
Reversibility	A principle where changes made to a heritage item should be capable of being undone without damage to the original fabric.
Setting	The area around a heritage item, which may include the visual catchment.

ACRONYMS AND ABBREVIATIONS

Acronym	Description
Burra Charter	*The Australian International Council on Monuments and Sites (ICOMOS) Charter for the conservation of places of cultural significance (2013)*
CEMP	Construction Environmental Management Plan
CHL	Commonwealth Heritage List
CIP	Critical Infrastructure Program
CMP	Conservation Management Plan
CSSI	Critical State Significant Infrastructure
DCCEEW	Department of Climate Change, Energy, the Environment and Water
DCP	Development Control Plan
ERM	Environmental Resources Management Australia Pty
EP&A Act	*Environmental Planning and Assessment Act 1979*
EPBC Act	*Environment Protection and Biodiversity Conservation Act 1999*
EPI	Environmental Planning Instrument
EPL	Environmental Protection Licence
ha	Hectares
Heritage Act	*NSW Heritage Act 1977*
HIS	Heritage Impact Assessment
ICCROM	International Centre for the Study of the Preservation and Restoration of Cultural Property
ICOMOS	International Council on Monuments and Sites
IHO	Interim Heritage Orders
IUCN	International Union for Conservation of Nature
LEP	Local Environmental Plan
LHI	Lord Howe Island
LHIB	Lord Howe Island Board
LHIG	Lord Howe Island Group
MAA	Maritime Archaeological Assessment
MNES	Matters of National Environmental Significance
MRF	Materials Recycling Facility
NSW	New South Wales
NHL	National Heritage List
OUV	Outstanding Universal Value
OV	Ocean View Boatshed
RNE	Register of the National Estate
SEPP	State Environmental Planning Policies
SHI	NSW State Heritage Inventory

Acronym	Description
SHR	NSW State Heritage Register
SIG 1.1	Significant Impact Guidelines 1.1 - Matters of National Environmental Significance
SNV	Significant Native Vegetation
SoHI	Statement of Heritage Impact
UFP	Unexpected Finds Procedure
UNESCO	United Nations Educational, Scientific and Cultural Organization
WHL	World Heritage List
WMF	Waste Management Facility
WWTP	Wastewater Treatment Plant

EXECUTIVE SUMMARY

The New South Wales Department of Climate Change, Energy, the Environment and Water ('NSW DCCEEW' or 'Proponent'), on behalf of the Lord Howe Island Board proposes to construct, operate and maintain new marine infrastructure, biosecurity infrastructure, and waste management facility (the Project) on Lord Howe Island (Lord Howe Island or 'the Island').

Environmental Resources Management Australia Pty Ltd has prepared this Statement of Heritage Impact in support of an Environmental Impact Statement on behalf of the Proponent to assess the potential heritage impacts of the Project. The project is designated Critical State Significant Infrastructure under the *Environmental Planning and Assessment Act 1979*.

The Lord Howe Island Group was listed as a UNESCO World Heritage Property in 1982 for its outstanding natural heritage significance and was subsequently included on the Australian National Heritage List in 2007 (Place ID 105694). The Lord Howe Island Group is also listed on the NSW State Heritage Register (SHR ID 00970), and has listed local heritage items of relevance, including the *Cargo Shed Group.* As such, the proposed Project will need to consider the provisions of the *Environment Protection and Biodiversity Conservation Act 1999* (Cth) (EPBC Act), NSW *Heritage Act 1977,* and the Lord Howe Island Local Environmental Plan 2010.

Overall, this assessment has found that the Project will not have a significant impact on the World Heritage or National Heritage values or State heritage significance of the Lord Howe Island Group. The Project will not result in any adverse impacts to the significance of locally significant item; the *Cargo Shed Group* or its broader heritage setting.The following are key recommendations for the World Heritage Property and National Heritage Place, Lord Howe Island Group, and specific mitigating measures for the local heritage item, *Cargo Shed Group*:

- Recommendation 1 – Photographic Recording of North Zone, Including Cargo Shed Group;
- Recommendation 2 – Retention of Original Truss Members, Ocean View Boatshed;
- Recommendation 3 – Former Cargo Shed – Decking;
- Recommendation 4 – Former Cargo Shed - Vehicle Crash Barrier;
- Recommendation 5 – Cargo Shed and Ocean View Boatshed - Paint Compatibility;
- Recommendation 6 – Heritage Interpretation Strategy;
- Recommendation 7 - Heritage Induction; and
- Recommendation 8 – Unexpected Finds Procedure.

1. INTRODUCTION

The New South Wales Department of Climate Change, Energy, the Environment and Water ('NSW DCCEEW' or 'Proponent'), on behalf of the Lord Howe Island Board proposes to construct, operate and maintain new marine infrastructure, biosecurity infrastructure, and waste management facility (the Project) on Lord Howe Island (Lord Howe Island or 'the Island').

Environmental Resources Management Australia Pty Ltd (ERM) has prepared this Statement of Heritage Impact (SoHI) in support of an Environmental Impact Statement (EIS) on behalf of the Proponent to assess the potential heritage impacts of the Project. The project is designated Critical State Significant Infrastructure (CSSI) under the *Environmental Planning and Assessment Act 1979* (EP&A Act).

The Project EIS was publicly exhibited between 15 October and 18 November 2025 by the NSW Department of Planning, Housing and Infrastructure (DPHI). A total of 33 public submissions and advice from 10 government agencies were received during the exhibition period, including from Heritage New South Wales (HNSW). Additional details included in response to HNSW's submissions were added to this report (**Table 1-5**).

The Lord Howe Island Group was listed as a UNESCO World Heritage Property in 1982 for its outstanding natural heritage significance and was subsequently included on the Australian National Heritage List in 2007 (Place ID 105694). National Heritage Places, like World Heritage Properties in Australia, are protected under the *Environment Protection and Biodiversity Conservation Act 1999* (Cth) (EPBC Act). The Lord Howe Island Group is also listed on the NSW State Heritage Register (SHR ID 00970), which affords protection under the NSW *Heritage Act 1977,* and has listed local heritage items of relevance on the Lord Howe Island Local Environmental Plan 2010.

1.1 PROJECT OVERVIEW

The Project is on Lord Howe Island, which is a 1,455 hectare (ha) island located about 770 kilometres (km) to the northeast of Sydney, New South Wales (NSW), and about 570 km east from Port Macquarie, NSW. Port Macquarie is the nearest mainland port to Lord Howe Island and is the base for the current marine freight service. Lord Howe Island is part of the state of NSW and is regarded legally as an unincorporated area administered by the Lord Howe Island Board. The location of the Project is shown in **Figure 1-1**.

The Project is part of the broader Lord Howe Island Critical Infrastructure Program (CIP); however, the aspects being considered within this EIS comprise the construction, operation and maintenance of the following:

- Freight handling facility which includes new and upgraded marine infrastructure (new piled vessel ramp and upgraded jetty and boat ramp), boat wash down and maintenance area, cargo loading/offloading areas, biosecurity infrastructure, adaptive reuse of the Former 'Cargo Shed' and 'Ocean View Boatshed' heritage buildings, viewing area, landscaping, retaining walls, amenities and vehicle and boat trailer parking;
- Waste management facility (WMF) upgrades which includes new storage sheds and materials processing facilities (including facilities for organic material), wastewater treatment plant (WWTP) and waste receival area (including chemical and hazardous waste), hardstand and roads, staff office, and selective dune restoration at the existing WMF;
- Dedicated dog kennels to house detection dogs near the airport; and
- Self-service fuel bowser along Lagoon Road.

While the Project accounts for marine freight vessel operations as part of the proposed marine infrastructure components, the procurement of the marine freight vessel and upgrades to mainland port/biosecurity infrastructure are not included in the scope of the EIS and therefore this SoHI.

The Project aspects, components, and terminology are summarised in **Table 1-1**. The zones referenced in this table are shown in **Figure 1-1**.

TABLE 1-1 LORD HOWE ISLAND CRITICAL INFRASTRUCTURE - PROJECT SUMMARY

Project Aspect	Description
Freight handling facility (North Zone)	• New and upgraded marine infrastructure (e.g., jetty and landing facilities) and cargo interface areas for freight service operations; • Upgraded roads and hardstand areas to facilitate safe movement of cargo from the vessel to the Island via the freight handling facilities; • Biosecurity infrastructure including quarantine facilities • Adaptive reuse of the existing Ocean View Boatshed and Former Cargo Shed; • Upgraded boat ramp and boat parking for recreational vessels; and • New public amenities (e.g., viewing area and parking).
Waste management facility (South Zone)	• Relocation and reconfiguration of the organics processing infrastructure and provision of a dedicated facility for organics processing; • Construction of a waste receival area/shed to facilitate community waste disposal; • Construction of a dedicated general waste storage facility, and facilities/areas to adequately store liquid and hazardous wastes • Construction of a new materials recycling facility (MRF) and new working platform to provide secure, safe operating conditions • Perimeter fencing, security and restricted access upgrades; and • WWTP.
Dog kennels and fuel bowsers (South Zone)	• Dedicated dog kennels to house detection dogs near the airport; and • Self-service fuel bowser along Lagoon Road.

1.2 PROJECT BACKGROUND

Lord Howe Island cannot sustainably produce the food and general goods required to meet the needs of the Island's permanent population and tourists. As such, Lord Howe Island is almost completely reliant on the mainland for essential goods and services. The Lord Howe Island CIP is essential to ensure the long-term sustainability of the Island by upgrading ageing freight, biosecurity, and waste management facilities that are vital to community health, environmental protection, and the sustained conservation of the island's World Heritage values.

1.2.1 MARINE FREIGHT

The transport of essential goods and services to Lord Howe Island is almost exclusively met by the marine freight service; therefore, the marine freight service is essential to the functioning of the Island's population and tourism. It provides the only viable freight option for essential supplies (e.g., fuel, gas, equipment and materials) and the only viable transport for the removal of waste from the Island.

The current marine freight service, the *MV Island Trader* is due to reach the end of its operating life in 2027/28 and, therefore, requires replacement. The Project includes upgrades to marine infrastructure on Lord Howe Island for berthing the new vessel, and the loading and unloading of cargo.

1.2.2 BIOSECURITY

Lord Howe Island is inscribed on the World Heritage list in recognition of the Island's unique natural and cultural heritage features. This listing as a World Heritage property affords Lord Howe Island additional protection under international conventions, and Commonwealth and NSW legislation. The Australian Government is a signatory to the World Heritage Convention and, therefore, both the Australian and NSW Governments have a responsibility to protect the 'outstanding universal value (OUV) for which Lord Howe Island was inscribed as a World Heritage property. Enhanced biosecurity is a key mitigation against risks to those values.

Lord Howe Island has a history of biosecurity incidents, the most significant of which was a rodent (e.g., rats and mice) infestation. Rodents were believed to be introduced to the Island in the 1910's and have been attributed to the extinction of several endemic bird, invertebrate and plant species. As such, they have since been the focus of a significant eradication program. Other eradication programs have been implemented for the African Big-headed Ant (*Pheidole megacephala*), Masked Owl (*Tyto novaehollandiae*) and Myrtle Rust (*Puccinia psidii*).

The Project includes the provision of new biosecurity infrastructure to minimise biosecurity risks to Lord Howe Island.

1.2.3 WASTE MANAGEMENT

Waste removal is also a critical issue for Lord Howe Island as it cannot process or adequately store waste produced by the Island's permanent and tourist population and landfill is not permitted. The existing WMF requires upgrades to comply with the requirements of the Environmental Protection Licence (EPL) and current guidelines, and to modernise the waste collection, handling and processing facilities on the Island.

1.3 EXISTING HERITAGE ENVIRONMENT

Lord Howe Island, part of the Lord Howe Island Group, holds a place of exceptional significance both globally and nationally. Recognised under the EPBC Act, it is listed as a World Heritage Property and a National Heritage Place (Place IDs 105085 and 105694, respectively). The area covered by these listings includes all terrestrial land and waters, as illustrated in **Figure 1-2**.

As a World Heritage property, Lord Howe Island Group is a protected matter of national environmental significance under the EPBC Act. The Lord Howe Island Group is also recorded on the National Heritage List (ID 105694) under the EPBC Act; on the NSW State Heritage Register (SHR ID 00970) under the *NSW Heritage Act 1977*, and its 'Maritime Environs' are recorded on the Register of the National Estate (RNE ID 201) which is a non-statutory archive of heritage places in Australia.

There are no records of indigenous settlement of Lord Howe Island prior to its colonisation in 1834 by NSW settlers. As such, the Island also represents a unique global example of an environment that has no evidence of human history prior to settlement in the 1830s.

1.3.1 WORLD AND NATIONAL HERITAGE LISTING

As noted above, the Lord Howe Island Group is inscribed on the World Heritage List as an exceptional example of oceanic islands of volcanic origin, containing a unique assemblage of plants and animals, and hosting the world's southernmost true coral reef.

The topography of Lord Howe Island is striking, with sheer mountain slopes, a sweeping arc of hills enclosing a lagoon, and the dramatic presence of Balls Pyramid rising from the ocean. These features are the remnants of a large shield volcano, now in an advanced stage of erosion, offering a rare geological narrative of island formation and degradation

Ecologically, the Island supports a high level of endemism and biodiversity. It is home to numerous species found nowhere else on Earth, including the flightless Lord Howe Woodhen (*Gallirallus sylvestris*) and the Lord Howe Island Phasmid (*Dryococelus australis*), the world's largest stick insect, once thought extinct. The Island also provides critical breeding grounds for seabirds, including the only major nesting site for the Providence Petrel (*Pterodroma solandri*) and one of the world's largest populations of the Red-tailed Tropicbird (*Phaethon rubicauda*).

The marine environment is equally significant, representing a rare transition zone between algal and coral reef systems. This ecological interface supports a unique mix of temperate and tropical marine species, including various species of coral, seagrass, and algae, some of which are endemic to the Lord Howe Island Marine Park.

All natural habitats on the island contribute to its heritage significance. The diversity of landscapes and biota, combined with the island's relatively small size, provides a concentrated example of ecological and evolutionary dynamics. The island also holds scientific and educational value, offering opportunities for research in geology, ecology, and conservation biology.

The Lord Howe Island Group meets World Heritage criteria (vii) and (x) as outlined in **Table** 1-2.

TABLE 1-2 WORLD AND NATIONAL HERITAGE LISTINGS

World Heritage Listing			**National Heritage Listing**
Criteria		**Justification**	**Criteria and Justification**
vii	To contain superlative natural phenomena or areas of exceptional natural beauty and aesthetic importance	• example of an island system formed from submarine volcanic activity and demonstrates a nearly complete phase in the destruction of a large shield volcano; • example of a significant topographic change within a particular area (topographic relief) with exceptional diversity of scenic landscapes within a small area; • has the most southerly coral reef in the world as it demonstrates a rare example of a zone transition between algal and coral reefs; • many species are only found on this island group where there are unique assemblages of temperate and tropical forms cohabit; and	*Criterion E Aesthetic* This place is taken to meet this National Heritage criterion in accordance with subitem 1A(3) of Schedule 3 of the Environment and Heritage Legislation Amendment Act (No. 1) 2003, as the World Heritage Committee has determined that this place meets World Heritage criterion (vii).

World Heritage Listing			National Heritage Listing
		• the islands support extensive colonies of nesting seabirds, including the only breeding locality for the Providence Petrel and has the largest breeding concentrations of the Red-tailed Tropicbird	
x	To contain the most important and significant natural habitats for in situ conservation of biological diversity, including those containing threatened species of outstanding universal value from the point of view of science or conservation	• example of the development of a characteristic insular biota that has adapted to the island environment through speciation; • significant number of endemic species or subspecies of plants and animals have evolved in a very limited area; • example of independent evolutionary processes due to the diversity of landscapes and biota and the high number of threatened and endemic species; • Lord Howe Island supports a number of endangered endemic species or subspecies of plants and animals, such as Lord Howe Woodhen and Lord Howe Island Phasmid, the largest stick insect in the world, still exists on Balls Pyramid; and • example of an oceanic island group with a diverse range of ecosystems and species that have been subject to human influences for a relatively limited period.	*Criterion A Events, Processes* *Criterion B Rarity* *Criterion C Research* This place is taken to meet this National Heritage criteria in accordance with subitem 1A(3) of Schedule 3 of the Environment and Heritage Legislation Amendment Act (No. 1) 2003, as the World Heritage Committee has determined that this place meets World Heritage criterion (x).

Lord Howe Island Group was included in the National Heritage List on 21 May 2007 for the same natural heritage values as those included in the World Heritage listing. The official National Heritage values are cross-referenced to the OUV, as presented in **Table 1-2**.

As set out as a requirement in the *NSW Department of Planning and Environment's Guidelines for Preparing a Statement of Heritage Impact (2023)*, a separate impact assessment against World and National heritage values is included in **Appendix A**.

1.3.2 STATE AND LOCAL HERITAGE

The Lord Howe Island Group is listed on the NSW State Heritage Register (SHR ID 00970) under the *Heritage Act 1977* (NSW). This listing recognises the island's State heritage significance, which aligns closely with the values underpinning its designation as a World Heritage Property and National Heritage Place under the EPBC Act. The State listing encompasses the island's exceptional natural and cultural heritage, including its unique biota, geological features, and historical associations.

At the local level, heritage items are identified and protected under the Lord Howe Island Local Environmental Plan 2010 (LHI LEP 2010). Schedule 2 of the LEP lists individual items of local heritage significance, reflecting their cultural, historical, and social value to the Lord Howe Island community. These items are also listed on the State Heritage Inventory (SHI) as a single entry, *Cargo Shed Group*, as shown on **Figure 1-3**. Relevant heritage listings are detailed in **Table 1-3**.

TABLE 1-3 HERITAGE LISTINGS OF RELEVANCE TO THE PROPOSED PROJECT

Heritage Register	Item Name	Place ID / Item Number
Statutory Listings		
WHL	Lord Howe Island Group	105085
NHL	Lord Howe Island Group	105694
SHR	Lord Howe Island Group	00970
LHI LEP 2010	Cargo shed related to wharf, Lagoon Road, Government Reserve*	N/A
LHI LEP 2010	Boatsheds, Lagoon Road, Government Reserve*	N/A

* The LHI LEP heritage items have been amalgamated in the State Heritage Inventory listing as '*Cargo Shed Group, comprising former Cargo Shed, archaeological remains relating'* (ID 2770005)

1.4 SECRETARY'S ENVIRONMENTAL ASSESSMENT REQUIREMENTS (SEARS)

The Commonwealth DCCEEEW assessment requirements for the Project were issued on 24 July 2025. The requirements of the SEARs and where they are addressed in this report are outlined in **Table 1-4**. This SoHI has been prepared to address the for heritage-related desired performance outcomes.

TABLE 1-4 SEARS FOR HERITAGE

Key Issue and Desired Performance Outcome	Requirement	Section addressed in this report
The design, construction and operation facilitates the long term protection, conservation and management of the heritage significance of environmental heritage. The design, construction and operation avoids or minimises impacts to the greatest extent possible	1. Assess and manage direct and /or indirect impacts to the heritage significance of: a) Environmental heritage, as defined under the *Heritage Act 1977* and underwater cultural heritage (UCH) as defined under the Commonwealth *Underwater Cultural Heritage Act 2018* b) Items/places/ properties listed on local State Commonwealth, National, World Heritage, or Stage Agency Section 170 heritage conservation register or lists c) Heritage items and conservation areas identified in environmental planning instruments applicable to the project area d) Potential heritage items e) Historic and/ or maritime heritage f) Natural heritage	Whole report, including separate Maritime Archaeological Assessment (MAA) report (EIS Appendix S)
	2. Where impacts to World, National, UCH, State or locally significant items are identified, the assessment must: a) Include a significance assessment, a statement of heritage impact for all heritage items and a historical/maritime archaeological assessment b) Assess consistency of the project against conservation policies of any relevant conservation management plan 3. Consider the impacts to the heritage significance of the item caused by, but not limited to, vibration, demolition, archaeological disturbance, altered historical arrangements and access, visual	Whole report, including the MAA (EIS Appendix S)

Key Issue and Desired Performance Outcome	Requirement	Section addressed in this report
	amenity, landscape and vistas, curtilage, subsidence and architectural noise treatment, drainage infrastructure, contamination remediation and site compounds (as relevant); c) Outline measures to avoid and minimise those impacts during construction and operation in accordance with the current guidelines d) Identify opportunities for the proposal to reflect on the heritage character and significance of the site and surrounding area during construction and operation through heritage interpretation e) Outline the future management framework for the ongoing protection, management, interpretation and conservation of heritage objects and other heritage values Be undertaken by a suitably qualified consultant(s) and or historic / maritime archaeologist.	

1.5 OBJECTIVES OF THIS SOHI

This report has been prepared in line with the *NSW Department of Planning and Environment's Guidelines for Preparing a Statement of Heritage Impact (2023)* (SoHI Guidelines), while being presented in a reordered format to improve the report's readability and coherence, owing to the complexity of a heritage assessment for a site with four levels of heritage significance, from local to World. This assessment will:

- Identify all applicable statutory requirements for the Project;
- Detail the heritage values (local, State, National, or World) of the areas affected by the Project, including any nearby listed items;
- Assess the potential effects of the proposed works on these heritage values; and
- Offer clear recommendations and mitigation strategies where necessary.

This amended structure enhances narrative flow without omitting any of the prescribed components from the SoHI Guidelines.

1.6 METHODOLOGY

The following methodology outlines the key steps undertaken to assess potential heritage impacts of the proposed development on the heritage values of Lord Howe Island in accordance with relevant New South Wales heritage legislation and guidelines:

1. *Identify heritage listings and constraints:* Review relevant heritage registers (World, Australian Heritage Database, NSW State Heritage Register, LEP, Section 170 Register) and planning instruments to determine whether the subject site's heritage status, including;
    a. *Background research*: Compile historical and contextual information about the site and its surrounds using primary and secondary sources;
    b. *Undertake site inspection*: Conduct a physical inspection of the site and surrounding context to assess current condition, integrity, setting and potential impacts of the proposed works;

2. *Identify potential impacts*: Clearly outline the nature, scale and scope of the proposed development and activity, and evaluate the potential direct, indirect and/or cumulative impacts on heritage significance; and
3. *Document findings and propose mitigation measures*: Document findings in a SoHI format consistent with the *Guidelines for Preparing a Statement of Heritage Impact* (NSW Department of Planning and Environment, 2023) and other relevant guidance for a World and National Heritage property, and recommend measures to avoid, minimise or mitigate potential adverse impacts to heritage values.

This assessment has been informed by the following documentation and previous studies:

- *Lord Howe Island Jetty Condition Assessment Report*, prepared for Lord Howe Island Board (Rev B: 311015-00602-MA-REP-001) by Worley Consulting. 2024;
- Cumberland Ecology. *Lord Howe Island Critical Infrastructure Program: Northern Zone and Southern Zone Baseline Terrestrial Biodiversity Assessments, 2025;*
- *Statement of Heritage Impact: Proposed Community Slipway, Wilson's Landing, Hunter's Bay, Lord Howe Island*, prepared by Perumal Murphy Alessi. 2012;
- *Statement of Heritage Impact: A proposed Biosecurity Room at the former Ocean View Boatshed, Lord Howe Island,* prepared for the Lord Howe Island Board by Carste Studio Architect and Heritage Consultant, 2021;
- *Strategic Plan for Lord Howe Island Group 2010*, Lord Howe Island Board; and
- *The Last Paradise: A Community-Based Heritage Study of Lord Howe Island*, prepared for the Lord Howe Island Board by MUSEcape Pty Ltd. 2012.

The report has been prepared in accordance with:

- Australia ICOMOS Charter for the Conservation of Places of Significance (Burra Charter);
- Australian Natural Heritage Charter (Australian Heritage Commission, 2002);
- Assessing Heritage Significance Assessing: Guidelines for assessing places and objects against the Heritage Council of NSW criteria (Department Planning and Environment, 2023);
- Assessing Significance for Historical Archaeological Sites and 'Relics' (Heritage Branch, Department of Planning);
- Altering Heritage Assets (Heritage Council Heritage Council Policy No. 2);
- Design Guide for Heritage (Government Architect NSW, 2017);
- Design in Context: Guidelines for Infill Development in the Historic Environment (NSW Heritage Office, 2005);
- EPBC Act Significant Impact Guidelines 1.1 – Matters of National Environmental Significance (SIG 1.1), Commonwealth of Australia, 2013);
- Guidance and toolkit for impact assessments in a world heritage context (UNESCO, ICCROM, ICOMOS, and IUCN 2022); and
- Protecting Natural Heritage: Using the Australian Natural Heritage Charter (Australian Heritage Commission, 2003).

1.6.2 HERITAGE NSW EIS SUBMISSION

Following review of the SoHI, Heritage NSW requested additional information be included as summarised in **Table 1-5** below.

TABLE 1-5 SUMMARY OF HERITAGE NSW REQUESTS FOR INFORMATION AND WHERE ADDRESSED IN REPORT

Heritage NSW Request	Section addressed in this report
Further to SoHI Recommendation 2, we recommend that a condition assessment be undertaken for the timber roof trusses in the Ocean View Boatshed. The inspection should be undertaken by a heritage architect and/or engineer who should advise on any remedial or repair works that may be required to the trusses, and these works should be implemented as part of the SSI works.	*Section 7.2.2*
Further to SoHI Recommendation 4, we recommend that other forms of barrier be considered to protect the Cargo Shed from vehicular damage. These could include bollards — metal, timber or stone — which would allow for greater visual permeability around the building than a contiguous barrier and improve its immediate setting. However, it is essential that any type of barrier should effectively protect the building from vehicular damage.	*Section 7.2.4*
The paint colour scheme proposed for the exterior of the Cargo Shed and Ocean View Boatshed is suitable but should include darker toned paint for timber battening and window frames to contrast with lighter tones used on the wall sheeting/cladding. This would reflect the paint tones that can be seen in historic photographs.	*Section 7.2.5*
Please update the SoHI to include a detailed archaeological assessment. The assessment should include: a. Further specific detail of historic ground disturbance works to determine if areas of localised intact soils may remain b. An assessment of archaeological potential of the project area as relates to specific historic phases of occupation, including the archaeological potential of the former jetty c. An assessment of archaeological significance of potential archaeological resources, including the archaeological potential of the former jetty d. A map of archaeological sensitivity of the project area e. An updated impact assessment in consideration of any revised archaeological sensitivity f. Updated mitigation measures (if required)	*Sections 4.2.2, 5.4.2, 5.4.3, 6.1*
Please provide further detail regarding the integration and interpretation of the archaeological remains of the former jetty as part of the proposed design. Please provide further detail as to how potential impact to these remains will be mitigated.	*Section 6.1*

Following HNSW's provision of comments on this SoHI, a meeting was held on 3 February 2026 between staff from HNSW, NPWS, SMM and ERM. The meeting was held to discuss design solutions for the vehicle barrier to the Cargo Shed (see **Section 7.2.4**). All parties agreed that safety is priority in selection of the type of the proposed vehicle crash barrier around the Former Cargo Shed and that the specific treatment material will be selected in consultation with HNSW as part of detailed design post consent.

1.6.3 SITE INSPECTION

An inspection of the North Zone (Marine and Biosecurity Infrastructure), and the South Zone (WMF) was undertaken on 8-9 July 2025 by ERM Technical Director, Heritage, Erin Finnegan. All site-specific photographs in this report were taken at this time unless otherwise identified.

1.7 AUTHORSHIP

This report was prepared by ERM Technical Consultant Director, Heritage, Erin Finnegan. Technical review was by ERM Associate Partner - Heritage, Shelley James; and quality control review was by ERM Partner, Mark Davey. A summary of the ERM staff involved in the preparation of this report and their relevant qualifications is provide in **Table 1-6**.

TABLE 1-6 SUMMARY OF STAFF INVOLVEMENT AND QUALIFICATIONS

Name	Title	Role	Relevant Qualifications and years of experience in cultural heritage management
Erin Finnegan	Technical Consulting Director - Heritage	Fieldwork, Primary Author	• Bachelor of Arts (Cultural Anthropology), Macalester, 1998 • Post Graduate Diploma – Museum and Heritage Studies, University of Cape Town 2003 • Master of Philosophy (Archaeology), University of Cape Town, 2006 • The Archaeology of Submerged Cultural Landscapes Short Course, Flinders University, 2024 • 20 years' professional experience
Shelley James	Associate Partner, Heritage	Technical Reviewer	• Bachelor of Applied Science (Cultural Heritage Management, University of Canberra, 1998 • Maritime Archaeology Course (Part 1), Australasian Institute for Maritime Archaeology, National Archaeology Society (UK) and NSW Heritage Office, Sydney, 2003 • Conservation of Traditional Materials Course, University of Canberra, 2005 • Intertek SAI Global - Foundation and Implementing an Environmental Management System ISO 14001:2015, 2023 • 23 years' professional experience
Mark Davey	Partner	Quality Assurance Review	• PhD Marine Ecology • Master of Science (Marine Ecology) • Bachelor of Applied Science • 30+ years of professional experience.

1.8 LIMITATIONS

This SoHI has been prepared with respect to potential heritage impacts arising from the works required to accommodate the proposed Project within the areas specified by the Client and includes information provided by the Client and other consultants of the design team.

1.9 ACKNOWLEDGEMENTS

ERM wishes to acknowledge and thank Ian Hutton, Lord Howe Island Museum Curator, for his time and assistance with the project.



Admiralty Islands

North Zone

South Zone

Lord Howe Island

Ball's Pyramid

Legend

- Project Area
- Marine Park Area
- World Heritage Area

Coordinate System:
GDA 1994 MGA Zone 57

Date: 26/02/2026

Created By: MB/IS

Drawing Size: A3

0 2.5 5Km

1:140,000

F1-1 Project Locality

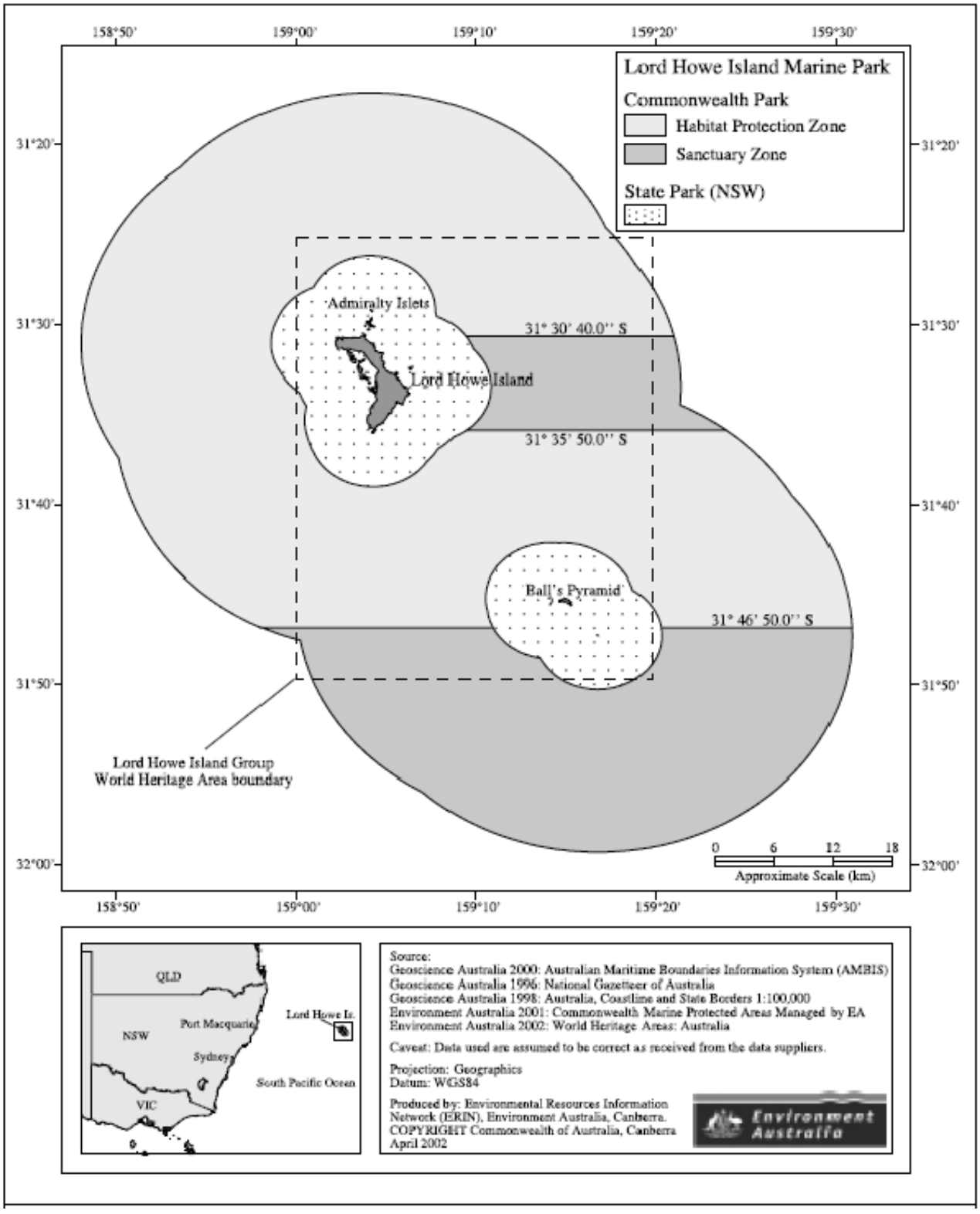
LHI CIP
Statement of Heritage Impact

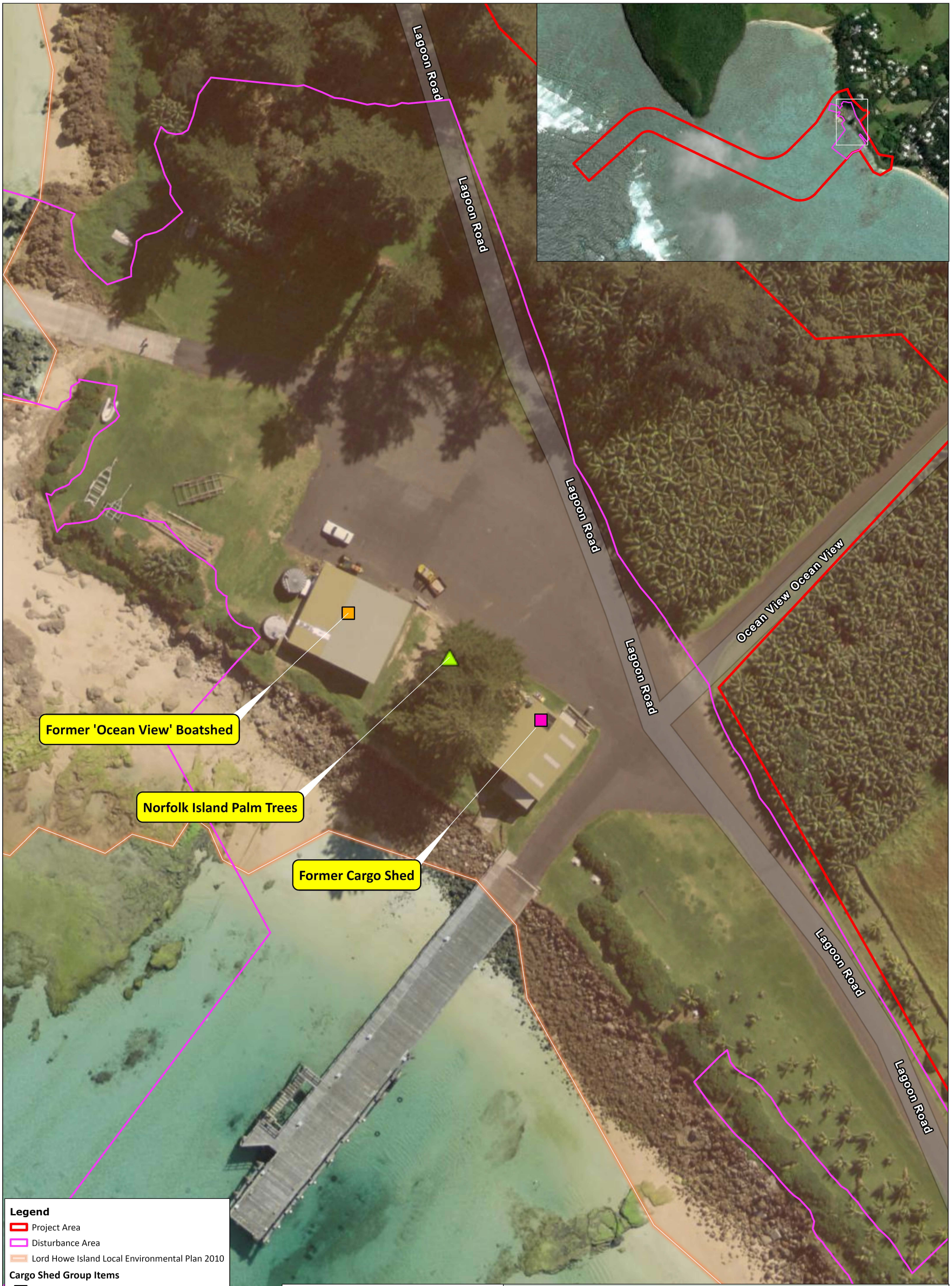
Client: DCCEEW (NSW) on behalf of LHIB

ERM

0708120_LordHowe_LHI_CIP_SoHI_R1.aprx

FIGURE 1-2 LORD HOWE ISLAND GROUP WORLD HERITAGE PROPERTY AND MARINE PARK BOUNDARIES (LHIG STRATEGIC PLAN, 2010)





F1-3 'Cargo Shed Group' within the North Zone

LHI CIP
Statement of Heritage Impact
Client: DCCEEW (NSW) on behalf of LHIB

ERM

0708120_LordHowe_LHI_CIP_SoHI_R1.aprx

2. STATUTORY FRAMEWORK AND HERITAGE CONSERVATION CONTEXT

2.1 PREAMBLE

Lord Howe Island is administered by Lord Howe Island Board, a statutory authority established under the *Lord Howe Island Act 1953* (NSW), which is responsible for managing the island's affairs on behalf of the NSW Government. This includes oversight of land tenure, environmental conservation, infrastructure, and community services. The Lord Howe Island Board functions with both elected local members and government-appointed representatives, reflecting a hybrid model of local and state governance.

The Island's statutory framework is further influenced by a range of state and Commonwealth legislation, particularly in relation to its status as a UNESCO World Heritage property and its extensive protected areas. Together, these legislative instruments form a complex but targeted framework aimed at balancing sustainable development with the preservation of Lord Howe Island's unique natural and cultural heritage.

2.1.1 PROTECTION OF WORLD CULTURAL AND NATURAL HERITAGE

The Convention Concerning the Protection of the World Cultural and Natural Heritage (World Heritage Convention) was adopted by the United Nations Educational, Scientific and Cultural Organisation (UNESCO) in 1972. The World Heritage Convention outlines the concepts of nature conservation and the preservation of cultural properties. It recognises how people interact with nature and the need to preserve and balance this relationship. The overarching aim of the convention is to facilitate cooperation among nations to protect heritage across the world that is of such 'outstanding universal value' that its conservation is critical to current and future generations.

Australia, as a signatory to the World Heritage Convention in 1974, has agreed to 'identify, protect and conserve' World Heritage properties in areas under its jurisdiction. The key management objectives for World Heritage properties that form part of Australia's obligations under the convention include to:

- Protect, conserve and present the World Heritage values of the property;
- Integrate the protection of the area into a comprehensive planning program;
- Give the property a function in the life of the Australian community;
- Strengthen appreciation and respect of the property's World Heritage values, particularly through educational and information programs;
- Keep the community broadly informed about the condition of the World Heritage values of the property; and
- Take appropriate scientific, technical, legal, administrative and financial measures necessary for achieving the foregoing objectives.

Lord Howe Island Group was inscribed on the World Heritage List in 1982 as a 'remarkable example of isolated oceanic islands, born of volcanic activity more than 2,000 metres (m) under the sea'. These islands boast a spectacular topography and are home to numerous endemic species, especially birds. The Lord Howe Island CIP aims to protect the values for which the Island was inscribed on the World Heritage List.

2.1.2 AUSTRALIAN AND NSW GOVERNMENT POLICIES AND PLANS

The Project aligns with relevant national, state and local strategies, policies and plans as detailed in **Table 2-1**.

TABLE 2-1 AUSTRALIAN GOVERNMENT AND UNESCO POLICIES AND PLANS

Strategy, Policy or Plan	Description	Project Alignment
Strategic Plan for the Lord Howe Island Group World Heritage Property (LHIB, 2010)	The Strategic Plan for the Lord Howe Island Group World Heritage Property was established to guide the coordinated management of LHI's unique environmental and cultural values. The plan provides a framework for maintaining and enhancing the World Heritage status of Lord Howe Island and is implemented by the Lord Howe Island Board along with relevant NSW and Australian government agencies. Key priorities of the plan include: • Conservation of biodiversity; • Cultural and environmental heritage management; • Visitor and tourism management; • Marine protection; and • Improving visitor experience.	The Project will contribute to maintaining and enhancing the World Heritage status of LHI for current and future generations through enhancing biosecurity and waste management and providing a new marine freight service and associated infrastructure that will minimise the risk of freight vessel related impacts to the marine environment.
Australian World Heritage Management Principles	Schedule 5 of the *Environment Protection and Biodiversity Conservation Regulations 2000* (EPBC Regulations) defines the principles for managing World Heritage sites within Australia. The principles emphasise sustainable management and align with articles of the World Heritage Convention.	The Project will comply with the World Heritage Management principles included in the EPBC Regulations. The Project is being designed to avoid and minimise impacts on World Heritage values, during both construction and operation.
Managing Natural World Heritage (UNESCO, 2012), Managing Cultural World Heritage (UNESCO, 2013), Guidance and Toolkit for Impact Assessment in a World Heritage Context	These guidelines provide a practical resource for jurisdictions that are responsible for the management of World Heritage properties. The guidelines for Managing Natural World Heritage emphasises the integration of World Heritage concepts into World Heritage property management and offers practical recommendations for enhancing conservation efforts. The guidelines for Managing Cultural World Heritage foster the integration of heritage management with social, economic, and environmental considerations by promoting sustainable practices that respect the unique character and significance of each site.	The Project is being designed to avoid and minimise impacts on world heritage values, natural and cultural. This includes avoiding and minimising impacts to significant native vegetation, minimising risks from waste management, and minimising biosecurity risk.

2.2 COMMONWEALTH LEGISLATION

2.2.1 ENVIRONMENT PROTECTION AND BIODIVERSITY CONSERVATION ACT 1999

The primary objective of the EPBC Act is to protect the environment, particularly those aspects that are Matters of National Environmental Significance (MNES). The EPBC Act outlines a legal framework for the protection and management of nationally and internationally important flora, fauna, ecological communities and heritage places. The EPBC Act established the Commonwealth Heritage List (CHL) and National Heritage List (NHL) and provides protection for places on the World Heritage List (WHL) – **bolded** in the list below as these are EPBC Act MNES relevant to the Heritage assessment of the current project (this SoHI).

- Listed threatened species and communities;
- Listed migratory species;
- Ramsar wetlands of international importance;
- Commonwealth marine area;
- **World heritage properties;**
- **National heritage places;**
- The Great Barrier Reef Marine Park;
- Nuclear actions; and
- A water resource, in relation to coal seam gas development and large coal mining development.

2.2.2 EPBC ACT OBLIGATIONS

Under the EPBC Act, a 'significant impact' is an impact which is adverse – it is important, notable, or of consequence, having regard to its context or intensity. Whether or not an action is likely to have a significant impact depends upon the sensitivity, value and quality of the environment which is impacted. An action would be considered 'significant' for a World Heritage place if there is a real chance or possibility that it will cause:

- *One or more of the World Heritage values to be lost;*
- *One or more of the World Heritage values to be degraded or damaged; or*
- *One or more of the World Heritage values to be notably altered, modified, obscured or diminished.*

An action would be considered 'significant' for a National Heritage place if there is a real chance or possibility that the action will cause National Heritage values to be impacted, as per points above.

The key sections of the EPBC Act that are of direct relevance to this assessment are:

- Part 3, Division 1: Requirements Relating to Matters of National Environmental Significance;
- Section 12: World Heritage Properties. This section prohibits actions that are likely to have a significant impact on the World Heritage values of a declared World Heritage property without prior approval from the Minister for the Environment. It is the primary legal safeguard for protecting the OUV of these sites;

- Section 15A: Commonwealth Obligations Regarding World Heritage Properties. This section reinforces Australia's obligations under the World Heritage Convention, ensuring that the Commonwealth does not take any action that would be inconsistent with the protection of a World Heritage property. This section states that a Commonwealth agency must not take an action that has, will have, or is likely to have a significant impact on the World Heritage values of a declared World Heritage property, unless the action is approved under the Act. It mirrors the intent of Section 341ZC, which applies to National and Commonwealth Heritage places, but Section 15A specifically applies to World Heritage properties and reflects Australia's obligations under the World Heritage Convention;
- Section 15B: Requirement for approval of activities with a significant impact on National Heritage values. Prohibits actions that are likely to have a significant impact on the National Heritage values of a declared National Heritage place, unless the action is approved by the Minister for the Environment; and
- Section 341ZC: Requirement to minimise adverse impacts on the heritage values. A Commonwealth agency must not take an action that has, will have or is likely to have an adverse impact on the National or Commonwealth Heritage values of a National or Commonwealth Heritage place unless:

  "there is no feasible and prudent alternative to taking the action; and

  all measures that can reasonably be taken to mitigate the impact of the action on those values are taken."

These might be direct impacts from physical disturbance or could also include secondary impacts in the event of activities that would impact on the visual aspect, cultural importance, landscaping and curtilage of an adjacent listed property.

2.2.2.1 APPLICATION OF THE EPBC REGULATIONS 2000 TO LORD HOWE ISLAND

The EPBC Regulations made under the EPBC Act provide detailed legislative support for the protection and management of Australia's most significant natural and cultural heritage places. For World Heritage properties such as Lord Howe Island, the EPBC Regulations outline specific requirements that guide how such places should be managed to ensure their OUV is conserved.

Schedule 5 of the EPBC Regulations set out the Australian World and National Heritage Management Principles, which provide guidelines for management of Australia's World and National Heritage Properties. These criteria ensure that management plans are robust, transparent, and capable of maintaining the values for which the site was inscribed. These principles provide a framework for leading practice heritage management and are often referenced in the development and implementation of management plans and heritage impact assessments.

2.2.2.2 SIGNIFICANT IMPACT GUIDELINES AND EPBC REFERRAL PROCESS

Under Part 9 of the EPBC Act, any action that is likely to have a 'significant impact', or other MNES is known as a 'controlled action' under the Act and may require approval of the Australian Government Environment Minister (the Minister). Generally, a significant impact is an action that has an important, notable consequence. Whether or not an action is likely to have a significant impact depends upon the sensitivity, value and quality of the environment that is impacted, and upon the intensity, duration, magnitude and geographic extent of the impacts.

Guidelines have been developed to assist any persons in particular categories who propose to take an action to decide whether or not they should submit a referral to the Minister. These guidelines outline a 'self-assessment' process, including detailed criteria to assist persons in deciding whether or not referral may be required. The *Significant Impact Guidelines 1.1 – Matters of National Environmental Significance (SIG 1.1)* provides overarching guidance on determining whether an action is likely to have a significant impact upon matters of national environmental significance which are protected under national environment law.

Application of SIG 1.1 and the resultant World and National heritage assessment is presented in Appendix A.

2.2.2.3 GUIDANCE FOR IMPACT ASSESSMENT IN A WORLD HERITAGE CONTEXT

The *Guidance and Toolkit for Impact Assessments in a World Heritage Context* (2022) is a foundational document developed by UNESCO and its advisory bodies to help ensure that development and change do not compromise the values that make World Heritage properties exceptional. It provides a structured approach to evaluating how proposed projects might affect these sites, with a strong emphasis on preserving their OUVs.

At its core, the guidance encourages early integration of heritage considerations into planning and decision-making processes and advocates for assessments to begin at the earliest stages of project development. This allows for meaningful influence over project design, location, and alternatives, ensuring that potential impacts on heritage sites are minimized or avoided altogether.

A central tenet of the guidance is its focus on OUV. This concept refers to the unique cultural and/or natural significance of a site that is considered to be of outstanding importance to all humanity. Every World Heritage property is inscribed on the World Heritage List because it meets at least one of ten criteria defined by UNESCO. These criteria might include representing a masterpiece of human creative genius, bearing exceptional testimony to a cultural tradition, or containing superlative natural phenomena.

While the guidance is comprehensive, it also promotes proportionality. Not every project requires the same level of scrutiny—assessments should be scaled to match the potential impact. Where impacts are likely, the guidance calls for the exploration of alternatives and the development of mitigation strategies.

The guideline provides a framework in which to conduct impact assessments in the context of World Heritage properties and provides a suggested toolkit and checklist for application.

The assessment of the project against the Guideline is presented in Appendix A.

2.3 NSW STATE LEGISLATION

2.3.1 NSW HERITAGE ACT 1977

The *NSW Heritage Act 1977* (Heritage Act) provides protection for heritage places, buildings, works, relics, moveable objects, precincts and archaeological sites; these include items of Aboriginal and non-Aboriginal (historic) heritage significance. The aim of the Act is to conserve the heritage of NSW. The aim of heritage management is not to prevent change and development, but to ensure that the heritage significance of recognised heritage items is not harmed by changes and developments.

Where these recorded heritage items have particular importance to the people of NSW, they are listed on the SHR, through gazettal in the NSW Government Gazette.

Part 4 Sections 57 to 69 of the Heritage Act address the statutory requirements for items and places listed on the SHR. Works which include demolition, damage or alteration of a heritage item or place require the approval of the Heritage Council of NSW or its delegates.

Sections 139 to 146, Divisions 8 and 9 of Part 6 of the Act refer to the requirement that excavation or disturbance of land that is likely to contain, or is believed may contain, archaeological relics is undertaken in accordance with an excavation permit issued by the Heritage Council (or in accordance with a gazetted exception under Section 139(4) of the Act). An archaeological relic is defined as meaning *any deposit, artefact, object or material evidence that:*

> *(a) relates to the settlement of the area that comprises New South Wales, not being Aboriginal settlement, and*
>
> *(b) is of State or local heritage significance*

Section 139 refers to the need for a permit in certain circumstances:

> *1. A person must not disturb or excavate any land knowing or having reasonable cause to suspect that the disturbance or excavation will or is likely to result in a relic being discovered, exposed, moved, damaged or destroyed unless the disturbance or excavation is carried out in accordance with an excavation permit.*
>
> *2. A person must not disturb or excavate any land on which the person has discovered or exposed a relic except in accordance with an excavation permit.*

2.3.2 LORD HOWE ISLAND ACT 1953

The *Lord Howe Island Act 1953* (NSW) is the principal legislative instrument governing the administration, land tenure, and environmental management of Lord Howe Island. Under this Act, the Lord Howe Island Board is established as a statutory authority responsible for the island's governance, including the management of Crown lands, the delivery of public services, and the implementation environmental and planning policies. The Act provides the Lord Howe Island Board with powers to regulate land use, control development, and implement conservation measures, all of which are critical to maintaining the island's World Heritage values. The Act interfaces with the *Environmental Planning and Assessment Act 1979* (NSW) and the EPBC Act – ensuring that development proposals and land management activities are assessed for their environmental impact and compatibility with heritage conservation objectives.

2.3.3 ENVIRONMENTAL PLANNING AND ASSESSMENT ACT 1979

The *Environmental Planning and Assessment Act 1979* (EP&A Act) regulates a system of environmental planning and assessment for NSW. Land use planning requires that environmental impacts, including those on cultural heritage, must be considered when making decisions about the future of a place.

The EP&A Act allows for the preparation of planning instruments to direct development within NSW. This includes Local Environment Plans (LEP), which are administered by local government; and State Environmental Planning Policies (SEPPs), covering areas or issues of State or regional environmental planning importance. LEPs commonly identify and have provisions for the protection of local heritage items and heritage conservation areas; they principally determine land use and the process for development applications.

2.3.3.1 LORD HOWE ISLAND LOCAL ENVIRONMENTAL PLAN 2010 (LHI LEP)

The former Cargo Shed and the former Ocean View boatshed are identified as local heritage items in Schedule 2 of the LHI Local Environmental Plan (LEP) 2010. As the Project has been declared Critical State Significant Infrastructure, environmental planning instruments such as LHI LEP 2010 do not apply pursuant to Section 5.22 of the EP&A Act.

2.4 LEADING PRACTICE GUIDANCE

This assessment draws on established leading practice frameworks that underpin conservation and management of Australia's cultural and natural heritage. Key among these is the Burra Charter (Australia ICOMOS), the Australian Natural Heritage Charter, and the Design in Context Guidelines. Together, these documents inform a values-based, place-responsive approach to planning, assessment and decision-making, ensuring that heritage values are protected while allowing for thoughtful change and design excellence.

2.4.1 THE BURRA CHARTER: THE AUSTRALIA ICOMOS CHARTER FOR PLACES OF CULTURAL SIGNIFICANCE 2013

The Australian ICOMOS (International Council on Monuments and Sites) Charter for the conservation of places of cultural significance (the Burra Charter) sets a standard of practice for those who provide advice, make decisions about, or undertake works to places of cultural significance including owners, managers and custodians. The Burra Charter was first adopted in 1979 at the historic South Australian mining town of Burra. Minor revisions were made in 1981 and 1988, with more substantial changes in 2013. The Charter provides specific guidance for physical and procedural actions that should occur in relation to significant places. The principles, as follows, are the basis for heritage management and conservation processes:

- The place is important;
- Understand the fabric;
- Significance should guide decisions;
- Do as much as necessary, as little as possible;
- Keep records; and
- Do everything in logical order.

A copy of the Burra Charter can be accessed online at Burra Charter & Practice Notes | Australia ICOMOS.

2.4.2 AUSTRALIAN NATURAL HERITAGE CHARTER

The *Australian Natural Heritage Charter*—as outlined in *Protecting Natural Heritage: Using the Australian Natural Heritage Charter*—provides a practical framework for conserving Australia's natural heritage in a way that recognises and respects both its ecological and cultural values. Developed by the Australian Heritage Commission and the Australian Committee for IUCN, the Charter outlines principles and processes for identifying, assessing, and managing places of natural heritage significance. It promotes conservation approaches that maintain the integrity of natural systems, protect biodiversity and geodiversity, and respect ongoing cultural connections to Country, particularly those of Traditional Owners. The accompanying guide, *Protecting Natural Heritage*, offers clear direction on applying the Charter in practice, supporting informed, transparent decision-making and encouraging broad community involvement. Together, they help ensure that natural heritage is managed responsibly and in harmony with Australia’s environmental and cultural obligations.

2.4.3 NSW DESIGN IN CONTEXT GUIDELINES

The *Design in Context* Guidelines, developed by the NSW Heritage Office and the Royal Australian Institute of Architects, provide practical guidance for designing new buildings or additions within heritage contexts. These guidelines promote respectful, high-quality contemporary design that responds sensitively to the historic character, scale, and setting of heritage items and precincts. Rather than encouraging replication of historic styles, the emphasis is on creating sympathetic, modern interventions that contribute to and enhance the heritage significance of a place. The guidelines outline key design principles—including siting, scale, form, materials, and detailing—to assist architects, planners, and developers in achieving design outcomes that balance innovation with conservation.

2.4.4 NSW DESIGN GUIDE FOR HERITAGE

The NSW *Design Guide for Heritage* provides practical guidance for integrating contemporary design in development projects where there are heritage considerations. Its purpose is to support respectful, creative, and informed design outcomes that conserve the significance of heritage places while allowing for sympathetic change and adaptive reuse.

3. PROJECT DESCRIPTION

The project elements of relevance to the terrestrial heritage items are discussed below. Note that the elements that affect the marine environment such as the new piled vessel ramp are assessed in the Marine Archaeological Assessment report (EIS Appendix S).

3.1 NORTH ZONE: FREIGHT HANDLING FACILITY - LAND BASED INFRASTRUCTURE

New, modern freight handling and biosecurity infrastructure would be constructed near the marine infrastructure to facilitate the Island's biosecurity and quarantine requirements to screen incoming materials. Biosecurity infrastructure will be integrated into the container unstuffing/stuffing shed (**Figure 3-1** and **Figure 3-2**).

3.1.1 LAYDOWN AND STAGING AREA

A new dedicated laydown area is proposed for the temporary storage, staging, and handling of cargo upon arrival to the Island and prior to its departure to the mainland. Some existing vegetation may be removed to ensure sufficient area to manoeuvre forklifts and vehicles used to load and unload the vessel. A bunded hardstand surface and/or paved area with drainage would be provided. The laydown area would provide a structured location for organising and managing cargo and freight and would be designed to accommodate various freight types including containers, bulk goods, and bulk fuel. This area would also provide suitable space for boat maintenance including anti-fouling. The laydown area would be accessed via Lagoon Road.

The perimeter of the laydown and staging area would be temporarily secured during vessel loading and unloading. At other times, the area would generally be accessible to the public.

3.1.2 CONTAINER UNSTUFFING/STUFFING SHED

A new container unstuffing/stuffing shed is proposed to serve as a cargo and handling area for the freight vessel operators. The shed would be built on a reinforced concrete slab and would be constructed of compressed fibre cement cladding, with a profiled metal roof sheeting and high level operable glazed louvres. Roller doors would be provided to accommodate forklift access. The shed would be approximately 6.7 m high and approximately 182 m^2.

3.1.3 BIOSECURITY AND QUARANTINE FACILITY AND ADDITIONAL STORAGE AREA

A new, dedicated, biosecurity and quarantine facility is proposed to support biosecurity and quarantine operations on the Island. The facility would be co-located with the unstuffing shed and would allow biosecurity officers to inspect freight items identified as potential threats and for routine testing. The facility would be fully sealed to contain any biosecurity materials that are detected and would be always closed to the public.

The facility would be located within the unstuffing/stuffing shed and constructed on a reinforced concrete slab with compressed fibre cement cladding and profiled metal roof. High level operable glazed louvres may be provided. The facility would be designed to allow forklift access and operations. The facility would be approximately 50 m^2 in area. Fencing, bunding and containment measures would also be included.

3.1.4 AUSTRALIA POST AND LHIB STORAGE AREA

A new Australia Post facility and a storage area for Lord Howe Island Board would be provided. The Australia Post facility would be approximately 14 m^2 and would be used to sort and store parcel post and freight mail managed by Australia Post. The Lord Howe Island Board storage area would be used for the storage of materials and equipment required for the mooring maintenance.

3.1.5 OCEAN VIEW BOATSHED AND OLD CARGO SHED

The existing 'Ocean View' Boatshed would be used for storage to support Marine Parks and TfNSW operations. The existing annex and above-ground water tanks would be removed from the northwestern side of the boatshed to provide space for at-grade boat parking for two vessels. The new boat parking area will be on a sealed concrete slab with a finished area of approximately 100 m^2. A new below-ground water tank would be provided. A new viewing deck would be constructed on the southern side of the Old Cargo Shed to provide pedestrian access to the existing jetty.

3.1.6 NEW DRIVEWAY ACCESS TO WILSONS LANDING

A new driveway and removal of a Norfolk Island pine tree would be required on the northern side of the proposed stuffing/unstuffing shed to provide public access to the boat ramp from Lagoon Road while the vessel is being loaded and unloaded. Existing boat trailer parking will be retained adjacent to the laydown area.

3.1.7 LANDSCAPING AND PUBLIC DOMAIN WORKS

Landscaping and public domain improvements are proposed as part of the Project. Public access will be incorporated into the new/upgraded marine infrastructure for pedestrians and vehicles, excluding areas during freight handling operations. Landscaping is proposed north and south of the existing jetty.

The proposed landscaping and public domain works would include:

- Upgrade the Wilsons Landing Picnic Area including new interpretive signage and furniture;
- Bicycle parking adjacent to the southern car park area;
- Feature tree planting adjacent to the vehicle entrance from Lagoon Road;
- New screen planting in a bioswale along the Lagoon Road frontage; and
- Maintain existing access points to the beach.

It is noted that the two existing Norfolk Island Pine trees, located between the Old Cargo Shed and the Marine Rescue buildings, and the existing mooring anchor adjacent to the southern car parking area will be retained as part of the Project.

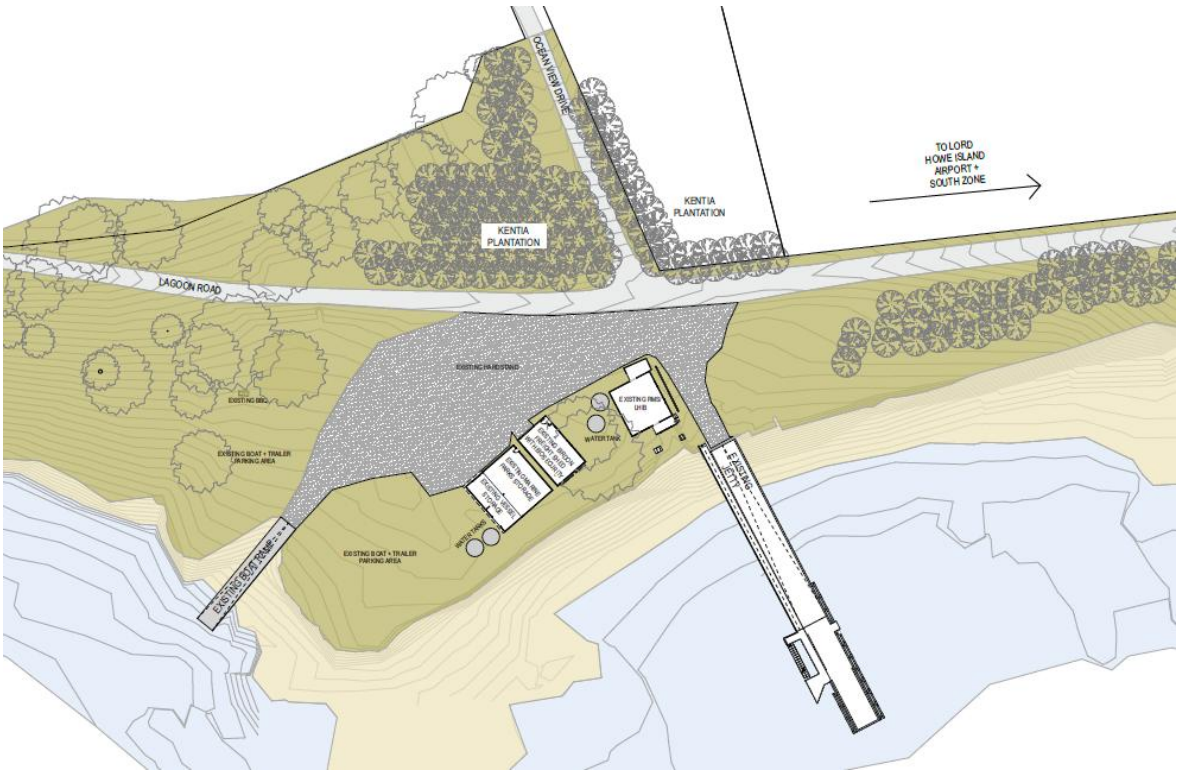


FIGURE 3-1 NORTH ZONE: EXISTING SITE PLAN, DRAWING NO. A-DA-11.00 REV 04, 06/08/2025 (LAHZNIMMO ARCHITECTS)

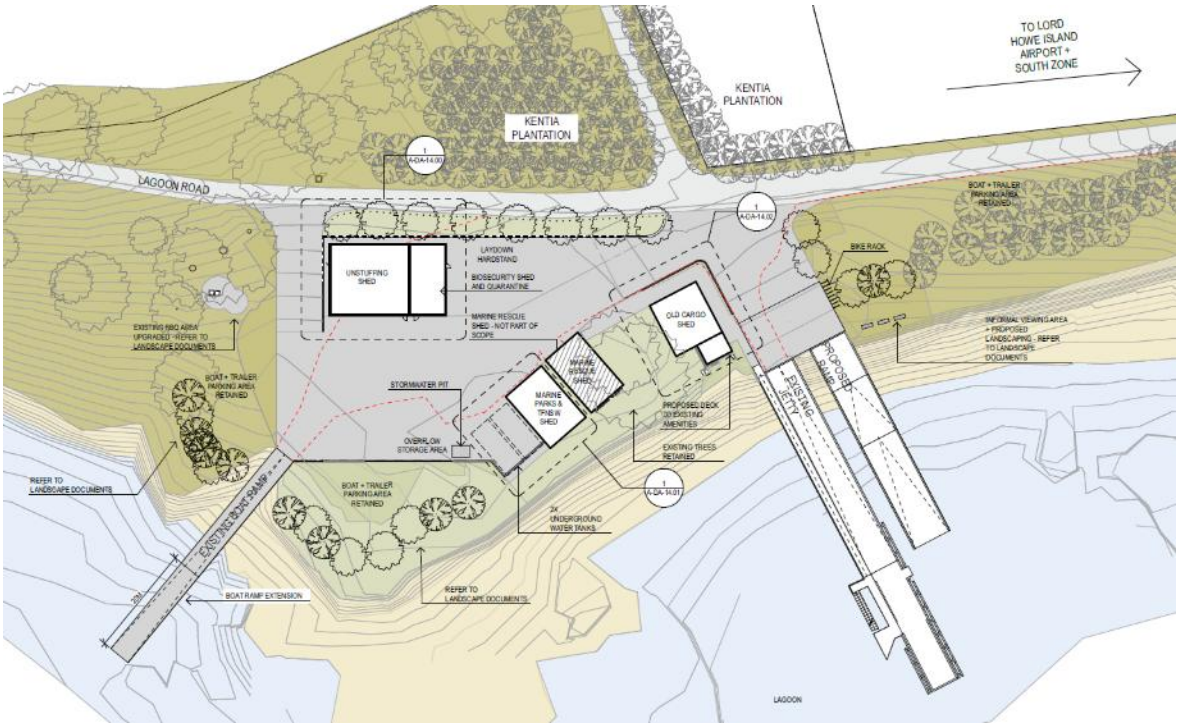


FIGURE 3-2 NORTH ZONE: PROPOSED SITE PLAN DRAWING NO. A-DA-11.02 REV 04, 06/08/2025 (LAHZNIMMO ARCHITECTS)

3.2 SOUTH ZONE: WASTE MANAGEMENT FACILITY

The Project would include upgrades to the existing WMF to provide a fully functioning waste reception and processing facility to service the needs of the residents of Lord Howe Island (**Figure 3-3** and **Figure 3-4**). The WMF would include the following:

- Waste-receival area comprising a dedicated, one-way, drive-through waste drop-off facility for commercial and residential waste with clearly demarcated areas to segregate waste types (e.g., mixed-recyclables, paper and cardboard, food and organics etc.);
- A Chemical Shed with separate storage zones for the safe containment, handling, and temporary storage of waste such as paint, used oil, batteries, domestic gas cylinders, phosphorescent and other lighting tubes and smoke detectors;
- A MRF will include a new working platform to provide secure, safe operating conditions. The MRF equipment would consist of two balers, a wrapper, hoppers, conveyors, picking station, sorting conveyor/trommel, capture bins, glass crusher and sorter. The MRF will also house a baler for steel and aluminum cans and other waste;
- Open bunkers and dedicated storage areas to hold baled waste material, bulky goods and organics, and waste containers and/or skips awaiting shipment. These areas will be located at the northwest end of the WMF, the furthest area from public access;
- A dedicated organics processing workshop with specialised equipment to mechanically and biologically break down organic materials and include curing and storage areas for final products;
- A new, dedicated WWTP, which will include settling and aeration tanks, clarifiers, disinfection equipment and sludge treatment. The WWTP will be constructed within the WMF to service the Island; and
- An office/amenities building will be located adjacent to the public limit of the WMF.

The WMF will be fully fenced and secured. Access by the public will be restricted to fixed hours of operation. The design of the facility will facilitate the processing and secure storage of waste, with hardstands constructed of permeable and impermeable surfaces such as pavers, concrete or asphalt. The public will not have access to the WMF beyond the waste-receival area unless via appointment.

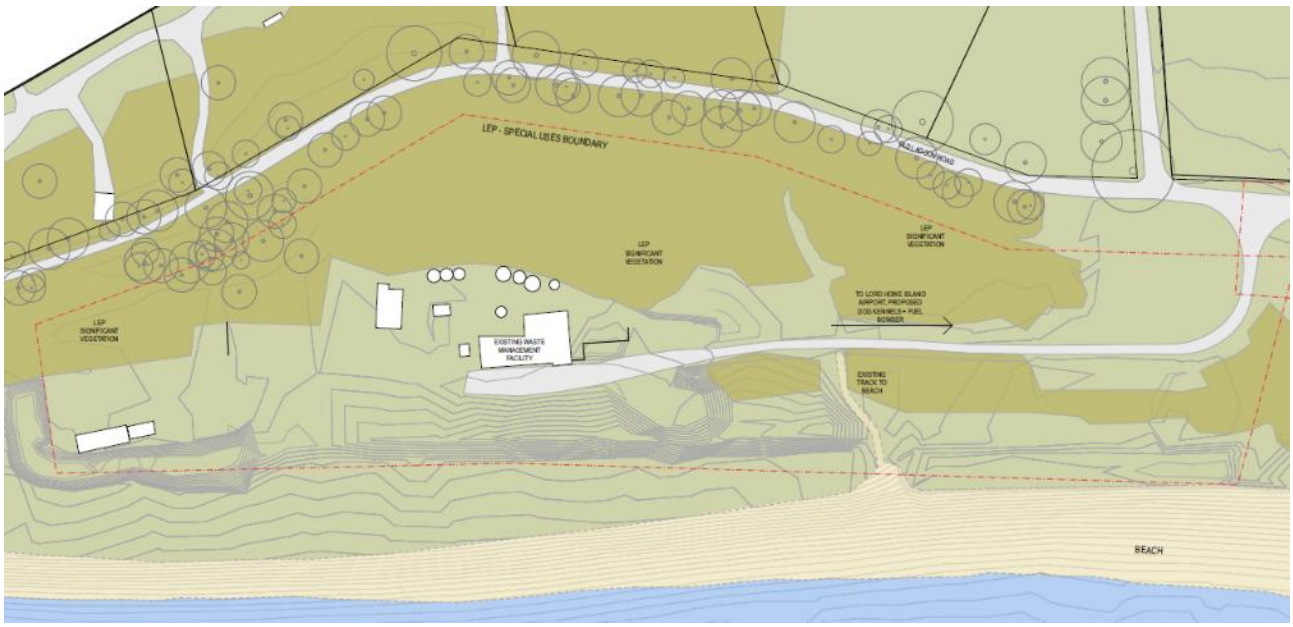


FIGURE 3-3 SOUTH ZONE: EXISTING SITE PLAN – WMF, DRAWING NO. A-DA-11.11 REV 04, 06/08/2025 (LAHZNIMMO ARCHITECTS)



FIGURE 3-4 SOUTH ZONE: PROPOSED SITE PLAN – WMF, DRAWING A-DA-11.14 REV 04, 06/08/2025 (LAHZNIMMO ARCHITECTS)

3.3 DOG KENNELS AND FUEL BOWSER

Detection dog kennels are proposed to house the detection dogs used for biosecurity checks at the airport (daily) and freight handling facility (fortnightly). The kennels would be constructed on an existing grass area adjacent to the Bureau of Meteorology (BoM) weather station at 16 Old Lagoon Road (Lot 219 DP45732). The facility would include kennels for up to four dogs and an outdoor and indoor training area. Kennels would be insulated to reduce dog noise, and the facility would be screened by vegetation upon operation (**Figure 3-5**).

The proposed fuel bowser would include a concrete hard stand area and two above-ground fuel containers with a self-serve bowser with credit card facilities. A new water tank would be

adjacent to this area. The fuel bowser would be accessed via a two-way access driveway from Old Lagoon Road (**Figure 3-6**).

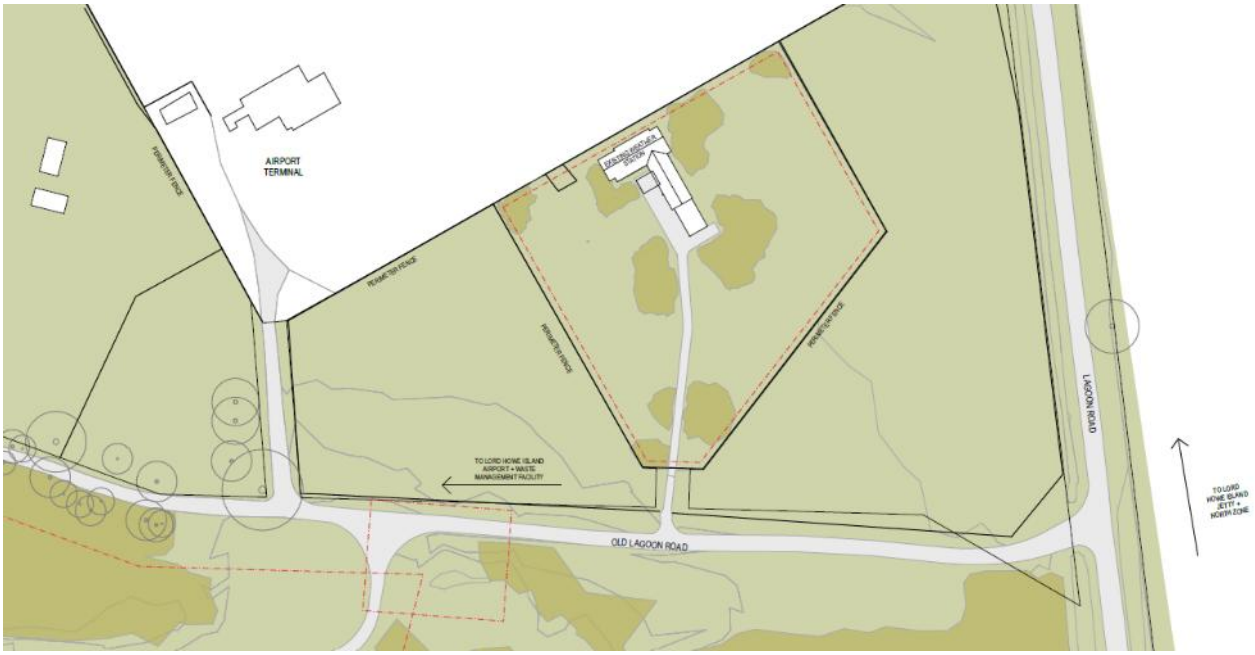


FIGURE 3-5 SOUTH ZONE: EXISTING SITE PLAN – DOG KENNELS AND FUEL BOWSER, DRAWING NO. A-DA-11.12 REV 04, 06/08/2025 (LAHZNIMMO ARCHITECTS)

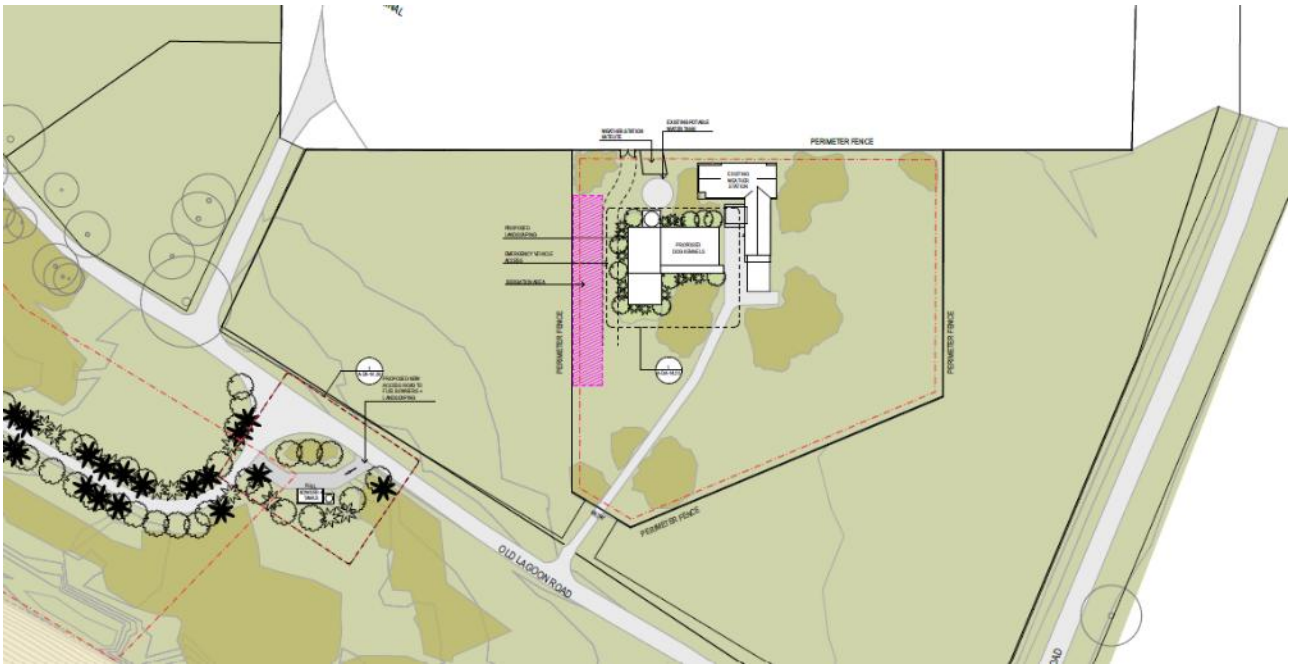


FIGURE 3-6 SOUTH ZONE: PROPOSED SITE PLAN – DOG KENNELS AND FUEL BOWSER, DRAWING NO. A-DA-11.15 REV 04, 06/08/2025 (LAHZNIMMO ARCHITECTS)

3.4 CONSIDERATION OF PROJECT ALTERNATIVES

A range of alternative project options were considered and detailed in the EIS. At the highest level the viability of the Project was considered, with the analysis outcome as follows:

NOT CARRYING OUT THE DEVELOPMENT

If the Project does not proceed, Lord Howe Island would not be able to receive the goods and services that the Island residents and tourists require as the current marine freight vessel will cease operating in 2027/28. Fuel for the Lord Howe Island Airport would not be able to be delivered and waste would not be able to be removed from the Island.

If the Project does not proceed, the WMF would not be able to fully comply with the facility's EPL, increasing the risk of environmental and/or human health impacts. The biosecurity infrastructure would not be constructed and biosecurity risk to the Island would not be managed.

The do-nothing option is not viable. The Island relies on a marine freight service, and effective waste and biosecurity management, to protect and conserve the World Heritage values of the Island.

During the early stages of community consultation and project planning, feasible design alternatives were considered, including a scheme to co-locate the marine infrastructure, biosecurity facilities, and waste management operations within the South Zone near the airport. This integrated approach aimed to streamline freight handling, improve operational efficiencies across sectors, and reduce impacts on the existing residential settlement by relocating these functions further south.

However, through detailed investigations, including environmental studies and heritage assessments, it became clear that this option presented significant challenges. The analysis carefully considered the site's World and National Heritage values, along with physical and operational constraints. These heritage values—central to the island's global significance—were a critical input into the design and site selection process. Ultimately, the South Zone was deemed unviable for marine infrastructure due to these limitations, leading to refinement of the project design to better align with environmental and heritage considerations.

3.5 PRE-LODGMENT CONSULTATION

Pre-lodgment consultation was held with Heritage NSW on 29 July 2025, where the heritage assessment process was discussed. Key points raised included:

- Consideration of lagoon areas (to be addressed in the MAA);
- Inclusion of historical archaeological assessment section; and
- Ensuring heritage interpretation opportunities are considered for the *Cargo Shed Group* to balance the overemphasis of natural heritage significance of current listings.

4. CONTEXTUAL BACKGROUND

The following contextual history has been largely extracted from the following documents:

- MUSEcape Pty Ltd. 2012. *The Last Paradise: A Community-Based Heritage Study of Lord Howe Island*, prepared for the Lord Howe Island Board; and
- Perumal Murphy Alessi. 2012. *Statement of Heritage Impact: Proposed Community Slipway, Wilson's Landing, Hunter's Bay, Lord Howe Island*.

This study is structured as history of Lord Howe Island using the National Historic Themes developed by the Australian Heritage Council and the NSW State Historic Themes developed by the Heritage Council of New South Wales.

Additional research has been undertaken for the South Zone, particularly the establishment of the BoM station and airport.

4.1 SITE SUMMARY HISTORY

The main island of Lord Howe measures 10 km from north and south and is little more than 2 km in width. It roughly describes a crescent, enclosing a coral reef lagoon on its south-western side. The island's topography is dominated by the southerly Mount Gower (875 m) and Mount Lidgbird (777 m). Steep cliffs rise several hundred metres to form the seaward flanks of Mount Gower. Only a narrow isthmus of lowland country in the north-central part of the island is habitable. The northern tip consists of steep hillsides culminating in extensive sea cliffs against the northern coastline. Scattered around the main island are several groups of smaller islands and rocks. The most distant of these is a group of small islets and rock stacks around the 650m pinnacle of Balls Pyramid, 25 km to the south-east of Lord Howe Island.

4.1.1 EARLY EXPLORATION

Lord Howe Island originated from volcanic activity approximately 7 to 8 million years ago, emerging from the seafloor as part of the now-extinct Lord Howe Seamount Chain in the Tasman Sea. Unlike the Australian mainland, which was once part of the ancient supercontinent Gondwana, Lord Howe Island has no geological connection to continental landmasses. Its isolated volcanic origin meant that it developed independently, both geologically and ecologically.

As a result of this isolation, there is no evidence to suggest that the island was ever inhabited or visited by the Aboriginal peoples of mainland Australia. The considerable distance across open ocean, combined with the island's small size and remoteness, likely made it an unlikely destination for early seafaring groups.

Similarly, there is no archaeological or cultural evidence indicating that other Pacific peoples, such as the Polynesians, Melanesians, or Micronesians, occupied Lord Howe Island. This stands in contrast to Norfolk Island, located to the north, where archaeological findings suggest Polynesian settlement during the 13th and 14th centuries CE[1]. The absence of such evidence on Lord Howe underscores its long-standing isolation prior to European discovery in the late 18th century.

[1] Common Era

4.1.2 DISCOVERY AND SETTLEMENT

The occupation story of Lord Howe begins in 1788 when it was first sighted by British Lieutenant Henry Lidgbird Ball aboard the *Supply*, a ship of the First Fleet en route from Sydney to Norfolk Island. Ball named the island after British Admiral Richard Howe.

Despite its remoteness, the island became a regular stopover for whalers and other ships during the early nineteenth century, attracted by its fresh water and abundant supplies. In 1834, the first permanent settlers arrived, three European men and their Maori wives. By the 1840s and 1850s a small community and local economy had formed supported by regular visitation by whalers and ships travelling along the eastern coast and from as far as England and the USA to take advantage of the available wood, food and water supplies. By the 1870s as the colonies at Sydney Cove and Norfolk Island developed and whaling operations began to decline the local community required a new source of income. The Islanders initially turned to cultivation and their onion crops were the staple export, however, it was the collection and export of the Kentia palm seeds that saved the local economy.

While the exact date of the first export of Kentia palm seed from Lord Howe Island is uncertain, records indicate that the industry was well established in the 1880s. Between February 1880 and December 1898, government documents show regular shipments of seeds and seedlings to the Botanic Gardens in Sydney. The peak period of palm seed export is generally considered to have occurred between approximately 1900 and 1914.

A major milestone came in 1906 when visiting magistrate Mr. F. Farnell helped establish the Kentia Palm Seed and Palm Co-operative alongside twenty-two Islanders and three individuals from Sydney. Acting as an honest broker without commission, Farnell initiated a business model that benefited the local community. Soon after, a second company was formed to expand exports to international markets. However, tensions soon developed between the Island-based and Sydney-based members of the company, leading to two Commissions of Inquiry in 1911 and 1912. These inquiries resulted in the creation of a Board of Control to oversee the industry. This body eventually evolved into the Lord Howe Island Board, which continues to serve as the island's local government authority today (Howard Tanner & Associates 1985, cited in Perumal Murphy Alessi, 2012:6).

From the early twentieth century, a fleet of trading and supply ships maintained regular contact with Lord Howe Island. These vessels, which operated until 1970, were well known to the Islanders, particularly to those who manned the lighters responsible for ferrying goods and passengers between the anchored ships beyond the lagoon and the shore.

Before World War I, some passengers aboard the Burns Philp ships would occasionally come ashore with the cargo, seeking respite from the motion of the sea or during weather-related delays. The *SS Makambo* ran aground in 1918 which led to the introduction of black rats on LHI. By 1920, Burns Philp discreetly began promoting limited visitor accommodation in local homes, notably those of the Wilson family at Oceanview[2] and the Nichols family at The Pines. By the 1930s, both homes had expanded and were operating as guesthouses.

[2] The 'Oceanview' Residence was not located at Wilson's Landing. However, the Ocean View Boatshed was constructed by George Wilson and was named as such for its connection with his estate.

By the end of that decade, other Islanders had also established facilities to cater to the growing number of tourists. The introduction of the flying boat service from Sydney in 1947 significantly improved access to the island, spurring further growth in tourism which was now the island's primary industry. Supporting this development, radio communication infrastructure was installed in 1929 to facilitate aircraft operations.

4.1.3 WORLD WAR II

While LHI was far from the front lines of wartime battle, World War II marked the island's deeper integration into Australia's strategic defence network. Its role in meteorological tracking and communications was vital, as its relative isolation made it ideal for monitoring sea and air traffic in the region (**Photograph 4-1** and **Photograph 4-2** – note the latter location is the proposed site for new dog kennels).



PHOTOGRAPH 4-1 FIRST OFFICIAL METEOROLOGIAL OFFICE, 1939 (LHI MUSEUM)



PHOTOGRAPH 4-2 LHI MET OFFICE, 1988 (AUSTRALIAN BOM BLOG, 2015)

Prior to the war, transportation to Lord Howe Island was primarily by sea. During WWII, the Royal Australian Air Force (RAAF) operated Cataline flying boats to the island, providing essential supplies and personnel transport. However, the limitations of flying boats highlighted the need for a more reliable air connection. This led to discussions about constructing an airstrip on the island, a project that gained momentum in the post-war years. In 1974, an airstrip was completed, replacing the flying boat service and facilitating regular air travel to the island (AWM DPR/TC/1609).



FIGURE 4-1 MAP OF LORD HOWE ISLAND, 1957 (ANU LIBRARY)

Lord Howe Island remained relatively isolated until the late twentieth century when tourism began to develop after regular air service connected it to the mainland. A major turning point came in 1982, when Lord Howe Island was inscribed as a UNESCO World Heritage Site, recognised for its outstanding natural beauty and biodiversity. The listing brought global attention to the island, contributing to a rise in eco-tourism interest. Strict visitor caps and environmental protections have remained in place to ensure that tourism remains sustainable and does not compromise the island's unique values.

4.2 DEVELOPMENT OF THE PROJECT AREA

4.2.1 NORTH ZONE

The first permanent settlers on Lord Howe Island (Ashdown, Bishop, and Chapman) arrived with their Māori wives and children, establishing themselves at what is now known as 'Old Settlement' on the western side of the island (approximately 300 m to the north of the Project Area). They initially sustained themselves by trading local produce with passing ships in exchange for goods. This arrangement continued until the early 1840s, when additional settlers arrived, including Thomas and Margaret Andrews in 1842. These later arrivals were employed by Richard Dawson and Captain Poole to continue the trading enterprise begun by the original settlers. All appear to have remained based at Old Settlement, maintaining the area as the island's primary hub of activity (MUSECape 2012: 253).

A sketch of Lord Howe Island from the 1850s drawn from memory by Dr. John Foulis, who lived on the island between 1844 and 1847, depicts the settlement during this period (**Figure 4-2**). The drawing shows a cluster of structures at Old Settlement, along with a group of buildings, including Foulis's own house, further south near Windy Point. It also indicates that several areas had already been cleared by this time, including land around Signal Point. The area around what is now known as Wilson's Landing (North Zone) is evident and is shown vacant (MUSECape 2012: 253).

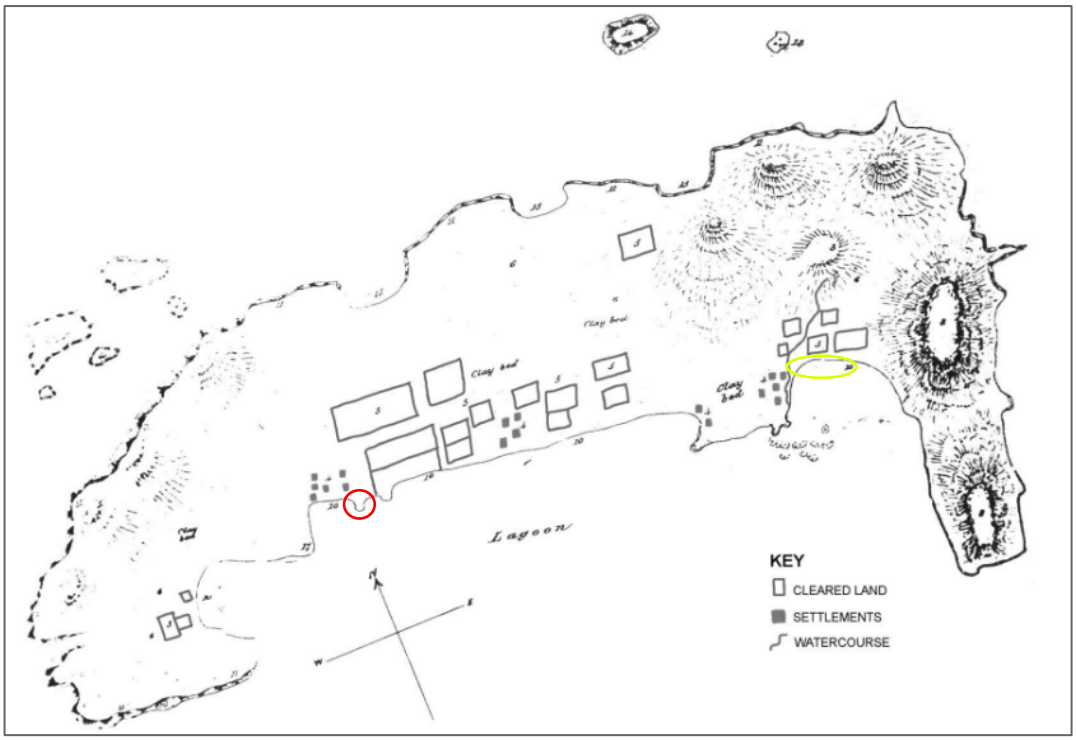


FIGURE 4-2 FOULIS' SKETCH OF LHI FROM MEMORY, 1851, IN OWENS, 2008. THE AREA AROUND WILSON'S LANDING (RED) IS SHOWN AS VACANT. THE SOUTH ZONE (YELLOW) IS SHOWN AS CLEARED LAND.

Wilson's Landing is named after Thomas Bryant (TB) Wilson who held the position of the Island's first school master in the 1880s. TB Wilson constructed a house between Signal Point and Old Settlement. In 1880 he married his eldest pupil, Mary Thompson with whom he had six children (LHIB, *Lord Howe Island 1788-1888 – Early Settlers (1833-1880)* & Nichols, D. *Lord Howe Rising (2006),* in Perumal Murphey Alessi 2012: 8)

Wilson's Landing played a central role in the thriving Kentia palm seed industry, a cornerstone of the local economy. Alongside this, the site facilitated general trade and enabled the transport of goods, mail, and passengers between the Island and the Australian mainland. As global events shifted priorities during WWII, the commercial shipping routes that once served the Island were redirected to support the war effort. In response, Catalina flying boats began servicing the Island, landing in the lagoon and transforming Wilson's Landing into a strategic access point. These aircraft delivered vital supplies, evacuated the sick and injured, and carried passengers to and from the Island. This wartime innovation marked a significant shift in the Island's connectivity and laid the groundwork for more regular and reliable transport in the post-war era. The use of flying boats not only addressed wartime needs but also created new opportunities for tourism, communication, and trade. Their operations positioned the lagoon and jetty as Lord

Howe Island's social and logistical heart for decades, reinforcing the significance of Wilson's Landing in everyday life of the Island (Perumal Murphey Alessi 2012: 12).

4.2.2 EARLY DEVELOPMENT OF WILSON'S LANDING AND THE CARGO SHED GROUP

Since the earliest days of settlement, small watercraft has been indispensable to life on Lord Howe Island. Islanders relied on them to explore the coastline, fish, ferry visitors, and later, conduct sightseeing tours. Before the advent of formal docking facilities, these boats were also critical in shuttling goods and passengers from large vessels anchored offshore, becoming a critical part in the Island's supply chain.

This dependence on small craft led to the development of essential maritime infrastructure. Boatsheds, jetties, and slipways were constructed around Lord Howe Island to provide shelter, storage, and facilities for the construction, repair, and maintenance of vessels. These structures supported both the working needs of fishermen and traders as well as the recreational life of the community. Though numerous such facilities once dotted the Island's shoreline, many have since been destroyed by storms, dismantled due to age or redundancy, or replaced by modern equivalents.

There is no evidence suggesting the presence of structures within the North Zone in the nineteenth century. Mapping showing permissive occupancies on Lord Howe Island from the late nineteenth century (Owens 2008: Fig. 4.36) and early twentieth century (**Figure 4-3**) indicate that houses were present inland from the Project Area during this period. However, these were not in proximity to the current Project Area.

A public jetty existed on the island during the early twentieth century, though its location has not been confirmed. A newspaper article dated to December 1903 refers to materials sent to Lord Howe Island for a jetty (Singleton Argus, 10 December 1903: 3), and notes of the Chief Secretary published in 1918 refer to the repair of various structures including a jetty (The Daily Telegraph, 28 February 1918: 7). While the 1909 map showing permissive occupancies shows no jetty it does indicate a boat landing was located at the site of Wilson's Landing (**Figure 4-3**). Landing smaller boats onto sandy beach shorelines was likely the only method of landing on the island prior to construction of a jetty c.1910s. The precise location of this early jetty is unknown, but a photograph from 1920 shows a lightweight simple jetty with a crane (**Photograph 4-3**). This jetty was possibly located in the same position as the older (second) jetty in front of the Cargo Shed building, as notes from a commercial diver working on construction of the current (third) jetty refer to rails underneath the location of the second jetty (MTS Heritage 2026: 25-26).

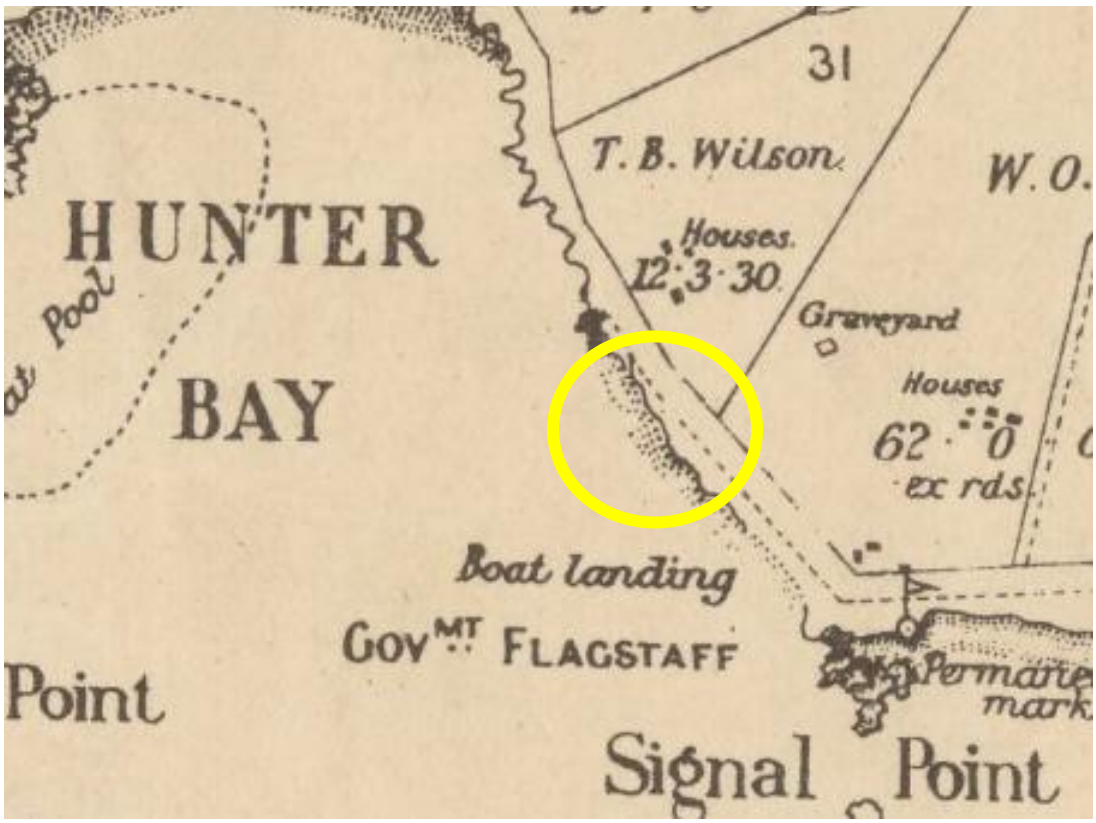
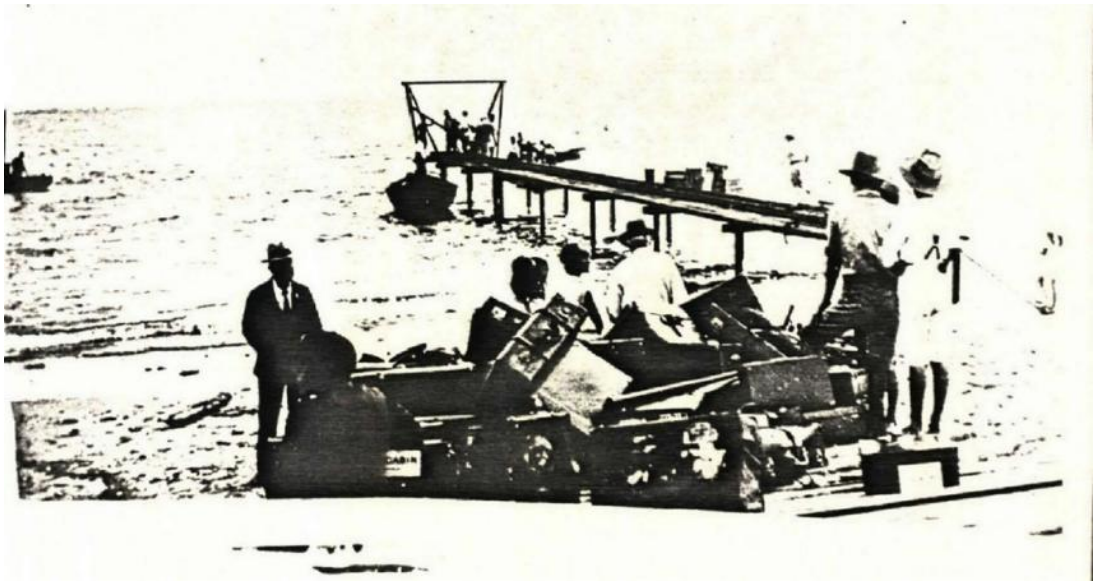


FIGURE 4-3 DETAIL OF THE 1909 MAP OF LORD HOWE ISLAND SHOWING PERMISSIVE OCCUPANCIES, WITH PROJECT AREA INDICATED IN YELLOW.



PHOTOGRAPH 4-3 PHOTOGRAPH FROM 1920 SHOWING WHAT IS BELIEVED TO BE THE FIRST PUBLIC JETTY (SOURCE: HOWARD TANNER & ASSOCIATES PTY LTD 1985)



FIGURE 4-4 DETAIL OF THE 1957 MAP OF LORD HOWE ISLAND, WITH WILSON'S LANDING INDICATED IN YELLOW. NO. 6 IS ADA WILSON'S BOATSHED AND SLIP (OCEAN VIEW BOATSHED), AND NO. 7 INDICATES J.M. THOMPSON'S BOATSHED – NO LONGER EXTANT. THE CARGO SHED IS NOT NUMBERED BUT SHOWN WITH THE JETTY EXTENDING FROM IT.

The name 'Wilson's Landing' itself reflects the site's early purpose and the legacy of the Wilson family. TB Wilson was engaged in various commercial enterprises and played a formative role in developing the Island's early economy. His family continued these ventures, becoming active in commercial fishing and boating operations. Throughout the early twentieth century, the Wilson family expanded and enhanced their property and maritime facilities, further establishing the area as a base for fishing and freight. One of the key surviving features of this early development is the Wilson's Ocean View Boatshed.

The Ocean View Boatshed, and former Cargo Shed are now the only two structures that remain of the major group of boatsheds at Wilson's Landing (**Figure 4-3**). The Cargo Shed is thought to have been designed by the Government Architect's Branch, NSW Department of Public Works and incorporates similar features to other government buildings of the period (Public School, 1926 and Public Hall, 1934). While the exact date of construction is unclear, photographic evidence suggests it was built before 1931, as a photograph from that year shows Francis Chichester (later Sir), the first person to fly to Lord Howe Island, using the building to repair the wing of his damaged seaplane (MUSECape Pty Ltd, 2012: 240) (**Photographs 4-3**, **4-4** and **4-5**).



PHOTOGRAPH 4-4 FRANCIS CHINCHESTER REPAIRING SEA PLANE WING IN THE CARGO SHED, 1931 (SOURCE: LHI MUSEUM)



PHOTOGRAPH 4-5 NEWLY CONSTRUCTED CARGO SHED WITH SEAPLANE AT REAR, 1931 (LHI MUSEUM)



PHOTOGRAPH 4-6 WILSON'S LANDING TO REAR OF CARGO SHED, NOTE EXTENT OF CLEARED AREA, 1931 (LHI MUSEUM)

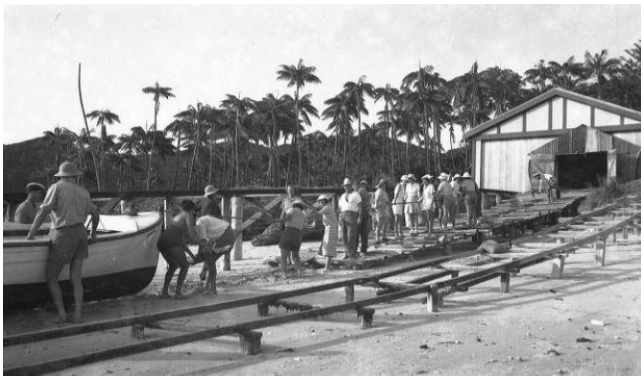
The Cargo Shed, as shown in other photographs from the 1930s, is a modest timber-framed shed, clad in weatherboards with a gabled roof with timber battened sheeting to the gable ends. A large opening on the western façade, facing the Lagoon, is aligned with a timber jetty that was fitted with rails for the movement of cargo. These 1930s images also reveal a broader cluster of maritime infrastructure in the vicinity, including multiple sheds, ramps, and jetties constructed around Wilson's Landing (**Photographs 4-7**, **4-8**, **4-9**). The area was clearly a hub of activity, supporting both commercial and maritime functions.



PHOTOGRAPH 4-7 MOTOR LAUNCH VENTURE AT THE JETTY WITH THE CARGO SHED AND OTHER BOATSHEDS IN THE BACKGROUND, C1930S (LHI MUSEUM, DM260)



PHOTOGRAPH 4-8 CARGO SHED FROM THE NORTHEAST, C1930S (SOURCE: MUSECAPE PTY LTD, ASSESSMENT OF HERITAGE IMPACT OF DECK AT WESTERN END OF THE FORMER CARGO SHED, LHI MUSEUM, IMG127)



PHOTOGRAPH 4-9 HAULING A BOAT UP TO THE - OCEAN VIEW BOATSHED C.1930S (LHI MUSEUM)



PHOTOGRAPH 4-10 LOOKING SOUTH TOWARDS SIGNAL POINT, C.1939. CARGO SHED ON LEFT (LHI MUSEUM, MIS4-134)



PHOTOGRAPH 4-11 AERIAL C. 1942/43 SHOWING THE FORESHORE THAT HAD BEEN CLEARED (LHI MUSEUM)



PHOTOGRAPH 4-12 CARGO SHED AND OCEAN VIEW BOATSHED IN BACKGROUND, C.1949 (LHI MUSEUM)

The flying boat era, beginning in 1947 and continuing until the airstrip's completion in 1974, transformed Wilson's Landing into the Island's social hub. Arrivals and departures were communal events, drawing Islanders and visitors to greet newcomers, collect mail and parcels, or farewell loved ones. For the first time in over a century, the Island enjoyed a reliable, regular transport service that delivered passengers, mail, and freight (Philips, 2002).

The early 1950s also marked a period of notable official visits. In 1951, NSW Governor Sir John Northcott attended Empire Day celebrations and officiated at the opening of the RSL Club House and a new schoolroom. He also planted a Norfolk Island Pine near the Cargo Shed. The following year, Clive Evatt QC, NSW Chief Secretary, visited LHI and is also believed to have planted a pine tree to commemorate the introduction of the Lord Howe Island Act. Two Norfolk Island Pines from these visits still stand between the remaining shed structures.

Photographs from the 1950s capture the area's character during this time. A 1956 image shows two young Norfolk Island Pines near the Ocean View Boatshed and a smaller adjacent structure, suggesting the area was kept relatively open, likely to support operational needs and reduce congestion (**Photograph 4-13**). By this point, structures south of the Cargo Shed had been removed, and modifications to the shed itself were evident. The area to the north, now a picnic area, was also clear, with the Lagoon Road alignment and a mature pine to the east visible.

Over the decades, maritime facilities around Wilson's Landing were expanded, relocated, and modified. Notably, in the late 1960s, the Ansett Flying Boat Services Passenger Terminal (locally dubbed 'The Cup of Tea Shed') was constructed. Around this time, the concrete sea wall and beach were removed, altering the shoreline once again (**Photograph 4-16**).

In the early 1980s, the current jetty was built to the south of the original structure, which remained in use during construction (**Photograph 4-19**). Major earthworks were undertaken, and the new jetty was officially opened by NSW Deputy Premier and Minister for Public Works, the Hon. Jack Ferguson, on 25 February 1983. Although most improvements focused on the Lagoon side, the North Zone also saw changes during this period. Lagoon Road was likely sealed in the 1970s, and a boat ramp was installed in the early 1980s (later upgraded in 2007 and 2011).

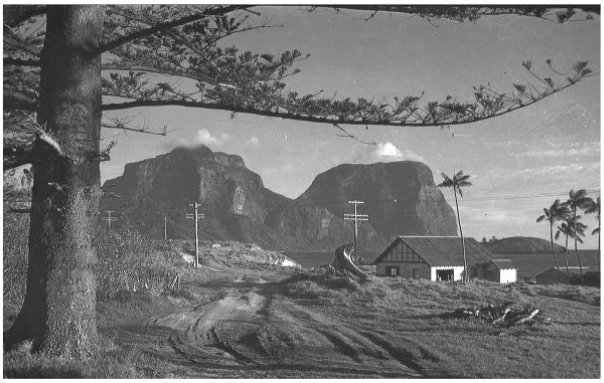
The 1984 *Lord Howe Island Regional Environmental Study*, commissioned by the Crown Lands Office of NSW, formally recognised the heritage value of the Cargo Shed by including it in its Inventory of Heritage Items. A photo from this period shows the shed and jetty prior to the new jetty's construction, with characteristic battened gable ends and a large opening facing the water. Since then, several alterations have been made, including the western façade was extended with a porch/verandah (annex), battened gable ends were removed, cladding replaced, the interior updated to include toilets, showers, a lunchroom for cargo workers, and a radio station studio in the northwestern corner.



PHOTOGRAPH 4-13 THE CARGO SHED C.1950S. NOTE SEA WALL HAS BEEN EXTENDED TO THE NORTH OF THE JETTY (CLIVE WILSON)



PHOTOGRAPH 4-14 WILSON'S LANDING C. 1956. NOTE THE TWO SMALL PINES AT LEFT OF PHOTO (CLIVE WILSON)



PHOTOGRAPH 4-15 LOOKING SOUTH ALONG THE LAGOON ROAD ALIGNMENT TOWARD THE CARGO SHED (LHI MUSEUM, DM779)



PHOTOGRAPH 4-16 C1950S GATE TO BOATSHEDS, SHOWING CARGO SHED (LHI MUSEUM)



PHOTOGRAPH 4-17 LATE 1960S/EARLY 1970S. THE ANSETT FLYING BOAT SERVICES PASSENGER TERMINAL WAS BUILT IN THE SECOND HALF OF THE 1960S. NOTE SMALL SHED ON LEFT OF CARGO SHED. (LHI MUSEUM)



PHOTOGRAPH 4-18 STORM DAMAGE TO RETAINING WALL, OCEAN VIEW BOATSHED IN BACKGROUND, C.LATE 1960S/EARLY 1970S (LHI MUSEUM)



PHOTOGRAPH 4-19 WORKS DURING INITIAL STAGES OF CONSTRUCTION OF NEW JETTY, GABLE END IS STILL CLAD WITH FIBROUS CEMENT SHEETING WITH TIMBER BATTENS.C.1982 (LHI MUSEUM)



PHOTOGRAPH 4-20 CONSTRUCTION OF THE NEW JETTY, 1982. OLD JETTY (AT RIGHT) WAS CONSTRUCTED IN 1956 (LHI MUSEUM)

4.2.3 SOUTH ZONE

The southern part of Lord Howe Island where the airport is currently located was a sparsely settled and agriculturally used area. Originally characterised by open lowland grassland, wetland margins and coastal dune systems, the area was used by early settlers from the mid-nineteenth century for grazing and subsistence farming. It was from these farms that the whaling and other ships and the local community were supplied.

In the early 1900s, this southern section of the island was associated with early leaseholders including the Andrews and Nicholls families, who undertook pastoral activities and contributed to the growing settlement economy. Notably, the area adjacent to the present-day airport was once the site of the Palm Grove Inn, a small guesthouse operated intermittently from the 1920s. The inn served early tourists and provided modest accommodation at a time when visitation to the island was still developing and transport remained limited to sea access. While the inn no longer remains, it is part of the historic record of emerging tourism infrastructure in the southern part of the island.

With increasing interest in aviation access during the mid-twentieth century, the flat terrain of the southern isthmus was identified as the most viable location for an airstrip. The construction of Lord Howe Island Airport commenced in the early 1970s and officially opened in 1974, marking a key moment in the island's transition toward modern infrastructure and improved connectivity with the mainland. This development significantly altered the cultural landscape of the area, replacing the informal agricultural and guesthouse uses with formalised transport infrastructure. The area today remains a focal point for visitor arrival and departure.

The southern part of Lord Howe Island today is characterised as an essential services precinct, as it has accommodated infrastructure and services vital to the operation of Lord Howe Island. These include, in addition to the airport, the BoM station (**Section 4.1.3**), and the island's WMF.

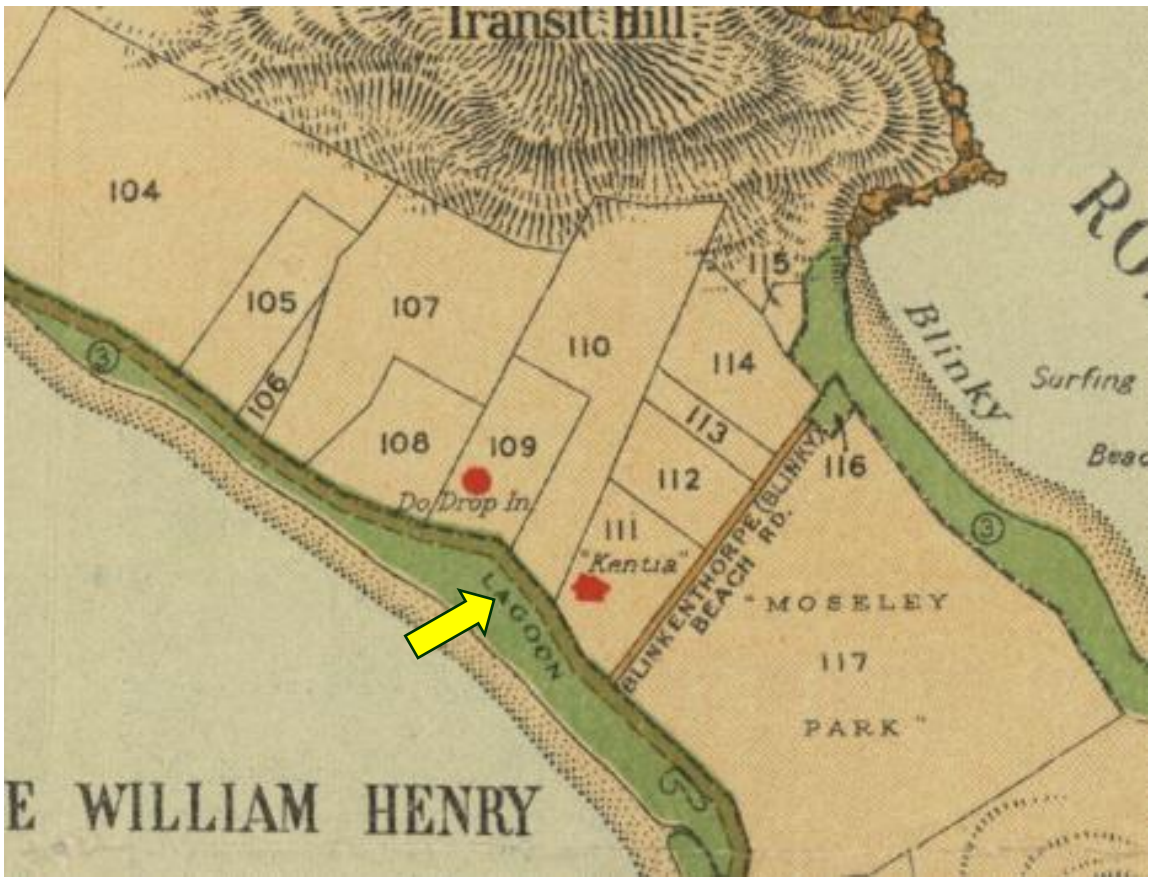


FIGURE 4-5 DETAIL OF MAP OF LORD HOWE ISLAND, 1957. GENERAL AREA OF WMF INDICATED BY ARROW (ANU LIBRARY)



FIGURE 4-6 EVOLUTION OF SOUTHERN PART OF LHI. WMF INDICATED BY ARROW (GOOGLE EARTH PRO, 2025)

Waste Management on Lord Howe Island

Historically, waste disposal on Lord Howe Island was a localised and informal affair. With no centralised waste system in place, residents typically managed their household rubbish individually, relying on a mix of backyard incinerators, ad hoc burial, and informal dumping. It is not uncommon to still come across bottle dumps around the island. These are small, unregulated sites where glass, cans, and other non-perishable materials accumulated over time (Amy Reed from Leanda Lei, pers. comm 9 July 2025). These sites were often located behind properties or in secluded pockets of bushland. This decentralised approach reflected Lord Howe Island's isolation and limited infrastructure, as well as the smaller volume and different nature of waste prior to the widespread use of plastics and packaged goods. Organic waste would typically be composted or fed to animals, while burnable waste was reduced to ash in backyard drums.

While the exact date of the current WMF is not known, the need for a more structured and environmentally responsible system became increasingly apparent by the early 2000s. Much of the existing operational machinery was introduced at this time.

The site that the WMF occupies included part of the foreshore reserve and original alignment of Lagoon Road, prior to the airport development and the rerouting of the road network (**Figure 4-4** and **Figure 4-5**). Construction of current WMF infrastructure unearthed layers of historic waste dating to the 1960s.

4.3 PHYSICAL ANALYSIS

4.3.1 NORTH ZONE

4.3.1.1 SETTING

Located on the western side of Lord Howe Island, the North Zone is located along Lagoon Road, which runs parallel to the Lagoon for the length of Lord Howe Island. Lagoon Road serves as the Island's primary north-south transport corridor, running from Old Settlement Beach in the north, past the airport, and continues to the WMF in the south. This road network has a speed limit of 25 km to facilitate mixed-use by motorists, cyclists and pedestrians.

At Wilson's Landing (North Zone), Lagoon Road opens into a broad, sealed surface area adjacent to the foreshore and framed by dense vegetation, Kentia Palm plantation, open grassed sections, and several mature Norfolk Island Pines (**Photographs 4-20** and **4-21**). The area is highly visible, particularly on approach from Signal Point, and remains an active part of the island's working waterfront. It functions as a public trailer and boat parking area as well as the cargo handling area, a consolidated open and semi-enclosed space used for storage, and interface with road transport. The existing jetty provides the primary marine access point for freight transfer between vessels and the Island. This area receives shipment arrivals twice a month. The hardstand is potholed and displays evidence of multiple phases of repair, and there is a noticeable gradient sloping west from Lagoon Road towards the sheds and jetty (**Photographs 4-22** and **4-23**).

The three sheds (Former Cargo Shed, Marine Rescue and Ocean View Boatshed) extend north along the foreshore within a wider grassed area that wraps around the point and is intersected by a concrete boat ramp constructed in the 1980s (**Figure 4-24**). A picnic area with seating and barbecue facilities, shaded by Norfolk Island Pines and bordered by dense planting, is located to the northeast corner of the Project Area (**Photographs 4-26** and **4-27**). According to the Perumal Murphy Alessi report, the mown grass and exotic taller grasses along the foreshore are evidence of the earlier pastoral use and modification of the landscape and are not located within a significant native vegetation (SNV) area. The area is a mix of pioneer regrowth, mixed with pasture, weed and bounded by overgrown Kentia Palms, several Norfolk Pines and banyan forest. The weeds and plantings to the north of the picnic area cover what was part of a former rubbish dump (Perumal Murphey Alessi 2012: 36)(**Photograph 4-25**).



PHOTOGRAPH 4-21 VIEW TOWARDS NORTH ZONE FROM LAGOON DRIVE - CARGO SHED VISIBLE



PHOTOGRAPH 4-22 NORTH ZONE, FACING NORTH



PHOTOGRAPH 4-23 FACING WEST TOWARDS SHEDS (OCEAN VIEW BOATSHED ON FAR RIGHT)



PHOTOGRAPH 4-24 FACING SOUTHEAST ACROSS HARDSTAND



PHOTOGRAPH 4-25 BOAT RAMP, FACING NORTHWEST



PHOTOGRAPH 4-26 BOAT AND TRAILER PARKING ADJACENT TO BOAT RAMP, NOTE THICK VEGETATION OVER FORMER DUMP AREA



PHOTOGRAPH 4-27 NORTHEAST SECTION OF NORTH ZONE – PICNIC/BBQ AREA



PHOTOGRAPH 4-28 PICNIC AREA

This setting was historically used for maritime and cargo activities and is still defined by its layered mix of existing maritime infrastructure and built elements, which includes the jetty, historic and new sheds, boat ramp, and miscellaneous watercraft. The existing jetty, a wide timber structure supported by timber and concrete piers, is directly accessed from Lagoon Road. Traces of earlier use, including the remains of slipways and stone seawalls, are still visible.

Views towards the North Zone from nearby key locations, such as Thompson Memorial Park to the south (Signal Point) and Old Settlement Beach to the north suggest that the majority of the proposed infrastructure (e.g., Unstuffing Shed and surrounding hardstand) will be screened from view owing to topography and vegetation (**Photograph 4-28**). A section of the new boat ramp adjacent to the jetty is likely to be visible (**Photograph 4-29**).



PHOTOGRAPH 4-29 VIEW SOUTH TOWARDS NORTH ZONE FROM OLD SETTLEMENT BEACH AT LOW TIDE. NOTE SHEDS AND JETTY ARE NOT VISIBLE.



PHOTOGRAPH 4-30 VIEW NORTHWEST TOWARDS JETTY FROM THOMPSON MEMORIAL PARK (SIGNAL POINT)

4.3.1.2 FORMER CARGO SHED

The former Cargo Shed is a simple, functional structure, timber-framed and clad in fibre cement weatherboard, with a pitched gabled corrugated metal roof (**Figures 4-30** and **4-31**). The Cargo Shed is built on concrete footings and was originally positioned to straddle the accessway leading to the former jetty. A large opening at the western façade has since been infilled and replaced with a partially enclosed, skillion-roofed verandah facing the Lagoon. It retains many original construction features and has been adapted to support visiting sailors and house a former studio for the local community radio station.

While the Cargo Shed retains its early form and character, many modifications have been made to the building, including removal or replacement of original fabric, such as roof truss structure members and original cladding including the gable fibrous cement panels with timber battens, and an annex to the west elevation. Other changes include alterations to the roof (including insertion of skylights), guttering and downpipes. The building also featured original small multi-paned square windows that have been replaced with new fenestration to the west elevation, including hopper windows, and aluminum frames. The bracketed awning to the east entrance dates to the 1980s adaptive reuse works. Concrete steps and timber handrails now provide access from the open sealed area and Lagoon Road, also dating to the 1980s (**Photograph 4-32**).



PHOTOGRAPH 4-31 CARGO SHED FROM SOUTHEAST



PHOTOGRAPH 4-32 SHED AND SURROUNDS FROM NORTHEAST



PHOTOGRAPH 4-33 CARGO SHED EAST ENTRANCE WITH TIMBER STEPS, RAILS AND RETAINING WALL



PHOTOGRAPH 4-34 CARGO SHED INTERIOR 1980S ADAPTATION (PUBLIC AMENITIES, ETC).



PHOTOGRAPH 4-35 CARGO SHED WEST ELEVATION WITH 1980S ADDITION TO BE REPLACED WITH DECKING



PHOTOGRAPH 4-36 1980S ADDITION FACING NORTH (SOUTH ELEVATION)



PHOTOGRAPH 4-37 FACING SOUTHWEST. ABOVE-GROUND ARCHAEOLOGICAL REMAINS OF FORMER CARGO SHED JETTY IN FOREGROUND.



PHOTOGRAPH 4-38 VIEW TOARDS CARGO SHED FROM JETTY

Internally, the Shed preserves its simple, utilitarian character. During its adaptation in the 1980s, facilities such as public amenities, a lunchroom for cargo workers, and a studio for community radio were added. The concrete floor slab likely dates from this period. Evidence of a former adjoining structure is visible on the northern side. Two large water tanks are situated to the north of the shed.

Above-ground archaeological remains comprising concrete apron with retaining walls and steps either side, are evidence of the original jetty at the western end of the building.

4.3.1.3 OCEAN VIEW BOATSHED

The former Ocean View Boatshed is constructed in a similar style to the former Cargo Shed and has been altered for its current adaptive re-use as a storage shed for vehicles and goods. Over time, modifications have been made to suit changing functional needs. These include the infill of the original opening that once faced the Lagoon, fabric replacement, new roller doors to the east elevation, and a skillion-roofed annex to the north. The slipway on the lagoon side was removed (date uncertain) and the western elevation enclosed. The cladding on the eastern elevation was removed (date uncertain) and the eastern side opened to allow storage of vehicles and goods associated with the loading and unloading of cargo from the island's supply vessels.

Over time, the building has been modified to accommodate changing functional needs. Alterations include removal of the slipway on the Lagoon side and enclosing the western opening (date unknown). Cladding was also removed from the eastern elevation to open the space for storing vehicles and goods related to cargo operations for the island's supply vessels, and the installation of new roller doors. A new extension was added to the north elevation.

The Ocean View Boatshed currently features a combination of gabled and skillion roofs clad in corrugated metal, with walls of and battened sheet or metal cladding. The original shed retains much of its original detailing, particularly in the battened gables and wall finishes (although damage to sheeting was noted).

The interior of the Ocean View Boatshed retains its original timber truss structure. Prominently marked on beams, struts and rafters is the inscription 'LHI GW', a reference to George Wilson, the landowner and original builder of the boatshed. These hand-marked initials provide a direct and personal connection to the shed's origins offering rare insight into the craftsmanship and ownership that shaped the Island's maritime infrastructure in the early twentieth century.

The Ocean View Boatshed continues to reflect its utilitarian heritage and remains in active use for goods and equipment storage and biosecurity matters.



PHOTOGRAPH 4-39 OCEAN VIEW BOATSHED, EAST ELEVATION



PHOTOGRAPH 4-40 OCEAN VIEW BOATSHED, WEST ELEVATION



PHOTOGRAPH 4-41 DETAIL OF EAST ELEVATION



PHOTOGRAPH 4-42 PANEL DAMAGE TO EAST ELEVATION



PHOTOGRAPH 4-43 ORIGINAL ROOF TRUSS STRUCTURE, NOTE 'GW LHI' - GEORGE WILSON, LHI



PHOTOGRAPH 4-44 BIOSECURITY CONTAINER WITHIN OCEAN VIEW BOATSHED



PHOTOGRAPH 4-45 TANKS TO NORTH OF OCEAN VIEW BOATSHED (ADJACENT TO PROPOSED REMOVED ADDITION)



PHOTOGRAPH 4-46 VIEW SOUTH – NOTE RAILS AT SHORELINE INDICATING LOCATION OF ORIGINAL OCEAN VIEW BOAT RAMP

4.3.1.4 JETTY

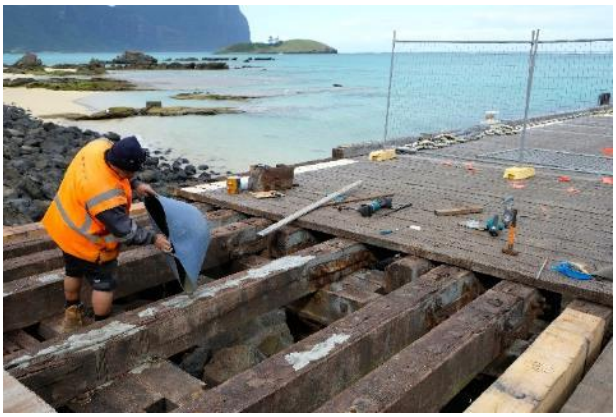
The jetty consists primarily of cylindrical hollow steel piles with timber substructure and deck and is used for unloading the supply ship which makes fortnightly visits to the island, commercial charters, and private recreational vessels. It is also used to remove vessels from the water for maintenance that are too large to use the nearby boat ramp. The Condition Report prepared by Worley Consulting (2024) assessed the jetty as being in generally fair condition.



PHOTOGRAPH 4-47 JETTY, VIEW FROM NORTH



PHOTOGRAPH 4-48 JETTY DECKING



PHOTOGRAPH 4-49 ROTTEN JOIST REPAIR IN PROGRESS, JULY 2025



PHOTOGRAPH 4-50 JETTY AT LAND JUNCTION, FACING NORTH

4.3.2 SOUTH ZONE

4.3.2.1 SETTING

The Lord Howe Island Airport is located in the centre of the Island off Lagoon Road and comprises a runway that is 888 m in length. Located adjacent to the airport, the current BoM weather station comprises a small cluster of meteorological equipment and minor built structures critical for weather monitoring on the Island.

4.3.2.2 WASTE MANAGEMENT FACILITY

The existing WMF is strategically located near the airport, situated within a fenced compound approximately 50 m from the island's western foreshore. This facility plays a crucial role in the island's comprehensive waste management system, which emphasizes meticulous sorting and processing of various waste streams.

The existing WMF includes infrastructure such as enclosed sheds, open bunkers, organics processing areas, water treatment, and receival points for household and bulk waste. The WMF performs multiple functions, including recycling, composting of organic waste, septic waste treatment, and the interim storage and preparation of waste for transport to mainland disposal facilities.

These streams include compostable materials (such as food waste, paper, and green waste), recyclables (like glass, plastics, and metals), and general waste. Given the island's limited space and commitment to environmental preservation, all non-compostable and non-recyclable waste is compacted and shipped to the mainland for appropriate disposal.

A distinctive feature of the WMF's setting is the presence of man-made dune systems. These dunes, many of which have been constructed using compost and other waste material, serve multiple purposes. They act as natural barriers, aiding in erosion control and landscape stabilisation, while also integrating the facility seamlessly into the island's natural topography. Selective 'dune' remediation and restoration is also planned to maintain landform integrity and assist with establishing protection berms against erosion and green screening of the facility. It is noted that currently the WMF is not visible from the beach / shoreline, or from other locations such as the adjacent beach or Transit Hill lookout.



PHOTOGRAPH 4-51 FACING SOUTH, STANDING ON ARTIFICIAL DUNE. WMF ON LEFT



PHOTOGRAPH 4-52 FACING NORTHEAST TOWARDS WMF



PHOTOGRAPH 4-53 FACING EAST OVER WMF FROM TOP OF ARTIFICIAL DUNE



PHOTOGRAPH 4-54 SORTING FACILITY, WMF



PHOTOGRAPH 4-55 WASTEWATER TREATMENT OPERATION



PHOTOGRAPH 4-56 FACING EAST TOWARD VEGETATED FENCING

4.3.2.3 KENNELS AND FUEL BOWSER

Dedicated kennels for detection dogs will be established near the WMF, adjacent to the BoM station. The current BoM station is a modern facility and has not been identified as having any heritage significance. The kennels will be new infrastructure sited in a paddock adjacent to the BoM station building and structures and will not impact on the compound.

The proposed fuel bowser is proposed for the corner of Lagoon Drive and the turn-off to the WMF, with planning to screen the bowser from the main road.



PHOTOGRAPH 4-57 BOM STATION



PHOTOGRAPH 4-58 PADDOCK ADJACENT TO BOM STATION (PROPOSED KENNEL SITE)



PHOTOGRAPH 4-59 PROPOSED LOCATION OF FUEL BOWSER, LOOKING SOUTH



PHOTOGRAPH 4-60 PROPOSED FUEL BOWSER SITE, LOOKING NORTHWEST – WMF ENTRANCE IN BACKGROUND

5. SIGNIFICANCE ASSESSMENT

This section presents the statement of significance for relevant statutory listings and specifically identifies the contributory value of the elements potentially affected by the proposed works.

5.1 SIGNIFICANCE OF THE PROPOSED WORK AREA

The proposed works are confined to part of listed heritage items across both North Zone and South Zone.

5.1.1 NORTH ZONE

The Project Area includes part of the NSW State Heritage Inventory (SHI) heritage item 'Cargo Shed Group', and part of the listed SHR, National and World Heritage site, Lord Howe Island Group'. The World Heritage and National Heritage assessment is presented in *Appendix A*.

5.1.2 SOUTH ZONE

The proposed project area is a part of the listed SHR, National and World Heritage site 'Lord Howe Island Group'. The World Heritage and National Heritage assessment is presented in *Appendix A*.

5.2 NORTH ZONE - CARGO SHED GROUP (LHI LEP 2010 & SHI #2770005)

The Lord Howe Island LEP 2010 includes the following heritage items relevant to the North Zone:

- Boatsheds, Lagoon Road, Government Reserve; and
- Cargo shed related to wharf, Lagoon Road, Government Reserve.

These elements, as well as the two Norfolk Pines, comprise the features identified in the SHI entry as Cargo Shed Group, comprising former Cargo Shed, archaeological remains relating (ID 2770005). The SHI Statement of Significance was adopted from the MUSECape Pty Ltd Community Heritage Study 2012. It is noted that 'archaeological remains relating' is not included in the original MUSECape study or the SHI Statement of Significance:

> *The Cargo Shed has historical significance as a rare surviving example of its type and is one of only two survivors of the many foreshore sheds that used to be located on that part of the lagoon shore. The building has strong associations with many events and persons significant in the island's history, including the visit to the island in 1931 of Francis Chichester (later Sir Francis) who repaired his damaged floatplane Lady Elijah in the shed with the assistance of islanders. The Cargo Shed demonstrates a number of historical themes important on Lord Howe Island including transport, industry, fishing, leisure. The building is a relatively intact example of a simple interwar cargo shed with aesthetic value at a local level. It retains considerable original fabric in its internal roof structure which exhibits good quality joinery. The building has considerable social significance to past and present generations of islanders and visitors to Lord Howe as a point of embarkation and disembarkation for ship and flying boat passengers. The community attachment is continued by its use as facilities for workers loading and unloading cargo from the Island Trader on its regular supply trips to the island. The use of part of the building as a community radio station adds to the social significance to the present generation of islanders.*

The former Ocean View Boatshed retains much of its original form although it has been altered to suit its new use as a Board storage shed. With the loss of the old Pinetrees Boatshed in a fire, the former Ocean View Boatshed is the last surviving pre-World War II boatshed related to the guest houses on the island. It shares some design similarities with the former Cargo Shed and is considered to have historical, associational and aesthetic significance at a local level.

The Norfolk Island Pine trees between the two sheds enhance their setting and are thought to have been planted by visiting dignitaries Sir John Northcott and Clive Evatt. If plaques were installed at the time to commemorate these visits, they no longer survive and further research is required to substantiate the association with these official occasions. If they are commemorative trees they will have historical and associational significance for the island as well as the aesthetic value they contribute to the setting of the two structures.

The SHI assessment against NSW Heritage Significance criteria is set out in *Table 5-1*.

TABLE 5-1 SHI ASSESSMENT OF SIGNIFICANCE – CARGO SHED GROUP

NSW Heritage Significance Criteria	SHI Assessment
(a) Historical Significance *An item is important in the course, or pattern, of NSW's cultural or natural history (of the local area)*	The former Cargo Shed is historically significant at a local level as the building that for many years served the island for storage of produce awaiting shipment and of imported goods. Together with the adjoining jetties the shed was important during many events such as the visits of important persons. The former Ocean View Boatshed is the only surviving early boatshed associated with the island's accommodation houses.
(b) Historical Association *an item has strong or special association with the life or works of a person, or group of persons, of importance in NSW's cultural or natural history (or the local area)*	The former Cargo Shed has historical associations with numerous people and events significant in the development of Lord Howe Island.
(c) Aesthetic Significance *an item is important in demonstrating aesthetic characteristics and/or a high degree of creative or technical achievement in NSW (or the local area)*	The group has some aesthetic value as an assemblage of foreshore buildings in their landscape setting.
(d) Social Significance *an item has strong or special association with a particular community or cultural group in NSW for social, cultural or spiritual reasons (or the local area)*	The buildings are considered likely to have social significance derived from the many social activities that have been held in the precinct over the years including the current use of part of the former Cargo Shed as a radio studio and venue for social activities.

NSW Heritage Significance Criteria	SHI Assessment
(e) Research Value *an item has potential to yield information that will contribute to an understanding of NSW's cultural or natural history (or the local area)*	Some potential in the original fabric of the building structure as evidence of c.1920s construction practices.
(f) Rarity *an item possesses uncommon, rare or endangered aspects of NSW's cultural or natural history (or the local area)*	The former Cargo Shed and former Ocean View Boatshed are rare survivors of interwar structures associated with maritime activities on Lord Howe Island.
(g) Representative Significance *an item is important in demonstrating the principal characteristics of a class of NSW's cultural or natural places or cultural or natural environments (or the local area)*	The former Cargo Shed is representative of Government-designed buildings on the island including the Public Hall.

5.3 NORTH AND SOUTH ZONES - LORD HOWE ISLAND GROUP (SHR #00970)

The SHR Statement of Significance for Lord Howe Island Group (00970) is as follows:

> *The Lord Howe Islands Group was inscribed on the World Heritage List for its unique landforms and biota, its diverse and largely intact ecosystems, natural beauty, and habitats for threatened species. It also has significant cultural heritage associations in the history of NSW.*

There is no detailed assessment against NSW Heritage criteria included in the SHR listing for LHIG.

Refer to *Appendix A* for the assessment against World Heritage and National Heritage values.

5.4 ARCHAEOLOGICAL POTENTIAL OF THE PROPOSED PROJECT AREAS

According to the SHR listing for LHIG, the existence of discrete locations of historical archaeological sensitivity on LHI is highly probable:

> *Despite the relatively short period of human occupation on the island, there have been many social and economic processes that have influenced the development of settlement. Occupation, abandonment, re-occupation and long-term settlement at numerous locales on the island have led to the creation of a variety of sites ranging from the ephemeral to the extant and cover all aspects of community life on the island in the past and present. Domestic, agricultural, industrial, commercial, social, administrative and memorial sites are all present in different quantities and of varying ages, and all contribute to the significance of the island in terms of state heritage and archaeological research.*

The archaeological potential of six different archaeological sites identified as being of interest were identified by Kimberley Owen in her PhD research (Owens 2008). These locations are comprised of domestic, agricultural and possibly industrial sites and their occupation covers from 1834 to at least 1918 (Owens, 2008). None of the identified areas of sensitivity are within or in close proximity to the North Zone or South Zone.

5.4.1 SOUTH ZONE

The South Zone has been assessed as having nil to low archaeological potential. The landscape around the WMF has been completely modified, with man-made dune systems and evidence of excavations associated with previous dumping of waste. These represent decades of island waste and are not considered archaeological in nature. The WMF site is considered to have nil archaeological potential. The site of the proposed fuel bowser has been recently cleared, levelled and seen roadworks, with nil archaeological potential. The proposed dog kennel site has been recently cleared and levelled, with low archaeological potential. While the precise date of construction of the WMF is unknown, it represents modern infrastructure of low heritage significance.

5.4.2 NORTH ZONE - WILSON'S LANDING

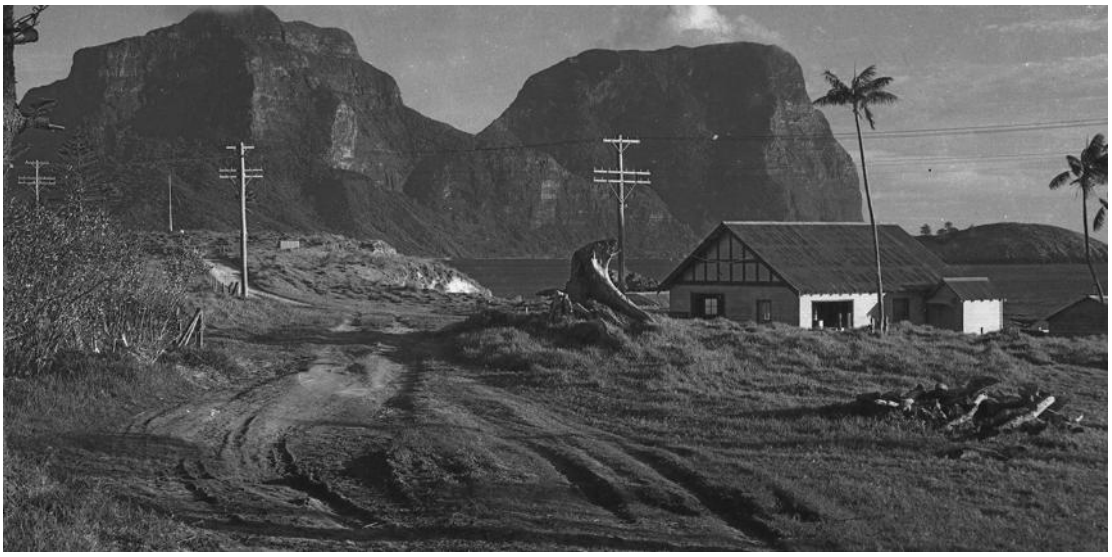
The foreshore at Wilson's Landing has been the site of continuous maritime activity since the early twentieth century, with the Cargo Shed and the former Ocean View Boatshed forming key elements of a working waterfront. Archaeological evidence of earlier foreshore structures (slipways, small sheds, and associated infrastructure) would most likely have been aligned with these extant buildings, reflecting the functional layout of the historic precinct.

As discussed in **Section 4.2.2**, and outlined in **Table 5-** below, a series of structures were constructed, upgraded and removed at Wilson's Landing throughout the twentieth century. These structures were located adjacent to the Cargo Shed and former Ocean View Boatshed, and included slipways, various small sheds and associated infrastructure, as well as the Ansett Flying Boat Services Passenger Terminal. A sea wall was constructed by the 1940s and removed by the 1960s. Historic ground disturbing works associated with the construction, renovations and removal of these structures will have significantly impacted the landforms and potential archaeological deposits in the vicinity of the Cargo Shed and former Ocean View Boatshed, including along the foreshore where the sea wall was located. To the south of the Cargo Shed, the major jetty works programs in the 1980s (**Photograph 5-2**) and jetty and foreshore stabilisation works in 2007 (**Photographs 5-3** – **5-5**) have resulted in widespread subsurface modification. These activities have included repeated cut and fill operations (extensive excavation), compaction, and the introduction of modern materials to stabilise the foreshore and provide access for freight and marine servicing, including mooring anchors. The area surrounding the extant buildings and extending further south along the foreshore is therefore considered to have low archaeological potential.

A jetty was constructed leading from the Cargo Shed in the early twentieth century, replaced in 1956 and again in the early 1980s. Remains of the second jetty are visible above ground in front of the Cargo Shed. This area is considered to have high archaeological potential, and remains of the former jetty are considered to have moderate archaeological significance.

No evidence has been identified of significant historical structures in the section of the Project Area where the hardstand, picnic area and Lagoon Road are now located. This area likely saw clearance and levelling during the construction of the original shed structures, with photos from the 1930s indicating this section was landscaped and turfed. Further impacts occurred during the 1950s, with a photograph indicating major disturbance to the ground surface in this area (**Photograph 5-1**). Construction of the hardstand and sealing of Lagoon Road (likely in the 1970s) also involved significant disturbance to the landscape. A location north of the picnic area, currently obscured by weeds and plantings, is the site of a former rubbish dump (Perumal Murphy Alessi 2012). No evidence of this rubbish dump was identified during the field survey, but the dump is noted by Perumal Murphy Alessi (2012) as located between the picnic area and shoreline of Hunter's Bay in an area now overgrown. The area north of the picnic area has a moderate level of archaeological potential, with no known significant historical ground disturbance. While it is unlikely Project works will impact this area, if archaeological items are found during any ground-disturbing activity , advice should be sought from a qualified heritage consultant (refer to Unexpected Finds Procedure, **Section 7.2.8**).

While it is plausible that archaeological remains may once have existed within the footprint of the proposed works, the likelihood of intact deposits or features (apart from the former jetty) surviving in situ is considered low owing to the extent of previous activity noted above. In addition to the known ground disturbing works, repeated maintenance and construction of new buildings, as well as effects of natural forces, including wind and sea erosion, weed growth, pastoral and rodent activity, will have impacted soil profiles and potential archaeological material. Any remaining evidence is likely to be highly fragmentary, displaced, or redeposited, and any unexpected finds discovered would likely have low archaeological significance. Therefore, the archaeological potential of Wilson's Landing foreshore within the balance of the current Project Area, beyond the discrete locations discussed above, is assessed as low to negligible



PHOTOGRAPH 5-1 VIEW SOUTH ACROSS PRECINCT, LATE 1950S (LHI MUSEUM)



PHOTOGRAPH 5-2 JETTY WORKS, 1982. NOTE MAJOR SEAWALL AND FORESHORE MODIFICATION (LHIB)



PHOTOGRAPH 5-3 JETTY WORKS AND , 2007. EXTENSIVE EXCAVATION WITHIN AREA OF FORMER SHEDS (LHIB)



PHOTOGRAPH 5-4 JETTY AND FORESHORE STABILISATION WORKS, 2007 (LHIB)



PHOTOGRAPH 5-5 JETTY AND FORESHORE STABILISATION WORKS, 2007 (LHIB)

Table 5- summarises the archaeological potential of each land use phase across the project area. **Figure 5-1** displays zones of archaeological sensitivity across the North Zone. Assessment of the marine areas of the Project Area have been addressed in the Marine Archaeological Assessment report (MTS Heritage 2025).

TABLE 5-2 SUMMARY OF ARCHAEOLOGICAL POTENTIAL ASSOCIATED WITH LAND USE PHASES AT WILSON'S LANDING

Phase	Land use and potential remains	Archaeological potential
Phase 1 c. 1830s to c. 1920s	The Project Area is located south of the Old Settlement site at the head of Hunter Bay that was occupied from the 1830s. While no known structures were located at the later Wilson's Landing site during the 1800s, from at least the early 1900s it was used as a boat landing site. The first jetty was likely constructed in the early 1900s at the site of the 1950s jetty connected to the Cargo Shed.	Low

Phase	Land use and potential remains	Archaeological potential
1930s	The Cargo Shed was constructed prior to 1931, with photographs indicating associated structures, including sheds, ramps and jetties, present by then adjacent to the north and south. The building has an opening on its western façade, facing the lagoon, with a timber jetty protruding into the lagoon and fitted with rails for movement of cargo. The Ocean View building was also constructed in the 1930s. General landscaping occurred across the North Zone during this period, with photos showing extensive clearance and grassed areas across the broader landscape of Wilson's Landing. Significant ground disturbance likely occurred during landscaping and the planting of introduced grasses.	Low
1940s	By 1942/3 some structures present earlier at Wilson's Landing had been removed or upgraded. A sea wall had also been constructed extending to the south of the Cargo Shed.	Low
1950s	Photos dating to the 1950s show the sheds and other structures south of the Cargo Shed had been removed, with some alterations to the building also having been made. A new jetty was constructed in 1956 along the alignment of the original, protruding from the western façade of the Cargo Shed. Remains of the 1956 jetty are currently visible above-ground in front of the Cargo Shed. The picnic area to the north of Ocean View was cleared in this period, with extensive ground disturbance occurring around the Lagoon Road alignment and current hardstand area. The sea wall was also extended north of the Cargo Shed post-1956.	High – Cargo Shed Moderate – Picnic Area

Phase	Land use and potential remains	Archaeological potential
1960s-70s	The sea wall was removed by the 1960s. The Ansett Flying Boat Services building was constructed immediately to the south of the Cargo Shed, with other structures at this location no longer present. During the 1970s works on Lagoon Road took place, and likely included extensive clearing and ground disturbance associated with the roadworks and laydown areas along the alignment of Lagoon Road and the current hardstand area to the rear of the sheds.	N/A
1980s	A new jetty was constructed during the 1980s to the south of the previous jetty connected to the Cargo Shed, which was later removed. Major earthworks along the foreshore were involved in its construction. The boat ramp to the north of Ocean View was installed in the early 1980s. While no evidence of an earlier structure at this location has been identified, this was a natural place for boat launches and it is possible there may have been earlier splips or ramps in this location. However, construction of the current ramp would have removed any evidence of earlier structures.	N/A
2000s	Major earthworks occurred in 2007 to the south of the Cargo Shed relating to stabilisation of the jetty and foreshore.	Nil in areas of disturbance



F5-1 Map of Archaeological Sensitivity across the Project Area (North Zone)

LHI CIP
Statement of Heritage Impact
Client: DCCEEW (NSW) on behalf of LHIB

ERM

0810752_LordHowe_CIP_SoHI_R2.aprx

5.4.3 SUMMARY STATEMENT OF ARCHAEOLOGICAL POTENTIAL

In consideration of this research and the extent of previous disturbance and land modification around Wilson's Landing foreshore, the WMF, the BoM station and proposed fuel bowser site, and the nature of the proposed works, the Project Area as a whole is considered to be of low to negligible historical archaeological sensitivity owing to extensive site disturbance, including clearing and cut and fill activities.

Minimal discrete areas of high (former jetty location) and moderate (north of picnic area – potential rubbish dump) archaeological sensitivity are located within the Project Area. Aside from remains of the former jetty, if historical archaeological resources are present in the proposed Project Areas, they would most likely be insubstantial in nature (fragmentary, displaced, redeposited) and/or isolated finds that would have limited potential to provide a new understanding of the history of the local area that is not available from other sources. Therefore, any extant archaeological resources in the Project Area would be unlikely to have archaeological research potential and would have little to no archaeological heritage value.

An appropriate procedure will be in place to manage and document any unexpected finds in accordance with statutory obligations (see *Recommendation 8: Unexpected Finds Procedure*).

6. ASSESSMENT OF HERITAGE IMPACT

This section provides an assessment of the potential impact of the works within the Proposed Activity Area to address obligations under the Heritage Act, applying the *Guidelines for Preparing a Statement of Heritage Impact* (2023).

As set out as a requirement in the SOHI Guidelines, separate assessments for National Heritage and World Heritage significance are included in *Appendix A*:

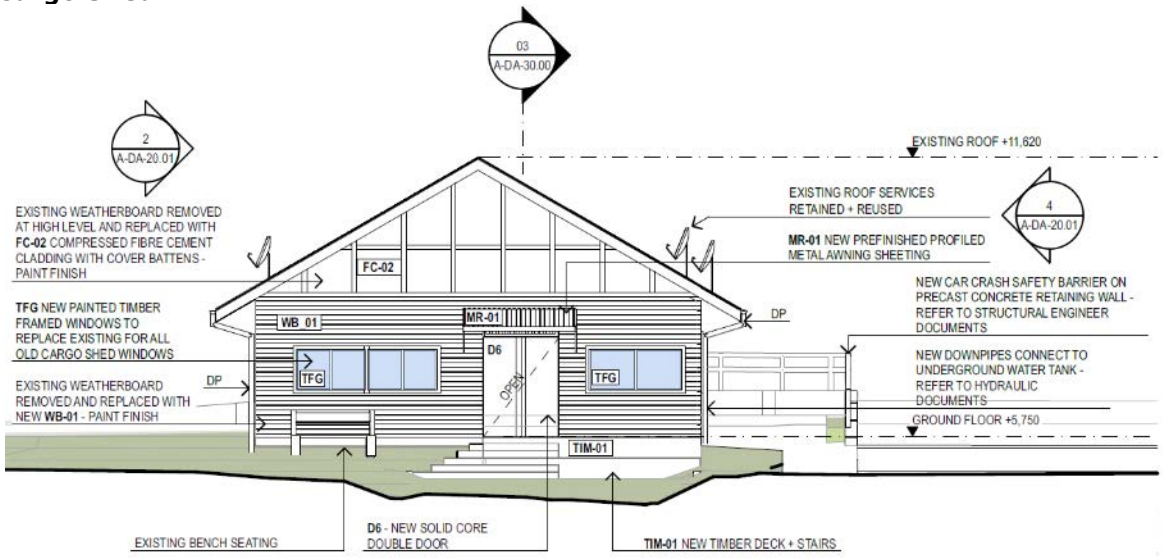
- *For items on the Commonwealth Heritage List or National Heritage List, provide a separate assessment in accordance with national heritage assessment criteria and attach as an appendix to the SOHI.*
- *For properties on the World Heritage List, provide a separate assessment in accordance with UNESCO's World Heritage assessment criteria (outstanding universal values) and attach as an appendix to the SOHI. (DPE, 2023:20)*

The assessment of the SHR heritage item *Lord Howe Island Group* is addressed through the World and National Heritage assessments in **Appendix A**, as the three listings cover natural heritage values relating to the unique landform and biota, diverse ecosystems, natural beauty of LHIG. It is noted that the SHR listing makes specific reference to the World Heritage values in its Statement of Significance as the rationale for its listing at state level.

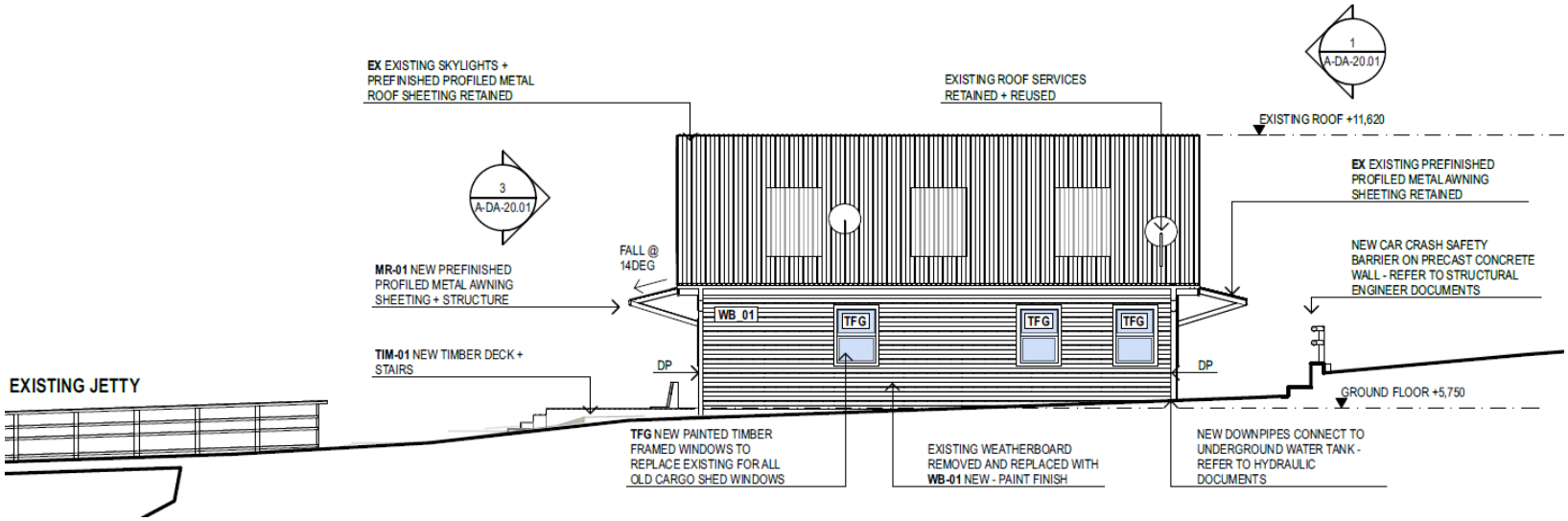
6.1 HERITAGE IMPACT ASSESSMENT

This impact assessment focuses on the SHI-listed heritage item Cargo Shed Group. In line with the SoHI Guidelines the assessment considers both general and project-specific factors relevant to determining potential impacts on the site's heritage significance (DPE 2023: 7–13). These include the general considerations outlined in **Table 6-1** and the specific matters relating to the proposed works detailed in **Table 6-2**. A full set of architectural drawings for the North and South Zones is included in **Appendix C**.

TABLE 6-1 SOHI GUIDELINES - GENERAL CONSIDERATIONS

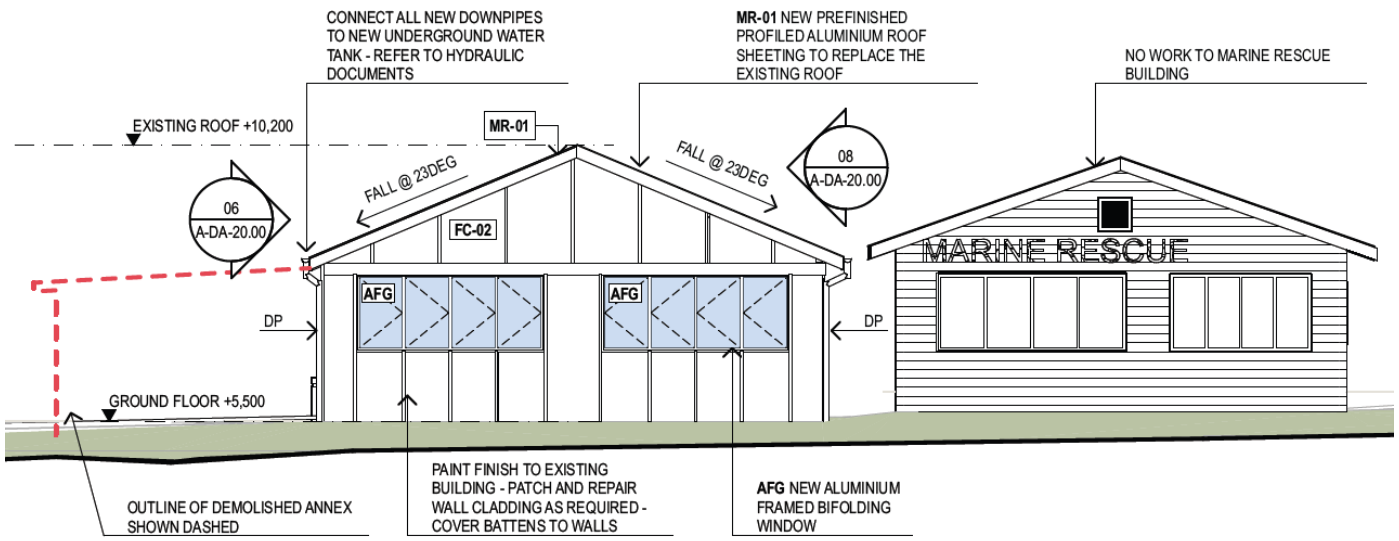
Considerations	Proposed project works and assessment
Fabric and spatial arrangements	Proposed works to the former Cargo Shed include: • Timber weatherboards and panel and batten treatment to gables • New vehicle crash safety barrier (concrete and metal mesh) • Replacement of the west annex with a new timber deck and stairs • New metal and timber-braced awning to the west entrance • New timber window frames • New paint finish to existing weatherboard cladding Proposed works to the Ocean View Boatshed comprise: • New roller doors, including new and reinstated openings to north and west elevation • New metal roof sheeting to replace existing • New hinged door to north elevation • New fixed glazing (x2) to north and south elevations • New paint finish **Cargo Shed**  *Cargo Shed West Elevation (Lahznimmo Architects, Drawing No. A-DA-20.01, Rev 04, 06/08/2025)*

Considerations	Proposed project works and assessment

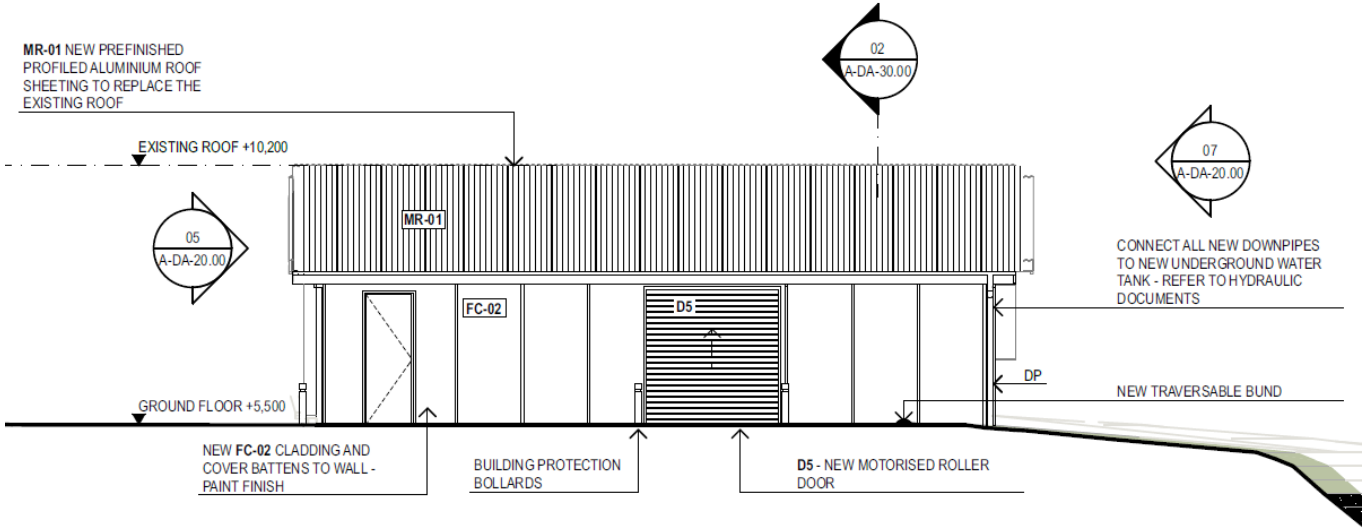


Cargo Shed South Elevation (Lahznimmo Architects, Drawing No. A-DA-20.01, Rev 04, 06/08/2025)

Ocean View Boatshed



Ocean View Boatshed West Elevation (Lahznimmo Architects, Drawing No. A-DA-20.00, Rev 04, 06/08/2025)

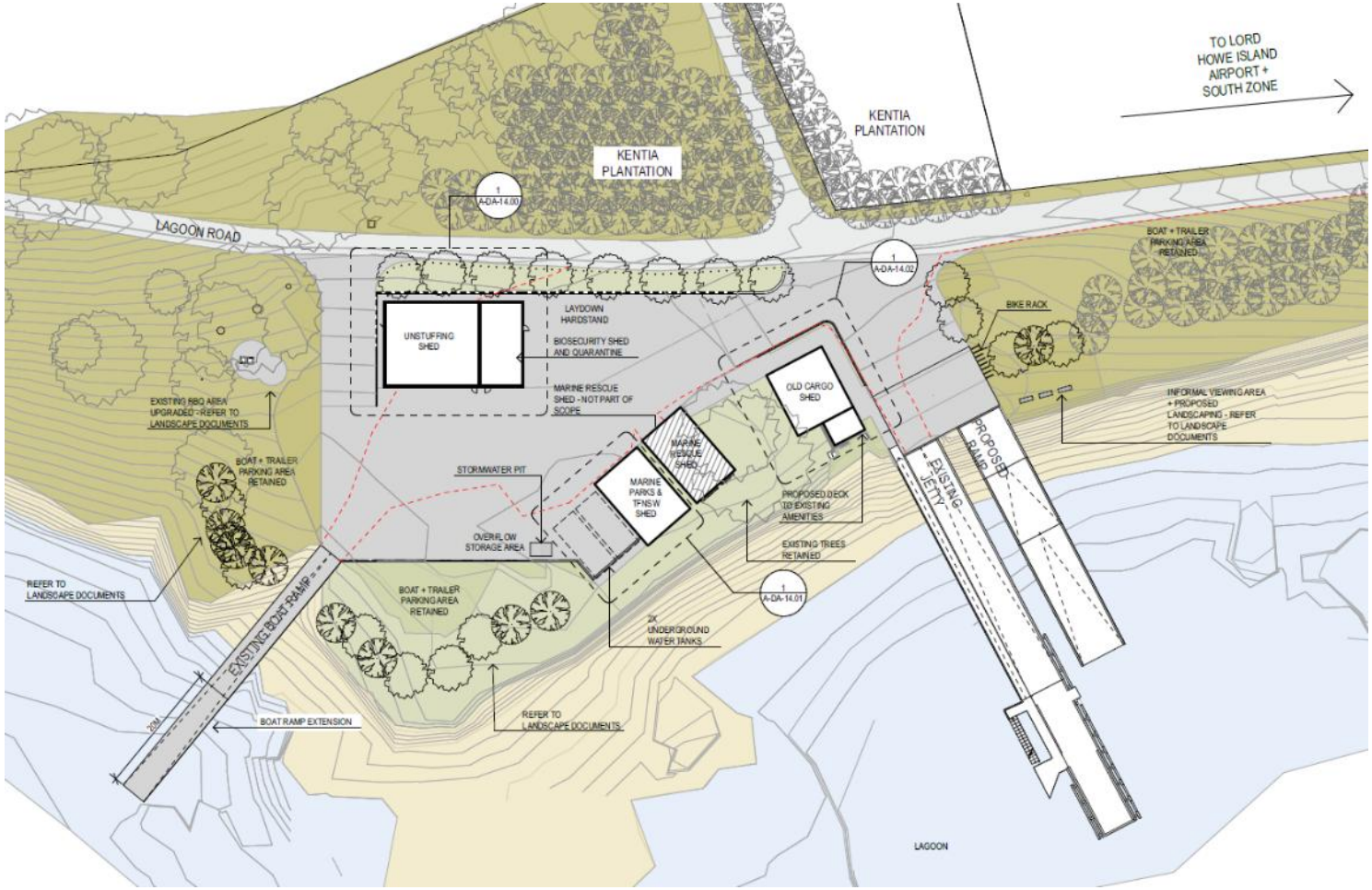


Ocean View Boatshed North Elevation (Lahznimmo Architects, Drawing No. A-DA-20.00, Rev 04, 06/08/2025)

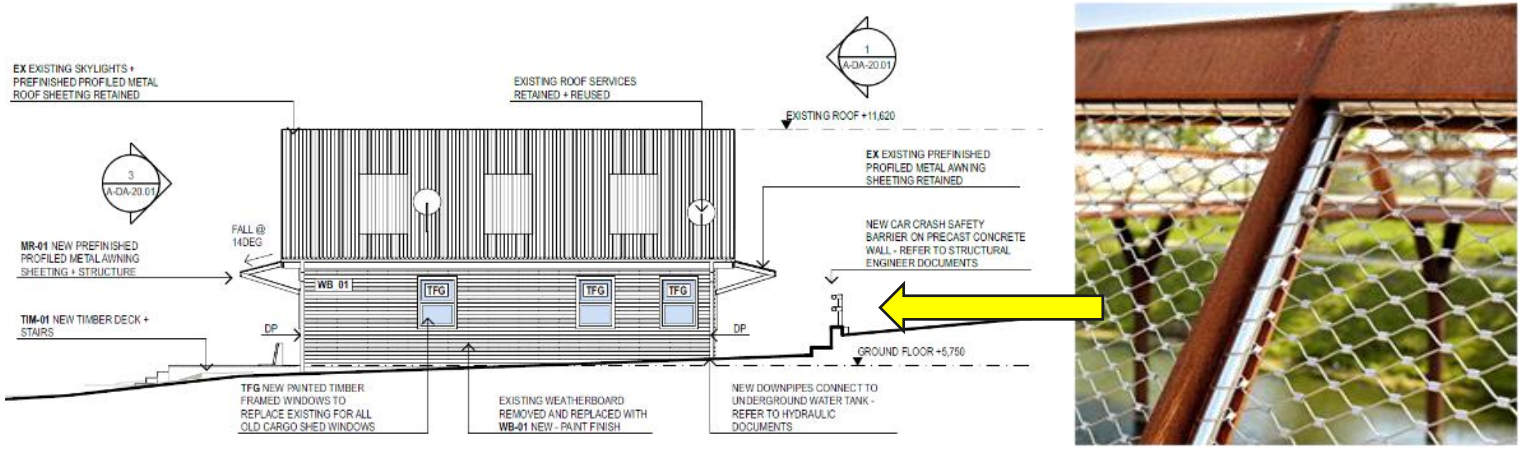
Considerations	Proposed project works and assessment
	The proposed works present an opportunity to reverse later unsympathetic additions that have obscured the original shed forms, such as the 1980s addition to the Cargo Shed west elevation, and reestablishing the opening to the Ocean View Boatshed's lagoon side (west elevation). The project also provides an opportunity to reinstate original architectural treatment to the Cargo Shed gables (panels and timber battens). Above-ground remains of the earlier jetty are visible on the lagoon side of the Cargo Shed. Remains comprising concrete apron with retaining walls and steps either side, are evidence of the original jetty at the western end of the building. These remains will be retained in situ. Refer to 'Historical Archaeology' consideration for further details.
Setting, views and vistas	The proposal includes the construction of a new building (Unstuffing Shed) and hardstand surrounds including a new accessway. The design will not impact or impede on the immediate curtilage or historical spatial arrangement of the *Cargo Shed Group*. Wilson's Landing precinct has seen a continual ebb and flow of buildings, slipways and jetties reflecting its evolving maritime and freight history. The introduction of the new building continues this tradition of adaptive change, rather than disrupting a static heritage landscape. The siting and setback of the Unstuffing Shed behind the historic foreshore group ensures that the *Cargo Shed Group* remains visually primary. The utilitarian design of the new shed (corrugated galvanized steel cladding and functional form) echoes the materials and typology of working sheds historically found along the foreshore. The scale of the proposed Unstuffing Shed is in keeping with the built historic environment. While no significant views or vistas to/from the Cargo Shed Group have been previously identified, informal views between the jetty and the shed have functional and historic importance in conveying the narrative of sea-to-land movement of goods and people. The proposal safeguards these vital sightlines and pathways, ensuring that bi-directional movement (cargo, pedestrians) retains its visibility and interpretive value. These views will be retained and are not impeded by any of the proposed works or new building.

Considerations	Proposed project works and assessment
	 *Still from the North Zone Fly-Through facing north, showing proposed Unstuffing Shed on right, and Marine Rescue office on left (Lahznimmo Architects)*
Landscape	The proposal includes targeted landscape enhancements designed to reinforce the character of a working foreshore precinct while improving both function and aesthetics. The proposed level hardstand surface will support ongoing operational needs and incorporates retaining walls and railings which will delineate cargo movement pathways. The proposal includes targeted landscape enhancements designed to reinforce the character of a working foreshore precinct while improving both function and aesthetics. The hardstand surface will support ongoing operational needs, and the proposed retaining walls and railings will assist with delineating cargo movement pathways. A new retaining wall along Lagoon Drive will define the western boundary of the roadway and tighten the 'entrance' to the freight zone. This upgrade works will replace a currently unattractive and patchy expanse of potholed surfaces, thereby refining the arrival sequence. The introduction of a linear planting of trees along this wall will soften the approach and aims to reduce the harshness of new hard landscape elements. Another 'green screen' is proposed to soften the proposed vehicle crash safety barrier at the Cargo Shed. The current timber retaining wall and railings were added in the 1980s. The proposed light-weight tensile steel mesh or tensile steel wires (example photo below). Climber species will be provisioned by the LHI Nursery, such as *Clematis glycinoides, Jasminum simplicifolium subsp. australiense*.

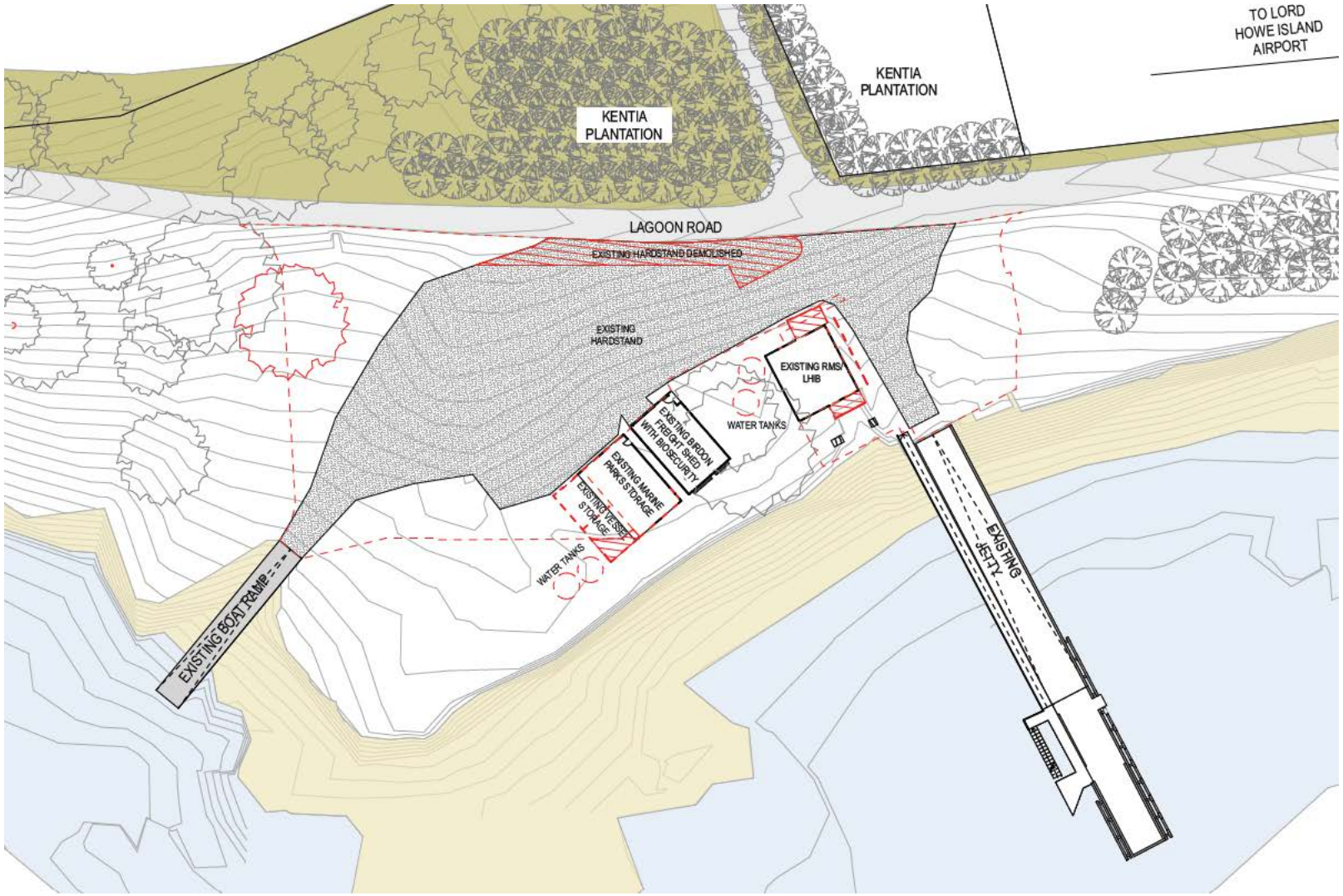
Considerations	Proposed project works and assessment
	The works also enhance local public amenities, such as upgrading the boat parking area, the existing boat ramp, existing picnic area and establishing an informal viewing location to the south of the jetty. Opportunities for heritage interpretative interventions also present opportunities to improve public engagement with the precinct.



North Zone Proposed Site Plan (Lahznimmo Architects Ref A-DA-11.02, Rev. 04, 06/08/2025)

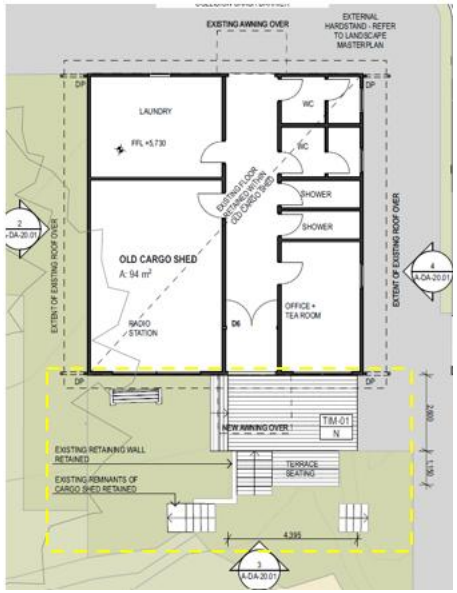
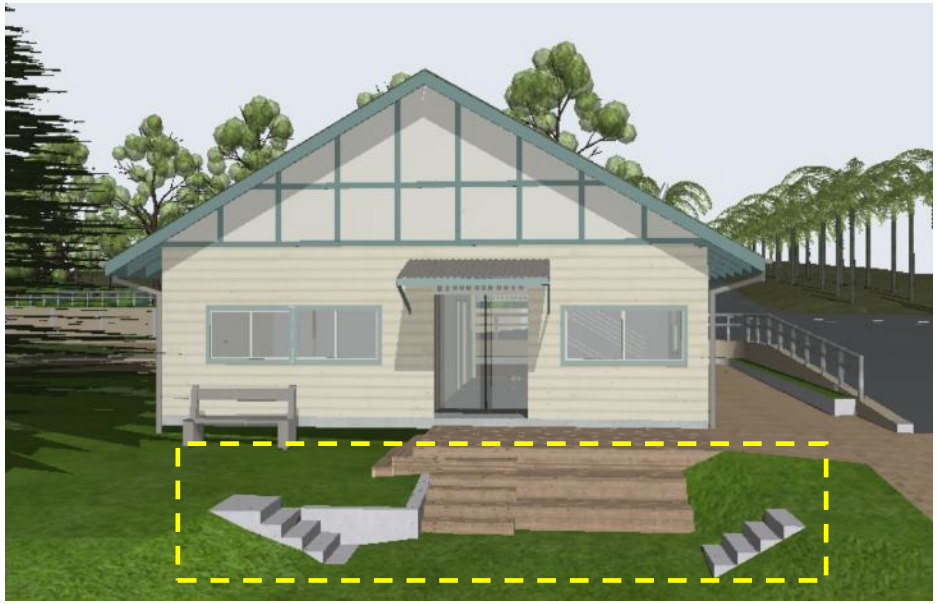
Considerations	Proposed project works and assessment
	 *Example steel mesh of vehicle crash barrier; South elevation of Former Cargo Shed (Lahznimmo Architects, Ref. A-DA-20.01, Rev. 04 06/08/2025)*
Use	The proposed enhancements within the North Zone are sympathetic to the precinct's historical character while improving its functional utility. The overall use continues the site's longstanding role as the island's working waterfront, ensuring continuity in both purpose and cultural resonance with the heritage-listed sheds. Importantly, proposed changes such as new roller doors to the Ocean View Boatshed and paved, bunded hardstand with drainage will balance statutory obligations for access and environmental management requirements.
Demolition	The elements proposed for removal (annexes to the Cargo and Ocean View Boatshed, cladding, and aluminum window frames) are not original features of the buildings, instead dating to the 1980s and later for both sheds. Their removal will enhance the buildings by restoring their architectural integrity and allowing their original form to be more clearly legible. As such, there are no anticipated adverse impact to heritage values posed to the Cargo Shed Group by the proposed demolition works.

Considerations	Proposed project works and assessment



Demolition Plan, North Zone (Lahznimmo Architects, Ref. A-DA-11.01 Rev. 04, 06/08/2025)

Considerations	Proposed project works and assessment
Curtilage	The curtilage of the *Cargo Shed Group* applies to the individual buildings, associated land-based jetty archaeological evidence and two Norfolk Pines. As the footprint of both sheds will be modified through the removal of later additions, the curtilage relating to the sheds will be reduced. The proposed works and reduction of building footprint and therefore curtilage will have no impact to the significance of the heritage item. Consideration is not applicable to the heritage item.
Moveable heritage.	No moveable heritage of relevance to the project has been identified within the *Cargo Shed Group*. This consideration is not applicable to the heritage item.
Aboriginal cultural heritage	This consideration is not applicable to the heritage item.
Historical archaeology	Historical archaeological potential within the North Zone has been assessed as mostly low with small pockets rated moderate and high (**Section 5.4.2**). Archaeological potential as included SHI listing references 'Some archaeological potential in remains of earlier jetty at western end of former Cargo Shed.' This archaeological evidence has been considered in the design of the new decking and viewing arrangement. The proposed design will allow for the key above-ground archaeological features to be retained and interpreted, through exposure of the concrete retaining wall and stairs (refer to drawing below). Interpretation of the former jetty will be incorporated in a historic photographic display in the Cargo Shed building, included on the walls of the entry corridor. If any moveable heritage items are identified they could be incorporated into the interpretation display in the Cargo Shed or within the Lord Howe Island Museum.

Considerations	Proposed project works and assessment
	  Plan – Old Cargo Shed (Lahznimmo Architects, Ref. A-DA-14.02, 28/01/2026) A section of the Project Area north of the picnic area potentially contains the remains of a rubbish dump. Significant historical ground disturbance is not known from this area and it has been assessed as having moderate archaeological potential. This section is outside the disturbance footprint of the Project and would not be impacted by ground disturbing works.
Natural heritage	As natural heritage values form the basis of the SHR, WHL and NHL listings for Lord Howe Island Cargo Group, this is addressed in *Appendix A.*
Conservation Areas	*Cargo Shed Group* is not part of a conservation area. This consideration is not applicable to the heritage item.
Cumulative impacts	There are no other major development projects proposed on LHI; therefore no cumulative impacts will occur. This consideration is not applicable to the heritage item.
Other heritage items in the vicinity	*Cargo Shed Group* overlaps with the SHR listing for the broader 'Lord Howe Island Group'. This consideration is addressed in *Appendix A.* There are no further heritage items in proximity to the North Zone.

6.1.1 SPECIFIC MATTER FOR CONSIDERATION

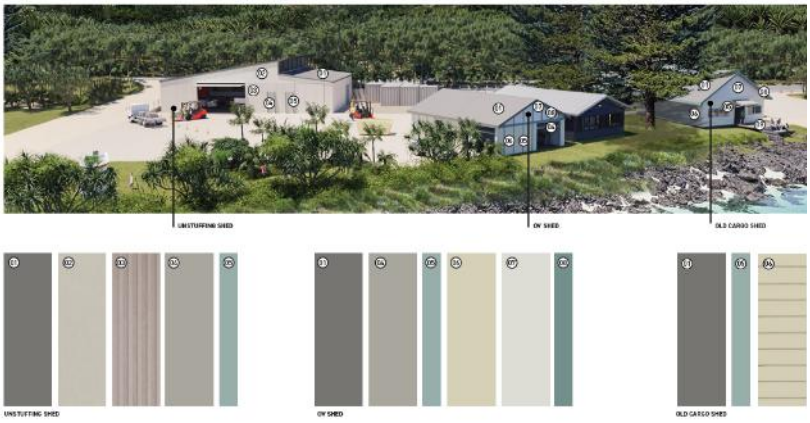
The following matters for considerations questions addressed below are set out in the SoHI Guidelines (DPE 2023: 7- 13).

TABLE 6-2 SOHI GUIDELINES – SPECIFIC MATTERS OF CONSIDERATION

Question	Impact Review
General	
1. Do the proposed works include removal of unsympathetic alterations and additions? How does this benefit or impact on the heritage item and its significance?	The form of the Cargo Shed has remained relatively constant throughout its life but the function has changed considerably. The proposed works include the removal of several unsympathetic additions to the Cargo Shed and Ocean View Boatshed, such as PVC piping mounted across the shed facades, non-original cladding obscuring primary openings, and 1980s skillion-roof annexes. These later interventions detract from the heritage item's integrity and their removal restores the buildings' original form. This approach aligns with conservation guidelines that advocate for eliminating intrusive modern modifications and reinstating authentic features to respect the overall heritage value.
2. Do the proposed works affect the setting of the heritage item, including views and vistas to and from the heritage item and/or a cultural landscape in which it is sited? Can the impacts be avoided and/or mitigated?	The setting of the *Cargo Shed Group* has changed considerably over the decades, with removal of other structures and sheds in the vicinity, construction of the current jetty, and changes to the vegetation and roadways around the site. The proposed works within the setting of the *Cargo Shed Group,* comprising the new building (Unstuffing Shed) and both hardscape and softscape elements, have been sited and designed to be sympathetic to the historic character of the precinct, and have been endorsed by the community through extensive community consultation. Designed in a functional style that reflects the character of Wilson's Landing, the new building is clad in corrugated galvanized iron and has a simple form. Its strategic setback from the foreshore helps it maintain a secondary presence, and visually subordinate to the Cargo Shed Group, in line with leading practice heritage principles that recommend new buildings complement heritage precincts in scale, materials, and placement without dominating them. Although significant views and vistas have not been formally documented, the primary sightline between the jetty and the *Cargo Shed Group* (reflecting the historical movement of cargo and pedestrian/visitor movement between sea and land) remains intact. The proposed works do not obstruct this historical corridor, and landscape upgrades will further enhance visual connections without intruding on the heritage fabric.
3. Are the proposed works part of a broader scope of works? Does this proposal relate to any previous or future works? If so, what cumulative impact (positive and/or adverse) will these works have on the heritage significance of the item?	Yes, there is a broader scope of current CIP project works that will affect a location in the south end of LHI (South Zone). This scope will not have any additional or cumulative impacts on the SHI-listed heritage item *Cargo Shed Group,* and is addressed in the World Heritage assessment in *Appendix A*.

Question	Impact Review
4. Do the proposed works trigger a change of use classification under the National Construction Code that may result in prescriptive building requirements? If so, have options that avoid impact on the heritage values been investigated?	No, the proposed changes to the *Cargo Shed Group* do not trigger a change of use under the NCC.
Alterations and Additions	
5. Do the proposed works comply with Article 22 of The Burra Charter, specifically Practice note *article 22 — new work* (Australia ICOMOS 2013b)?	Yes. The proposal for new elements to the *Cargo Shed Group* adopts a respectful approach in line with Article 22.1 and 22.2 of the Burra Charter Practice Note, ensuring that the new work is readily identifiable yet does not distort or obscure the cultural significance of the place.
6. Are the proposed alterations/additions sympathetic to the heritage item? In what way (e.g. form, proportion, scale, design, materials)?	The planned additions respond to the heritage setting through complementary form, scale, and materials—timber decking echoes earlier timber jetty in this location; the awning is modest in scale and aligned with the west entrance; roller and hinged doors reflect utilitarian detailing and reestablish original openings (to the Ocean View Boatshed). This coherence in material palette, proportion, and texture ensures the interventions remain sympathetic to the form, fabric and significance of the heritage sheds.
7. Will the proposed works impact on the significant fabric, design or layout, significant garden setting, landscape and trees or on the heritage item's setting or any significant views?	The works focus on replacing later (circa 1980s) additions and avoiding any impact on original fabric or design. The works do not impact the two adjacent Norfolk Pines, nor disrupt an important sightline between jetty and sheds.
8. How have the impact of the alterations/additions on the heritage item been minimised?	Impacts of the alterations/additions are minimised by: • Removing unsympathetic later additions and reverting to earlier forms (such as reestablishment of the lagoon side opening to the Ocean View Boatshed) • Using reversible, distinguishable, lightweight interventions • Matching materials, colour, and scale to maintain heritage fabric context
9. Are the additions sited on any known or potentially significant archaeological relics? If yes, has specialist advice from archaeologists been sought? How will the impact be avoided or mitigated?	Yes, the new deck to the west elevation of the Cargo Shed will replace a later addition that currently straddles above-ground archaeological remains of the former jetty. A professional archaeologist has reviewed the plans, and recommendations provided to the design team on 23/07/2025 have been integrated into the design to resolve the legibility and interpretation of the archaeological features. The remains of the former jetty are to be retained in situ. Interpretation of the former jetty will be incorporated in a historic photographic display in the Cargo Shed building.

Question	Impact Review
Re-roofing and re-cladding	
10. Have previous (including original) roofing/cladding materials been investigated (through archival and physical research)?	Yes. This SoHI presents photographic archival evidence of the history of alterations to the Cargo Shed and Ocean View Boatshed. The current roofing material and cladding are not original fabric. Roof sheeting replacement is only proposed for the Ocean View Boatshed. The replacement sheeting will not alter the roof form or profile of the two buildings.
11. Will previous significant material be reinstated? If not, will the proposed material match the original material in detail and materiality?	The proposed works do not involve removal of any original heritage fabric but rather the replacement or upgrade of later, non-significant fabric. While no original material will be reinstated, the design details elements are both sympathetic and durable, such as using quality hardwood for the Cargo Shed deck. This approach aligns with good practice conservation principles, which stress that replacements of non-contributory fabric should match original form, detail, material and finish and not undermine heritage significance
12. Will re-cladding affect conservation of the heritage item?	Recladding of the Cargo Shed and Ocean View Boatshed with timber weatherboard is an *improvement*, noting the existing weatherboards are non-original fabric and are also fibre cement with artificial graining. The project also presents an opportunity to reinstate original architectural treatment to gables (panels and battens).
13. Are roof details consistent with the heritage significance of the heritage item (guttering and downpipes, cladding profiles, fixings, etc.)?	The proposed removal of existing PVC piping that extends across the facades of the sheds will improve their appearance. Other roof elements will be retained such as gutters and downpipes (although not original fabric). Original cladding profile is unknown, but recladded areas will be sympathetic in profile / style (improvement, see response to Question 12).
14. Has the advice of a skilled tradesperson (e.g. roof slater) been considered?	It is not anticipated that skilled heritage trades will be required for this scope of work.
Painting	
15. Will repainting affect the conservation of the significant fabric of the heritage item?	Repainting offers significant conservation benefits as it protects fabric, especially timber from moisture, UV exposure, and decay, slowing deterioration. Repainting is a form of preventive maintenance.
16. Does the existing colour scheme contribute to the heritage significance of the heritage item? If yes, will the same scheme be used in the proposed painting works? If not, why not?	The existing colour scheme does not contribute to the heritage significance of the item. There is no direct evidence regarding historic colours for the Cargo Shed Group, as much of the cladding to the two buildings has been replaced over the years. Early black and white photos indicate that the colour scheme has changed several times. A document called '*The Colours of Lord Howe Island: Colour Schemes, Paint Specification for Community Hall, Visitor Centre, Power House and Government House'* (S Gorrell, 1997) has guided the proposed colour palette, although a more muted range has been selected (refer below and *Appendix D* for complete relevant documentation). The use of muted blue hues is considered appropriate, as this colour scheme reflects one of the building's original mid-century palettes. The treatment of darker toned for timber battening and window frames to contrast the lighter tones used on wall sheeting/cladding to reflect the paint tones seen in historic photograph is also appropriate (see photos below).

Question	Impact Review
	 *(Laznimmo Architects 2025)*  *(LHI Museum)*  (Lahznimmo Architects, Ref. A-DA-14.02, 28/01/2026)

Question	Impact Review
17. Have previous (including original) colour schemes been investigated? Is an earlier scheme being reinstated?	See response to Question 16.
18. Is the proposed paint type chemically compatible with existing materials? Will it affect the breathability of the heritage fabric?	This SOHI includes a recommendation that chemically compatible, breathable paint be specified wherever earlier painted surfaces are retained or repaired, or where there is potential for adverse chemical interaction.
New landscape works and features	
19. How has the impact on the heritage significance of the existing landscape been minimised?	The landscape interventions have been designed to enhance the existing working/ public foreshore character while minimising intrusion into the heritage setting. Hardstand replaces existing degraded surfaces in a manner that supports operational needs yet respects historical layout. The introduction of greenery, particularly the screening along the proposed Lagoon Drive retaining wall and green screening at the Cargo Shed will assist in softening hard edges and visually integrate new elements into the historic landscape. Public amenity areas including the north boat ramp, BBQ zone, and informal jetty viewing point will retain their loose, social character, further reducing any perceived shifts in the landscape's heritage value.
20. Are works to the landscape or pathways necessary to comply with the access requirements of the *Disability Discrimination Act 1992*?	While not focused on full accessibility retrofitting, some landscape and pathway modifications are necessary to comply with the *Disability Discrimination Act 1992*. The proposal for level, sealed surfaces and clearly delineated traffic zones support universal access across public spaces and between freight operational areas and sheds.
21. Has evidence (archival or physical) of previous landscape work been investigated? Is the original landscape work being reinstated?	Historical evidence (archival and physical) has informed the concept design. For example, the identification of the need and implementation for a boundary barrier adjacent to the Cargo Shed in the 1980s has informed the location of the proposed vehicle crash safety barrier. While full reinstatement of earlier landscape designs is not part of the current scope, the interventions draw on documented site evolution and patterns of movement. A comprehensive Landscape Masterplan is recommended post-approval to further refine planting palettes, heritage parallels, and preservation of extant landscape features.
22. Do the proposed works impact views to, from and within adjacent heritage items?	No. See response to Question 2.

6.1.2 SUMMARY OF HERITAGE IMPACT – LOCAL HERITAGE VALUES

Works proposed within the North Zone will not adversely affect the *Cargo Shed Group* or the wider visual amenity of the precinct. No construction or ground disturbance is planned within areas of known or potential archaeological sensitivity. Instead, the project enhances the sheds and their setting by removing unsympathetic later additions and introducing improvements to landscape and public realm elements, including new hardstand areas and sensitively designed retaining walls, preferably softened with green screening.

These interventions reflect good practice in conservation, particularly the Burra Charter's direction that new works be clearly identifiable yet subordinate, and that intrusive later changes may be removed if they diminish heritage value. The proposed works achieve this balance by restoring the original proportions, material integrity, and setting of the historic sheds, thereby strengthening both their individual and collective character. Visually, the removal of incongruent additions allows the sheds' original forms to re-emerge.

The project retains key spatial relationships, particularly those between the sheds and the foreshore, and ensures the Unstuffing Shed remains a clearly secondary, supportive element. Through sensitive material choices and sympathetic form, the new development reinforces the precinct's industrial maritime character while maintaining meaningful informal vistas that support interpretation and continued functional use.

While the broader Wilson's Landing precinct has historically exhibited an informal, ad-hoc character, this informality is not a heritage value for which the *Cargo Shed Group* has been listed. The listing recognises the sheds for their architectural qualities, material authenticity, historical associations with Lord Howe Island freighting, and their role within the evolution of local maritime infrastructure.

The proposed project introduces a more formalised layout and circulation pattern to the precinct, including upgrades to hardstand areas and associated infrastructure. While this constitutes a shift from loosely structured historical arrangements, the proposed changes respond directly to contemporary operational requirements, including freight efficiency, safety, and biosecurity compliance. These needs reflect the ongoing functional use of the area as a logistics hub for the community and align with the continued working nature of the site.

While formalisation will bring a degree of change to the landscape character, it has been designed to support and not obscure the heritage values of the *Cargo Shed Group*. Interventions have been carefully considered to respect the spatial relationships and visual setting of the sheds. The landscape upgrades contribute to a more coherent and historically legible public domain. The hardstand elements provide defined zones of movement and reinforce the precinct's operational logic.

Recommendations have been made to reduce the visual and physical dominance of the vehicle crash barrier around the Cargo Shed, and guidance has been provided to the extent of decking that will sit above the archaeological evidence of the former Cargo Shed jetty. Scale reduction will help soften the visual impact of new infrastructure, maintaining a sense of openness and visual permeability around the heritage fabric. Such refinements demonstrate a commitment to achieving a balanced outcome, one that upholds operational and regulatory requirements while respecting and conserving the cultural significance of the place.

7. CONCLUSION AND RECOMMENDATIONS

7.1 SUMMARY STATEMENT AND STATUTORY REQUIREMENTS

7.1.1 MATTERS OF NATIONAL ENVIRONMENTAL SIGNIFICANCE

Overall, this assessment has found the Project will not result in the identified World or National Heritage values of Lord Howe Island Group being lost, degraded or damaged or notably altered, modified, obscured or diminished (*Appendix A*).

The Proposed Lord Howe Island CIP will not have a significant impact to the World Heritage or National Heritage values of Lord Howe Island Group.

7.1.2 STATE HERITAGE – LORD HOWE ISLAND GROUP

As the Project is designated as CSSI in NSW, it is not subject to Section 60 permits under the *Heritage Act 1977*.

The Lord Howe Island Group is listed in its land mass and State waters entirety for its natural heritage values, as recognised by its World and National heritage listing.

The proposed Project will have little or no adverse impact on the State heritage significance of the Lord Howe Island Group. As discussed in **Section 5.4**, there is low to negligible potential that excavation works would disturb intact archaeological resources of local or State significance. The recommended management and mitigation strategies in **Section 7.2** include an unexpected finds procedure.

7.1.3 LOCAL HERITAGE ITEM – CARGO SHED GROUP

The project design for the North Zone aligns with the principles of the Burra Charter, ensuring that any new work is respectful, sympathetic, and clearly distinguishable from the historic fabric. The design approach balances the need for modern interventions, such as the new freighting infrastructure, with the protection and enhancement of heritage significance. The Project represents an evolution of a working maritime precinct, ensuring it remains fit-for-purpose for essential services while retaining and enhancing the heritage character of its core assets.

These measures ensure that the project will not result in any adverse impacts to the significance of the *Cargo Shed Group* or its broader heritage setting. It will deliver modest but meaningful enhancements to the heritage item's legibility. Therefore, it is anticipated the Project will result in a minor positive impact, where an understanding of heritage significance is improved. The recommended management and mitigation strategies in **Section 7.2** include a Photographic Recording and a Heritage Interpretation Strategy to support the conservation and transmission of heritage values for current and future generations.

7.2 RECOMMENDED MANAGEMENT AND MITIGATION STRATEGIES

The following are key recommendations for the World Heritage Property and National Heritage Place Lord Howe Island Group, and specific mitigating measures for the SHI heritage item, *Cargo Shed Group*.

7.2.1 RECOMMENDATION 1 – PHOTOGRAPHIC RECORDING OF NORTH ZONE, INCLUDING CARGO SHED GROUP

A photographic record of the North Zone and the *Cargo Shed Group* should be prepared to include detailed before and after CIP works and should follow the NSW *Guidelines for preparing archival recordings of heritage items as a condition of consent* (DCCEEW, 2025). The photographic recording may be prepared in collaboration between the Project Heritage Consultant, Project Architects and contractors. Copies (digital) should be lodged with the Lord Howe Island Museum, Lord Howe Island Board, and NSW State Library.

7.2.2 RECOMMENDATION 2 – RETENTION OF ORIGINAL TRUSS MEMBERS, OCEAN VIEW BOATSHED

With regard to the SHI-listed heritage item *Cargo Shed Group*, the original timber roof truss members of the Ocean View Boatshed should be retained during reroofing works and only removed if necessary, due to significant rot or structural damage (**Photograph 7-1**). Any proposed removal or works from the proposed new centre wall that impacts truss elements must be discussed in advance with the Project Heritage Consultant. In addition, a condition assessment is recommended to be undertaken for the timber roof trusses. The inspection should be undertaken by a heritage architect and/or engineer, with advice provided on any remedial or repair work that may be required for the trusses, with any recommended works to be implemented as part of the SSI works.



PHOTOGRAPH 7-1 ORIGINAL ROOF TRUSS MEMBERS WITH 'GW – LHI'

7.2.3 RECOMMENDATION 3 – FORMER CARGO SHED - DECKING

Regarding the SHI-listed heritage item *Cargo Shed Group*, the proposed decking design for the Former Cargo Shed should be reviewed by a Heritage Consultant and/or Archaeologist prior to finalisation, to ensure the new works are sympathetic to the Shed and sensitive to the archaeological remains of the former jetty. The existing stairs, retaining wall and remains of the former jetty should be retained in situ, as per updated plans – A-DA-14.02, Rev. 05, 29/01/2026 (**Figure 7-1**).

Interpretation of the former jetty located beneath the Cargo Shed will be incorporated as a core element of the site's heritage narrative (refer to Recommendation 6). Any physical remnants of the jetty uncovered during works will be retained in situ wherever feasible, ensuring that the surviving fabric remains legible as part of the place's layered history. The story of the former jetty will be communicated through a historical photographic display installed within the Former Cargo Shed, positioned along the walls of the entry corridor. Should any moveable heritage items be identified during construction, these will be assessed for suitability to be displayed either within the Cargo Shed or, where more appropriate, at the LHI Museum. Display locations will be confirmed in consultation with project architect.

7.2.4 RECOMMENDATION 4 – FORMER CARGO SHED - VEHICLE CRASH BARRIER

Following HNSW's provision of comments on this SoHI, a meeting was held on 3 February 2026 between staff from HNSW, NPWS, SMM and ERM. The meeting was held to discuss design solutions for the vehicle barrier to the Former Cargo Shed. The following recommendation was developed to include the outcomes of that meeting, including acknowledgement that safety is priority in barrier type selection.

Regarding the SHI-listed heritage item *Cargo Shed Group*, it is recommended that consideration be given to the extent and type of the proposed vehicle crash barrier around the Former Cargo Shed, such as bollards, and if possible be reduced to minimise its visual and physical dominance within the historic Wilson's Landing precinct (**Figure 7-1**). A more restrained approach would better respect the heritage setting and is considered appropriate given the limited site use, with freight deliveries anticipated only once a fortnight. Solutions provided must meet operational safety requirements for vehicles, workers and pedestrians. Specific treatment material will be selected in consultation with HNSW as part of the detailed design post consent.

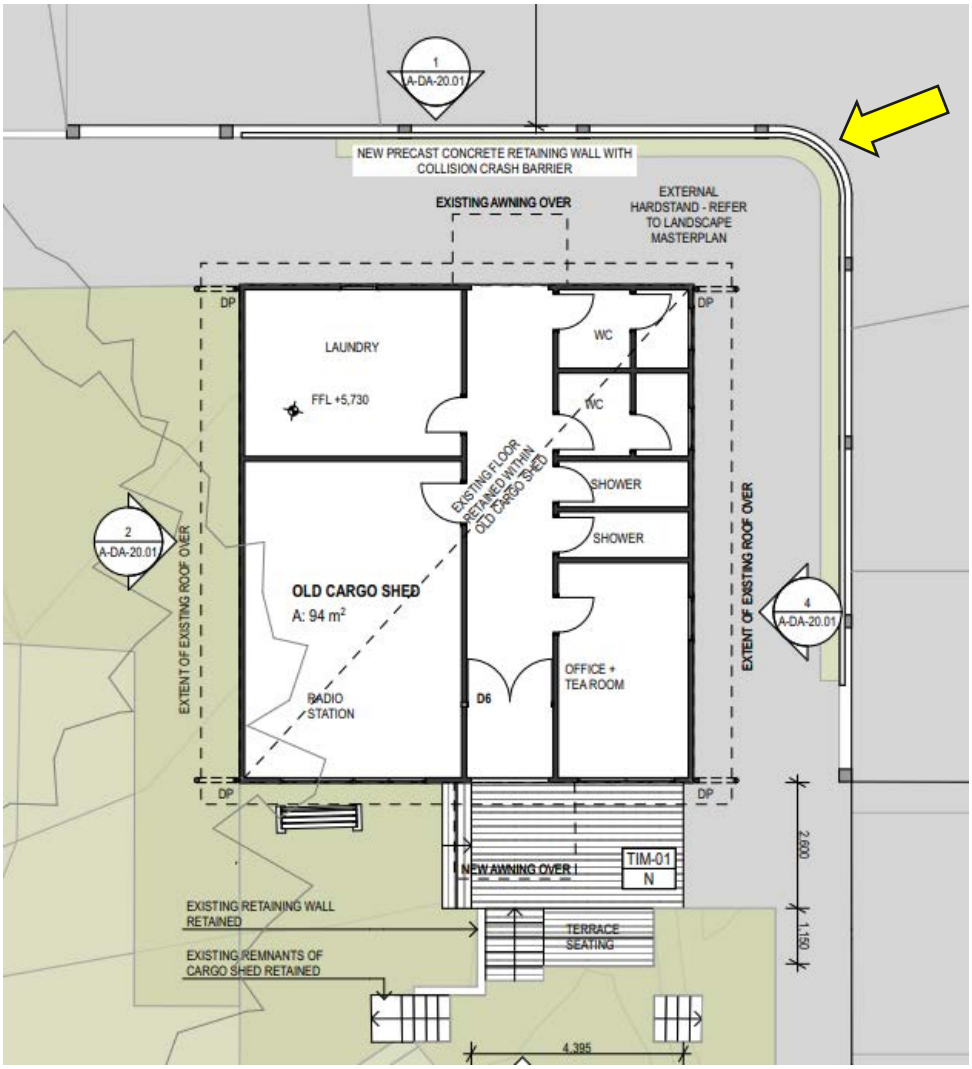


FIGURE 7-1 PLAN – FORMER CARGO SHED (LAHZNIMMO ARCHITECTS A-DA-14.02, REV. 05, 29/01/2026)

7.2.5 RECOMMENDATION 5 – CARGO SHED AND OCEAN VIEW BOATSHED - PAINT COMPATIBILITY

Chemically compatible, breathable paint should be used where earlier painted surfaces are retained or repaired and repainted, or where there is potential for adverse chemical interaction. The paint palette should include darker toned colour for timber battening and window frames to contrast the lighter tones used on wall sheeting/cladding to reflect the paint tones shown in historic photographs (as per plans updated from EIS to Submissions Report – A-DA-14.02, Rev. 05, 29/01/2026).

7.2.6 RECOMMENDATION 6 – HERITAGE INTERPRETATION STRATEGY

It is recommended that a Heritage Interpretation Strategy be prepared to support the conservation and ongoing use of Wilson's Landing (North Zone). In accordance with the NSW Heritage Office's *Interpreting Heritage Places and Items Guidelines*, interpretation plays a vital role in communicating the cultural significance of heritage places to the public. Given the site's layered historical values, a considered interpretation strategy will ensure these stories are meaningfully conveyed. This approach helps to fulfil the requirements to transmit heritage

values, will not only enhance public appreciation and understanding, but will also guide future decision-making around adaptive reuse, signage, and visitor engagement in a manner that respects and reinforces the site's heritage values.

7.2.7 RECOMMENDATION 7 - HERITAGE INDUCTION

Before works commence, all contractors must be briefed on the heritage values of the Lord Howe Island Group and the *Cargo Shed Group*, their legislative obligations under the *Heritage Act 1977* and EPBC Act, and the procedures outlined in the Unexpected Finds Procedure.

7.2.8 RECOMMENDATION 8 – UNEXPECTED FINDS PROCEDURE

This report has assessed the archaeological potential of North Zone and South Zone as low, with any potential finds unlikely to yield research value. However, should any unexpected finds be encountered during works, such as buried artefacts, evidence of former structures, early construction materials, or artefacts concealed within wall cavities, roof spaces, or floor voids—works must cease immediately in the affected area. Management of such finds should follow the NSW Heritage Division's guidelines and relevant legislation, as outlined in the Unexpected Finds Procedure below. The discovery must be reported to the site manager and a qualified heritage consultant or archaeologist without delay. Further action must be guided by professional heritage advice and in accordance with NSW Heritage legislation, ensuring appropriate assessment, recording, and, if necessary, conservation or salvage measures.

7.2.8.1 UNEXPECTED FINDS PROCEDURE

The following steps are provided below if unexpected heritage items are identified during the proposed works:

- Where a potential historic heritage item is found during works, all works within the vicinity of the item, or with the potential to impact the item should cease and a temporary exclusion zone established with appropriate ground marking (such as flagging or fencing);
- An appropriately qualified heritage consultant should examine the item to assess its significance and further archaeological potential;
- Where a relic is found, LHIB should be contacted to discuss the appropriate pathway under the current approvals;
- Archaeological deposits should be recorded and assessed for significance and potential salvage by an appropriately qualified heritage consultant; and
- Depending on the nature of the discovery, additional assessment and approval under the *Heritage Act 1977* may be required prior to the recommencement of excavation in the affected area.

It is recommended that this unexpected finds procedure be incorporated into the Project's Construction Environmental Management Plan (CEMP) to ensure all contractors and site personnel are aware of the procedures and obligations relating to potential heritage finds during construction.

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APPENDIX A MNES IMPACT ASSESSMENT (WORLD AND NATIONAL HERITAGE)

A1. WORLD HERITAGE AND NATIONAL HERITAGE IMPACT ASSESSMENT

Under the EPBC Act, an action will require approval from the Australian Government Environment Minister (the minister) if the action has, will have, or is likely to have, a significant impact on a matter of national environmental significance. As this Project has already been designated as a Controlled Action, this assessment presents a detailed evaluation of the Project's potential impacts on a World Heritage property and National Heritage Place, as MNES.

By conducting a single assessment, the process is more efficient and coherent. It addresses overlapping values, such as OUV and national significance relevant to LHIG as a whole, under the consolidated procedural framework and reduces duplication. This integrated approach ensures compliance with EPBC obligations, including stakeholder engagement, impact mitigation, and conditions for approval, while protecting the property consistently under both World and National heritage listings. As the same natural heritage values are referenced in the SHR listing for LHIG, this assessment also applies to the listed State heritage values.

A1.1 AUSTRALIAN WORLD HERITAGE MANAGEMENT PRINCIPLES

Under Schedule 5 of the EPBC Regulations, the Australian World Heritage Management Principles provide a framework for evaluating heritage impacts. The primary management objective is to *identify, protect, conserve, present, transmit, and where necessary rehabilitate* the values that underpin OUV of the World Heritage property, and the heritage significance of a National Heritage place.

The environmental assessment component (Principles 3.01–3.06) mandates a formal, statutory impact assessment before approval, encompassing identification of affected OUV attributes, consideration of alternatives, provision for public consultation, and imposing conditions on approvals. This SoHI aligns with these obligations by systematically evaluating how project interventions affect those values and ensures protective measures are embedded within design and delivery.

Matters of National Environmental Significance Significant Impact Guidelines (DEWHA, 2013) (SIG 1.1) are the operational tools under EPBC Act Sections 12 and 15 that define when a proposed action could have a "significant impact" on Matters of National Environmental Significance—including World Heritage properties. outlines a 'self-assessment' process, including detailed criteria, to assist persons in deciding whether referral may be required.

Schedule 5 and SIG 1.1 function as a two-tier system:

- Schedule 5 articulates Australia's policy intent and legal obligations for systemic protection (e.g., consultation, ongoing conservation, enforceable conditions).
- SIG 1.1 provides the practical methodology for screening and assessing specific actions that may contradict those obligations by adversely affecting World Heritage values.

Schedule 5 sets out *what* must be done to protect heritage values, while SIG 1.1 outlines *how* to determine whether and when those requirements must be activated. Together, they form an integrated compliance pathway under the EPBC Act.

An action is likely to have a significant impact on World Heritage if there is a real chance or possibility that it will cause:

- *One or more of the World/National Heritage values to be lost;*
- *One or more of the World/National Heritage values to be degraded or damaged, or*
- *One or more of the World/National Heritage values to be notably altered, modified, obscured or diminished.*

SIG 1.1 sets out specific criteria to assess if an action is likely to have a significant impact on natural heritage values of a World Heritage property, set out in Table A-1 UNESCO World Heritage Framework & Toolkit Guidance

The UNESCO '*Managing Natural World Heritage'* resource (2012) and the *Guidance and Toolkit for Impact Assessments in a World Heritage Context* (2022) serve as internationally recognised methodologies for implementing comprehensive heritage impact assessments for World Heritage properties. These resources emphasise:

- Understanding the full range of OUV attributes and site-specific values (whether natural, cultural, or mixed).
- Defining source-pathway-receptor relationships to determine potential impacts.
- Evaluating the likelihood, severity, and extent of impacts on each attribute.
- Exploring avoidance and mitigation strategies, including alternatives that produce better heritage outcomes such as rerouting alignments or adopting less intrusive construction methods.

The impact assessment framework and specific tool have been considered in the assessment of World Heritage values of LHIG.

A1.2 LHIG WORLD AND NATIONAL HERITAGE VALUES

The LHIG World Heritage and National Heritage Statements of Significance and cross-referenced official values are set out below.

A1.2.1 WORLD HERITAGE CITATION: STATEMENT OF SIGNIFICANCE

The Lord Howe Island Group is an outstanding example of oceanic islands of volcanic origin containing a unique biota of plants and animals, as well as the world's most southerly true coral reef. It is an area of spectacular and scenic landscapes encapsulated within a small land area and provides important breeding grounds for colonies of seabirds as well as significant natural habitat for the conservation of threatened species. Iconic species include endemics such as the flightless Lord Howe Woodhen (Gallirallis sylvestris), once regarded as one of the rarest birds in the world, and the Lord Howe Island Phasmid (Dryococelus australis), the world's largest stick insect that was feared extinct until its rediscovery on Balls Pyramid.

About 75% of the terrestrial part of the property is managed as a Permanent Park Preserve, consisting of the northern and southern mountains of Lord Howe Island itself, plus the Admiralty Islands, Mutton Bird Islands, Balls Pyramid and surrounding islets. The property is located in the Tasman Sea, approximately 570 kilometres east of Port Macquarie. The entire property including the marine area and associated coral reefs covers 146,300 hectares, with the terrestrial area covering approximately 1,540 hectares.

A.1.2.3 NATIONAL HERITAGE LISTING: STATEMENT OF SIGNIFICANCE

The Lord Howe Island Group was inscribed on the World Heritage List for its outstanding natural universal values as an example of superlative natural phenomena; and containing important and significant habitats for in situ conservation of biological diversity.

Located 700 kilometres north-east of Sydney and covering an area of 146,300 hectares, the Lord Howe Island Group comprises Lord Howe Island, Admiralty Islands, Mutton Bird Islands, Ball's Pyramid, and associated coral reefs and marine environments. Nearly seven million years ago geologic movement of the Lord Howe Rise (an underwater plateau) gave birth to a large shield volcano on its western edge. Over time the sea eroded 90 per cent of the original volcano, leaving the islands that today comprise the Lord Howe Island Group. Lord Howe Island has a spectacular landscape with the volcanic mountains of Mount Gower (875 m) and Mount Lidgbird (777 m) towering above the sea. The central low-lying area provides a marked contrast to the adjacent mountains and northern hills.

There are 241 different species of native plants, of which 105 are endemic to Lord Howe Island. Most of the island is dominated by rainforests and palm forest. Grasslands occur on the more exposed areas of Lord Howe Island and on the offshore islands. Most of the main island and all of the offshore islands are included in the Lord Howe Island Permanent Park Preserve.

The islands support extensive colonies of nesting seabirds and at least 168 bird species have been recorded either living at, or visiting, the islands. A number of these are rare or endangered.

The endangered woodhen is one of the world's rarest bird species. During this century the population of woodhens experienced a significant decline in numbers as a result of hunting by humans, habitat loss and disturbance by feral animals. Over the last few years a successful captive breeding program and other conservation measures have increased the numbers of these small flightless birds to around 220.

The islands are one of two known breeding areas for the providence petrel, a species that is also found nesting on Phillip Island, near Norfolk Island. They also contain probably the largest breeding concentration in the world of the red-tailed tropicbird, and the most southerly breeding colony of the masked booby.

The waters surrounding Lord Howe Island provide an unusual mixture of temperate and tropical organisms. The reef is the southern most coral reef in the world and provides a rare example of the transition between coral and algal reefs. A marine national park was declared by the State of New South Wales in 1999 to increase protection of the marine environment.

Europeans apparently discovered Lord Howe Island when the island was sighted in 1788 from the British colonial naval vessel HMAT Supply, en route from Sydney to the penal colony on Norfolk Island. The first landing was made two months later on the return voyage to Sydney.

By the 1830s there was a small permanent settlement in the lowland area of the main island. The settlers made a living by hunting and fishing, and by growing vegetables, fruit and meat for trade with passing ships.

Pigs and goats, which were introduced to Lord Howe Island for food, later went wild and caused extensive vegetation and habitat changes, threatening populations of native species. Rats arrived on the island in 1918 from a wrecked ship, and have since been responsible for the extinction of five bird species. Over the last decade there have been intensive efforts to control these feral animals and the wild pigs have been successfully eradicated.

Lord Howe Island and its associated islands are under the care, control and management of the Lord Howe Island Board. When carrying out its functions, the Board is required to have particular regard to the World Heritage status of the area and to conserve those values for which the area was listed as a World Heritage property.

A1.2.4 OFFICIAL VALUES

TABLE A-1 WORLD AND NATIONAL HERITAGE LISTINGS

World Heritage Listing			**National Heritage Listing**
Criteria		**Justification**	**Criteria and Justification**
vii	To contain superlative natural phenomena or areas of exceptional natural beauty and aesthetic importance	The Lord Howe Island Group is grandiose in its topographic relief and has an exceptional diversity of spectacular and scenic landscapes within a small area, including sheer mountain slopes, a broad arc of hills enclosing the lagoon and Balls Pyramid rising abruptly from the ocean. It is considered to be an outstanding example of an island system developed from submarine volcanic activity and demonstrates the nearly complete stage in the destruction of a large shield volcano. Lord Howe Island Group is an outstanding example of an oceanic island of volcanic origin containing features, formations and areas of exceptional natural beauty and aesthetic importance. The World Heritage values include: • the exceptional diversity of spectacular and scenic landscapes within a small land area; and • outstanding underwater vistas including reefs considered to be among the most beautiful in the world.	*Criterion E Aesthetic* This place is taken to meet this National Heritage criterion in accordance with subitem 1A(3) of Schedule 3 of the Environment and Heritage Legislation Amendment Act (No. 1) 2003, as the World Heritage Committee has determined that this place meets World Heritage criterion (vii).

World Heritage Listing			National Heritage Listing
Criteria		**Justification**	**Criteria and Justification**
x	To contain the most important and significant natural habitats for in situ conservation of biological diversity, including those containing threatened species of outstanding universal value from the point of view of science or conservation	The Lord Howe Island Group is an outstanding example of the development of a characteristic insular biota that has adapted to the island environment through speciation. A significant number of endemic species or subspecies of plants and animals have evolved in a very limited area. The diversity of landscapes and biota and the high number of threatened and endemic species make these islands an outstanding example of independent evolutionary processes. Lord Howe Island supports a number of endangered endemic species or subspecies of plants and animals, for example the Lord Howe Woodhen, which at time of inscription was considered one of the world's rarest birds. While sadly a number of endemic species disappeared with the arrival of people and their accompanying species, the Lord Howe Island Phasmid, the largest stick insect in the world, still exists on Balls Pyramid. The islands are an outstanding example of an oceanic island group with a diverse range of ecosystems and species that have been subject to human influences for a relatively limited period. Lord Howe Island Group is an outstanding example of an oceanic island of volcanic origin with a unique biota of plants and animals and important and significant natural habitats for in-situ conservation of biological diversity, including those containing species of plants and animals of outstanding universal significance from the point of view of science and conservation. The World Heritage values include: • the diversity of vegetation communities which includes 25 associations, 20 alliances and 14 sub-formations; • the diversity of indigenous vascular plant taxa comprising at least 241 species, including species of conservation significance with many endemics; • the diversity of bird taxa comprising 164 bird species, including species of conservation significance with many endemics; • seabird breeding habitats which, together, comprise one of the major breeding sites in the southwest Pacific, including for species of conservation significance; • high levels of richness and endemism of terrestrial invertebrate taxa including 100	*Criterion A Events, Processes* *Criterion B Rarity* *Criterion C Research* This place is taken to meet this National Heritage criteria in accordance with subitem 1A(3) of Schedule 3 of the Environment and Heritage Legislation Amendment Act (No. 1) 2003, as the World Heritage Committee has determined that this place meets World Heritage criterion (x).

World Heritage Listing			National Heritage Listing
Criteria		Justification	Criteria and Justification
		species of spiders of which 50% are endemic; • the unusual combination of tropical and temperate taxa of marine flora and fauna, including many species at their distributional limits, reflecting the extreme latitude of the coral reef ecosystems which comprise the southern-most true coral reef in the world; • the diversity of marine benthic algae species including at least 235 species of which 12% are endemic; • the diversity of marine fish species including at least 500 species of which 400 are inshore species and 15 are endemic; and • the diversity of marine invertebrate species including more than 83 species of corals and 65 species of echinoderms of which 70% are tropical, 24% are temperate and 6% are endemic.	

A.2 ASSESSMENT OF IMPACT TO LHIG WORLD (OUV) AND NATIONAL HERITAGE VALUES

The Significant Impact Criteria outlined in SIG 1.1 are intended to assist in determining whether the impacts of proposed action on any matter of national environmental significance are likely to be significant impacts. This section presents an assessment against these criteria for listed heritage values of the LHIG. The questions that the criteria aim to answer are:

What is a Significant Impact?

A "significant impact" under the EPBC Act refers to an outcome that is important, notable, or consequential, based on its context or intensity. Whether an action is likely to have such an impact depends on the sensitivity, value, and quality of the affected environment, along with the intensity, duration, magnitude, and geographic extent of the effects.

When is a Significant Impact likely?

An impact is considered likely when there is a real and not remote possibility of occurrence. It doesn't require more than a 50% chance; rather, a credible potential is sufficient.

What is the severity of the impact?

Assessing the severity of these impacts requires evaluating them collectively through analysis of their scale, intensity, duration, and frequency to determine their overall significance. The following table sets out a scale to assist in distinguishing between different relative levels of severity of potential heritage impacts.

TABLE A-2 SCALE OF IMPACTS

Scale coding reference for Table 9-3	Description
Severe	Impacts generally have two or more of the following characteristics: permanent/irreversible; medium to large scale; and/or moderate-high intensity
Moderate	Impacts generally have two or more of the following characteristics: medium-long term; small to medium scale; and/or moderate intensity
Minor	Impacts generally have two or more of the following characteristics: short term/reversible; small scale/localised; and/or low intensity
Nil	Nil impact

Commentary on the nature of impact will be described in terms of:

- Adverse or positive;
- Permanent or temporary (i.e., where there is possibility of rehabilitation, mitigation etc.); and
- Direct (impacts directly affect a listed heritage value), or indirect (either impact to fabric that is contributory to the OUVs or secondary impacts).

Table A-3 summarises the response to criteria provided in SIG 1.1 for *World and National Heritage properties with natural heritage values* for the Project.

TABLE A-3 LHIG SIGNIFICANT IMPACT ASSESSMENT (WORLD AND NATIONAL HERITAGE PROPERTIES WITH NATURAL HERITAGE VALUES)

Criteria	Commentary with respect to the Project	Nature of Impact	Scale of Impact
Damage, modify, alter or obscure important geological formations in a World Heritage property / National Heritage place	The Project does not involve excavation, infilling, or other groundworks that would damage, modify, obscure, or otherwise impact important geological features within the LHIG. Civil works are confined to previously disturbed areas, ensuring no adverse effect on natural rock or geological formations.	N/A	Nil
Damage, modify, alter or obscure landforms or landscape features, for example, by excavation or infilling of the land surface in a World Heritage property / National Heritage place	The Project does not involve excavation, infilling, or other groundworks that would damage, modify, obscure, or otherwise impact important (significant, notable) landforms or landscape within the LHIG. Civil works are confined to previously disturbed areas, including the existing WMF footprint, the current BoM compound, cleared area for the Fuel Bowser, and previously cleared and developed area within Wilson's Landing (North Zone).	N/A	Nil
Modify, alter or inhibit landscape processes, for example, by accelerating or increasing susceptibility to erosion, or stabilising mobile landforms, such as sand dunes, in a World Heritage property / National Heritage place	The planned works will *improve* landscape resilience by replacing eroded hard surfaces and reducing dust and runoff within the North Zone. Where new retaining walls and hardstand areas are introduced, associated drainage systems have been designed to prevent increased erosion or hydrological change. There is no intent to stabilise *natural* landforms (such as dunes), nor to disrupt natural erosion or drainage regimes. Within the South Zone, the project will *improve* the existing artificial dunes (which currently contain compost and contaminated waste) through remediation and stabilisation works.	Positive, permanent, direct	Minor
Divert, impound or channelise a river, wetland or other water body in a World Heritage property/ National Heritage place	No rivers, wetlands, or water bodies will be diverted, impounded, channelised or otherwise manipulated within the South or North Zones. The wastewater treatment plant (WWTP) will utilise new and upgraded built infrastructure contained within the WMF. Operation of the new WWTP is designed to fully automate and contain the wastewater treatment process, encompassing key components such as septic truck discharge, automated feeding systems, advanced filtration units, and a direct discharge mechanism into a designated biosolids bunker. This integrated approach significantly reduces the likelihood of untreated or partially treated effluent entering the surrounding environment. Its discharge and runoff will be managed to avoid impacts on hydrologically connected environments, with engineered controls compatible with NSW and EPBC standards.	N/A	Nil

Criteria	Commentary with respect to the Project	Nature of Impact	Scale of Impact
Substantially increase concentrations of suspended sediment, nutrients, heavy metals, hydrocarbons, or other pollutants or substances in a river, wetland or water body in a World Heritage property / National Heritage place	The upgraded WMF includes systems to manage potentially harmful substances (e.g., chemicals, oils) and a WWTP. The WMF and WWTP upgrades will significantly *improve* on the current ad-hoc operations and will have compliant spill and incident response arrangements in place, as well as designed containment, bunding, and treatment systems to ensure no increase in suspended sediments, nutrients, heavy metals, hydrocarbons, or other pollutants will leach from or reach adjacent water bodies such as the Lagoon. This will also apply to the Fuel Bowser location and the North Zone Freighting Facility. Rigorous controls will significantly reduce the risk of water contamination within the LHIG.	Positive, Permanent, Direct	Nil
Reduce the diversity or modify the composition of plant and animal species in all or part of a World Heritage property / National Heritage place	Project works and new infrastructure are confined to previously disturbed settings and no project activity is anticipated to cause reduction of species diversity or alter ecosystem composition (listed OUVs and National Heritage values). **North Zone** While several small areas of Significant Native Vegetation (SNV) under the LHI LEP has been mapped within North Zone, these areas have been subject to historical disturbance and comprise a mix of non-specific native vegetation. The biodiversity assessment has concluded that "the vegetation communities mapped within the Northern (sic Zone) are well represented on LHI and minor impacts associated with the Program are not considered to significantly alter the composition and distribution of these communities on LHI." (Cumberland Ecology, 2025a: 20)	N/A	Nil

Criteria	Commentary with respect to the Project	Nature of Impact	Scale of Impact
	 *North Zone: Significant Native Vegetation (Cumberland Ecology, 2025a)* According to the biodiversity assessment, of the threatened fauna species previously recorded in the North Zone, ten are birds of which are highly mobile species "capable of accessing habitat throughout the North Zone and adjoining habitats" and are commonly recorded across LHI. The LH Placostylus (*Placostylus bivaricosus*) is listed as Endangered under the Biodiversity Conservation Act 2016 and EPBC Act but has been recorded across LHI, with numbers becoming more abundant since the eradication of the Black Rat in 2023. **South Zone** SNV is present in the vicinity of the WMF, however these communities have been subject to historical disturbance and the invasion of exotic grasses as a result is evident. Smaller patches of rainforest vegetation appear to have regenerated into intact vegetation, although still somewhat degraded (Cumberland Ecology 2025b: 26). These communities are generally well represented on LHI. Note SNVs are absent from the existing WMF footprint, and the Project will be confined to this area. There does not appear to be SNVs in the location of the dog kennels or fuel bowser.		

Criteria	Commentary with respect to the Project	Nature of Impact	Scale of Impact
	 *(Cumberland Ecology 2025b)* No threatened flora species have been recorded in the South Zone. Six threatened fauna species that been recorded however five are birds which are highly mobile and capable of accessing habitat throughout LHI. As with North Zone, the Placostylus has been recorded, nothing this species has recovered and become more widespread since the eradication of the Black Rat on LHI in 2023.		
Fragment, isolate or substantially damage habitat important for the conservation of biological diversity in a World Heritage property / National Heritage place	All proposed infrastructure remains clustered within or near the existing WMF boundary and BoM compound (South Zone), or near existing built areas (North Zone). There is no encroachment into contiguous native vegetation or protected habitat so fragmentation risks are nil. As a result, the project does not fragment or degrade important biological habitats (listed OUV/National Heritage value).	N/A	Nil
Cause a long-term reduction in rare, endemic or unique plant or animal populations or species in a World Heritage property / National Heritage place	As discussed above, project works are confined to previously disturbed areas, with no removal of rare or endemic plants or fauna and does not impede wildlife habitats. Consequently, there is no anticipated long-term decline in rare, endemic, or unique species (listed OUV/National Heritage value).	N/A	Nil
Fragment, isolate or substantially damage habitat for rare, endemic or unique animal populations or species in a World Heritage property / National Heritage place	The proposed project works within the North and South Zones are confined to existing operational footprint (and or previously disturbed areas), ensuring no encroachment into undisturbed / protected habitat or ecological corridors, and therefore posing no risk of habitat fragmentation for isolation for rare or endemic fauna. The Placostylus snail (*Placostylus bivaricosus*) is present in remnant	N/A	Nil

Criteria	Commentary with respect to the Project	Nature of Impact	Scale of Impact
	vegetation east of the WMF in the South Zone but there is no planned encroachment into the contiguous vegetation.		
Involve construction of buildings, roads, or other structures, vegetation clearance, or other actions with substantial, long-term or permanent impacts on relevant values	The proposed new and upgraded infrastructure comprise buildings (e.g., Unstuffing Shed, WWTP), hardstands, dog kennels and fuel bowser. While these are structurally permanent, they occupy locations within existing developed envelopes. By containing works within previously developed areas, the project avoids new landscape intrusion while improving site functionality. Proposed North Zone works, including the new Unstuffing Shed and formalisation of the freight operational area through levelling and new hardstand, will change the built environment of Wilson's Landing, however these modifications will not impact on World Heritage or National Heritage values, and the Project's objectives are to ultimately *safeguard these values* through the strengthening of biosecurity and environmental control measures on LHI.	Permanent, Direct, Positive	Minor
Introduce noise, odours, pollutants or other intrusive elements with substantial, long-term or permanent impacts on relevant values.	Noise, pollutants, and biosecurity hazards are being *reduced* through purpose-built containment structures and traffic flow redesign. Equipment will be enclosed in dedicated buildings and operational machinery in both the North Zone and WMF to the South Zone. The proposed upgrades in particular will transform an ad-hoc, loosely controlled facility into a compliant operations that have spill and incident management embedded into design.	Positive, Permanent, Direct	Nil

A.2.1.1 MAJOR GUIDELINE QUESTIONS

SIG 1.1 poses a series of questions on the nature of the impact to the heritage values of a World Heritage Property / National Heritage place. These questions and response are as follows:

1. ***Are there any matters of national environmental significance located in the area of the proposed action (noting that 'the area of the proposed action' is broader than the immediate location where the action is undertaken; consider also whether there are any matters of national environmental significance adjacent to or downstream from the immediate location that may potentially be impacted)?***

   Yes, the Project will occur within the LHIG World Heritage Property and National Heritage Place.

2. ***Considering the proposed action at its broadest scope (that is, considering all stages and components of the action, and all related activities and infrastructure), is there potential for impacts, including indirect impacts, on matters of national environmental significance?***

   Under SIG 1.1, a 'significant impact' includes anything likely to be important, notable, or consequential, considering context, intensity, duration, and extent. Given that all proposed project works will occur within existing developed locations, with no new substantial clearing, substantial landform alteration, or habitat loss, the project remains well beneath any threshold requiring referral. Therefore, the Project poses no likely significant impacts (indirect, direct or cumulative) to World or National Heritage values including threatened species, ecological communities, wetlands, or migratory species.

3. ***Are there any proposed measures to avoid or reduce impacts on matters of national environmental significance (and if so, is the effectiveness of these measures certain enough to reduce the level of impact below the 'significant impact' threshold)?***

   Not applicable, as the level of impact has been assessed as well below the 'significant impact' threshold.

4. ***Are any impacts of the proposed action on matters of national environmental significance likely to be significant impacts (important, notable, or of consequence, having regard to their context or intensity)?***

   No, the Project will not cause any of the following:

   - one or more of the World or National Heritage values to be lost
   - one or more of the World or National Heritage values to be degraded or damaged, or
   - one or more of the World or National Heritage values to be notably altered, modified, obscured or diminished.

   Therefore, no significant impacts to World or National heritage values are anticipated.

A.3 STRATEGIC PLAN ALIGNMENT

The LHIG Strategic Plan (LHIB, 2010) emphasises conserving the island's rich terrestrial and marine biodiversity (OUVs) while preventing impacts or landscape intrusion. The Project achieves this by confining works to already-developed areas and avoiding additional extensive vegetation clearing, thereby maintaining habitat integrity and biodiversity.

The Plan specifically calls for improved quarantine, pollution management, and marine protection. The upgrades deliver on this through modern wastewater and pollution-control systems, which will reduce risks of contamination to terrestrial habitats, lagoon waters and adjacent marine park.

The Strategic Plan seeks sustainable infrastructure development that minimizes intrusion. The Project seeks to meet this goal by retaining new facilities within the existing development footprint, such as the WMF and Wilson's Landing.

There are no conflicts between the Project and the Strategic Plan objectives with regard to the management of World and National Heritage values.

A.4 STATEMENT OF HERITAGE IMPACT – WORLD AND NATIONAL HERITAGE VALUES

The LHI CIP will not result in the identified World Heritage (OUV) or National Heritage values (and by extension, the SHR Values) of LHIG being lost, degraded or damaged, or notably altered, modified, obscured or diminished. On balance, the Project will have positive impacts as improvements are being made to biosecurity and environmental management on LHI which is ultimately beneficial to and underpins the conservation of OUV and National Heritage values into the future.

Overall, the impact is considered to be immediately negligible (no change would occur) to World Heritage value attributes or National Heritage values, with longer-term positive impacts include enhancing understanding and conservation of OUV and National Heritage value.

APPENDIX B HERITAGE LISTINGS

Place Details

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Lord Howe Island Group, Lord Howe Island, NSW, Australia

Photographs























List	World Heritage List

Class	Natural
Legal Status	Declared property (17/12/1982)
Place ID	105085
Place File No	1/00/373/0001

Statement of Significance

The Lord Howe Island Group is an outstanding example of oceanic islands of volcanic origin containing a unique biota of plants and animals, as well as the world's most southerly true coral reef. It is an area of spectacular and scenic landscapes encapsulated within a small land area, and provides important breeding grounds for colonies of seabirds as well as significant natural habitat for the conservation of threatened species. Iconic species include endemics such as the flightless Lord Howe Woodhen (Gallirallis sylvestris), once regarded as one of the rarest birds in the world, and the Lord Howe Island Phasmid (Dryococelus australis), the world's largest stick insect that was feared extinct until its rediscovery on Balls Pyramid.

About 75% of the terrestrial part of the property is managed as a Permanent Park Preserve, consisting of the northern and southern mountains of Lord Howe Island itself, plus the Admiralty Islands, Mutton Bird Islands, Balls Pyramid and surrounding islets. The property is located in the Tasman Sea, approximately 570 kilometres east of Port Macquarie. The entire property including the marine area and associated coral reefs covers 146,300 hectares, with the terrestrial area covering approximately 1,540 hectares.

For the official statement of Outstanding Universal Value see the UNESCO site http://whc.unesco.org/en/list/186

Official Values

Criterion (VII) Contains superlative natural phenomena

Lord Howe Island Group is an outstanding example of an oceanic island of volcanic origin containing features, formations and areas of exceptional natural beauty and aesthetic importance. The World Heritage values include:

- the exceptional diversity of spectacular and scenic landscapes within a small land area; and
- outstanding underwater vistas including reefs considered to be among the most beautiful in the world.

Criterion (X) Important habitats for conservation of biological diversity

Lord Howe Island Group is an outstanding example of an oceanic island of volcanic origin with a unique biota of plants and animals and important and significant natural habitats for in-situ conservation of biological diversity, including those containing species of plants and animals of outstanding universal significance from the point of view of science and conservation. The World Heritage values include:

- the diversity of vegetation communities which includes 25 associations, 20 alliances and 14 sub-formations;
- the diversity of indigenous vascular plant taxa comprising at least 241 species, including species of conservation significance with many endemics;
- the diversity of bird taxa comprising 164 bird species, including species of conservation significance with many endemics;
- seabird breeding habitats which, together, comprise one of the major breeding sites in the southwest Pacific, including for species of conservation significance;
- high levels of richness and endemism of terrestrial invertebrate taxa including 100 species of spiders of which 50% are endemic;
- the unusual combination of tropical and temperate taxa of marine flora and fauna, including many species at their distributional limits, reflecting the extreme latitude of the coral reef ecosystems which comprise the southern-most true coral reef in the world;
- the diversity of marine benthic algae species including at least 235 species of which 12% are endemic;
- the diversity of marine fish species including at least 500 species of which 400 are inshore species and 15 are endemic; and
- the diversity of marine invertebrate species including more than 83 species of corals and 65 species of echinoderms of which 70% are tropical, 24% are temperate and 6% are endemic.

Description

The main island of Lord Howe measures 10km from north and south and is little more than 2km in width. It roughly describes a crescent, enclosing a coral reef lagoon on its south-western side. The island's topography is dominated by the southerly Mount Gower (875m) and Mount Lidgbird (777m). Steep cliffs rise several hundred metres to form the seaward flanks of Mount Gower. Only a narrow isthmus of lowland country in the north-central part of the island is habitable. The northern tip consists of steep hillsides culminating in extensive sea cliffs against the northern coastline. Scattered around the main island are several groups of smaller islands and rocks. The most distant of these is a group of small islets and rock stacks around the 650m pinnacle of Balls Pyramid, 25km to the south-east of Lord Howe.

Lord Howe Island is the eroded remnant of a large shield volcano which erupted from the sea floor intermittently for about 500,000 years, 6.5 to 7 million years ago in the late Miocene (McDougall et al., 1981). The island group represents the exposed peaks of a large volcanic seamount which is about 65km long and 24km wide and which rises from ocean depths of over 1,800m. The Lord Howe seamount is near the southern end of a chain of such seamounts, mostly below sea level, extending for over 1,000km. These mark the successive movement of the Australian tectonic plate over a 'hotspot' within the upper mantle below. Four separate series of volcanic rocks are recognised on the main island group, the oldest being exposed in the Admiralty Group and on the north-eastern tip of Lord Howe. These include tuffs, breccia and basalts, with widespread intrusion of basaltic dykes, and are overlain by progressively younger units to the south (Davey, 1986). The youngest volcanic rock is Mt Lidgbird basalt, which is present in lava flows up to 30m thick. Sedimentary aeolian calcarenite or dune limestone characterise the lowland parts of the main island (Davey, 1986).

The dominant land forming process on Lord Howe since the last of the volcanic eruptions has been marine erosion, which has cut and maintained major cliffs. Slope failure and accumulation of talus at the foot of some cliffs, especially in the south, have modified their original shape. Local variations in lithology are the major determinant of the shape of the irregular rocky coastline and of the small residual islands and rock stacks. There are numerous resistant projecting points and sea caves (Davey, 1986).

Subsequent erosion means that the present islands occupy only one-fortieth of the original area. Lord Howe Island has sedimentary deposits of Pleistocene and Holocene (Recent) age, including cross-bedded calcarenite with intercalated soil horizons, lagoonal deposits, a single sand dune, and alluvium. The island supports the southernmost true coral reef in the world, which is of Pleistocene to Recent age and differs considerably from more northerly warm water reefs. It is unique in being a transition between the algal and coral reef, due to fluctuations of hot and cold water around the island. The entire island group has remarkable volcanic exposures not known elsewhere, with slightly weathered exposed volcanics showing a great variety of upper mantle and oceanic type basalts. Ball's Pyramid represents the nearly complete stage in the destruction of a volcanic island. The intercalated soil horizons have yielded important palaeontological data, with interesting fossil finds such as the shells of land snail *Placostylus* and the terrestrial giant horned turtle *Meiolania platyceps*, which probably became extinct more than 20,000 years ago. A fossil bat skull, uncovered in 1972, has been described as a new species *Nyctophilus howensis*; it may have persisted into modern times. Significant landforms in the preserve are listed in Davey (1986).

Climate

Climate is humid subtropical with a mean temperature of 16 degrees C in August and 23 degrees C in February. Both diurnal and seasonal temperature range is about 7 degrees C. A temperature of 0 degrees C has been recorded on the summit of Mount Gower. Mean annual rainfall in the lowlands is almost 1700mm, with a pronounced maximum in winter and a mean rainfall of 100mm in February. The highest annual rainfall recorded in the lowlands is 2870mm, with a minimum of 1000mm. The southerly part of Lord Howe Island is generally wetter due to orographic effects. Relative humidity is high at 75-78% and wind levels average 13 knots in August, 9-10 knots in January and March. Climatic data and summaries are available in Anon. (1969), Gentilli (1971), Pickard (1983) and Rodd (1981).

Vegetation

A wide variety of vegetation types has been described for the islands, with the diversity corresponding with the range of habitats, viz. lowland, montane, valleys, ridges and areas exposed to the maritime influence. Variable exposure to wind and penetration of salt spray appear to be the main determinants of vegetation occurrence, structure and floristics. Lord Howe Island is almost unique among small Pacific Ocean islands in that its mountains have sufficient altitude for the development of true cloud forest on their summits. These are 241 native species of vascular plants on the island, including 105 endemics (DEST/ERIN, 1995). Sixteen of these are considered rare, endangered or vulnerable. There are four endemic palm species in three endemic genera. There are also two other endemic genera in the families Asteraceae and Gesneriaceae. Other endemic species are widely scattered among families. Endemism is particularly noticeable among ferns and in the families Asteraceae, Myrsinaceae, Myrtaceae and Rubiaceae. There are 48 species of indigenous pteriodphytes (including 19 endemic ferns) belonging to 32 genera, and 180 species of angiosperms (56 endemics) in 149 genera. A further four species are represented by endemic subspecies or varieties; there are no gymnosperms. Some

of the endemics suggest recent speciation, and many have confusing origins, such as the three endemic palm genera *Howea*, *Hedyscope* and *Lepidorrhachis*, and also *Dietes* sp., the three congeners of which are endemic to southern Africa and which has seeds with apparently only short range dispersal capacity. Other noteworthy endemics are *Dendrobium moorei* and *Bubbia howeana*. Many species are threatened or have restricted distribution on the island; there is only one known plant of non-endemic *Pandanus pedunculatus*, and *Chionochloa conspicua* ssp. *nov.* (Poaceae) is an endemic known only from one clump on Mount Lidgbird.

The vegetation has affinities with sub-tropical and temperate rainforests, and 129 plant genera are shared with Australia, 102 with New Caledonia and only 75 with New Zealand. There are 160 naturalised, introduced plant species, mostly, but not exclusively, in the lowland settlement area. Weed species of the greatest immediate concern within the preserve are bone seed (biton bush), kikuya grass (Davey, 1986) and asparagus fern *Protoasparagus eathiopicus* (Lord Howe Island Board in litt., August 1995). Many other species are potentially serious problems (Davey, 1986).

Twenty-five vegetation associations in twenty alliances have been identified (Pickard, 1983). Fourteen of these associations have endemic species as their dominant components. The slopes of the northern hills are dominated mostly by *Drypetes/Cryptocaria* rainforest, with *Howea forsterana* palm forest on the flats behind North Bay and *H. belmoreana* palm forest in the narrower gullies running down towards Old Settlement Beach. *Melaleuca/Cassinia* scrubs and *Cyperus* and *Poa* grasslands occur on the exposed slopes of Mount Eliza and along the crest of the sea cliffs on the northern coast. The southern mountains are covered with a more variable suite of rainforest and palm associations, often with *Pandanus* along drainage lines, and with scrub and cliff associations in the more exposed parts and along the coastline. Mutton Bird Point (on the east coast) and King Point (at the southern tip) have small occurrences of *Poa* grassland. The upper slopes of mounts Gower and Lidgbird include areas of forest dominated by another of the endemic palms, *Hedyscepe canterburyana*. The very humid summit plateau on Gower and the summit ridge on Lidgbird consist of structurally distinct gnarled mossy forest (Davey, 1986).

Fauna

A small population of little cave eptesicus *Eptesicus sagittula* still occurs. No other indigenous native mammals are known. Introduced species, however, include mouse *Mus musculus* and rats Muridae, goat *Capra hircus* and, formerly, pig *Sus domestica*.

There are at least 129 native and introduced bird species, mostly vagrants, with 27 breeding regularly. A partial species list is given in Davey (1986). Lord Howe is now the only known breeding ground for providence petrel *Pterodroma solandri*, although it also probably breeds on Ball's Pyramid. Fleshy-footed shearwater *Puffinus carneipes hullianus* breeds in substantial numbers on Lord Howe, with possibly half the world's population present. Other important species breeding within the preserve include Kermadec petrel *Pterodroma neglecta*, black-winged petrel *P. nigripennis*, wedge-tailed shearwater *Puffinus pacificus*, little shearwater *P. assimilis*, white-bellied storm petrel *Fregetta grallaria*, masked booby *Sula dactylatra*, red-tailed tropic bird *Phaeton rubricauda* in greater concentrations than probably anywhere else in the world. Sooty tern *Sterna fuscata*, noddy *Anous stolidus* and grey ternlet *Procelsterna cerula*. Several migratory wader species are regular visitors to the island, principally are double-banded dotterel *Charadrius bicinctus*, eastern golden plover *Pluvialis dominica*, turnstone *Arenaria interpres*, whimbrel *Numenius phaeopus* and bar-tailed godwit *Limosa lapponica*. Four endemic birds are present. Lord Howe Island woodhen *Tricholimnas sylvestris*, reduced to some 26 individuals in 1975, has been successfully bred in captivity and now numbers around 220 (DEST/ERIN, 1995). The other endemic land birds are silver-eye *Zosterops tephropleura*, Lord Howe Island golden whistler *Pachycephala pectoralis contempta*, both reasonably abundant (Davey, 1986). The Lord Howe Island currawong *Strepera graculina crissalis* is relatively common in the southern mountains, with lesser number found in the north (Lord Howe Island Board, in litt., August 1995).

The islands support two species of terrestrial reptile, skink *Leiolopisma lichenigera* and gecko *Phyllodactylus guentheri*, which are threatened with extinction on the main island but are abundant on other islands in the group. Many of the endemic invertebrates from the moss forest on the summit of Mount Gower have been collected and described. The small terrestrial gastropods (Hydrobiidae) comprises nine species and sixteen subspecies, a greater number of subspecies than those found on the eastern Australian mainland. The terrestrial molluscs have suffered from habitat changes; two colonies of large ground snails *Placostylus* sp. appear to be maintaining their numbers, though distinct forms seem to have become extinct on other parts of the island. There are five endemic species of flies (Diptera) and a further nine confined to Lord Howe and Norfolk Islands. Specimens of Lord Howe Island phasmid *Dryococoelus australis* (Ex), a large flightless phasmatid thought to be extinct on Lord Howe Island, is known to occur still on Ball's Pyramid. Over 50% of more than 100 species of spiders recorded for Lord Howe Island are thought to be endemic. One endemic species of leech and ten endemic species of earthworm have also been recorded. The terrestrial and freshwater crustacea are not well known, but include a freshwater crab *Halicarcinus lacustris* and a freshwater *prawn Paratya howensis*. Three new genera and 12 new species of terrestrial isopod have been recorded and recently a new species of talitrid amphipod from the top of Mount Gower was described. The waters around Lord Howe Island provide an

unusual mixture of temperate and tropical organisms, 477 fish species having been recorded in 107 families of which 4% are unrecorded elsewhere other than in Norfolk Island-Middleton Reef waters. Lionfish *Pterois volitans* is protected in the marine waters (ANPWS, 1981).

History

Cultural heritage

The earliest European discovery of Lord Howe appears to have been in 1788 by the British colonial vessel HMAT *Supply*. There is no recognised evidence of prior Polynesian or Melanesian discovery or settlement. A small permanent settlement was established in the 19th century, subsisting on trade with passing ships. With numerous fluctuations over the years, the settlement slowly expanded and consolidated, developing a distinctive social structure and culture with the passage of time (Davey, 1986). The island is an interesting example of restricted island settlement, although the World Heritage nomination was not made on cultural grounds (ANPWS, 1981).

There is currently a resident population of approximately 300 individuals inhabiting the relatively level ground in the central part of the main island. Tourism is the major component of the island economy, followed by public administration and community service. Approximately 10% of the main island's vegetation has been cleared for agriculture, and another 10% has been subject to physical disturbance. Commercial activities within the preserve include collection of palm seed, especially Kentia palm *Howea forsterana* and cutting of Pandanus foliage for production of baskets and other craft items, subject to control by the Lord Howe Island Board (Davey, 1986).

Condition and Integrity Not Available

Location

About 152000ha, 700km north-east of Sydney, being an area bounded by the following latitude and longitude co-ordinates:
Latitude: 31 degrees 25 minutes S – 31 degrees 50 minutes S
Longitude: 159 degrees E – 159 degrees 20 minutes E
Included are Lord Howe Island and adjacent islets, Admiralty Islands, Mutton Bird Islands, Ball's Pyramid, and associated coral reefs and marine environ.

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Place Details

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Lord Howe Island Group, Lord Howe Island, NSW, Australia

Photographs



































































































List	National Heritage List

Class	Natural
Legal Status	Listed place (21/05/2007)
Place ID	105694
Place File No	1/00/373/0001

Summary Statement of Significance

The Lord Howe Island Group was inscribed on the World Heritage List for its outstanding natural universal values:
as an example of superlative natural phenomena; and
containing important and significant habitats for in situ conservation of biological diversity.

Located 700 kilometres north-east of Sydney and covering an area of 146 300 hectares, the Lord Howe Island Group comprises Lord Howe Island, Admiralty Islands, Mutton Bird Islands, Ball's Pyramid, and associated coral reefs and marine environments.

Nearly seven million years ago geologic movement of the Lord Howe Rise (an underwater plateau) gave birth to a large shield volcano on its western edge. Over time the sea eroded 90 per cent of the original volcano, leaving the islands that today comprise the Lord Howe Island Group.

Lord Howe Island has a spectacular landscape with the volcanic mountains of Mount Gower (875 m) and Mount Lidgbird (777 m) towering above the sea. The central low-lying area provides a marked contrast to the adjacent mountains and northern hills.
There are 241 different species of native plants, of which 105 are endemic to Lord Howe Island. Most of the island is dominated by rainforests and palm forest. Grasslands occur on the more exposed areas of Lord Howe Island and on the offshore islands. Most of the main island and all of the offshore islands are included in the Lord Howe Island Permanent Park Preserve.

The islands support extensive colonies of nesting seabirds and at least 168 bird species have been recorded either living at, or visiting, the islands. A number of these are rare or endangered.

The endangered woodhen is one of the world's rarest bird species. During this century the population of woodhens experienced a significant decline in numbers as a result of hunting by humans, habitat loss and disturbance by feral animals. Over the last few years a successful captive breeding program and other conservation measures have increased the numbers of these small flightless birds to around 220.

The islands are one of two known breeding areas for the providence petrel, a species that is also found nesting on Phillip Island, near Norfolk Island. They also contain probably the largest breeding concentration in the world of the red-tailed tropicbird, and the most southerly breeding colony of the masked booby.

The waters surrounding Lord Howe Island provide an unusual mixture of temperate and tropical organisms. The reef is the southern most coral reef in the world and provides a rare example of the transition between coral and algal reefs. A marine national park was declared by the State of New South Wales in 1999 to increase protection of the marine environment.

Europeans apparently discovered Lord Howe Island when the island was sighted in 1788 from the British colonial naval vessel HMAT Supply, en route from Sydney to the penal colony on Norfolk Island. The first landing was made two months later on the return voyage to Sydney.

By the 1830s there was a small permanent settlement in the lowland area of the main island. The settlers made a living by hunting and fishing, and by growing vegetables, fruit and meat for trade with passing ships.

Pigs and goats, which were introduced to Lord Howe Island for food, later went wild and caused extensive vegetation and habitat changes, threatening populations of native species. Rats arrived on the island in 1918 from a wrecked ship, and have since been responsible for the extinction of five bird species. Over the last decade there have been intensive efforts to control these feral animals and the wild pigs have been successfully eradicated.

Lord Howe Island and its associated islands are under the care, control and management of the Lord Howe Island Board. When carrying out its functions, the Board is required to have particular regard to the World Heritage status of the area and to conserve those values for which the area was listed as a World Heritage property.

Official Values

Criterion A Events, Processes

This place is taken to meet this National Heritage criterion in accordance with subitem 1A(3) of Schedule 3 of the *Environment and Heritage Legislation Amendment Act (No. 1) 2003*, as the World Heritage Committee has determined that this place meets World Heritage criterion (x).

Criterion B Rarity

This place is taken to meet this National Heritage criterion in accordance with subitem 1A(3) of Schedule 3 of the *Environment and Heritage Legislation Amendment Act (No. 1) 2003*, as the World Heritage Committee has determined that this place meets World Heritage criterion (x).

Criterion C Research

This place is taken to meet this National Heritage criterion in accordance with subitem 1A(3) of Schedule 3 of the *Environment and Heritage Legislation Amendment Act (No. 1) 2003*, as the World Heritage Committee has determined that this place meets World Heritage criterion (x).

Criterion E Aesthetic characteristics

This place is taken to meet this National Heritage criterion in accordance with subitem 1A(3) of Schedule 3 of the *Environment and Heritage Legislation Amendment Act (No. 1) 2003*, as the World Heritage Committee has determined that this place meets World Heritage criterion (vii).

Description

The main island of Lord Howe measures 10km from north and south and is little more than 2km in width. It roughly describes a crescent, enclosing a coral reef lagoon on its south-western side. The island's topography is dominated by the southerly Mount Gower (875m) and Mount Lidgbird (777m). Steep cliffs rise several hundred metres to form the seaward flanks of Mount Gower. Only a narrow isthmus of lowland country in the north-central part of the island is habitable. The northern tip consists of steep hillsides culminating in extensive sea cliffs against the northern coastline. Scattered around the main island are several groups of smaller islands and rocks. The most distant of these is a group of small islets and rock stacks around the 650m pinnacle of Balls Pyramid, 25km to the south-east of Lord Howe.

Lord Howe Island is the eroded remnant of a large shield volcano which erupted from the sea floor intermittently for about 500,000 years, 6.5 to 7 million years ago in the late Miocene (McDougall et al., 1981). The island group represents the exposed peaks of a large volcanic seamount which is about 65km long and 24km wide and which rises from ocean depths of over 1,800m. The Lord Howe seamount is near the southern end of a chain of such seamounts, mostly below sea level, extending for over 1,000km. These mark the successive movement of the Australian tectonic plate over a 'hotspot' within the upper mantle below. Four separate series of volcanic rocks are recognised on the main island group, the oldest being exposed in the Admiralty Group and on the north-eastern tip of Lord Howe. These include tuffs, breccia and basalts, with widespread intrusion of basaltic dykes, and are overlain by progressively younger units to the south (Davey, 1986). The youngest volcanic rock is Mt Lidgbird basalt, which is present in lava flows up to 30m thick. Sedimentary aeolian calcarenite or dune limestone characterise the lowland parts of the main island (Davey, 1986).

The dominant land forming process on Lord Howe since the last of the volcanic eruptions has been marine erosion, which has cut and maintained major cliffs. Slope failure and accumulation of talus at the foot of some cliffs, especially in the south, have modified their original shape. Local variations in lithology are the major determinant of the shape of the irregular rocky coastline and of the small residual islands and rock stacks. There are numerous resistant projecting points and sea caves (Davey, 1986).

Subsequent erosion means that the present islands occupy only one-fortieth of the original area. Lord Howe Island has sedimentary deposits of Pleistocene and Holocene (Recent) age, including cross-bedded calcarenite with intercalated soil horizons, lagoonal deposits, a single sand dune, and alluvium. The island supports the southernmost true coral reef in the world, which is of Pleistocene to Recent age and differs considerably from more northerly warm water reefs. It is unique in being a transition between the algal and coral reef, due to fluctuations of hot and cold water around the island. The entire island group has remarkable volcanic exposures not known elsewhere, with slightly weathered exposed volcanics showing a great variety of upper mantle and oceanic type basalts. Ball's Pyramid represents the nearly complete stage in the destruction of a volcanic island. The intercalated soil horizons have yielded important palaeontological data, with interesting fossil finds such as the shells of land snail *Placostylus* and the terrestrial giant horned turtle *Meiolania platyceps*, which probably became extinct more than 20,000 years ago. A fossil bat skull, uncovered in 1972, has been described as a new species *Nyctophilus howensis*; it may have persisted into modern times. Significant landforms in the preserve are listed in Davey (1986).

Climate

Climate is humid subtropical with a mean temperature of 16 degrees C in August and 23 degrees C in February. Both diurnal and seasonal temperature range is about 7 degrees C. A temperature of 0 degrees C has been recorded on the summit of Mount Gower. Mean annual rainfall in the lowlands is almost 1700mm, with a pronounced maximum in winter and a mean rainfall of 100mm in February. The highest annual rainfall recorded in the lowlands is 2870mm, with a minimum of 1000mm. The southerly part of Lord Howe Island is generally wetter due to orographic effects. Relative humidity is high at 75-78% and wind levels average 13 knots in August, 9-10 knots in January and March. Climatic data and summaries are available in Anon. (1969), Gentilli (1971), Pickard (1983) and Rodd (1981).

Vegetation

A wide variety of vegetation types has been described for the islands, with the diversity corresponding with the range of habitats, viz. lowland, montane, valleys, ridges and areas exposed to the maritime influence. Variable exposure to wind and penetration of salt spray appear to be the main determinants of vegetation occurrence, structure and floristics. Lord Howe Island is almost unique among small Pacific Ocean islands in that its mountains have sufficient altitude for the development of true cloud forest on their summits. These are 241 native species of vascular plants on the island, including 105 endemics (DEST/ERIN, 1995). Sixteen of these are considered rare, endangered or vulnerable. There are four endemic palm species in three endemic genera. There are also two other endemic genera in the families Asteraceae and Gesneriaceae. Other endemic species are widely scattered among families. Endemism is particularly noticeable among ferns and in the families Asteraceae, Myrsinaceae, Myrtaceae and Rubiaceae. There are 48 species of indigenous pteriodphytes (including 19 endemic ferns) belonging to 32 genera, and 180 species of angiosperms (56 endemics) in 149 genera. A further four species are represented by endemic subspecies or varieties; there are no gymnosperms. Some

of the endemics suggest recent speciation, and many have confusing origins, such as the three endemic palm genera *Howea*, *Hedyscope* and *Lepidorrhachis*, and also *Dietes* sp., the three congeners of which are endemic to southern Africa and which has seeds with apparently only short range dispersal capacity. Other noteworthy endemics are *Dendrobium moorei* and *Bubbia howeana*. Many species are threatened or have restricted distribution on the island; there is only one known plant of non-endemic *Pandanus pedunculatus*, and *Chionochloa conspicua* ssp. *nov.* (Poaceae) is an endemic known only from one clump on Mount Lidgbird.

The vegetation has affinities with sub-tropical and temperate rainforests, and 129 plant genera are shared with Australia, 102 with New Caledonia and only 75 with New Zealand. There are 160 naturalised, introduced plant species, mostly, but not exclusively, in the lowland settlement area. Weed species of the greatest immediate concern within the preserve are bone seed (biton bush), kikuya grass (Davey, 1986) and asparagus fern *Protoasparagus eathiopicus* (Lord Howe Island Board in litt., August 1995). Many other species are potentially serious problems (Davey, 1986).

Twenty-five vegetation associations in twenty alliances have been identified (Pickard, 1983). Fourteen of these associations have endemic species as their dominant components. The slopes of the northern hills are dominated mostly by *Drypetes/Cryptocaria* rainforest, with *Howea forsterana* palm forest on the flats behind North Bay and *H. belmoreana* palm forest in the narrower gullies running down towards Old Settlement Beach. *Melaleuca/Cassinia* scrubs and *Cyperus* and *Poa* grasslands occur on the exposed slopes of Mount Eliza and along the crest of the sea cliffs on the northern coast. The southern mountains are covered with a more variable suite of rainforest and palm associations, often with *Pandanus* along drainage lines, and with scrub and cliff associations in the more exposed parts and along the coastline. Mutton Bird Point (on the east coast) and King Point (at the southern tip) have small occurrences of *Poa* grassland. The upper slopes of mounts Gower and Lidgbird include areas of forest dominated by another of the endemic palms, *Hedyscepe canterburyana*. The very humid summit plateau on Gower and the summit ridge on Lidgbird consist of structurally distinct gnarled mossy forest (Davey, 1986).

Fauna

A small population of little cave eptesicus *Eptesicus sagittula* still occurs. No other indigenous native mammals are known. Introduced species, however, include mouse *Mus musculus* and rats Muridae, goat *Capra hircus* and, formerly, pig *Sus domestica*.

There are at least 129 native and introduced bird species, mostly vagrants, with 27 breeding regularly. A partial species list is given in Davey (1986). Lord Howe is now the only known breeding ground for providence petrel *Pterodroma solandri*, although it also probably breeds on Ball's Pyramid. Fleshy-footed shearwater *Puffinus carneipes hullianus* breeds in substantial numbers on Lord Howe, with possibly half the world's population present. Other important species breeding within the preserve include Kermadec petrel *Pterodroma neglecta*, black-winged petrel *P. nigripennis*, wedge-tailed shearwater *Puffinus pacificus*, little shearwater *P. assimilis*, white-bellied storm petrel *Fregetta grallaria*, masked booby *Sula dactylatra*, red-tailed tropic bird *Phaeton rubricauda* in greater concentrations than probably anywhere else in the world. Sooty tern *Sterna fuscata*, noddy *Anous stolidus* and grey ternlet *Procelsterna cerula*. Several migratory wader species are regular visitors to the island, principally are double-banded dotterel *Charadrius bicinctus*, eastern golden plover *Pluvialis dominica*, turnstone *Arenaria interpres*, whimbrel *Numenius phaeopus* and bar-tailed godwit *Limosa lapponica*. Four endemic birds are present. Lord Howe Island woodhen *Tricholimnas sylvestris*, reduced to some 26 individuals in 1975, has been successfully bred in captivity and now numbers around 220 (DEST/ERIN, 1995). The other endemic land birds are silver-eye *Zosterops tephropleura*, Lord Howe Island golden whistler *Pachycephala pectoralis contempta*, both reasonably abundant (Davey, 1986). The Lord Howe Island currawong *Strepera graculina crissalis* is relatively common in the southern mountains, with lesser number found in the north (Lord Howe Island Board, in litt., August 1995).

The islands support two species of terrestrial reptile, skink *Leiolopisma lichenigera* and gecko *Phyllodactylus guentheri*, which are threatened with extinction on the main island but are abundant on other islands in the group. Many of the endemic invertebrates from the moss forest on the summit of Mount Gower have been collected and described. The small terrestrial gastropods (Hydrobiidae) comprises nine species and sixteen subspecies, a greater number of subspecies than those found on the eastern Australian mainland. The terrestrial molluscs have suffered from habitat changes; two colonies of large ground snails *Placostylus* sp. appear to be maintaining their numbers, though distinct forms seem to have become extinct on other parts of the island. There are five endemic species of flies (Diptera) and a further nine confined to Lord Howe and Norfolk Islands. Specimens of Lord Howe Island phasmid *Dryococoelus australis* (Ex), a large flightless phasmatid thought to be extinct on Lord Howe Island, is known to occur still on Ball's Pyramid. Over 50% of more than 100 species of spiders recorded for Lord Howe Island are thought to be endemic. One endemic species of leech and ten endemic species of earthworm have also been recorded. The terrestrial and freshwater crustacea are not well known, but include a freshwater crab *Halicarcinus lacustris* and a freshwater *prawn Paratya howensis*. Three new genera and 12 new species of terrestrial isopod have been recorded and recently a new species of talitrid amphipod from the top of Mount Gower was described. The waters around Lord Howe Island provide an

unusual mixture of temperate and tropical organisms, 477 fish species having been recorded in 107 families of which 4% are unrecorded elsewhere other than in Norfolk Island-Middleton Reef waters. Lionfish *Pterois volitans* is protected in the marine waters (ANPWS, 1981).

History

Cultural heritage

The earliest European discovery of Lord Howe appears to have been in 1788 by the British colonial vessel HMAT *Supply*. There is no recognised evidence of prior Polynesian or Melanesian discovery or settlement. A small permanent settlement was established in the 19th century, subsisting on trade with passing ships. With numerous fluctuations over the years, the settlement slowly expanded and consolidated, developing a distinctive social structure and culture with the passage of time (Davey, 1986). The island is an interesting example of restricted island settlement, although the World Heritage nomination was not made on cultural grounds (ANPWS, 1981).

There is currently a resident population of approximately 300 individuals inhabiting the relatively level ground in the central part of the main island. Tourism is the major component of the island economy, followed by public administration and community service. Approximately 10% of the main island's vegetation has been cleared for agriculture, and another 10% has been subject to physical disturbance. Commercial activities within the preserve include collection of palm seed, especially Kentia palm *Howea forsterana* and cutting of Pandanus foliage for production of baskets and other craft items, subject to control by the Lord Howe Island Board (Davey, 1986).

Condition and Integrity Not Available

Location

About 152000ha, 700km north-east of Sydney, being an area bounded by the following latitude and longitude co-ordinates:
Latitude: 31 degrees 25 minutes S – 31 degrees 50 minutes S
Longitude: 159 degrees E – 159 degrees 20 minutes E
Included are Lord Howe Island and adjacent islets, Admiralty Islands, Mutton Bird Islands, Ball's Pyramid, and associated coral reefs and marine environ.

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Burbidge, A. A. and Jenkins, R. W. G. (1984) Endangered Vertebrates of Australia and its Island Territories ANPWS, Canberra.
Hutton, I. (1986) Lord Howe Island Conservation Press, Canberra
Hutton, I. (1998) The Australian Geographic Book of Lord Howe Island, Australian Geographic.
Miller, B. and Kingston, T. (1980) Lord Howe Island Woodhen in Endangered Species of New South Wales, National Parks and Wildlife Service.
Pickard, J. (1983) Vegetation of Lord Howe Island in Cunninghamia 1(2), pp133-266.

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Item Details

Name

Lord Howe Island Group

SHR/LEP/S170

SHR #00970

Address

South Pacific Ocean NE of NSW LORD HOWE ISLAND NSW 2898

Local Govt Area

Lord Howe Island

Local Aboriginal Land Council

Unknown



Item Type	Group/Collection	Category
Landscape	Landscape - Cultural	Other - Landscape - Cultural

All Addresses

Addresses

Records Retrieved: 1

Street No	Street Name	Suburb/Town/Postcode	Local Govt. Area	LALC	Parish	County	Electorate	Address Type
	South Pacific Ocean NE of NSW	LORD HOWE ISLAND/NSW/2898	Lord Howe Island	Unknown	Lord Howe Island	Lord Howe Island	PORT MACQUARIE	Primary Address

Boundary Description

The Lord Howe Island Group is situated in the northern Tasman Sea, 770 Km north east of Sydney. The Lord Howe Island Group has a total area of 1540 hectares, with Lord Howe Island accounting for 1455 hectares, making it the only island in the group large enough to sustain human settlement (Owens 2004).

Significance

Statement Of Significance

The Lord Howe Islands Group was inscribed on the World Heritage List for its unique landforms and biota, its diverse and largely intact ecosystems, natural beauty, and habitats for threatened species. It also has significant cultural heritage associations in the history of NSW.

Owners

Records Retrieved: 0

Organisation	Stakeholder Category	Date Ownership Updated
No Results Found		

Description

Designer **Builder/Maker**

Physical Description **Updated**

A remarkable example of isolated oceanic islands, born of volcanic activity more than 2,000 metres under the sea, these islands boast a spectacular topography and protect numerous endemic species, especially birds.

The Old Settlement site on Lord Howe Island has a remnant of a critically-endangered ecological community, Lagunaria (Sallywood / Norfolk Island Hibiscus / white oak) Swamp Forest and threatened Aegicereas (mangrove) association. Over 95% of this vegetation community has been lost due to land clearing and grazing (Pickard, 1983, Auld & Hutton, 2002). Three fragments a few square meters in area remain outside of hte permanent park preserve. It also has habitat for the endangered species of climber vine, Calystegia affinis at Old Settlement Creek. This vine was presumed to be locally extinct until it was rediscovered in 1985. Nearby in the permanent park preserve is a Drypetes - Cryptocarya vegetation association (LHI Board, 2015).

Physical Condition **Updated**

The existence of sites of archaeological significance on Lord Howe Island is highly probable. Despite the relatively short period of human occupation on the island, there have been many social and economic processes that have influenced the development of settlement. Occupation, abandonment, re-occupation and long term settlement at numerous locales on the island have led to the creation of a variety of sites ranging from the ephemeral to the extant and cover all aspects of community life on the island in the past and present. Domestic, agricultural, industrial, commercial, social, administrative and memorial sites are all present in different quantities and of varying ages, and all contribute to the significance of the island in terms of state heritage and archaeological research. Following, the archaeological potential of six different archaeological sites identified as being of interest to a proposed PhD research by Kimberley Owen for which an application for archaeological testing is hereby assessed. These sites are generally clustered to the north and south of the island, their occupation covers from 1834 to at least 1918 and they are comprised of domestic, agricultural and possibly industrial sites:

Hunter Bay- Old Settlement Beach (encompassing site 1 Old Settlement Beach Hillside and Site 2 Old Settlement Beach Flats): The first location of occupation on Lord Howe Island is known to have occurred in Hunter Bay, in an area commonly known as Old Settlement Beach (OSB). Historical and map evidence suggests several phases of occupation and possible abandonment and, consequently, two locales of interest have been identified within the area: OSB Hillside and OSB Flats.
White's 1835 map shows a group of huts at the western end of the bay belonging to Ashdown, Bishop and Chapman. When Poole and Dawson bought out the interests of Ashdown, Bishop and Chapman in 1841, it is not clear whether the occupation at Hunter Bay was still on the original hut sites recorded in 1835 or if settlement had spread from those original five sites. A residential and commercial occupation by William and Hannah Nichols sometime after 1871 is known, but from observations it appears that the modern occupation at the eastern end of the bay coincides with the Nichols site. No historic evidence of subsequent settlement at the western end of the bay has been found, however consultation with local informants revealed that this area had been used as a rifle range in the 1920s-1930s. It seems likely that the rifle range activity has obscured any evidence of earlier occupation at the extreme western end of the bay flat, however it appears to be contained within an area of approximately ten square metres and has not affected sites adjacent to it in any considerable way. Other site disturbance may include stock trampling, occasional incursions from casual farm related excavations, potential incursions from bottle collectors (Birmingham 1984) and human foot traffic. Despite these numerous sources of disturbance, their impact to date appears to have been relatively minimal as there is substantial observational evidence to suggest that there are several archaeological sites that have maintained some integrity on the OSB flats and western foothills.

North Bay (encompassing North Bay Ephemeral Swamp and Site 4 North Bay Nichols Garden Site): The abandoned domestic and farming sites at North Bay constitute the most westerly settlements on the island and sources indicate were occupied in some form from the 1840s to at least the 1890s. These occupations appear to have been in two distinct locations and were occupied by at least three different family groups at different times. The date of complete abandonment of North Bay settlement is unknown, but there was some agricultural activity still being undertaken in 1898 and unnamed leases are marked in the bay on several cadastral maps until the declaration of the Permanent Park Preserve in 1952.

Several sources indicate that the earliest settlement in North Bay was established in the early 1840s with the arrival of Captain Middleton and his wife, who built a thatch hut and dug a well at the foot of Mt Eliza. In 1855, the Middletons sold their interest to Captain Stevens. When the Stevens left North Bay is not clear, but sources indicate that Campbell Stevens, the son, left for New Zealand for educational purposes, and returned to Lord Howe Island in 1868 (Rabone 1940). The third group to reside in North Bay appear to have settled on the western side of Mt Eliza, with the arrival of William Nichols in 1862. Nichols built a palm framed and thatched house with calico lining and split palm floor, and commenced farming in the bay by growing onions and other vegetables for trade. It is not clear whether the Nichols

maintained their gardens at North Bay, but it appears that either they or an unknown group continued to do so until at least 1898.

There appears to have been no residential occupation of the bay after Nichols left, and the remoteness of the bay seems to have discouraged regular activity there since residential abandonment. Sources indicate that groups collecting palm seed visited the bay for a few days every year from the late 1890s, and today the bay is periodically visited by bush walkers and small snorkelling groups. Despite the small amount of regular visitors, there is little impact on the sites as the Nichols garden is only accessible by following an overgrown creek, and the possible Middleton/Stevens site is overgrown and by-passed by all walking tracks. Occasional trampling by feral goats and pigs may have been a possibility, but it is likely to have been fairly minimal, with no large animal disturbance after park proclamation in 1952.

Site 5: Wright/King Farm- The Rose Garden: According to local informants, the Rose Garden was the site of a house occupied from the 1850s to the 1870s when a new residence was built closer to the shore. The Wilkinson and Denham maps do not clearly denote dwelling location, however written sources suggest that this is indeed the site of one of the earliest dwellings in the area as it is situated directly at the foot of Mt Lidgbird and in close proximity to Soldiers Creek (Rabone 1940). Other evidence suggests the house was empty but extant and habitable in 1876 (Finch and Finch 1967). By 1898 all remains of the dwelling are likely to have disappeared as the 1898 map does show very clearly the locations houses and the only dwellings shown on the map is the later house built in the 1870swhich is partially extant today.

The site consists of a defined area of remnant vegetation from a house garden, which has been fenced off for some years to prevent cattle trampling, and a series of hand dug ditches running along the southern and western edge of the site. The site has been arbitrarily fenced off to protect the remnant vegetation and is probably not indicative of the site's extent. Due to the thick cover of pasture grass, the identification of surface scatters or other surface features was not possible, but the remnant vegetation in the fenced area may offer some clues.

The expected remains from this site cover all aspects of domestic life and given the proximity of the drainage ditches, perhaps some agricultural activity in the form of a kitchen garden. The actual form of the house is not known, but as with other sites is likely to take the form of the majority of dwellings at the time, being palm frame and thatch, with a detached kitchen. The effort of establishing a garden may have been suggestive of a house of more permanence, but its apparent abandonment within 20 years indicates this was probably not the case. It is unknown how many people may have resided at the house, but the likelihood of a family occupation is high and the volume and variety of goods on the site is expected to fluctuate as it was probably occupied during both the peak and decline years of whaling trade on the island. Macro and micro botanical evidence of other flower and kitchen garden plantings may remain, along with further evidence of oleander windbreaks and boundary plantings. A well located directly across the modern road from the site is still in use and is likely to have been the same one that serviced the house during its occupancy.

The garden and likely dwelling site have been fenced off for a number of years, and as such the volume of recent stock and human traffic on the site has been negligible. Prior to fencing, there may have been some trampling by stock and feral pigs and goats, but as with other sites the damage is likely to have been moderated by the thick cover of vigorously growing grass. During the early years of abandonment there is a possibility of legitimate and furtive scavenging from the site for building materials, however occupational debris is unlikely to have been significantly disturbed, particularly privy and dump-sites. The likelihood of casual investigation and disturbance of the site is low. As the site is situated at the foot of Mt Lidgbird and is within the Soldiers Creek catchment, there ordinarily would be potential for significance flooding of the area, however, the silted up ditches on the margin continue to divert considerable volumes of water around the site and significantly reduce any water disturbance or erosion of the site.

Site 6: The Johnson's Farm- Johnson House Site: The Johnsons farmed a large parcel of land adjacent to Soldiers Creek, and Perry Johnson excavated a complex series of deep ditches to drain his land. The Johnsons dwelt for at least 20 years in a typical Lord Howe Island palm thatch hut as shown in an 1882 photograph taken during the visit of Commissioner Bowie-Wilson. The Johnson's property was often a locale of community activity. Throughout their 60 year occupation of the site, it appears that the Johnson's house remained on the original site, but whether their thatch house of 1882 was replaced with a timber structure is not clear. Similarly, what happened to the house following their deaths is not clear. The houses have now disappeared, and the timing of the eventual decay of these dwellings is not clear, but surface evidence of their presence remains. Owens (2004) has confirmed the presence of evidence of Johnson's former house and garden previously identified by Birmingham (1984:4) and has identified a well still in current use, which has been ascribed by local informants to the Johnson's occupation.

The expected remains on the site would constitute an important and varying assemblage as it would potentially represent over 60 years of occupation spanning from early settlement, peak and decline of whaling trade, and the economic and administrative transitions that occurred during the early 20th century. Occupational debris from at least two adults and perhaps three or four individuals at different times would be expected, along with possible evidence of a family with children in more recent layers. Given the relatively long period of occupation of the site, definitive stratigraphy may be possible in features such as privies and dumps, and the assemblage of remains could constitute an important 'timeline' of general material culture on the island. Micro and macro botanical remains from nearby gardening activities and food preparation in the probable kitchen site are also possible, along with the expected range of faunal remains.

Disturbance on the site is potentially varied, but does not appear to have been significant in recent years. Stock and feral animal trampling appears to be constant and long term, but the thick pasture moderates potential damage, and the volume of stock grazing has been

consistently low. The modern road is also likely to have caused some disturbance as cars may park on or near the site and the lease holder occasionally drives across it in the course of daily activities. The modern road is also likely to have disturbed other features in the area, and possibly separates the house site from associated features closer to the shore. After possible material scavenging following site abandonment, human foot traffic and casual foraging is likely to have been minimal, but dump or privy features may have been compromised by bottle collectors, given that local knowledge of this site is more widespread.

Modifications And Dates

Further Comments

Located in the South Pacific Ocean, 700km north-east of Sydney and included administratively in New South Wales. The preserve includes some 75% of the land area of Lord Howe Island and all of the offshore islands and rocks of significant size in the region. These include the Admiralty Group (immediately to the north-east of Lord Howe Island); Mutton Bird and Sail Rock (just east of the central part of Lord Howe Island); Blackburn (Rabbit) Island (in the lagoon on the western side of Lord Howe Island); Gower Island (just off the southern tip of Lord Howe Island); and Ball's Pyramid (25km south-east of Lord Howe Island), together with a number of small islands and rocks. The seaward boundary follows the mean high water mark and consequently excludes all littoral and marine areas (Davey, 1986). A detailed description of the boundary is given in Schedule 1 of the 1981 Lord Howe Island (Amendment) Act. 31°30'-31°50'S, 159°00'-159°17'E

Current Use

Island, Toursim

Former Use

Indigenous inhabitation (transitory or permanent), colonial settlement, farming, timber-getting, palm export industry

Listings

Listings

			Records Retrieved: 5		
Heritage Listing	**Listing Title**	**Listing Number**	**Gazette Date**	**Gazzette Number**	**Gazzette Page**
World Heritage List					
Heritage Act - State Heritage Register		00970	4/2/1999 12:00:00 AM	27	1546
National Heritage List	Lord Howe Island Group		5/21/2007 12:00:00 AM	S99	
Heritage Act - s.170 NSW State agency heritage register					
State Environmental Planning Policy	Lord Howe Island REP 1986		8/14/1986 12:00:00 AM		

Procedures/Exemptions

Records Retrieved: 2

Section of Act	Description	Title	Comments	Action Date	Outcome
57(2)	Exemption to allow work	Standard Exemptions		11/9/2020 12:00:00 AM	
57(2)	Exemption to allow work	Heritage Act - Site Specific Exemptions		1/9/2015 12:00:00 AM	

History

Historical Notes or Provenance **Updated** 8/29/2023 12:03:27 PM

The main island of Lord Howe measures 10km from north and south and is little more than 2km in width. It roughly describes a crescent, enclosing a coral reef lagoon on its south-western side. The island's topography is dominated by the southerly Mount Gower (875m) and Mount Lidgbird (777m). Steep cliffs rise several hundred metres to form the seaward flanks of Mount Gower. Only a narrow isthmus of lowland country in the north-central part of the island is habitable. The northern tip consists of steep hillsides culminating in extensive sea cliffs against the northern coastline. Scattered around the main island are several groups of smaller islands and rocks. The most distant of these is a group of small islets and rock stacks around the 650m pinnacle of Balls Pyramid, 25km to the south-east of Lord Howe.

Lord Howe Island is the eroded remnant of a large shield volcano which erupted from the sea floor intermittently for about 500,000 years, 6.5 to 7 million years ago in the late Miocene (McDougall et al., 1981). The island group represents the exposed peaks of a large volcanic seamount which is about 65km long and 24km wide and which rises from ocean depths of over 1,800m. The Lord Howe seamount is near the southern end of a chain of such seamounts, mostly below sea level, extending for over 1,000km. These mark the successive movement of the Australian tectonic plate over a 'hotspot' within the upper mantle below. Four separate series of volcanic rocks are recognised on the main island group, the oldest being exposed in the Admiralty Group and on the north-eastern tip of Lord Howe. These include tuffs, breccia and basalts, with widespread intrusion of basaltic dykes, and are overlain by progressively younger units to the south (Davey, 1986). The youngest volcanic rock is Mt Lidgbird basalt, which is present in lava flows up to 30m thick. Sedimentary aeolian calcarenite or dune limestone characterise the lowland parts of the main island (Davey, 1986).

The dominant landforming process on Lord Howe since the last of the volcanic eruptions has been marine erosion, which has cut and maintained major cliffs. Slope failure and accumulation of talus at the foot of some cliffs, especially in the south, have modified their original shape. Local variations in lithology are the major determinant of the shape of the irregular rocky coastline and of the small residual islands and rock stacks. There are numerous resistant projecting points and sea caves (Davey, 1986).

Subsequent erosion means that the present islands occupy only one-fortieth of the original area. Lord Howe Island has sedimentary deposits of Pleistocene and Holocene (Recent) age, including cross-bedded calcarenite with intercalated soil horizons, lagoonal deposits, a single sand dune, and alluvium. The island supports the southernmost true coral reef in the world, which is of Pleistocene to Recent age and differs considerably from more northerly warm water reefs. It is unique in being a transition between the algal and coral reef, due to fluctuations of hot and cold water around the island.

The entire island group has remarkable volcanic exposures not known elsewhere, with slightly weathered exposed volcanics showing a great variety of upper mantle and oceanic type basalts. Ball's Pyramid represents the nearly complete stage in the destruction of a volcanic island. The intercalated soil horizons have yielded important palaeontological data, with interesting fossil finds such as the shells of land snail Placostylus and the terrestrial giant horned turtle Meiolania platyceps, which probably became extinct more than 20,000 years ago. A fossil bat skull, uncovered in 1972, has been described as a new species Nyctophilus howensis; it may have persisted into modern times. Significant landforms in the preserve are listed in Davey (1986).

CLIMATE
Climate is humid subtropical with a mean temperature of 16C in August and 23C in February. Both diurnal and seasonal temperature range is about 7C. A temperature of 0C has been recorded on the summit of Mount Gower. Mean annual rainfall in the lowlands is almost 1700mm, with a pronounced maximum in winter and a mean rainfall of 100mm in February. The highest annual rainfall recorded in the lowlands is 2870mm, with a minimum of 1000mm. The southerly part of Lord Howe Island is generally wetter due to orographic effects. Relative humidity is high at 75-78% and wind levels average 13 knots in August, 9-10 knots in January and March. Climatic data and summaries are available in Anon. (1969), Gentilli (1971), Pickard (1983) and Rodd (1981).

VEGETATION
A wide variety of vegetation types has been described for the islands, with the diversity corresponding with the range of habitats, viz. lowland, montane, valleys, ridges and areas exposed to the maritime influence. Variable exposure to wind and penetration of salt spray appear to be the main determinants of vegetation occurrence, structure and floristics. Lord Howe Island is almost unique among small Pacific Ocean islands in that its mountains have sufficient altitude for the development of true cloud forest on their summits. These are 241 native species of vascular plants on the island, including 105 endemics (DEST/ERIN (1995). Sixteen of these are considered rare, endangered or vulnerable. There are four endemic palm species in three endemic genera. There are also two other endemic genera in the families Asteraceae and Gesneriaceae.

Other endemic species are widely scattered among families. Endemism is particularly noticeable among ferns and in the families Asteraceae, Myrsinaceae, Myrtaceae and Rubiaceae. There are 48 species of indigenous pteriodphytes (including 19 endemic ferns) belonging to 32 genera, and 180 species of angiosperms (56 endemics) in 149 genera. A further four species are represented by endemic subspecies or varieties; there are no gymnosperms. Some of the endemics suggest recent speciation, and many have confusing origins, such as the three endemic palm genera Howea, Hedyscope and Lepidorrhachis, and also Dietes sp., the three congeners of which are endemic to southern Africa and which has seeds with apparently only short range dispersal capacity. Other noteworthy endemics are the

orchid, Dendrobium moorei and Bubbia howeana. Many species are threatened or have restricted distribution on the island; there is only one known plant of non-endemic. screw palm (Pandanus pedunculatus), and grass, Chionochloa conspicua ssp. nov. (Poaceae) is an endemic known only from one clump on Mount Lidgbird.

The vegetation has affinities with sub-tropical and temperate rain forests, and 129 plant genera are shared with Australia, 102 with New Caledonia and only 75 with New Zealand. There are 160 naturalised, introduced plant species, mostly, but not exclusively, in the lowland settlement area. Weed species of the greatest immediate concern within the preserve are bone seed (Bitou bush) kikuyu grass (Davey, 1986) and asparagus fern (Protoasparagus eathiopicus) (Lord Howe Island Board in litt., August 1995). Many other species are potentially serious problems (Davey, 1986).

Twenty-five vegetation associations in twenty alliances have been identified (Pickard, 1983). Fourteen of these have endemic species as their dominant components. The slopes of the northern hills are dominated mostly by Drypetes/ Cryptocaria rain forest, with Lord Howe Island palm (Howea forsterana) forest on the flats behind North Bay and curly palm (H. belmoreana) forest in the narrower gullies running down towards Old Settlement Beach. Melaleuca/Cassinia scrubs and nutgrass (Cyperus) and Poa grasslands occur on the exposed slopes of Mount Eliza and along the crest of the sea cliffs on the northern coast. The southern mountains are covered with a more variable suite of rain forest and palm associations, often with screw palm (Pandanus) along drainage lines, and with scrub and cliff associations in the more exposed parts and along the coastline. Mutton Bird Point (on the east coast) and King Point (at the southern tip) have small occurrences of Poa grassland. The upper slopes of mounts Gower and Lidgbird include areas of forest dominated by another of the endemic palms, Hedyscepe canterburyana. The very humid summit plateau on Gower and the summit ridge on Lidgbird consist of structurally distinct gnarled mossy forest (Davey, 1986).

FAUNA

A small population of little cave eptesicus (Eptesicus sagittula) still occurs. No other indigenous native mammals are known. Introduced species, however, include mouse (Mus musculus) and rats (Muridae), goat (Capra hircus) and, formerly, pig (Sus domestica). There are at least 129 native and introduced bird species, mostly vagrants, with 27 breeding regularly. A partial species list is given in Davey (1986).

Lord Howe is now the only known breeding ground for providence petrel (Pterodroma solandri), although it also probably breeds on Ball's Pyramid. Fleshy-footed shearwater (Puffinus carneipes hullianus) breeds in substantial numbers on Lord Howe, with possibly half the world's population present. Other important species breeding within the preserve include Kermadec petrel (Pterodroma neglecta), black-winged petrel (P. nigripennis), wedge-tailed shearwater (Puffinus pacificus), little shearwater (P. assimilis), white-bellied storm petrel (Fregetta grallaria), masked booby (Sula dactylatra), red-tailed tropic bird (Phaeton rubricauda) in greater concentrations than probably anywhere else in the world. Sooty tern (Sterna fuscata), noddy (Anous stolidus) and grey ternlet (Procelsterna cerula). Several migratory wader species are regular visitors to the island, principally are double-banded dotterel (Charadrius bicinctus), eastern golden plover (Pluvialis dominica), turnstone (Arenaria interpres), whimbrel (Numenius phaeopus) and bar-tailed godwit (Limosa lapponica). Four endemic birds are present. Lord Howe Island woodhen (Tricholimnas sylvestris), reduced to some 26 individuals in 1975, has been successfully bred in captivity and now numbers around 220 (DEST/ERIN, 1995). The other endemic land birds are silver-eye (Zosterops tephropleura), Lord Howe Island golden whistler Pachycephala pectoralis contempta, both reasonably abundant (Davey, 1986). The Lord Howe Island currawong (Strepera graculina crissalis) is relatively common in the southern mountains, with lesser numbers in the north (Lord Howe Island Board, in lit., 8/1995).

The islands support two species of terrestrial reptile, skink (Leiolopisma lichenigera) and gecko (Phyllodactylus guentheri), which are threatened with extinction on the main island but are abundant on other islands in the group. Many of the endemic invertebrates from the moss forest on the summit of Mount Gower have been collected and described. The small terrestrial gastropods (Hydrobiidae) comprises nine species and sixteen subspecies, a greater number of subspecies than those found on the eastern Australian mainland. The terrestrial molluscs have suffered from habitat changes; two colonies of large ground snails (Placostylus sp.) appear to be maintaining their numbers, though distinct forms seem to have become extinct on other parts of the island. There are five endemic species of flies (Diptera) and a further nine confined to Lord Howe and Norfolk Islands. Specimens of Lord Howe Island phasmid (Dryococoelus australis) (Ex), a large flightless phasmatid thought to be extinct on Lord Howe Island, is known to occur still on Ball's Pyramid (ANPWS, 1981).

Over 50% of more than 100 species of spiders recorded for Lord Howe Island are thought to be endemic. One endemic species of leech and ten endemic species of earthworm have been recorded. Terrestrial and freshwater crustacea are not well known, but include a freshwater crab (Halicarcinus lacustris) and freshwater prawn (Paratya howensis). Three new genera and 12 new species of terrestrial isopod have been recorded and recently anew species of talitrid amphipod from the top of Mount Gower was described. The waters around Lord Howe Island provide an unusual mixture of temperate and tropical organisms, 477 fish species having been recorded in 107 families of which 4% are unrecorded elsewhere other than in Norfolk Island-Middleton Reef waters. Lionfish (Pterois volitans) is protected in the marine waters (ANPWS, 1981).

CULTURAL HERITAGE

The earliest European discovery of Lord Howe appears to have been in 1788 by the British colonial vessel HMS Supply. There is no recognised evidence of prior Polynesian or Melanesian discovery or settlement. A small permanent settlement was established in the 19th century, subsisting on trade with passing ships. With numerous fluctuations over the years, the settlement slowly expanded and consolidated, developing a distinctive social structure and culture with the passage of time (Davey, 1986). The island is an interesting example of restricted island settlement, although the World Heritage nomination was not made on cultural grounds (ANPWS, 1981).

LOCAL HUMAN POPULATION

There is currently a resident population of approximately 300 individuals inhabiting the relatively level ground in the central part of the main island. Tourism is the major component of the island economy, followed by public administration and community service. Approximately 10% of the main island's vegetation has been cleared for agriculture, and another 10% has been subject to physical disturbance. Commercial activities within the preserve include collection of palm seed, especially Kentia palm Howea forsterana and cutting of Pandanus foliage for production of baskets and other craft items, subject to control by the Lord Howe Island Board (Davey, 1986).

VISITORS AND VISITOR FACILITIES

Some three to four hundred tourists may be present simultaneously during the summer (Davey, 1986), although neither the annual total number of visitors, nor the revenue derived from tourism is known. The principal means of access to the island for visitors is by light aircraft. There are four licensed guest houses providing full board accommodation and 13 self-contained apartment complexes (Lord Howe Island Board in litt., August 1995). Walking, often for nature study, bird watching or photography, is the major recreation activity. There is an extensive system of walking tracks ramifying throughout the reserve and a guide service is available. Scenic flights are available over the entire island group and several commercial operators offer boat tours. Proposed interpretation and environmental education activities are outlined in the current management plan (Davey, 1986).

SCIENTIFIC RESEARCH AND FACILITIES

There has been considerable scientific interest in Lord Howe ever since discovery of the island. A succession of scientific expeditions in the 19th century quickly established the international significance of the island's natural history. In the early 1970s the Australian Museum undertook a terrestrial environmental survey of the island for the Lord Howe Island Board (Recher and Clark, 1974) which included inter alia a recommendation to establish an extensive land reserve to protect terrestrial flora and fauna. Land use planning studies undertaken for the Board (Ashton, 1974) also recommended establishment of a substantial reserve on the island. A major research project culminated in the successful captive breeding of Lord Howe Island woodhen in the early to mid-1970s. A research bibliography is given in Davey (1986).

CONSERVATION VALUE

The Lord Howe Islands Group was inscribed on the World Heritage List for its unique landforms and biota, its diverse and largely intact ecosystems, natural beauty, and habitats for threatened species.

CONSERVATION MANAGEMENT

The affairs, care, control and management of Lord Howe Island, including the smaller islands offshore, are administered by the Lord Howe Island Board. The Lord Howe Island (Amendment) Act, 1981, reconstituted the Board, such that one of its members is an officer of the New South Wales National Parks and Wildlife Service, nominated by the Minister administering the 1974 National Parks and Wildlife Act. Section 15B of the amended Act provides for the preparation of a management plan in respect of the preserve, prepared by the Director of Parks and Wildlife, in terms of Part V of the 1974 Act. The plan is to be approved by the Minister administering the Lord Howe Island Act. The Board has adopted a "land use policy set", based on a model that proposes that the region comprises two components: the settlement area, and the preserve. One of the objectives of the land use policy set is "to ensure that the management plan for the settlement area will complement the future permanent park preserve plan of management and form a plan of management for the island as a whole".

The Lord Howe Island management plan (Davey, 1986) states that the fundamental management objectives are to: maintain the natural land-forming processes; protect significant landforms; maintain natural plant and animal populations; avoid all unnatural disturbances of plant associations and habitats; protect all individuals and the population of each species from unnatural disturbances; eliminate human disturbance; restore disturbed areas; control or eliminate introduced species; preserve outstanding natural scenery and natural character of the preserve; promote appreciation and enjoyment of the preserve; maintain the full range of plant genetic diversity; and make provision for continued livelihood of the local populace. Specific management activities have included the elimination of goats from the Northern Hills, resulting in substantial recovery of the understorey and a severe reduction in the number of feral pigs (Davey, 1986). Pigs are reported to have subsequently been eliminated (Lord Howe Island Board in litt., August 1995). Funds and labour have been allocated to an intensive effort to control weed infestations and feral animals affecting native vegetation and birds. However, funding and labour constraints have so far only allowed the control, and not elimination, of introduced flora and fauna. The Board is seeking Commonwealth Government funding in order to fully implement the eradication programme (Anon., 1989).

MANAGEMENT CONSTRAINTS

Nine of the fifteen species of land birds recorded when the Island was first discovered are now extinct, of which seven were endemics. Their destruction has been due to hunting, introduction of black rat Rattus rattus, owls and feral cats, or through habitat changes caused by introduced goats and pigs. The size of some seabird colonies on the main island has also declined. Endemic land snails are less abundant and confined to isolated colonies although exact details are not known, and the two lizards are very restricted if not extinct on the main island. There are 175 introduced species of plant, although most of these have not invaded the indigenous plant communities. In the lower-lying areas, destruction of native vegetation has been virtually complete where clearings have been made for settlement, grazing, agriculture, and regrowth tends to be of invading weed species, including introduced plants such as guava, bitou bush, ferny asparagus and asparagus fern. However, adequate samples of intact lowland vegetation remain in less accessible parts of the island, some of them in special flora reserves (ANPWS, 1981).

(Information and references from UNESCO World Heritage listing)

In 2019-20 conservation workers released the last of captured LHI woodhens back to the lowlands. The final batch of 159 endangered flightless birds were released, following successful eradication of rats and other invasive predators. The bird's decline began with the arrival of the First Fleet in 1788's HMS Supply. Unafraid of humans, the woodhens were easily caught by sailors on the hunt for food. In 1833-34 Europeans settled on Lord Howe Island, driving woodhens and other species almost to extinction from hunting and the threat from introduced cats, pigs, goats and even owls (Hannam, SMH, 2020, 10).

Historic Themes

Records Retrieved: 50

National Theme	State Theme	Local Theme
8. Culture	Leisure	Unknown
8. Culture	Leisure	Visiting places of romantic inspiration
8. Culture	Leisure	Visiting lookouts and places of natural beauty
8. Culture	Leisure	Visiting heritage places
8. Culture	Leisure	Tourism
8. Culture	Leisure	Swimming
8. Culture	Leisure	Outdoor relief
8. Culture	Leisure	Going to a museum
8. Culture	Leisure	Gathering at landmark places to socialise
8. Culture	Leisure	Enjoying public parks and gardens
8. Culture	Leisure	Activities associated with relaxation and recreation
8. Culture	Domestic life	Living in a bushland setting
8. Culture	Creative endeavour	Parks and public gardens
8. Culture	Creative endeavour	Landscaping - neglected, regenerating to bushland
8. Culture	Creative endeavour	Landscaping - 20th century post WW2
8. Culture	Creative endeavour	Inspirational environments and events
7. Governing	Government and Administration	State government
7. Governing	Government and Administration	Open Space Provision
7. Governing	Government and Administration	Developing roles for government - scientific research
7. Governing	Government and Administration	Developing roles for government - public land administration
7. Governing	Government and Administration	Developing roles for government - parks and open spaces
7. Governing	Government and Administration	Developing roles for government - conserving cultural and natural heritage
7. Governing	Government and Administration	Colonial government
6. Educating	Education	Research site for academics and students
6. Educating	Education	Educating people in regional locations
6. Educating	Education	Community education - adults, school excursions
5. Working	Labour	Working in hospitality industry
5. Working	Labour	Working independently on the land
5. Working	Labour	Working in ports and on shipping

5. Working	Labour	Working in an Inn, Public House, Hotel etc.
4. Settlement	Land tenure	Changing land uses - from rural to tourist
4. Settlement	Accommodation	Holidaying in shacks, huts and cabins
4. Settlement	Accommodation	Accommodating travellers and tourists
3. Economy	Exploration	Unknown
1. Environment	Environment - naturally evolved	Rare and Significant Flora
1. Environment	Environment - naturally evolved	Scientific: Geoperiod Quarternary Epoch Pleistocene 10 000 to 1.7 million years ago
1. Environment	Environment - naturally evolved	Scientific: Environments important for plant life
1. Environment	Environment - naturally evolved	Rare and Significant Fauna
1. Environment	Environment - naturally evolved	Parks
1. Environment	Environment - naturally evolved	Park reserve
1. Environment	Environment - naturally evolved	Other open space
1. Environment	Environment - naturally evolved	Natural - site important native fauna habitat or food source
1. Environment	Environment - naturally evolved	Natural - regenerating native flora valued for conservation purposes
1. Environment	Environment - naturally evolved	Natural - pre European settlement vegetation
1. Environment	Environment - naturally evolved	Cultural: Pre-invasion ecosystems illustrating changing human land uses
1. Environment	Environment - naturally evolved	Cultural: Natural landscapes valued by humans
1. Environment	Environment - naturally evolved	Cultural: Mountains and peaks providing landmarks for humans
1. Environment	Environment - naturally evolved	Cultural: Conserving and protecting natural features
1. Environment	Environment - naturally evolved	Cultural: Cliffs and escarpments influencing human settlement
1. Environment	Environment - naturally evolved	Changing the environment

Recommended Management

Management Summary

Management

Records Retrieved: 0

Management Category	Management Name	Date Updated
No Results Found		

Report/Study

Heritage Studies

Records Retrieved: 3

Report/Study Name	Report/Study Code	Report/Study Type	Report/Study Year	Organisation	Author
Lord Howe Island Community-Based Heritage Study			2011		Chris and Margaret Betteridge
Lord Howe Island Heritage Study			1985		H Tanner & Associates
Lord Howe Island Regional Environmental Study			1985		Howard Tanner & Associates Pty Ltd / Lord Howe Island Board

Reference & Internet Links

References

Records Retrieved: 18

Type	Author	Year	Title	Link
Electronic	Department of Planning and Environment (DPE)	2022	Scientists rediscover endangered cockroach on Lord Howe Island after 80 years	https://www.planning.nsw.gov.au
Written	Chung, Laura	2022	'I've never seen that before': Lord, how do you get rid of 200,000 rats	
Written	Hyman, Dr Isabel; and Kohler, Dr Frank	2020	A Field Guide to the Land Snails of Lord Howe Island	https://candobetter.net/node/6037
Written	Hyman, Dr Isabel; and Kohler, Dr Frank	2020	A Field Guide to the Land Snails of Lord Howe Island	
Written		2015	Lord Howe Island Draft Revegetation Strategy 2015-2025	
Written	Musecape P/L	2015	Heritage Impact Statement for alterations and additions to Government House, Lord Howe Island	
Written	Musecape P/L	2015	Heritage Impact Statement for water treatment plant, Capella South Lodge, Lord Howe Island	
Written	OEH	2012	Upgraded Vegetation Mapping of the Lord Howe Island Settlement Area	
Written	Betteridge, Chris and Margaret	2012	The last paradise: a community-based heritage study of Lord Howe Island	
Written	Auld, and Hutton	2010	Calystegia affinis Old Settlement, Lord Howe Island - Rehabilitation Project Report	
Written	NSW Department of Environment, Water and Climate Change	2010	Lord Howe Island Permanent Park Preserve Plan of Management	http://heritagensw.intersearch.com.au/heritagenswjspui/handle/1/1072
Tourism	Tourism NSW	2007	Lord Howe Island	http://www.visitnsw.com/destinations/lord-howe-island
Written	Kimberley Owens	2004	Archaeological Assessment Lord Howe Island New South Wales	
Written	NSW Heritage Office; Marine Parks Authority	2002	Lord Howe Island Maritime Archaeological Survey, 3-6/2/2002	
Written	Manidis Roberts consultants	2000	Lord Howe Island Group World Heritage Property: Strategic Plan for Management 2000-2005	http://heritagensw.intersearch.com.au/heritagenswjspui/simple-search?location=&query=&filtername=biblionumber&filtertype=equals&filterquery=7863&rpp=10&szort_by=score&order=desc
Written	Lord Howe Island Board	2000	Strategic Plan for Management 2000-2005	
Written	Howard Tanner and Associates P/L	1984	Lord Howe Island Heritage Study	http://heritagensw.intersearch.com.au/heritagenswjspui/handle/1/1597
Written	Pickard	1983	Vegetation of Lord Howe Island	

Data Source

The information for this entry comes from the following source:

Data Source	Record Owner	Heritage Item ID
Heritage NSW	Heritage NSW	5001478

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Item Details

Name

Cargo Shed Group, comprising former Cargo Shed, archaeological remains relating

SHR/LEP/S170

Address

Lagoon Road LORD HOWE ISLAND NSW 2898

Local Govt Area

Lord Howe Island

Local Aboriginal Land Council

Unknown

Item Type	Group/Collection	Category
Built	Transport - Water	Boat shed

All Addresses

Addresses

Records Retrieved: 1

Street No	Street Name	Suburb/Town/Postcode	Local Govt. Area	LALC	Parish	County	Electorate	Address Type
	Lagoon Road	LORD HOWE ISLAND/NSW/2898	Lord Howe Island	Unknown			Unknown	Primary Address

Significance

Statement Of Significance

The Cargo Shed has historical significance as a rare surviving example of its type and is one of only two survivors of the many foreshore sheds that used to be located on that part of the lagoon shore. The building has strong associations with many events and persons significant in the island's history, including the visit to the island in 1931 of Francis Chichester (later Sir Francis) who repaired his damaged floatplane Lady Elijah in the shed with the assistance of islanders. The Cargo Shed demonstrates a number of historical themes important on Lord Howe Island including transport, industry, fishing, leisure. The building is a relatively intact example of a simple interwar cargo shed with aesthetic value at a local level. It retains considerable original fabric in its internal roof structure which exhibits good quality joinery. The building has considerable social significance to past and present generations of islanders and visitors to Lord Howe as a point of embarkation and disembarkation for ship and flying boat passengers. The community attachment is continued by its use as facilities for workers loading and unloading cargo from the Island Trader on its regular supply trips to the island. The use of part of the building as a community radio station adds to the social significance to the present generation of islanders.
The former Ocean View Boatshed retains much of its original form although it has been altered to suit its new use as a Board storage shed. With the loss of the old Pinetrees Boatshed in a fire, the former Ocean View Boatshed is the last surviving pre-World War II boatshed related to the guest houses on the island. It shares some design similarities with the former Cargo Shed and is considered to have historical, associational and aesthetic significance at a local level.
The Norfolk Island Pine trees between the two sheds enhance their setting and are thought to have been planted by visiting dignitaries Sir John Northcott and Clive Evatt. If plaques were installed at the time to commemorate these visits, they no longer survive and further research is required to substantiate the association with these official occasions. If they are commemorative trees they will have historical and associational significance for the island as well as the aesthetic value they contribute to the setting of the two structures.

Criteria a)

Historical Significance

The former Cargo Shed is historically significant at a local level as the building that for many years served the island for storage of produce awaiting shipment and of imported goods. Together with the adjoining jetties the shed was important during many events such as the visits of important persons.
The former Ocean View Boatshed is the only surviving early boatshed associated with the island's accommodation houses.

Criteria b)

Historical Association Significance

The former Cargo Shed has historical associations with numerous persons and events significant in the development of Lord Howe Island.

Criteria c)

Aesthetic/Technical Significance

The group has some aesthetic value as an assemblage of foreshore buildings in their landscape setting.

Criteria d)

Social/Cultural Significance

The buildings are considered likely to have social significance derived from the many social activities that have been held in the precinct over the years including the current use of part of the former Cargo Shed as a radio studio and venue for social activities.

Criteria e)

Research Potential

Some potential in the original fabric of the building structure as evidence of c1920s construction practices.

Criteria f)

Rarity

The former cargo shed and former Ocean View Boatshed are rare survivors of interwar structures associated with maritime activities on Lord Howe Island.

Criteria g)

Representative

The former Cargo Shed is representative of Government-designed buildings on the island including the Public Hall.

Integrity/Intactness

Form of former Cargo Shed and former Ocean View Boatshed generally retained although there have been changes to fabric and function. The cargo shed retains considerable original internal roof structure and fabric. HERITAGE

Owners

Records Retrieved: 0

Organisation	Stakeholder Category	Date Ownership Updated
No Results Found		

Description

Designer	Builder/Maker
Former Cargo Shed presumed to have been designed by NSW Government Architect's Branch.	unknown

Physical Description	Updated

Property description: Government Reserve

The former Cargo Shed is a simple functional timber-framed, weatherboard clad shed building with steeply pitched gabled roof clad with corrugated metal. The gable ends were originally clad with fibrous cement sheeting with timber battens. The eastern elevation originally had two small square four-paned windows. The northern elevation also had two square four-paned windows towards the north-western end of the elevation and a sliding timber door at the north-eastern end of the elevation. The original western elevation (i.e. facing the lagoon and the original timber jetty) retains its general form, internal roof supporting structure, some original weatherboard cladding, timber door to northern elevation and some original windows. A concrete apron with steps either side and evidence of the original railway tracks that ran along the timber jetty survive at the western (Lagoon) end of the building, although that elevation has been altered to suit the current adaptive re-use.
The former Ocean View Boatshed is constructed in a similar style to the former Cargo Shed and has been altered for its current adaptive re-use as a storage shed for vehicles and goods.
Between the Board's former Cargo Shed and the former Ocean View boatshed and to the east of the latter are several specimens of Norfolk Island Pine.

Physical Condition **Updated** 08/11/2014

Well maintained and in generally good condition.

Archaeological Potential: Some archaeological potential in remains of earlier jetty at western end of former Cargo Shed.

Modifications And Dates

The western elevation of the former cargo shed has been considerably altered and does not retain any of its original fabric although the basic form has been retained. Originally it had an opening with three windows above, with rails leading down to the former timber jetty. When the new jetty was built immediately to the south of the location of the old jetty the western elevation was modified for the building's new use. A skillion-roofed, enclosed porch was built on the southern side of the western elevation to provide a weather-proof entry for the new facilities in the shed. A plastic water tank near the north-eastern corner is unsympathetic and pipe into shed has been cut through original timber sliding door. The interior was altered c1980s by installation of toilet and shower facilities for visiting sailors. The space at the north-western corner of the former Cargo Shed was converted c1980s for use as a radio studio.
The slipway on the lagoon side of the former Ocean View Boatshed was removed (date uncertain) and the western elevation enclosed. The cladding on the eastern elevation was removed (date uncertain) and the eastern side opened up to allow storage of vehicles and goods associated with the loading and unloading of cargo from the island's supply vessels. A skillion roofed addition was added to the northern elevation.

Further Comments

The former Cargo shed and former Ocean View Boatshed are the last survivors of the lagoon foreshore boatsheds that existed between Signal Point and Wilson's Landing.

Current Use

Former Cargo Shed -Amenities for visiting sailors; community radio station; social activities; interpretive signage
Former Ocean View Boatshed – storage of cargo, equipment

Former Use

Former Cargo Shed - Storage of cargo
Former Ocean View Boatshed -- storage of boats and related equipment

Listings

Listings

			Records Retrieved: 2		
Heritage Listing	**Listing Title**	**Listing Number**	**Gazette Date**	**Gazzette Number**	**Gazzette Page**
Local Environmental Plan			3/12/2010 12:00:00 AM		
Heritage study					

Procedures/Exemptions

Records Retrieved: 0

Section of Act	Description	Title	Comments	Action Date	Outcome
No Results Found					

History

Historical Notes or Provenance **Updated**

A major group of boatsheds were clustered around the site of the former jetty, between Signal Point and Wilson's Landing. Of these, only the former Cargo Shed and the former 'Ocean View' boatshed remain. The Cargo Shed has been adapted to provide facilities for visiting sailors and also has a studio for the local radio community radio station. The old 'Ocean View' boatshed has been adapted for storage of Board items. The Cargo Shed group comprises the following:
Former Cargo Shed including archaeological remains of former jetty;
Norfolk Island Pine trees;
Former 'Ocean View' boatshed.
The former Cargo Shed was constructed prior to 1931 since there is a photograph (see images) showing Francis Chichester in the shed repairing his damaged sea plane in that year.
A circa early 1950s photograph of the Cargo Shed shows no Norfolk Island Pine trees but anecdotal evidence suggests that they may have been planted by visiting dignitaries. NSW Governor, Sir John Northcott visited the island in May 1951, travelling on the second HMAS Australia, to attend the island's Empire Day celebrations and to perform the opening ceremonies at the RSL Club House and a new schoolroom. His two-day visit was a huge success with islanders who warmed to Northcott's family. Islanders recall that during his visit, Sir John is thought to have planted a Norfolk Island Pine tree near the Cargo Shed. The Chief Secretary of NSW, the Hon. Clive Evatt QC visited Lord Howe Island in early 1952 and is also thought to have planted a Norfolk Island Pine tree near the Cargo Shed. It is reported that when Clive Evatt came ashore at the jetty he proclaimed "I am monarch of all I survey!"
FM Radio 100.1 currently broadcasts from a console in the Cargo Shed and has been supported by the Lord Howe Island Board in the acquisition of equipment including a transmitter and mixer. Many younger islanders enjoy the Thursday night sessions which broadcast popular CDs and jam sessions, with accompaniment by Gary 'Blaz' Millman and others on percussion and mouth organ.

Historic Themes

Records Retrieved: 4

National Theme	State Theme	Local Theme
8. Culture	Creative endeavour	Unknown
5. Working	Labour	Unknown
4. Settlement	Land tenure	Unknown
3. Economy	Communication	Unknown

Recommended Management

Management Summary

Retain both buildings and maintain to conserve surviving original fabric and significance.
Retain Norfolk Island Pines and manage to enhance condition and prolong safe and useful life.

Management

Records Retrieved: 0

Management Category	Management Name	Date Updated
No Results Found		

Report/Study

Heritage Studies

Records Retrieved: 3

Report/Study Name	Report/Study Code	Report/Study Type	Report/Study Year	Organisation	Author
The Last Paradise: Community-based Heritage Study of Lord Howe Is. - Draft rept			2012		Chris and Margaret Betteridge, MUSEcape Pty Ltd
Cootamundra Shire Heritage Study			2010		Kabaila, Peter
Lord Howe Island Regional Environmental Study			1985		Howard Tanner & Associates Pty Ltd / Lord Howe Island Board

Reference & Internet Links

References

Records Retrieved: 1

Type	Author	Year	Title	Link
Written	Chris Betteridge, MUSEcape Pty Ltd	2010	Development Application for Deck at western end of former Cargo Shed, Lord Howe Island – assessment of heritage impact	

Data Source

The information for this entry comes from the following source:

Data Source	Record Owner	Heritage Item ID
State Government	Lord Howe Island Board	2770005

Every effort has been made to ensure that information contained in the State Heritage Inventory is correct. If you find any errors or omissions please send your comments to **administration@lhib.nsw.gov.au**

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APPENDIX C ARCHITECTURAL DRAWINGS

Project Number:
24-05

Transmittal - Sheet 1
DA

Project Name:
CRITICAL INFRASTRUCTURE PROGRAM LORD HOWE ISLAND

Client:
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Date of Issue:	**D**	06									**CURRENT**
	M	08									
	Y	25									

Drawing No:	**Title:**	**Revision:**									
A-DA-10.00	COVER PAGE	04									04
A-DA-11.00	EXISTING SITE PLAN	04									04
A-DA-11.01	DEMOLITION PLAN	04									04
A-DA-11.02	PROPOSED SITE PLAN	04									04
A-DA-11.10	SITE CONTEXT PLAN	04									04
A-DA-11.11	EXISTING SITE PLAN - WMF	04									04
A-DA-11.12	EXISTING SITE PLAN - DOG KENNELS + FUEL BOWSER	04									04
A-DA-11.13	DEMOLITION PLAN	04									04
A-DA-11.14	PROPOSED SITE PLAN - WMF	04									04
A-DA-11.15	PROPOSED SITE PLAN - DOG KENNELS + FUEL BOWSER	04									04
A-DA-14.00	PLAN - UNSTUFFING + BIOSECURITY SHED	04									04
A-DA-14.01	PLAN - OCEAN VIEW SHED	04									04
A-DA-14.02	PLAN - OLD CARGO SHED	04									04
A-DA-14.03	ROOF PLAN - UNSTUFFING + BIOSECURITY SHED	04									04
A-DA-14.04	ROOF PLAN - OCEAN VIEW SHED	04									04
A-DA-14.05	ROOF PLAN - OLD CARGO SHED	04									04
A-DA-14.10	GROUND FLOOR PLAN - STORAGE SHED	04									04
A-DA-14.11	GROUND FLOOR PLAN - ORGANICS SHED	05									05

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Hyd Eng											
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Drawing No:	**Title:**	**Revision:**									
A-DA-14.12	GROUND FLOOR PLAN - MRF	05									05
A-DA-14.13	GROUND FLOOR PLAN - RECEPTION	04									04
A-DA-14.14	GROUND + ROOF PLAN - OFFICE	04									04
A-DA-14.15	MEZZANINE FLOOR PLAN - MRF	05									05
A-DA-14.16	ROOF PLAN - STORAGE SHED	04									04
A-DA-14.17	ROOF PLAN - ORGANICS SHED	05									05
A-DA-14.18	ROOF PLAN - MRF	05									05
A-DA-14.19	ROOF PLAN - RECEPTION	04									04
A-DA-14.20	PLAN - DOG FACILITY	04									04
A-DA-14.21	ROOF PLAN - DOG FACILITY	04									04
A-DA-14.30	PLAN + ROOF PLAN - FUEL BOWSER	04									04
A-DA-20.00	ELEVATIONS	04									04
A-DA-20.01	ELEVATIONS	04									04
A-DA-20.10	ELEVATIONS	05									05
A-DA-20.11	ELEVATIONS	05									05
A-DA-20.12	ELEVATIONS	04									04
A-DA-20.20	ELEVATIONS + SECTIONS - DOG FACILITY	04									04
A-DA-20.30	ELEVATIONS + SECTIONS - FUEL BOWSER	03									03

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A-DA-30.00	SECTIONS	04									04
A-DA-30.10	SECTIONS	05									05
A-DA-40.00	SECTION DETAILS 01										
A-DA-40.01	SECTION DETAILS 02										
A-DA-40.02	SECTION DETAILS 03										
A-DA-40.03	SECTION DETAILS 04										

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A-DA-40.00	SECTION DETAILS 01	1:20
A-DA-40.01	SECTION DETAILS 02	1:20
A-DA-40.02	SECTION DETAILS 03	1:20
A-DA-40.03	SECTION DETAILS 04	1:20
10 COVER		
A-DA-10.00	COVER PAGE	
11 SITE - NORTH ZONE		
A-DA-11.00	EXISTING SITE PLAN	1:500
A-DA-11.01	DEMOLITION PLAN	1:500
A-DA-11.02	PROPOSED SITE PLAN	1:500
11.1 SITE - SOUTH ZONE		
A-DA-11.10	SITE CONTEXT PLAN	1:1000
A-DA-11.11	EXISTING SITE PLAN - WMF	1:500
A-DA-11.12	EXISTING SITE PLAN - DOG KENNELS + FUEL BOWSER	1:500
A-DA-11.13	DEMOLITION PLAN	1:500
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14 PLANS - NORTH ZONE		
A-DA-14.00	PLAN - UNSTUFFING + BIOSECURITY SHED	1:100
A-DA-14.01	PLAN - OCEAN VIEW SHED	1:100
A-DA-14.02	PLAN - OLD CARGO SHED	1:100
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A-DA-14.12	GROUND FLOOR PLAN - MRF	1:100
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A-DA-14.14	GROUND + ROOF PLAN - OFFICE	1:100
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A-DA-14.21	ROOF PLAN - DOG FACILITY	1:100
14.3 PLANS - FUEL BOWSER		
A-DA-14.30	PLAN + ROOF PLAN - FUEL BOWSER	1:100
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30 SECTIONS - NORTH ZONE		
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30.1 SECTIONS - SOUTH ZONE		
A-DA-30.10	SECTIONS	1:100

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01 **EXISTING SITE PLAN - NORTH ZONE**
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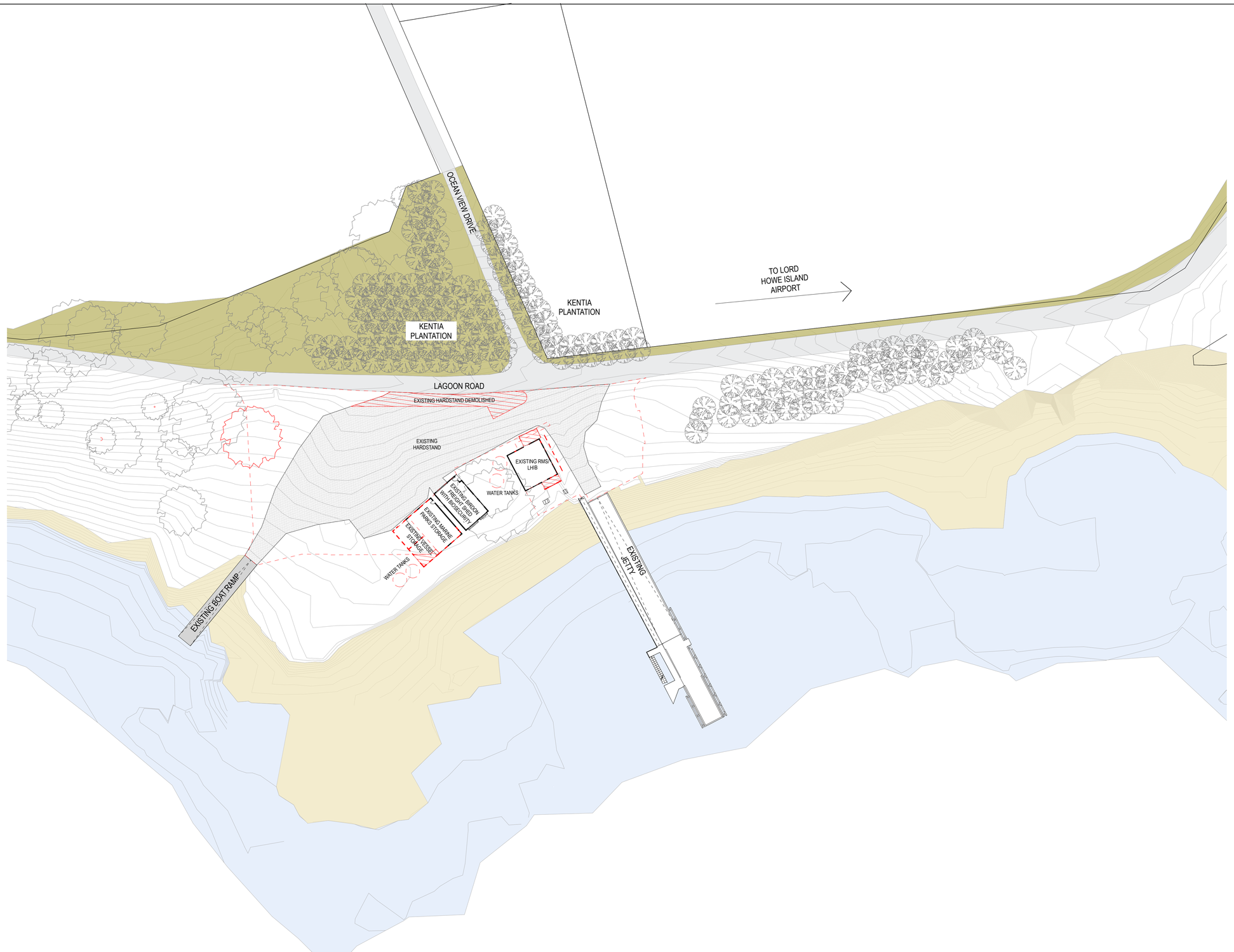
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1 **SITE DEMOLITION PLAN - NORTH ZONE**
1:500

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01	ISSUE FOR INFORMATION	23/5/2025
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1 **PROPOSED SITE PLAN - NORTH ZONE**
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1 **SITE CONTEXT PLAN - SOUTH ZONE**
1:1000

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01	ISSUE FOR INFORMATION	23/5/2025
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EXISTING SITE PLAN - WMF

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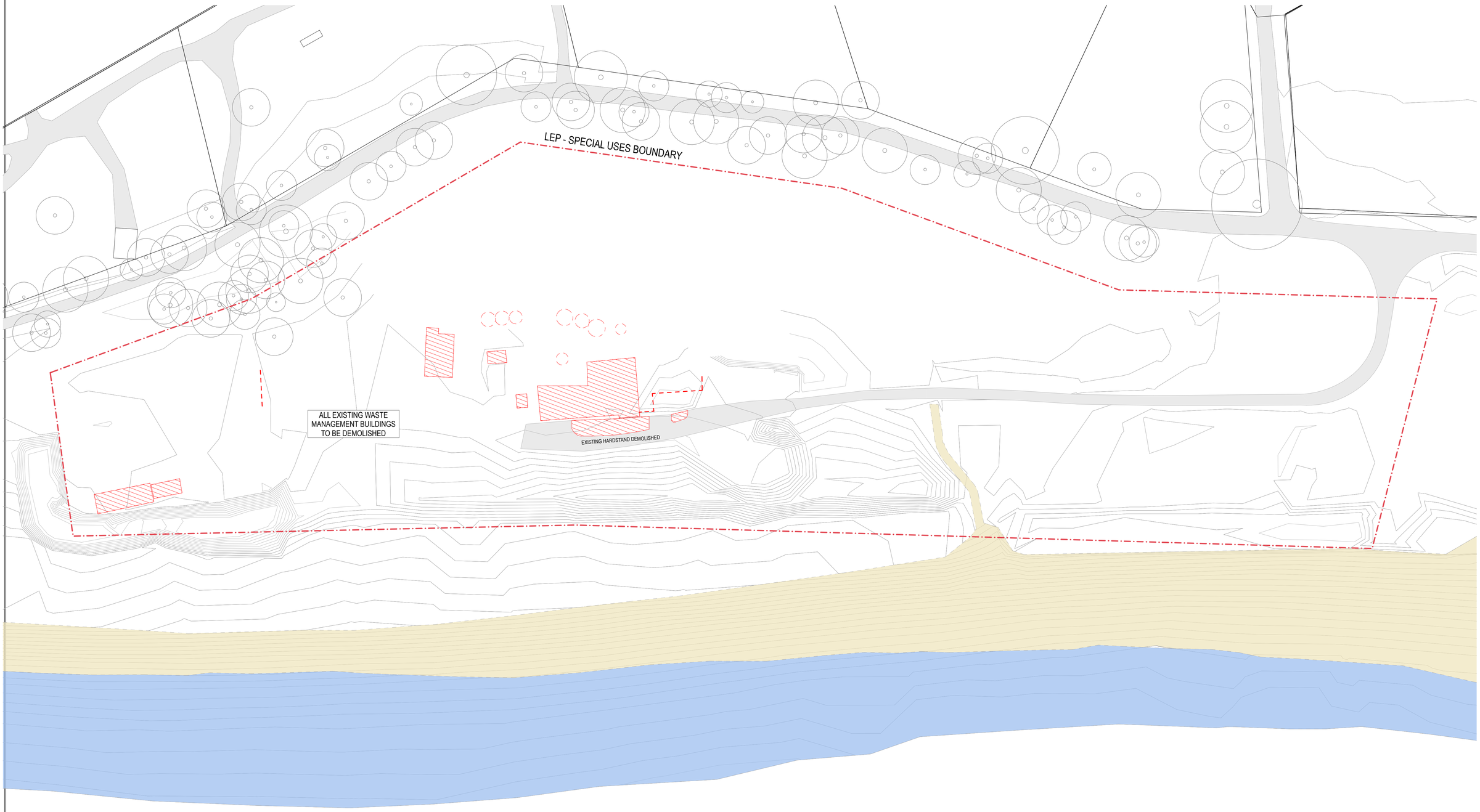
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LOCATION: **SOUTH ZONE**

TITLE
EXISTING SITE PLAN - DOG KENNELS + FUEL BOWSER

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1 **SITE DEMOLITION PLAN - SOUTH ZONE**
1:500

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NSW GOVERNMENT

PROJECT TITLE
CRITICAL INFRASTRUCTURE PROGRAM LORD HOWE ISLAND

SCALE CHECK 5 10

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www.lahznimmo.com

REVIEW	DIRECTOR SIGNATURE	DATE
TENDER		
CONST		

LOCATION **SOUTH ZONE**

TITLE
DEMOLITION PLAN

DRAWN	PLOT DATE	SCALE @A1
BG	6/8/2025	1:500
CHECKED	PROJECT NO.	DRAWING NO. / REV. NO
BC	24-05	A - D A - 1 1 . 1 3 / 04



1 PROPOSED SITE PLAN - SOUTH ZONE
1:500

REV	DESCRIPTION	DATE
01	ISSUE FOR INFORMATION	23/5/2025
02	DRAFT ISSUE	20/6/2025
03	QS BRIEFING PACK	26/6/2025
04	DRAFT 20% CONCEPT DESIGN ISSUE	6/8/2025

AMENDMENTS IN CURRENT REVISION (SHOWN CLOUDED ON DRAWINGS)

No.	AMENDMENT DESCRIPTION

TITLE | TITLE | TITLE

TITLE | TITLE | TITLE

LEGEND

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CLIENT
Department of Climate Change, Energy, the Environment and Water (DCCEEW), NSW National Parks and Wildlife (NPWS) Service with Lord Howe Island Board (LHIB)

NSW GOVERNMENT

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LOCATION: **SOUTH ZONE**

TITLE
PROPOSED SITE PLAN - WMF

DRAWN	PLOT DATE	SCALE @A1
BG	6/8/2025	1:500
CHECKED	PROJECT NO.	DRAWING NO. / REV. NO.
BC	24-05	A-DA-11.14 / 04

AIRPORT TERMINAL

WEATHER STATION SATELITE

EXISTING POTABLE WATER TANK

PERIMETER FENCE

EXISTING WEATHER STATION

PROPOSED LANDSCAPING

EMERGENCY VEHICLE ACCESS

IRRIGATION AREA

PROPOSED DOG KENNELS

PERIMETER FENCE

PERIMETER FENCE

1 A-DA-14.20

1 A-DA-14.30

PROPOSED NEW ACCESS ROAD TO FUEL BOWSERS + LANDSCAPING

FUEL BOWSER TANKS

ENTRY

PERIMETER FENCE

OLD LAGOON ROAD

LAGOON ROAD

TO LORD HOWE ISLAND JETTY + NORTH ZONE

ON

ACH

1

PROPOSED SITE PLAN - DOG KENNELS + FUEL BOWSER

1:500

REV	DESCRIPTION	DATE
01	ISSUE FOR INFORMATION	23/5/2025
02	DRAFT ISSUE	20/6/2025
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SCALE CHECK 5 10

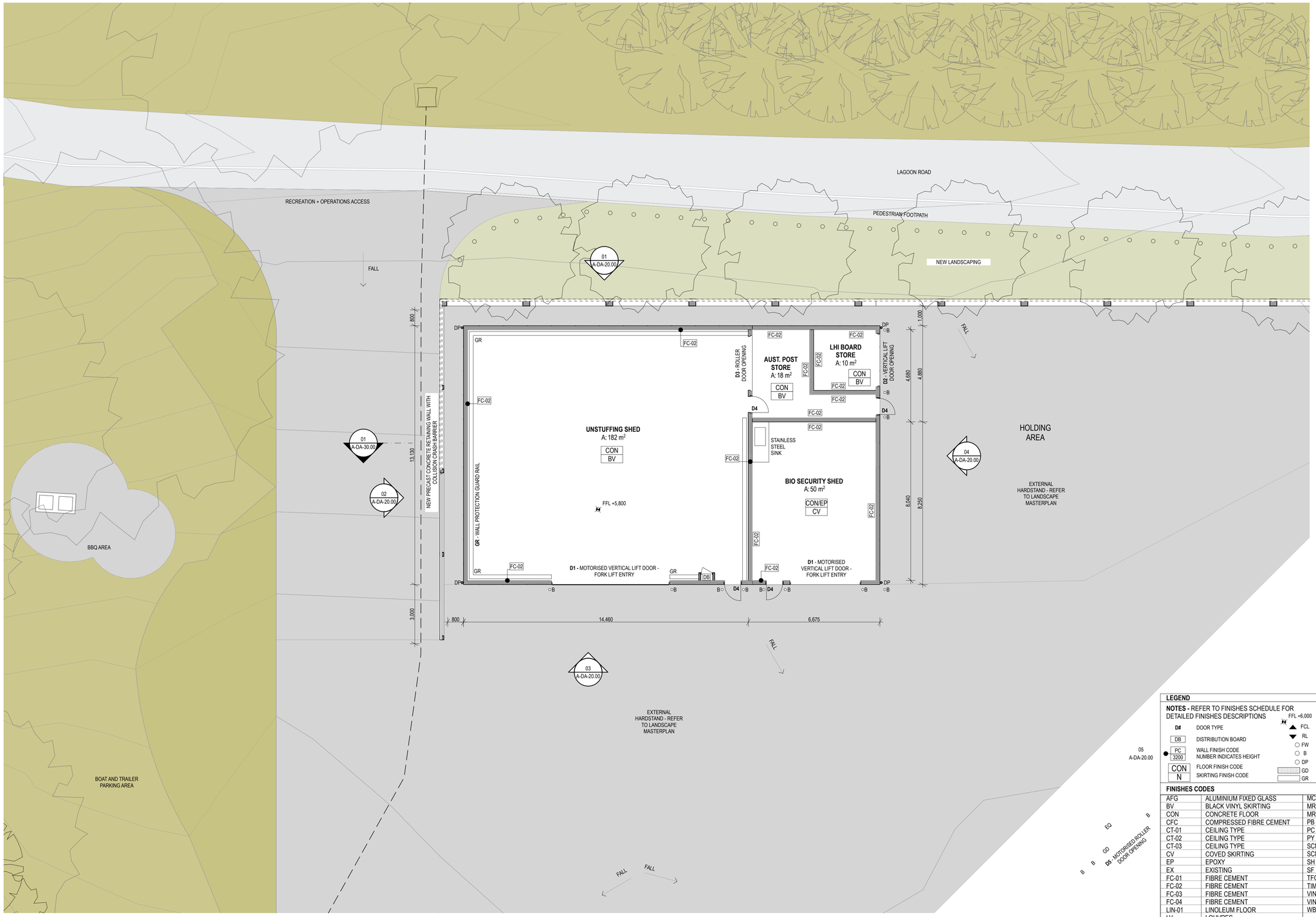
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LOCATION **SOUTH ZONE**

TITLE
PROPOSED SITE PLAN - DOG KENNELS + FUEL BOWSER

DRAWN	PLOT DATE	SCALE @A1
BG	6/8/2025	1:500
CHECKED	PROJECT NO.	DRAWING NO.	REV. NO
BC	24-05	A - D A - 1 1 . 1 5	04



1 **GROUND FLOOR PLAN - NORTH ZONE (UNSTUFFING + BIOSECURITY SHED)**
1:100

LEGEND

NOTES - REFER TO FINISHES SCHEDULE FOR DETAILED FINISHES DESCRIPTIONS

D#	DOOR TYPE	FFL +6,000	FINISH FLOOR LEVEL
DB	DISTRIBUTION BOARD	FCL	FINISHED CEILING LEVEL
PC / 3200	WALL FINISH CODE / NUMBER INDICATES HEIGHT	RL	RELATIVE LEVEL
		FW	FLOOR WASTE
		B	BOLLARD
		DP	DOWN PIPES
CON / N	FLOOR FINISH CODE / SKIRTING FINISH CODE	GD	GRATED DRAIN
		GR	GUARD RAIL

FINISHES CODES

AFG	ALUMINIUM FIXED GLASS	MC-01	METAL CLADDING
BV	BLACK VINYL SKIRTING	MR-01	METAL ROOF
CON	CONCRETE FLOOR	MR-02	METAL ROOF
CFC	COMPRESSED FIBRE CEMENT	PB	PLASTERBOARD
CT-01	CEILING TYPE	PC	PRECAST CONCRETE
CT-02	CEILING TYPE	PY	POLYCARBONATE
CT-03	CEILING TYPE	SCN-01	SCREEN
CV	COVED SKIRTING	SCN-02	SCREEN
EP	EPOXY	SH	SHADE COVER
EX	EXISTING	SF	SOFFIT
FC-01	FIBRE CEMENT	TFG	TIMBER FIXED GLASS
FC-02	FIBRE CEMENT	TIM-01	TIMBER
FC-03	FIBRE CEMENT	VIN-01	VINYL FLOOR
FC-04	FIBRE CEMENT	VIN-02	VINYL WALL
LIN-01	LINOLEUM FLOOR	WB-01	WEATHERBOARDS
LV	LOUVRES		

REV	DESCRIPTION	DATE
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PROJECT TITLE
CRITICAL INFRASTRUCTURE PROGRAM LORD HOWE ISLAND

SCALE CHECK 5 10

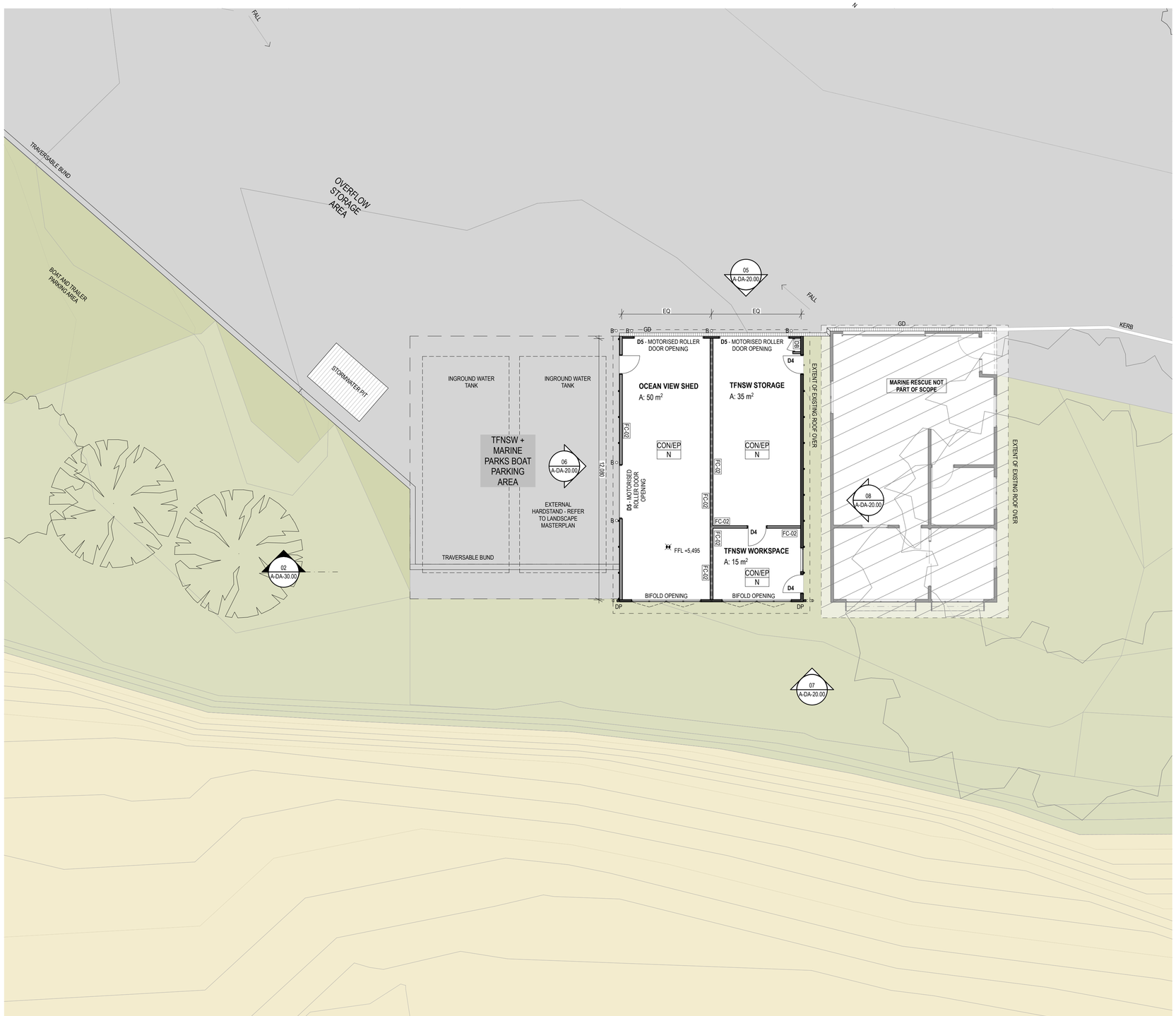
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LOCATION **NORTH ZONE**

TITLE
PLAN - UNSTUFFING + BIOSECURITY SHED

DRAWN	PLOT DATE	SCALE @A1
BG	6/8/2025	1:100
CHECKED	PROJECT NO.	DRAWING NO. / REV. NO
BC	24-05	A-DA-14.00 / 04



LEGEND

NOTES - REFER TO FINISHES SCHEDULE FOR DETAILED FINISHES DESCRIPTIONS

D#	DOOR TYPE
DB	DISTRIBUTION BOARD
PC 3200	WALL FINISH CODE NUMBER INDICATES HEIGHT
CON N	FLOOR FINISH CODE SKIRTING FINISH CODE

FFL +6,000	FINISH FLOOR LEVEL
FCL	FINISHED CEILING LEVEL
RL	RELATIVE LEVEL
FW	FLOOR WASTE
B	BOLLARD
DP	DOWN PIPES
GD	GRATED DRAIN
GR	GUARD RAIL

FINISHES CODES

AFG	ALUMINIUM FIXED GLASS	MC-01	METAL CLADDING
BV	BLACK VINYL SKIRTING	MR-01	METAL ROOF
CON	CONCRETE FLOOR	MR-02	METAL ROOF
CFC	COMPRESSED FIBRE CEMENT	PB	PLASTERBOARD
CT-01	CEILING TYPE	PC	PRECAST CONCRETE
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CT-03	CEILING TYPE	SCN-01	SCREEN
CV	COVED SKIRTING	SCN-02	SCREEN
EP	EPOXY	SH	SHADE COVER
EX	EXISTING	SF	SOFFIT
FC-01	FIBRE CEMENT	TFG	TIMBER FIXED GLASS
FC-02	FIBRE CEMENT	TIM-01	TIMBER
FC-03	FIBRE CEMENT	VIN-01	VINYL FLOOR
FC-04	FIBRE CEMENT	VIN-02	VINYL WALL
LIN-01	LINOLEUM FLOOR	WB-01	WEATHERBOARDS
LV	LOUVRES		

1 GROUND FLOOR PLAN - NORTH ZONE (OCEAN VIEW SHED)
1:100

REV	DESCRIPTION	DATE
01	ISSUE FOR INFORMATION	23/5/2025
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03	QS BRIEFING PACK	26/6/2025
04	DRAFT 20% CONCEPT DESIGN ISSUE	6/8/2025

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REVIEW	DIRECTOR SIGNATURE	DATE
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LOCATION **NORTH ZONE**

TITLE
PLAN - OCEAN VIEW SHED

DRAWN	PLOT DATE	SCALE @A1
BG	6/8/2025	1:100

CHECKED	PROJECT NO.	DRAWING NO.	REV. NO.
BC	24-05	A-DA-14.01	04



1 **GROUND FLOOR PLAN - NORTH ZONE (OLD CARGO SHED)**
1:100

LEGEND

NOTES - REFER TO FINISHES SCHEDULE FOR DETAILED FINISHES DESCRIPTIONS

D#	DOOR TYPE	FFL +6.000	FINISH FLOOR LEVEL
DB	DISTRIBUTION BOARD	FCL	FINISHED CEILING LEVEL
PC 3200	WALL FINISH CODE NUMBER INDICATES HEIGHT	RL	RELATIVE LEVEL
		FW	FLOOR WASTE
		B	BOLLARD
CON N	FLOOR FINISH CODE / SKIRTING FINISH CODE	DP	DOWN PIPES
		GD	GRATED DRAIN
		GR	GUARD RAIL

FINISHES CODES

AFG	ALUMINIUM FIXED GLASS	MC-01	METAL CLADDING
BV	BLACK VINYL SKIRTING	MR-01	METAL ROOF
CON	CONCRETE FLOOR	MR-02	METAL ROOF
CFC	COMPRESSED FIBRE CEMENT	PB	PLASTERBOARD
CT-01	CEILING TYPE	PC	PRECAST CONCRETE
CT-02	CEILING TYPE	PY	POLYCARBONATE
CT-03	CEILING TYPE	SCN-01	SCREEN
CV	COVED SKIRTING	SCN-02	SCREEN
EP	EPOXY	SH	SHADE COVER
EX	EXISTING	SF	SOFFIT
FC-01	FIBRE CEMENT	TFG	TIMBER FIXED GLASS
FC-02	FIBRE CEMENT	TIM-01	TIMBER
FC-03	FIBRE CEMENT	VIN-01	VINYL FLOOR
FC-04	FIBRE CEMENT	VIN-02	VINYL WALL
LIN-01	LINOLEUM FLOOR	WB-01	WEATHERBOARDS
LV	LOUVRES		

REV	DESCRIPTION	DATE
01	ISSUE FOR INFORMATION	23/5/2025
02	DRAFT ISSUE	20/6/2025
03	QS BRIEFING PACK	26/6/2025
04	DRAFT 20% CONCEPT DESIGN ISSUE	6/8/2025
05	RFT 2 ISSUE	29/8/2025

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SCALE CHECK 5 10

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REVIEW	DIRECTOR SIGNATURE	DATE
TENDER		
CONST		

LOCATION **NORTH ZONE**

TITLE
PLAN - OLD CARGO SHED

DRAWN	PLOT DATE	SCALE @A1
BG	28/1/2026	1:100

CHECKED	PROJECT NO.	DRAWING NO.	REV. NO
BC	24-05	A-DA-14.02	05



1 **ROOF PLAN - NORTH ZONE (UNSTUFFING + BIOSECURITY SHED)**
1:100

LEGEND

NOTES - REFER TO FINISHES SCHEDULE FOR DETAILED FINISHES DESCRIPTIONS

D#	DOOR TYPE	FFL +6,000	FINISH FLOOR LEVEL
DB	DISTRIBUTION BOARD	FCL	FINISHED CEILING LEVEL
PC 3200	WALL FINISH CODE NUMBER INDICATES HEIGHT	RL	RELATIVE LEVEL
		FW	FLOOR WASTE
		B	BOLLARD
		DP	DOWN PIPES
CON N	FLOOR FINISH CODE SKIRTING FINISH CODE	GD	GRATED DRAIN
		GR	GUARD RAIL

FINISHES CODES

AFG	ALUMINIUM FIXED GLASS	MC-01	METAL CLADDING
BV	BLACK VINYL SKIRTING	MR-01	METAL ROOF
CON	CONCRETE FLOOR	MR-02	METAL ROOF
CFC	COMPRESSED FIBRE CEMENT	PB	PLASTERBOARD
CT-01	CEILING TYPE	PC	PRECAST CONCRETE
CT-02	CEILING TYPE	PY	POLYCARBONATE
CT-03	CEILING TYPE	SCN-01	SCREEN
CV	COVED SKIRTING	SCN-02	SCREEN
EP	EPOXY	SH	SHADE COVER
EX	EXISTING	SF	SOFFIT
FC-01	FIBRE CEMENT	TFG	TIMBER FIXED GLASS
FC-02	FIBRE CEMENT	TIM-01	TIMBER
FC-03	FIBRE CEMENT	VIN-01	VINYL FLOOR
FC-04	FIBRE CEMENT	VIN-02	VINYL WALL
LIN-01	LINOLEUM FLOOR	WB-01	WEATHERBOARDS
LV	LOUVRES		

REV	DESCRIPTION	DATE
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04	DRAFT 20% CONCEPT DESIGN ISSUE	6/8/2025

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LOCATION **NORTH ZONE**

TITLE **ROOF PLAN - UNSTUFFING + BIOSECURITY SHED**

DRAWN	PLOT DATE	SCALE @A1
BG	6/8/2025	1:100

CHECKED	PROJECT NO.	DRAWING NO.	REV. NO
BC	24-05	A - D A - 1 4 . 0 3	04



1 **ROOF PLAN - NORTH ZONE (OCEAN VIEW SHED)**
1:100

LEGEND

NOTES - REFER TO FINISHES SCHEDULE FOR DETAILED FINISHES DESCRIPTIONS

D#	DOOR TYPE	FFL +6.000	FINISH FLOOR LEVEL
DB	DISTRIBUTION BOARD	FCL	FINISHED CEILING LEVEL
PC 3200	WALL FINISH CODE NUMBER INDICATES HEIGHT	RL	RELATIVE LEVEL
		FW	FLOOR WASTE
		B	BOLLARD
		DP	DOWN PIPES
CON N	FLOOR FINISH CODE SKIRTING FINISH CODE	GD	GRATED DRAIN
		GR	GUARD RAIL

FINISHES CODES

AFG	ALUMINIUM FIXED GLASS	MC-01	METAL CLADDING
BV	BLACK VINYL SKIRTING	MR-01	METAL ROOF
CON	CONCRETE FLOOR	MR-02	METAL ROOF
CFC	COMPRESSED FIBRE CEMENT	PB	PLASTERBOARD
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CT-03	CEILING TYPE	SCN-01	SCREEN
CV	COVED SKIRTING	SCN-02	SCREEN
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FC-03	FIBRE CEMENT	VIN-01	VINYL FLOOR
FC-04	FIBRE CEMENT	VIN-02	VINYL WALL
LIN-01	LINOLEUM FLOOR	WB-01	WEATHERBOARDS
LV	LOUVRES		

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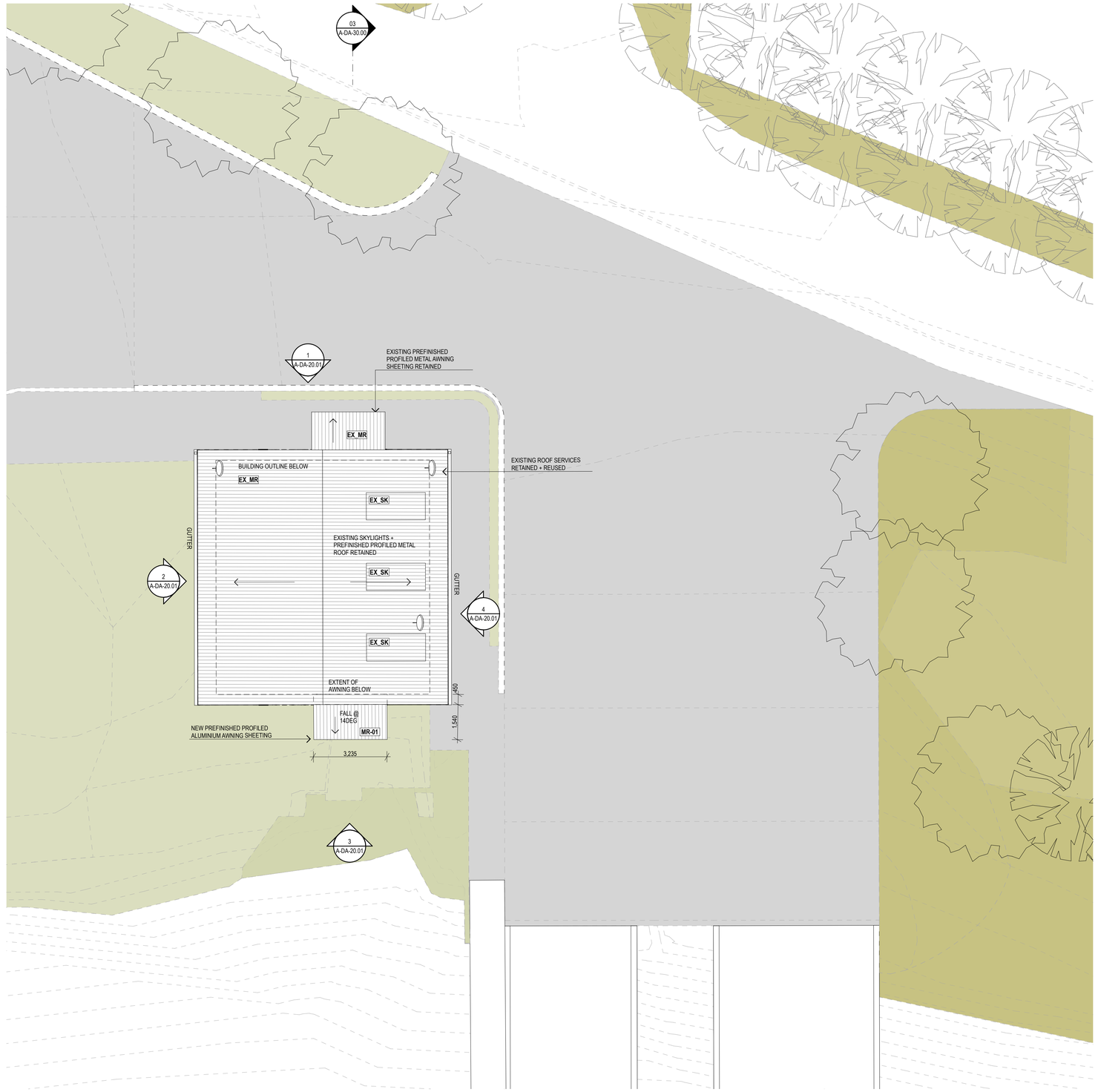
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LOCATION **NORTH ZONE**

TITLE
ROOF PLAN - OCEAN VIEW SHED

DRAWN	PLOT DATE	SCALE @A1
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1 ROOF PLAN - NORTH ZONE (OLD CARGO SHED)
1:100

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CON N	FLOOR FINISH CODE SKIRTING FINISH CODE	DP	DOWN PIPES
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FINISHES CODES

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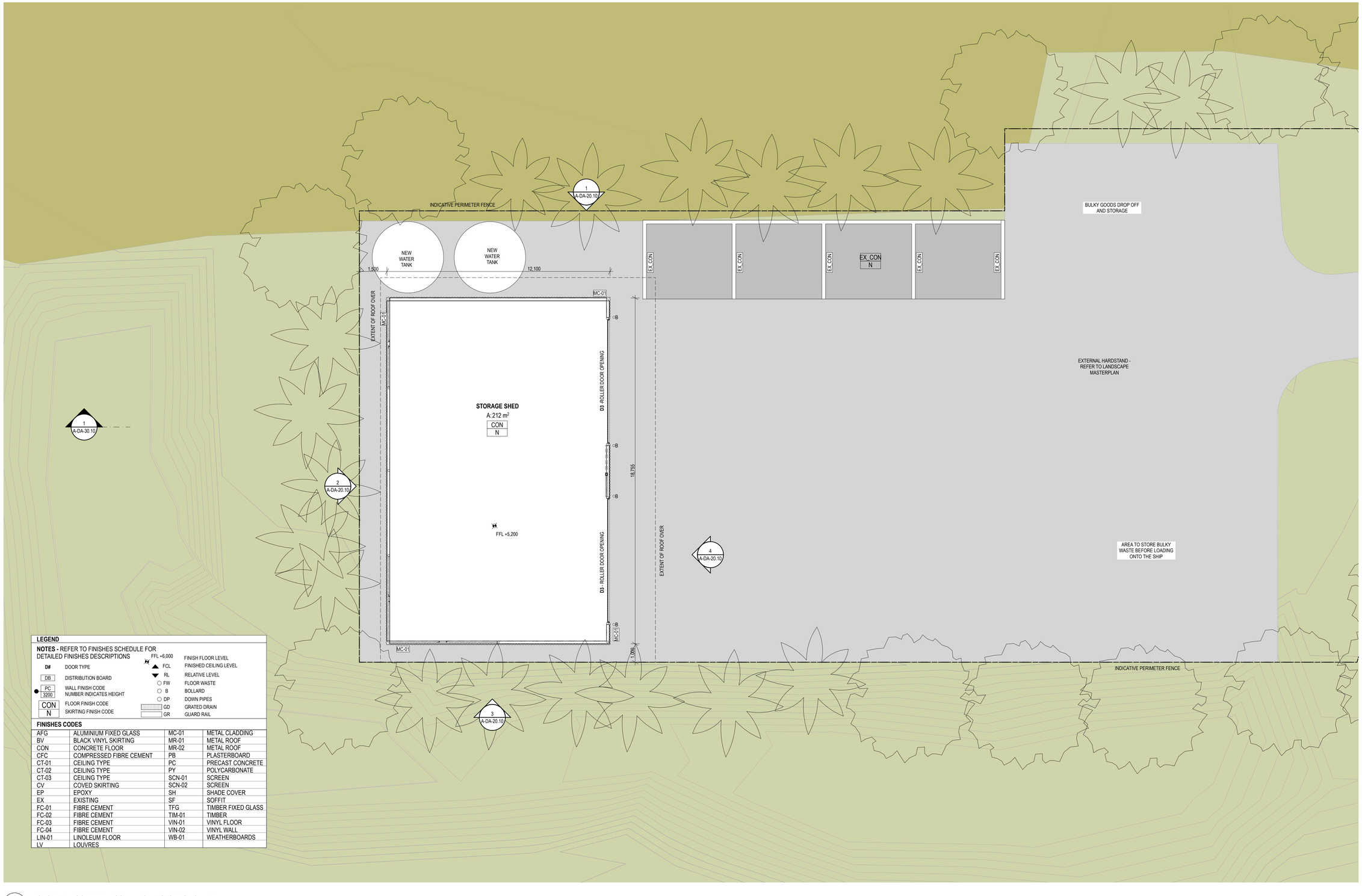
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LOCATION **NORTH ZONE**

TITLE
ROOF PLAN - OLD CARGO SHED

DRAWN	PLOT DATE	SCALE @A1
BG	6/8/2025	1:100

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		GR	GUARD RAIL

FINISHES CODES

AFG	ALUMINIUM FIXED GLASS	MC-01	METAL CLADDING
BV	BLACK VINYL SKIRTING	MR-01	METAL ROOF
CON	CONCRETE FLOOR	MR-02	METAL ROOF
CFC	COMPRESSED FIBRE CEMENT	PB	PLASTERBOARD
CT-01	CEILING TYPE	PC	PRECAST CONCRETE
CT-02	CEILING TYPE	PY	POLYCARBONATE
CT-03	CEILING TYPE	SCN-01	SCREEN
CV	COVED SKIRTING	SCN-02	SCREEN
EP	EPOXY	SH	SHADE COVER
EX	EXISTING	SF	SOFFIT
FC-01	FIBRE CEMENT	TFG	TIMBER FIXED GLASS
FC-02	FIBRE CEMENT	TIM-01	TIMBER
FC-03	FIBRE CEMENT	VIN-01	VINYL FLOOR
FC-04	FIBRE CEMENT	VIN-02	VINYL WALL
LIN-01	LINOLEUM FLOOR	WB-01	WEATHERBOARDS
LV	LOUVRES		

1 **GROUND FLOOR PLAN - SOUTH ZONE (STORAGE SHED)**
1:100

REV	DESCRIPTION	DATE
01	ISSUE FOR INFORMATION	23/5/2025
02	DRAFT ISSUE	20/6/2025
03	QS BRIEFING PACK	26/6/2025
04	DRAFT 20% CONCEPT DESIGN ISSUE	6/8/2025

AMENDMENTS IN CURRENT REVISION (SHOWN CLOUDED ON DRAWINGS)

No.	AMENDMENT DESCRIPTION

TITLE | TITLE | TITLE

TITLE | TITLE | TITLE

LEGEND

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CLIENT
Department of Climate Change, Energy, the Environment and Water (DCCEEW), NSW National Parks and Wildlife (NPWS) Service with Lord Howe Island Board (LHIB)

NSW GOVERNMENT

PROJECT TITLE
CRITICAL INFRASTRUCTURE PROGRAM LORD HOWE ISLAND

SCALE CHECK 5 10

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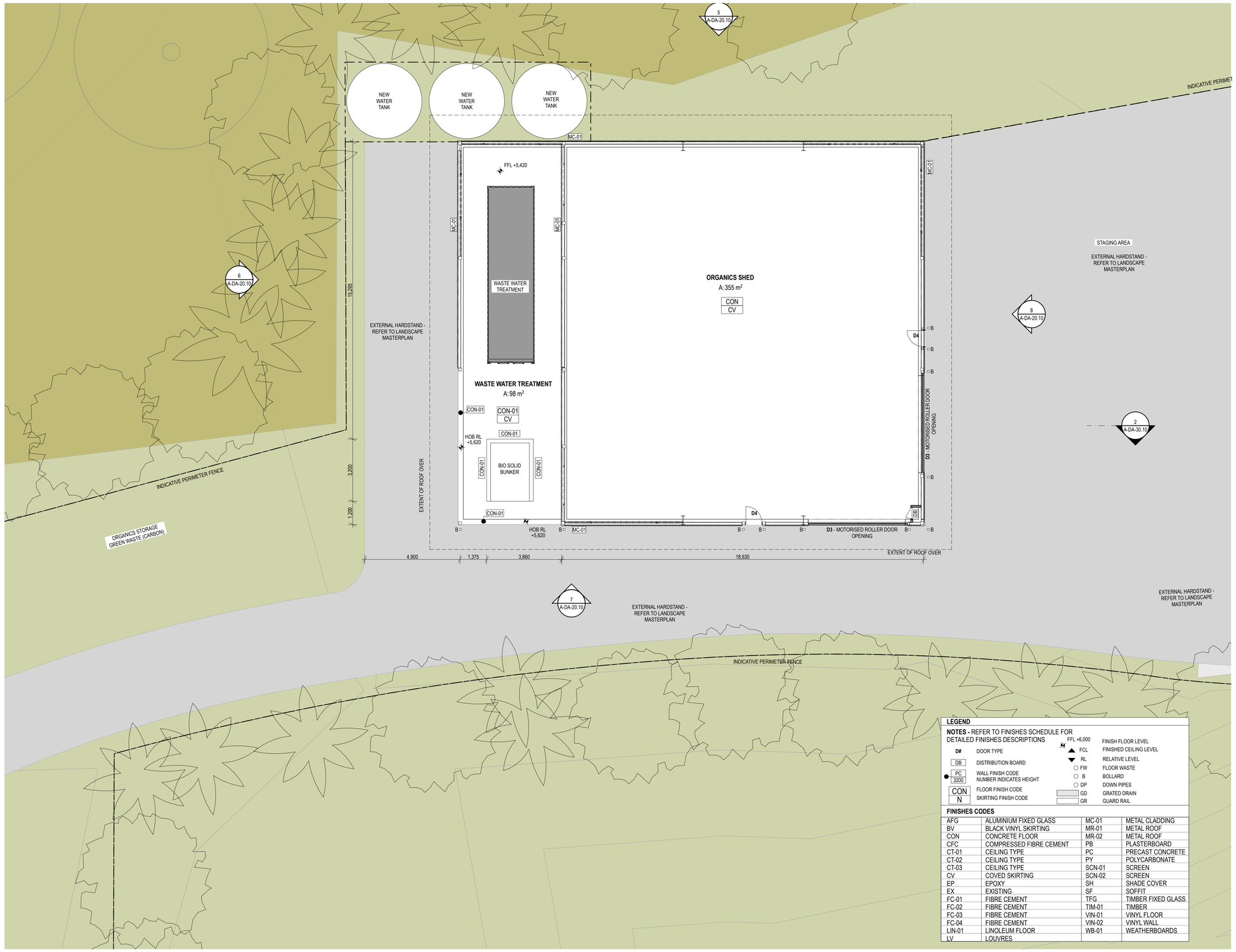
REVIEW	DIRECTOR SIGNATURE	DATE
TENDER		
CONST		

LOCATION **SOUTH ZONE**

TITLE
GROUND FLOOR PLAN - STORAGE SHED

DRAWN	PLOT DATE	SCALE @A1
BG	6/8/2025	1:100

CHECKED	PROJECT NO.	DRAWING NO.	REV. NO
BC	24-05	A - D A - 1 4 . 1 0	04



LEGEND

NOTES - REFER TO FINISHES SCHEDULE FOR DETAILED FINISHES DESCRIPTIONS

D#	DOOR TYPE	FFL +6,000	FINISH FLOOR LEVEL
DB	DISTRIBUTION BOARD	FCL	FINISHED CEILING LEVEL
PC 3200	WALL FINISH CODE NUMBER INDICATES HEIGHT	RL	RELATIVE LEVEL
		FW	FLOOR WASTE
		B	BOLLARD
		DP	DOWN PIPES
CON N	FLOOR FINISH CODE SKIRTING FINISH CODE	GD	GRATED DRAIN
		GR	GUARD RAIL

FINISHES CODES

AFG	ALUMINIUM FIXED GLASS	MC-01	METAL CLADDING
BV	BLACK VINYL SKIRTING	MR-01	METAL ROOF
CON	CONCRETE FLOOR	MR-02	METAL ROOF
CFC	COMPRESSED FIBRE CEMENT	PB	PLASTERBOARD
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CT-03	CEILING TYPE	SCN-01	SCREEN
CV	COVED SKIRTING	SCN-02	SCREEN
EP	EPOXY	SH	SHADE COVER
EX	EXISTING	SF	SOFFIT
FC-01	FIBRE CEMENT	TFG	TIMBER FIXED GLASS
FC-02	FIBRE CEMENT	TIM-01	TIMBER
FC-03	FIBRE CEMENT	VIN-01	VINYL FLOOR
FC-04	FIBRE CEMENT	VIN-02	VINYL WALL
LIN-01	LINOLEUM FLOOR	WB-01	WEATHERBOARDS
LV	LOUVRES		

1 GROUND FLOOR PLAN - SOUTH ZONE (ORGANICS SHED)
1:100

REV	DESCRIPTION	DATE
01	ISSUE FOR INFORMATION	23/5/2025
02	ISSUE FOR INFORMATION	17/6/2025
03	DRAFT ISSUE	20/6/2025
04	QS BRIEFING PACK	26/6/2025
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AMENDMENTS IN CURRENT REVISION (SHOWN CLOUDED ON DRAWINGS)

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PROJECT TITLE
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SCALE CHECK 5 10

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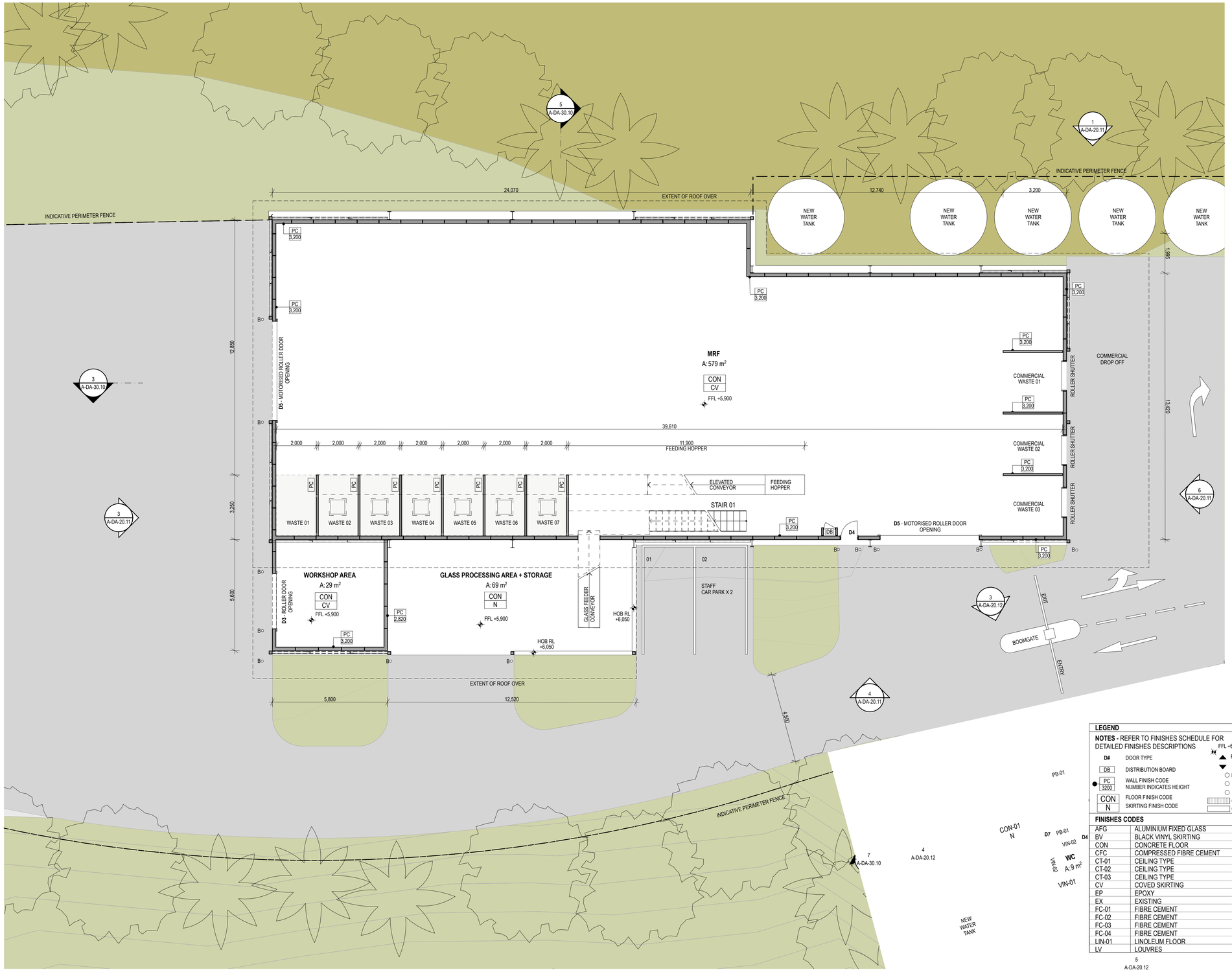
REVIEW	DIRECTOR SIGNATURE	DATE
TENDER		
CONST		

LOCATION: **SOUTH ZONE**

TITLE
GROUND FLOOR PLAN - ORGANICS SHED

DRAWN	PLOT DATE	SCALE @A1
BG	6/8/2025	1:100

CHECKED	PROJECT NO.	DRAWING NO.	REV. NO.
BC	24-05	A-DA-14.11	05



1 **GROUND FLOOR PLAN - SOUTH ZONE (MRF + RECEPTION)**
1:100

LEGEND

NOTES - REFER TO FINISHES SCHEDULE FOR DETAILED FINISHES DESCRIPTIONS

D#	DOOR TYPE	FFL +6,000	FINISH FLOOR LEVEL
DB	DISTRIBUTION BOARD	FCL	FINISHED CEILING LEVEL
PC 3200	WALL FINISH CODE NUMBER INDICATES HEIGHT	RL	RELATIVE LEVEL
		FW	FLOOR WASTE
		B	BOLLARD
		DP	DOWN PIPES
CON N	FLOOR FINISH CODE SKIRTING FINISH CODE	GD	GRATED DRAIN
		GR	GUARD RAIL

FINISHES CODES

AFG	ALUMINIUM FIXED GLASS	MC-01	METAL CLADDING
BV	BLACK VINYL SKIRTING	MR-01	METAL ROOF
CON	CONCRETE FLOOR	MR-02	METAL ROOF
CFC	COMPRESSED FIBRE CEMENT	PB	PLASTERBOARD
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EX	EXISTING	SF	SOFFIT
FC-01	FIBRE CEMENT	TFG	TIMBER FIXED GLASS
FC-02	FIBRE CEMENT	TIM-01	TIMBER
FC-03	FIBRE CEMENT	VIN-01	VINYL FLOOR
FC-04	FIBRE CEMENT	VIN-02	VINYL WALL
LIN-01	LINOLEUM FLOOR	WB-01	WEATHERBOARDS
LV	LOUVRES		

REV	DESCRIPTION	DATE
01	ISSUE FOR INFORMATION	23/5/2025
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No.	AMENDMENT DESCRIPTION

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TITLE | TITLE | TITLE

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NSW GOVERNMENT

PROJECT TITLE
CRITICAL INFRASTRUCTURE PROGRAM LORD HOWE ISLAND

SCALE CHECK 5 10

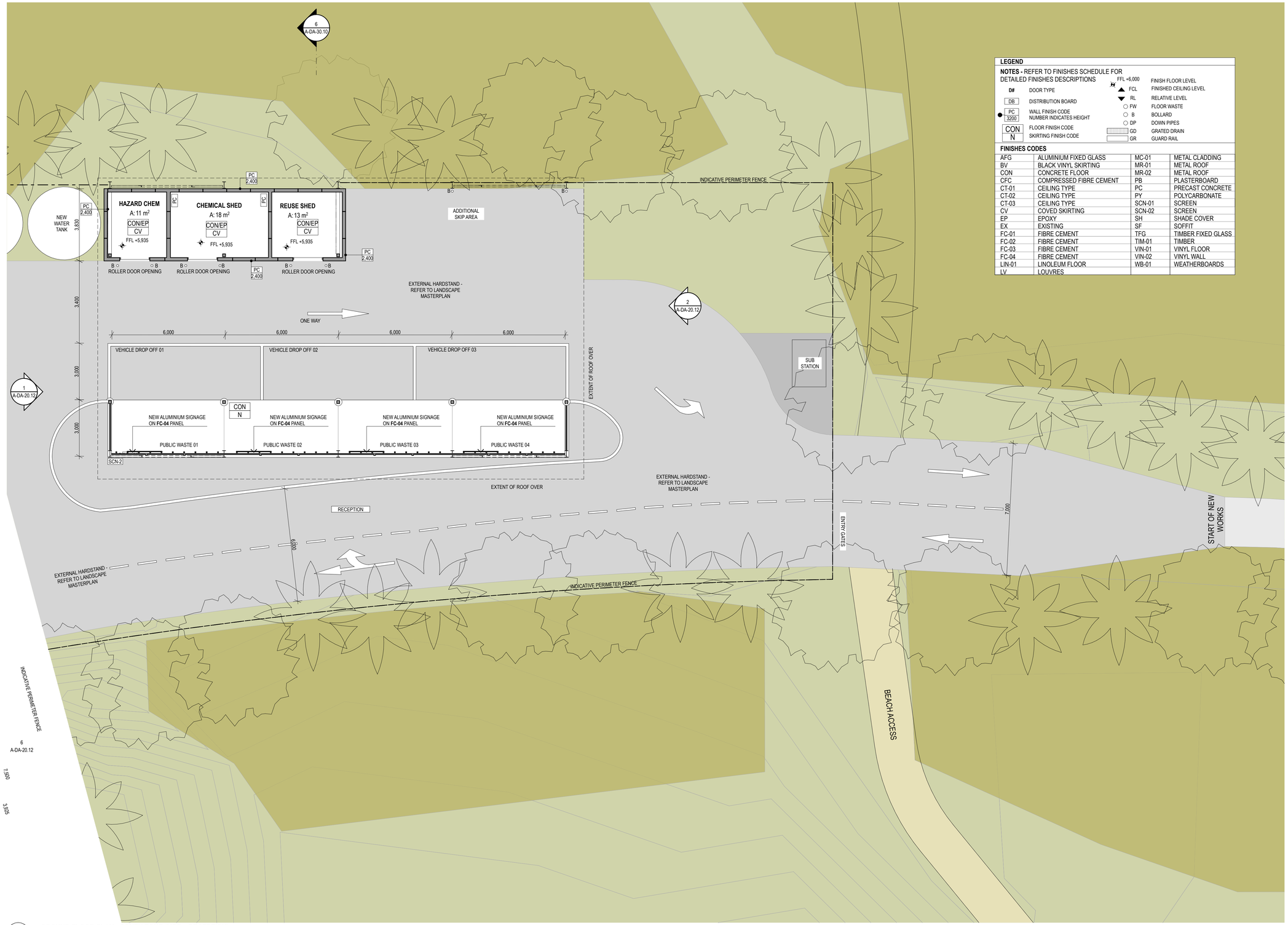
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TENDER		
CONST		

LOCATION **SOUTH ZONE**

TITLE
GROUND FLOOR PLAN - MRF

DRAWN	PLOT DATE	SCALE @A1
BG	6/8/2025	1:100
CHECKED	PROJECT NO.	DRAWING NO.	REV. NO
BC	24-05	A-DA-14.12	05



LEGEND

NOTES - REFER TO FINISHES SCHEDULE FOR DETAILED FINISHES DESCRIPTIONS

D#	DOOR TYPE	FFL +6,000	FINISH FLOOR LEVEL
DB	DISTRIBUTION BOARD	FCL	FINISHED CEILING LEVEL
PC / 3200	WALL FINISH CODE / NUMBER INDICATES HEIGHT	RL	RELATIVE LEVEL
		FW	FLOOR WASTE
		B	BOLLARD
CON / N	FLOOR FINISH CODE / SKIRTING FINISH CODE	DP	DOWN PIPES
		GD	GRATED DRAIN
		GR	GUARD RAIL

FINISHES CODES

AFG	ALUMINIUM FIXED GLASS	MC-01	METAL CLADDING
BV	BLACK VINYL SKIRTING	MR-01	METAL ROOF
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FC-04	FIBRE CEMENT	VIN-02	VINYL WALL
LIN-01	LINOLEUM FLOOR	WB-01	WEATHERBOARDS
LV	LOUVRES		

1 GROUND FLOOR PLAN - SOUTH ZONE (MRF + RECEPTION)
1:100

REV	DESCRIPTION	DATE
01	ISSUE FOR INFORMATION	23/5/2025
02	DRAFT ISSUE	20/6/2025
03	QS BRIEFING PACK	26/6/2025
04	DRAFT 20% CONCEPT DESIGN ISSUE	6/8/2025

AMENDMENTS IN CURRENT REVISION (SHOWN CLOUDED ON DRAWINGS)

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TITLE | TITLE | TITLE

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LEGEND

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NSW GOVERNMENT

PROJECT TITLE
CRITICAL INFRASTRUCTURE PROGRAM LORD HOWE ISLAND

SCALE CHECK 5 10

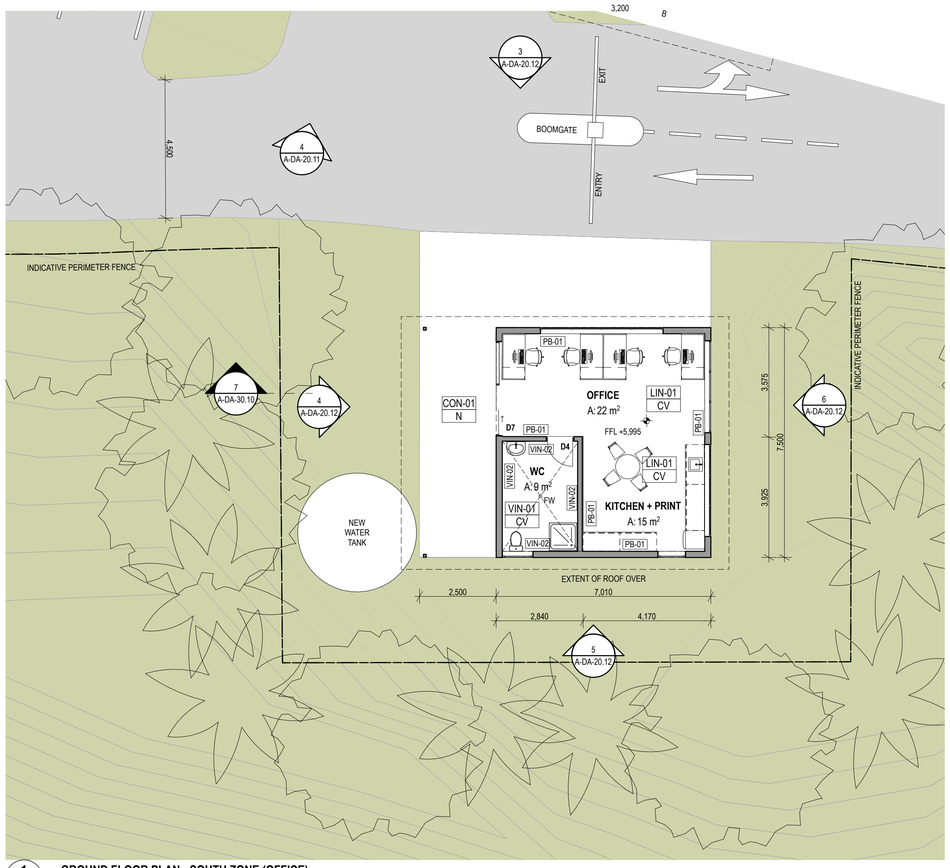
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TENDER		
CONST		

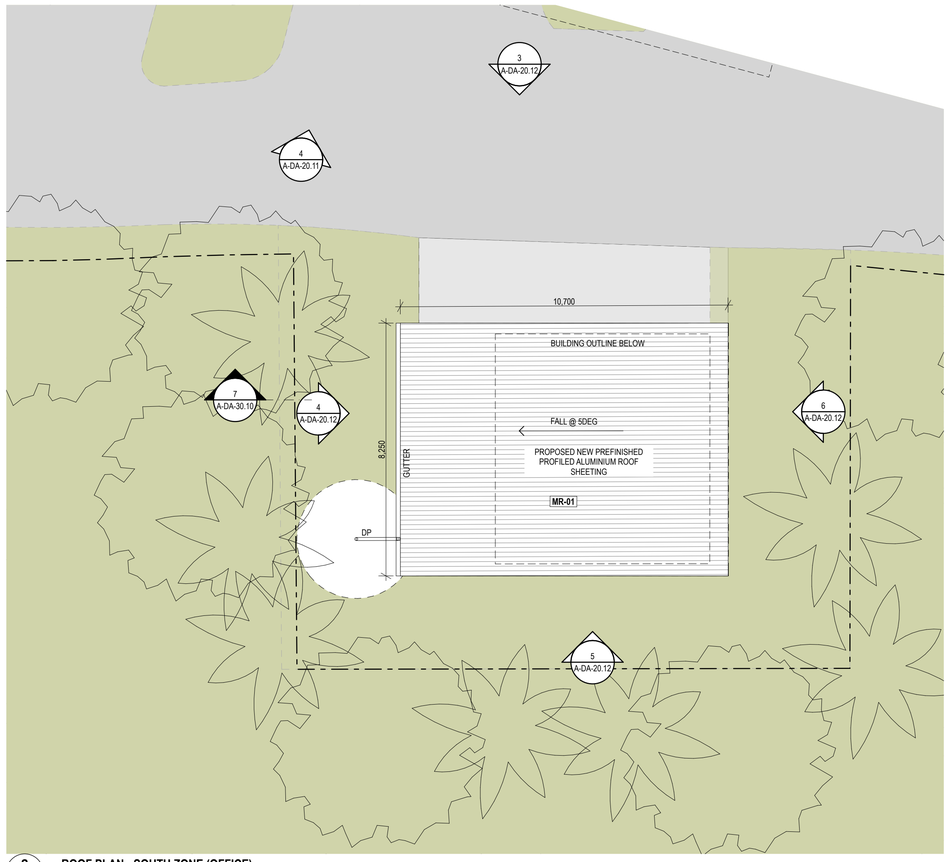
LOCATION **SOUTH ZONE**

TITLE
GROUND FLOOR PLAN - RECEPTION

DRAWN	PLOT DATE	SCALE @A1
BG	6/8/2025	1:100
CHECKED	PROJECT NO.	DRAWING NO. / REV. NO
BC	24-05	A - D A - 1 4 . 1 3 / 04



1 GROUND FLOOR PLAN - SOUTH ZONE (OFFICE)
1:100



2 ROOF PLAN - SOUTH ZONE (OFFICE)
1:100

LEGEND

NOTES - REFER TO FINISHES SCHEDULE FOR DETAILED FINISHES DESCRIPTIONS

D#	DOOR TYPE	FFL +6.000	FINISH FLOOR LEVEL
DB	DISTRIBUTION BOARD	FCL	FINISHED CEILING LEVEL
PC 3200	WALL FINISH CODE NUMBER INDICATES HEIGHT	RL	RELATIVE LEVEL
		FW	FLOOR WASTE
		B	BOLLARD
		DP	DOWN PIPES
CON N	FLOOR FINISH CODE SKIRTING FINISH CODE	GD	GRATED DRAIN
		GR	GUARD RAIL

FINISHES CODES

AFG	ALUMINIUM FIXED GLASS	MC-01	METAL CLADDING
BV	BLACK VINYL SKIRTING	MR-01	METAL ROOF
CON	CONCRETE FLOOR	MR-02	METAL ROOF
CFC	COMPRESSED FIBRE CEMENT	PB	PLASTERBOARD
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LIN-01	LINOLEUM FLOOR	WB-01	WEATHERBOARDS
LV	LOUVRES		

REV	DESCRIPTION	DATE
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No.	AMENDMENT DESCRIPTION

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TITLE | TITLE | TITLE

LEGEND

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NSW GOVERNMENT

PROJECT TITLE
CRITICAL INFRASTRUCTURE PROGRAM LORD HOWE ISLAND

SCALE CHECK 5 10

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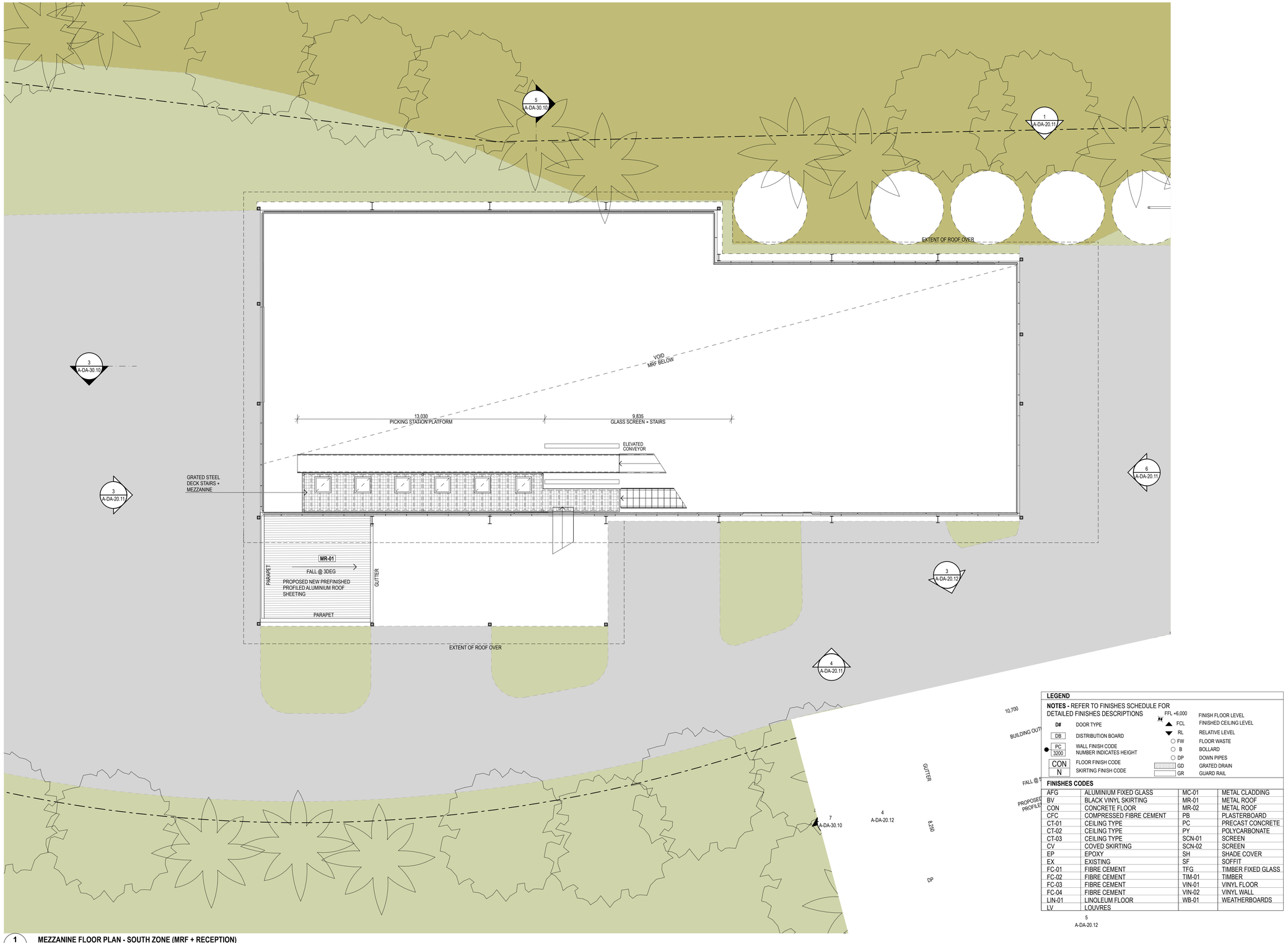
REVIEW	DIRECTOR SIGNATURE	DATE
TENDER		
CONST		

LOCATION: **SOUTH ZONE**

TITLE
GROUND + ROOF PLAN - OFFICE

DRAWN	PLOT DATE	SCALE @A1
BG	6/8/2025	1:100

CHECKED	PROJECT NO.	DRAWING NO.	REV. NO
BC	24-05	A - D A - 1 4 . 1 4	04



LEGEND

NOTES - REFER TO FINISHES SCHEDULE FOR DETAILED FINISHES DESCRIPTIONS

D#	DOOR TYPE	FFL +6,000	FINISH FLOOR LEVEL
DB	DISTRIBUTION BOARD	FCL	FINISHED CEILING LEVEL
PC / 3200	WALL FINISH CODE / NUMBER INDICATES HEIGHT	RL	RELATIVE LEVEL
		FW	FLOOR WASTE
		B	BOLLARD
		DP	DOWN PIPES
CON / N	FLOOR FINISH CODE / SKIRTING FINISH CODE	GD	GRATED DRAIN
		GR	GUARD RAIL

FINISHES CODES

AFG	ALUMINIUM FIXED GLASS	MC-01	METAL CLADDING
BV	BLACK VINYL SKIRTING	MR-01	METAL ROOF
CON	CONCRETE FLOOR	MR-02	METAL ROOF
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FC-03	FIBRE CEMENT	VIN-01	VINYL FLOOR
FC-04	FIBRE CEMENT	VIN-02	VINYL WALL
LIN-01	LINOLEUM FLOOR	WB-01	WEATHERBOARDS
LV	LOUVRES		

1 MEZZANINE FLOOR PLAN - SOUTH ZONE (MRF + RECEPTION)

1:100

REV	DESCRIPTION	DATE
01	ISSUE FOR INFORMATION	23/5/2025
02	ISSUE FOR INFORMATION	17/6/2025
03	DRAFT ISSUE	20/6/2025
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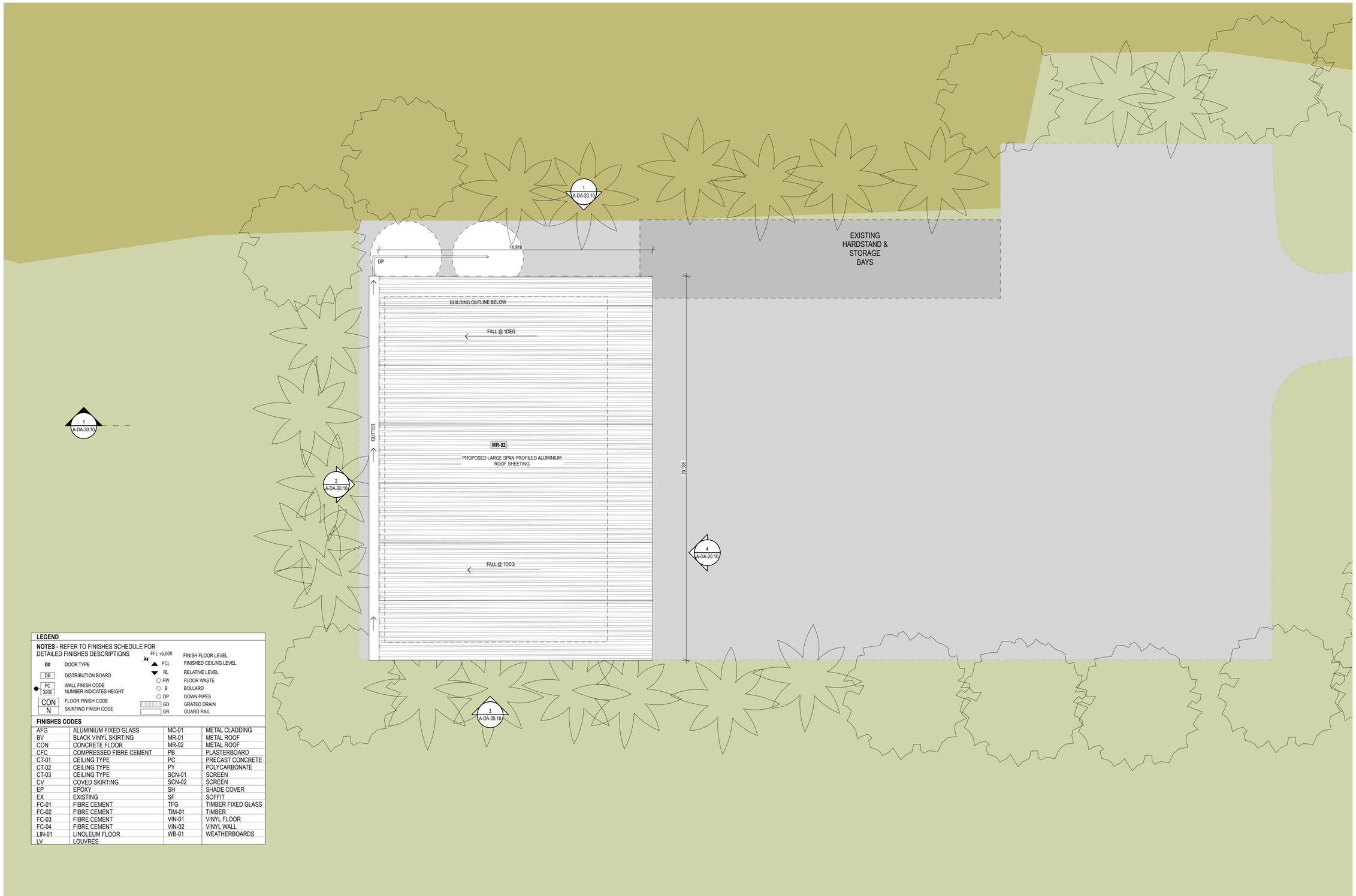
REVIEW	DIRECTOR SIGNATURE	DATE
TENDER		
CONST		

LOCATION **SOUTH ZONE**

TITLE
MEZZANINE FLOOR PLAN - MRF

DRAWN	PLOT DATE	SCALE @A1
BG	6/8/2025	1:100

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BC	24-05	A - D A - 1 4 . 1 5	05



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		DP	DOWN PIPES
CON N	FLOOR FINISH CODE SKIRTING FINISH CODE	GD	GRATED DRAIN
		GR	GUARD RAIL

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FC-04	FIBRE CEMENT	VIN-02	VINYL WALL
LIN-01	LINOLEUM FLOOR	WB-01	WEATHERBOARDS
LV	LOUVRES		

1 ROOF PLAN - SOUTH ZONE (STORAGE SHED)

1:100

REV	DESCRIPTION	DATE
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SCALE CHECK 5 10

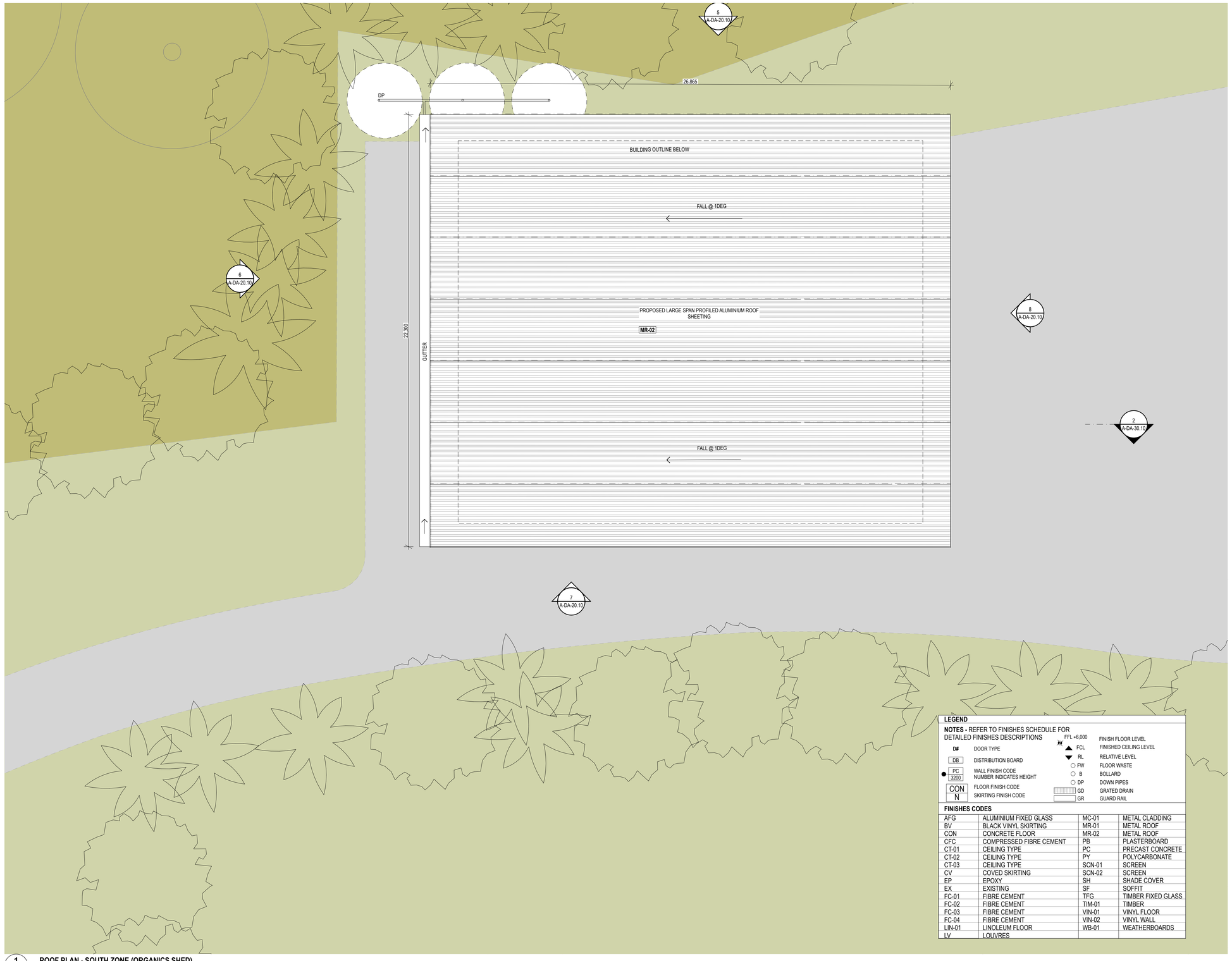
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REVIEW	DIRECTOR SIGNATURE	DATE
TENDER		
CONST		

LOCATION: **SOUTH ZONE**

TITLE
ROOF PLAN - STORAGE SHED

DRAWN	PLOT DATE	SCALE @A1
BG	6/8/2025	1:100
CHECKED	PROJECT NO.	DRAWING NO.	REV. NO.
BC	24-05	A - D A - 1 4 . 1 6	04



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		DP	DOWN PIPES
		GD	GRATED DRAIN
		GR	GUARD RAIL

FINISHES CODES

AFG	ALUMINIUM FIXED GLASS	MC-01	METAL CLADDING
BV	BLACK VINYL SKIRTING	MR-01	METAL ROOF
CON	CONCRETE FLOOR	MR-02	METAL ROOF
CFC	COMPRESSED FIBRE CEMENT	PB	PLASTERBOARD
CT-01	CEILING TYPE	PC	PRECAST CONCRETE
CT-02	CEILING TYPE	PY	POLYCARBONATE
CT-03	CEILING TYPE	SCN-01	SCREEN
CV	COVED SKIRTING	SCN-02	SCREEN
EP	EPOXY	SH	SHADE COVER
EX	EXISTING	SF	SOFFIT
FC-01	FIBRE CEMENT	TFG	TIMBER FIXED GLASS
FC-02	FIBRE CEMENT	TIM-01	TIMBER
FC-03	FIBRE CEMENT	VIN-01	VINYL FLOOR
FC-04	FIBRE CEMENT	VIN-02	VINYL WALL
LIN-01	LINOLEUM FLOOR	WB-01	WEATHERBOARDS
LV	LOUVRES		

1 **ROOF PLAN - SOUTH ZONE (ORGANICS SHED)**
1:100

REV	DESCRIPTION	DATE
01	ISSUE FOR INFORMATION	23/5/2025
02	ISSUE FOR INFORMATION	17/6/2025
03	DRAFT ISSUE	20/6/2025
04	QS BRIEFING PACK	26/6/2025
05	DRAFT 20% CONCEPT DESIGN ISSUE	6/8/2025

AMENDMENTS IN CURRENT REVISION (SHOWN CLOUDED ON DRAWINGS)

No.	AMENDMENT DESCRIPTION

TITLE | TITLE | TITLE

TITLE | TITLE | TITLE

LEGEND

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CLIENT
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NSW GOVERNMENT

PROJECT TITLE
CRITICAL INFRASTRUCTURE PROGRAM LORD HOWE ISLAND

SCALE CHECK 5 10

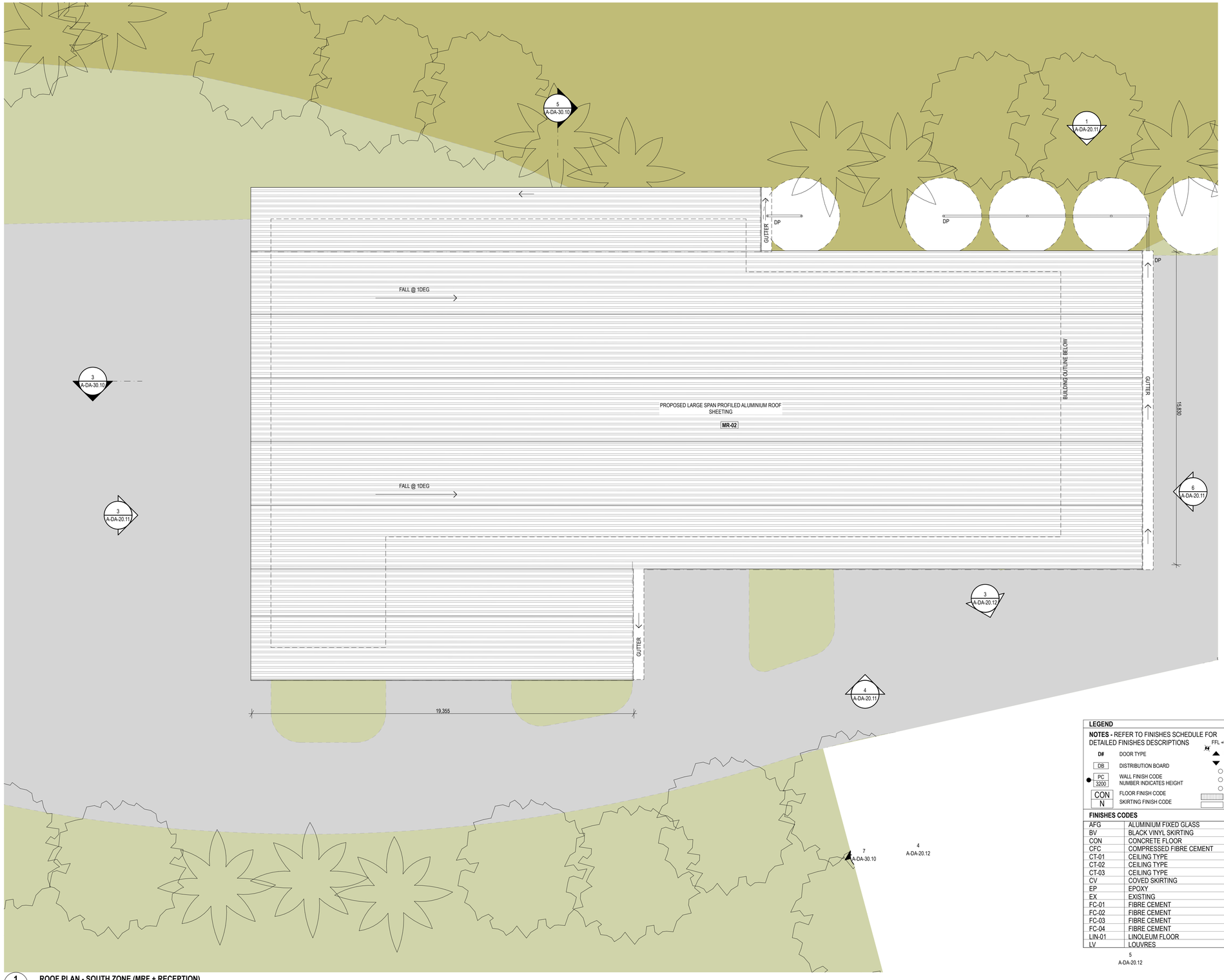
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REVIEW	DIRECTOR SIGNATURE	DATE
TENDER		
CONST		

LOCATION **SOUTH ZONE**

TITLE
ROOF PLAN - ORGANICS SHED

DRAWN	PLOT DATE	SCALE @A1
BG	6/8/2025	1:100
CHECKED	PROJECT NO.	DRAWING NO.	REV. NO.
BC	24-05	A-DA-14.17	05



LEGEND

NOTES - REFER TO FINISHES SCHEDULE FOR DETAILED FINISHES DESCRIPTIONS

D#	DOOR TYPE	FFL +6,000	FINISH FLOOR LEVEL
DB	DISTRIBUTION BOARD	FCL	FINISHED CEILING LEVEL
PC 3200	WALL FINISH CODE NUMBER INDICATES HEIGHT	RL	RELATIVE LEVEL
		FW	FLOOR WASTE
		B	BOLLARD
		DP	DOWN PIPES
CON N	FLOOR FINISH CODE SKIRTING FINISH CODE	GD	GRATED DRAIN
		GR	GUARD RAIL

FINISHES CODES

AFG	ALUMINIUM FIXED GLASS	MC-01	METAL CLADDING
BV	BLACK VINYL SKIRTING	MR-01	METAL ROOF
CON	CONCRETE FLOOR	MR-02	METAL ROOF
CFC	COMPRESSED FIBRE CEMENT	PB	PLASTERBOARD
CT-01	CEILING TYPE	PC	PRECAST CONCRETE
CT-02	CEILING TYPE	PY	POLYCARBONATE
CT-03	CEILING TYPE	SCN-01	SCREEN
CV	COVED SKIRTING	SCN-02	SCREEN
EP	EPOXY	SH	SHADE COVER
EX	EXISTING	SF	SOFFIT
FC-01	FIBRE CEMENT	TFG	TIMBER FIXED GLASS
FC-02	FIBRE CEMENT	TIM-01	TIMBER
FC-03	FIBRE CEMENT	VIN-01	VINYL FLOOR
FC-04	FIBRE CEMENT	VIN-02	VINYL WALL
LIN-01	LINOLEUM FLOOR	WB-01	WEATHERBOARDS
LV	LOUVRES		

1 ROOF PLAN - SOUTH ZONE (MRF + RECEPTION)

1:100

REV	DESCRIPTION	DATE
01	ISSUE FOR INFORMATION	23/5/2025
02	ISSUE FOR INFORMATION	17/6/2025
03	DRAFT ISSUE	20/6/2025
04	QS BRIEFING PACK	26/6/2025
05	DRAFT 20% CONCEPT DESIGN ISSUE	6/8/2025

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TITLE | TITLE | TITLE

LEGEND

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NSW GOVERNMENT

PROJECT TITLE
CRITICAL INFRASTRUCTURE PROGRAM LORD HOWE ISLAND

SCALE CHECK 5 10

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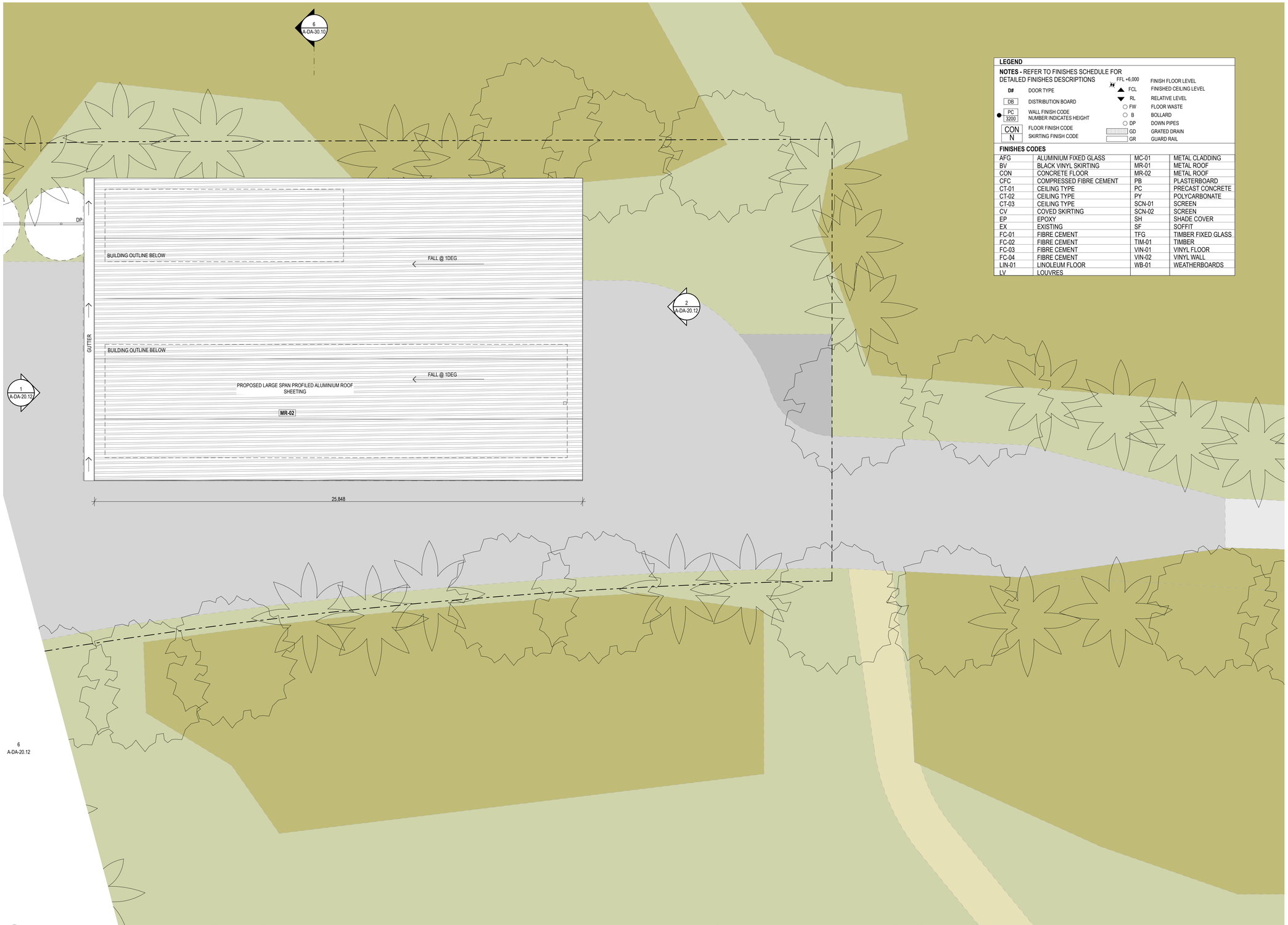
REVIEW	DIRECTOR SIGNATURE	DATE
TENDER		
CONST		

LOCATION **SOUTH ZONE**

TITLE
ROOF PLAN - MRF

DRAWN	PLOT DATE	SCALE @A1
BG	6/8/2025	1:100

CHECKED	PROJECT NO.	DRAWING NO.	REV. NO
BC	24-05	A - D A - 1 4 . 1 8	05



LEGEND

NOTES - REFER TO FINISHES SCHEDULE FOR DETAILED FINISHES DESCRIPTIONS

D#	DOOR TYPE	FFL +6.000	FINISH FLOOR LEVEL
DB	DISTRIBUTION BOARD	FCL	FINISHED CEILING LEVEL
PC 3200	WALL FINISH CODE NUMBER INDICATES HEIGHT	RL	RELATIVE LEVEL
		FW	FLOOR WASTE
		B	BOLLARD
		DP	DOWN PIPES
CON N	FLOOR FINISH CODE SKIRTING FINISH CODE	GD	GRATED DRAIN
		GR	GUARD RAIL

FINISHES CODES

AFG	ALUMINIUM FIXED GLASS	MC-01	METAL CLADDING
BV	BLACK VINYL SKIRTING	MR-01	METAL ROOF
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FC-01	FIBRE CEMENT	TFG	TIMBER FIXED GLASS
FC-02	FIBRE CEMENT	TIM-01	TIMBER
FC-03	FIBRE CEMENT	VIN-01	VINYL FLOOR
FC-04	FIBRE CEMENT	VIN-02	VINYL WALL
LIN-01	LINOLEUM FLOOR	WB-01	WEATHERBOARDS
LV	LOUVRES		

1 MEZZANINE FLOOR PLAN - SOUTH ZONE (MRF + RECEPTION)

1:100

REV	DESCRIPTION	DATE
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03	QS BRIEFING PACK	26/6/2025
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PROJECT TITLE
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SCALE CHECK 5 10

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REVIEW	DIRECTOR SIGNATURE	DATE
TENDER		
CONST		

LOCATION **SOUTH ZONE**

TITLE
ROOF PLAN - RECEPTION

DRAWN	PLOT DATE	SCALE @A1
BG	6/8/2025	1:100

CHECKED	PROJECT NO.	DRAWING NO.	REV. NO
BC	24-05	A - D A - 1 4 . 1 9	04



LEGEND

NOTES - REFER TO FINISHES SCHEDULE FOR DETAILED FINISHES DESCRIPTIONS

D#	DOOR TYPE	FFL +6,000	FINISH FLOOR LEVEL
DB	DISTRIBUTION BOARD	FCL	FINISHED CEILING LEVEL
PC 3200	WALL FINISH CODE NUMBER INDICATES HEIGHT	RL	RELATIVE LEVEL
		FW	FLOOR WASTE
		B	BOLLARD
CON N	FLOOR FINISH CODE SKIRTING FINISH CODE	DP	DOWN PIPES
		GD	GRATED DRAIN
		GR	GUARD RAIL

FINISHES CODES

AFG	ALUMINIUM FIXED GLASS	MC-01	METAL CLADDING
BV	BLACK VINYL SKIRTING	MR-01	METAL ROOF
CON	CONCRETE FLOOR	MR-02	METAL ROOF
CFC	COMPRESSED FIBRE CEMENT	PB	PLASTERBOARD
CT-01	CEILING TYPE	PC	PRECAST CONCRETE
CT-02	CEILING TYPE	PY	POLYCARBONATE
CT-03	CEILING TYPE	SCN-01	SCREEN
CV	COVED SKIRTING	SCN-02	SCREEN
EP	EPOXY	SH	SHADE COVER
EX	EXISTING	SF	SOFFIT
FC-01	FIBRE CEMENT	TFG	TIMBER FIXED GLASS
FC-02	FIBRE CEMENT	TIM-01	TIMBER
FC-03	FIBRE CEMENT	VIN-01	VINYL FLOOR
FC-04	FIBRE CEMENT	VIN-02	VINYL WALL
LIN-01	LINOLEUM FLOOR	WB-01	WEATHERBOARDS
LV	LOUVRES		

1 GROUND FLOOR PLAN - DOG KENNELS

1:100

REV	DESCRIPTION	DATE
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NSW GOVERNMENT

PROJECT TITLE
CRITICAL INFRASTRUCTURE PROGRAM LORD HOWE ISLAND

SCALE CHECK 5 10

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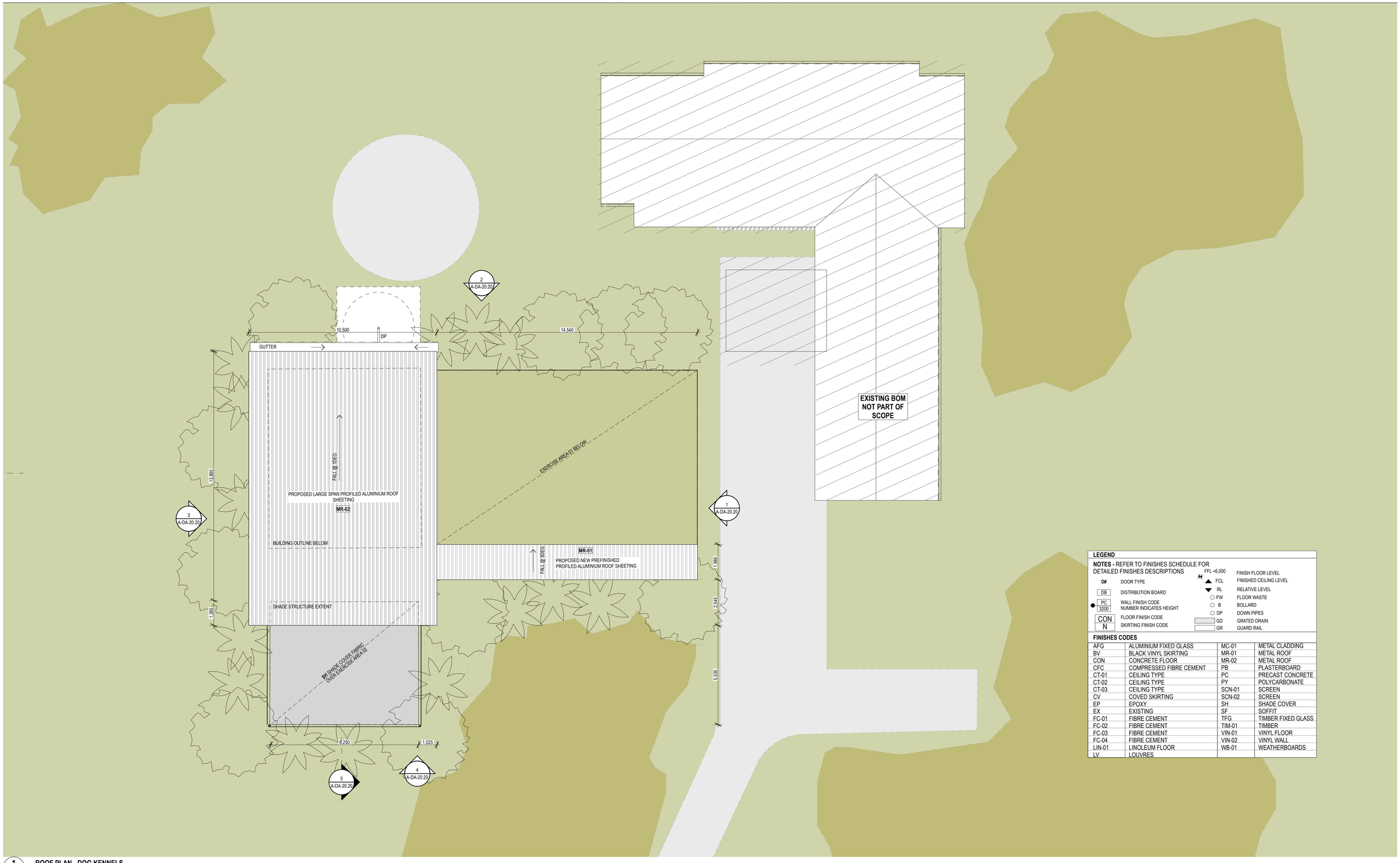
REVIEW	DIRECTOR SIGNATURE	DATE
TENDER		
CONST		

LOCATION **NORTH ZONE**

TITLE
PLAN - DOG FACILITY

DRAWN	PLOT DATE	SCALE @A1
BG	6/8/2025	1:100

CHECKED	PROJECT NO.	DRAWING NO.	REV. NO.
BC	24-05	A-DA-14.20	04



LEGEND

NOTES - REFER TO FINISHES SCHEDULE FOR DETAILED FINISHES DESCRIPTIONS

D#	DOOR TYPE	FFL +6,000	FINISH FLOOR LEVEL
DB	DISTRIBUTION BOARD	FCL	FINISHED CEILING LEVEL
PC / 3200	WALL FINISH CODE / NUMBER INDICATES HEIGHT	RL	RELATIVE LEVEL
CON / N	FLOOR FINISH CODE / SKIRTING FINISH CODE	FW	FLOOR WASTE
		B	BOLLARD
		DP	DOWN PIPES
		GD	GRATED DRAIN
		GR	GUARD RAIL

FINISHES CODES

AFG	ALUMINIUM FIXED GLASS	MC-01	METAL CLADDING
BV	BLACK VINYL SKIRTING	MR-01	METAL ROOF
CON	CONCRETE FLOOR	MR-02	METAL ROOF
CFC	COMPRESSED FIBRE CEMENT	PB	PLASTERBOARD
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CT-02	CEILING TYPE	PY	POLYCARBONATE
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FC-04	FIBRE CEMENT	VIN-02	VINYL WALL
LIN-01	LINOLEUM FLOOR	WB-01	WEATHERBOARDS
LV	LOUVRES		

1 ROOF PLAN - DOG KENNELS
1:100

REV	DESCRIPTION	DATE
01	ISSUE FOR INFORMATION	23/5/2025
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PROJECT TITLE
CRITICAL INFRASTRUCTURE PROGRAM LORD HOWE ISLAND

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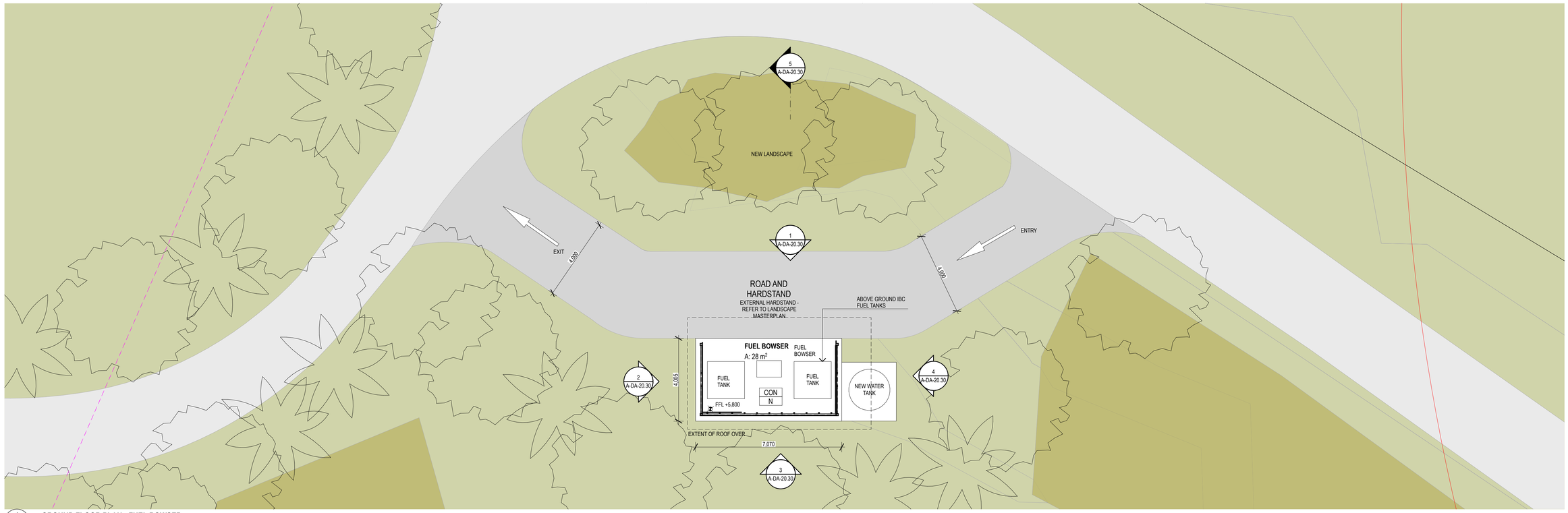
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LOCATION **NORTH ZONE**

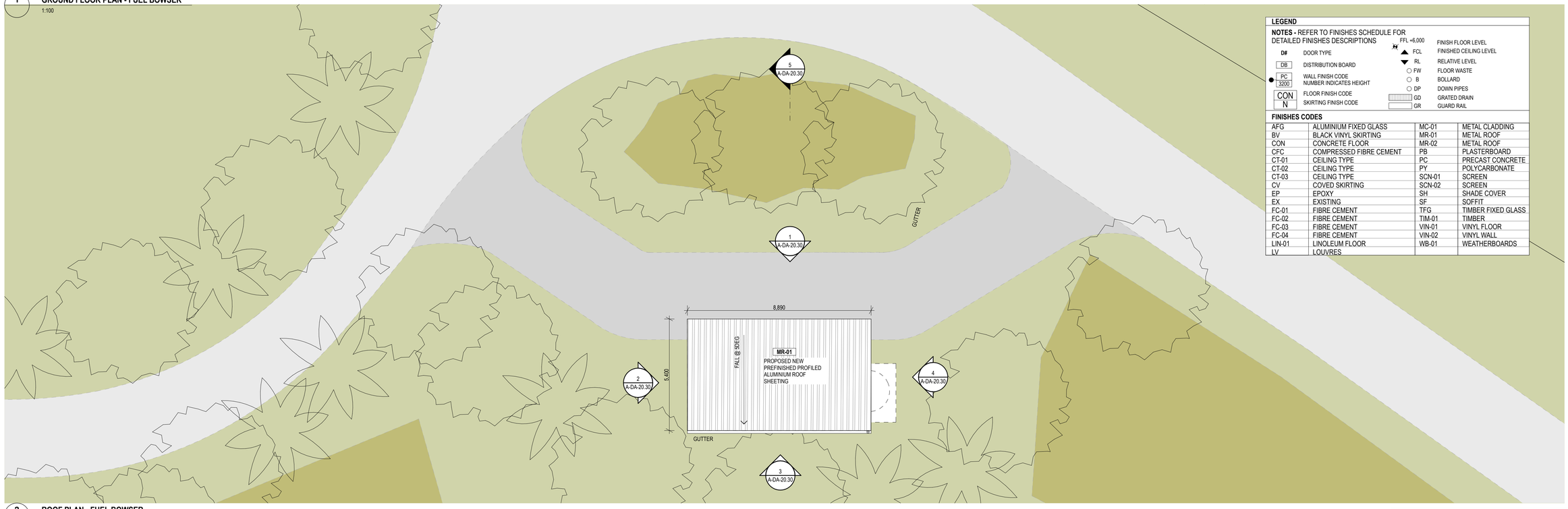
TITLE
ROOF PLAN - DOG FACILITY

DRAWN	PLOT DATE	SCALE @A1
BG	6/8/2025	1:100

CHECKED	PROJECT NO.	DRAWING NO.	REV. NO.
BC	24-05	A-DA-14.21	04



1 **GROUND FLOOR PLAN - FUEL BOWSER**
1:100



2 **ROOF PLAN - FUEL BOWSER**
1:100

LEGEND

NOTES - REFER TO FINISHES SCHEDULE FOR DETAILED FINISHES DESCRIPTIONS

D#	DOOR TYPE	FFL +6,000	FINISH FLOOR LEVEL
DB	DISTRIBUTION BOARD	FCL	FINISHED CEILING LEVEL
PC 3200	WALL FINISH CODE NUMBER INDICATES HEIGHT	RL	RELATIVE LEVEL
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		B	BOLLARD
CON N	FLOOR FINISH CODE SKIRTING FINISH CODE	DP	DOWN PIPES
		GD	GRATED DRAIN
		GR	GUARD RAIL

FINISHES CODES

AFG	ALUMINIUM FIXED GLASS	MC-01	METAL CLADDING
BV	BLACK VINYL SKIRTING	MR-01	METAL ROOF
CON	CONCRETE FLOOR	MR-02	METAL ROOF
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FC-04	FIBRE CEMENT	VIN-02	VINYL WALL
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PROJECT TITLE
CRITICAL INFRASTRUCTURE PROGRAM LORD HOWE ISLAND

SCALE CHECK 5 10

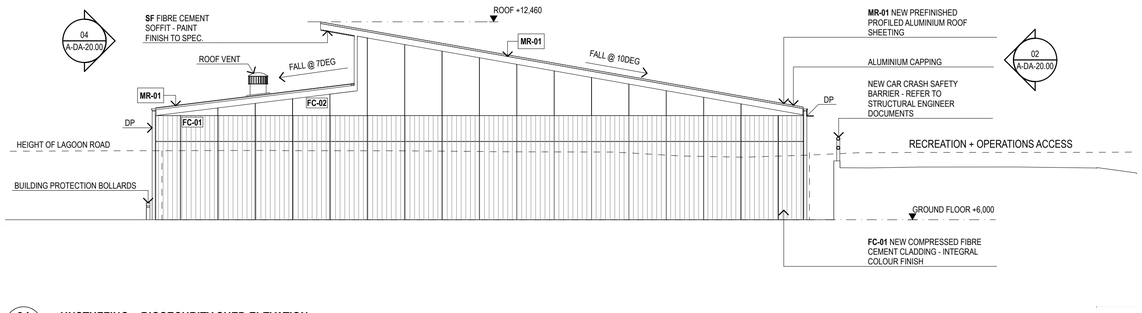
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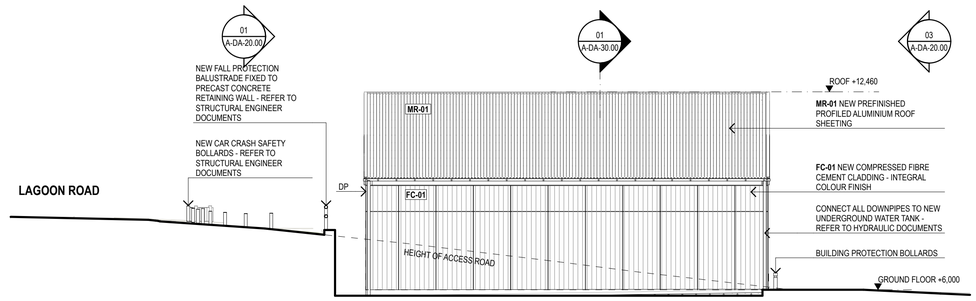
LOCATION **SOUTH ZONE**

TITLE
PLAN + ROOF PLAN - FUEL BOWSER

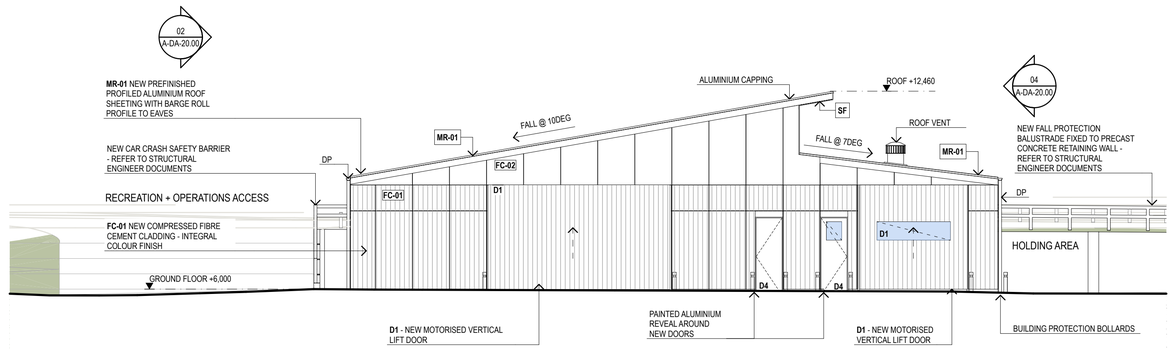
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BG	6/8/2025	1:100
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BC	24-05	A-DA-14.30	04



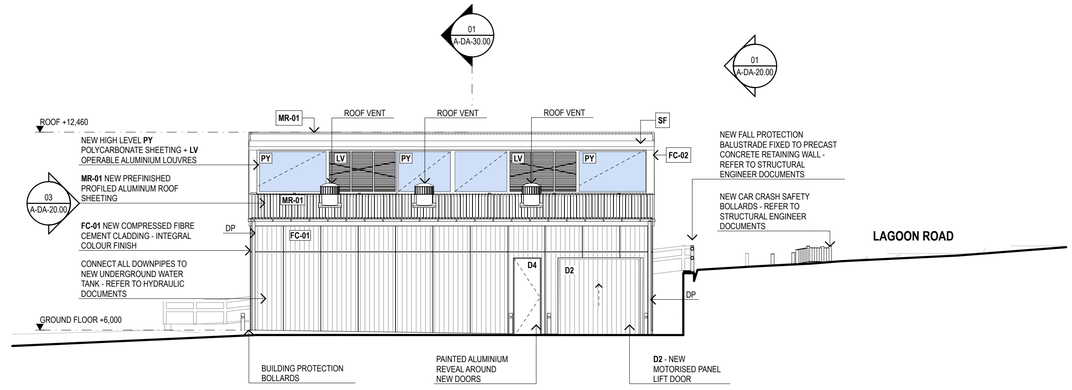
01 UNSTUFFING + BIOSECURITY SHED ELEVATION
1:100



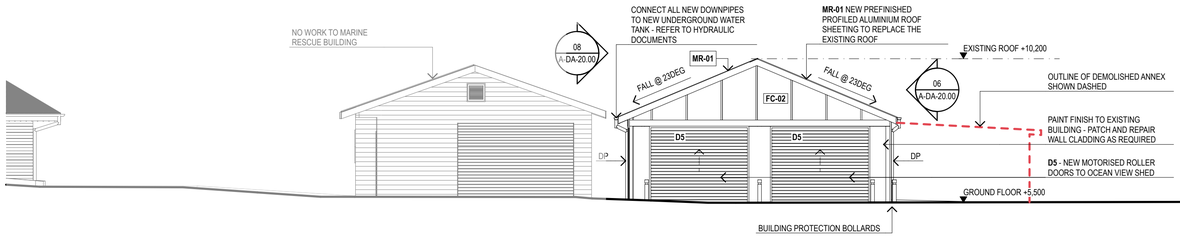
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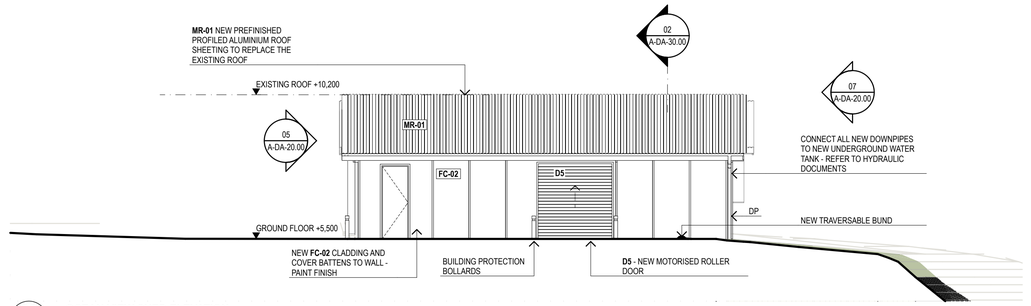
03 UNSTUFFING + BIOSECURITY SHED ELEVATION
1:100



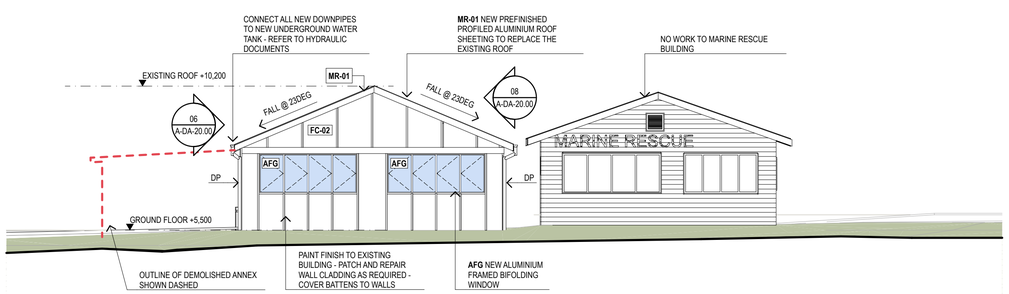
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1:100



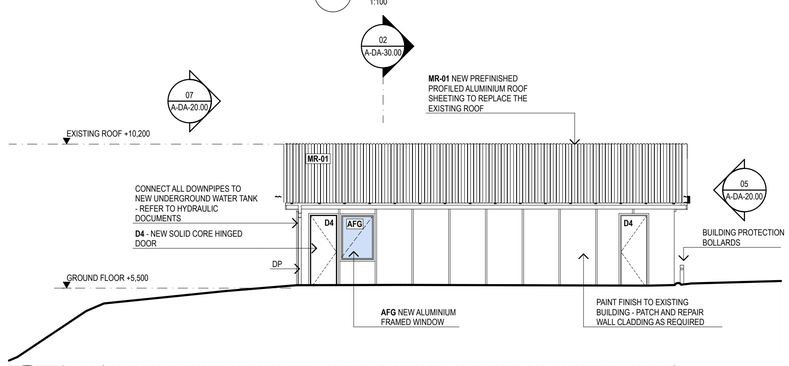
05 OCEAN VIEW SHED ELEVATION
1:100



06 OCEAN VIEW SHED ELEVATION
1:100



07 OCEAN VIEW SHED ELEVATION
1:100



08 OCEAN VIEW SHED ELEVATION
1:100

FINISHES CODES

AFG	ALUMINIUM FIXED GLASS	MC-01	METAL CLADDING
BV	BLACK VINYL SKIRTING	MR-01	METAL ROOF
CON	CONCRETE FLOOR	MR-02	METAL ROOF
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02	DRAFT ISSUE	20/6/2025
03	QS BRIEFING PACK	26/6/2025
04	DRAFT 20% CONCEPT DESIGN ISSUE	6/8/2025

AMENDMENTS IN CURRENT REVISION (SHOWN CLOUDED ON DRAWINGS)

No.	AMENDMENT DESCRIPTION

TITLE | TITLE | TITLE
TITLE | TITLE | TITLE

LEGEND

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Department of Climate Change, Energy, the Environment and Water (DCCEEW), NSW National Parks and Wildlife (NPWS) Service with Lord Howe Island Board (LHIB)

NSW GOVERNMENT

PROJECT TITLE
CRITICAL INFRASTRUCTURE PROGRAM LORD HOWE ISLAND

SCALE CHECK 5 10

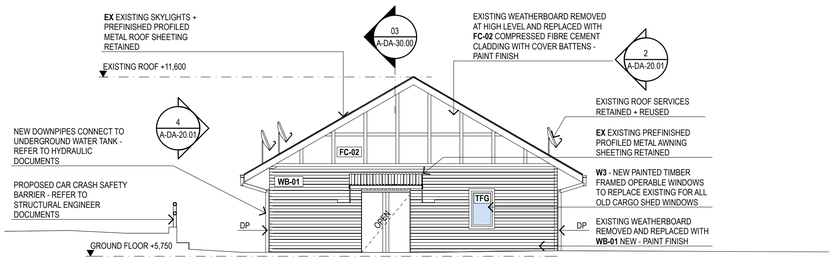
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F 02 9550 5233
www.lahznimmo.com

REVIEW	DIRECTOR SIGNATURE	DATE
TENDER		
CONST		

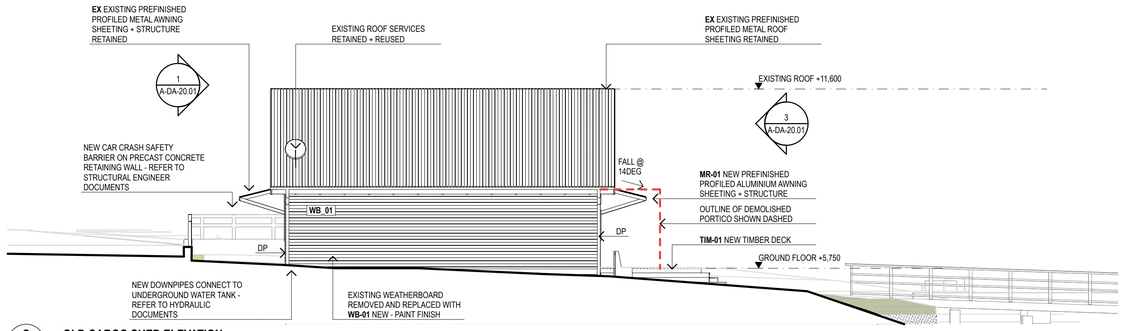
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TITLE
ELEVATIONS

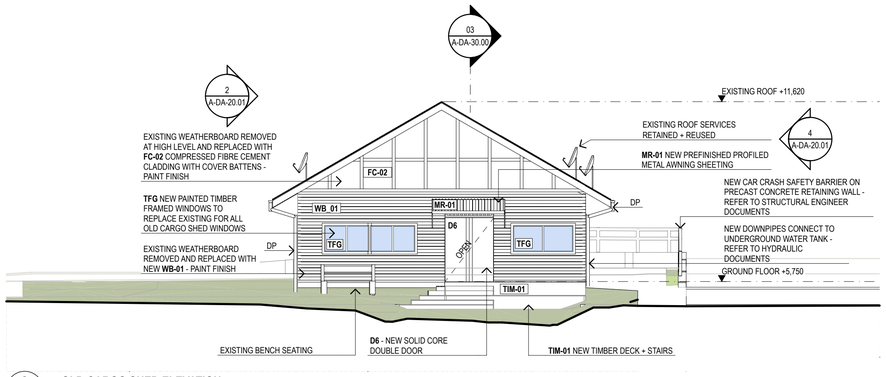
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CHECKED	PROJECT NO.	DRAWING NO. / REV. NO.
BC	24-05	A-DA-20.00 / 04



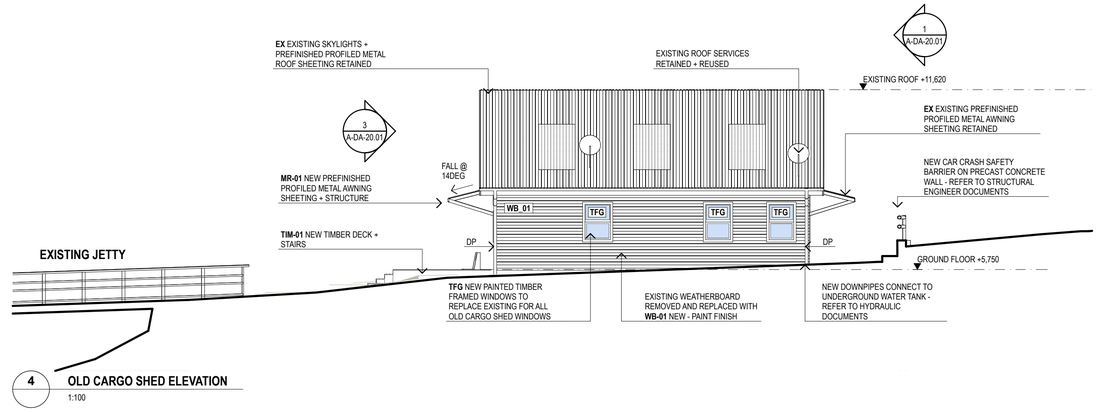
1 OLD CARGO SHED ELEVATION
1:100



2 OLD CARGO SHED ELEVATION
1:100



3 OLD CARGO SHED ELEVATION
1:100



4 OLD CARGO SHED ELEVATION
1:100

FINISHES CODES

AFG	ALUMINIUM FIXED GLASS	MC-01	METAL CLADDING
BV	BLACK VINYL SKIRTING	MR-01	METAL ROOF
CON	CONCRETE FLOOR	MR-02	METAL ROOF
CFC	COMPRESSED FIBRE CEMENT	PB	PLASTERBOARD
CT-01	CEILING TYPE	PC	PRECAST CONCRETE
CT-02	CEILING TYPE	PY	POLYCARBONATE
CT-03	CEILING TYPE	SCN-01	SCREEN
CV	COVED SKIRTING	SCN-02	SCREEN
EP	EPOXY	SH	SHADE COVER
EX	EXISTING	SF	SOFFIT
FC-01	FIBRE CEMENT	TFG	TIMBER FIXED GLASS
FC-02	FIBRE CEMENT	TIM-01	TIMBER
FC-03	FIBRE CEMENT	VIN-01	VINYL FLOOR
FC-04	FIBRE CEMENT	VIN-02	VINYL WALL
LIN-01	LINOLEUM FLOOR	WB-01	WEATHERBOARDS
LV	LOUVRES		

REV	DESCRIPTION	DATE
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NSW GOVERNMENT

PROJECT TITLE
CRITICAL INFRASTRUCTURE PROGRAM LORD HOWE ISLAND

SCALE CHECK 5 10

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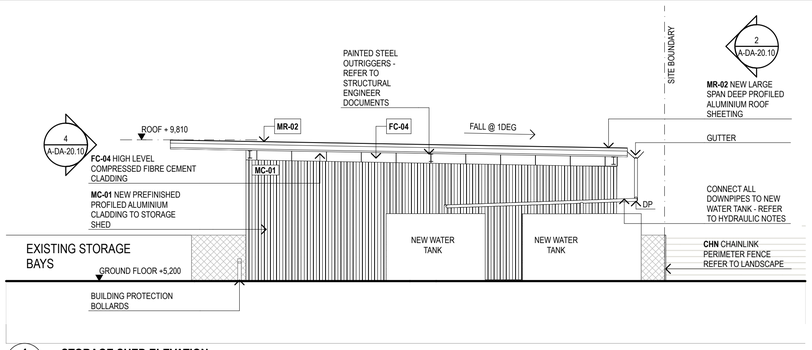
REVIEW	DIRECTOR SIGNATURE	DATE
TENDER		
CONST		

LOCATION **NORTH ZONE**

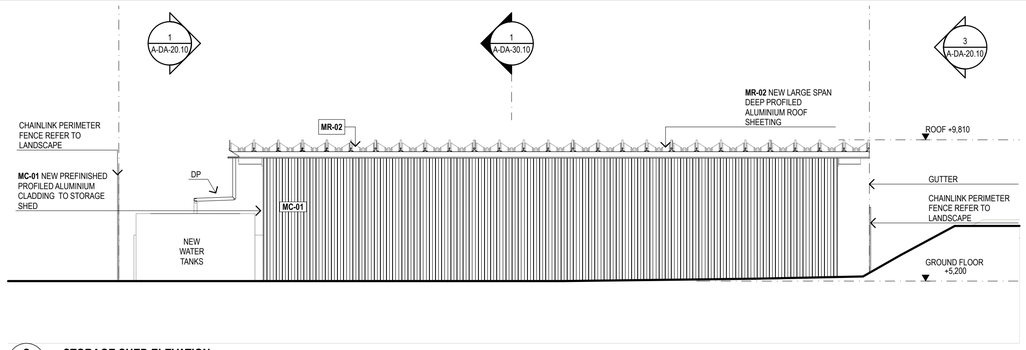
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ELEVATIONS

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CHECKED	PROJECT NO.	DRAWING NO.	REV. NO
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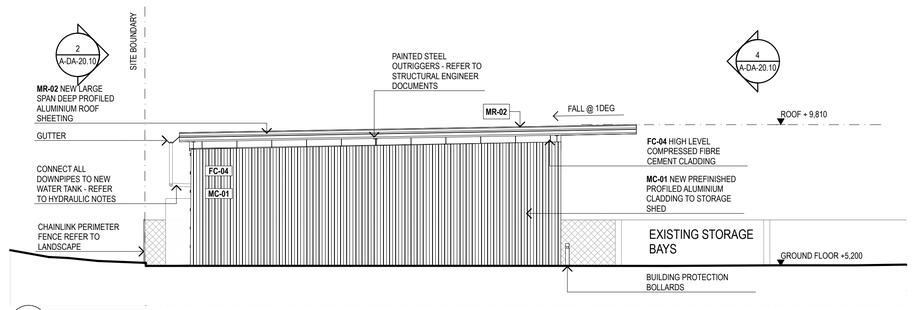


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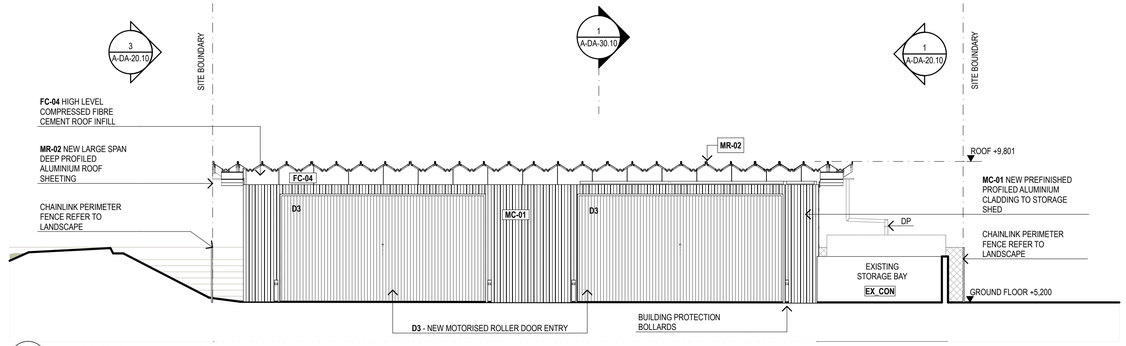


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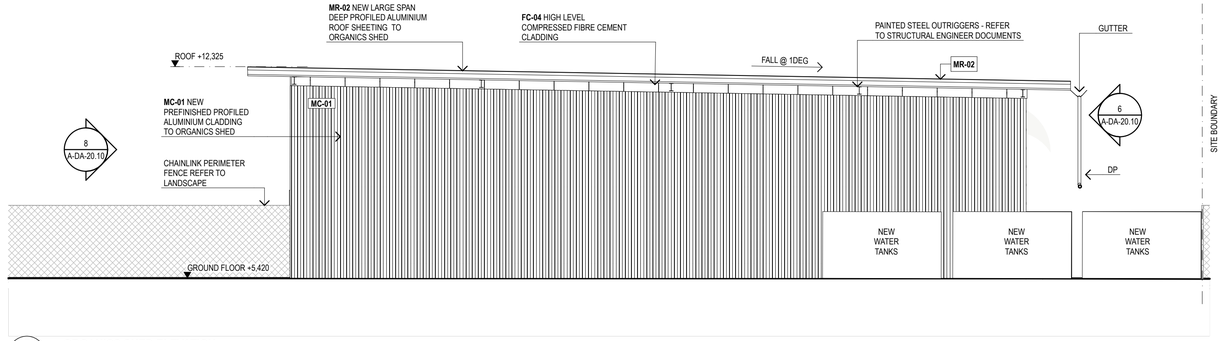
FINISHES CODES			
AFG	ALUMINIUM FIXED GLASS	MC-01	METAL CLADDING
BV	BLACK VINYL SKIRTING	MR-01	METAL ROOF
CON	CONCRETE FLOOR	MR-02	METAL ROOF
CFC	COMPRESSED FIBRE CEMENT	PB	PLASTERBOARD
CT-01	CEILING TYPE	PC	PRECAST CONCRETE
CT-02	CEILING TYPE	PY	POLYCARBONATE
CT-03	CEILING TYPE	SCN-01	SCREEN
CV	COVED SKIRTING	SCN-02	SCREEN
EP	EPOXY	SH	SHADE COVER
EX	EXISTING	SF	SOFFIT
FC-01	FIBRE CEMENT	TFG	TIMBER FIXED GLASS
FC-02	FIBRE CEMENT	TIM-01	TIMBER
FC-03	FIBRE CEMENT	VIN-01	VINYL FLOOR
FC-04	FIBRE CEMENT	VIN-02	VINYL WALL
LIN-01	LINOLEUM FLOOR	WB-01	WEATHERBOARDS
LV	LOUVRES		



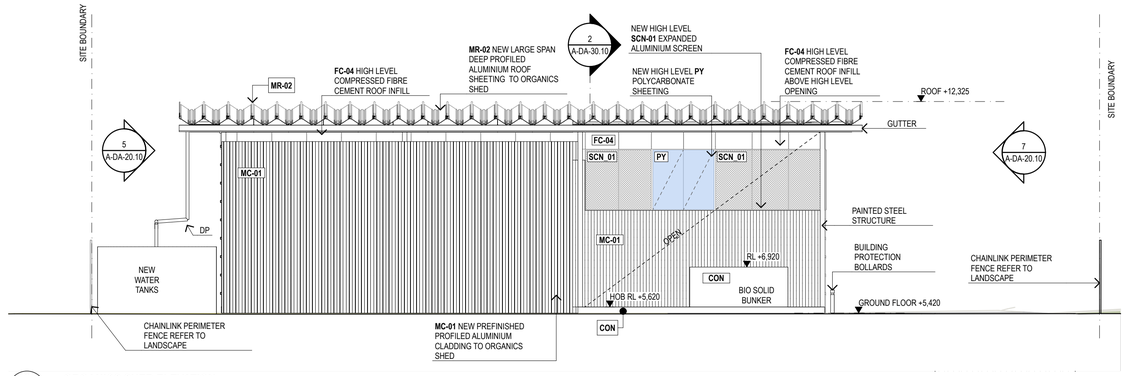
3 **STORAGE SHED ELEVATION**
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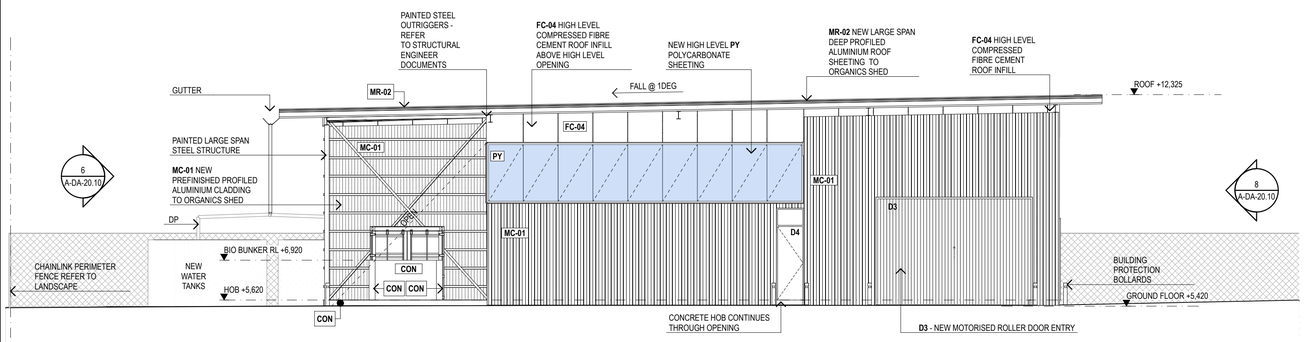
4 **STORAGE SHED ELEVATION**
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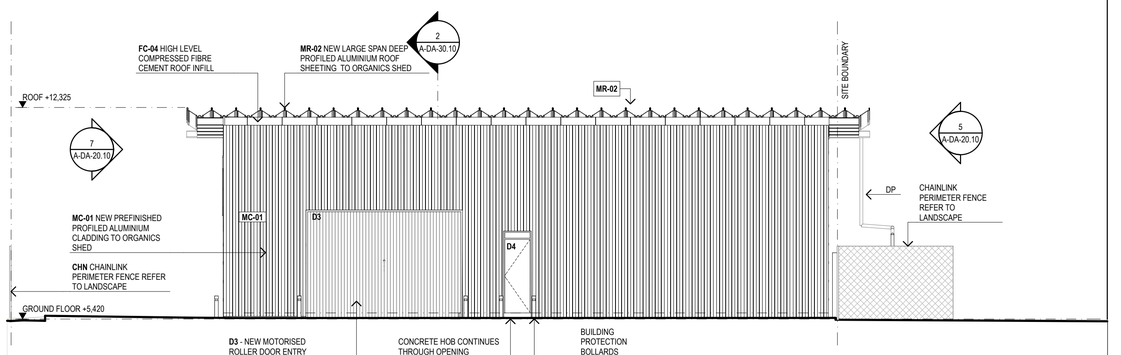
5 **ORGANICS SHED ELEVATION**
1:100



6 **ORGANICS SHED ELEVATION**
1:100



7 **ORGANICS SHED ELEVATION**
1:100



8 **ORGANICS SHED ELEVATION**
1:100

REV	DESCRIPTION	DATE
01	ISSUE FOR INFORMATION	23/5/2025
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05	DRAFT 20% CONCEPT DESIGN ISSUE	6/8/2025

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TITLE | TITLE | TITLE

LEGEND

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NSW GOVERNMENT

PROJECT TITLE
CRITICAL INFRASTRUCTURE PROGRAM LORD HOWE ISLAND

SCALE CHECK 5 10

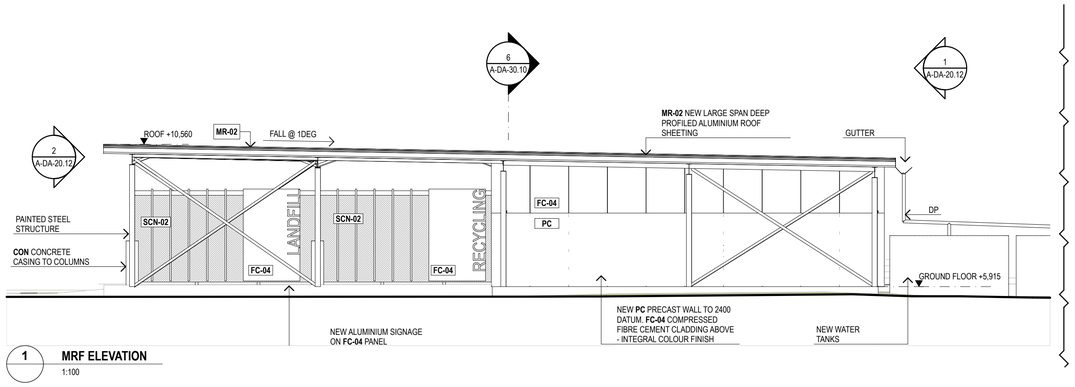
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LOCATION **SOUTH ZONE**

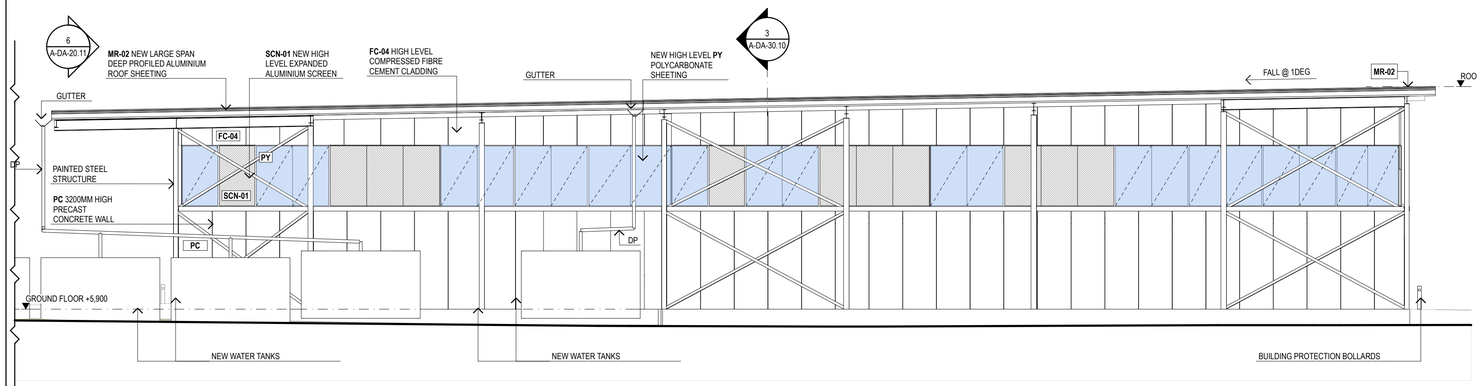
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ELEVATIONS

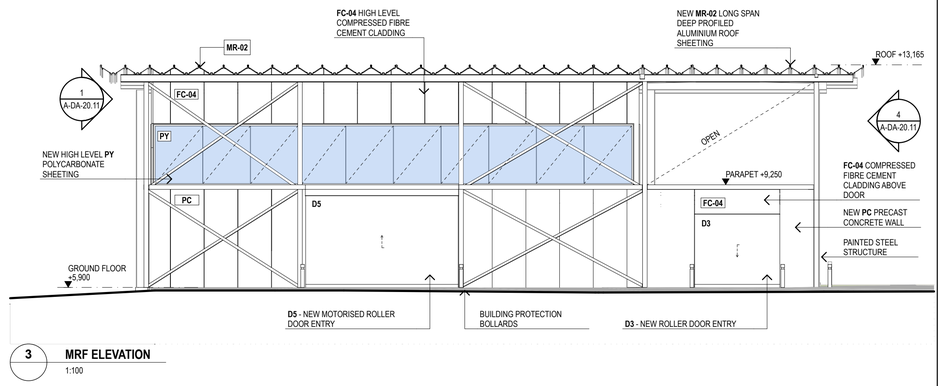
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BG	6/8/2025	1:100
CHECKED	PROJECT NO.	DRAWING NO. / REV. NO
BC	24-05	A-DA-20.10 / 05



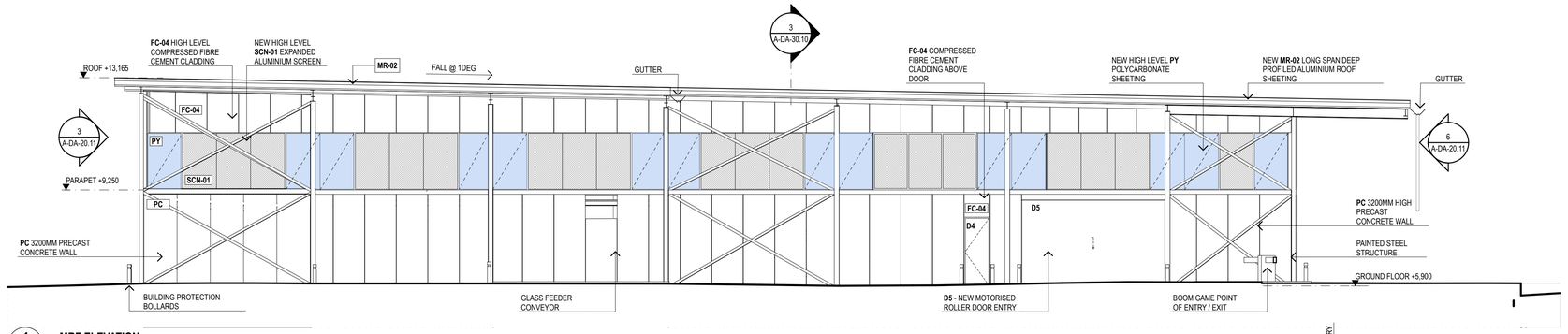
1 **MRF ELEVATION**
1:100

FINISHES CODES			
AFG	ALUMINIUM FIXED GLASS	MC-01	METAL CLADDING
BV	BLACK VINYL SKIRTING	MR-01	METAL ROOF
CON	CONCRETE FLOOR	MR-02	METAL ROOF
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FC-04	FIBRE CEMENT	VIN-02	VINYL WALL
LIN-01	LINOLEUM FLOOR	WB-01	WEATHERBOARDS
LV	LOUVRES		

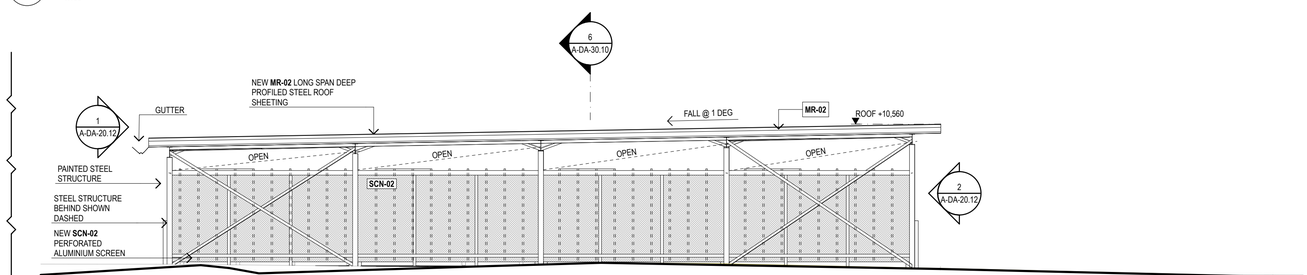


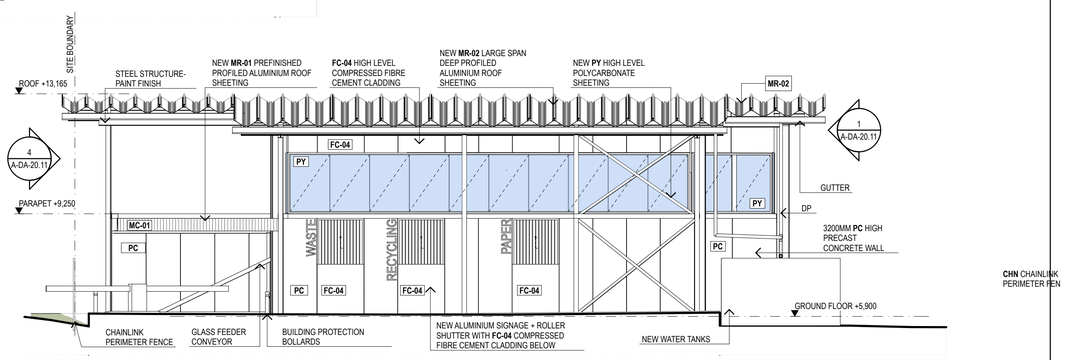


3 **MRF ELEVATION**
1:100



4 **MRF ELEVATION**
1:100





6 **MRF ELEVATION**
1:100

REV	DESCRIPTION	DATE
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NSW GOVERNMENT

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CRITICAL INFRASTRUCTURE PROGRAM LORD HOWE ISLAND

SCALE CHECK 5 10

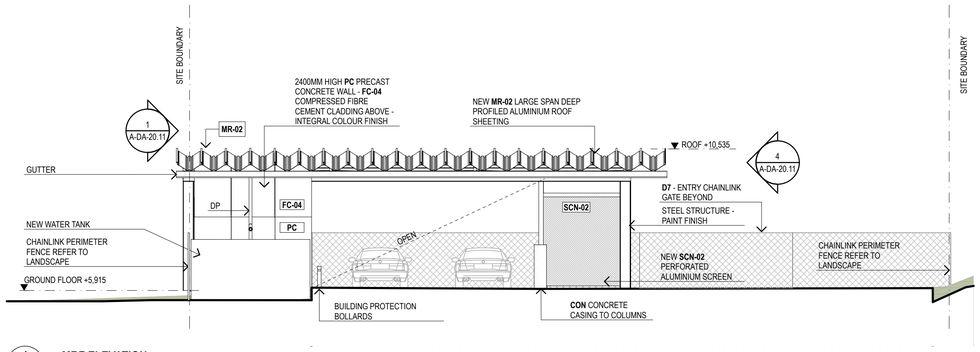
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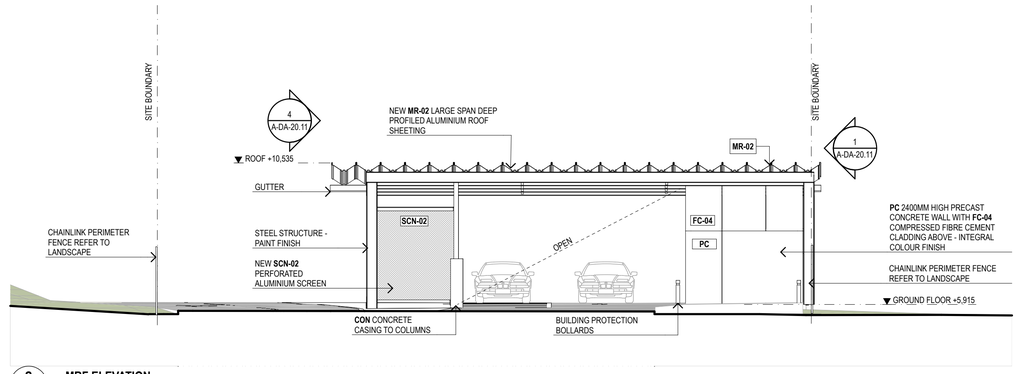
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TITLE
ELEVATIONS

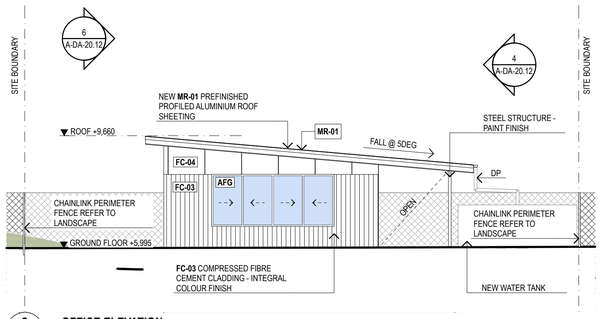
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BC	24-05	A-DA-20.11	05



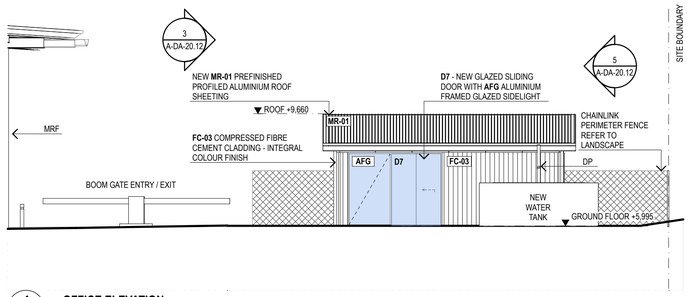
1 **MRF ELEVATION**
1:100



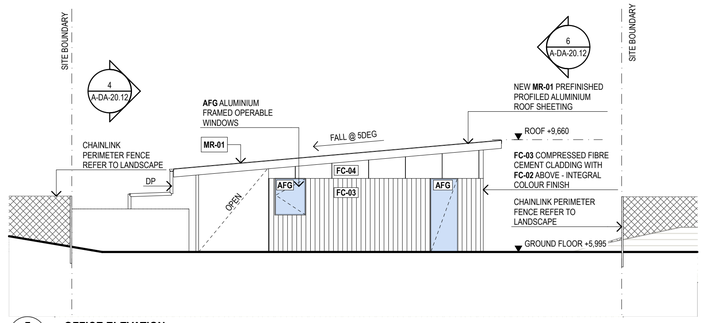
2 **MRF ELEVATION**
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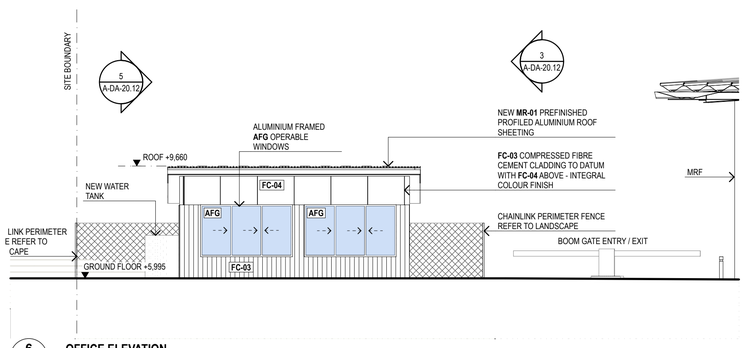
3 **OFFICE ELEVATION**
1:100



4 **OFFICE ELEVATION**
1:100



5 **OFFICE ELEVATION**
1:100



6 **OFFICE ELEVATION**
1:100

FINISHES CODES			
AFG	ALUMINIUM FIXED GLASS	MC-01	METAL CLADDING
BV	BLACK VINYL SKIRTING	MR-01	METAL ROOF
CON	CONCRETE FLOOR	MR-02	METAL ROOF
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LV	LOUVRES		

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SCALE CHECK 5 10

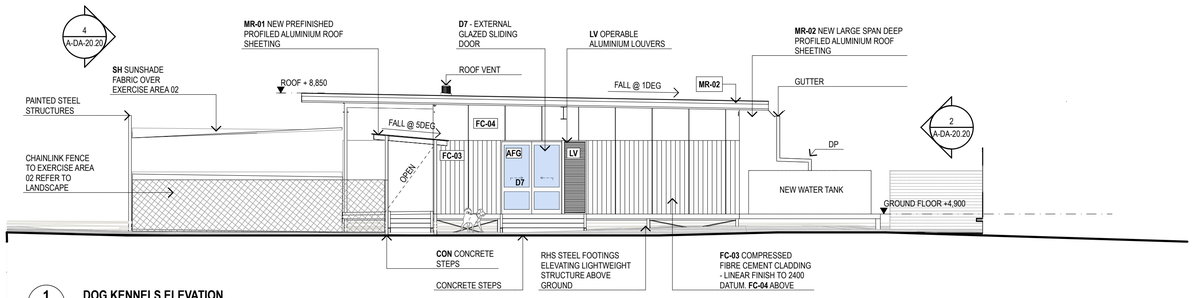
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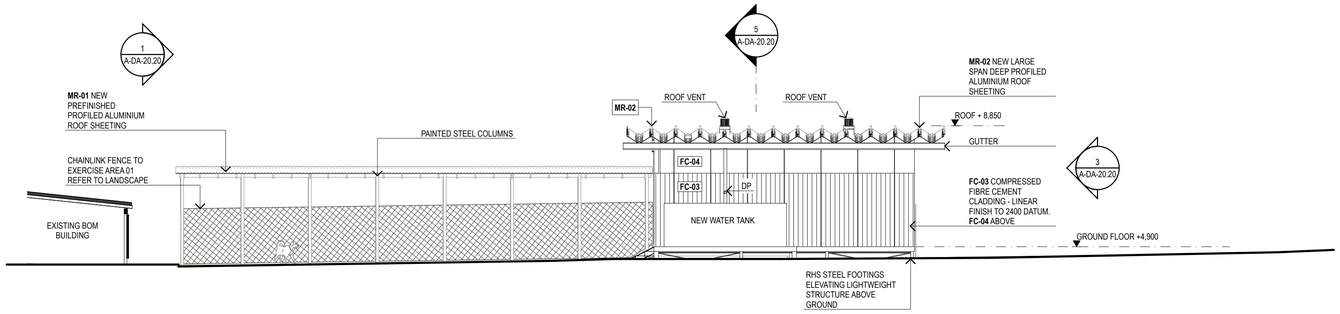
LOCATION **SOUTH ZONE**

TITLE
ELEVATIONS

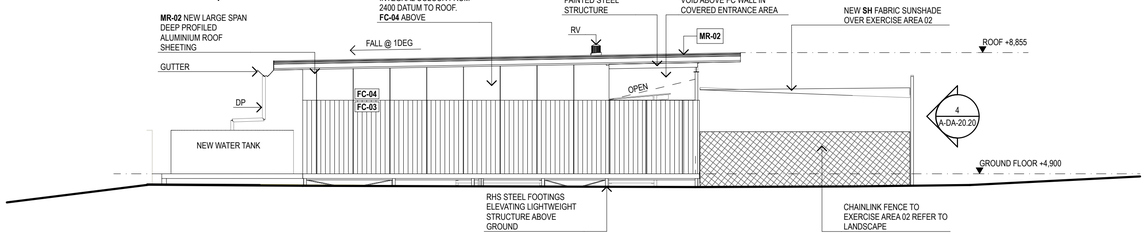
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CHECKED	PROJECT NO.	DRAWING NO. / REV. NO
BC	24-05	A-DA-20.12 / 04



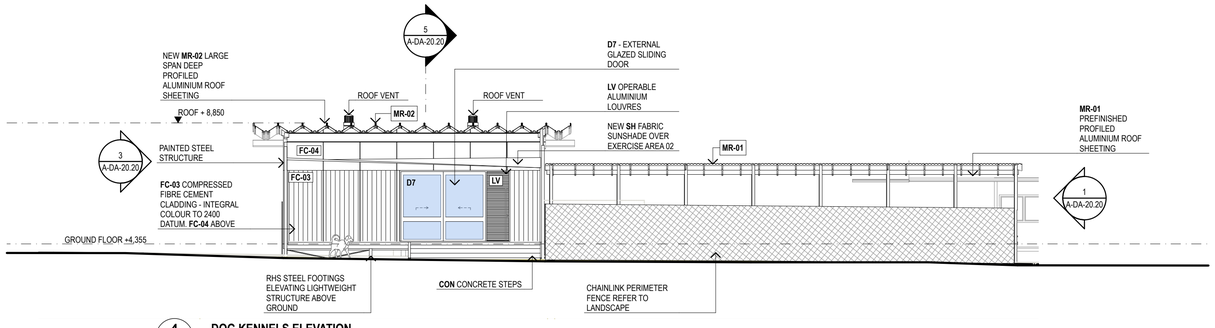
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1:100



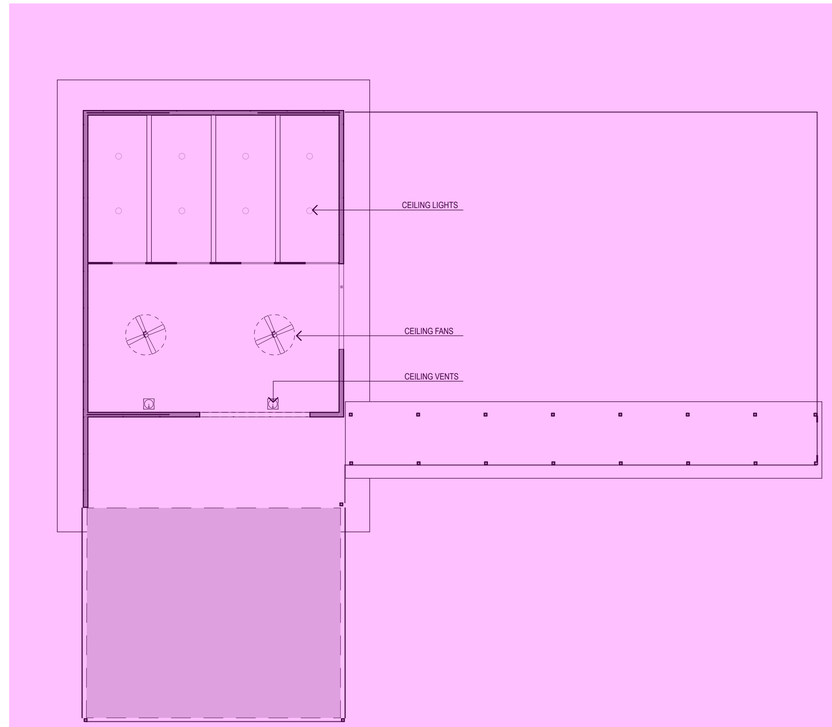
2 **DOG KENNELS ELEVATION**
1:100



3 **DOG KENNELS ELEVATION**
1:100

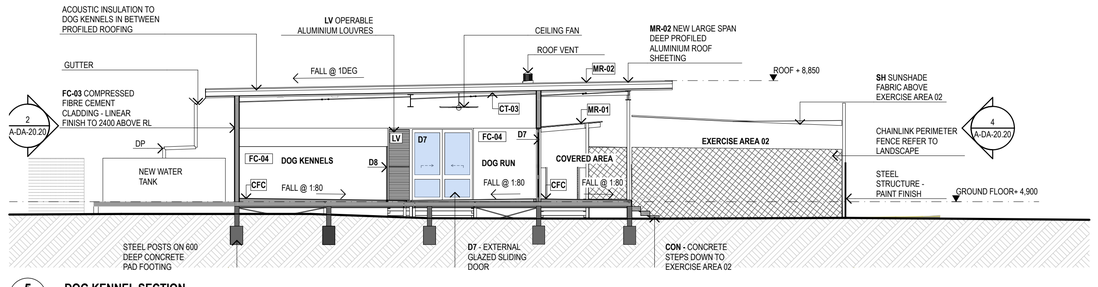


4 **DOG KENNELS ELEVATION**
1:100



6 **DOG KENNELS**
1:100

FINISHES CODES			
AFG	ALUMINIUM FIXED GLASS	MC-01	METAL CLADDING
BV	BLACK VINYL SKIRTING	MR-01	METAL ROOF
CON	CONCRETE FLOOR	MR-02	METAL ROOF
CFC	COMPRESSED FIBRE CEMENT	PB	PLASTERBOARD
CT-01	CEILING TYPE	PC	PRECAST CONCRETE
CT-02	CEILING TYPE	PY	POLYCARBONATE
CT-03	CEILING TYPE	SCN-01	SCREEN
CV	COVED SKIRTING	SCN-02	SCREEN
EP	EPOXY	SH	SHADE COVER
EX	EXISTING	SF	SOFFIT
FC-01	FIBRE CEMENT	TFG	TIMBER FIXED GLASS
FC-02	FIBRE CEMENT	TIM-01	TIMBER
FC-03	FIBRE CEMENT	VIN-01	VINYL FLOOR
FC-04	FIBRE CEMENT	VIN-02	VINYL WALL
LIN-01	LINOLEUM FLOOR	WB-01	WEATHERBOARDS
LV	LOUVRES		



5 **DOG KENNEL SECTION**
1:100

REV	DESCRIPTION	DATE
01	ISSUE FOR INFORMATION	23/5/2025
02	DRAFT ISSUE	20/6/2025
03	QS BRIEFING PACK	26/6/2025
04	DRAFT 20% CONCEPT DESIGN ISSUE	6/8/2025

AMENDMENTS IN CURRENT REVISION (SHOWN CLOUDED ON DRAWINGS)

No.	AMENDMENT DESCRIPTION

TITLE | TITLE | TITLE

TITLE | TITLE | TITLE

LEGEND

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NSW GOVERNMENT

PROJECT TITLE
CRITICAL INFRASTRUCTURE PROGRAM LORD HOWE ISLAND

SCALE CHECK 5 10

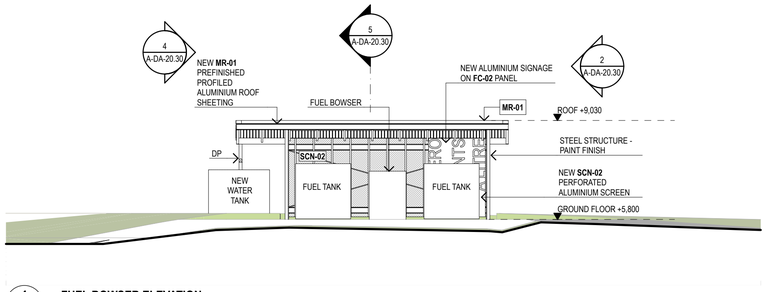
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Suite 404, Flourmill Studios
3 Gladstone St
Newtown NSW 2042 Australia
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F 02 9550 5233
www.lahznimmo.com

REVIEW	DIRECTOR SIGNATURE	DATE
TENDER		
CONST		

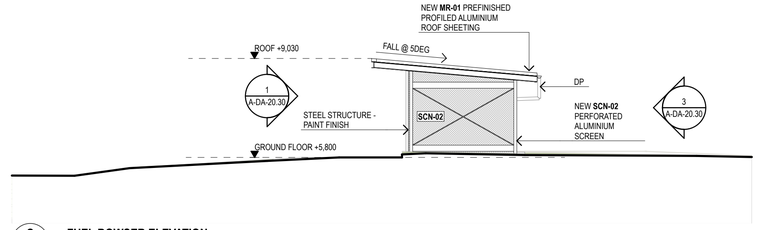
LOCATION **SOUTH ZONE**

TITLE
ELEVATIONS + SECTIONS - DOG FACILITY

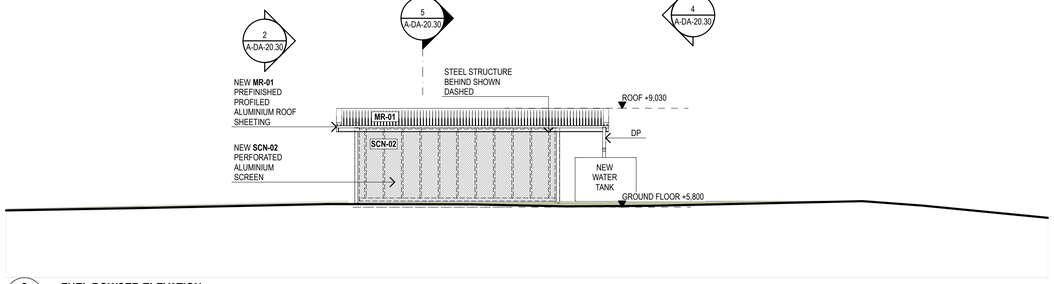
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BG	6/8/2025	1:100
CHECKED	PROJECT NO.	DRAWING NO.	REV NO
BC	24-05	A-DA-20.20	4



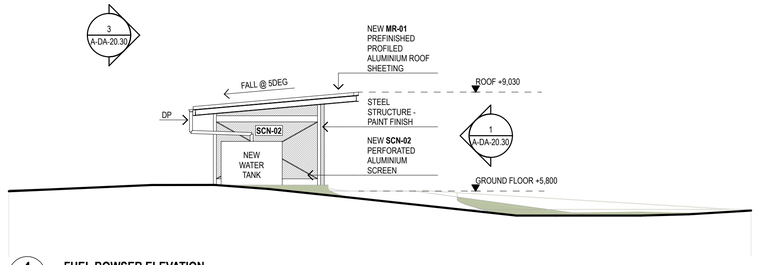
1 **FUEL BOWSER ELEVATION**
1:100



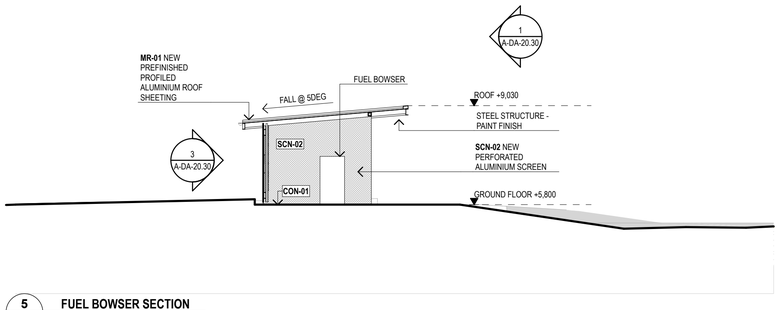
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1:100



3 **FUEL BOWSER ELEVATION**
1:100



4 **FUEL BOWSER ELEVATION**
1:100



5 **FUEL BOWSER SECTION**
1:100

FINISHES CODES			
AFG	ALUMINIUM FIXED GLASS	MC-01	METAL CLADDING
BV	BLACK VINYL SKIRTING	MR-01	METAL ROOF
CON	CONCRETE FLOOR	MR-02	METAL ROOF
CFC	COMPRESSED FIBRE CEMENT	PB	PLASTERBOARD
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EP	EPOXY	SH	SHADE COVER
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FC-03	FIBRE CEMENT	VIN-01	VINYL FLOOR
FC-04	FIBRE CEMENT	VIN-02	VINYL WALL
LIN-01	LINOLEUM FLOOR	WB-01	WEATHERBOARDS
LV	LOUVRES		

REV	DESCRIPTION	DATE
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TITLE | TITLE | TITLE

LEGEND

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NSW GOVERNMENT

PROJECT TITLE
CRITICAL INFRASTRUCTURE PROGRAM LORD HOWE ISLAND

SCALE CHECK 5 10

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www.lahznimmo.com

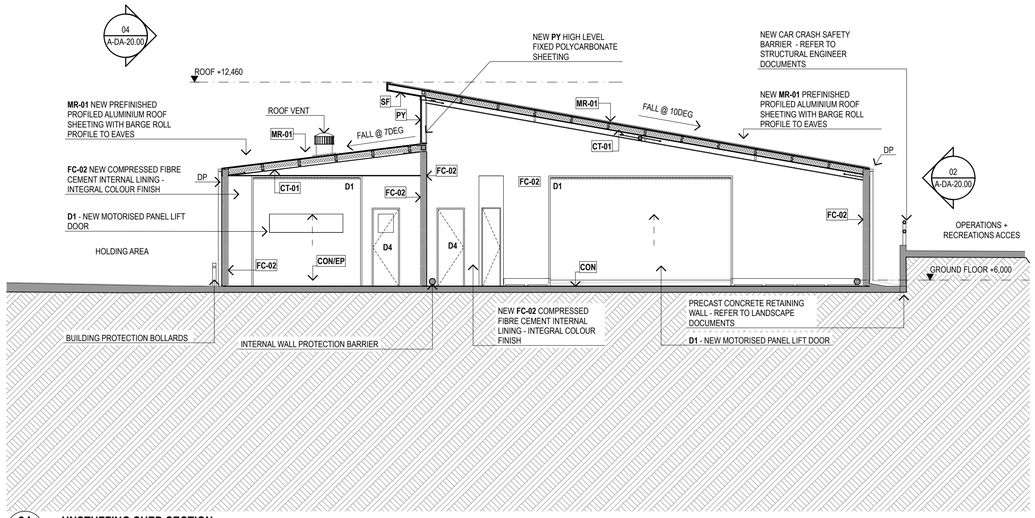
REVIEW	DIRECTOR SIGNATURE	DATE
TENDER		
CONST		

LOCATION **SOUTH ZONE**

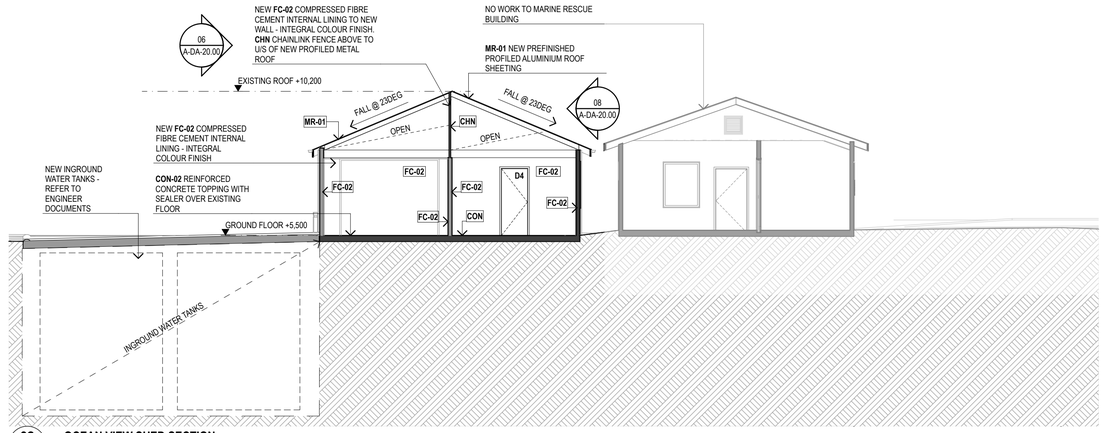
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ELEVATIONS + SECTIONS - FUEL BOWSER

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BG	6/8/2025	1:100

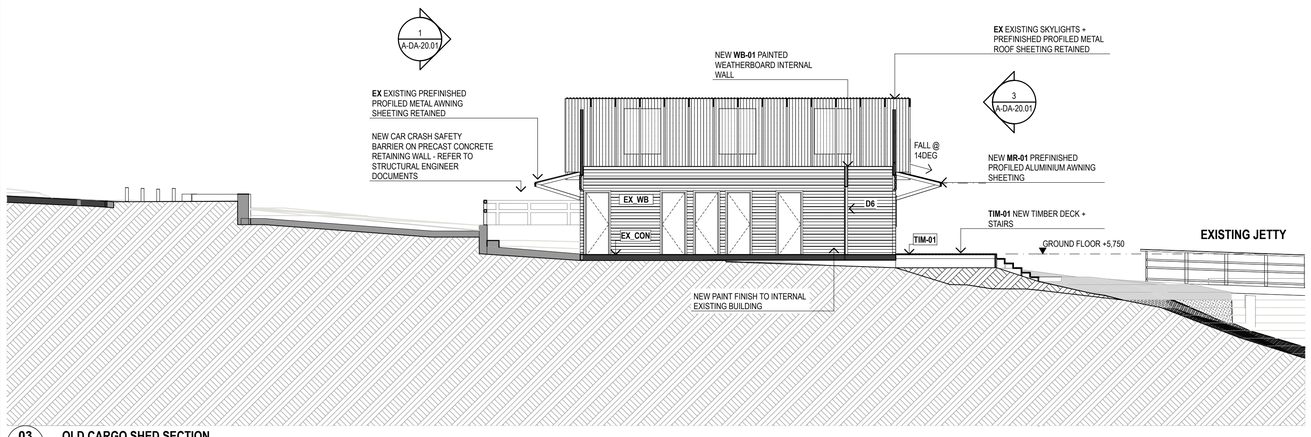
CHECKED	PROJECT NO.	DRAWING NO.	REV. NO
BC	24-05	A-DA-20.30	03



01 **UNSTUFFING SHED SECTION**
1:100



02 **OCEAN VIEW SHED SECTION**
1:100



03 **OLD CARGO SHED SECTION**
1:100

FINISHES CODES

AFG	ALUMINIUM FIXED GLASS	MC-01	METAL CLADDING
BV	BLACK VINYL SKIRTING	MR-01	METAL ROOF
CON	CONCRETE FLOOR	MR-02	METAL ROOF
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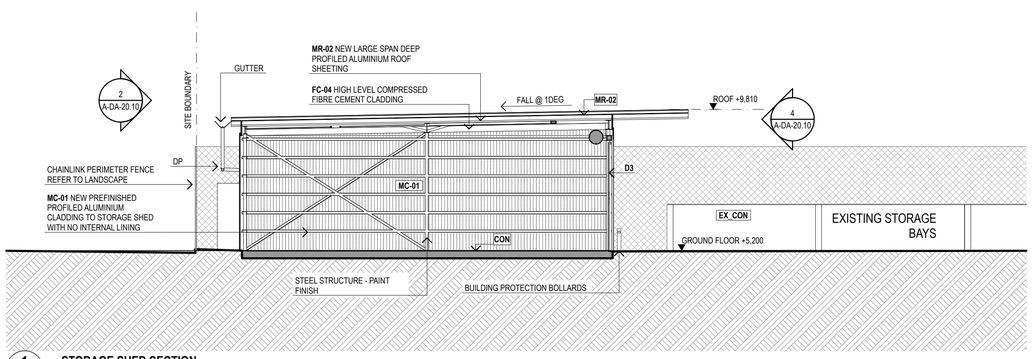
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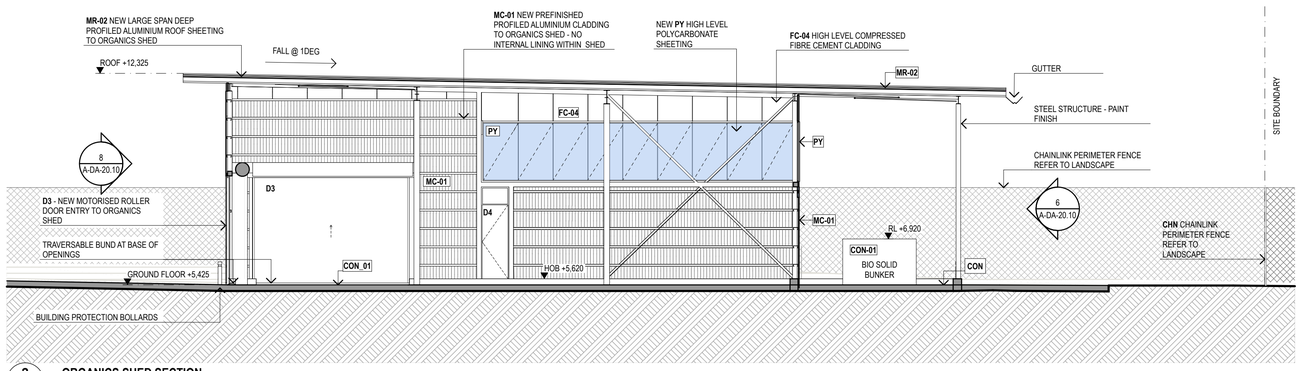
LOCATION **NORTH ZONE**

TITLE
SECTIONS

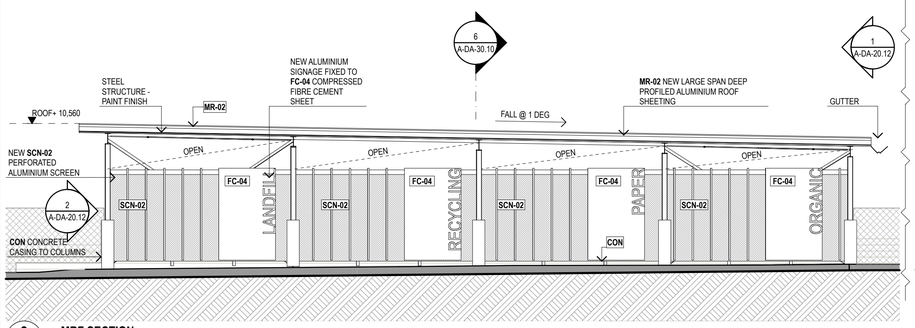
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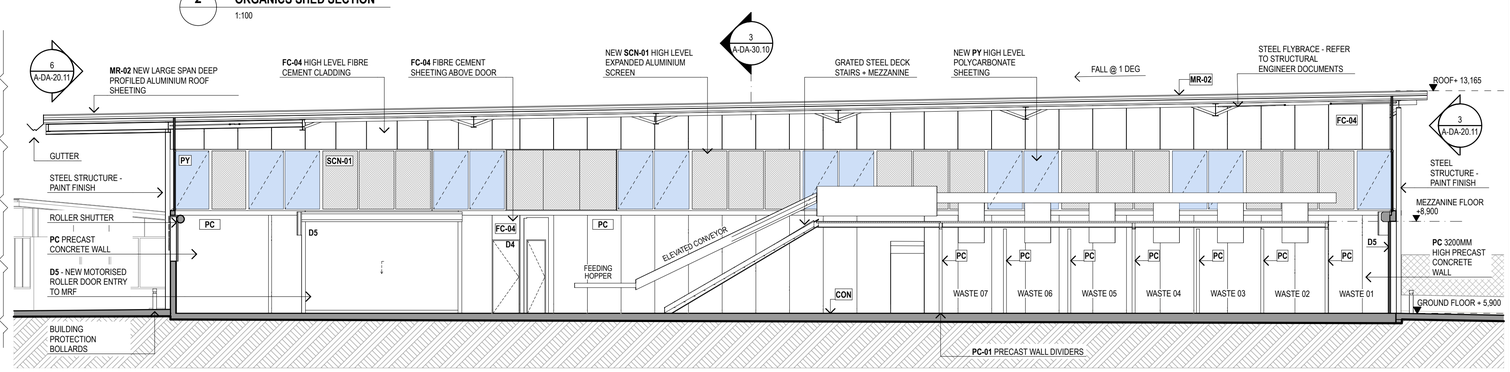
1 **STORAGE SHED SECTION**
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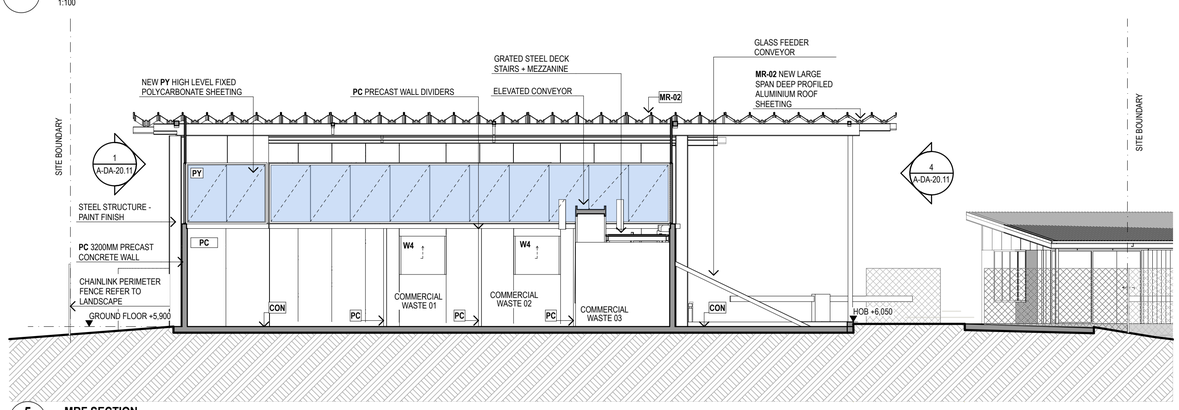


2 **ORGANICS SHED SECTION**
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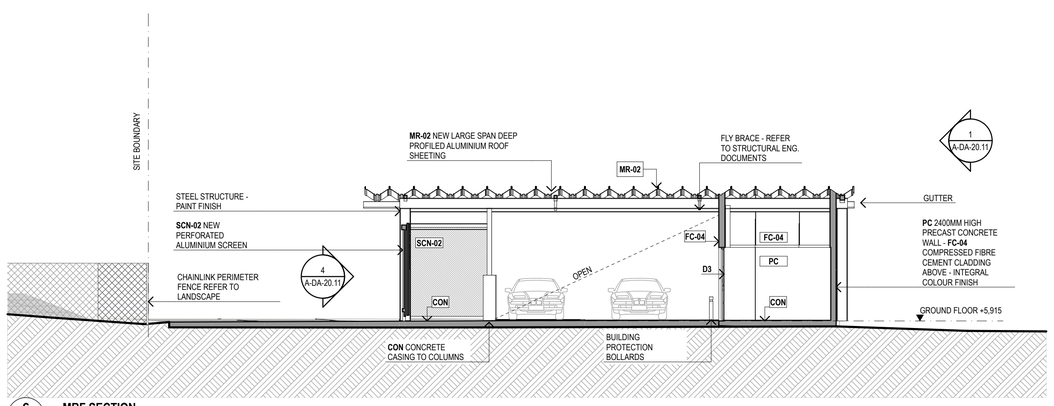


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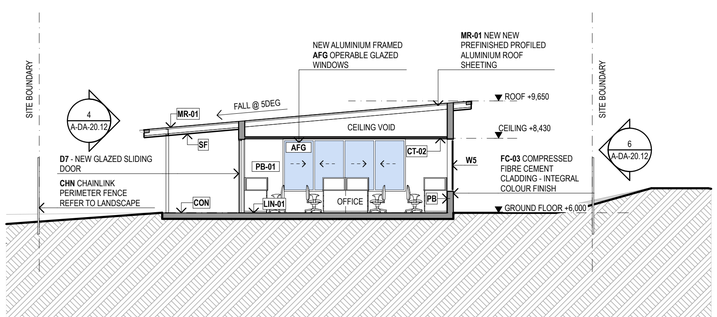




5 **MRF SECTION**
1:100



6 **MRF SECTION**
1:100



7 **OFFICE SECTION**
1:100

FINISHES CODES			
AFG	ALUMINIUM FIXED GLASS	MC-01	METAL CLADDING
BV	BLACK VINYL SKIRTING	MR-01	METAL ROOF
CON	CONCRETE FLOOR	MR-02	METAL ROOF
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REV	DESCRIPTION	DATE
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TENDER		
CONST		

LOCATION **SOUTH ZONE**

TITLE
SECTIONS

DRAWN	PLOT DATE	SCALE @A1
BG	6/8/2025	1:100
CHECKED	PROJECT NO.	DRAWING NO. / REV. NO
BC	24-05	A-DA-30.10 / 05

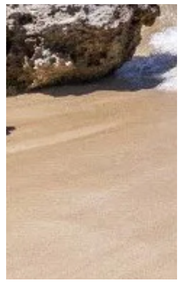
APPENDIX D HERITAGE PAINT COLOUR SCHEDULE

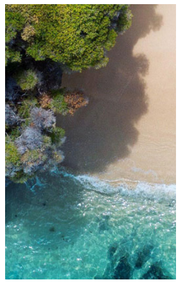
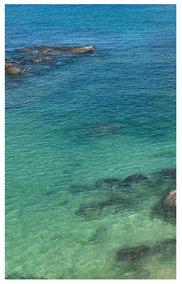
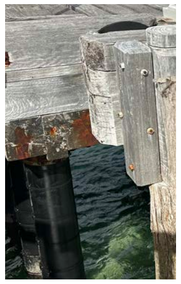
LORD HOWE ISLAND CRITICAL INFRASTRUCTURE

Materials & Finishes

JUNE 2025

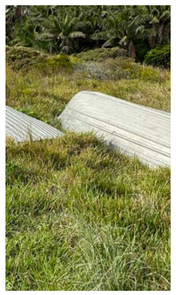




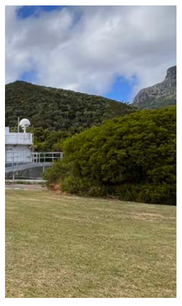

NORTH ZONE







WASTE MANAGEMENT FACILITY








WASTE MANAGEMENT FACILITY

MATERIALS PALETTE

SITE NATURAL COLOUR PALETTE





BUILDING COLOUR PALETTE

THE FACILITY SHOULD BLEND IN WITH THE SURROUNDING ENVIRONMENT.
THE SELECTION OF COLOURS, MATERIALS AND FINISHES, WHICH DREW ON
THE ENDEMIC CHARACTERISTICS OF THE LANDSCAPE.
COLOUR PALETTE
» COLOUR SELECTION TO MATCH THE SURROUNDINGS.
» MATERIAL COLOUR PALETTE SHOULD INCLUDE: GREENS, GREYS AND BLACKS TO BLEND INTO THE SURROUNDING LANDSCAPE.

FIBRE CEMENT



LT60 HESSIAN



N861 NATURA



LT10 LINEN

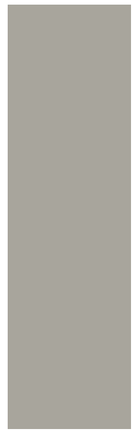


N661 NATURA

COLORBOND COLOURS



WALLABY

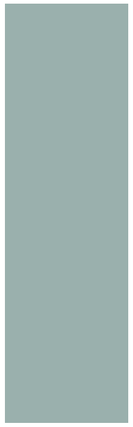


DUNE

PAINT COLOURS

DULUX
ROTTNEST
ISLAND

DULUX
PISTACHIO TANG



RESESNE
SORRENTO

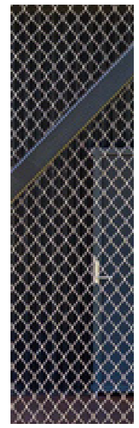


RESENE
JUNIPER



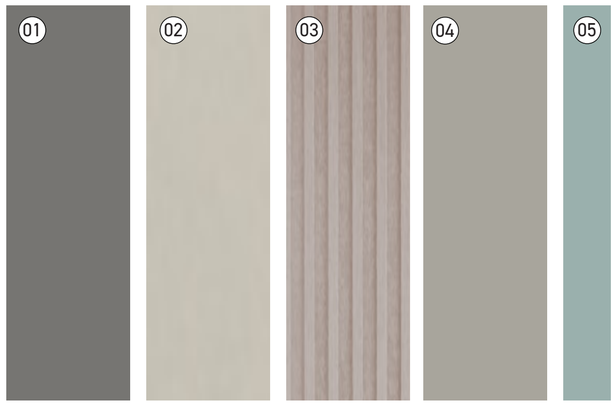
PRECAST
CONCRETE

POLYCARBONATE

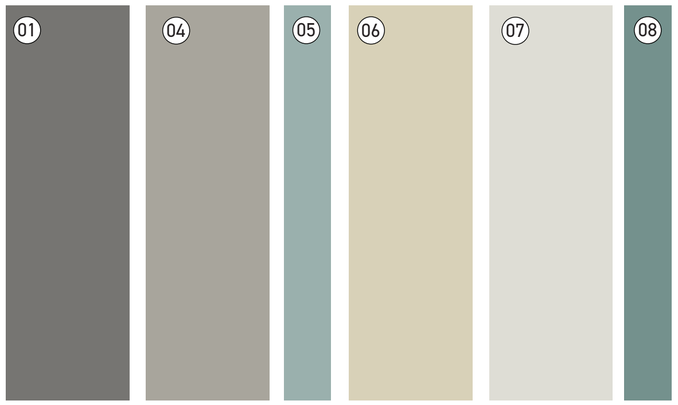


MESH

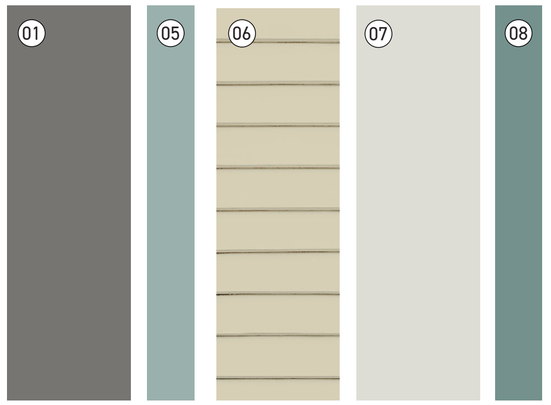




UNSTUFFING SHED



OV SHED

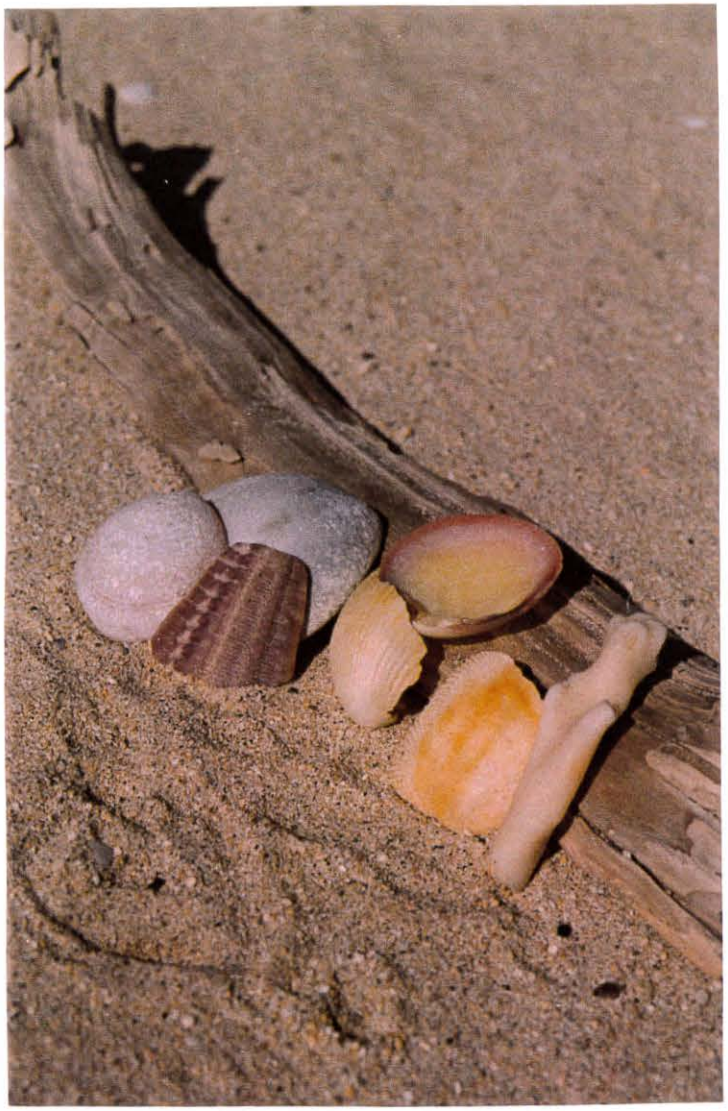


OLD CARGO SHED

EXTERNAL MATERIALS

01 COLORBOND WALLABY
02 EQUITONE: FIBRE CEMENT NATURA N661
03 EQUITONE: FIBRE CEMENT LINEAR LT10 LINEN
04 RESENE SORRENTO PAINT FINISH
05 RESENE JUPITER PAINT FINISH
05 DULUX PISTACHIO TANG PAINT FINISH
06 DULUX ROTTNEST ISLAND PAINT FINISH
07 COLORBOND DUNE PAINT FINISH

THE COLOURS OF LORD HOWE ISLAND



COLOUR SCHEMES, PAINT SPECIFICATION

for
COMMUNITY HALL
VISITOR CENTRE
POWER HOUSE
GOVERNMENT HOUSE

S GORRELL ARCHITECT RAIA
ENVIRONMENTAL DESIGN

KALANG RD, BELLINGEN 2454
PH/FAX 66 551692

COLOUR SCHEMES for LORD HOWE ISLAND

REPORT

September 1997

1. INTRODUCTION

The design of a colour scheme requires a clear perception of intent and desired effect. What appearance is desired for the buildings, how will they harmonize with their surroundings, will they be dominant, recessive or complimentary?

In the case of the public buildings of Lord Howe Island, the following colour strategies have been adopted.

2. HERITAGE COLOURS

The Hall is a heritage listed building, so choice of a an appropriate heritage colour scheme is a criteria here. It may then be suitable to extend this colour, or variations of it, to form a link with the other buildings.

Colour sampling indicated a range of about 4 or more colours have been applied over the building's life, in the following order:

A dark varnish/stain, light beige, white, and the current "mushroom" colour.

3. DESIRED EFFECT

The choice of a heritage colour scheme can still give freedom to play with a range of colours to give a desired effect. This may vary according to the building. The Hall and Visitor centre are both high profile buildings, whereas the Power House is not.

The general strategy adopted is that the magnificent landscape and seascape remain the most important elements here, and the buildings should not be vying for dominance. However they are a part of the history and the current activities of the island, and a range of colours complementary to the nearby seashore and interesting to the eye was considered appropriate.

It should be noted that a range of only 2 colours lack the depth and visual interest that 3 or more colours can give. For this reason a palette of 4-5 colours has been chosen.

4. THE COLOURS

The second Hall colour, a **light beige** that is easy on the eye was chosen for the Hall's main cladding. A **warm grey** was chosen to highlight the window and door frames, with a lighter tone of the beige for the window sashes. A deeper tone of the beige is then applied to the doors, posts, beams and handrails. This gives the building facade a sense of depth currently lacking. *(see colour sheet 1 - Hall)*

The same scheme can be applied to the other buildings, excepting the Power House. This is without verandahs and exposed to full sun, so to 'recede' the building the deeper beige tone has been chosen for the main cladding.

A highlight colour is then applied to finer details only - pale blue for the Hall verandah cross-bracing and eaves lining, a coral red tone to the handrails to the Visitor Centre steps etc.

COLOUR SCHEDULES

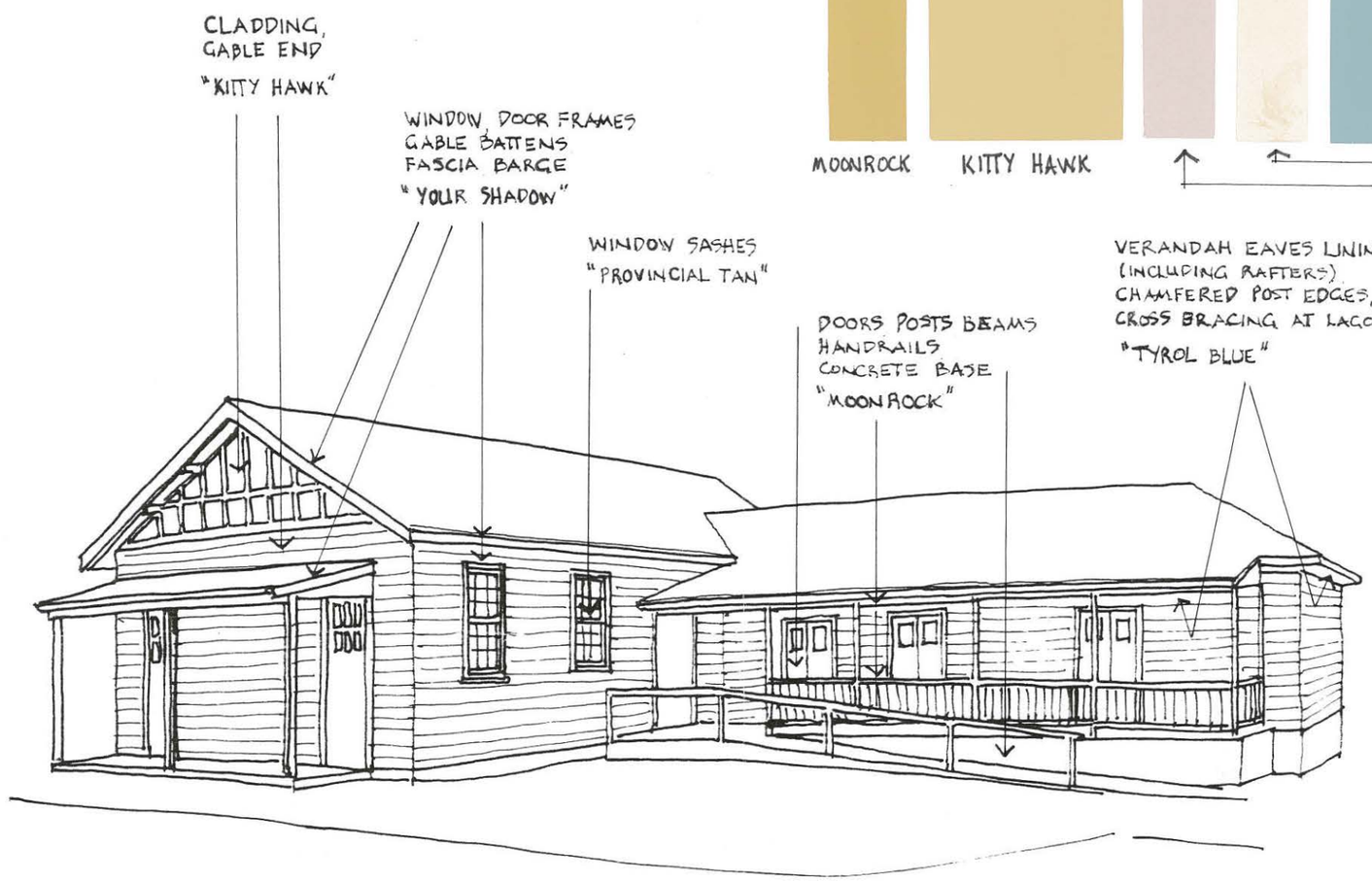
SEE FOLLOWING PAGES:

COLOUR SHEET 1 - HALL, TOILETS
COLOUR SHEET 2 - VISITOR CENTRE, DISPLAY SHELTER
COLOUR SHEET 3 - GOVERNMENT HOUSE, POWER HOUSE

PAINT SPECIFICATIONS follow colour sheets.

COLOURS
FROM WATTYL RANGE
'SOLARGARD PLUS' LOW SHEEN



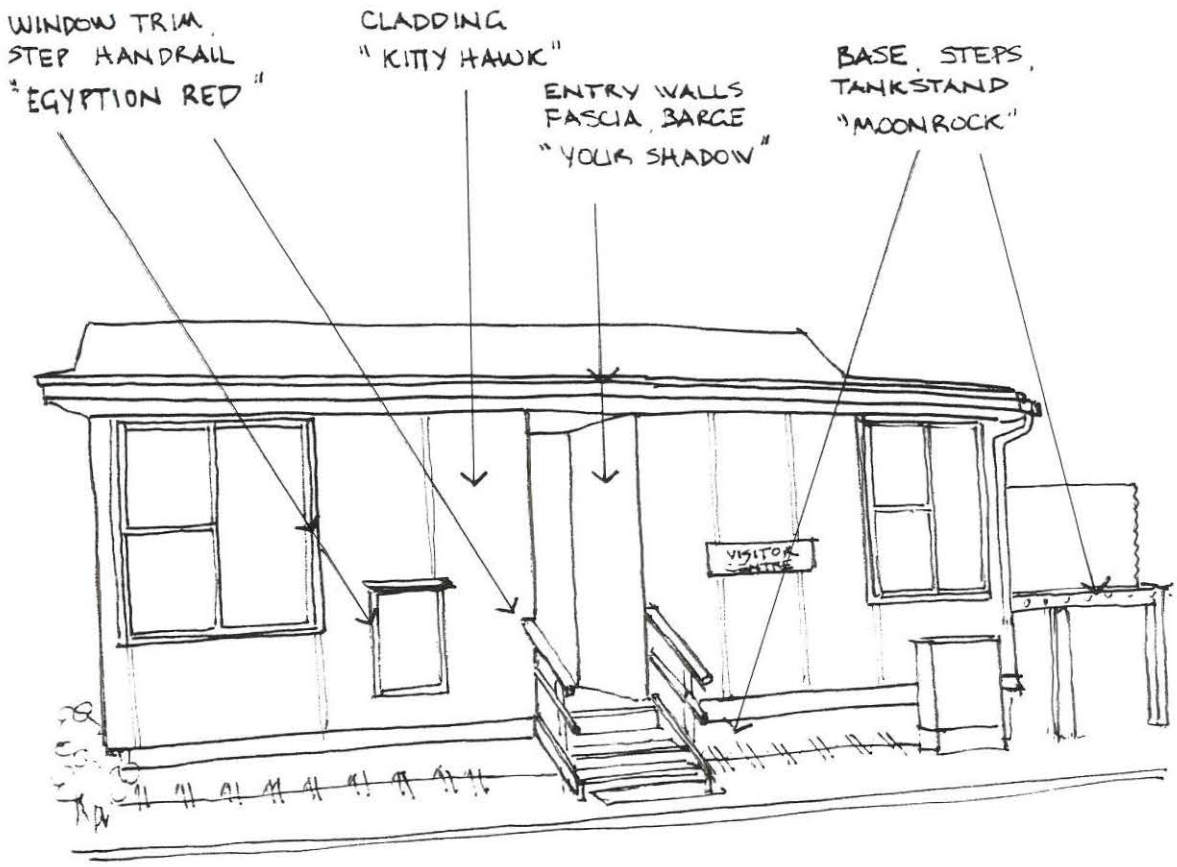


COMMUNITY HALL

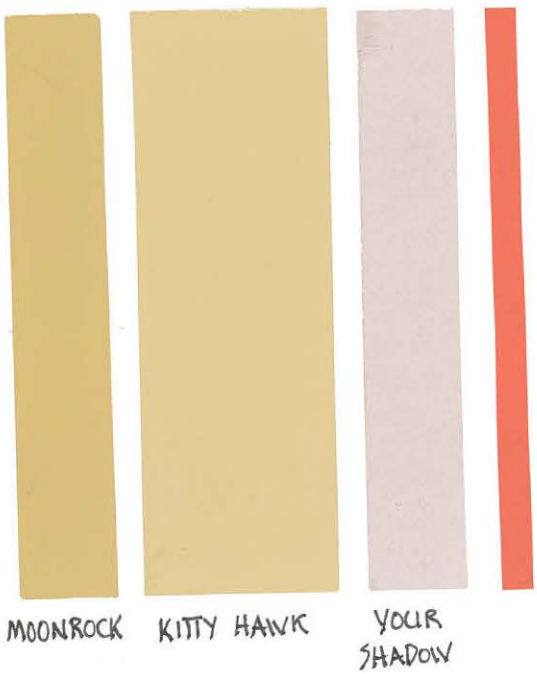
NB TOILETS SIMILAR

CLADDING ... "KITTY HAWK"
FASCIA, BARGE,
POSTS, BEAMS,
WINDOW, DOOR
FRAMES ..... "YOUR SHADOW"
LATTICE ..... "TYROL BLUE"

Lord Howe Island
COLOUR SCHEME
HALL Sheet 1
September 1997
S Gorrell Architect RAIA



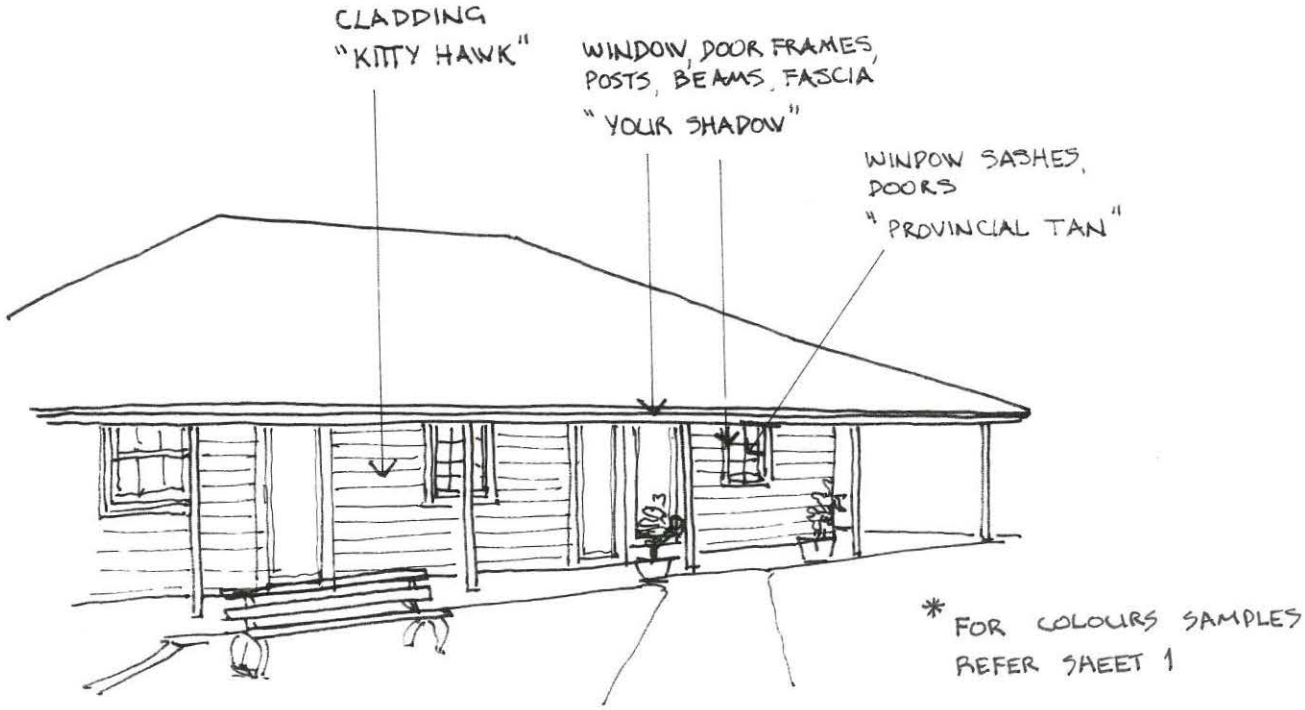
VISITOR CENTRE



DISPLAY SHELTER

Posts, Beams	"MOONROCK"
Rafters	"KITTY HAWK"
Notice Boards	"YOUR SHADOW"

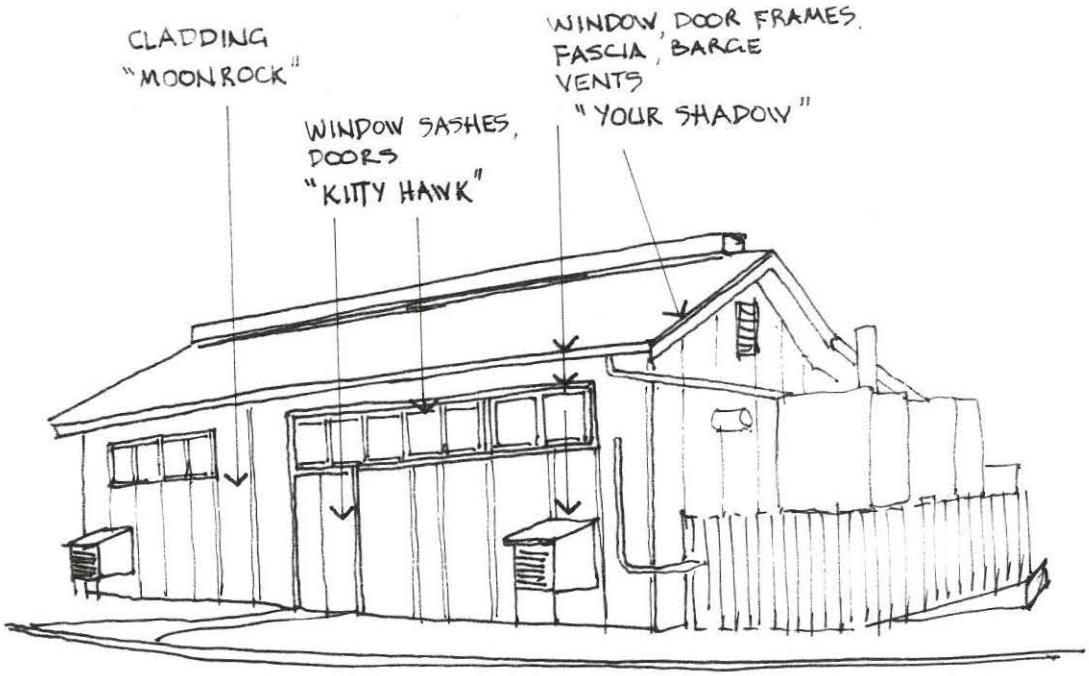
Lord Howe Island
COLOUR SCHEME
VISITOR CENTRE
DISPLAY SHELTER Sheet 2
September 1997
S Gorrell Architect RAIA



GOVERNMENT HOUSE

Lord Howe Island
COLOUR SCHEME
GOVERNMENT HOUSE
POWER HOUSE Sheet 3
September 1997
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POWER HOUSE



PAINT SPECIFICATION

1. MATERIALS, WORKMANSHIP

Supply paint by approved manufacturer in sealed, labelled containers. Sealers/fillers shall be those recommended for use by the manufacturer of the relevant finish and shall be suitable for the substrate and compatible with the finish coat. Preparation and paint application shall conform with AS 2311 and AS 2312 as applicable.

2. SURFACE PREPARATION

Adequate substrate preparation is **essential** to providing a durable paint finish. All buildings will require substantial attention to surface preparation. Prepare substrate so that finished paint surface is uniform in colour and texture.

GOOD CONDITION

The surface to be coated must be free of all traces of dirt, grease and foreign matter. If necessary, wash down with water and detergent followed by a rinse with water. Provide an even surface by filling all imperfections with a suitable exterior grade compound.

When dry, sand the surface and new filling smooth. Sand glossy painted surfaces until all gloss is removed. Remove all sanding dust before applying paint. Spot/prime/seal any bare areas. After light sanding of touched-up areas, proceed with finishing coats.

POOR CONDITION

Where the paint film is blistering, cracking or flaking, remove the defective paint film by either scraping, sanding or abrasion. Take care when sanding to feather to an even surface. Where total removal of well adhered but porous coats is impractical, apply 1 coat of Surface Binder to the affected paint film.

Stop all cracks, nail holes and other surface imperfections with a suitable exterior grade compound. When dry, sand the surface and new filling smooth. Remove all sanding dust before applying paint. Spot/prime/seal any bare areas. After light sanding of touched-up areas, proceed with finishing coats.

If mould, mildew or fungi is detected, remove growth and sterilize the surface with anti-mould treatment before repainting.

3. PAINTING

Before commencing to paint remove or protect door furntiure and other fittings likely to be affected by paint. Protect adjacent surfaces. Ensure windows are left free moving.

Provide paint coats in accordance with the Colour sheet schedules and as follows:

Timber surfaces:	3 coats WATTYL "Solagard Plus Low Sheen"
Fibre cement:	2 coats WATTYL "Solagard Plus Low Sheen"
Concrete:	3 coats WATTYL "Solagard Plus Low Sheen"

4. INSPECTION

Give sufficient notice to the Project Manager so that each of the following stages can be inspected:

* Substrate immediatelt prior to commencement of painting.
* Prior to application of final coat.

COLOUR SCHEDULE

All paint shall be Wattyl "Solagard Plus Low Sheen" or equivalent quality grade approved by Project Manager. Colours are from Wattyl range.

COMMUNITY HALL, TOILETS *(refer Colour sheet 1)*

Cladding, Gable ends	"Kitty Hawk"	37C - 2T
Window frames (outer), Door frames, Gable battens, Fascia, Barge	"Your Shadow"	26A - 3P
Window sashes	"Provincial Tan"	37A - 3P
Doors, Posts, Beams, Handrails, Concrete base	"Moonrock"	37C - 3D
Verandah eaves lining, (including painted rafters) Chamfered post edges*, Cross bracing between posts at Lagoon Rd entry. Lattice (toilets)	"Tyrol Blue"	63B - 1P

VISITOR CENTRE and DISPLAY SHELTER *(see Colour sheet 2)*

Cladding, Display Shelter rafters	"Kitty Hawk"	37C - 2T
Fascia, barge, Entry walls	"Your Shadow"	26A - 3P
Base, steps, tankstand Display shelter Posts, Beams	"Moonrock"	37C - 3D
Window trim, step handrail	"Egyptian Red"	6C - 4D

GOVERNMENT HOUSE *(see Colour sheet 3)*

Cladding	"Kitty Hawk"	37C - 2T
Window, Door frames, Posts, Beams, Fascia	"Your Shadow	26A - 3P
Window sashes, Doors	"Provincial Tan"	37A - 3P

POWER HOUSE *(see Colour sheet 3)*

Cladding	"Moonrock"	37C - 3D
Window, door frames, Fascia, Barge, Vents	"Your Shadow"	26A - 3P
Window sashes, doors	"Kitty Hawk"	37C - 2T

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