

Appendix A

Government and Public Submissions in Full

DOC17/508941-4
06_0310 MOD 2

Ms Nuray Duran
DA Coordinator
Industry and Key Sites
Department of Planning and Environment
nuray.duran@planning.nsw.gov.au

Dear Ms Duran

Emirates One&Only Wolgan Valley 06_0310 MOD 2

Thank you for your letter dated 6 October 2017 requesting comments from the Office of Environment and Heritage (OEH) regarding the proposed modification of the Emirates One&Only Wolgan Valley Resort project approval.

OEH understands that the proposal involves moving the existing helipad to a new internal location; increasing the number of allowed helicopter trips from four per week to 18 trips per week and 36 trips per week in peak demand periods; and adding six bee hives for local production of honey.

The modification proposal states that no excavation or disturbance is proposed for the helipad and the area will be maintained by mowing. No threatened fauna or flora or threatened ecological communities are present or are likely to be disturbed by the activities. The proponent has confirmed that the bee hives will not be located on any NSW National Park estate.

The Environmental Assessment Requirements (EARs) that OEH provided to the Department of Planning and Environment (DPE) dated 23 March 2017 stated that the Framework for Biodiversity Assessment (FBA) must be used to assess all biodiversity values on the development site. We note that the FBA has not been applied to this proposal and no site-based information has been collected for this modification proposal with regards to the biodiversity values of the site.

Section 5.2 of the Modification of Concept Plan and Project Application August 2017 document refers to the Flora and Fauna Impact Assessment prepared in 2005, however this document was not appended to the main report. The relevant information from the 2005 document was referenced in very broad terms with Section 5.2.1.1, stating that the proposed helipad location is located on open pasture dominated with exotic plant species; however, no specific floristic plot information was provided to support this statement.

OEH recommends that the proponent provide information specific to the new proposed helipad site regarding the flora species that are present and the condition state of the vegetation.

If the proponent provides information to confirm that the vegetation at the proposed helipad site is non-native, then given the negligible impact of the proposed activity on biodiversity values this project modification should not require a biodiversity offset strategy.

If you have any questions regarding this response please contact Renee Shepherd, Conservation Planning Officer on 02 6883 5355 or renee.shepherd@environment.nsw.gov.au.

Yours sincerely

A handwritten signature in dark ink, appearing to read 'P. Christie', with a stylized flourish at the end.

PETER CHRISTIE
Director North West
Regional Operations Division

24 October 2017

Contact officer: RENEE SHEPHERD
02 6883 5355



File No: SF17/48678
Ref No: DOC17/498317
Your reference:
MP 05_0079 MOD 2 and
MP 06_0310 MOD 2

Ms Sally Monk
Acting Team Leader, Industry Assessments
Department of Planning and Environment
320 Pitt Street
SYDNEY NSW 2001

Sent by email to: Melissa.prochazka@planning.nsw.gov.au

Dear Ms Monk

Notice of s.75W Modification Request for Emirates Luxury Resort (now known as Emirates One&Only Wolgan Valley), 2600 Wolgan Valley Road, Wolgan Valley, Lithgow LGA MP 05_0079 MOD 2 (Concept Plan) and MP 06_0310 MOD 2 (Project Approval)

I refer to your your email received on 6 October 2017 inviting comments from the Heritage Council of NSW for the above proposal. The proposal involves moving the helicopter landing pad from its location near Wolgan Road to a location internal to the property and increasing the number of allowed helicopter movements.

The Environmental Impact Assessment (EIA), prepared by Pitt and Sherry/KMH Environmental, dated 14 September 2017, has been reviewed. There are no State Heritage Register listed items affected by the proposal. There is no additional excavation and the proposed helipad would be located outside of the PAD areas and any archaeological site. Therefore, no recommendations for conditions of approval are provided in this instance.

If you have any questions regarding the above matter, please contact James Quoyale, Heritage Officer, at the Heritage Division, Office of Environment and Heritage on telephone (02) 9873 8612 or by email: james.quoyale@environment.nsw.gov.au.

Yours sincerely

Dr Thomas Richards
Acting Manager, Conservation
Office of Environment & Heritage
24 October 2017

As Delegate of the Heritage Council of NSW

Melissa Prochazka

From: Fire Safety <FireSafety@fire.nsw.gov.au>
Sent: Friday, 6 October 2017 1:38 PM
To: Nuray Duran
Subject: RE: FRN17/1949 BFS17/2379 SIRD 8000001670 HPRM: Notice of modification request for The Emirates One&Only Wolgan Valley Resort

Dear Nuray

Fire & Rescue NSW acknowledge receipt of your application.

For any future correspondence regarding this matter, we request that you quote your job / reference number:

Project Reference: FRN17/1949

Job Number: BFS17/2379 (8000001670)

Should you have any further queries regarding this matter, please contact the Fire Safety Branch on 02 9742 7434.

Regards

Fire Safety Branch
Community Safety Directorate



E FireSafety@fire.nsw.gov.au | T (02) 9742 7434 | F (02) 9742 7483 | www.fire.nsw.gov.au
Amarina Avenue, Greenacre, NSW 2190 | Locked Bag 12, Greenacre, NSW 2190

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Do a Home Fire Safety Audit. It could save your life. www.homefiresafetyaudit.com.au

From: Nuray Duran [mailto:Nuray.Duran@planning.nsw.gov.au]
Sent: Friday, 6 October 2017 10:59 AM
To: Fire Safety <FireSafety@fire.nsw.gov.au>
Subject: FRN17/1949 BFS17/2379 SIRD 8000001670 HPRM: Notice of modification request for The Emirates One&Only Wolgan Valley Resort

Good morning

Please find attached the notice of modification request for The Emirates One&Only Wolgan Valley Resort.

The modification request and accompanying documents will be on public exhibition from **Wednesday 11 October 2017 until Tuesday 24 October 2017**. These documents may be viewed on the Department's website at <http://majorprojects.planning.nsw.gov.au/page/on-exhibition/> from Wednesday 11 October 2017.

The Department invites you to comment on the modification request, including advice on recommended conditions of approval, by **Tuesday 24 October 2017**.

If you have any questions, please contact Melissa Prochazka on (02) 8289 6695 or via email at Melissa.prochazka@planning.nsw.gov.au

Regards

Nuray Duran

DA Coordinator | Industry and Key Sites

Department of Planning & Environment

320 Pitt Street | GPO Box 39 | Sydney NSW 2001

T 02 9274 6162 E nuray.duran@planning.nsw.gov.au

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Our reference: : EF13/4933; DOC17/498262-01
Contact: : Mr Allan Adams, (02) 6332 7610

Ms Sally Munk
A/Team Leader - Industry Assessments
Department of Planning and Environment
GPO Box 39
Sydney NSW 2001

1 November 2017

Attn: Ms Melissa Prochazka

Email: melissa.prochazka@planning.nsw.gov.au

Dear Ms Munk

RE: Emirates One&Only Wolgan Valley Resort - MP 05 _0079 MOD2 (Concept Plan) and MP 06 _0310 MOD 2 (Project Approval)

I refer to your email notification of the proposed modification request for the Concept Plan (MP 05 _0079) and the Project Approval (MP 06 _0310) for the Emirates One&Only Wolgan Valley Resort.

The EPA has reviewed the supporting documentation and notes the proposal is for the following:

- relocating the existing helicopter landing pad;
- increase the number of weekly helicopter movements to 18 trips per week (36 flight movements); and
- construct and operate six bee hives.

The EPA has determined that it is able to issue an Environment Protection Licence for the proposal, subject to a number of conditions. As the proposal includes more than 30 flight movements per week and is within 1 kilometre of a dwelling, the proposal meets the threshold for the scheduled activity of '*Helicopter related activity*'. It is noted the *Protection of the Environment Operations Act 1997* defines take-off and landing as separate flight movements.

The proponent will need to make a separate application to the EPA to obtain this EPL, should approval be granted.

The EPA's regulatory authority is limited to on-ground activities. The EPA is only able to regulate environmental impacts from non-flight related activities such as maintenance activities, dust generation and fuel storage. We do not have the regulatory authority to condition or limit specific helicopter activities that relate to flight movements including taxiing, start-up, take off, flight or landing activities. The EPA understands this is the domain of the determining authority through conditions of approval, AirServices Australia and/or the Civil Aviation Safety Authority. I understand these agencies have been included in the consultation of this proposal.

The Environmental Assessment identifies existing limits to operating hours stipulated by the Federal Government's *Environment Protection and Biodiversity Conservation Act 1999* approval for the current operation. The EPA would expect these operating hours to remain unchanged.

The EPA's Recommended Conditions of Approval are provided at Attachment A. If approval is granted for the proposal, these conditions should be incorporated into the approval document. Attachment B provides generic conditions that are included in all Environment Protection Licences. These conditions are provided for information only and should not be included in the approval document, unless deemed necessary by the Dept. of Planning and Environment.

If you have any questions or concerns, please don't hesitate to contact Allan Adams in our Bathurst office on 6332 7610 or via email at central.west@epa.nsw.gov.au.

Yours sincerely



REBECCA SCRIVENER
A/Head Regional Operations Unit - Central West
Environment Protection Authority

Encl: Attachment A – Recommended Conditions of Approval
Attachment B - Generic EPL Conditions

Attachment A

EPA Recommended Conditions of Approval - MP 05 _0079 MOD2 (Concept Plan) and MP 06 _0310 MOD 2 (Project Approval)

Administrative conditions

A1. Information supplied to the EPA

A1.1 Except as expressly provided by these recommended conditions of approval, works and activities must be carried out in accordance with the proposal contained in:

- the development application **<DA No>** submitted to **<consent authority>** on **<date>**;
- any environmental impact statement '*One&Only Wolgan Valley – Modification of Concept Plan and Project Application (Helicopter and other changes) – Project No. 2017.034*' dated August 2017 relating to the development.

Limit conditions

L1. Pollution of waters

L1.1 Except as may be expressly provided by a licence under the Protection of the Environment Operations Act 1997 in relation of the development, section 120 of the Protection of the Environment Operations Act 1997 must be complied with in and in connection with the carrying out of the development.

L2. Waste

L2.1 The licensee must not cause, permit or allow any waste generated outside the premises to be received at the premises for storage, treatment, processing, reprocessing or disposal or any waste generated at the premises to be disposed of at the premises, except as expressly permitted by a licence under the Protection of the Environment Operations Act 1997.

Operating conditions

O1. Dust

O1.1 Activities occurring at the premises must be carried out in a manner that will minimise emissions of dust from the premises.

O2. Stormwater/sediment control

O2.1 A Stormwater Management Scheme must be prepared for the development and must be implemented. Implementation of the Scheme must mitigate the impacts of stormwater run-off from and within the premises following the completion of construction activities. The Scheme should be consistent with the Stormwater Management Plan for the catchment. Where a Stormwater Management Plan has not yet been prepared the Scheme should be consistent with the guidance contained in *Managing Urban Stormwater: Council Handbook* (available from the EPA).

O3. Bunding

O3.1 All above ground tanks containing material that is likely to cause environmental harm must be bunded or have an alternative spill containment system in place.

Attachment B

Mandatory Conditions for all EPA licences

Administrative conditions

Fit and Proper Person

The applicant must, in the opinion of the EPA, be a fit and proper person to hold a licence under the Protection of the Environment Operations Act 1997, having regard to the matters in s.83 of that Act.

Other activities

(To be used on licences with ancillary activities)

This licence applies to all other activities carried on at the premises, including:

- **<list activities>**

Operating conditions

Activities must be carried out in a competent manner

Licensed activities must be carried out in a competent manner.

This includes:

- a. the processing, handling, movement and storage of materials and substances used to carry out the activity; and
- b. the treatment, storage, processing, reprocessing, transport and disposal of waste generated by the activity.

Maintenance of plant and equipment

All plant and equipment installed at the premises or used in connection with the licensed activity:

- a. must be maintained in a proper and efficient condition; and
- b. must be operated in a proper and efficient manner.

Monitoring and recording conditions

Recording of pollution complaints

The licensee must keep a legible record of all complaints made to the licensee or any employee or agent of the licensee in relation to pollution arising from any activity to which this licence applies.

The record must include details of the following:

- the date and time of the complaint;
- the method by which the complaint was made;
- any personal details of the complainant which were provided by the complainant or, if no such details were provided, a note to that effect;
- the nature of the complaint;
- the action taken by the licensee in relation to the complaint, including any follow-up contact with the complainant; and
- if no action was taken by the licensee, the reasons why no action was taken.

The record of a complaint must be kept for at least 4 years after the complaint was made.

The record must be produced to any authorised officer of the EPA who asks to see them.

Telephone complaints line

- The licensee must operate during its operating hours a telephone complaints line for the purpose of receiving any complaints from members of the public in relation to activities conducted at the premises or by the vehicle or mobile plant, unless otherwise specified in the licence.
 - The licensee must notify the public of the complaints line telephone number and the fact that it is a complaints line so that the impacted community knows how to make a complaint.
- This condition does not apply until 3 months after this condition takes effect.

Reporting conditions

Annual Return documents

What documents must an Annual Return contain?

The licensee must complete and supply to the EPA an Annual Return in the approved form comprising:

- a. Statement of Compliance; and
- b. Monitoring and Complaints Summary.

A copy of the form in which the Annual Return must be supplied to the EPA accompanies this licence. Before the end of each reporting period, the EPA will provide to the licensee a copy of the form that must be completed and returned to the EPA.

Period covered by Annual Return

An Annual Return must be prepared in respect of each reporting, except as provided below

Note: The term "reporting period" is defined in the dictionary at the end of this licence. Do not complete the Annual Return until after the end of the reporting period.

Where this licence is transferred from the licensee to a new licensee,

- a. the transferring licensee must prepare an annual return for the period commencing on the first day of the reporting period and ending on the date the application for the transfer of the licence to the new licensee is granted; and
- b. the new licensee must prepare an annual return for the period commencing on the date the application for the transfer of the licence is granted and ending on the last day of the reporting period.

Note: An application to transfer a licence must be made in the approved form for this purpose.

Where this licence is surrendered by the licensee or revoked by the EPA or Minister, the licensee must prepare an annual return in respect of the period commencing on the first day of the reporting period and ending on

- a. in relation to the surrender of a licence - the date when notice in writing of approval of the surrender is given; or
- b. in relation to the revocation of the licence – the date from which notice revoking the licence operates.

Deadline for Annual Return

The Annual Return for the reporting period must be supplied to the EPA by registered post not later than 60 days after the end of each reporting period or in the case of a transferring licence not later than 60 days after the date the transfer was granted (the 'due date').

Licensee must retain copy of Annual Return

The licensee must retain a copy of the annual return supplied to the EPA for a period of at least 4 years after the annual return was due to be supplied to the EPA.

Certifying of Statement of Compliance and Signing of Monitoring and Complaints Summary

Within the Annual Return, the Statement of Compliance must be certified and the Monitoring and Complaints Summary must be signed by:

- a. the licence holder; or
- b. by a person approved in writing by the EPA to sign on behalf of the licence holder.

A person who has been given written approval to certify a Statement of Compliance under a licence issued under the Pollution Control Act 1970 is taken to be approved for the purpose of this condition until the date of first review this licence.

Notification of environmental harm

Note: The licensee or its employees must notify the EPA of incidents causing or threatening material harm to the environment immediately after the person becomes aware of the incident in accordance with the requirements of Part 5.7 of the Act

Notifications must be made by telephoning the EPA's Pollution Line service on 131 555.

The licensee must provide written details of the notification to the EPA within 7 days of the date on which the incident occurred.

Written report

Where an authorised officer of the EPA suspects on reasonable grounds that:

- a. where this licence applies to premises, an event has occurred at the premises; or
- b. where this licence applies to vehicles or mobile plant, an event has occurred in connection with the carrying out of the activities authorised by this licence,

and the event has caused, is causing or is likely to cause material harm to the environment (whether the harm occurs on or off premises to which the licence applies), the authorised officer may request a written report of the event.

The licensee must make all reasonable inquiries in relation to the event and supply the report to the EPA within such time as may be specified in the request.

The request may require a report which includes any or all of the following information:

- a. the cause, time and duration of the event;
- b. the type, volume and concentration of every pollutant discharged as a result of the event;
- c. the name, address and business hours telephone number of employees or agents of the licensee, or a specified class of them, who witnessed the event; and
- d. the name, address and business hours telephone number of every other person (of whom the licensee is aware) who witnessed the event, unless the licensee has been unable to obtain that information after making reasonable effort;
- e. action taken by the licensee in relation to the event, including any follow-up contact with any complainants;
- f. details of any measure taken or proposed to be taken to prevent or mitigate against a recurrence of such an event;
- g. any other relevant matters.

The EPA may make a written request for further details in relation to any of the above matters if it is not satisfied with the report provided by the licensee. The licensee must provide such further details to the EPA within the time specified in the request.

General conditions

Copy of licence kept at the premises or on the vehicle or mobile plant

A copy of this licence must be kept at the premises or on the vehicle or mobile plant to which the licence applies.

The licence must be produced to any authorised officer of the EPA who asks to see it.

The licence must be available for inspection by any employee or agent of the licensee working at the premises or operating the vehicle or mobile plant.



Department of Industry

OUT17/40941

Ms Melissa Prochazka
Industry and Key Sites
NSW Department of Planning and Environment

Melissa.prochazka@planning.nsw.gov.au

Dear Ms Prochazka

**Emirates One & Only Resort, Wolgan Valley (MP 06_0310 MOD 2)
Comment on the Environmental Assessment (EA)**

I refer to the email of 6 October 2017 to the Department of Industry in respect to the above matter. Comment has been sought from relevant branches of Crown Lands & Water and Department of Primary Industries.

Any further referrals to Department of Industry can be sent by email to landuse.enquiries@dpi.nsw.gov.au.

The department has reviewed the Environmental Assessment and provides the following recommendations:

- The proponent should provide a layout plan indicating the proposed location of the bee hives to demonstrate that staff and guests are not likely to come in close proximity to them in the course of routine activities.
- The proponent should ensure that they are registered as a bee keeper through the [Service NSW Portal](#) and that bee hives are managed in accordance with the [Australian Honey bee Industry Biosecurity Code of Practice](#).

Yours sincerely

Alison Collaros
A/Director, Planning Policy & Assessment Advice
24 October 2017

Crown lands and Water Planning Policy and Assessment Advice appreciates your help to improve our advice to you. Please complete this three minute survey about the advice we have provided to you, here:
<https://goo.gl/o8TXWz>

24 October 2017

Sally Munk
Acting Team Leader- Industry Assessment
Department of Planning & Environment
GPO Box 39
SYDNEY NSW 2001

Dear Sally

Modification for The Emirates One&Only Wolgan Valley Resort MP 05_0079 MOD 2 (Concept Plan) and MP 06_0310 MOD 2 (Project Approval)

I refer to your letter 4 October 201 in relation to the abovementioned modifications for the Emirates Wolgan Valley Resort. It is noted that the proposal is to:

- Relocate the helicopter pad further within the property, further from Wolgan Road and further from existing residents.
- Retain the existing helicopter pad for emergency services only (near Wolgan Road).
- Increase the existing number of helicopters landing at the site from 4 trips per week (8 movements) to 18 trips per week (36 movements).
- Increase peak time number of helicopters landing at the site to 36 trips per week (72 movements). Peak times would include over 14 weeks of the year:
 - Christmas/New Years- 6 weeks
 - 2 weeks in spring & 2 weeks in winter- 4 weeks
 - Easter school holidays – 2 weeks
 - Bathurst V8 and GT3 race – 2 weeks
 - Other weeks of significant tourism events in NSW that provides a substantial economic benefit to NSW and Lithgow region.
- Establish 6 beehives to produce local honey in the region.

Council has no objection to the proposed development as proposed, subject to compliance with the Apiaries Act 1985 and register as a bee keeper.

Please do not hesitate to contact Jessica Ramsden between 2:00pm and 4:30pm Monday to Friday on (02) 63549999, in Council's Economic Development & Environment Department should you have any queries in relation to this matter.

Yours sincerely



A C Muir

DIRECTOR ECONOMIC DEVELOPMENT & ENVIRONMENT



ADVISORY COMMITTEE

PO Box 6 Glenbrook NSW 2773

Phone: 0419 307 099

gbm.worldheritage@environment.nsw.gov.au

Our reference : DOC17/540757

Our contact : Jacqueline Reid ph: 0419 307 099

Melissa Prochazka
Senior Planning Officer
Department of Planning & Environment
GPO Box 39
Sydney NSW 2001
Via email Melissa.prochazka@planning.nsw.gov.au

**The Emirates One&Only Wolgan Valley Resort
Application No: MP 05_0079 MOD 2 (Concept Plan) and MP 06_0310 MOD 2 (Project Approval)**

The Greater Blue Mountains World Heritage Area (GBMWhA) Advisory Committee is jointly appointed by the Commonwealth and State Environment Ministers to advise on matters relating to the protection, conservation, presentation and management of the GBMWhA, which was inscribed on the World Heritage List in 2000 for its outstanding natural values.

Thank you for the opportunity to comment on the modification request. The Committee has always taken a strong position that it is essential to consider any adverse direct and indirect impacts on World Heritage listed values, and other important values which complement its World Heritage values, from developments that occur adjacent to the GBMWhA. Other values, as described in the GBMWhA Strategic Plan (which has been prepared to assist in meeting Australia's responsibilities under the World Heritage Convention), include geodiversity, cultural heritage, landscape, wilderness, natural beauty and aesthetic values.

The proposal is adjacent to the Wollemi and Gardens of Stone National Parks. Complementary management of adjoining land is critical to the long term maintenance of the World Heritage Area's integrity given that the biodiversity of the World Heritage Area is reliant, at least in part, on maintenance of habitat values in surrounding areas.

The Committee suggests that approval to the actions proposed in the modification include conditions that address the potential for any impacts and an obligation on the proponent to monitor such likely impacts and amend the planned operations so as to avoid such impacts.

Based on the need to avoid disturbance of a bat roosting site on the escarpment above the resort, the Committee reiterates the EPBC Act approval condition (June 2007) that the action may only allow helicopters to operate in the area of the resort or the GBMWhA, from half an hour after sunrise to half an hour prior to sunset.

The GBMWhA Strategic Plan notes potential threats to the appreciation of the area's aesthetic values include overflights by helicopters, low-flying jets and other aircraft. Visitors to this natural landscape can have their experiences degraded by the intrusion of the loud mechanical noise that is associated with low altitude aircraft use. This potential for adverse aural impact should be recognised and the impact mitigated against in any conditions related to the activity.

The Committee recommends the government reviews and implements the following management response outlined in the GBMWhA Strategic Plan Key Issue 7 Landscape, natural beauty and aesthetic values:

7.5 Continue to work with the relevant agencies, aviation industry and military to implement and monitor the existing Fly Neighbourly program to ensure that any impact of aircraft on the GBMWhA (especially wilderness areas), park visitors and neighbouring communities is minimised.

The Committee would like to be assured that, given the risk of likely adverse impacts on the World Heritage Area, that the matter has been referred to the Australian Government Department of the Environment and Energy for assessment under the Commonwealth *Environment Protection and Biodiversity Conservation Act 1999*.

Should you require further information, please do not hesitate to contact our Executive Officer, Jacqueline Reid via email to jacqueline.reid@environment.nsw.gov.au or by telephone to 0419 307 099.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'B. Leaver', enclosed within a circular scribble.

Bruce Leaver

Chair

Greater Blue Mountains World Heritage Area Advisory Committee

1 November 2017



THE COLONG FOUNDATION FOR WILDERNESS LTD.

Thursday 19 October, 2017

**The Emirates One & Only Wolgan Valley Resort -
MP 05_0079 Mod 2 (Concept Plan) and
MP06_0310 Mod 2 (Project Approval)**

Dear Sir/Madam

National Park land swaps must be implemented as a condition of consent

Part of Wollemi National Park is leased to the Emirates Hotels (Australia) for the purposes of constructing and operating an accommodation facility for 'park visitors' in the Wolgan Valley. There is an in principle agreement for a land exchange with the Emirates and the NSW Government (i.e. the National Parks and Wildlife Service of NSW). The exchange was to involve 39.5ha of Wollemi National Park in return for 114.5ha of naturally vegetated freehold land. It was also agreed in principle that the Emirates and the NSW Government form a conditional agreement under s.146(3) of the National Parks and Wildlife Act 1974 concerning the future management and care of Crown land within the Wolgan Valley, which adjoins both Wollemi National Park and Gardens of Stone National Park. The Agreement under this section would give effect to the transfer and gazettal of these Crown lands as national park additions (NPWS references DOC07/21340 and DOC07/21951).

The Colong Foundation requests that the NSW Department of Planning and Environment (DPE) seek advice from the NPWS and the Emirates regarding progress made towards the aforementioned land exchanges and Agreement. The Colong Foundation shook hands with the Emirates and the NPWS on an aforementioned Agreement on the understanding that we would not pursue various apparent legal inconsistencies regarding the national park plans of management. We acknowledge and believe that these exchanges and arrangements were in good faith but no progress has been achieved in a decade.

The precedent of a resort established in the Greater Blue Mountains World Heritage Area remains inadequately addressed. A decade is sufficient time to implement the Agreement and this irregularity should be addressed by excision of the resort offset in the manner agreed. There are apparently extenuating circumstances for these delays but these should have been resolved by now. There have been no on-going efforts to resolve these matters.

The Colong Foundation requests that DPE seek inclusion of a timetable regarding progress on these matters in the consent conditions or establish a land transfer timetable by some other means.

Mapping and description of resort as being partly within national park - not provided

The resort site is incorrectly described in the modification documents. The resort buildings are partly located on leasehold in Wollemi National Park and the environmental assessment report supporting these modifications is misleading on this point.

The modifications are not accompanied by readable maps or plans indicating the facilities located on the national park nor indicate their nature and extent. The Department of Planning and Environment has been lax regarding exhibition standards, allowing an exhibition document for a concept plan modification that does not clearly indicate the nature of the developments proposed in relation to a World Heritage listed national park. This failure is unacceptable.

Additional Helicopter Flights opposed

The Colong Foundation considers this proposal amounts to a heliport and objects to the proposed increase in flight numbers. The definition of heliport versus helipad in the Environmental Planning and Assessment Model Provision 1980¹ turns on public use. As the facility is proposed to be open to occasional public use, it is a heliport.

Alternatively if the facility is to be considered as a heliport, then its use must be restricted to prevent private use and remaining flights limited to near existing levels. Further, the noise generated by these flights must be limited. Helicopters used must be certified to emit less than 40dB(A), to protect natural quiet in the adjoining World Heritage Area (and also not impact significantly on the patrons in the resort).

Descent and ascent using Carne Creek canyon is contrary to the spirit of the Blue Mountains Fly Neighbourly Agreement (FNA), and is opposed. This proposed operation will cause intrusive noise and helicopter activities at the scenic lookouts above the gorge and at Dry Canyon in Wollemi National Park where people camp.

The SEARs for a heliport should have been applied to this modification and an environmental impact statement of a standard for a heliport should have been required from the proponent.

The environmental assessment fails to provide the typical rate of climb on departure and descent to the heliport for each type of helicopter to be used. It is not possible to compare actual helicopter behaviour with the proposed departure and approach flight paths.

¹ **Helipad** means an area or place not open to public use which is authorised by the Department of Transport and which is set apart for the taking off and landing of helicopters.

Heliport means an area or place open to public use which is licensed by the Department of Transport for use by helicopters and includes terminal buildings and facilities for the parking, servicing and repair of helicopters.

Fly Neighbourly Agreement

The DPE's EIA review processes should require publication of the existing Fly Neighbourly Agreement (FNA) with the proposal. The FNA should be subjected to comment and review as part of this process. This is another deficiency of the proposal as exhibited.

The FNA should specify avoidance of overflights of the National Parks to minimise noise and allow no recreational flights, as per the existing statement of commitments for this resort. This statement includes no flights in the half hour after sunrise and half hour before sunset, as per the EPBC Approval (2006/2567, clause 4 of Schedule 1). The Environmental Assessment for these modifications should have provided copies of its development consent, statement of commitments for the resort and EPBC Approval in the appendices.

The draft Operational Management Plan, that omits the FNA, should have spelt out environmental issues regarding its proposed helicopter flights and operations. For example, helicopter operations must take steps to avoid annoying park users, impacting wilderness areas and birds, for example birds of prey soaring on the thermals above the cliffs about the resort (which its patrons might enjoy watching). This potential bird hazard must be considered in the design of flight operations.

While the flight plans indicate flight paths, the actual flights now in use are down Carne Creek canyon below cliff top level. While such an approach and departure route is spectacular and exciting for the passengers, it is inappropriate due to bird strike risks during landing approach and potentially annoying park visitors at Dry Canyon on the true right side of canyon, behind and above the resort.

Furthermore locating approach and departure routes in Carne Creek canyon is a mid-air collision hazard. The potential collision hazard of locating both ascent and descent paths along Carne Creek canyon must be brought to the attention of the Federal Civil Aviation authorities. The Emirates should be asked to rethink this aspect on the grounds of aviation safety, along the lines that what could go wrong, will go wrong. There is no room for helicopters to manoeuvre in a canyon and this proposal is inappropriate, especially when climatic conditions are considered, such as fog in winter. The Foundation believes on safety grounds approach and departure must be on flight paths that come from different directions.

Dry Canyon in Wollemi National Park is used for camping. It should be flagged in the EIA and FNA as an environmentally sensitive site.

Notwithstanding required flight paths of approach and departure, "pilots should be required by the FNA to maintain a minimum altitude of 1000FT [feet is the standard measure for aircraft flying height] above the surface of the park. **The surface being defined as the highest point of terrain, and any object on it, within a radius of 600M of a point vertically below the aircraft,** unless operation at this altitude would jeopardise the safe conduct of the flight."

"Except when operating on such scenic routes, **pilots conducting general or transit operations over the park are requested to operate at 1500 feet above the surface of the park, as defined above.**

This altitude recognises the special terrain/weather conditions and the overlying airspace arrangements of this area." These arrangements should apply to this proposal and should have been part of the EIA. These words are used in the Blue Mountains FNA.

Helipad use will increase

The proposed relocation of the helipad will enable it to be used as a heliport, for the reasons previously stated.

The Colong Foundation believes that the majority of patrons visiting the six star resort will now travel to the Wolgan Valley from Kingsford Smith Airport by helicopter and motor car visitation as specified in the original concept plan will continue to decline as a proportion of total visitation. It is a three hour road journey from Sydney and the Foundation no longer accepts the proponent's assurances regarding the use of land based modes of transport.

The original concept plan has 4 helicopter flights a week (page 37, section 7.7.1 of concept plan) but the Emirates did not keep to these arrangements. Demand for this service was underestimated and the current proposal for the proposed resort's future patrons is likely to also be an understatement.

Wealthy, and especially overseas, patrons will be more than happy to pay for a helicopter flight to avoid the lengthy road trip, particularly after long international flights to Kingsford Smith Airport. Further, the Emirates will probably offer helicopter flight package deals if this heliport proposal is approved.

When the original proposals, as modified to be relocated into Wollemi National Park, were approved, the Colong Foundation believed that the proponent would seek a further amendment to allow for frequent helicopter flights once the resort was built.

As DPE and the Foundation have seen, the statement of undertakings in the original concept plan to limit helicopter movements has proven worthless. The state government has no jurisdiction over airspace above the World Heritage Area and must limit and regulate the scale of the helipad instead. The DPE should, however, require a review of the FNA for this proposed heliport.

The proponent is apparently exploiting the opportunities created by modification of concept plants in the planning legislation to reduce adequate review of this heliport proposal, although I note that there have been three revisions of the environmental assessment for these modifications that indicate efforts were made.

Given past actions, the Colong Foundation suspects that the Emirates may again increase the impact of the development by incremental stages while obtaining PAC support for the proposal.

The above remarks are not to suggest that the Emirates are doing anything misleading or deceptive, Colong is simply making remarks on the regulatory environment in which we find ourselves. We have on the contrary found that the Emirates are a good corporate citizens, but of course looking out for the main game, maximising their profits. The Emirates support of the Gardens of Stone reserve proposal is acknowledged, but that support does not discount the points we make here.

The Colong Foundation believes in a robust relationship with the Emirates that can accept fair review and objection to this proposal, even though we were not specifically consulted despite our long involvement with this project.

The community has a right to know how these flights will impact on the adjoining, environmentally sensitive World Heritage property. Concerns about the environmental impacts of helicopter flights have been reflected by Emirates Hotels (Australia) who opposed helicopter joy flights in the Capertee Valley. So there is some common understanding of these issues, although detailed impact assessment, for example on campers at Dry Canyon was not considered.

Tony Williams, then Vice President of Emirates Resorts and Projects, wrote in 2006 to object to the proposed heliport for joy flights in the Capertee Valley (see attached). I refer DPE to Appeal No. 10390 of 2007 Mark Lilley v Lithgow City Council, that specifies specific minimum flying heights. This court decision required a minimum flight height of 1500 feet (and 2000 feet over Wilderness Areas and National Parks) and specifies rates of climb on take off and descent. It limited hovering and circling manoeuvres and required noise monitoring and reporting, measures to minimise blade slap noise, and bird avoidance protocols. It specified emergency/safety procedures in relation to ground activities (for example, control of the public within the vicinity of helicopters, fuel spillage cleanup, etc). These provisions need to be applied to the proposed modifications.

We believe, however, that the court decision made an error, in that its specification of flights at 2,000 feet above the national park translates to flying at cliff top height along escarpment edges, and did not adequately qualify this condition as per the Blue Mountains FNA. Helicopter operations must be regulated to ensure flight level is applied from the cliff tops or that the helicopter operator keeps 600 metres away from cliff edges before descending towards the valley. These qualifications have important ramifications for the operation of the proposed heliport. This sort of regulation is required and indeed must prevent descent through Carne Creek canyon to the resort heliport.

Keeping of European Bees is opposed – the Emirates should keep native bees

The Colong Foundation does not support housing feral bees next to the World Heritage area. The Emirates should instead establish habitat for native bees and promote the role of native bees in the ecology of the area.

In 2002, the Scientific Committee, established under the former Threatened Species Conservation Act, made a Final Determination to list competition from feral honeybees *Apis mellifera* L. as a Key Threatening Process. Honeybees, both feral and managed, are frequent visitors to native flora, and often remove 80% or more of the floral resources produced (Paton 1996, 2000). This can result in competitive displacement of native fauna that use the floral resources, including honeyeaters (Paton 1993) and native bees (Sugden and Pyke 1991, Paton 1996, Sugden et al. 1996, Schwarz and Hurst 1997, cf. Spessa 1999).

Removal of pollen by honeybees has been shown to affect seed set in several plant species. Seed set is reduced in *Melastoma affine* (Gross and Mackay 1998), and *Grevillea macleayana* (Vaughton 1996, Whelan et al. 2000, Richardson et al. 2000). Feral honeybees may also reduce seed set in species of *Persoonia* due to inefficient transfer of pollen (Bernhardt and Weston 1996). Honeybees can have neutral or beneficial effects on some Banksia species, although these effects may become manifest only after honeybees have depleted populations of native pollinators (Paton 1997, 2000).

See <http://www.environment.nsw.gov.au/determinations/FeralHoneybeesKTPListing.htm> (09052016).

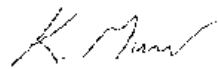
In effect this proposal will see feral bees forage and spread into the nearby World Heritage Area. The Colong Foundation opposes the proposed new apiary sites for "honeybee" (meaning *Apis mellifera*, or any other non-native honey-producing insect). Beehives should not be located within six kilometres of a national park.

Blue Mountains Bush Care runs workshops on making homes for native bees. Native bee homes are made from drilled hardwood and hollow plant stems, to suit Resin, Leafcutter, Reed and Masked native bees. Development of native bee colonies at the Emirates Wolgan resort would benefit the World Heritage Area and assist patrons to understand the local ecology.

Australia is home to 1,600 native bee species. About 350 species have been recorded in a 100km radius of Parramatta, which includes the Sydney basin, Blue Mountains, Lithgow and Illawarra. At Wolgan there is only one social, native bee; the stingless bee *Tetragonula carbonaria*. They have a queen, thousands of female workers and store pollen and honey to survive over winter. Perhaps the Emirates could consider establishing hives for this native bee and produce native honey as a unique special product? This would be exciting and in keeping with the original vision for the resort.

Thank you for the opportunity to comment on these to modifications regarding the Wolgan Resort.

Yours sincerely,

A handwritten signature in dark ink, appearing to read 'K. Muir', with a stylized flourish at the end.

Keith Muir
Director
The Colong Foundation for Wilderness Ltd

Mr. Andrew Muir,
Director of Planning
Lithgow Town Council

Helicopter operations – Capertee Valley.

Dear Mr Muir,

You are aware through contact with Clifton Coney Group, (Mr. Tony Burg), that Emirates has recently started the application process for a highly significant development in Wolgan Valley. This development was announced personally by HH Sheikh Ahmed bin Al Maktoum; Chairman of Emirates, in conjunction with various Ministers and Govt. Departments, in June 2005.

If you have followed our development processes and promises, you will be aware this is the single most beneficial development announced in the Blue Mountains for over a decade. It is significant, (and achieved such formal status with the State bodies), not only because of its potential as a major employer, but also because of the business opportunities for the town, while also making an enormous contribution to Blue Mountains, NSW and Australian tourism marketing across the globe.

Our development is not by any means a resort as you may know them, but rather a large scale conservation project as well, aimed at restoring the environmental integrity of what is currently agricultural land, while also actively protecting and reinstating wildlife and species biodiversity within this reserve.

I have met, in our community introduction processes, many local organizations and landowners, including many who are concerned at the erosion of conservation and wilderness values within the Blue Mountains, due to proposals such as the one in question here. I too share these concerns to great degree, and we have for example been at great pains to self-limit any potential disruptions to these values – including making enormous concessions with regards the movement of our own guests by helicopter between Sydney and Wolgan. We have in addition to this also made available to NP&WS any infrastructure to accommodate helicopter activity in this region, as there is a clear Health and Safety, as well as bushfire management need for such infrastructure in this area. As we proceed through our consultations the particulars of their requirements will be met and included into our planning.

However, above all our development does require the wilderness experience is maintained as this is the major attraction of our visitors, and one we wish to introduce our guests to. (It is for this reason, knowing the seclusion of this location and the strict environmental parameters enforced in this area, that we selected Wolgan Valley over many other locations). It is for this reason that I write to formally place on record our alarm at the possibility that a helicopter service has made application to run 'joy flights' over the areas of Wolgan, Capertee, and surrounding World Heritage and National

Park. This potential activity would place our resort development in jeopardy, as it shall create unacceptable disturbances in this region.

I am not as yet fully conversant with the full detail of this business plan and proposal, however I have it from many concerned this proposal is detrimental to these values; and I have asked our representative to make further enquiries into this proposal.

I make the following points with regards this business, and its proposed helicopter activity:

- Point-to-point helicopter transfers have a clear and direct transportation purpose, as well as fulfilling a need for health and safety. By contrast “joy flights” do not, and they serve only the financial gains of the operators.
- The operator’s investment is minor, probably using leased machinery, with little or no benefit to others in the regions he proposes to fly over or operate in.
- While the operator shall show financial gains they do not in any way contribute at all to the National Parks, the World Heritage Area, conservation, research and wildlife management; while relying on all of these and the natural assets and beauty of these locations for their profits.
- Such businesses use the natural beauty of these locations and National Parks to attract their customer, effectively parasitizing National parks for their business, while providing consistent, continuous and unacceptable disturbance to the wilderness, and the many hundreds of people who enjoy them. Having been involved across the world with conservation areas I have seen many such proposals, and add that in my experience I cannot think of one case where such a proposal has been acceptable; as they do not even offer any actual transportation benefits to the areas concerned.
- I am a realist, and I am aware that in Australia and other remote places around the world helicopters do serve a vital service in transportation of tourist, goods and communities. However, in this case I do not see that these needs are being met by these services.

On the basis of the above points, without having directly seen the business proposal as yet, **I wish to strongly add my voice to the objections being made to this proposal.** I wish also to add that **we may need to review our plans if indeed this service does receive permission.**

I wish only to add that you and council would need to weigh up your options, and the benefits of a genuinely beneficial operation and substantial capital investment being made by Emirates in this area, and those being made in this highly disruptive, yet small and limited service - which brings with it none of the community, conservation, and awareness benefits of our proposals.

I shall in the near future visit Australia again, when I would be more than willing to meet with you, and indeed any other protagonist, to discuss this further. Should this proposal in fact prove to be as disruptive, (as is currently the view of many), I shall have no option but to review our position.

Yours sincerely

Tony Williams

VP – Resorts and Projects



Blue Mountains Conservation Society Inc

ABN 38 686 119 087

PO Box 29 Wentworth Falls NSW 2782

Phone: (02) 4757 1872

Nature Conservation Saves for Tomorrow

19/10/2017

**Director – Industry Assessments,
Department of Planning and environment.**

Submission opposing the Emirates Wolgan Valley Resort MP 05_0079 MOD 2 (Concept Plan) and MP 06_0310 MOD 2 (Project Approval)

Preamble

The Society was engaged with the Emirates proposal from the beginning when Tony Williams met representatives of a range of 'interest groups' at Joan Domicelj's house in Leura. This duly resulted in a group [including representatives of the Society (BMCS), the Colong Foundation and NCC] being established to work with the Emirates' General Manager (Joost Heymeijer) and its various consulting organizations to ensure 'best outcomes'.

The Colong Foundation, an NCC representative and BMCS remained engaged with the Emirates throughout the periods of the original and revised concept plans. Concerns about the relocation of the units and other matters resulted in a joint meeting between environmental organizations, Emirates representatives, and the Minister for the Environment (Phil Koperberg) to facilitate an agreed position. This resulted in various commitments which will be referred to in subsequent sections.

1. Inadequate modification documents

One of the issues referred to in the Preamble related to the resort's second concept plan involving an encroachment on the Wollemi National Park. The resort's units and related buildings were ultimately constructed (in part) on leasehold in Wollemi National Park under an arrangement (involving trade-offs) enabled by Minister Koperberg on behalf of the NSW Government and its National Parks and Wildlife Service (NPWS).

This is inadequately shown in the modification documents. It is fundamental that the documents, such as maps, plans and pertinent text, should record the National Park's boundary and the nature of any past and intended encroachments.

The Society firmly contends that the deficiencies must be rectified before further consideration by the DPE of the modifications. It would seem that the Emirates and the DPE consider the modifications to be of insufficient significance to warrant due diligence. Yet the modifications relate to a resort which, to the best of this Society's knowledge, is partly within the Wollemi National Park and therefore the Greater Blue Mountains World Heritage Area (GBMWA).

2. The trade-off between the Emirates and Government

The trade-off between the Emirates and NSW Government, as embodied by the Minister and the National Parks and Wildlife Service, effectively comprised a 'land swap'. The Emirates would be granted beneficial use of 39.5 ha of Wollemi National Park, in exchange for 114.5 ha of naturally vegetated freehold land. This arrangement was to be effected under of the National Parks and Wildlife Act 1974 s.146(3) which deals with the future management and care of Crown Land abutting the Wollemi and Gardens of Stone National Parks. The trade-off under this arrangement involved ensuring that the Crown Lands were gazetted as additions to the National Parks' estate.

The Society has documents noting the nature of the arrangement which was ultimately accepted by the Colong Foundation (on behalf of concerned groups), the Emirates and the NPWS. It is now in the order of 8 years since the arrangement was reached in good faith, yet there seems to have been little progress. This could be because of changes in management at the Emirates, changes of the elected government and in the NPWS, or insufficient pursuit of the matter by environmental groups; or it could simply be a case of time 'accelerating' and loss of corporate memory. **Regardless, it is now time to revise the matter before the incomplete exchange of land becomes entrenched in the present modification-documents and enmired in further governmental changes.**

BMCS strongly believes that the arrangement under which the Wollemi National Park and the GBMWHHA became and still remain 'hosts' to a part of the Emirates resort should be progressed to legislative completion. This should be ensured by the DPE urgently seeking advice from the parties concerned (i.e., NPWS and the Emirates) regarding the progression of the arrangement. BMCS emphasises that the Emirates is effectively in possession of the 39.5 ha, this necessarily involving resolution of certain aboriginal concerns, whereas the proposed national-park additions have not happened and are not therefore receiving the level of protection they deserve.

To expedite the intended outcome of the arrangement, the Society asks that any consent conditions related to the modifications contain a clause setting out a schedule for the arrangement's completion.

3. The proposed additional helicopter flights

The Society notes that the number of flights was a contentious part of the original and revised concept plans. It was emphasised that the road-journey to the resort was an essential part of the Australian natural experience which the Emirates wished to offer. The number of flights were therefore restricted to 4 helicopter flights per week, with additional provision accepted for emergencies based on such things as substantial and real health concerns, threatening bushfires and any needs by the authorities to fight such fires. BMCS understands that the Emirates has been fined on several occasions for exceedances.

It is clear that the original assessment of helicopter-need was based on a belief that experience has shown was totally unjustified. BMCS noted at the time (when the final tract in was a dirt road) that three hours (or more) of limousine-transport from Sydney to the resort would be unacceptable to the types of guest being sought. The road has since been upgraded to the gates. The notion of the outback experience has appeal, but whereas backpackers would willingly accept such 'in the face' experience, a substantial number of patrons seeking six-star luxury will be singularly unimpressed. Such joys are best seen from a helicopter rather than undergoing several hours of traffic congestion despite the limousine being air-conditioned. With increasing inequality, the probability is that there will be a trend for those who can afford it to opt for helicopter transfer.

A further concern arises in relation to those who do arrive by their own car or by Emirates' limousine. They might well appreciate the opportunity to take helicopter joy-flights over the magnificent scenery of the GBMWHHA. The Society hopes that this is not an aspiration for Emirates, as the Emirates were most supportive of the campaign to stop or limit joy-flights by Capertee Valley Helicopters in 2006-7. The aim of the latter company was to overfly the Capertee Valley and also have flightpaths over and adjacent to the cliff-forming sandstones of the western Blue Mountains.

BMCS is totally unconvinced that the current modification will meet future needs. This will lead either to more exceedances by Emirates, as the costs can be distributed across the well-heeled patrons, and/or further modifications involving more flights and greater flexibility in relation to the use of helicopters. BMCS is therefore of the view that any helicopter flights should be heavily constrained to protect the ambience of ground-based visitation (including tourism), and the fauna and flora of this broad E-W transect of the GBMWH. A.

The types of constraint envisaged are more substantially covered in the next section, as the DPE should require the Emirates to upgrade its modification consistent with the status of the GBMWH. An attempt should also be made to evaluate the modifications in the context of unconstrained use by the Royal Australian Air Force, common use by search and rescue helicopters, media helicopters, and increased use linked to Western Sydney Airport activities.

4. Operational considerations to be addressed

The existing Fly Neighbourly Agreement (FNA) for overflights and joy-flights should be part of the DPE's EIA review processes. It should be placed on public exhibition for a better appreciation of potential impacts by those likely to be affected.

As in the resort's existing statement of commitments, there should be clear and enforceable limitations relating to: no flights in the half hour after sunrise and half hour before sunset, as per the EPBC Approval (2006/2567, clause 4 of Schedule 1); avoiding overflights of the National Parks where at all practicable; and total exclusion of joy-flights. It is unreasonable that the Environmental Assessment for the modifications has failed to provide the resort's existing development consent, statement of commitments and EPBC Approval.

The draft Operational Management Plan is insufficiently comprehensive and requires considerable attention in relation to stipulations within the FNA. Thus:

- unless safe conduct of the flight would be jeopardised, pilots should maintain an altitude of at least 1000 feet above the surface of the park, this being defined as the highest point of the terrain and any object on it, within a radius of 600M of a point vertically below the aircraft;
- except when there is a scenic focus, pilots conducting general or transit operations over a park should operate at 1500 feet above the defined surface.

In addition, care should be taken to:

- avoid infringing upon the amenity of park users and overflying designated wilderness;
- especially avoid blade slap through hovering and circling practices;
- be conscious of raptors exploiting thermals above cliff lines; and,
- emplace formal emergency/safety and clean-up procedures at the helipad.

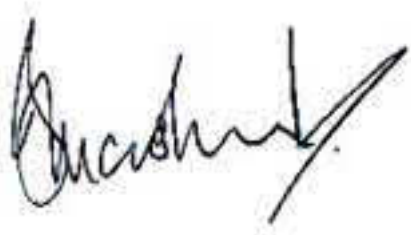
Finally, flightpaths should be designed to minimise all such impacts. This especially relates to the current use of Carne Ck canyon as take-off and landing routes. It is appreciated that the approach and departure are spectacular and stimulate passengers, but the risk of frequent take-offs and landings creates a significant risk of collision.

The Society appreciates that determining take-off and landing paths are a function of helicopter-type and the optimum departure and descent characteristics. It follows that in the absence of such information in the environmental assessment further comment of flightpaths is not practicable.

5. European bees

A strong ecological argument can be made **for not introducing** European honeybees to an area abutting the Gardens of Stone National Park within the GBMWhA. The Scientific Committee, established under the former Threatened Species Conservation Act, listed competition from feral and managed European honeybees as a Key Threatening Process in 2002. A buffer zone of **at least** 6 km is recommended.

Should 'self-sufficiency' be the principal reason for the proposal, an environmentally sensitive form of self-sufficiency would involve managing an endemic native bee to produce native-bee honey. This is strongly recommended.

A handwritten signature in black ink, appearing to read 'Brian Marshall', with a long, sweeping horizontal stroke extending to the right.

***Dr Brian Marshall,
For the Management Committee.***

Lachlan Garland , of **Wentworth Falls NSW**, made the following submission on the project:
Emirates Hotels, Wolgan Valley (Project Approval) 06_0310 MOD 2

Objects to this project



I am opposed to the increase in helicopter flight numbers into this Resort.

The number were originally capped due to the location of the Resort to not only the World Heritage National Park but also Wilderness areas.

I am particularly annoyed that organisations like this apply to build infrastructure and are forced to abide by conditions that sensibly protect our natural environment. However, at a later date they apply to get what they originally wanted.

Unfortunately in the current political climate, the authorities go to water.

I am also annoyed that I waste my time making submissions and departments just do what they were always going to do.

I also believe that one of the helicopter landing pads is within an area proposed to be swapped back to the National Park at some stage. If this is the case is option should be removed.

No comment on the bee hives. Emirates can manage any risk associated with that.

Alan Lane , of **Blackheath NSW**, made the following submission on the project:
Emirates Hotels, Wolgan Valley (Project Approval) 06_0310 MOD 2

Objects to this project

“

I oppose the application to "increase the number of weekly helicopter movements".

1. I understand that Emirates is already contravening their permit by flying more flights per week than approved.
 2. I live in Blackheath, which is under the flight path of the Emirates helicopters and the present traffic at busy times is already most intrusive. Any increase in traffic would be unacceptable.
 3. I am concerned that the application does not appear to set any upper limit to the number of flights, suggesting that what is requested is an open-ended permit for as many flights as Emirates wish in any given week. This must not happen.
 4. Whatever limit is set on the number of weekly flights for the future, it should be enforced.
- I have no objection to the other two proposed modifications to the Concept Plan.

Ian Coates , of **Wolgan Valley NSW**, made the following submission on the project:
Emirates Hotels, Wolgan Valley (Project Approval) 06_0310 MOD 2

Supports this project

“

I support the planned move of the location of the Helipad, the modifications to the buildings as shown, and the creation of the beehives. I have no problems with the suggested increase in the number of helicopter flights. I would suggest that there shouldn't be an upper limit to the number of flights per nominated period of time. I believe that if Helicopters arrive and depart the Resort along the flight paths indicated at the Residents Meeting, there would be no impact on Valley residents.

David King , of **Wallerawang NSW**, made the following submission on the project:
Emirates Hotels, Wolgan Valley (Project Approval) 06_0310 MOD 2

Supports this project



I am a direct neighbour of the Emirates Wolgan Valley Resort. Unlike most land holders in the Valley we are permanent residents. Most properties are weekenders.

My wife and I have lived in the Wolgan Valley since 1999 and moved there for the beauty and quietness. We have supported the resort project since the initial development phase and continue to support the resort as a positive contributor to the economic, environmental and social fabric of the Wolgan Valley.

Our main concern before the Emirates resort was built was the issue of helicopter transfers and the noise and invasion of privacy they posed. We were assured that there would be minimal numbers and no intrusion into our lives. This has not been the case and we have complained to the resort many times a year when helicopters have flown at altitudes of less than 100m directly over our home.

Our complaints to the resort in the past have been only when helicopters have flown low over our house when coming into or taking off from the resort and not at any time with the concept of the helicopter transfers as a whole. Our complaints have only been to the resort and not to the Regulator as we would rather have any problems dealt with as neighbours. The Resort Management have been usually very responsive to our concerns. I would like it to be clear that we supported the original project in formal submissions to the Department of Planning and Environment knowing full well that helicopter transfers were an integral part of the project. Our comment at the time was that flights should be restricted so as not to fly over residents houses. That continues to be our position. I understand completely the need for the resort to offer such a service as part of a high quality hotel experience. Such transfers are not only necessary but also offer a great opportunity to show off the awe inspiring beauty of the Valley for guests and therefore also be a very useful promotional activity for the business if done responsibly.

With that said, I found the proposal presented in the Modification as a positive step in addressing the issue of helicopter flight paths in and out of the Valley. I have dealt with the NSW Planning process as part of my role in the local coal mining industry and recently had the experience of managing a State Significant Development for the Airly Mine Extension Project from initial concept to final approval. So I am familiar with the process. One thing that the proposed modification has the opportunity to achieve is operational certainty through well worded consent conditions. Once a project is consented to carry out a certain activity, the possibility for complaint from the public and other interest groups is very limited - unless the consent conditions are badly worded and open to interpretation. That was the case in the recent fine that One and Only received in relation to exceeding the number of helicopter movements in and out of the Valley. The conditions were open to interpretation the wrong way.

The proposed location of the new heliport, the flight path in and out along Carne Creek and the use of a single contractor are very encouraging, but open to being lost through change in contractors and Management staff at the resort. This has been part of the flight path problems we have experienced in the past.

I would like to propose some conceptual wording around consent conditions that the Department of Planning may want to consider in relation to helicopter movements that would provide the business with clarity and certainty for helicopter transfers.

On the issue of the number of flights per week, I agree with a number of other residents that the number of flights is not an issue provided the flight paths are managed to minimise impacts on residents (i.e. not flying over their properties at low altitude). I would have no issue with a removal of the restriction on the number of flights per week provided all helicopter flights relating to the resort were made to land at your new heliport. I do object to other residents using their properties as makeshift heliports for your guests. I therefore propose the following wording:

"The number of helicopter movements per week to and from the Project shall be not be limited provided that any such movements land and take off from the approved helipad within the Project area and follow an approved flight path for such purposes."

This gives the potential for multiple operators to use the helipad if Management desire, but limits where they land. If the Management insists on allowing guests (and it is their prerogative to insist they don't) to arrive via the makeshift arrangements on other land holders properties, then I would like to see the following condition of consent to maintain some level of control of those activities.

"Any helicopter movements that arrive or depart for any purpose relating to the Project and do not use the approved helipad shall be limited to a maximum of two (2) movements per week, a flight in or out counts as one movement. It is the responsibility of the applicant to manage the flight path of such flights relating to the Project so as to minimise impacts on neighbouring residents. Such flights are not to pass at an altitude less than 500m above residential properties (i.e. at least 100m above the tops of the cliffs) other than the property where the flight is to land and take off. Such flights are to follow any approved flight path wherever possible and are not to deviate from the most direct route for the purposes of sight seeing."

2. If the flight paths in the proposal are managed well, the proponent can avoid any further complaints as they would be operating within consented limits that are clear to all. The flight path clause may word as follows:

"Helicopter flights relating to the Project shall arrive and depart along a broadly south-easterly direction from the approved helipad following the alignment of the Carne Creek. Once sufficient altitude has been gained to reach the statutory minimum (insert the appropriate CASA figure here) height above the plateau surrounding the Wolgan Valley, the flight may proceed in the desired direction to its destination. All flights relating to the Project are to proceed to the southern end of Carne Creek using the most direct route to the approved helipad and no shall not fly through the valley (other than when following the alignment of Carne Creek to access the approved helipad) below the tops of the surrounding cliffs for any purpose without prior notification of surrounding land holders at least one (1) week before any such flight. Flights below the tops of the surrounding cliffs apart from those using the approved flight path are to be limited to a maximum of 2 per calendar year."

You will note I have used the terminology "relating to the Project", that has two functions. First - you may have flights that are not guest transfer related (i.e. special orders from guests for certain things, promotional activities, large event activities or personnel transfers) these need to be captured in your flight activities. Second - if you use your facilities as a base for bush fire fighting or other Emergency Services activities, these are not related to the

You will note I have used the terminology "relating to the Project", that has two functions. First - you may have flights that are not guest transfer related (i.e. special orders from guests for certain things, promotional activities, large event activities or personnel transfers) these need to be captured in your flight activities. Second - if you use your facilities as a base for bush fire fighting or other Emergency Services activities, these are not related to the Project and so don't count and thus avoids any potential for complaints.

I don't have a problem with the helicopters flying over the valley at altitudes well above the cliffs. There are regular flights of small aircraft and helicopters over the valley at those altitudes and they are not an issue to our privacy and amenity and are essentially in free air space anyway. It is the flights through the valley I object to (other than the RAAF of course). I also understand that some visitors may want a bit of a look around at the surrounding scenery - but Capertee Helicopters are restricted to flights well above the cliff line under their consent, so I think the Resort should be likewise restricted. I would not want joy flights to be a regular part of operations though. The test above about notifying surrounding land holders and limiting flights below the cliffs is there so that if the proponent wanted to do promotional videos or it was part of some major event at the resort, you have some flexibility to do that providing we know it is on. Then residents can make any preparations with cattle or their property arrangements to suit.

I hope this is a help with the deliberations.

Andrew Henderson , of **Wolgan Valley NSW**, made the following submission on the project:
Emirates Hotels, Wolgan Valley (Project Approval) 06_0310 MOD 2

Objects to this project



I wish to object to the application to increase the number of helicopter flights from four to seventeen during major events periods.

I also question the term "major event periods" and suggest that it is deliberately vague for a purpose, and therefore ask that it be properly defined prior to any approval.

The increase in helicopter flights would seriously affect the quiet and peaceful enjoyment of not only my home and property, but that of most people living in and visiting the Wolgan Valley. I cannot agree to the infringements of these basic rights.

The Wolgan Valley has long been known for its grandeur, natural beauty , seclusion and peaceful serenity. These features are what attract inhabitants both human and animal to the area, including no doubt, the guests of the resort.

I believe an increase in this type of air traffic (helicopter) will drastically change life and lifestyle to all in the Wolgan Valley.

Thankyou.

Yours Sincerely
Andrew Henderson.
6355 1837 or 0466 306 691.

(Name withheld) , of **Wolgan Valley NSW**, made the following submission on the project:
Emirates Hotels, Wolgan Valley (Project Approval) 06_0310 MOD 2

Comments on this project

“

I support with option 1 in relation to the relocation of the Helicopter landing pad.

With regards to the number of flights, as there is no stated increase of flight movements I would be agreeable to increase to 8 flights per week.

With regards to the 6 bee hives, I do not oppose.

(Name withheld) , of **WOLGAN VALLEY NSW**, made the following submission on the project:
Emirates Hotels, Wolgan Valley (Project Approval) 06_0310 MOD 2

Comments on this project



01 Nov 2017

TO WHOM IT MAY CONCERN

RE: Wolgan Valley Resident submission on proposed changes to existing approval for Wolgan Valley resort

As residents and landowners in Wolgan Valley, we would like to submit the following questions and comments regarding the proposed changes, regarding the helipad and the increased number of helicopter movements.

Since consultation with landowners in June 2017, there has been an increase in the number of helicopter movements for 'peak' periods proposed (to 36 movements per week during 'peak' periods, rather than the originally proposed increase to 18 movements per week), and not all of our questions and concerns have been addressed in the Environmental Assessment, including:

1. The following regarding the number of helicopter movements:

- the maximum movements per day?
- the hours of movements: daylight only?
- the set flight paths: very little detail on flight paths beyond the immediate cliff line.
- the size and make of helicopters?
- purpose of movements: drop off and pick up only? Or joy flight too, around valley etc.?
- how will the numbers of movements be controlled/policed?

2. Concerns: An increase to helicopter movements, relocation of landing pad, and associated flight paths, has a direct impact on the existing level of comfort enjoyed by those living in and enjoying the Wolgan Valley (traditionally a quiet rural and bushland setting), including increased noise, vibration and disturbance by incoming and outgoing flights, affecting landholder privacy, amenity, peace and quiet, tranquillity and serenity, native and domestic animals, including stock, dogs and birds, property values, and future land use potential (including ecotourism itself).

3. Are there any other proposed helipads elsewhere in Wolgan Valley or surrounding areas (e.g. Wolgan Gap, Lidsdale, Wallerawang) by other proponents, that are planned for use by the resort?

If you require any further clarification on the questions and concerns raised above, please don't hesitate to contact us.

Adept Earthmoving Pty Ltd, Wolgan NSW, made the following submission on the project:
Emirates Hotels (Concept Plan) 05_0079 MOD 2

Supports this project

“

WE HAVE NO OBJECTION TO THE MODIFICATION OF THE CONCEPT PLAN AND PROJECT APPROVAL AS PROPOSED PROVIDED ALL FLIGHTS TO AND FROM THE RESORT TRAVEL VIA THE PLATEAU AND NOT ACROSS THE FLOOR OF THE VALLEY.

(Name withheld) , of **WOLGAN VALLEY NSW**, made the following submission on the project:
Emirates Hotels (Concept Plan) 05_0079 MOD 2

Comments on this project

“

01 Nov 2017

TO WHOM IT MAY CONCERN

RE: Wolgan Valley Resident submission on proposed changes to existing approval for Wolgan Valley resort
As residents and landowners in Wolgan Valley, we would like to submit the following questions and comments regarding the proposed changes, regarding the helipad and the increased number of helicopter movements. Since consultation with landowners in June 2017, there has been an increase in the number of helicopter movements for 'peak' periods proposed (to 36 movements per week during 'peak' periods, rather than the originally proposed increase to 18 movements per week), and not all of our questions and concerns have been addressed in the Environmental Assessment, including:

1. The following regarding the number of helicopter movements:

- the maximum movements per day?
- the hours of movements: daylight only?
- the set flight paths: very little detail on flight paths beyond the immediate cliff line.
- the size and make of helicopters?
- purpose of movements: drop off and pick up only? Or joy flights too, around valley etc.?
- how will the numbers of movements be controlled/policed?

2. Concerns: An increase to helicopter movements, relocation of landing pad, and associated flight paths, has a direct impact on the existing level of comfort enjoyed by those living in and enjoying the Wolgan Valley (traditionally a quiet rural and bushland setting), including increased noise, vibration and disturbance by incoming and outgoing flights, affecting landholder privacy, amenity, peace and quiet, tranquillity and serenity, native and domestic animals, including stock, dogs and birds, property values, and future land use potential (including ecotourism itself).

3. Are there any other proposed helipads elsewhere in Wolgan Valley or surrounding areas (e.g. Wolgan Gap, Lidsdale, Wallerawang) by other proponents, that are planned for use by the resort?

If you require any further clarification on the questions and concerns raised above, please don't hesitate to contact us.

Appendix B

Flora Survey of Proposed Helipad Site

Title: Vegetation Survey of Proposed Helipad Site at One and Only Wolgan Valley Resort, Newnes, NSW

Final Report

Report conducted by: Julie M. Old and Jack Wolfenden

Report conducted for: One and Only Wolgan Valley Resort

Date: 30th November 2017

Summary

Personnel: Associate Professor Julie Old and Mr Jack Wolfenden

Contracted by: One and Only Wolgan Valley Resort

Address

Study site: One and Only Wolgan Valley Resort, Newnes, NSW

Date of survey: 24th November, 2017

Date of report: 30th November, 2017

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1	Aims and Scope	4
2	Justification and Background	4
3	Methodology	6
4	Results.....	7
5	Summary and Conclusions	10
6	References.....	10

1 Aims and Scope

This report describes the outcomes of a vegetation assessment at the proposed new helipad site within the One and Only Wolgan Valley Resort Conservation Area. The assessment involved flora surveys.

2 Justification and Background

The One and Only Wolgan Valley Resort have increased demand for helicopter flights into and out of the resort, and need to move the current location of their helipad from the front of the property (33°13'40.86"S, 150°12'36.39"E) to a more centralised location (33°15'12.27"S, 150°11'15.65"E). The main reason for the proposed change of site is for the convenience of guests, it being closer to the main resort location. Prior to the establishment of a new helipad, a vegetation survey has been requested to confirm there are no 'rare', 'threatened' or 'endangered' plant species at the proposed location.

Fig. 1 indicates the current helipad site location and the proposed helipad site.



Fig. 1 Location of the current helipad site and the proposed new helipad site at one and Only Wolgan Valley Resort.

3 Methodology

The location of the proposed new helipad site is located ($33^{\circ}15'12.27''\text{S}$, $150^{\circ}11'15.65''\text{E}$) as advised by Mr Brendon Millett.

Using the described location as the central point of the proposed helipad site, four transects of 25m were measured and marked in a north, south, east and west direction from this central point (Fig. 2). Along each of the four transects a one metre quadrat square was placed every 5m (20) and the total vegetation cover scored and all plant species observed were collected for identification. The central location where all four transects started was also surveyed. A further opportunistic sampling of vegetation was also undertaken by walking the boundary and collecting any new plant species.

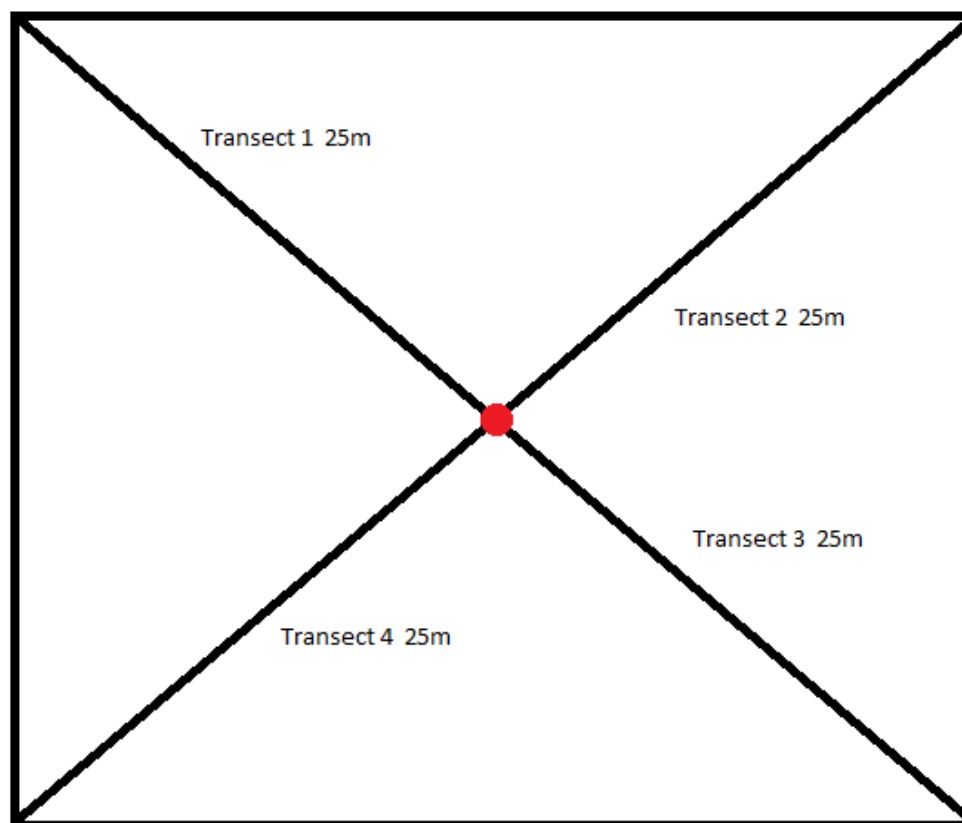


Fig. 2 Diagram showing the location of transects 1-4 from the central point of the proposed new helipad site. Not to scale.

Plant identification was performed in the laboratory using standard texts including Auld and Medd (1987), Fairley & Moore (1989); Wheeler et. al (1990), Carolin & Tindale (2000), Klaphake (2006; 2007), and PlantNET. All plants were identified to species level using key morphological structures.

4 Results

The proposed new (1,250m²) helipad site is described as relatively flat with no trees (Fig. 3 and Fig. 4). The site is consistent with other parts of the property previously used for grazing cattle, and now heavily grazed by macropods and wombats.



Fig. 3 Photograph of proposed new helipad site, facing east.



Fig. 4 Photograph of proposed new helipad site, facing south.

Each of the 21 quadrats surveyed were similar in percentage cover and vegetation type. A representative photograph of one of the quadrats surveyed is included in Fig. 5.



Fig. 5 Representative photograph of one of the quadrats surveyed.

A total of 17 plant species was identified throughout the 1,250m² site. A summary list of all plant species identified in each quadrat and other opportunistically collected specimens

within the site is included in Table 1. No 'rare', 'threatened' or 'endangered' species were identified.

Table 1 List of all plant species identified, and their estimated cover throughout the proposed new helipad site

Scientific name	common name	Cover Class*	Additional Plants to genus
<i>Agrostis stolonifera</i>	creeping bent	L	
<i>Austrostipa ramosissima</i>	bamboo grass	L	
<i>Bromus molliformis</i>	soft brome	H	
<i>Chondrilla juncea</i>	skeleton weed	L	
<i>Echium plantagineum</i>	Paterson's curse	L	
<i>Geranium potentilloides</i>	—	M	<i>Geranium sp.</i>
<i>Holcus lanatus</i>	Yorkshire fog	M	
<i>Hypericum perforatum</i>	St. John's Wort	L	
<i>Hypochaeris radicata</i>	flat weed	L	<i>Hypochaeris sp.</i>
<i>Lolium perenne</i>	perennial ryegrass	L	
<i>Nassella trichotoma</i>	serrated tussock	L	
<i>Oxalis corniculata</i>	—	L	<i>Oxalis sp.</i>
<i>Phalaris aquatica</i>	phalaris	H	
<i>Plantago lanceolata</i>	lamb's tongues	L	<i>Plantago sp.</i>
<i>Rumex acetosella</i>	sheep's sorrel	L	<i>Rumex sp.</i>
<i>Trifolium subterraneum</i>	subterranean clover	L	
<i>Verbena bonariensis</i>	purple top	L	

L = low, M = medium, H = high

5 Summary and Conclusions

A survey of the proposed new helipad site identified seventeen plant species within the 1250m² site at the One and Only Wolgan Valley Resort Conservation Area. There were no 'rare', 'threatened' or 'endangered' Australian plants (ROTAP) or NSW (TSA) species present within the proposed helipad site. A large percentage of plants collected were identified as introduced pasture or 'weed' species, typical of cleared lands in the valley flats which have been used previously to graze cattle.

The survey was conducted in late November after a lengthy period of dry weather, and therefore there may be additional plant species present in the seed bank. However, despite the removal of cattle around a decade ago, the site is currently heavily grazed by macropods and wombats, as evidenced in Fig. 5, and therefore we expect the site to remain largely unchanged, in terms of plant species.

We therefore concur that this proposed new site will be suitable as the new helipad site and poses no risk to 'rare', 'threatened' or 'endangered' flora species.

6 References

- Auld, B. A. & Medd R. W. (1987) Weeds: an illustrated botanical guide to the weeds of Australia. NSW Department of Agriculture
- Carolin, R. & Tindale, M. (1994) Flora of the Sydney Region. Chatswood, N.S.W. Reed Books.
- Fairley, A. & Moore, P. (1989) Native plants of the Sydney district. An identification guide. Kangaroo Press.
- Klaphake, V. (2006) Key to the grasses of Sydney. Van Klaphake
- Klaphake, V. (2007) Guide to the grasses of the Blue Mountains. Van Klaphake
- PlantNET. http://plantnet.rbgsyd.nsw.gov.au/trad_keys.htm (accessed 28th November 2017).
- Wheeler, D. J. B., Jacobs, S. W. L. and Norton, B. E. (1990) Grasses of New South Wales. The University of New England Press.

APPENDIX 1 Transect data for each quadrant surveyed

East

Distance along transect (m)	5	10	15	20	25
% cover	60	60	85	40	60
# species	4	4	2	2	4
Species 1 % cover	35	35	70	30	45
Species 2 % cover	<10	25	15	10	15
Species 3 % cover	<1	<1			<1
Species 4 % cover	25	<5			<1

North

Distance along transect (m)	5	10	15	20	25
% cover	70	75	45	45	50
# species	3	3	3	3	3
Species 1 % cover	35	40	25	30	40
Species 2 % cover	25	20	10	15	10
Species 3 % cover	10	15	10	<1	<1

South

Distance along transect (m)	5	10	15	20	25
% cover	40	40	90	60	40
# species	4	3	2	2	3
Species 1 % cover	25	25	30	40	30
Species 2 % cover	15	15	60	20	10
Species 3 % cover	<1	<1			<1
Species 4 % cover	<1				

West

Distance along transect (m)	0	5	10	15	20	25
% cover	80	70	70	75	70	65
# species	2	3	3	3	3	2
Species 1 % cover	40	40	60	55	30	35
Species 2 % cover	40	30	10	15	25	30
Species 3 % cover		<1	<1	5	15	

Appendix C

Relevant Contract Section Between Helitours and Emirates

3.7 The operator agrees to be bound by, and follow the following restrictions to operations:

- (a) No joy flights to be undertaken from the resort in Wolgan Valley
- (b) No guests will arrive or depart from the resort via other landholder's properties within Wolgan Valley and the helipad will be used at all times.
- (c) Operator will at all times where possible, abide by the Blue Mountains Fly Neighbourly advice as detailed by CASA and continue to work with the relevant agencies, aviation industry and military to implement and monitor the existing Fly Neighbourly program to ensure that any impact of aircraft on the GBMWH (especially wilderness areas), park visitors and neighbouring communities is minimised." Reasons for non-compliance of the Fly Neighbourly Advice would be due to stress of weather and or directions from ATC (Air Traffic Control)
- (d) Operator at all times will record and monitor its flights to and from the resort and ensure that records are kept and presented when requested.
- (e) Operator will raise to the resort any impending bookings that may cause breach of the number of flights that Emirates Hotels are allowed under its concept approval, project approval and Statement of commitment.
- (f) Operator will abide by the half hour after sunrise and half hour before sunset flight restriction, as per the existing statement of commitments for the resort.
- (g) Operator will not store fuel at the helipad.

Appendix D

EPBC 2006/2567

COMMONWEALTH OF AUSTRALIA

ENVIRONMENT PROTECTION AND BIODIVERSITY CONSERVATION ACT 1999

DECISION TO APPROVE THE TAKING OF AN ACTION

Pursuant to section 133 of the *Environment Protection and Biodiversity Conservation Act 1999*, I, VICKI JANE MIDDLETON, a delegate for the Minister for the Department of the Environment and Water Resources, approve the taking of the following action:

to construct and operate the Wolgan Valley Resort, Wolgan Valley, NSW (EPBC 2006/2567),

by Emirates Hotels (Australia) Pty Ltd subject to the conditions set out in ANNEXURE 1.

This approval has effect for:

Sections 12 and 15A (World Heritage) and
Sections 18 and 18A (listed threatened species and communities) of the
Environment Protection and Conservation Biodiversity Act 1999.

This approval has effect until 30 June 2017.


Dated this

1st

day of

JUNE

2007



VICKI JANE MIDDLETON

ANNEXURE 1

- 1) The person taking the action may only construct resort infrastructure within the proposal footprint outlined in Annexure 2.
- 2) The person taking the action must undertake surveys for *Eucalyptus cannonii* within the proposal footprint prior to construction of Wolgan Valley Resort (the resort) infrastructure. Any *Eucalyptus cannonii* individuals in the construction zone must be clearly identified by exclusion fencing, and protected during the construction phase. The person taking the action must not clear or damage any individuals.
- 3) The person taking the action must obtain and adhere to all water licence conditions obtained under the *NSW Water Act 1912*, and undertake regular monitoring of the volume of the water being extracted, and the water flows from sites of extraction at the Wolgan River and Carnes Creek. Extraction of water from Wolgan River and Carnes Creek must cease during low flow periods stipulated by the water licence. The resort cannot commence operations until the water licence is obtained.
- 4) The person undertaking the action may only allow helicopters to operate in the area of the resort or the Greater Blue Mountains World Heritage Area (GBMWhA), from half an hour after sunrise to half an hour prior to sunset.
- 5) If the person taking the action intends to construct a feral proof fence (the fence) a native fauna and pest management plan must be submitted to the Minister for approval. The plan must address the following:
 - a) details on the design and location of the fence (including a map), avoiding stands of *Eucalyptus cannonii* and provision for anonymous public access at a minimum of two points;
 - b) assessment of fauna that may be adversely impacted (species at risk) by the fence;
 - c) proposed mitigation measures to facilitate the movement of species at risk through and across the fence;
 - d) the identification of potential movement corridors between Donkey Mountain and other areas of the GBMWhA for the species at risk and the pest species targeted by the plan;
 - e) the methodology for surveys to be conducted over a two year period for the species at risk and targeted pest species. This must include a justification for the techniques, timing, location and survey effort proposed;

- f) reporting on milestones; and
- g) protocols on consulting with the GBMWHHA Advisory Committee and relevant experts in pest management and species at risk, for advice on the monitoring and management of the fence.

The fence cannot be constructed until after the requirements of the plan have been fulfilled, including the surveys required under paragraph 5)e), and the revised plan required under paragraph six has been approved.

- 6) The person taking the action must resubmit the native fauna and pest management plan required under paragraph five to the Minister for approval after the requirements of that plan have been fulfilled. The revised plan must address the following:
 - a) review 5)a), 5)b), 5)c) and 5)d) in the light of the findings of the required surveys under 5)e);
 - b) outline objectives to meet specific target densities of pest species, and to protect the values of GBMWHHA;
 - c) outline measures to manage targeted pest species, including details on the locations and frequency of management actions to be undertaken and how impacts on species at risk will be avoided;
 - d) provide protocols for the implementation of kangaroo, wallaby and wombat culls as required, including obligations required under necessary permits;
 - e) an ongoing adaptive management program that will include:
 - i) ongoing monitoring of species at risk and pest species, on both sides of the fence, to identify adverse impacts at a population and individual level;
 - ii) identification of impact thresholds that will trigger management intervention; and
 - iii) management measures to respond to 6)e)ii). Those measures must include removal of part or all of the fence.
 - f) consultation with the GBMWHHA Advisory Committee and relevant experts in pest management and the species at risk, on the revised plan, and in particular the adaptive management program required in 6)e).

Construction of the fence can not commence until the revised plan has been approved. The approved plan must be implemented.

- 7) The person taking the action must submit to the Minister for approval, a plan to construct and operate the nature conservancy on the site, within twenty four months of this approval. This plan must address:

- a) species to be bred, and details on the sources of the animals;
- b) details of consultation with the GBMWhA Advisory Committee and expert individuals involved in the recovery of the species being bred;
- c) requirements under necessary permits;
- d) details of release programs for species, and an assessment of the risks and benefits of the programs; and
- e) monitoring of released animals for survival, and interactions with resident populations of the same species.

Construction of the nature conservancy cannot commence until the plan is approved. The approved plan must be implemented.

- 8) The person taking the action must submit to the Minister for approval a plan for the revegetation of areas within the site within twelve months of this approval. This plan must detail:
 - a) the native endemic flora to be planted, and their suitability for use by listed threatened species;
 - b) how the revegetation works will enhance connectivity of the GBMWhA;
 - c) strategies to protect the flora;
 - d) a map delineating the areas to be revegetated on the site; and
 - e) a monitoring program to track the progress of the revegetation works.

The resort cannot commence operations until the revegetation plan is approved. The approved plan must be implemented.
- 9) The person taking the action must maintain accurate records of all environmental monitoring activities required under paragraphs 3, 5, 6, 7 and 8 of this approval. The records:
 - a) must be kept by the person taking the action for 5 years from the date monitored;
 - b) must be made available to the Minister on request; and
 - c) must be made available for audit by the Department on request.
- 10) If the person taking the action wishes to carry out any activity other than in accordance with the plans required under paragraphs 5, 6, 7, and 8, the person taking the action must submit for the Minister's approval a request for revision of the plan. If the Minister approves the revised plan as submitted, the person taking the action must implement that plan instead of any plan previously approved.

- 11) If the Minister believes that it is necessary or desirable for the better protection of the environment, the Minister may request the person taking the action to make specific revisions to the plans approved under paragraphs 5, 6, 7, and 8, and to submit the revised plans for the Minister's approval. The person taking the action must comply with any such request. If the Minister approves a revised plan pursuant to this condition, the person taking the action must implement that plan instead of the plan previously approved.
- 12) If, at any time after 5 years from the date of this approval, the Minister notifies, in writing, the person taking the action that the Minister is not satisfied that there has been substantial commencement of the Wolgan Valley resort, the action must not thereafter be commenced without the written agreement of the Minister.

Definitions:

Construction – includes all works in respect of the action other than survey, acquisitions, geotechnical investigations, and establishing site and works office compounds, or other activities determined by the Minister to have minimal environmental impact.

Proposal footprint – includes the all land required for the construction of buildings, roads, paths, and other infrastructure, except the fence required under paragraphs 5 and 6.

Erik Larson

From: Ganahl, Hagen <Hagen.Ganahl@environment.gov.au>
Sent: Monday, 19 December 2016 9:27 AM
To: Brendan.Millett
Subject: RE: Emirates Tourist Resort (EPBC Approval 2006/2567) [SEC=UNCLASSIFIED]

Hi Brendan

There is no requirement for you to extend the approval effect period. Your understanding regarding Point 2 is correct.

Kind regards

Hagen Ganahl
A/g Director
Post Approvals Section
Compliance and Enforcement Branch
Environmental Standards Division
Department of the Environment and Energy
P: 02 6274 1699
e: Hagen.Ganahl@environment.gov.au

From: Brendan.Millett [mailto:Brendan.Millett@oneandonlywolganvalley.com]
Sent: Tuesday, 13 December 2016 9:15 AM
To: Ganahl, Hagen <Hagen.Ganahl@environment.gov.au>
Subject: RE: Emirates Tourist Resort (EPBC Approval 2006/2567) [SEC=UNCLASSIFIED]

Good morning Hagen,

I realize that you must be busy coming into Christmas,. Could you please confirm that my understanding of our conversation was correct.

1. Emirates Hotels (Australia) Pty Ltd is not required to renew or take any action in regard to the Commonwealth of Australia Action EPBC 2006/2567, providing we continue to abide by the undertakings in the action.
2. If we intend to apply for permission to carry out more Helicopter flights, we need not take any action with your department as long as the flights take place between sunrise and sunset.

I look forward to your response.

Kind regards,

BRENDAN MILLETT | Special Projects Manager

One&Only Resorts | Emirates One&Only Wolgan Valley Australia

D: +61 2 6350 1989 | T: +61 2 6350 1800 | E: brendan.millett@oneandonlywolganvalley.com | W: oneandonlyresorts.com
2600 Wolgan Road, Wolgan Valley, NSW 2790, Australia | P.O. Box 390, Lithgow, NSW 2790, Australia



Emirates
One&Only
WOLGAN VALLEY
Australia

AN APPETITE FOR PARADISE
WITH CHEF NEIL FERRY-AM

oneandonlywolganvalley.com

DESTINATIONS: BAHAMAS | CAPE TOWN | DUBAI | GREAT BARRIER REEF & WOLGAN VALLEY, AUSTRALIA | LOS CABOS | MALDIVES | MAURITIUS
COMING SOON: MONTENEGRO, SANYA, BAHRAIN AND TWO NEW RESORTS IN MEXICO JUST ANNOUNCED



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From: Brendan.Millett
Sent: 06 December 2016 15:28
To: 'Ganahl, Hagen'
Subject: RE: Emirates Tourist Resort (EPBC Approval 2006/2567) [SEC=UNCLASSIFIED]

Good afternoon Hagen,

Thank you for taking my call yesterday.

I would appreciate if you could send me the paragraph that we spoke about that I don't have to renew or extend the action if we continue to abide by the conditions and aren't seeking any change to the conditions.

I look forward to your reply.

Kind regards,

BRENDAN MILLETT | Special Projects Manager

One&Only Resorts | Emirates One&Only Wolgan Valley Australia

D: +61 2 6350 1989 | T: +61 2 6350 1800 | E: brendan.millett@oneandonlywolganvalley.com | W: oneandonlyresorts.com
2600 Wolgan Road, Wolgan Valley, NSW 2790, Australia | P.O. Box 390, Lithgow, NSW 2790, Australia



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COMING SOON: MONTENEGRO, SANYA, BAHRAIN AND TWO NEW RESORTS IN MEXICO JUST ANNOUNCED



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From: Ganahl, Hagen [<mailto:Hagen.Ganahl@environment.gov.au>]
Sent: 05 December 2016 13:58
To: Brendan.Millett
Subject: Emirates Tourist Resort (EPBC Approval 2006/2567) [SEC=UNCLASSIFIED]

Hi Brendan

I tried to call you a couple of times but have been unable to leave a message. You can call me directly on 02 6274 1699 to discuss your request further.

Kind regards

Hagen Ganahl
Assistant Director
Post Approvals Section
Compliance and Enforcement Branch
Environmental Standards Division
Department of the Environment and Energy
P: 02 6274 1699
e: Hagen.Ganahl@environment.gov.au

Appendix E

Statement of Commitments and Supplementary SoC

Statement of Commitments - Supplementary

Emirates One&Only Wolgan Valley
Wolgan Valley, Lithgow
December 2017

1. Helicopter Trips

The Proponent shall ensure that the project does not generate more than 18 trips per week excepting peak demand holiday and tourism periods. During peak demand periods the Proponent shall ensure that the project does not generate more than thirty-six (36) trips per week. Annual peak demand holiday and tourism periods include those listed in Table 1.

Table 1 Holiday and tourism periods for peak demand

Event(s)	Typical periods	Estimated number of weeks
Christmas, New Years and summer school holidays	20th December through 30th January	6 weeks
Easter / Autumn school holiday break	One week either side of Easter Saturday	2 weeks
Quarterly school holidays (spring and winter)	Two additional two (2) week periods	4 weeks
Bathurst car races	Week after the October long weekend (V8 races) and a week in February (GT3 races)	2 weeks
Significant tourism events in NSW that provide a substantial economic benefit to NSW and the Lithgow region.	Varies	Varies

Accurate records of helicopter trips to and from Emirates One&Only Wolgan Valley will be maintained via helicopter landing and take-off counts from the helipad, and by working closely with any contracted helicopter operator to ensure accurate records are kept.

2. Helicopter Flight Times

Helicopters will continue to operate in the area of the resort or Greater Blue Mountains World Heritage Area only from half an hour after sunrise to half an hour prior to sunset per the expired EPBC Approval dated 1 June 2007 (EPBC 2006/2567).

3. Helipad Location and Helicopter Flight Paths

A new helipad will be established and located farther away from local residences and closer to the primary resort buildings as provided in Figure 1. The existing helicopter landing pad located adjacent to Wolgan Valley Road near the access road into the resort will be retained for emergency purposes only.

The new helipad location and flight paths will be established and operated in accordance with the appraisal against the Civil Aviation Safety Authority's Guidelines for the establishment and operation of onshore

Helicopter Landing Sites. No public use of the helipad will be allowed by the resort, excepting for emergency purposes.

Helicopter flight paths to and from the new helipad location will be as shown in Figure 2.

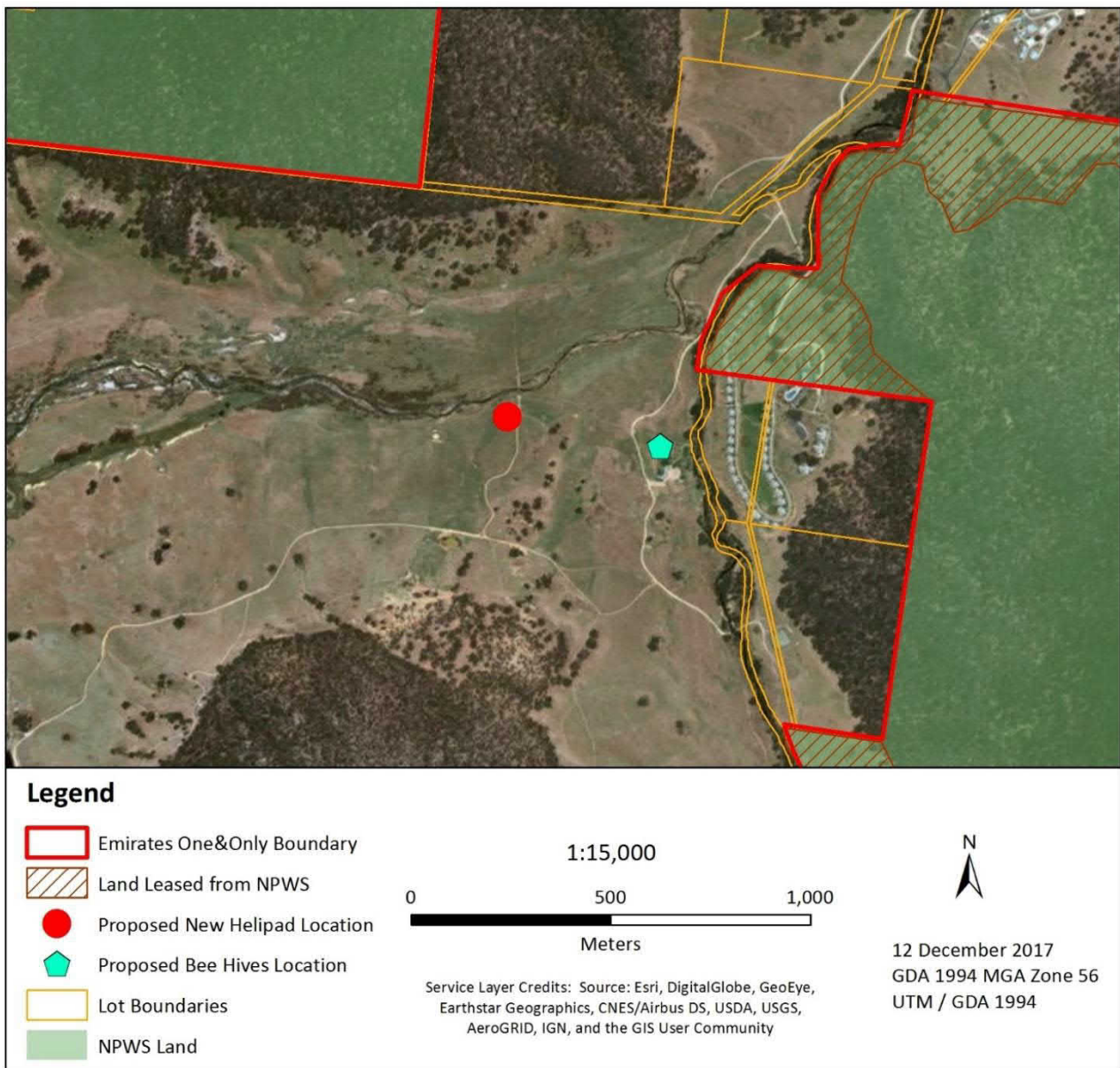


Figure 1 New Helipad Location

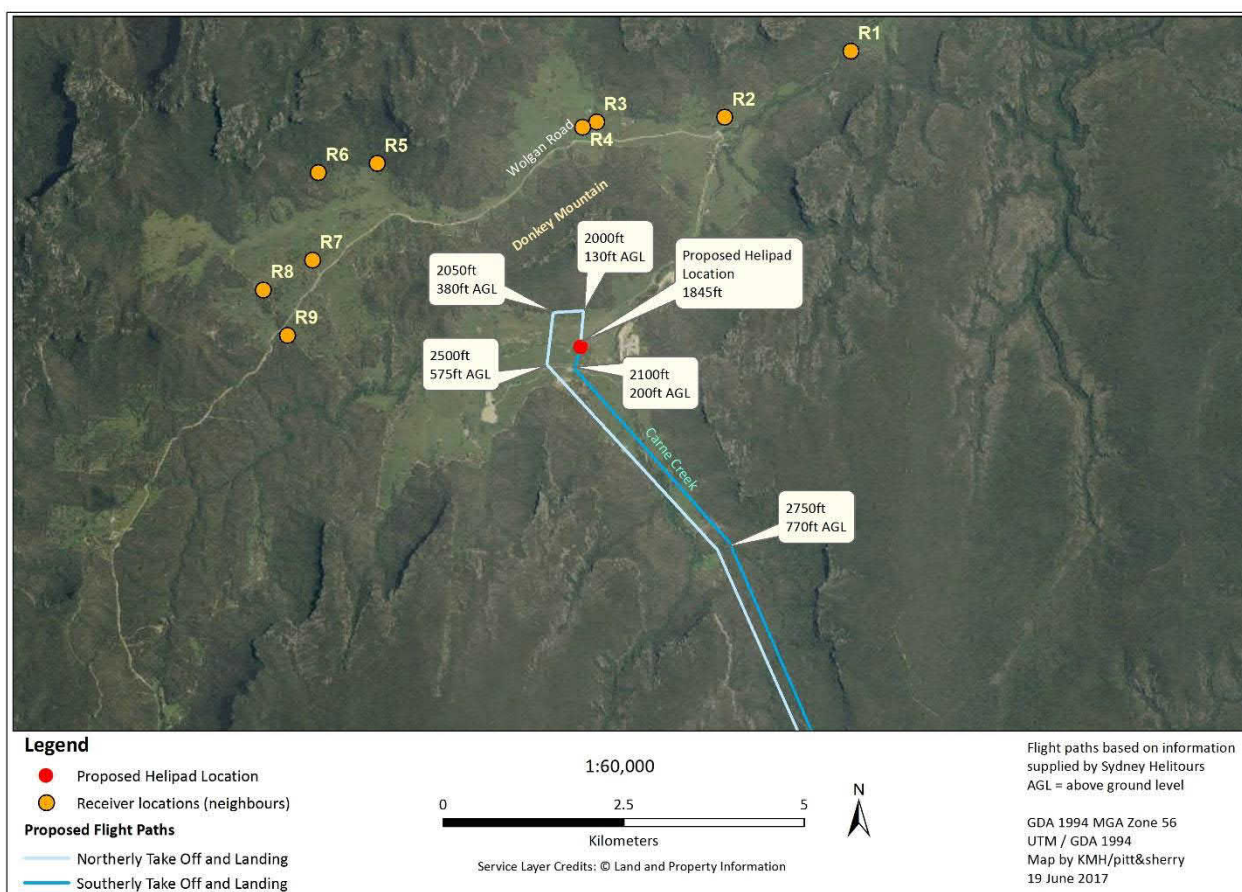


Figure 2 Helicopter Flight Paths To/From New Helipad Location

4. Fly Neighbourly Advice

The resort will only contract with helicopter operators that adhere to the Fly Neighbourly Advice published by Airservices Australia in the En Route Supplement Australia (ERSA) Special Procedures provisions for the Blue Mountains National Park to the greatest extent possible within the limits of changing weather influences and flight safety.

5. Other Helicopter Flight Requirements

No joy flights are to be undertaken from the resort in the Wolgan Valley and surrounding National Parks.

For any helicopter trips engaged by the resort for uses other than customer access, such as marketing and survey, where flight paths are outside of those in Figure 2, local property owners will be notified a minimum of one week in advance unless for emergency purposes. These trips will be no more than 5 trips (10 movements) per year and count toward the approved weekly trip limits.

6. Bee Hives

Up to six bee hives will house *Apis mellifera* (European honeybee). In accordance with the NSW Biosecurity Act 2015, the resort's bee hives will be managed to prevent the robbing of the managed hive by feral bees. This means ensuring the hives are maintained strong and able to defend themselves from feral bees through appropriate management practices including cleaning up honey or beehive material and preventing exposure of bee hive material to robbing by feral bees.

The resort will follow the Biosecurity Manual for Beekeepers guidelines that contain best practices for caring for and managing hives to reduce the risk of exotic and established pests affecting honey bees. This includes apiary monitoring and surveillance for pests. Regular monitoring is a fundamental part of honey bee management practices and gives the best chance of spotting exotic or established pests soon after they arrive.

The resort will also register as a bee keeper with the NSW Department of Primary Industries (DPI) and maintain compliance with the Apiaries Act 1885.

Bee hives will be excluded from any NSW National Park lands leased by Emirates.

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Prior to the commencement of building work, the proponent will obtain separate approval for the design of all proposed buildings, landscape and drainage works, roads and structures. In addition, the proponent commits to prepare and implement the following management plans in association with the project.

Contamination Remediation Plan

This plan will fully investigate and document contamination within the Areas of Environmental Concern (AEC) associated with previous agricultural use of the site identified in the Geotechnical Investigation report prepared by Douglas Partners and submitted with the Concept Plan.

Objective

- *To ensure that all land contamination resulting from previous agricultural use of the site is remediated in accordance with standard EPA requirements.*

The plan will be prepared, implemented and audited in accordance with:

- State Environmental Planning Policy 55 - Remediation of Land
- Managing Land Contamination: Planning Guidelines (prepared by Planning NSW and EPA).

Archaeological Investigation

This plan will:

- Continue consultation with the Aboriginal community.
- Reconcile the current building siting plan with the location of identified Aboriginal objects and the findings of the predictive model, in consultation with the project architect. The aim is to minimise the impact of the building sitting plan on identified or potential Aboriginal objects.
- Test excavation of locations where the current building siting plan conflicts with identified or potential archaeological deposit, where it is not practical to alter the building sitting plan.
- Once the extent, integrity, spatial distribution and nature of the subsurface archaeology is identified (through test excavation and survey) the following management strategies will be implemented.
 - *Conserve* - sites of high scientific and cultural significance will be conserved by avoiding the placement of building works over these features and ensuring their ongoing protection.
 - *Salvage* - sites of moderate to good scientific or cultural significance will be conserved where possible. If preservation of sites is not possible due to design inflexibility, the sites will be salvaged to ensure that a proper record is obtained.
 - *Destroy* - sites of low scientific or cultural significance will not be retained in inconsistent with the revised building siting plan.
- Comprehensive reporting regarding the archaeological work undertaken in accordance with existing guidelines, including interpretation models and conservation and management plans.

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Objectives

- Comprehensive consultation with the Aboriginal community in determining the property's archaeological significance.
- Full investigation of the Aboriginal archaeological potential and cultural value of the site.
- Wherever practicable, to retain Aboriginal archaeological objects in situ.
- To ensure that the detailed sitting and design of all proposed buildings and works minimise the disturbance of Aboriginal archaeological objects.
- To ensure that any Aboriginal archaeological relics that are proposed to be disturbed, destroyed or removed are appropriately documented and/or transferred to the custody of their traditional owners.
- To incorporate a plan for the interpretation of Aboriginal values for the site within the proposed resort.
- To generate and implement a conservation and management plan for Aboriginal objects.

The plan will be prepared in accordance with:

- NPWS Guidelines
- DEH Guidelines
- Wollemi National Park Plan of Management
- Consultation with local aboriginal communities

The proponent recognises that the siting and layout of individual roads, buildings and structures indicated on the Building Siting Plan at page 30 of the Concept Plan may need to be refined or altered following full archaeological investigations.

Conservation Management Plan – Non Aboriginal Heritage

The Conservation Management Plan (CMP) will fully document the history and heritage significance of the site and identify all significant structures, vegetation and relics thereon. It will categorise and rank the relative significance of all identified elements, identify the impact of the project on that significance and provide strategies for the ongoing management of each element, and the heritage significance of the site generally.

The proponent recognises that the siting and layout of individual roads, buildings and structures indicated on the Building Siting Plan at page 30 of the Concept Plan may need to be refined or altered to reflect the final CMP. The proponent also acknowledges the use of 'Wallerawang' by James Walker from 1824, and the site's use as 'Wolgan Outstation' from the 1830s onward, and the grant of 1839.

Objectives

- *To fully research and document the history of the site*
- *To identify and document the heritage values of the site*
- *To conserve elements of heritage significance, including, but not limited to the wattle and daub hut, the slab house and significant associated outbuildings, the slab house landscape curtilage, a*

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- remnant of the pastoral landscape in the vicinity of the slab house/valley floor, significant fencing, significant views and any archaeological relics identified on the site.*
- *To interpret the cultural heritage of the site within the resort.*
 - *To identify and implement strategies for the ongoing management of the heritage values of the site in conjunction with the operation of the resort.*

This plan will:

- Reconcile the current building siting plan with a predictive archaeological model, in consultation with the project architect.
- Include detailed physical archaeological surveys of the footprint of all works proposed in the revised building siting plan.
- Include Management Strategies to determine when identified relics or places will be:
 - **CONSERVED** - by avoiding the placement of building works over these features and ensuring their ongoing protection.
 - **SALVAGED** - relics will be salvaged and preserved if preservation of sites is not feasible or warranted.
 - **DESTROYED** - if relics or sites are of low scientific or cultural significance.
- Include strategies for the ongoing management and interpretation of the archaeological values of the site.

The CMP will be prepared in accordance with Department of Environment and Conservation and NSW Heritage Office guidelines including the NSW Heritage Manual.

Ecological Management

The following Environmental Management Plans (EMPs) will be prepared for separate approval and implementation as integral components of the project:

- Ecological Rehabilitation and Management Plan, including management strategies for the creek lines, vegetation and native fauna and their habitats, including specific considerations for threatened fauna species;
- Weed Management Plan; and
- Feral Fauna Management Plan;

Other EMPs that will be implemented to mitigate potential impacts upon the natural environment include:

- Bushfire Hazard/Control Management Plan.
- Erosion and Sedimentation Control Plan; and
- Wastewater Management Plan;
- Solid Waste Management Plan; and
- Hydrological Management Plan.



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▪ Ecological Rehabilitation Management Plan (ERMP)

An Ecological Rehabilitation Management Plan (ERMP) will be prepared to address revegetation within the Nature Conservation Precinct, watercourse stabilisation and revegetation within the Riparian Corridor Precinct, vegetation management within the Pasture/Parkland Precinct and the management of native fauna and specific habitat features and resources for relevant species.

The ERMP will be prepared with consideration of:

- NSW Fisheries (1999) Policy and Guidelines – Aquatic Habitat Management and Fish Conservation
- NSW Fisheries - Fish Passage Requirements for Waterway Crossings (Fairfull & Witheridge, 2003)
- Plans of Management for the Gardens of Stone National Park and the Greater Blue Mountains World Heritage Area
- DIPNR guidelines regarding:
 - Watercourse and Riparian Area Planning, Assessment and Design (V4 Draft)
 - Watercourse & Riparian Zone Rehabilitation Requirements
 - How to prepare a Vegetation Management Plan
 - Design and Construction of Paths and Cycleways along Watercourses and Riparian Areas (V2)
 - How to Collect Native Plant Seed Responsibly (V1)
- management actions contained in Final and Draft Recovery Plans for threatened fauna species prepared under the TSC Act (e.g. Yellow-bellied Glider; Large Forest Owls); and
- any relevant management guidelines for native wildlife prepared by DEC.

Revegetation

The ERMP will provide details of specific measures and protocols for the protection and rehabilitation of retained native vegetation within the Nature Conservation Precinct, including:

- weed removal and control protocols;
- details of appropriate plant species and planting densities to be utilised and the extent of vegetation types to be created;
- measures to reduce potential impacts of grazing herbivores (native and exotic) on regenerating vegetation; and
- a monitoring program with performance criteria and measures for restitution of damage or supplementary plantings, if necessary.

Rehabilitation and revegetation of gully erosion that exists on some lower slopes, and most especially along the mid-southern boundary of the site, will be particularly addressed.


Rehabilitation of Creek lines and Riparian and Aquatic Habitats

The main watercourses within the study area are both currently experiencing substantial erosion as a result of cattle grazing, clearing of vegetation and flooding events. In particular, sections of the banks of the Wolgan River, at the northern end of the valley have undermined banks and trees with

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exposed root systems. Proposed management of the creek lines within the Riparian Corridor Precinct includes terracing within Carnes Creek to stabilise the creek banks and re-establishment of riparian vegetation to a minimum width of 40 metres from the top of the bank on either side of watercourses to provide habitat resources and wildlife corridors through the site. Measures will be implemented to ensure that woody debris removed or disturbed during creek stabilisation activities is replaced to maintain habitat for aquatic fauna. Only low impact, passive recreational access will be permitted in these areas to limit disturbance to ecological communities and native fauna.

Farm dams, which are currently degraded by cattle access and resulting grazing and trampling, are to be retained and rehabilitated under the Landscape Strategy. Rehabilitation will include the removal of stock and the planting of wetland vegetation and will aim to provide supplementary habitat for waterbirds and other aquatic and terrestrial fauna on the study site.

Vegetation Management (Pasture/Parkland Precinct)

Vegetation management within the Pasture Precinct will involve the maintenance of the existing rural pasture landscape supplemented through planting of clumps of native trees, including known food trees, to provide additional habitat for native fauna known to utilise habitat in this area. The pasture landscape will be maintained for native fauna species that currently utilise these areas, including the threatened Diamond Firetail and macropods but will require careful active management to sustain reduced fuel loads following the removal of grazing livestock.

Management Measures for Native Fauna

The ERMP will identify native fauna species and habitat values of significance on the site and provide management strategies to be implemented to protect and enhance these values as appropriate.

Management will focus on reducing and controlling existing and novel impacts and threatening processes on site and in particular improving some aspects of threatened species habitat. Management strategies will be prepared in accordance with prescribed management actions contained in relevant Final and Draft Recovery Plans for threatened fauna species prepared under the TSC Act (e.g. Yellow-bellied Glider; Large Forest Owls) and management guidelines for native wildlife prepared by DEC.

Native fauna species of particular relevance for consideration in this regard include the following species known to utilise habitats within the proposed Riparian and Access Corridors and Development Precincts:

- Common Wombat
- Brown Treecreeper
- Speckled Warbler
- Diamond Firetail
- Eastern Bentwing-bat

Also of relevance are those threatened species known to occur in areas of adjoining habitat, including the:

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- Glossy Black-cockatoo
- Gang-gang Cockatoo
- Yellow-bellied Glider
- Powerful and Sooty Owls

The ERMP will include consideration of the following fauna management issues and strategies:

- planting of food trees for native species known to occur on site and on surrounding lands. Food trees of relevance for threatened species in particular will be identified to supplement existing foraging resources for these species;
- selection of known hollow-forming trees (e.g. Boxes) for replanting to provide an ongoing nesting/roosting resource for hollow-dependent native fauna;
- measures to protect native fauna and their habitats, in particular to reduce potential impacts on the Common Wombat, in riparian areas along Carnes Creek during proposed creek stabilisation and revegetation works and during resort operations;
- careful consideration of the potential adverse impacts of removing grazing on threatened species habitats (i.e. grazing, provided timing and levels are appropriate, can actually promote a desirable understorey for ground-feeding species such as the Brown Treecreeper species) and appropriate management measures (e.g.. periodic burns of appropriate intensity) to maintain suitable habitat for this species (and other ground-feeding birds) in the absence of grazing;
- careful consideration of appropriate fuel management/hazard reduction burning (including frequency, intensity and patterns) within the identified site Precincts to minimise potential negative impacts on native fauna, relevant habitat features and overall biodiversity of the ecological communities;
- placement of logs and trunks of native trees removed for construction purposes in existing and regenerating vegetated areas to improve existing modified habitats. In particular, trees containing hollows or abundant decorticated bark should be used for this purpose. Such features would provide supplementary foraging substrates for ground-feeding threatened birds (such as the Brown Treecreeper) and potential den sites for the Spotted-tailed Quoll and its prey;
- consideration of the location and types of fences erected within and around the site and the need to maintain habitat connectivity for native fauna;
- the potential provision of nest boxes and bat roost boxes to supplement habitat for hollow-dependent species on the study site;
- measures for the removal or control of feral animals and weeds with reference to the proposed Feral Animal and Weed Plans of Management;
- the implementation of monitoring programs to determine the success or otherwise of management strategies, including surveys to ascertain:
 - the persistence or otherwise of fauna habitat features of relevance for native species on site;
 - the persistence or otherwise of native fauna species and specific threatened species in suitable habitats on site;
 - the reintroduction of additional fauna species on site;
 - the use and success of fauna nest boxes if provided;
 - the persistence or otherwise of feral animals and weeds; and

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- the success of revegetation and rehabilitation activities.

▪ Weed Management Plan

The species listed as noxious in the Lithgow LGA under the Noxious Weeds Act (see table below) will be managed in accordance with the measures prescribed under the Act.

A Weed Management Plan will be prepared to assist in the removal and/or control of weed species on the site and to reduce the potential for their spread into adjoining habitats within the GBMWA. Protocols will be implemented to prevent the spread of weeds within the study area as a result of activities associated with the construction phase of the development.

Weed management will involve:

- the destruction of weed material removed from construction areas;
- minimising areas disturbed during construction;
- washing down vehicles and equipment between construction areas in particular following clearing activities in weed infested areas;
- the use of shredded native plant material removed from the site as a mulch and groundcover on disturbed soil surfaces to reduce the potential for weed establishment; and
- seeding of exposed soil stockpiles with a nursery crop to reduce the potential for weed infestation.

The weed management plan will also include strategies and protocols for the:

- removal and control of weeds in proposed vegetation rehabilitation areas; and
- review of non-endemic species to be used in replanting in landscaped areas to ensure they are not invasive.

The Weed Management Plan will also incorporate a monitoring program that includes performance criteria and measures for the identification and remediation of problem areas, if necessary.

The weed Management Plan will be prepared in consultation with NSW Agriculture, and with DEC and landowners of other neighbouring properties, to ensure a collaborative approach that is likely to result in more effective long-term reductions in local and regional weed populations.

Weed class and prescribed management action (NSW NW Act) for noxious weed species recorded in the study area.

Common Name	Scientific Name	Weed Class & Prescribed Management Action
Serrated Tussock	<i>Nassella trichotoma</i>	W3: Must be prevented from spreading and its numbers and distribution reduced.
African Love Grass	<i>Eragrostis curvula</i>	W3: Must be prevented from spreading and its numbers and distribution reduced.

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Blackberry	<i>Rubus fruticosus</i>	W3: Must be prevented from spreading and its numbers and distribution reduced.
Nodding Thistle	<i>Carduus nutans</i>	W3: Must be prevented from spreading and its numbers and distribution reduced.
Scotch Thistle	<i>Onopordum sp.</i>	W3: Must be prevented from spreading and its numbers and distribution reduced.
Sweet Briar	<i>Rosa rubiginosa</i>	W3: Must be prevented from spreading and its numbers and distribution reduced.
Wild Radish	<i>Raphanus raphanistrum</i>	W3: Must be prevented from spreading and its numbers and distribution reduced.
Willow	<i>Salix fragilis</i>	W4g: Must not be sold, propagated or knowingly distributed.
Willow	<i>Salix babylonica</i>	W4g: Must not be sold, propagated or knowingly distributed

The Weed Management Plan will be prepared in accordance with:

- the NSW Noxious Weeds Act and prescriptions for management of relevant species on site;
- weed management guidelines prepared by NSW Agriculture;
- DEC regional Pest management Strategies;
- existing weed management plans for adjoining National Parks;
- management guidelines for weed species attributed Key Threatening Process status under the TSC Act (e.g. exotic perennial grasses);
- weed management guidelines for specific species listed in Recovery Plans for threatened species prepared under the TSC Act; and
- regulations and controls for pesticide use pursuant to the NSW Pesticides Act 1999.

▪ Feral Fauna Management Plan

A Feral Animal Species Management Plan is to be prepared for the control and management of feral animals that currently occur on site to reduce current adverse impacts on the site and the potential for adverse impacts on the values of the adjoining GBMWA. Specific issues that will be addresses include:

- grazing by introduced herbivores (such as rabbits and goats) and resultant effects on the structure and composition of plant communities;
- the spread of weeds (such as Sweet Briar and Blackberry) via the droppings of introduced species, such as Foxes;
- habitat degradation through the digging and burrowing of rabbits and wild pigs; and

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- adverse impacts on the native fauna assemblage, including in particular smaller terrestrial fauna and nesting/roosting arboreal and ground-nesting species, as a result of predation by wild dogs, foxes and feral cats, and through competition for prey species.

As is the case with weeds, proposed management measures are unlikely to be particularly effective unless conducted over the long term and in collaboration with surrounding landholders. As such, preparation of the Feral Animal Management Plan will be undertaken in consultation with NSW Agriculture and the Rural Lands Protection Board, and with DEC and landowners of other neighbouring properties, to ensure a collaborative approach that is likely to result in more effective long-term reductions in local and regional feral animal populations.

The Feral Animal Management Plan will be prepared in accordance with:

- feral animal management policy and guidelines prepared by NSW Agriculture, the NSW Pest Animal Council and the National Feral Animal Control Programme;
- control guidelines for pest species (e.g. rabbit, feral pigs, wild dogs) declared under the Rural Lands Protection Act 1998, issued by the Rural Lands Protection Board;
- management guidelines outlined in Threat Abatement Plans for feral animal species attributed Key Threatening Process Status under the TSC Act and the EPBC Act (e.g. the Red Fox);
- management guidelines for specific feral animal species listed in Final or Draft Recovery Plans (prepared under the TSC Act) for threatened fauna species of relevance to the site;
- DEC regional Pest Management Strategies and feral animal management plans for adjoining National Parks; and
- regulations and controls for pesticide use pursuant to the NSW Pesticides Act 1999.

▪ Precinct Specific Mitigation Measures

Specific mitigation measures to be implemented within each Precinct are outlined below.

Precinct 1 – Development Precinct

Measures to be implemented include:

- fencing of vegetation which is to be retained in close proximity to development areas, prior to clearing or construction activities, to avoid damage from uncontrolled or accidental access;
- care to avoid mechanical damage to retained trees, and to protect against the compaction of soil or stockpiling around trees;
- instruction of contractors regarding limits of vegetation clearing; and
- the parking of vehicles and machinery and the location of stockpile sites in existing cleared areas and not within 50m of a waterway.

Significant habitat trees (e.g., mature nectar-producing species and large hollow-bearing specimens) will be retained and incorporated into the development design where possible. Such trees will be marked and protected from disturbance. Hollow-bearing trees within the proposed development footprint or in immediately adjacent areas that are to be removed during construction activities will be flagged for identification and carefully felled during clearing activities to minimise the potential for

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injury to fauna that may be occupying the tree and to preserve the tree intact. Portions of hollow-bearing trees removed from the construction area will be retained and either placed in adjacent bushland as hollow logs, or tied into large trees in adjacent woodland to provide shelter and nest sites for arboreal mammals, reptiles and birds. Large logs and woody debris will also be removed from the proposed disturbance areas during clearing and placed in adjacent retained vegetation to maintain resources for native fauna.

Landscaping works within the Development Precincts will involve:

- use of locally sourced native plant species representative of the existing vegetation types within the study area in landscaped areas and for rehabilitation of disturbed retained vegetation;
- selection of known food trees to provide supplementary foraging habitat for threatened fauna species known to occur in the study area and locality, including *Allocasuarina* spp. for the Glossy Black-Cockatoo and a variety of Eucalypts of relevance for the Koala and in particular winter-flowering species for nectar-feeding birds, possums and gliders;
- the collection of native seeds within the study area (or immediate vicinity) by a qualified bush regenerator prior to clearing for use in landscaping and the revegetation of disturbed areas;
- use of collected seeds in direct seeding or propagation of tube stock for planting;
- the use of shredded native plant material removed from construction areas as a mulch and groundcover on disturbed areas. This approach will reduce sediment discharge, limit weed invasion, and retain seed stock for the regeneration of local native species; and
- topsoil from vegetated areas within development areas should be removed and stockpiled for application to proposed landscaped areas, thus retaining the natural seed bank from the site and assisting in the regeneration of local plant species;

Plant Species Utilised in Landscaping and Rehabilitation) will include:

- use of naturally occurring species of local provenance to maintain the genetic integrity of the existing vegetation;
- careful selection of ornamental species for landscaped areas to prevent hybridisation with existing native species (in particular *Banksias* and *Grevilleas*) on surrounding lands. Only species (rather than cultivars) or sterile hybrids should be used;
- avoidance of potentially invasive plant species in landscaping and revegetation areas; and
- measures to minimise alterations to existing moisture regimes and nutrient levels to avoid modification to ecological processes.


Precinct 2 – Riparian Corridor Precinct

Wolgan River and Carnes Creek will be rehabilitated involving creek stabilisation measures to control erosion and the re-establishment of riparian vegetation to a minimum of 50m on either side of each creek bank to provide supplementary habitat and to create linked wildlife corridors through the site. Only low impact, passive recreational access will be permitted in the riparian corridor to reduce potential adverse impacts on native fauna and their habitats.

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The ERMP will contain specific protocols to reduce the likelihood of adverse impacts on aquatic fauna and their habitats within the creek lines during stabilisation works, including protocols for the retention of woody debris within channel beds, control of sediment, and protection of existing riparian vegetation and fauna habitats etc.

Disturbed areas surrounding bridge construction sites will be revegetated to ensure bank stabilisation, enhance connectivity and wildlife corridors and provide supplementary habitat for native fauna.

The Bushfire Management Plan will incorporate strategies and protocols for the careful management of fuel loads within revegetated riparian corridors to reduce fire hazard but also to avoid negative impacts on biodiversity and the natural ecosystem.

Precinct 3 – Access Corridor Precinct

The clearing of native vegetation within the Access Corridor Precinct for the construction of the proposed access and service roads will be limited by the careful alignment of the roads through existing cleared areas as far as possible. The establishment of a landscaped median between the roads where they run parallel and close to one another will provide supplementary habitat for native fauna and may assist in facilitating fauna road crossings for gliding arboreal mammals.

Fuel management activities within APZs will not involve the wholesale removal of vegetation and the level of fuel management activities required, involving selective removal of some canopy trees and the maintenance of understorey vegetation, will be determined so as not to substantially alter these areas. The APZs will continue to provide resources for native fauna in particular those threatened bird species that are known to utilise the ecotone areas between the open grassland and vegetated lower slopes.

Specific mitigation measures will be implemented to ensure that adjoining retained vegetation will be protected from indirect impacts associated with the roads construction and operational phases (e.g., physical damage, sediment run-off, weed infestations).

The potential for fauna road mortality will be reduced through the enforcement of speed limits and the erection of fauna crossing warning signs at appropriate locations. Such speed management features will be implemented in particular where vegetation extends up to the road verges.

Precinct 4 – Managed Pasture Precinct

The pasture landscape with its existing remnant scattered trees will be supplemented with clumps of new tree plantings throughout the Precinct. Only locally sourced native plant species representative of the existing vegetation types on the site will be used and plant species will be specifically selected to provide supplementary foraging habitat for threatened fauna, including in particular winter-flowering species for nectar-feeding birds.

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The Bushfire Management Plan will incorporate strategies and protocols for the careful management of fuel loads within this Precinct to reduce fire hazard following the removal of grazing but also to avoid negative impacts on biodiversity and the natural ecosystem.

Precinct 5 – Nature Conservation Precinct

The Bushfire Management Plan will incorporate strategies for ecologically sustainable strategic fuel management, including carefully planned hazard reduction burning of the Nature Conservation Precinct to reduce the potential risks of high intensity and frequency fire on the existing ecology and to reduce the potential threat of fire escaping onto adjoining lands. The appropriate timing and intensity of periodic burns will be determined and implemented to maintain suitable open grassy woodland/grassland ecotones for threatened ground-feeding species (such as the Brown Treecreeper) following the removal of grazing. Fire access trails will be aligned along existing tracks or through cleared areas (as far as possible) to minimise the requirement for clearing of native vegetation.

Only low impact, passive recreational/wildlife education access will be permitted in the Nature Conservation Precinct to reduce potential adverse impacts on native fauna and their habitats.

Key features of the proposed Landscape Strategy will include:

- the proposed rehabilitation and revegetation of some currently highly modified foothill areas to restore natural ecological processes and provide supplementary habitat for native fauna;
- the maintenance and rehabilitation of wetland habitats along the Wolgan River, involving the removal of grazing and weed control, and their connection with riparian/wildlife corridors through the site; and
- the preparation and implementation of specific environmental management plans for the management of native fauna and their habitats, including in particular threatened species known to occur on site, for the control of introduced flora and fauna, and the management of Bushfire.

▪ **Additional Investigations**

The following investigations will be undertaken to enable a more detailed assessment of potential impacts on native fauna at specific sites and to determine appropriate impact mitigation and environmental management measures to reduce the potential for adverse impacts on these species and specific habitats and resources of relevance:

- Dedicated field investigations to gain a better understanding of the Common Wombat population on site (abundance and distribution) and its use of specific areas of the site. Of particular interest will be the Carnes Creek Riparian Corridor, Access Corridor and Development Precincts where creek stabilisation and rehabilitation activities and proposed infrastructure and operations have the potential to impact on known burrows and foraging habitat for this species. Consultation with recognised Common Wombat experts and DEC wildlife management officers should also be undertaken so that best practice impact mitigation and environmental management measures can be implemented to reduce the

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potential for adverse impacts on this species and to encourage it's continued presence in the area.

- Follow-up surveys targeting threatened species known to occur on site to estimate likely population sizes, distribution and habitat use on the site and immediately adjoining lands. Data collected will supplement existing data and be used to assist in the preparation of specific management strategies for these species and their habitats and to provide more comprehensive baseline data for potential future monitoring programs.
- Where appropriate, additional surveys will be undertaken during warmer months to determine the presence or otherwise of threatened species that would have been difficult to detect (even if present on site) given the timing of the surveys in August. For example, the Blue Mountains Water Skink is best detected during warm sunny conditions from September to March and adults of the Giant Dragonfly only emerge from larval burrows from October to November. However, it should be noted, that the sedge land habitats on site are considered to provide only marginal habitat for these species. Given the proposed retention of such habitats within the Nature Conservation Precinct these species are unlikely to be adversely affected by the proposed development even if they do occur.

Soil and Water Management Plan

A detailed Soil and Water Management Plan will be developed prior to the commencement of construction activities to control sediment and pollutant discharge from construction areas into adjoining vegetation and creek lines. Measures for the ongoing control and treatment of run-off from development areas to minimise adverse habitat impacts of discharges containing sediment, chemical pollutants and weed propagules will include:

- the collection and direction of stormwater run-off from potentially contaminated sites to sedimentation ponds. In particular, run-off should be directed away from retained native vegetation;
- the stabilisation of exposed soil surfaces (e.g.. through sterile grass seeding, erosion control meshing, or mulching using vegetative material removed from the study area);
- the use of erosion and sediment control measures to collect sediment and to reduce flow velocities; and
- regular monitoring and maintenance of all erosion and sediment control structures throughout the construction and operational phases of the development to ensure their effective function.

Bush Fire Hazard Management

This plan will involve a range of measures to protect life, property and vegetation on the site and within the adjoining GBMWA from Bushfire. It will detail the conceptual bushfire management strategies outlined in the Bushfire Management Report (Australian Bushfire Protection Planning)

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submitted with the Concept Plan. It will include protocols and strategies to ensure unplanned fires on the site are contained and suppressed as quickly as possible, including:

- management of bushfire fuels within each of the identified Precincts in accordance with ecological best practice;
- establishment of perimeter fire breaks and fire access trails;
- provision of fire fighting resources on site, including a fully equipped Fire Station, helicopter support facilities and a specific water supply for fire fighting operations; and
- the appropriate training of staff and establishment of an emergency management protocol in close consultation with local emergency services.

Objectives

- *To minimise bushfire hazard to human life, flora and fauna and property, both on and off the site.*
- *To implement a range of site planning principles and management practices, and to install a range a bushfire fighting devices to optimise the safety of the resort, its staff and its guests.*

The Bush Fire Hazard Management Plan will be prepared in accordance with:

- Planning for Bushfire Protection, Rural Fire Service, 2001.
- Wollemi National Park Plan of Management.

The plan will include a program of regular fuel load and APZ inspections at key times for fuel load accumulation, fuel load reduction and peak bushfire threat. In particular, it will consider:

- strategies for the maintenance of fuel loads in open grassland/pasture areas (e.g.. within the Managed Pasture Precinct and Nature Conservation Precinct) following the proposed removal of grazing. In addition to increased grass biomass, tree species will quickly establish where trees and shrubs are currently sparse. These naturally revegetating areas will eventually have increased fuel loads, with increased fire hazard ratings;
- careful management of fuel loads within revegetated riparian corridors to reduce fire hazard but also avoid negative impacts on biodiversity and the natural ecosystem;
- appropriate timing and intensity of periodic burns to maintain suitable open grassy woodland/grassland ecotones for threatened ground-feeding species (such as the Brown Treecreeper) following the removal of grazing; and
- ecologically sustainable strategic fuel management, including carefully planned hazard reduction burning, of the Nature Conservation Precinct to reduce the potential risks of high intensity and frequency fire on the flora and fauna asset and to reduce the potential threat of escape of fire onto adjoining lands (ABPP, 2005).

Emergency Response Plan (Flooding and Bushfire)

This plan will detail plans of training and emergency response measures to protect human safety in the event of flood, bushfire or other natural emergencies.

Objective

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- *To minimise threats to human safety during natural emergencies, particularly bushfire and flood events.*

The Emergency Response Plan will be prepared in accordance with:

- Bushfire Management Report accompanying the Concept Plan prepared by Australian Bushfire Protection Planning.
- Planning for Bushfire Protection 2001
- Floodplain Management Manual: the Management of Flood Liable Land (January 2001, NSW Govt).

Water Management Plan

The plan will detail measures to be implemented to minimise the effect of water sourcing, use and disposal upon natural systems.

Objectives

- *To minimise impacts on the existing water cycle, in terms of both surface and ground water quality and flow rates/levels.*
- *To minimise water consumption and disposal.*
- *To optimise the use of rainwater harvested within the resort for potable water supply.*
- *To optimise the re-use of treated effluent within the resort for grey water supply.*
- *To minimise the use of electricity and chemicals in the treatment of effluent.*
- *To ensure that any disposal of effluent is within the long term cumulative carrying capacity of the receiving environment (both water courses and soils) in terms of water volume and contaminants, including nutrients.*
- *To ensure that a reliable supply of water is available to the site, for both ongoing resort use and occasional rapid refilling of the stored on-site fire fighting supply.*
- *To minimise the erosion and transport of sediment into waterways.*
- *To minimise the release of pollutants (e.g. stored fuel, litter, untreated sewage etc.) into natural systems.*

The Water Management Plan will be prepared in accordance with:

- NSQMS Use of Reclaimed Water Guidelines (2000)
- NSW Health Interim Guidance for Greywater and Sewage Recycling in Multi unit Dwellings and Commercial Premises (2004)
- NSW EPA Guidelines for Land Irrigation of Effluent (2004)
- EIS Guideline on Irrigation of Sewage Effluent and EIS Guideline on Sewerage Systems (Department of Urban Affairs and Planning, September 1996)
- AS 6400 (2005) –Water Efficient Products – Rating and Labelling
- NSW Health (2004), Australian Rainfall and Runoff

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- Commonwealth Government Enhealth Guideline (2004)
- Assessment, Classification and Management of Liquid and Non-liquid Waste (DEC)
- Lithgow Council stormwater guidelines

The plan will document baseline conditions and involve ongoing regular monitoring and management of impacts in relation to stream and ground water flows and water quality. The plan will also address the ongoing management and monitoring of specific water issues, such as the harvesting of rainwater, management of overland flows, ongoing potable and non-potable demand/supply management, wastewater treatment, effluent quality/quantity/disposal, and soil/water quality in the effluent irrigation area and both upstream and downstream of the resort and (and irrigation area).

Energy and Water Conservation Plan

This plan will detail design measures, devices and practices implemented to minimise demand for water and energy consumption.

Objectives

- *To minimise water consumption.*
- *To minimise energy consumption, during construction, materials selection and ongoing operation.*
- *To minimise the production of 'greenhouse' gas emissions.*

Construction Management Plan

A plan of construction measures and practices implemented to minimise potential construction impacts such as erosion and sediment transfer, construction traffic, noise generation, damage to heritage and landscape features and worker safety.

Objectives

- *To minimise erosion, and the transport of sediments into waterways.*
- *To minimise traffic and noise impacts of construction vehicles.*
- *To minimise noise generation.*
- *To minimise the generation of dust and other air pollutants.*
- *To ensure that a safe environment is provided for all construction workers.*
- *To minimise construction impacts upon surrounding residents and the natural environment.*
- *To minimise impacts of construction works upon heritage buildings and works, significant trees and cultural plantings and archaeological sites and relics.*


The plan will be prepared with reference to:

- Managing Urban Stormwater: Soils and Construction 2004

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- 
- Environmental Criteria for Road Traffic Noise (EPA, 1999)
 - RTA's Guide to Traffic Generating Developments
 - Workcover Guidelines
 - All guidelines to the Occupational Health and Safety Act, 2000.
 - The Archaeological Investigation and Conservation Management Plan detailed in this Statement of Commitments.

The plan will include a formal process for receiving, actioning and recording complaints and other input from the owners/users of surrounding properties.

Wolgan Road Upgrade Plan

The proponent will make an equitable contribution towards upgrade works on Wolgan Road in relation to damage caused by construction traffic and increased maintenance work attributable to additional traffic generated by the development. The proponent will make an equitable contribution to the implementation of measures to address the existing safety deficiencies of the road.

Objectives

- *To mitigate existing safety hazards.*
- *To retain the rustic, rural character.*
- *To ensure that additional traffic generated by the development does not degrade the physical condition of the road.*

Road safety improvements will be designed in accordance with:

- AUSTROADS Road Safety Audit
- RTA's Policy for Signposting of Resorts and Tourist Facilities.
- Wollemi National Park Plan of Management.

Access to Donkey Mountain and Gardens of the Stone National Park

The Feral Fauna Management Plan and Landscape Management Plan include the provision of a feral proof fence to be included as a conservation measure. The feral proof fence will be predominately located along Wolgan Road to the north of Donkey Mountain. The final location of the feral proof fence will be determined prior to construction in consultation with National Parks and Wildlife Service (DEC). The proponent will provide access to Donkey Mountain and the Gardens of Stone National Park at two points along the feral proof fence (where currently these two points have legal public

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access off Wolgan Road). Access to Donkey Mountain and the Gardens of Stone National Park will be via gated entry at these points with managed access, to be controlled by the National Parks and Wildlife Service (NPWS). The location and type of gated entry will be formalised with the National Parks and Wildlife Service (NPWS) prior to construction.

Fly Neighbourly Agreement

In regards to helicopter operations, the proponent will agree to implement a 'Fly Neighbourly Agreement' (FNA) prior to operation of the resort. The FNA will be prepared in accordance with relevant Air Services Australia and Civil Aviation Safety Authority (CASA) guidelines and policies, specifically *"Fly neighbourly agreements guidelines for their preparation and use"*, published by Air Services Australia.

Additionally, the FNA will be prepared in consultation with relevant authorities, which include but are not necessarily limited to:

- Civil Aviation Safety Authority (CASA);
- Airspace and Environment Regulatory Unit (located within Air Services Australia) and regulated by CASA; and
- Lithgow City Council.

The FNA will be structured to include, but not be limited to:

- The discussion on the intent and term of the agreement;
- The parties to the agreement;
- A map of the area where the agreement will apply;
- Hours of operation; and
- Flight height limits.

Operational Management Plan

A plan that details the operational management of the resort.

Objectives

- *To optimise benefits to the local economy and community*
- *To minimise adverse impacts upon the local community, economy and natural environment.*

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Vehicular Access and deliveries/servicing

Objectives

- *To minimise vehicle trips into Wolgan Valley.*
- *To limit the type and size of vehicles accessing the site*
- *To minimise road kill of native fauna.*
- *To ensure that drivers accessing the site are trained and familiar with the road conditions and habits of local fauna.*

Off-site supply depot and guest reception

An off-site facility outside Wolgan Valley (probably within Lithgow) will be established. All goods delivery vehicles and guests will be required to deliver/check in to this facility. No guests or goods delivery vehicles will be permitted to drive into the resort. Guests and goods will be transferred to the resort by trained resort staff.

Objectives

- *To provide a facility where various deliveries of goods bound for the site can be stored and consolidated into a reduced number of co-ordinated trips.*
- *To provide a facility for guests driving to the resort to leave their vehicle, prior to being transferred to the site by trained resort staff.*

Helicopter movements

Not more than four helicopter movements will occur in any week, other than during bushfire or other emergency events. No recreational flights over surrounding areas will occur and the site will not be used as a 'heliport'.

Objective

- *To minimise noise impacts upon guests, surrounding residents and the Greater Blue Mountains World Heritage Area*

Employee numbers, rostering and accommodation

Objectives

- *To create opportunities for the employment of local residents.*
- *To minimise staff trips to and from the site.*

Staff Induction

Objectives

- *To ensure all staff appreciate and are sensitive to the very special natural and cultural values and sensitivities of Wolgan Valley, and the sustainability initiatives of the resort.*
- *To ensure all staff understand, and sufficient staff are suitably qualified to implement the range of management plans adopted for the resort, particularly the emergency response plans.*

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- *To ensure that all staff driving in and out of Wolgan Valley are familiar with the road, its safety hazards and the habits of local wildlife.*
- *To include personnel on staff with experience and intimate understanding of the local ecology and aboriginal and non-aboriginal history of Wolgan Valley*

Local Sourcing of Materials, Produce and Services

Objectives

- *To preferentially source produce and services from within the locality and the Lithgow region*

Waste Management

Objectives

- *To minimise the generation of waste.*
- *To minimise wastes entering the natural environment.*
- *To optimise the on-site recycling or reuse of wastes.*
- *To ensure that all solid waste leaving the site is separated by recyclability.*
- *To optimise the on-site composting and disposal of green waste.*

Waste Management strategies will be prepared in accordance with:

- Regional Waste Boards in NSW's Waste Planning Guide for Development Applications – Planning for Less Waste
- EPA Environmental Guidelines - Composting and Related Facilities (2003).
- Wollemi National Park Plan of Management

Appendix F

Area Subject to the Land Lease Agreement

Proposed Helipad Location

LEGEND



Proposed Helipad Location

AREA SHADED YELLOW DEFINES
LAND TO BE ACQUIRED FROM NPWS

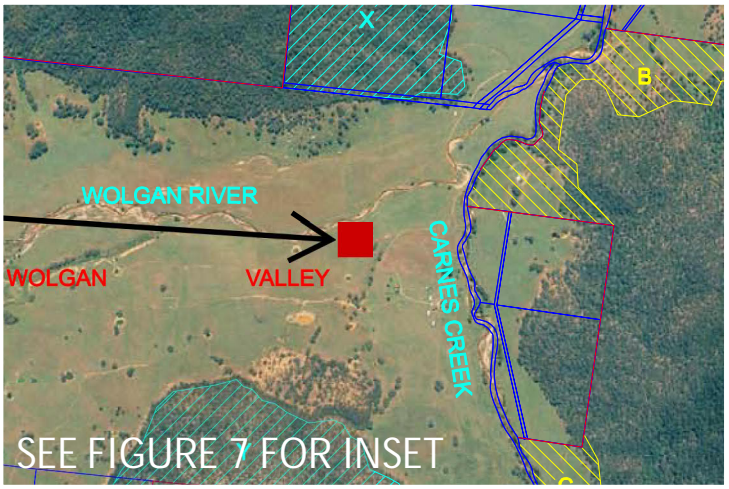
AREA A - 10.8ha
AREA B - 28.4ha
AREA C - 8.3ha
AREA D - 2.8ha

TOTAL 50.3ha

AREA SHADED CYAN DEFINES
LAND TO BE TRANSFERRED TO NPWS

AREA W - 12.6ha
AREA X - 40.0ha
AREA Y - 42.3ha
AREA Z - 19.6ha

TOTAL 114.5ha



WOLLEMI NATIONAL PARK

- 1.CADASTRAL BOUNDARIES & AERIAL PHOTOGRAPHY
SUPPLIED BY LANDS DEPARTMENT BATHURST & ARE
APPROXIMATE ONLY
- 2.NO FIELD SURVEY CONFIRMATION OF BOUNDARIES HAS
BEEN UNDERTAKEN
- 3.AREAS AND DIMENSIONS SHOWN HEREON ARE APPROXIMATE
ONLY AND ARE SUBJECT TO FINAL SURVEY
- 4.AREAS SHOWN ARE FOR DISCUSSION PURPOSES AND SUBJECT
TO FINAL APPROVAL FROM NPWS & CLIFTON CONEY
- DENOTES SITE CADASTRAL BOUNDARIES
AS PER 1990 FLOOD STUDY DOCUMENT SK01

IMPORTANT NOTE:
This plan is prepared for
CLIFTON CONEY GROUP
from a combination of field survey and
existing records for the purpose of
designing new constructions on the
land and should not be used for any
other purpose.
The title boundaries shown hereon were
not marked by the author at the time of
survey and have been determined by
plan dimensions only and not by
field measurement.



00	28-07-2008	ORIGINAL ISSUE	N/A	PC
REVISION	DATE	DESCRIPTION	CCAD REF	APPROVED


SCALE:	HORZ. 1:12500	VERT.
CONTOUR INTERVAL:	MAJOR 0.0	MINOR 0.0
COORD. SYSTEM	MARK ADOPTED:	HORIZONTAL ORIGIN
MGA (APPROX)	COORDINATES: E 358 353.000 N 6 246 000.000	VERTICAL DATUM
DATUM:	BM ADOPTED:	RL:
AHD		



PROJECT: EMIRATES LUXURY RESORT
WOLGAN VALLEY

PLAN SHOWING PROPOSED SITE
BOUNDARY ADJUSTMENTS
AND PHOTO OVERLAY

CLIENT: CLIFTON CONEY GROUP


SHEET 1 OF 1
DRAWING NUMBER
111202004

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