



Appendix A

Secretary's Environmental Assessment Requirements (SEARS)



Mr Brendan Millett
Special Projects Manager
Emirates Hotels (Australia) Pty Ltd
2600 Wolgan Road
Wolgan Valley NSW 2790

Dear Mr Millett

**Emirates Luxury Tourist Resort
MP 05_0079 MOD 2 (Concept Plan) and MP 06_0310 MOD 2 (Project Approval)
Environmental Assessment Requirements (EARs)**

I refer to your request of 21 March 2017 seeking environmental assessment requirements (EARs) for a modification request to the Concept Plan and Project Approval for the Emirates Luxury Tourist Resort, Wolgan Valley (MP 05_0079 and MP 06_0310, respectively) under section 75W of the *Environmental Planning and Assessment Act 1979* (EP&A Act).

In accordance with section 75F(3) of the EP&A Act, the EARs for the request are included within **Attachment 1**. The modification request should be accompanied by an Environmental Assessment (EA) which addresses the EARs in **Attachment 1**. The EARs have been prepared in consultation with Lithgow City Council and relevant agencies (see **Attachment 2**) and are based on the information provided to date. Your assessment must address the EARs below as well as the matters raised in the agencies' responses.

I wish to emphasise the importance of effective and genuine community consultation and the need for proposals to proactively respond to the community's concerns. Accordingly, evidence of a genuine community consultation engagement process must be provided as part of the EA. This process must ensure that the community is both informed of the proposal and actively engaged in issues of concern to them. Sufficient information must be provided to the community so it has a good understanding of what is proposed and any potential impacts.

If the proposal is likely to have a significant impact on matters of National Environmental Significance, it may require an approval under the Commonwealth *Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act). If an EPBC Act approval is required, please advise accordingly, as the Commonwealth approval process may be integrated into the NSW approval process, and supplementary EARs may need to be issued. This approval would be in addition to any approvals required under NSW legislation and it is your responsibility to contact the Commonwealth Department of the Environment and Energy to determine if an approval under the EPBC Act is required for your proposal.

If you have any enquiries, please contact Ms Rebecca Sommer on (02) 9274 6184 or via email at Rebecca.Sommer@planning.nsw.gov.au.

Yours sincerely

Chris Ritchie
Director
Industry Assessments
as delegate of the Secretary

13/4/17.

ATTACHMENT 1

Application Number	<u>Concept Plan</u> – MP 05_0079 MOD 2 <u>Project Approval</u> – MP 06_0310 MOD 2
Proposed Modification	Modification to: <ul style="list-style-type: none"> relocate the existing helicopter landing pad; increase the number of helicopter movements per week; construct six bee hives for local production of honey; and internal alterations to the existing Pool House building.
Location	2600 Wolgan Road, Wolgan Valley.
Applicant	Emirates Hotels (Australia) Pty Ltd
Date of Issue	April 2017
General Requirements	<ul style="list-style-type: none"> A detailed description of the modification; a description of all land to which the existing approvals apply and details of any proposed consolidation or subdivision of land; detailed assessment, where relevant, of the key issues below, and any other potential significant issues identified, which must include: <ul style="list-style-type: none"> a description of the existing environment; an assessment of the potential impacts of the modification, including any cumulative impacts as a result of the existing development; and measures to avoid, minimise and if necessary, offset the predicted potential impacts, including strategies for adaptive management and/or contingency plans to manage any significant risks to the environment; and a consolidated summary of all the proposed environmental management and monitoring measures, highlighting commitments included in the EA.
Key issues	<p>The EA must address the following specific matters:</p> <ul style="list-style-type: none"> strategic context – including: <ul style="list-style-type: none"> need and justification of the modification, including consideration of alternatives; and a land use conflict assessment including reference to best management practices. noise and vibration – including a noise impact assessment of both construction and operation of the requested modifications prepared by a qualified acoustic professional, which addresses: <ul style="list-style-type: none"> suitable noise assessment criteria for all sensitive receivers, including any threatened fauna; the type of aircraft to be used, flight paths, frequency and hours of operation; potential noise impacts on sensitive receivers including private properties and users of nearby National Parks and recreational areas, including the impacts of start-ups, take off, flight paths, approach, landing and power down; and suitable noise mitigation measures to reduce potential noise impacts during both construction and operation. civil aviation safety – including: <ul style="list-style-type: none"> an appraisal of the proposed helipad against the Civil Aviation Safety Authority's <i>Guidelines for the establishment and operation of onshore Helicopter Landing Sites</i>; and details of any associated fuel and chemical storage systems to be installed to support the operations of the proposed helipad. biodiversity – including: <ul style="list-style-type: none"> an assessment of the biodiversity values potentially impacted by the modification request that is to include identification of species impacted, potential impacts and management measures to mitigate/offset these impacts;

	<ul style="list-style-type: none"> • Aboriginal and non-Aboriginal cultural heritage – including: <ul style="list-style-type: none"> – a detailed description of any heritage values that exist across the area affected by the modification request; and – where identified, heritage assessment/s must be prepared by a suitably qualified archaeologist/s, which details: <ul style="list-style-type: none"> ▪ any potential impacts on heritage values, proposed management and mitigation measures; and ▪ consultation with relevant Aboriginal community groups, if applicable. • soil and water – including: <ul style="list-style-type: none"> – an assessment of potential impacts on floodplain and stormwater management as a result of the modification request; – details of sediment and erosion controls associated with the modification request; and – a description and appraisal of impact mitigation and monitoring measures • waste management – including: <ul style="list-style-type: none"> – details of waste handling associated with the modification request including, transport, identification, receipt, stockpiling and quality control including off-site reuse and disposal; and – the measures that would be implemented to ensure that the modification is consistent with the aims, objectives and guidelines in the <i>NSW Waste Avoidance and Resource Recovery Strategy 2014-21</i>. • hazards and risks including: <ul style="list-style-type: none"> – a preliminary risk screening in accordance with <i>State Environmental Planning Policy No. 33 – Hazardous and Offensive Development</i>, and <i>Applying SEPP 33</i> (DoP, 2011), with a clear indication of class, quantity, package size, and location of all dangerous goods and hazardous materials associated with the development; and – should the preliminary risk screening indicate that the project is “potentially hazardous”, a Preliminary Hazard Analysis (PHA) must be prepared in accordance with <i>Hazardous Industry Planning Advisory Paper No. 6 – Guidelines for Hazard Analysis</i> (DoP, 2011), and <i>Multi-Level Risk Assessment</i> (DoP, 2011). • visual – including an impact assessment at relevant sensitive locations and/or public vantage points.
Consultation	<p>During the preparation of the EA, you must consult with the relevant local, State or Commonwealth Government authorities, service providers, community groups and affected landowners.</p> <p>In particular you must consult with:</p> <ul style="list-style-type: none"> • Lithgow City Council; • Office of Environment and Heritage; • NSW National Parks and Wildlife Service; • Advisory Committee of the Greater Blue Mountains World Heritage Area; • NSW Heritage Council; • NSW Rural Fire Service; • Airservices Australia; • Civil Aviation Safety Authority; and • Environment Protection Authority. <p>The EA must describe the consultation process and the issues raised, and identify where the design of the development has been amended in response to those issues. Where amendments have not been made to address an issue, a short explanation should be provided.</p>

ATTACHMENT 2

Public Authority Responses to Request for Key Issues

ECM:1479193:JKR

14 March 2017



Rebecca Sommer
Industry Assessments
Department of Planning & Environment
GPO Box 39
SYDNEY NSW 2001

Dear Rebecca

**Request for Key Issues and Assessment Requirements - Emirates Resort,
Wolgan Valley, Lithgow LGA (MP 06_0310)**

I refer to your email dated 8 March 2017 in relation to the abovementioned modification and request for input into the SEARs under Section 75W of the *Environmental Planning and Assessment Act 1979* (EP&A Act).

The following information/matters are requested to form part of the SEARs:

- Assessment of proposal in accordance with Lithgow Local Environmental Plan 2014, appropriate Acts, SEPP's and REP's.
- Detail of the proposal including:
 - Flight paths of helicopters.
 - Maximum number of movements per day and per week for helicopters
 - beehives and their purpose onsite.
- Site plan for beehive locations.
- Acoustic assessment detailing impact to receptors within a minimum 2km radius from the proposed helicopter pad and detailed impacts of flight paths.
- A Construction Certificate will be required for the proposed works to the Pool House and helipad construction (if proposed).
- Existing floor plan of the Pool House and comparison floor plan of proposed Pool House coloured to show proposed changes.
- Section Plan through proposed works of the Pool House.
- Material's list of proposed works.

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

Yours sincerely

J K Ramsden
DEVELOPMENT PLANNER



Department of Planning & Assessment
Industry Assessments
GPO Box 39
SYDNEY NSW 2001

Attention: Rebecca Sommer



Notice Number 1550162
File Number EF13/4933;DOC17/153235-01
Date 13-Mar-2017

EMIRATES ONE & ONLY RESORT - WOLGAN VALLEY - LITHGOW LGA (MP06_0310 MOD 2)

I refer to your request for the Environment Protection Authority (EPA) input for the Secretary Environmental Assessment Requirements (SEARs) in regard to the above proposal received by EPA on 8 March 2017.

Schedule 1 of the Protection of the Environment Act 1997 (Act) declares helicopter-related activities to be a scheduled activity for the purpose of the Act if the following applies:

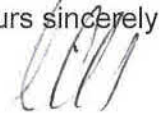
- (a) *that has an intended use of more than 30 flight movements per week (where take-off and landing are separate flight movements), and*
- (b) *that is conducted within 1 kilometre of a dwelling not associated with the landing, taking-off or parking of helicopters*

If the above conditions are met, the proposal is integrated development for the purposes of the EPA. The EPA would provide its general terms of approval (GTA's) and require the proponent to obtain an environment protection licence should the proposal receive development approval.

The EPA considers that noise and vibration and fuel storage are the key issues associated with the abovementioned proposal, based on the information provided. Further details are provided at Attachment A in respect of these two key issues as well as other matters that the EPA believes should be included in any final SEARs.

Should you have any further enquiries in relation to this matter please contact Mr Nino Di Falco at the Central West (Bathurst) Office of the EPA by telephoning (02) 6332 7609.

Yours sincerely


Darryl Clift

Head Regional Operations
Central West Region
(by Delegation)

ATTACHMENT A

EPA Secretary Environmental Assessment Requirements

Emirates One&Only Wolgan Valley Resort S75W Mod 2

General comment

The Draft Secretary Environmental Assessment Requirements cover most of the issues that the EPA has a statutory responsibility or concern for and therefore the EPA will not duplicate these matters other than as contained herein.

The EPA appreciates the consideration given to these matters.

Noise and Vibration

Detailed Noise Impact Assessment:

The EPA requires that a detailed Noise Impact Assessment be undertaken by a duly qualified person in accordance with the relevant Government Policies and Guidance Material, particularly the Industrial Noise Policy (EPA, 2000).

This Noise Impact Assessment needs to also focus on separating that noise associated with flight movements from that noise associated with any maintenance and or testing not associated with flight movements.

The Noise Impact Assessment should also identify relevant Federal Aviation Laws that overrule or supersede any State laws in respect of noise limitations.

Waste Management

The EPA requires that waste management practices be assessed in accordance with the waste management hierarchy under the *Waste Avoidance and Resource Recovery Act 2001*.

Fuel and Chemical Storage

The EPA requires that details be provided regarding the proposed fuel storage (i.e. above ground storage or underground petroleum storage system) as well as ancillary chemical storages (i.e. oils etc).

Rebecca Sommer

From: Airport Developments <Airport.Developments@AirservicesAustralia.com>
Sent: Thursday, 16 March 2017 2:37 PM
To: Rebecca Sommer
Cc: airspace.protection@casa.gov.au
Subject: AIRSERVICES RESPONSE (NSW-MA-394) - Helipad, Emirates One&Only Resort, Wolgan Valley, Lithgow (MP 06_0310) [SEC=UNCLASSIFIED]

Hi Rebecca,

I refer to your request for an Airservices assessment of relocation of the helipad at 2600 Wolgan Rd, Wolgan Valley NSW.

Airservices has no comment regarding the relocation of the helicopter landing pad as there are no procedures designed by Airservices to it. Similarly, no comment can be provided regarding an increase in helicopter movements.

With respect to procedures designed by Airservices in accordance with ICAO PANS-OPS and Document 9905, the proposed modifications will not affect any sector or circling altitude, nor any instrument approach or departure procedure at the nearby Bathurst Airport.

Notes that procedures not designed by Airservices at Bathurst Airport were not considered in this assessment.

Kind regards,

William Ningzhou Zhao
Advisor Airport Development | Service Strategy
Airservices Australia

Phone: +61 3 9339 2504

Email: airport.developments@airservicesaustralia.com

www.airservicesaustralia.com

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From: rebecca.sommer@planning.nsw.gov.au [<mailto:rebecca.sommer@planning.nsw.gov.au>]
Sent: Thursday, 9 March 2017 4:39 PM
To: Airport Developments <Airport.Developments@AirservicesAustralia.com>
Subject: RE: NSW-MA-394 - Helipad, Emirates One&Only Resort, Wolgan Valley, Lithgow (MP 06_0310) [SEC=UNCLASSIFIED]

Hi William,

Thanks for your fast response.

At this stage, the Department is currently seeking input from key agencies and authorities with regards to the information that would be required from the applicant. This information will then be compiled by the applicant and the Department will provide this to agencies and authorities to undertake an assessment of the proposed modifications (e.g. the helipad re-location and increase in movements).

If you could give me a call to discuss, that would be appreciated.

My number is 02 9274 6184.

Cheers,
Rebecca

From: Airport Developments [<mailto:Airport.Developments@AirservicesAustralia.com>]
Sent: Thursday, 9 March 2017 4:31 PM
To: Rebecca Sommer <rebecca.sommer@planning.nsw.gov.au>
Subject: NSW-MA-394 - Helipad, Emirates One&Only Resort, Wolgan Valley, Lithgow (MP 06_0310)
[SEC=UNCLASSIFIED]

Hi Rebecca,

I have received your proposal and commenced the Airservices assessment which will take normally 6 weeks for completion however we will attempt to meet your requirement of 23 March 2017.

If you have any questions, please contact the Airport Developments team and quote assessment code: *NSW-MA-394*

Please note that all completed Airservices assessments are also forwarded to CASA.

Regards,

William Ningzhou Zhao
Advisor Airport Development | Service Strategy
Airservices Australia

Phone: +61 3 9339 2504
Email: airport.developments@airservicesaustralia.com

www.airservicesaustralia.com

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From: rebecca.sommer@planning.nsw.gov.au [<mailto:rebecca.sommer@planning.nsw.gov.au>]
Sent: Thursday, 9 March 2017 10:12 AM
To: Airport Developments <Airport.Developments@AirservicesAustralia.com>
Subject: Request for Key Issues and Assessment Requirements - Emirates One&Only Resort, Wolgan Valley, Lithgow LGA (MP 06_0310)
Importance: High

Dear Sir/Madam

**Request for Key Issues and Assessment Requirements
Modification Request
Emirates One&Only Resort, Wolgan Valley, Lithgow LGA (MP 06_0310 MOD 2)**

The Department has received a request for Secretary Environmental Assessment Requirements (SEARs) from Emirates One&Only Resort, Wolgan Valley in the Lithgow local government area, pursuant to Section 75W of the *Environmental Planning and Assessment Act 1979* (EP&A Act).

The request seeks to modify the conditions relating to the helicopter landing pad location, number of helicopter movements, internal alteration of a building and the addition of bee hives at the resort.

It would be appreciated if you could provide input on the SEARs for the request. I therefore request that you review the attached information and provide details of any key issues and assessment requirements by **Thursday 23 March 2017**.

Please mark all correspondence regarding the proposal to myself. I can be contacted on the below details.

Kind regards
Rebecca

Rebecca Sommer

Senior Planner

Industry Assessments


Department of Planning & Environment

GPO Box 39 | Sydney NSW 2001

T 02 9274 6184 E rebecca.sommer@planning.nsw.gov.au



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We've moved  You can find us at our new office
Level 22, 320 Pitt St, Sydney, 2000

Rebecca Sommer

From: Shayne Kneen <shayne.kneen@industry.nsw.gov.au>
Sent: Tuesday, 21 March 2017 10:05 AM
To: Rebecca Sommer
Cc: Landuse Minerals
Subject: Re: Request for SEARs - Modification Request - Emirates One&Only Resort, Wolgan Valley, Lithgow LGA (MP 06_0310 MOD 2) - GSNSW Response (OUT17/12106)

Dear Rebecca

Thank you for the opportunity to provide advice on the: **Request for Key Issues and SEARs Requirements - Modification Request - Emirates One&Only Resort, Wolgan Valley, Lithgow LGA (MP 06_0310 MOD 2)**.

The New South Wales Department of Industry Geological Survey of New South Wales (GSNSW) has no SEARs to issue as the Modification Application should have no impact upon mineral, coal or petroleum resources.

Queries regarding the above information, and future requests for advice in relation to this matter, should be directed to the GSNSW Land Use team at landuse.minerals@industry.nsw.gov.au.

Regards

Shayne Kneen | Geoscientist | Minerals and Land Use Assessment | Geological Survey of NSW

NSW Department of Industry | Division of Resources & Energy

516 High St | Maitland | NSW 2320 | PO Box 344 | Hunter Region Mail Centre | NSW 2310

T: 02 4931 6731 | F: 02 4931 6726 | E: shayne.kneen@industry.nsw.gov.au

W: www.industry.nsw.gov.au | www.resources.nsw.gov.au

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Office of
Environment
& Heritage

Our Ref: DOC17/181361
Your Ref: MP 06_0310 MOD 2

Ms R Sommer
Senior Planner
Industry Assessments
Department of Planning & Environment
Rebecca.Sommer@planning.nsw.gov.au

Dear Ms Sommer

Emirates One&Only Resort, Lithgow – MP 06_0310 MOD 2

I refer to your email dated 8 March 2017 seeking input into the Environmental Assessment Requirements (EARs) for the Emirates One&Only Resort Modification (MP 06_0310).

OEH has considered your request and provides the following requirements for the proposed development in **Attachments A, B and C** and guidance material in **Attachment D**.

OEH recommends the EA needs to appropriately address the following:

1. Biodiversity and offsetting
2. Aboriginal cultural heritage
3. Historic heritage
4. Water and soils
5. Flooding

Please note that the NSW Biodiversity Offsets Policy for Major Projects <http://www.environment.nsw.gov.au/resources/biodiversity/140672biopolicy.pdf> is now being implemented. The policy provides a standard method for assessing impacts of major projects on biodiversity and determining offsetting arrangements.

The policy is underpinned by the Framework for Biodiversity Assessment (FBA) <http://www.environment.nsw.gov.au/resources/biodiversity/140675fba.pdf> which contains the assessment methodology that is adopted by the policy to quantify and describe the impact assessment requirements and offset guidance that applies to Major Projects. The FBA must be used by a proponent to assess all biodiversity values on the development site.

If you have any questions regarding this matter further please contact Liz Mazzer on 02 6883 5325 or email liz.mazzer@environment.nsw.gov.au.

Yours sincerely,

STEVEN COX
Senior Team Leader Planning
North West Region

Date: 23 March 2017

Contact officer: LIZ MAZZER
6883 5325

Attachment A – Standard Environmental Assessment Requirements

Attachment B – Species/Populations/Ecological Communities which Require Further Consideration

Attachment C - Critically Endangered Entities Specifically Excluded from Requiring Further Consideration

Attachment D - Guidance Material

Attachment A – Standard Environmental Assessment Requirements

<p>Biodiversity</p> <p>1. Biodiversity impacts related to the proposed development are to be assessed and documented in accordance with the Framework for Biodiversity Assessment, unless otherwise agreed by OEH, by a person accredited in accordance with s142B(1)(c) of the <i>Threatened Species Conservation Act 1995</i>.</p>
<p>Aboriginal Cultural Heritage</p> <p>2. The EIS must identify and describe the Aboriginal cultural heritage values that exist across the whole area that will be affected by the development and document these in the EIS. This may include the need for surface survey and test excavation. The identification of cultural heritage values should be guided by the Guide to investigating, assessing and reporting on Aboriginal Cultural Heritage in NSW (DECCW, 2011) and consultation with OEH regional officers.</p> <p>3. Where Aboriginal cultural heritage values are identified, consultation with Aboriginal people must be undertaken and documented in accordance with the Aboriginal cultural heritage consultation requirements for proponents 2010 (DECCW). The significance of cultural heritage values for Aboriginal people who have a cultural association with the land must be documented in the EIS.</p> <p>4. Impacts on Aboriginal cultural heritage values are to be assessed and documented in the EIS. The EIS must demonstrate attempts to avoid impact upon cultural heritage values and identify any conservation outcomes. Where impacts are unavoidable, the EIS must outline measures proposed to mitigate impacts. Any objects recorded as part of the assessment must be documented and notified to OEH.</p>
<p>Historic Heritage</p> <p>5. The EIS must provide a heritage assessment including but not limited to an assessment of impacts to <i>State and local heritage</i> including conservation areas, natural heritage areas, places of Aboriginal heritage value, buildings, works, relics, gardens, landscapes, views, trees should be assessed. Where impacts to State or locally significant heritage items are identified, the assessment shall:</p> <ol style="list-style-type: none"> outline the proposed mitigation and management measures (including measures to avoid significant impacts and an evaluation of the effectiveness of the mitigation measures) generally consistent with the NSW Heritage Manual (1996), be undertaken by a suitably qualified heritage consultant(s) (note: where archaeological excavations are proposed the relevant consultant must meet the NSW Heritage Council's Excavation Director criteria), include a statement of heritage impact for all heritage items (including significance assessment), consider impacts including, but not limited to, vibration, demolition, archaeological disturbance, altered historical arrangements and access, landscape and vistas, and architectural noise treatment (as relevant), and where potential archaeological impacts have been identified develop an appropriate archaeological assessment methodology, including research design, to guide physical archaeological test excavations (terrestrial and maritime as relevant) and include the results of these test excavations.

Water and Soils
<p>6. The EIS must map the following features relevant to water and soils including:</p> <ul style="list-style-type: none"> a. Acid sulfate soils (Class 1, 2, 3 or 4 on the Acid Sulfate Soil Planning Map). b. Rivers, streams, wetlands, estuaries (as described in Appendix 2 of the Framework for Biodiversity Assessment). c. Groundwater. d. Groundwater dependent ecosystems. e. Proposed intake and discharge locations.
<p>7. The EIS must describe background conditions for any water resource likely to be affected by the development, including:</p> <ul style="list-style-type: none"> a. Existing surface and groundwater. b. Hydrology, including volume, frequency and quality of discharges at proposed intake and discharge locations. c. Water Quality Objectives (as endorsed by the NSW Government http://www.environment.nsw.gov.au/ieo/index.htm) including groundwater as appropriate that represent the community's uses and values for the receiving waters. d. Indicators and trigger values/criteria for the environmental values identified at (c) in accordance with the ANZECC (2000) Guidelines for Fresh and Marine Water Quality and/or local objectives, criteria or targets endorsed by the NSW Government.
<p>8. The EIS must assess the impacts of the development on water quality, including:</p> <ul style="list-style-type: none"> a. The nature and degree of impact on receiving waters for both surface and groundwater, demonstrating how the development protects the Water Quality Objectives where they are currently being achieved, and contributes towards achievement of the Water Quality Objectives over time where they are currently not being achieved. This should include an assessment of the mitigating effects of proposed stormwater and wastewater management during and after construction. b. Identification of proposed monitoring of water quality.
<p>9. The EIS must assess the impact of the development on hydrology, including:</p> <ul style="list-style-type: none"> a. Water balance including quantity, quality and source. b. Effects to downstream rivers, wetlands, estuaries, marine waters and floodplain areas. c. Effects to downstream water-dependent fauna and flora including groundwater dependent ecosystems. d. Impacts to natural processes and functions within rivers, wetlands, estuaries and floodplains that affect river system and landscape health such as nutrient flow, aquatic connectivity and access to habitat for spawning and refuge (eg river benches). e. Changes to environmental water availability, both regulated/licensed and unregulated/rules-based sources of such water. f. Mitigating effects of proposed stormwater and wastewater management during and after construction on hydrological attributes such as volumes, flow rates, management methods and re-use options. g. Identification of proposed monitoring of hydrological attributes.

Flooding
<p>10. The EIS must map the following features relevant to flooding as described in the Floodplain Development Manual 2005 (NSW Government 2005) including:</p> <ul style="list-style-type: none"> a. Flood prone land b. Flood planning area, the area below the flood planning level. c. Hydraulic categorisation (floodways and flood storage areas).
<p>11. The EIS must describe flood assessment and modelling undertaken in determining the design flood levels for events, including a minimum of the 1 in 10 year, 1 in 100 year flood levels and the probable maximum flood, or an equivalent extreme event.</p>
<p>12. The EIS must model the effect of the proposed development (including fill) on the flood behaviour under the following scenarios:</p> <ul style="list-style-type: none"> a. Current flood behaviour for a range of design events as identified in 11 above. This includes the 1 in 200 and 1 in 500 year flood events as proxies for assessing sensitivity to an increase in rainfall intensity of flood producing rainfall events due to climate change.
<p>13. Modelling in the EIS must consider and document:</p> <ul style="list-style-type: none"> a. The impact on existing flood behaviour for a full range of flood events including up to the probable maximum flood. b. Impacts of the development on flood behaviour resulting in detrimental changes in potential flood affection of other developments or land. This may include redirection of flow, flow velocities, flood levels, hazards and hydraulic categories. c. Relevant provisions of the NSW Floodplain Development Manual 2005.
<p>14. The EIS must assess the impacts on the proposed development on flood behaviour, including:</p> <ul style="list-style-type: none"> a. Whether there will be detrimental increases in the potential flood affectation of other properties, assets and infrastructure. b. Consistency with Council floodplain risk management plans. c. Compatibility with the flood hazard of the land. d. Compatibility with the hydraulic functions of flow conveyance in floodways and storage in flood storage areas of the land. e. Whether there will be adverse effect to beneficial inundation of the floodplain environment, on, adjacent to or downstream of the site. f. Whether there will be direct or indirect increase in erosion, siltation, destruction of riparian vegetation or a reduction in the stability of river banks or watercourses. g. Any impacts the development may have upon existing community emergency management arrangements for flooding. These matters are to be discussed with the SES and Council. h. Whether the proposal incorporates specific measures to manage risk to life from flood. These matters are to be discussed with the SES and Council. i. Emergency management, evacuation and access, and contingency measures for the development considering the full range of flood risk (based upon the probable maximum flood or an equivalent extreme flood event). These matters are to be discussed with and have the support of Council and the SES. j. Any impacts the development may have on the social and economic costs to the community as consequence of flooding.

**Attachment B – Species/Populations/Ecological Communities which
require further consideration**

Class	Scientific Name	Common Name	NSW status	Comm. status
None identified				

**Attachment C – Species/Populations/Ecological Communities which
are specifically excluded from requiring further
consideration**

Class	Scientific Name	Common Name	NSW status	Comm. status
Aves	<i>Lathamus discolor</i>	Swift Parrot	Endangered	Critically Endangered
Aves	<i>Anthochaera phrygia</i>	Regent Honeyeater	Critically Endangered	Critically Endangered
Flora	<i>Pultenaea</i> sp. <i>Genowlan Point</i>		Critically Endangered	Critically Endangered

Attachment D – Guidance material

Title	Web address
<u>Relevant Legislation</u>	
<i>Coastal Protection Act 1979</i>	http://www.legislation.nsw.gov.au/maintop/view/inforce/act+13+1979+cd+0+N
<i>Commonwealth Environment Protection and Biodiversity Conservation Act 1999</i>	http://www.austlii.edu.au/au/legis/cth/consol_act/epabca1999588/
<i>Environmental Planning and Assessment Act 1979</i>	http://www.legislation.nsw.gov.au/maintop/view/inforce/act+203+1979+cd+0+N
<i>Fisheries Management Act 1994</i>	http://www.legislation.nsw.gov.au/maintop/view/inforce/act+38+1994+cd+0+N
<i>Marine Parks Act 1997</i>	http://www.legislation.nsw.gov.au/maintop/view/inforce/act+64+1997+cd+0+N
<i>National Parks and Wildlife Act 1974</i>	http://www.legislation.nsw.gov.au/maintop/view/inforce/act+80+1974+cd+0+N
<i>Protection of the Environment Operations Act 1997</i>	http://www.legislation.nsw.gov.au/maintop/view/inforce/act+156+1997+cd+0+N
<i>Threatened Species Conservation Act 1995</i>	http://www.legislation.nsw.gov.au/maintop/view/inforce/act+101+1995+cd+0+N
<i>Water Management Act 2000</i>	http://www.legislation.nsw.gov.au/maintop/view/inforce/act+92+2000+cd+0+N
<i>Wilderness Act 1987</i>	http://www.legislation.nsw.gov.au/viewtop/inforce/act+196+1987+FIRST+0+N
<u>Biodiversity</u>	
NSW Biodiversity Offsets Policy for Major Projects (OEH, 2014)	http://www.environment.nsw.gov.au/biodivoffsets/bioffsetspol.htm
Framework for Biodiversity Assessment (OEH, 2013)	http://www.environment.nsw.gov.au/resources/biodiversity/140675fba.pdf
Fisheries NSW policies and guidelines	http://www.dpi.nsw.gov.au/fisheries/habitat/publications/policies,-guidelines-and-manuals/fish-habitat-conservation
List of national parks	http://www.environment.nsw.gov.au/NationalParks/parksearchatoz.aspx
Revocation, recategorisation and road adjustment policy (OEH, 2012)	http://www.environment.nsw.gov.au/policies/RevocationOfLandPolicy.htm
Guidelines for developments adjoining land and water managed by the Department of Environment, Climate Change and Water (DECCW, 2010)	http://www.environment.nsw.gov.au/protectedareas/developmntadjoiningdecc.htm
<u>Heritage</u>	
The Burra Charter (The Australia ICOMOS charter for places of cultural significance)	http://australia.icomos.org/wp-content/uploads/The-Burra-Charter-2013-Adopted-31.10.2013.pdf
Statements of Heritage Impact 2002 (HO & DUAP)	http://www.environment.nsw.gov.au/resources/heritagebranch/heritage/hmstatementsofhi.pdf
NSW Heritage Manual (DUAP) (scroll through alphabetical list to 'N')	http://www.environment.nsw.gov.au/Heritage/publications/

Title	Web address
<u>Aboriginal Cultural Heritage</u>	
Aboriginal Cultural Heritage Consultation Requirements for Proponents (DECCW, 2010)	http://www.environment.nsw.gov.au/resources/cultureheritage/comconsultation/09781ACHconsultreq.pdf
Code of Practice for the Archaeological Investigation of Aboriginal Objects in New South Wales (DECCW, 2010)	http://www.environment.nsw.gov.au/resources/cultureheritage/10783FinalArchCoP.pdf
Guide to investigating, assessing and reporting on Aboriginal cultural heritage in NSW (OEH 2011)	http://www.environment.nsw.gov.au/resources/cultureheritage/20110263ACHguide.pdf
Aboriginal Site Recording Form	http://www.environment.nsw.gov.au/resources/parks/SiteCardMainV1_1.pdf
Aboriginal Site Impact Recording Form	http://www.environment.nsw.gov.au/resources/cultureheritage/120558asirf.pdf
Aboriginal Heritage Information Management System (AHIMS) Registrar	http://www.environment.nsw.gov.au/contact/AHIMSRegistrar.htm
Care Agreement Application form	http://www.environment.nsw.gov.au/resources/cultureheritage/20110914TransferObject.pdf
<u>Water and Soils</u>	
Acid Sulphate Soils	
Acid Sulfate Soils Planning Maps via Data.NSW	http://data.nsw.gov.au/data/
Acid Sulfate Soils Manual (Stone et al. 1998)	http://www.environment.nsw.gov.au/resources/epa/Acid-Sulfate-Manual-1998.pdf
Acid Sulfate Soils Laboratory Methods Guidelines (Ahern et al. 2004)	http://www.environment.nsw.gov.au/resources/soils/acid-sulfate-soils-laboratory-methods-guidelines.pdf This replaces Chapter 4 of the Acid Sulfate Soils Manual above.
Flooding and Coastal Erosion	
Reforms to coastal erosion management	http://www.environment.nsw.gov.au/coasts/coastalerosionmgmt.htm
Floodplain development manual	http://www.environment.nsw.gov.au/floodplains/manual.htm
Guidelines for Preparing Coastal Zone Management Plans	Guidelines for Preparing Coastal Zone Management Plans http://www.environment.nsw.gov.au/resources/coasts/130224CZMPGuide.pdf
NSW Climate Impact Profile	http://climatechange.environment.nsw.gov.au/
Climate Change Impacts and Risk Management	Climate Change Impacts and Risk Management: A Guide for Business and Government, AGIC Guidelines for Climate Change Adaptation
Water	
Water Quality Objectives	http://www.environment.nsw.gov.au/ieo/index.htm
ANZECC (2000) Guidelines for Fresh and Marine Water Quality	www.environment.gov.au/water/publications/quality/australian-and-new-zealand-guidelines-fresh-marine-water-quality-volume-1
Applying Goals for Ambient Water Quality Guidance for Operations Officers – Mixing Zones	http://deccnet/water/resources/AWQGuidance7.pdf

Title	Web address
Approved Methods for the Sampling and Analysis of Water Pollutant in NSW (2004)	http://www.environment.nsw.gov.au/resources/legislation/approvedmethods-water.pdf



Department of Primary Industries

OUT17/12444

Ms Rebecca Sommer
Industry Assessments
NSW Department of Planning and Environment
GPO Box 39
SYDNEY NSW 2001

Rebecca.sommer@planning.nsw.gov.au

Dear Ms Sommer

**Emirates One & Only Resort, Wolgan Valley (MP 06_0310 MOD 2)
Request for Secretary's Environmental Assessment Requirements (SEARs)**

I refer to your email of 8 March 2017 to the Department of Primary Industries (DPI) in respect to the above matter. Comment has been sought from relevant divisions of DPI. Views were also sought from NSW Department of Industry - Lands that are now a division of the broader Department and no longer within NSW DPI. Any further referrals to DPI can be sent by email to landuse.enquiries@dpi.nsw.gov.au.

DPI has reviewed the request for SEARs and advises that the Environmental Assessment should be required to include:

- An assessment of the potential impacts of the additional helicopter movements proposed on sensitive receptors and on any agricultural operations in the region, such as aerial spraying, including:
 - Consideration of the route of movements so that impacts on sensitive receptors is minimised.
 - Strategies to manage impacts on any aerial spraying in the area.
- An assessment of any volumetric water requirements for the proposed works including the proposed source and supply arrangements and any licensing requirements.
- Details of works within 40 metres of a watercourse and measures put in place to mitigate impacts to the watercourse. Works should be undertaken in accordance with DPI Water's [Guidelines for Controlled Activities \(2012\)](#).

Yours sincerely

Mitchell Isaacs
Director, Planning Policy & Assessment Advice
22 March 2017

DPI 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>

File No: SF17/13634
Ref No: DOC17/153014
Your reference: MP 16_0310 MOD 2

Ms Rebecca Sommer
Senior Planner
Industry Assessments,
Department of Planning and Environment
320 Pitt Street
SYDNEY NSW 2001

Sent by email to: rebecca.sommer@planning.nsw.gov.au

Dear Ms Sommer

Request for Secretary's Environmental Assessment Requirements (SEARs) for a s.75W Modification to the project approval for Emirates Luxury Resort (now known as Emirates One&Only Wolgan Valley), 2600 Wolgan Valley Road, Wolgan Valley, Lithgow LGA (MP 16_0310 MOD 2)

Reference is made to your email received on 8 March 2017 requesting SEARs input from the Heritage Council of NSW for the above proposal.

The proposal includes moving the helicopter landing pad from its location near Wolgan Road to a location internal to the property (yet to be decided); increasing the number of allowed helicopter movements from the existing allowance of four movements per week (with no nomination of the magnitude of change); minor modification to the Pool House building to separate it into two areas; and the addition of six bee hives.

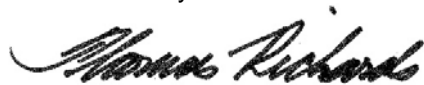
The accompanying letter from James Wyndham, General Manager, Emirates One and Only Resort, outlining the background, the proposal, the planning context and key Environmental Aspects to be assessed, dated 3 March 2017, has been reviewed and it does not consider heritage issues. The following recommendation is provided:

- It is recommended that the EIS should address the impact of the modification against a historical archaeological assessment for the subject site to identify whether any archaeological resources (relics) of local or state heritage significance may be present within the land and could potentially be harmed by the proposed works. If impacts are identified, appropriate mitigation measures or alteration of the proposed impact areas should be discussed and addressed in the EIS based on the significance of any archaeological resources which may be present. Where possible archaeological zoning plans or archaeological management plans held by Local Councils should be referenced.

Please note that this advice does not relate to Aboriginal archaeological and cultural heritage values. A request for SEARs regarding Aboriginal cultural heritage and archaeology should be separately referred to the Regional Operations Planning Unit of the Office of Environment & Heritage.

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
Senior Team Leader, State Heritage Assessments
Heritage Division
Office of Environment & Heritage
23 March 2017
As Delegate of the Heritage Council of NSW

Rebecca Sommer

From: Windebank, Matthew <Matthew.Windebank@casa.gov.au>
Sent: Tuesday, 28 March 2017 1:46 PM
To: Patrick Copas
Cc: Rebecca Sommer
Subject: RE: Request for Key Issues and Assessment Requirements - Emirates One&Only Resort, Wolgan Valley, Lithgow LGA (MP 06_0310) [SEC=UNCLASSIFIED]

UNCLASSIFIED

Hi Patrick,

As advised by Teraya, CASA does not currently regulate helipads or heliports. We provide advice for the appropriate design of the pad itself in the way of an Advisory Circular (recommended dimension of the actual pad, clear areas on approach and departure etc) but it is not mandatory to comply with this advice.

CASA does not regulate or control the location or number of helicopter movements to and from a helipad and is not able to regulate the noise from such developments.

Therefore CASA does not have any key issues or assessment requirements in regard to this proposal.

Regards

Matthew Windebank

Aerodrome Engineer
Air Navigation, Airspace & Aerodromes Branch
CASA \ Aviation Group
GPO BOX 2005 CANBERRA ACT 2601

T - 02 6217 1183

F - 02 6217 1500



From: Patrick.Copas@planning.nsw.gov.au [mailto:Patrick.Copas@planning.nsw.gov.au]
Sent: Tuesday, 28 March 2017 11:34 AM
To: Windebank, Matthew
Cc: rebecca.sommer@planning.nsw.gov.au
Subject: FW: Request for Key Issues and Assessment Requirements - Emirates One&Only Resort, Wolgan Valley, Lithgow LGA (MP 06_0310) [SEC=UNCLASSIFIED]
Importance: High

Hi Matthew

Following on from the emails below, would you be able to confirm if CASA will be providing a response to the request for key issues and assessment requirements for the One&Only Resort in the Wolgan Valley?

Thanks and regards

Patrick Copas

Student Planner
Industry Assessments
320 Pitt Street | GPO Box 39 | Sydney NSW 2001
T 02 9274 6273 E patrick.copas@planning.nsw.gov.au



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I wish to acknowledge the Traditional Custodians of the land and pay respect to all Elders past and present.

From: Miller, Teraya [<mailto:TERAYA.MILLER@casa.gov.au>]

Sent: Wednesday, 8 March 2017 2:42 PM

To: Rebecca Sommer <rebecca.sommer@planning.nsw.gov.au>

Cc: Windebank, Matthew <Matthew.Windebank@casa.gov.au>

Subject: RE: Request for Key Issues and Assessment Requirements - Emirates One&Only Resort, Wolgan Valley, Lithgow LGA (MP 06_0310) [SEC=UNCLASSIFIED]

UNCLASSIFIED

Hi Rebecca,

I would suggest you talk to our aerodrome section. CASA does not currently regulate helipads or heliports, however for more detailed information I suggest you contact Matthew Windebank on Matthew.Windebank@casa.gov.au . I have copied him in on this email trail so he has the background to your enquiry

Kind regards

Teraya

Teraya Miller

Aviation Safety Advisor
Safety Promotion and Communication Branch

CASA\Stakeholder Engagement Group

p: 02) 6217 1716 m: 0434 558088

16 Furzer Street, Phillip ACT 2606

GPO Box 2005, Canberra ACT 2601

www.casa.gov.au

From: rebecca.sommer@planning.nsw.gov.au [<mailto:rebecca.sommer@planning.nsw.gov.au>]

Sent: Wednesday, 8 March 2017 12:30 PM

To: Miller, Teraya

Subject: FW: Request for Key Issues and Assessment Requirements - Emirates One&Only Resort, Wolgan Valley, Lithgow LGA (MP 06_0310)

Importance: High

Hi Teraya,

I'm not sure if you are the correct person to contact with regards to a potential re-location of a helipad and increase in helicopter movements as part of the One&Only Resort, Wolgan Valley...

If you could either give me a call to have a chat about it, or let me know the correct contact, that would be very much appreciated.

Cheers,
Rebecca

From: Rebecca Sommer
Sent: Wednesday, 8 March 2017 11:43 AM
To: EPA Planning Matters Mailbox <planning.matters@epa.nsw.gov.au>; OEH Planning Matters Mailbox <PlanningMatters@environment.nsw.gov.au>
Subject: Request for Key Issues and Assessment Requirements - Emirates One&Only Resort, Wolgan Valley, Lithgow LGA (MP 06_0310)
Importance: High

Dear Sir/Madam

**Request for Key Issues and Assessment Requirements
Modification Request
Emirates One&Only Resort, Wolgan Valley, Lithgow LGA (MP 06_0310 MOD 2)**

The Department has received a request for Secretary Environmental Assessment Requirements (SEARs) from Emirates One&Only Resort, Wolgan Valley in the Lithgow local government area, pursuant to Section 75W of the *Environmental Planning and Assessment Act 1979* (EP&A Act).

The request seeks to modify the conditions relating to the helicopter landing pad location, number of helicopter movements, internal alteration of a building and the addition of bee hives at the resort.

It would be appreciated if you could provide input on the SEARs for the request. I therefore request that you review the attached information and provide details of any key issues and assessment requirements by **Thursday 23 March 2017**.


Please mark all correspondence regarding the proposal to myself. I can be contacted on the below details.

Kind regards
Rebecca

Rebecca Sommer
Senior Planner
Industry Assessments
Department of Planning & Environment
GPO Box 39 | Sydney NSW 2001
T 02 9274 6184 E rebecca.sommer@planning.nsw.gov.au



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Level 22, 320 Pitt St, Sydney, 2000

Rebecca Sommer

From: Jacqueline Reid
Sent: Tuesday, 11 April 2017 11:57 AM
To: Patrick Copas; OEH Planning Matters Mailbox
Cc: Rebecca Sommer; David Crust
Subject: RE: Request for Key Issues and Assessment Requirements - Emirates One&Only Resort, Wolgan Valley, Lithgow LGA (MP 06_0310)

Hi Patrick and thank you for your email reminder.

The GBMWha Advisory Committee makes the following comments:

“It is a concern that there is no mention of the proposed new number of helicopter overflights, this should be addressed and assessed in the Environmental Assessment referred to in the letter. Option 1 helipad location is also a concern, as it is possibly within the WHA boundary, on one of the bits of the proposed ‘land swap’ land, although the scale of Figure 2 makes it difficult to determine, and very close to the proposed new park boundary. Option 2 helipad location would be less likely to be of concern. Flight routes over the GBMWha are relevant and should also be specified and assessed in the Environmental Assessment. Note also the EPBC Act approval condition below, apparently based on the need to avoid disturbance of a bat roosting site on the escarpment above the resort:

‘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.’

The proposed beehives and changes to the interior of one of the buildings are unlikely to be of concern.”

Please don't hesitate to contact me should you require further information or clarification.

With thanks and regards

Jacq



Jacqueline Reid
Senior World Heritage Officer
NSW National Parks & Wildlife Service
W [Greater Blue Mountains World Heritage Area](#)

Bruce Rd (PO Box 6) Glenbrook 2773
T 02 4720 6205 **F** 02 4720 6250
M 0419 307 099
W nationalparks.nsw.gov.au

From: Patrick Copas
Sent: Tuesday, 28 March 2017 11:38 AM
To: OEH Planning Matters Mailbox <PlanningMatters@environment.nsw.gov.au>; Jacqueline Reid <Jacqueline.Reid@environment.nsw.gov.au>
Cc: Rebecca Sommer <rebecca.sommer@planning.nsw.gov.au>
Subject: FW: Request for Key Issues and Assessment Requirements - Emirates One&Only Resort, Wolgan Valley, Lithgow LGA (MP 06_0310)
Importance: High

Good morning

Following on from the email below, would OEH be able to confirm if the **Advisory Committee for the Greater Blue Mountains World Heritage Area** will be providing a separate response to the request for key issues and assessment requirements for the One&Only Resort in the Wolgan Valley? To date, the Department has only received a response from OEH itself and the Heritage Council of NSW.

Thanks and regards

Patrick Copas

Student Planner
Industry Assessments
320 Pitt Street | GPO Box 39 | Sydney NSW 2001
T 02 9274 6273 E patrick.copas@planning.nsw.gov.au



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I wish to acknowledge the Traditional Custodians of the land and pay respect to all Elders past and present.

From: Rebecca Sommer

Sent: Wednesday, 8 March 2017 11:43 AM

To: EPA Planning Matters Mailbox <planning.matters@epa.nsw.gov.au>; OEH Planning Matters Mailbox <PlanningMatters@environment.nsw.gov.au>; EPA RSD Central West Mailbox <central.west@epa.nsw.gov.au>; 'council@lithgow.nsw.gov.au' <council@lithgow.nsw.gov.au>; OEH HD Heritage Mailbox <HERITAGEMailbox@environment.nsw.gov.au>; Jacqueline Reid <Jacqueline.Reid@environment.nsw.gov.au>; 'landuse.enquiries@dpi.nsw.gov.au' <landuse.enquiries@dpi.nsw.gov.au>

Subject: Request for Key Issues and Assessment Requirements - Emirates One&Only Resort, Wolgan Valley, Lithgow LGA (MP 06_0310)

Importance: High

Dear Sir/Madam

**Request for Key Issues and Assessment Requirements
Modification Request
Emirates One&Only Resort, Wolgan Valley, Lithgow LGA (MP 06_0310 MOD 2)**

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It would be appreciated if you could provide input on the SEARs for the request. I therefore request that you review the attached information and provide details of any key issues and assessment requirements by **Thursday 23 March 2017**.

Please mark all correspondence regarding the proposal to myself. I can be contacted on the below details.

Kind regards
Rebecca

Rebecca Sommer

Senior Planner
Industry Assessments
Department of Planning & Environment
GPO Box 39 | Sydney NSW 2001
T 02 9274 6184 E rebecca.sommer@planning.nsw.gov.au



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Appendix B

Noise Assessment

WOLGAN VALLEY HELICOPTER OPERATIONS

NOISE ASSESSMENT

REPORT NO. 17069
VERSION A

JUNE 2017

PREPARED FOR

EMIRATES ONE&ONLY WOLGAN VALLEY
2600 WOLGAN ROAD
WOLGAN VALLEY NSW 2790

DOCUMENT CONTROL

Version	Status	Date	Prepared By	Reviewed By
A	Draft	1 June 2017	Ash Stevens	Neil Gross
A	Final	28 June 2017	Neil Gross	

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AAAC

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2 CURRENT & PROPOSED HELICOPTER OPERATIONS	3
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APPENDIX A – Noise Measurement Results

GLOSSARY OF ACOUSTIC TERMS

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

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

L_{AE} – This is also known as SEL. This level is the noise level over a sample period, measured on fast response, where the energy is normalised to 1 second.

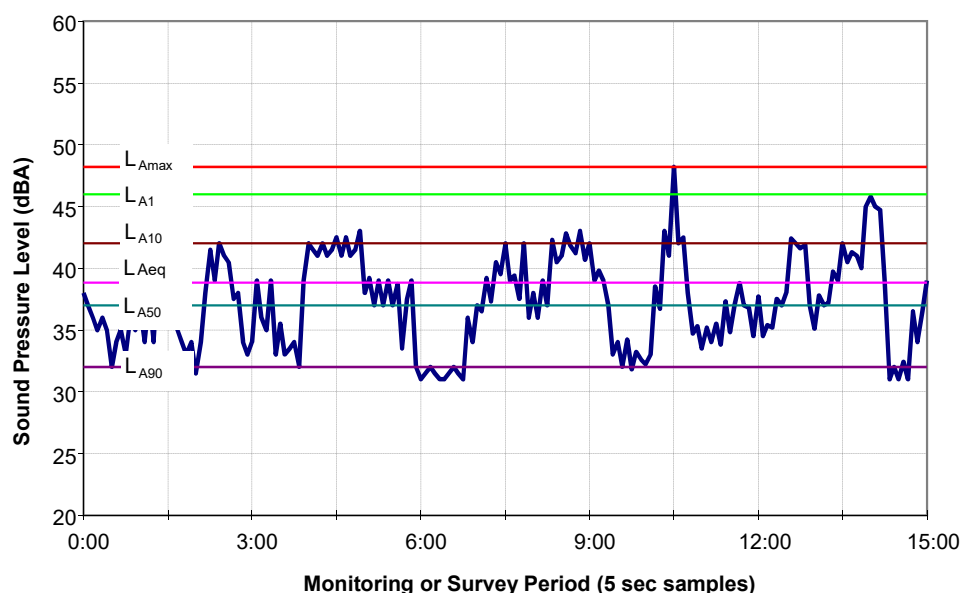
L_{A90} – The L_{A90} level is the noise level which is exceeded for 90% of the sample period. During the sample period, the noise level is below the L_{A90} level for 10% of the time. This measure is commonly referred to as the background noise level.

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

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

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

Typical Graph of Sound Pressure Level vs Time



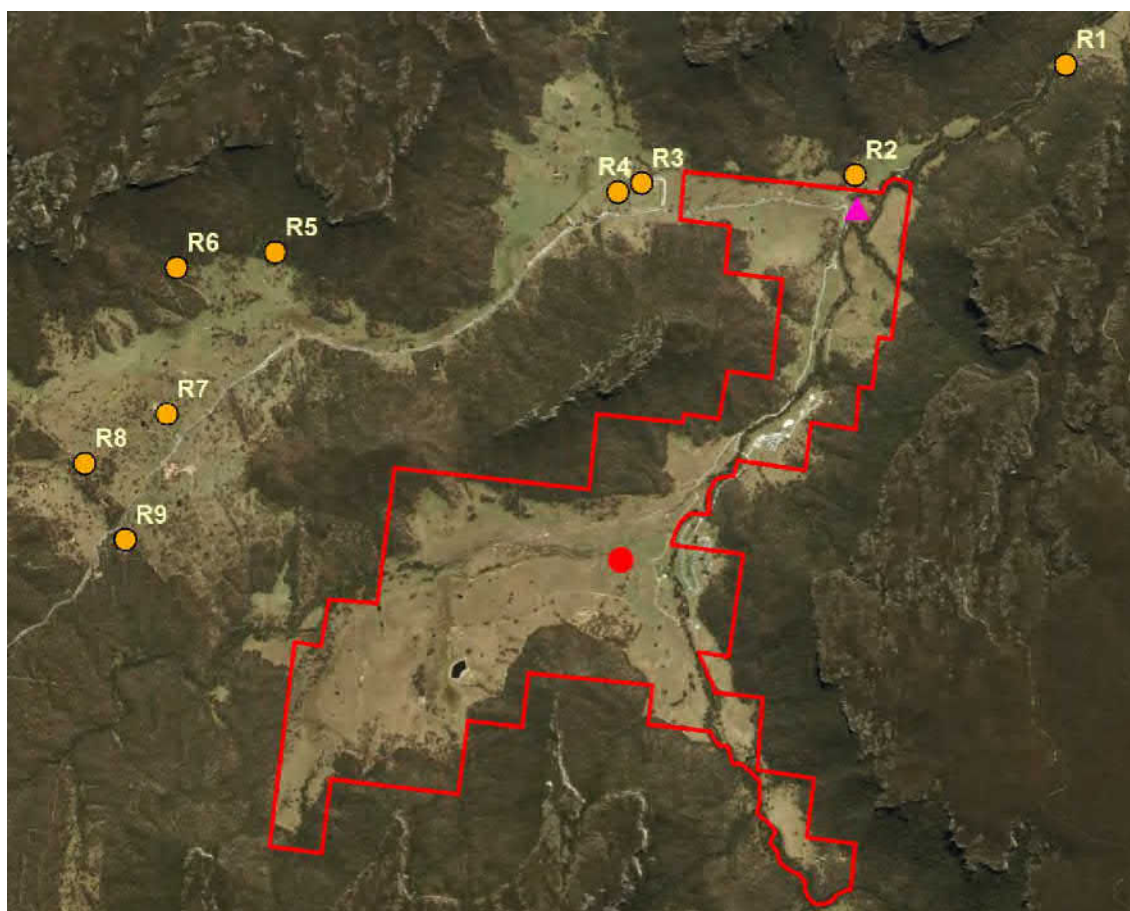
1 INTRODUCTION

Emirates One&Only Wolgan Valley resort currently has consent to operate four helicopter flights per week (four arrivals and four departures). This consent was granted without specific aircraft noise assessment, but we understand the associated noise was deemed reasonable at the time. The flights are currently limited to between half an hour after sunrise to half an hour before sunset.

Wolgan Valley is reviewing their helicopter operations to understand the potential opportunities to vary the consent and manage potential impacts in the surrounding community. Whilst the intention of Wolgan Valley is to operate helicopters during daytime hours (7.00am to 6.00pm) whenever possible, it is possible some flights may need to occur during daylight hours after 6.00am and before 10.00pm, in line with the existing consent. Planned helicopter movements are also influenced by weather which means scheduled flights may be delayed to the next day due to inclement weather.

The extent of the resort is shown outlined in red in Figure 1-1. The existing helipad is the pink triangle in the north-east corner and the proposed helipad the red circle in the centre of the site. The surrounding residences are shown as orange circles

Figure 1-1 Wolgan Valley Resort & Surrounding Receivers



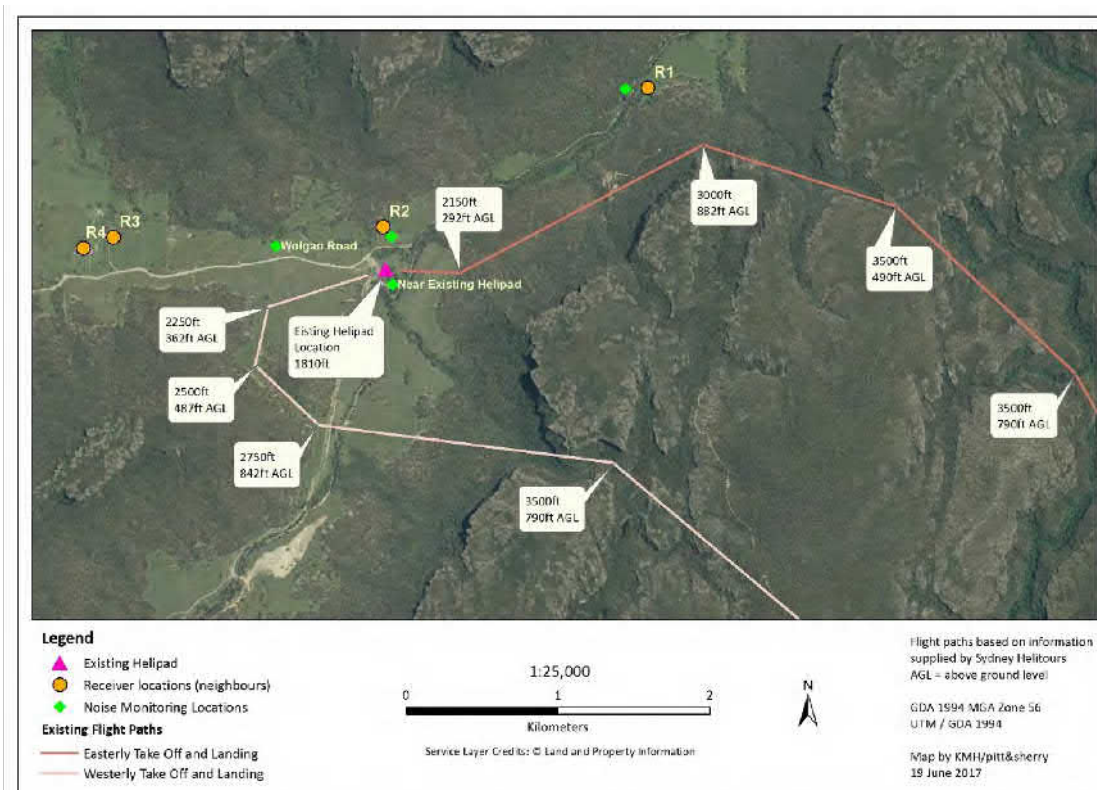
The operation of helipads and helicopter overflight is no longer regulated by the EPA. There are no specific criteria relating to helipad and helicopter overflights in rural areas. However, the operation of helicopters has the potential to cause annoyance and sleep disturbance depending on the number of flights per day / week and the time of day, evening or night.

This report discusses previous criteria which have been applied to helicopter and aircraft noise and discusses a potential approach to noise assessment. The report also provides a summary of noise measurements of an EC120 helicopter performing standard approach and take-off manoeuvres to both the existing and proposed helipads. This data is used to compare the likely impacts of the existing and future helipad use.

2 CURRENT & PROPOSED HELICOPTER OPERATIONS

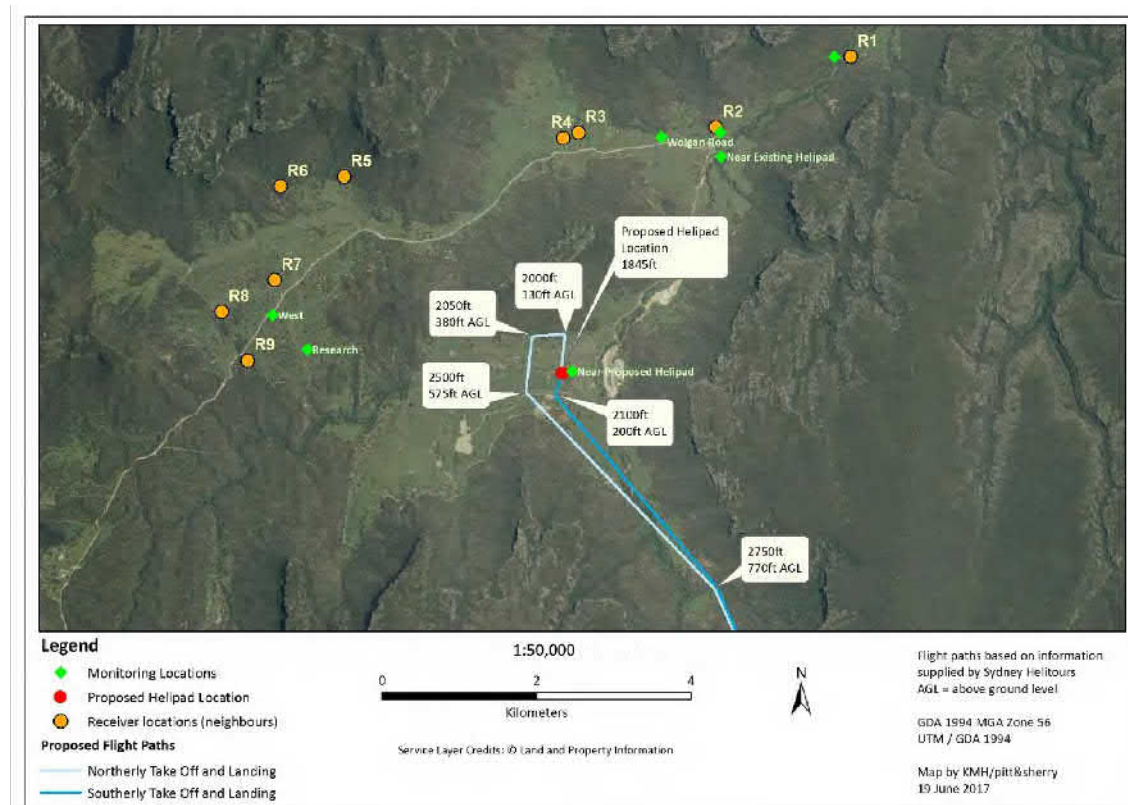
The nearest rural residences and the existing helipad and flight paths (with altitude) are shown in Figure 2-1. There are four residences potentially affected by the existing helipad (yellow dots).

Figure 2-1 Existing Helipad (Easterly and Westerly Take-off & Landing)



It is proposed to utilise a new helipad closer to the resort buildings and further from these four residences. The proposed helipad and flight paths are shown in Figure 2-2. This helipad location and change in flight path significantly reduces noise at the residences to the north due to increased distance (greater than 3km) and also the topographic shielding provided by the escarpment (Donkey Mountain). Residences to the west are also mostly shielded by the escarpment and are greater than 4km from the proposed helipad.

Figure 2-2 Proposed Helipad Southerly and Northerly Take-off & Landing



2.1 Proposed Operations

Wolgan Valley seeks a total of 960 flights per year, which would result in an average of 80 flights (80 arrivals and 80 departures) per month.

A typical busy day would be 5 flights per day (5 arrivals and 5 departures). However, individual days could be busier, subject to demand and inclement weather on preceding days.

The maximum number of flights in a busy week could be up to 50

The maximum number of flights in a busy month could be up to 120.

2.2 Potentially Affected Receivers

The following residences have been identified (and notified about the proposal). They are shown in Figure 1-1.

Receiver ID	Lot / Address	Distance to Existing Helipad (m)	Distance to Proposed Helipad (m)
R1	Lot 27 DP 751624	2050	5560
R2	Lot 12 DP 751666 "Koopertoo"	200	3750
R3	Lot 1 DP 1007931	1800	3130

Receiver ID	Lot / Address	Distance to Existing Helipad (m)	Distance to Proposed Helipad (m)
R4	Lot 2 DP 751666	1940	3020
R5	Lot 1 DP 751666	4830	3770
R6	Lot 181 DP 751666	5650	4320
R7	Lot 1 DP 1163002	6000	3920
R8	Lot 18A DP 751666	6760	4440
R9	Lot 502 DP 748684	6680	4040

3 NOISE ASSESSMENT CRITERIA

This chapter discusses various criteria relating to aircraft and helicopter noise.

3.1 EPA *Environmental Noise Control Manual* (Superseded)

In Chapter 165 of the *Environmental Noise Control Manual* (now superseded), the EPA adopted the following criteria in relation to noise from a proposed helipad heard at any residence:

- L_{Amax} 82dBA
- $L_{Aeq,24hr}$ 55dBA (over period of operation)

Flights were allowed only between 7.00am and 10.00pm (except in emergencies).

3.2 Airservices Australia

Airservices Australia previously adopted a policy that a requirement to consider noise from new or altered flight paths extended only to areas with $L_{Aeq,24hr}$ of no more than 40dBA. We understand this policy is not current.

3.3 Australian Standards

Australian Standard AS 2021:2015 *Acoustics – Aircraft noise intrusion – building siting and construction* deals with land use planning (rather than impacts from new noise sources.) This Standard sets a limit of ANEF 20 below which residential development is considered “acceptable”. ANEF is influenced by the time of day flights occur, such that the night time period (7.00pm to 7.00am) incurs a 6dB penalty for each flight.

For daytime only operations the difference between ANEF and $L_{Aeq,24hr}$ is approximately 35dB; ie. an equivalent criterion in terms of $L_{Aeq,24hr}$ would be approximately 55dBA (20 + 35).

Where flights (on a pro-rata basis) might be possible between 6.00am and 7.00am and between 7.00pm and 10.00pm, a conversion from ANEF to $L_{Aeq,24hr}$ of 32 has been conservatively adopted.

There is evidence from research which indicates that for 10% annoyance there is at least a 7dB difference between the noise level of steady-state noise and the level of new noise causing the same extent of reaction.

For a new helipad, this would result in a criterion of $L_{Aeq,24hr}$ 45dBA (20 + 32 – 7).

Whilst the ANEF system deals with all aircraft, the research is primarily based around fixed-wing aircraft. It is also appropriate to consider the impulsive nature of helicopter noise which can occur during the manoeuvring associated with approach and take-off procedures, and less so during level direct overflight compared with fixed wing aircraft. This is typically assumed to result in a correction of 5 dB to the relevant criterion.

On this basis, the following $L_{Aeq,24hr}$ limits would apply:

- Arrival and Departure 40dBA
- Overflight 45dBA

3.4 Land & Environment Court

In the matter of Lilley v Lithgow City Council [2007] NSWLEC 10390 of 2007 at Capertee nearby in the Blue Mountains, the acoustic experts agreed on the basis of no flights between 7.00pm and 7.00am, that a limit of $L_{Aeq,24hr}$ of 40dBA was reasonable for helicopter noise. In this matter (scenic overflights), there is the possibility for overflight to include changes in direction which can result in increased impulsive noise.

3.5 EPA Industrial Noise Policy

The amenity limit for rural areas for industrial noise is established as 50dBA L_{Aeq} for day, 45dBA evening and 40dBA night. Correcting for impulsiveness of noise sources would reduce these by 5dBA, such that limits of 45dBA would apply at day (7.00am to 6.00pm) and 40dBA in the evening (6.00pm to 10.00pm).

3.6 Sleep Disturbance

The *Noise Guide for Local Government* adopts a screening criterion of background + 15dB for the maximum level (L_{max}) associated with short-term events if they occur before 7.00am or after 10.00pm.

3.7 Recommended Criteria & Assessment Approach for Wolgan Valley

Our review of this data results in the following approach to assessing helicopter noise in a rural area where background noise levels are typically 30dBA or less. This allows some flexibility for Wolgan Valley to manage the varying needs of guests in terms of arrival times / dates and departures over typical days, months and annually, taking into account increased demand during periods as follows.

- 20th December to 30 January – Festive season covering Christmas and New Year
- School holidays; 3 x 2 weeks each year
- Easter – One week either side for a total of 2 weeks (usually aligns with school holidays)
- Bathurst Car races – October long weekend for the V8's and GT3 race in February

Assessment should be based on the following:

- A typical busy day, which is calculated as the approved number of annual flights divided by 365 and then increased by 100%. ($960 / 365 \times 2 = 5.3$) so rounded to 5 flights.
- No individual month is allowed more than the approved number of annual flights divided by 12 and then increased by 50%. ($960 / 12 \times 1.5 = 120$) so 120 flights.
- Flights between 10.00pm and 7.00am incur a 10dB penalty.
- Flights between 7.00pm and 10.00pm incur a 6dB penalty, consistent with the ANEF unit.

Using these parameters, the following noise limits should be achieved:

- Take-off and Landing $L_{Aeq,24hr}$ 40dBA
 L_{Amax} 45dBA (10.00pm to 7.00am)
- Overflight $L_{Aeq,24hr}$ 45dBA

4 ASSESSMENT OF HELICOPTER NOISE LEVELS

4.1 Measurement Procedure

Measurements were undertaken in general accordance with the requirements of Australian Standard AS 2363:1999 *Acoustics – Measurement of noise from helicopter operations*.

This requires monitoring a minimum of 4 approach/landings and take-offs on each flight path. There is also a requirement for the helicopter to be “normally loaded”. Figure 4-1 shows the helicopter loaded with water drums to simulate typical operations.

Figure 4-1 EC120 Helicopter with Water Drums



Attended measurements were conducted at two locations during each flight. Two unattended noise loggers were also used to collect additional information during each flight at a further two locations.

Whenever possible the measurements were separated into the individual events that occur as a part of the approach and take-off. This includes approach, hovering, idling and take-off. Where the helipad was not visible, this was not always possible. In these cases, single measurements were taken for each approach and departure.

Measurements were conducted using a Brüel & Kjær Type 2236 and a Brüel & Kjær Type 2250 Sound Level Meter. These sound level meters conform to Australian Standard 1259 *Acoustics – Sound Level Meters* as a Type 1 Precision Sound Level Meter which has an accuracy suitable for field and laboratory use. The A-Weighting filter of the meters were selected and the time weighting was set to “Fast”. The calibration of the meters was checked before and after the measurements with a Brüel & Kjær Type 4230 sound level calibrator and no significant drift was noted.

The Brüel & Kjær Type 2236, Type 2250 and Type 4230 have been laboratory calibrated within the previous two years in accordance with our in-house Quality Assurance Procedures.

The unattended monitors used were ARL NGARA environmental noise loggers. The loggers were set to A-weighted, fast response, continuously monitoring in 100ms intervals. This equipment is capable of remotely monitoring and storing noise level descriptors for later detailed analysis as well as recording audio files. The equipment calibration was checked before and after the survey and no significant drift was noted.

Initially, measurements were taken with a helicopter coming in and landing at the existing helipad near the property boundary at Wolgan Road. Four approaches and take-offs were conducted from the north east and four from the south east. These measurements were used as a baseline in order to compare the reduced impact of using the new proposed helipad location.

Figure 2-1 shows the four monitoring locations and flight paths for the existing helipad.

The attended monitoring took place near the residence R2 approximately 180m north of the helipad. This residence is the closest to the existing helipad. The other location used was further east along Wolgan Road near residence R1. R1 is approximately 1960m north east of the helipad, underneath the north-eastern flight path.

One unattended noise monitor was positioned 60m to the south of the existing helipad and the other was located in a paddock set back from Wolgan Road, approximately 750m to the west, in the direction of two other residences (R3 & R4). Although not located close to a residence, this monitor captured the noise propagating to the west with the potential to impact any of the residences further along Wolgan Road. From this data noise levels at the residences could be extrapolated.

The noise impact from flights approaching and taking-off from the proposed helipad location closer to the resort was also assessed. A scenario where the flight took off directly to the south east and another where it took off to the north before looping around west of the helipad and leaving along the south-east route were assessed. Two approaches and two take-offs were assessed for each flight option.

Figure 2-2 shows the monitoring locations and flight paths for the proposed helipad.

For the proposed helipad location attended monitoring took place in the valley near to the western boundary to Wolgan Road. Two different locations in the area were used to best capture the potential noise impact on the residential receivers to the west of Wolgan Valley (R7, R8 & R9). One monitoring location was within 100m of Wolgan Road, representative of the nearest residence, approximately 3,700m from the proposed helipad, and the other was further east near the "research station", approximately 3,350m from the proposed helipad.

As with the previous measurements one of the unattended noise monitors was positioned 60m away from the helipad to the east. The other monitor was left in the same location in the paddock along Wolgan Road to the north near to R2, R3 & R4.

The results of the existing helipad measurements are presented in Table 4-1. A summary of the results for each operation is presented in Table 4-2.

Table 4-1 Results from Existing Helipad Measurements

Time	Operation	Parameter	Location			
			Near Helipad Logger	Wolgan Rd Logger	R2	R1
12:35	Arrival (NE)	L _{Amax}	93.9	57.9	79	73.7
		L _{AE} (SEL)	100.1	69.3	87.8	83.7
		Duration (s)	120.0	100	57	90
12:37	Depart (NE)	L _{Amax}	92.9	46.4	80.3	67.7
		L _{AE} (SEL)	94.8	60.5	87.9	75.7
		Duration (s)	60.0	100	18	78
12:44	Arrival (NE)	L _{Amax}	91.8	54.5	80.3	75.8
		L _{AE} (SEL)	99.8	68.1	89.3	84.2
		Duration (s)	101.0	200	53	114
12:45	Depart (NE)	L _{Amax}	89.1	50.9	82.4	67.7
		L _{AE} (SEL)	100.1	63.7	88.3	75.6
		Duration (s)	64.0	132	20	135
12:51	Arrival (NE)	L _{Amax}	94.5	52.4	78.5	74.8
		L _{AE} (SEL)	99.5	66.4	87.3	83.1
		Duration (s)	85.0	152	38	135
12:55	Depart (SE)	L _{Amax}	89.8	71.9	73.6	-
		L _{AE} (SEL)	100.7	76.9	81	-
		Duration (s)	70.0	102	16	-
13:01	Arrival (SE)	L _{Amax}	91.9	78.9	82.6	-
		L _{AE} (SEL)	99.1	84.5	89.6	-
		Duration (s)	137.0	92.1	54	-
13:03	Depart (SE)	L _{AE} (SEL)	92.5	69.9	75.9	47
		SEL	97.6	76.9	82.6	56.1
		Duration (s)	54.0	104	23	73
13:08	Arrival (SE)	L _{Amax}	90.6	82.7	80.2	40.4
		L _{AE} (SEL)	96.8	86.2	86.7	52.1
		Duration (s)	118.0	76	38	43
13:10	Depart (SE)	L _{Amax}	92.1	71.4	76.9	58.6
		L _{AE} (SEL)	99.2	77.9	83	56.9
		Duration (s)	139.0	80	18	59
13:15	Arrival (SE)	L _{Amax}	89.7	80.6	80.3	43.4
		L _{AE} (SEL)	98.5	85.5	86.2	59.3
		Duration (s)	50.0	114	36	75
13:30	Depart (NE)	L _{Amax}	90.2	54.9	84.1	66.6
		L _{AE} (SEL)	81.9	64.2	89.4	75
		Duration (s)	43.0	76	21	135

Time	Operation	Parameter	Location			
			Near Helipad Logger	Wolgan Rd Logger	R2	R1
13:36	Arrival (NE)	L _{Amax}	93.0	-	78.3	78.6
		L _{AE} (SEL)	101.3	-	88.2	84
		Duration (s)	85.0	-	46	123
13:37	Depart (SE)	L _{Amax}	89.6	69	77.2	51.7
		L _{AE} (SEL)	97.0	76.8	83	64.5
		Duration (s)	36.0	104	16	59
13:43	Arrival (SE)	L _{Amax}	88.0	81.4	79.6	40.3
		L _{AE} (SEL)	98.0	86.2	86.7	58
		Duration (s)	60.0	118	35	53

Table 4-2 Summary of Results from Existing & Proposed Helipad Measurements

Operation	Log Average L _{AE} (SEL)			
	Near Helipad Logger	Wolgan Road Logger	R2	R1
Arrival SE	98.2	85.7	87.5	57.4
Arrival NE	100.2	66.0	88.2	83.8
Depart SE	98.9	77.1	82.5	60.9
Depart NE	96.5	63.1	88.6	75.4
All Arrivals	99.3	82.7	87.9	83.8
All Departure	97.8	74.3	86.5	75.4
Flight (A+D)	101.6	83.3	90.3	84.4

During the measurements at the proposed helipad, only the unattended location near the helipad was able to pick up any helicopter noise. The Wolgan Road monitor did not measure any helicopter noise while at each of the other two attended locations it was barely audible only once, but not measurable. The maximum noise levels from the helicopter was observed to be below 35dBA on both occasions. The results of the measurements for the proposed helipad are presented in Table 4-3.

Table 4-3 Results from Proposed Helipad Measurements

Time	Operation	Parameter	Location			
			Near Helipad Logger	Wolgan Rd Logger	Near Research Station	West (R7)
15:20	Depart	L _{Amax}	93.4	-	-	-
		SEL	98.4	-	-	-
		Duration (s)	53	-	-	-
15:27	Arrival	L _{Amax}	86.6	-	-	-
		SEL	94.1	-	-	-
		Duration (s)	84	-	-	-
15:29	Depart	L _{Amax}	91.3	-	-	-
		SEL	94.0	-	-	-
		Duration (s)	24	-	-	-
15:37	Arrival	L _{Amax}	90.8	-	-	-
		SEL	98.5	-	-	-
		Duration (s)	88	-	-	-
15:39	Depart	L _{Amax}	91	-	Not audible from research (visual only)	-
		SEL	97.7	-		-
		Duration (s)	72	-		-
15:47	Arrival	L _{Amax}	91.9	-	-	-
		SEL	100.8	-	-	-
		Duration (s)	114	-	-	-
15:49	Depart	L _{Amax}	86.6	-	Could only be heard at research when SPL < 32dBA	-
		SEL	94.5	-		-
		Duration (s)	69	-		-
15:59	Arrival	L _{Amax}	92.4	-	-	Faint noise when SPL <37dBA
		SEL	99.6	-	-	
		Duration (s)	61	-	-	

4.2 Predicted Noise Levels for Existing & Proposed Operations

Based on the measured noise levels, we have considered a scenario of 5 flights using a Eurocopter EC120 in a typical busy day, with one of those flights occurring in the evening period. Table 4-4 shows the predicted L_{Aeq,24hr} and L_{Amax} noise levels for both the existing and proposed helipads.

Table 4-4 Predicted Helicopter Noise Levels

Receiver	Existing			Proposed	
	L _{Aeq,24hr} (Hel)	Range L _{Amax} (Approach)	Range L _{Amax} (Take-off)	L _{Aeq,24hr} (Hel)	L _{Amax}
R2	50	78-83	74-84	<30	<40
R1	45	40-79	47-68	<30	<40
R3/R4	42	49-78	43-67	<30	<40
R7	<30	-	-	<30	<40 barely audible
Overflight 1,000ft	35	70	70	35	70

In summary, the use of the existing helipad with a hypothetical 5 flights per day would result in exceedances of the nominated criteria at the four residences and would also significantly exceed the nominated sleep disturbance screening criterion.

For the proposed helipad, compliance with the nominated criterion is achieved at all receiver locations. Over 50 flights per day would not result in exceedance of the nominated criterion for arrival and departure, and would meet the criterion for overflight at 1,000ft AGL.

Use of the proposed helipad would also comply with the sleep disturbance screening criterion.

4.3 Future Helicopter Types

We understand it is possible that other helicopters may use the facility in the future. Sydney Heli Tours (the primary operator) may invest in a Eurocopter EC135 (twin engine) version of the EC120 measured. This helicopter is likely to be up to 3dBA noisier for a combination of arrival and departures, based on a review of the EASA certification data for the two helicopters.

The recommended noise limits would still be complied with, based on this helicopter replacing the EC120 for the same number of flights per year.

Similarly, we understand up to 5% of total operations could involve a guest flying their own helicopter or another helicopter operator using a different helicopter type. As the percentage of total movements is so low, the differences in L_{Aeq,24hr} noise levels is likely to be less than 1dB, such that compliance would still be achieved, assuming that all operations use the nominated flight paths.

4.4 Endangered Fauna

According to biodiversity surveys undertaken by AMBS Consulting for the original project approval, the wooded lower slopes fringing the site provide foraging habitat for a reasonably diverse array of insectivorous bird species and for microchiropteran bats that prey upon insects above, within and below the tree canopy. One threatened microchiropteran bat species, the Eastern Bentwing-bat, was recorded during the fauna field surveys during preparation of the original EIS. However, helicopter access to the site will remain restricted to daylight hours (take-off and landing limited to between a half hour after sunrise to a half hour before sunset) and is considered unlikely to result in a significant source of noise or disturbance to native fauna in nearby habitats (AMBS, 2005).

5 CONCLUSION

Our assessment of potential noise impacts from helicopter noise has indicated that using the proposed helicopter pad and nominated flight paths, helicopter operations are expected to be inaudible or only barely audible at the surrounding residences.

On this basis, 50 flights per day would satisfy the noise criteria recommended in this report. However, Wolgan Valley have nominated a lower maximum number of annual flights (960) which they believe will allow them to manage the demands of guests in the short to medium term.

The report has also recommended some limitations in the number of flights on a typical busy day and a busy month to allow Wolgan Valley the flexibility they need to manage guests needs as well as the effects of weather on safe Helicopter operation.

APPENDIX A

NOISE MEASUREMENT RESULTS



Appendix C

Photographic Log of Proposed Helipad Location



*As part of the **pitt&sherry** Group*





Photo 1 – Looking west up the Wolgan Valley from the proposed helipad site



Photo 2 – Looking south up the Carne Creek catchment from the proposed helipad site



Photo 3 – Looking east toward the resort buildings from the proposed helipad site



Photo 4 – Looking north toward the Wolgan River and Donkey Mtn. from the proposed helipad site



Appendix D

Helipad Location CAAP-92-2(2) Compliance Overview



*As part of the **pitt&sherry** Group*



CAAP-92(2) Compliance Overview new location HLS Wolgan Valley

Chapter	Paragraph	Subtext	Complying (Y/N or N/A)	Complying Remarks	Sections Operations Manual
5. Operational Factors to consider prior to using HLS	5.1 Helicopter pilots and operators should ensure that:	<ul style="list-style-type: none"> the FATO and TLOF are clear of all objects and animals likely to be a hazard to the helicopter, other than objects essential to the helicopter operation 	Yes	The HLS is located at an open space close to the river Wolgan. On the approach from any direction the pilot has good visibility of the HLS and can see if the FATO and TLOF is clear of any hazards.	Sections in Operations Manual: <ul style="list-style-type: none"> Elstone Operations Manual version FS.4: Refer section A2 1.13 "Details and Standards for Aerodromes"
		<ul style="list-style-type: none"> no person is within 30 m of the closest point of a hovering or taxiing helicopter, other than persons who are essential to the safe conduct of the operation or the specific nature of the task and who are trained and competent in helicopter operational safety procedures 	Yes		Sections in Operations Manual: <ul style="list-style-type: none"> Section A2.1.13 "Details and Standards for Aerodromes" Section A6 6.13 "Operations at Specific Locations (<i>Standard Operating Procedures</i>)"
		<ul style="list-style-type: none"> appropriate information from the owners and authorities is obtained to confirm the suitability of the HLS for the proposed operation 	Yes		Sections in Operations Manual: <ul style="list-style-type: none"> Section A6 6.13 "Operations at Specific Locations (<i>Standard Operating Procedures</i>)" Section A1 1.13.2 "Take flight HLS Register" Sections in HLS Procedures Manual: <ul style="list-style-type: none"> Section 1A2 "Operators Responsibilities" Part B "Facility Information"

Chapter	Paragraph	Subtext	Complying (Y/N or N/A)	Complying Remarks	Sections Operations Manual
		<ul style="list-style-type: none"> where the performance information in an Aircraft Flight Manual (AFM) details greater or additional limitations for defined areas or the approach and departure paths (compared to those set out in these guidelines), then the greater and/or additional requirements are available for the flight. 	N/A		
	5.2 Except in an emergency, a helicopter should not land at or take-off from an HLS unless:	<ul style="list-style-type: none"> the applicable helicopter VMC exist for a flight operating under Visual Flight Rules the relevant instructions in the AIP (including AIP Book and ERSA) are followed for the flight 	Yes		Is written down in the appropriate Operations Manual.
		<ul style="list-style-type: none"> the relevant instructions in the AIP (including AIP Book and ERSA) are followed for the flight 	Yes	ERSA information has been submitted to Airservices and will be included as soon as possible	Is written down in the appropriate Operations Manual.
	5.5 With respect to operations in multi-engine helicopters at an HLS, the AOC holder and the pilot-in-command should ensure that the operation complies with the relevant requirements of CASA Policy notice CEO PN029-2005.		Yes		Is written down in the appropriate Operations Manual.
6. Attributes of an HLS	6.1 The helicopter is one of the more versatile aircraft and can, if required under special circumstances,	<ul style="list-style-type: none"> the size of the defined areas of the HLS are greater than the minimum required size 	Yes	The total size of the FATO and Safety area that is marked is greater than the minimum required size.	

Chapter	Paragraph	Subtext	Complying (Y/N or N/A)	Complying Remarks	Sections Operations Manual
	operate to and from a space little larger than its overall length. The smaller the site, and the less known about hazards presented by obstacles and surface conditions, the greater the risk associated with its use. The risk presented by such hazards can be reduced when:	<ul style="list-style-type: none"> the pilot-in-command has access to accurate, up-to-date information about the site, which is presented in a suitable and easily interpretable form 	Yes	The helicopter operator is the sole user/operator of the HLS and is kept up-to-date through the manager of the resort that owns the HLS.	
		<ul style="list-style-type: none"> visual information, cues and positional markings are present for the defined areas at the site. 	Yes	The FATO and Safety Area is marked by a broken white circle.	
	<p><u>Defined areas:</u></p> <p>6.3 Defined areas belong to one of four main categories:</p>	<ul style="list-style-type: none"> FATO – the area over which the final approach is completed and the take-off conducted 	Yes		
		<ul style="list-style-type: none"> TLOF – the surface over which the touchdown and lift-off is conducted 	N/A	The TLOF is located within in the FATO.	
		<ul style="list-style-type: none"> Stand(s) – the area for parking and within which positioning takes place 	N/A	The FATO is the only stand used by the helicopter operator.	
		<ul style="list-style-type: none"> Taxiways and associated taxi routes – the surfaces and areas for ground or air taxiing. 	N/A	No Taxiways needed, helicopter will remain at the FATO	

Chapter	Paragraph	Subtext	Complying (Y/N or N/A)	Complying Remarks	Sections Operations Manual
	6.3.1 A defined area on a landing site may have one or more of three basic attributes:	1. Containment – an attribute that affords protection to the helicopter and/or its undercarriage and permits clearance from obstacles to be established. Containment is of two types: undercarriage containment and helicopter containment. Where a defined area (such as a TLOF or taxiway) provides only undercarriage containment, it should be situated within, or co-located with, another defined area (i.e. a FATO, stand or taxi-route).	Yes	The FATO and TLOF are coincident.	
		2. An additional safety/protection area: - for a FATO – a safety area surrounds the FATO and compensates for errors in manoeuvring, hovering and touchdown	Yes	The safety area is 0.25 x D surrounding the FATO. For dimension values see Paragraph 7.2	

Chapter	Paragraph	Subtext	Complying (Y/N or N/A)	Complying Remarks	Sections Operations Manual
		<p>3. Surface loading capability – this ensures adequate surface strength to permit a helicopter to touchdown, park or ground taxi without damage to the surface of the HLS or helicopter. Surface loading is either:</p> <ul style="list-style-type: none"> - static – where only the mass of the helicopter is considered, although elevated heliports/helidecks may include additional factors to protect the building/structure or 	Yes		
7. Recommended criteria for an HLS	<p>7.2 Secondary HLS</p> <p>7.2.1 Since a Secondary HLS is intended to be used for numerous types of operations (i.e. both day and night under helicopter VMC) its design should at a minimum satisfy the guidelines set out in the following sub-sections.</p>		Yes	Day operations only under Helicopter VMC	

Chapter	Paragraph	Subtext	Complying (Y/N or N/A)	Complying Remarks	Sections Operations Manual
	<p><u>FATO:</u></p> <p>7.2.2 The FATO should, at minimum, be capable of enclosing a circle with a diameter equal to one-and-a-half times the D-value ($1.5 \times D$) of the largest helicopter intended to use the site, and be free of obstacles likely to interfere with the manoeuvring of the helicopter.</p>		Yes	<p>The largest helicopter using the HLS will be the AW109SP, a twin engine helicopter.</p> <p>$D = 13.04$ metres</p> <p>\emptyset of FATO: $1.5 \times D = 19.56$ m</p> <p>This area is free of obstacles (See survey data provided by CEH, 13 June 2017)</p>	
	<p>7.2.3 It is recommended that a safety area extend a distance of at least $0.25 \times D$ or 3 m around the FATO, whichever is the larger, or a greater distance if considered necessary for a particular HLS.</p>		Yes	<p>$0.25 \times D = 3.26$ m.</p> <p>The total diameter of the FATO and Safety Area is: $19.56 + 3.26 \times 2 = 26.08$ m</p>	
	<p>7.2.4 The safety area around a FATO need not be a solid surface. No fixed objects should be permitted on or in the area defined as the Safety Area, except for objects not exceeding a height of 25 cm. Notwithstanding this, designers of an HLS should attempt to minimise obstacles within the FATO, TLOF and Safety Area.</p>		Yes	<p>See survey data provided by CEH, 13 June 2017.</p>	

Chapter	Paragraph	Subtext	Complying (Y/N or N/A)	Complying Remarks	Sections Operations Manual
	7.2.5 The FATO should provide ground effect, particularly if the associated TLOF is located outside of its defined area.		Yes		
	7.2.6 It is essential that the FATO be capable of at least dynamic load-bearing for the helicopters being operated in performance class 1 or to category A requirements. If the FATO and TLOF are coincident (e.g. on a roof top) then it follows that the whole area should be dynamic loadbearing and provide ground effect.		Yes		
	7.2.7 The mean slope of a FATO should not exceed 5% for 'Category A' operations, 7% for other operations or a lesser percentage if required by the design helicopter AFM. The slope of an associated solid Safety Area should not exceed 4% up away from the FATO.		Yes	The slope is less than required.	

Chapter	Paragraph	Subtext	Complying (Y/N or N/A)	Complying Remarks	Sections Operations Manual
	<p><u>TLOF:</u></p> <p>7.2.8 The TLOF, being a cleared and stable area capable of bearing the dynamic loads which may be imposed by the helicopter on the site by a heavy landing, should, at a minimum, be an area at least 0.83 x D and may or may not be located within the FATO.</p>		Yes	The FATO and TLOF are coincident.	
	<p>7.2.11 The TLOF should provide for adequate drainage to prevent accumulation of water on the surface, but the overall slope should not exceed the maximum slope landing capability of the helicopter. The recommended maximum slope for a TLOF is 2% in any direction.</p>		Yes	The FATO and TLOF are coincident.	
	<p><u>Approach and departure paths:</u></p> <p>7.2.18 The approach and departure paths should be in accordance with the Annex 14 recommendations. The decision on which slope is appropriate for the HLS should be based on which is the most suitable for the performance class of the operations at the site.</p>		Yes	See PDF: "Approach and Departure Surfaces New HLS v1.0"	

Chapter	Paragraph	Subtext	Complying (Y/N or N/A)	Complying Remarks	Sections Operations Manual
	<p>7.2.19 CASA recommends application of these standards for RPT, Charter and future Air Transport operations, including emergency medical service (EMS) operations at metropolitan hospital sites. Some helicopters may however require even greater approach and departure path protection dependant on their performance capability.</p> <p>A minimum of two approach and departure paths should be assigned. These should be separated by a minimum angle of 150°, and may be curved left or right to avoid obstacles or to take advantage of a more advantageous flight paths. This does not preclude one-way HLSs, provided adequate provisions are made for turning, limitations are notified to aircraft operators and any operational risks are suitably mitigated. Any curvature should comply with recommendations contained in ICAO Annex 14 Volume II.</p>		Yes	<p>See PDF: "Approach and Departure Surfaces New HLS v1.0"</p> <p>The obstacles showing as green/red circles on these PDFs are surveyed by CEH Survey on 13 June 2017.</p> <p>The red circles below the Approach and Departure Surface to the south are single trees and penetrate the surface by a maximum of 4 metres.</p> <p>To comply with the CAAP-92(2) there is only a need for two Approach and Departures surfaces.</p> <p>The departure and approach surfaces to the west and east are not penetrated and are separated by at least 150° and therefor the HLS complies with the CAAP-92(2).</p>	

Chapter	Paragraph	Subtext	Complying (Y/N or N/A)	Complying Remarks	Sections Operations Manual
	7.2.20 The slope design categories in Figure 3 may not be restricted to a specific performance class of operation and may be applicable to more than one performance class of operation. The slope design categories depicted in Figures 3 and 4 represent recommended minimum design slope angles and not operational slopes:	• slope category “A” generally corresponds with helicopters operated in performance class 1	N/A		
		• slope category “B” generally corresponds with helicopters operated in performance class 3	N/A		
		• slope category “C” generally corresponds with helicopters operated in performance class 2	Yes		
	7.2.21 Designers and HLS operators are advised that consultation with helicopter operators will help to determine the appropriate slope category to apply according to the heliport environment and the most critical helicopter type for which the heliport is intended. This is particularly true of the raised incline plane procedure outlined in Figure 8.		Yes		
	7.2.23 The HLS should be sited with separate primary and emergency personnel access routes, with both routes located as far apart as practicable.		Yes	The new HLS does have two access directions. The road passes by the HLS and can be accessed from either the south or the north.	

Chapter	Paragraph	Subtext	Complying (Y/N or N/A)	Complying Remarks	Sections Operations Manual
	7.2.24 The HLS should be equipped with suitable fire protection and equipment based on the operations and the types of helicopters in use at the site. At least two fire extinguishers having specifications in accordance with Section 9 of the National Fire Protection Standard NFPA 418-2011 and any additional equipment as may be required to effectively extinguish a fire at the HLS, taking into account the types of operations and aircraft using the facility.		Will be	Not yet installed	
	7.2.25 Where more than one fire extinguisher is available:	<ul style="list-style-type: none"> at least one extinguisher should be positioned at each of the primary and emergency personnel access routes, preferably without creating potential obstacles to operations 	Will be	Not yet installed	

Chapter	Paragraph	Subtext	Complying (Y/N or N/A)	Complying Remarks	Sections Operations Manual
	<p>7.3 Markings and indicators for Secondary HLSs</p> <p><u>Wind Indicator:</u></p> <p>7.3.1 A Secondary HLS should be equipped with at least one wind indicator measuring 2.4 m in length and visible to the pilot during take-off, approach and landing. More than one indicator may be needed at more complex locations to ensure pilots receive full information on the wind flow over the site.</p>		Will Be	Not yet installed	
	<p><u>HLS identification marking:</u></p> <p>7.3.3 An identification marking should be painted on the HLS FATO in the form of a large letter 'H', with dimensions equal to 4 x 3 x 0.75 m (height x width x stripe) and proportionately smaller for smaller facilities. The long side of the marking should be oriented to the preferred final approach paths to the HLS.</p>		If Required	At the moment there is no H painted on the HLS FATO.	Will be painted on the HLS FATO, if CASA believes it is necessary.

Chapter	Paragraph	Subtext	Complying (Y/N or N/A)	Complying Remarks	Sections Operations Manual
	<u>FATO edge markings:</u> 7.3.4 The edge of the FATO should be marked with a 30-50 cm wide broken white stripe (or a suitable number of markers), painted to clearly delimit the FATO.		If Required	The FATO and Safety Area will be marked by a 30-50 cm broken white circle	



Appendix E

Consultation Documentation



*As part of the **pitt&sherry** Group*



Emirates
One&Only
WOLGAN VALLEY
Australia

Tuesday, March 21, 2017

Ms. Rebecca Sommer
Senior Planner
Industry Assessments
Department of Planning and Environment
GPO Box 39
Sydney NSW 2001

Dear Rebecca,

Request of Secretary's Environmental Assessment Requirements- S75W Modification to CP_0079 Emirates Luxury Resort, 2600 Wolgan Road Wolgan Valley.

I am writing to request Secretary's Environmental Assessment Requirements (SEARS) for the preparation of an Environmental Assessment for the proposed S75W Modification Application to the Concept Plan Approval for the Emirates Luxury Resort Wolgan Valley.

Under Schedule 6a of the Environmental Planning and Assessment Act 1979, the secretary of the Department may continue to issue environmental assessment requirements for modifications to an approved Part 3A development in accordance with S75w(3) of the Act.

This letter provides Some background to the Concept Approval, describes the proposed modifications to Development Approval and provides a preliminary description of the planning and environmental assessment issues that are likely to inform the preparation of SEARS.

1.0 Background

The Concept Approval for the Development of a Luxury Resort at Wolgan Valley (now trading as Emirates One&Only Wolgan Valley) was approved by John Hatziergos MLC, Acting Minister of Planning on 12th May 2006. The construction of the resort commenced in 2008, with the resort opening to the public in October 2009.

The resort is located on an approx. 7,000 acre reserve, boarded by the Gardens of Stone National Park and the Wollemi National Park, approx. 45 kms to the North West of Lithgow.

The resort consists of the following buildings:

- Main homestead housing 2 restaurants, kitchens, meeting rooms and administration offices
- 36 x 1 Bedroom Guest villa with individual swimming pool
- 2 x 2 Bedroom Guest villa with individual swimming pool
- 1 x 3 Bedroom Guest villa with individual swimming pool
- Spa with 6 treatment rooms
- Pool house containing steam room, sauna, plunge pool, amenities and guest gym
- 5 staff apartment buildings consisting of 16 apartments and shared amenities per building

EMIRATES ONE&ONLY WOLGAN VALLEY, 2600 WOLGAN ROAD, WOLGAN VALLEY, NSW 2790, AUSTRALIA

oneandonlywolganvalley.com

- 3 Management apartment buildings consisting of 2 individual self-contained apartments. Each
- 1 2-bedroom manager's apartment
- 1 administration building consisting of staff gym, administration office and warehouse building
- 1 staff amenities building consisting of storeroom, staff kitchen, staff dining and staff lounge.
- Maintenance building consisting of water treatment plant, various workshops, administration office and amenities.
- Various structures related to a waste water treatment plant.
- Stables building consisting of horse boxes, administration, storage, guest lounge and amenities.
- A guest arrival gatehouse.
- Various farm related structures
- Two heritage buildings constructed in the 1830's and restored as part of the concept approval in 2009.



Figure 1. The resort precinct in Wolgan Valley.

2.0 Description of the proposed Modification

The proposed 75W modification seeks to modify the following areas of the resorts concept approval:

Modify the map showing the location of the new helicopter pad, if the approval is granted for modifications to P 06_0310 Part3A Mod 17_8340 (Part3A 91).

3.0 Planning Context

3.1 Environmental Planning and Assessment Act 1979

The Emirates One&Only Wolgan Valley resort was approved under Part 3A of the EP&A Act which has since been repealed. As such, the proposed modification is subject to assessment in accordance with the transitional part 3a provisions included in schedule 6A of the Act. Under Schedule 6A, a development approved under Part 3A may continue to be modified in accordance with the provisions of S75W of the Act.

The proposed modifications are consistent with the objectives of the act and will only occur should the modifications to the project approval be granted:

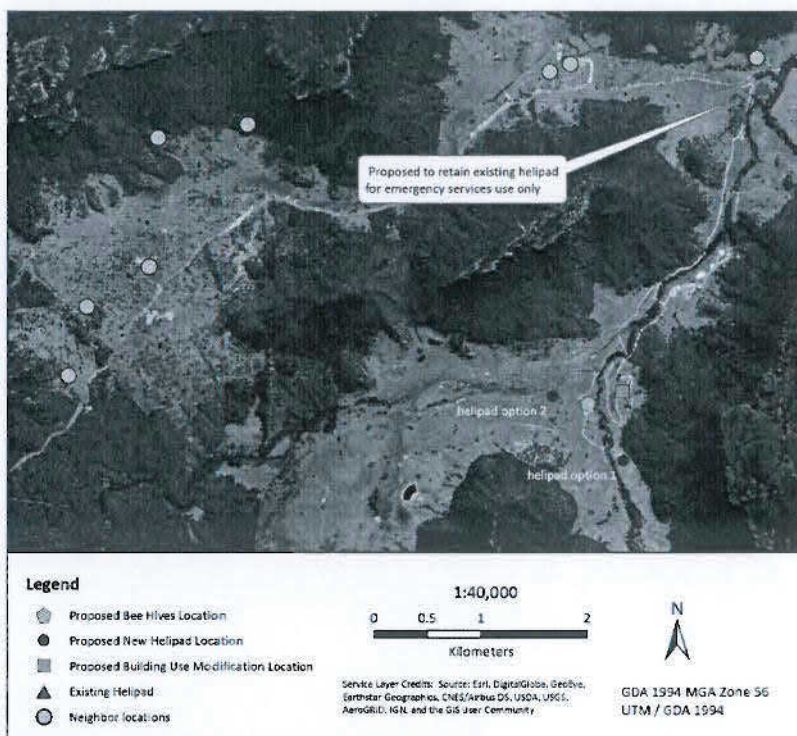


Figure 2: Proposed modification locations

4.0 Key Environmental Aspects to be assessed

- None Required

5.0 Conclusion

The purpose of this letter is to request the SEARS for the preparation of an S75W Modification Application to the Emirates One&Only Wolgan Valley resort.

We trust the information detailed in this letter is sufficient to enable the Secretary to issue SEARS for the preparation of S75W Modification Application. Should you have any queries about this matter please do not hesitate to contact myself on 02 6350 1989 or at brendan.millett@oneandonlywolganvalley.com

Kind regards,

A handwritten signature in blue ink, appearing to be 'Brendan Millett', written over a faint circular stamp.

Brendan Millett
Special Projects Manager

Emirates
One&Only
WOLGAN VALLEY
Australia

Tuesday 20th June 2017

Dear resident of Wolgan Valley

One&Only Resorts is currently seeking a modification to the existing approval of their Wolgan Valley resort from the NSW Department of Planning and Environment. The modification proposes various changes to the operations of the resort to improve the experience for our customers.

This letter is to provide you with some details regarding the proposed changes, and invite you to a community meeting to provide further details and answer any questions you may have concerning the proposal.

The proposed changes are:

1. Move the helicopter landing pad from its existing location near Wolgan Road to a location internal to the property, closer to the main resort and farther away from neighbouring houses.
2. Increase the number of allowed helicopter movements from the existing approved 4 movements per week to 18 to allow greater flexibility during periods of high demand.
3. Minor internal modification to the Pool House building to allow the current gym space to be separated into two areas: Guest gym and Activity centre. The existing building footprints would not be modified or expanded.
4. Addition of six bee hives for on-site production of honey used in the resort and to provide further guest interaction with the resort's culinary team.

The figure below shows the locations of the proposed changes. An environmental assessment of the proposed changes is currently being undertaken and will be made available to the public as soon as possible. This includes a noise assessment.

One&Only invites you to attend a community meeting to be held from 5:30 to 6.30pm on **Thursday 29th June 2017**, at the Wolgan Valley Resort.

If you are planning to attend, please RSVP via simone.brooks@oneandonlywolganvalley.com or phone 02 6350 1800

c/Simone Brooks, Emirates One&Only Wolgan Valley
PO Box 390, Lithgow NSW 2790

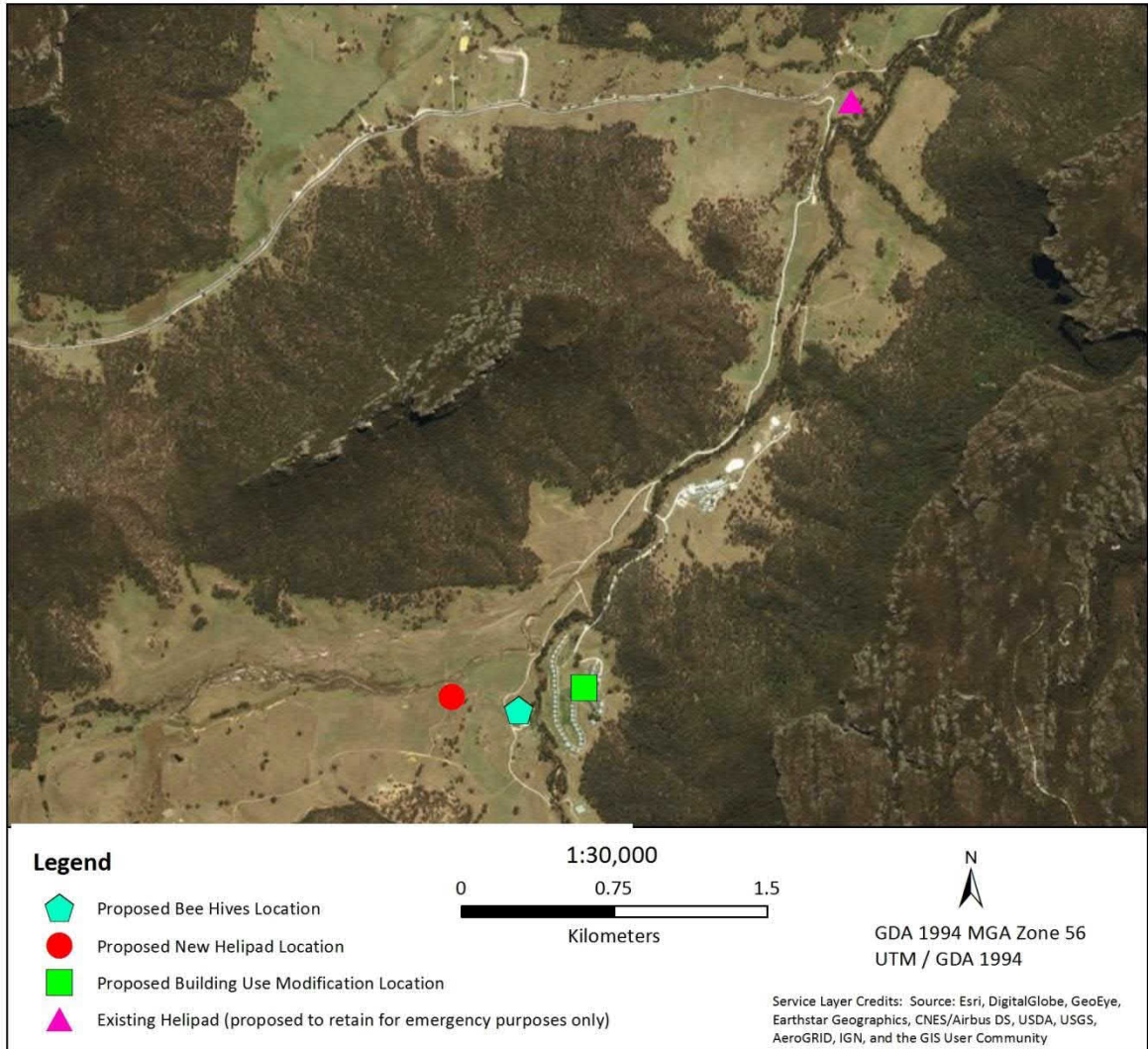
If you cannot attend the community meeting, you are welcome to post/email/phone any questions or comments regarding the above proposed changes. **Please RSVP or post/email your questions to the above address by 4pm Tuesday 27th June 2017.**

Yours sincerely

James Wyndham - General Manager
Emirates One&Only Wolgan Valley



Emirates
One&Only
WOLGAN VALLEY
Australia



Friday 16th June 2017

Dear Stakeholder

One&Only Resorts is currently seeking a modification to the existing approval of their Wolgan Valley resort from the NSW Department of Planning and Environment. The modification proposes various changes to the operations of the resort to improve the experience for our customers.

This letter is to provide you with some details regarding the proposed changes, and invite you to a community meeting to provide further details and answer any questions you may have concerning the proposal.

The proposed changes are:

1. Move the helicopter landing pad from its existing location near Wolgan Road to a location internal to the property, closer to the main resort and farther away from neighbouring houses.
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c/Simone Brooks, Emirates One&Only Wolgan Valley
PO Box 390, Lithgow NSW 2790

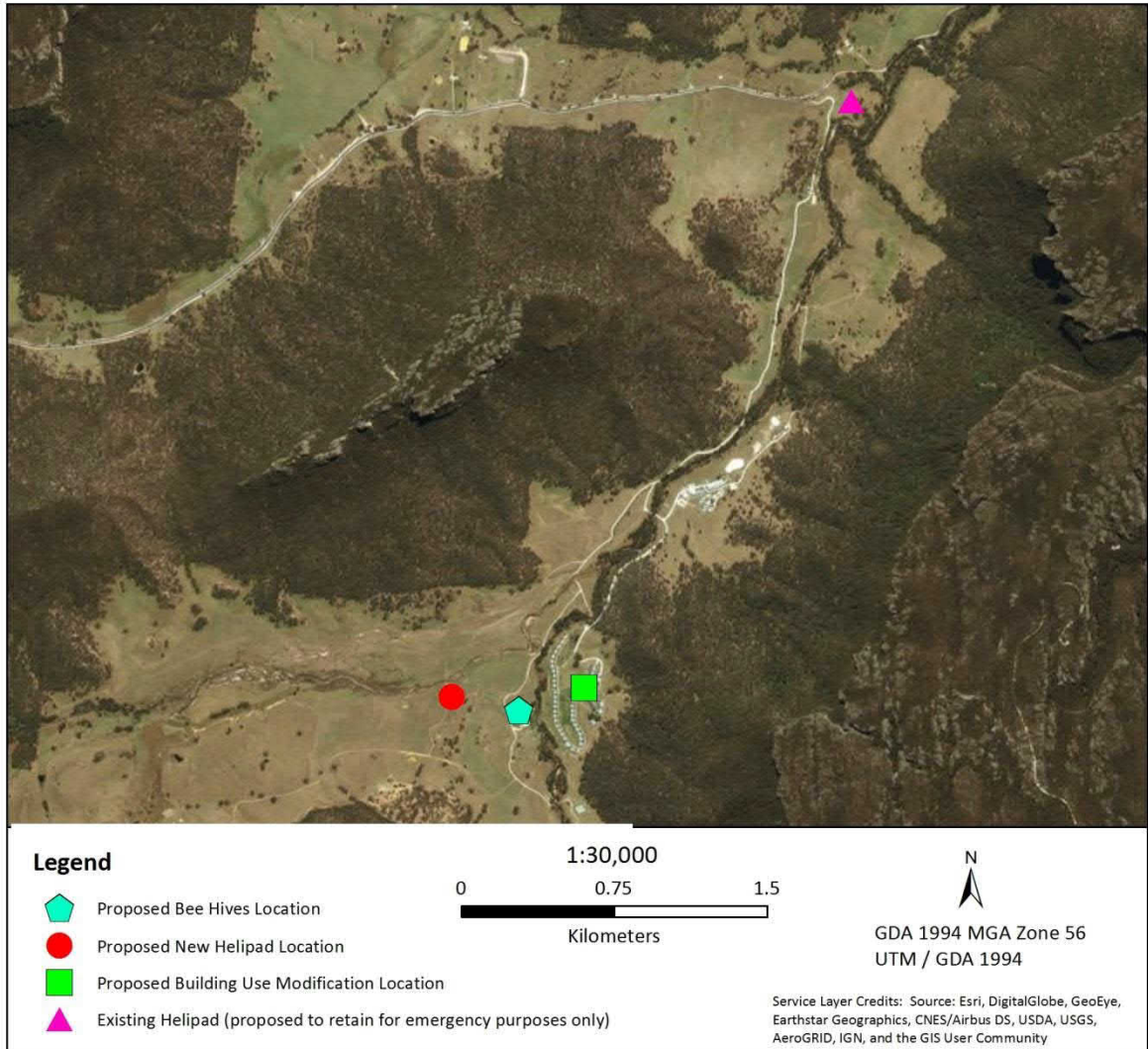
If you cannot attend the community meeting, you are welcome to post/email/phone any questions or comments regarding the above proposed changes. **Please RSVP or post/email your questions to the above address by 4pm Tuesday 27th June 2017.**

Yours sincerely

James Wyndham - General Manager
Emirates One&Only Wolgan Valley



Emirates
One&Only
WOLGAN VALLEY
Australia





RESIDENTS MEETING
29 JUNE 2017

Our proposal

- Submission to Department of Planning & Environment to increase the allowed number of helicopter flights serving the resort
- Our current approval is for 4 flights per week
- We are requesting to increase this to a maximum of 18 per week

- We do not anticipate we will reach 18 flights on a regular basis
- To minimise the impact on residents we are proposing a new flight path & new helipad location on our property. (Donkey Mt will help buffer the sound of helicopters, compared to current location of helipad)
- The following slides show the proposed flight path to & from the new helipad



- Proposed Helipad Location
- Preferred Approach / Departure Path – Northerly Approach / Southerly Departure



- Proposed Heli Pad Location
- Southerly Approach / Northerly Departure

Proposed flight path & new helipad

- The final flight path will be set by the Department of Planning & Environment, in conjunction with the Civil Aviation Authority, based on results of acoustic tests & our final submission incorporating public comments
- Acoustic tests were conducted recently & will be included in our final submission to the DPE in July 2017

Our provider

- Sydney Heli Tours is the exclusive provider of all helicopter transfers to and from the resort & have been the preferred supplier since we opened in October 2009.
- This enables us to control the quality of the service & to ensure that flight paths are adhered to
- Helicopters
 - Robinson R66
 - Eurocopter EC130
 - Augusta AW109 Grand
- Acoustic signature, not size of the helicopter, is the key factor



Flight times & monitoring

- Our flights are restricted by Federal environmental conditions to no earlier than one hour after first light & no later than one hour before sunset
- We are not seeking to have this condition amended or removed
- All flights are recorded by the helicopter company as well as the resort & can be tracked by DPE through the electronic signal of each aircraft

Also proposed to DPE

- **Beehives:** up to 6 hives for onsite production of honey used in the resort. This will be managed by the culinary team
- **Minor internal modification to the Pool House building** to enable the current gym to be divided into 2 sections. The existing footprint of the building will not be modified or expanded

Next steps

- All comments, questions & concerns will be included in our submission to Department of Planning & Environment for July 2017
- Please forward any further comments to us within 7 days for inclusion
- We will keep you informed of the process
- Thank you for your feedback & involvement in the process

RESIDENTS & STAKEHOLDERS MEETING - MINUTES

Date: Thursday 29 June 2017

Scheduled: 5.30 – 6.30pm

Location: William Walker Room, Emirates One&Only Wolgan Valley

Attendees

Coates, Gail & Ian
 Doug & Sue Coates
 Tomas Ebersoll
 James McPhee
 Carola Kaye
 Rachel & David King
 David Stafford
 Darren & Sarah Denmead & family (Sam & Ben)
 David Hull & James (son) - Cranbrook School
 James Veall (Sydney Heli Tours)
 James Wyndham (EOOWV)
 Scott McLeod (EOOWV)
 Simone Brooks (EOOWV)

Apologies

Darren Denmead
 Dawn Bower
 Kristie Kearney & family
 Paul & Jayne Vought
 Peter Beeh
 Neil Stone (NPWS)
 Arthur Henry(NPWS)
 Justin & Skye Zorz (nee Byrne)
 Brendan Millett (EOOWV)

James Wyndham (JW)	Meeting started 5.50pm Welcome, overview Explanation of proposal as per power point presentation
Thomas Ebersoll (TE)	Q: Definition of 4 flights?
JW	1 flight is 2 movements (i.e. flight in plus flight out) EOOWV does not anticipate 18 flights per week every week. Figure of 18 flights per week based upon peak demand in previous years i.e. Easter, Festive, special events such as Bathurst Car Races. EOOWV chose to restrict to 18 to minimise disturbance to residents, we wish to be ‘good neighbours’. Hand over to James Veale to explain route
James Veall (JV)	Flight path down Southern Valle chosen because we don’t want to fly near anybody’s house. Also restricted by weather conditions, especially wind, slide 2 shows the tighter approach in windy conditions, still not near anyone’s house.
TE	Q: Regarding location of current helipad (front gate) on map
David King (DK)	Comment that in past have received multiple conflicting information regarding various flight paths from CASA & resort to explain low flights, early flights etc.
JV	JV explanation of Sydney Heli Tours adherence to NPWS ‘Fly Neighbourly’ document & 2000 ft restriction over National Park. Suggest that other operators in past have probably done the wrong thing. JV asked landholders to let him know if any operators approach them for landing permission. JV comment that ACCC have sanctioned exclusivity agreement.
Doug Coates (DC)	Comment have never complained about helicopters & have only ever had one fly over their house. Suggests that most noise issues & flight deviations come from NPWS & RFS.
Sue Coates (SC)	Comment: not complaining, they enjoy the helicopters.
JW	Short discussion regarding NPWS helicopters & EOOWV support of bush fire operations.
Sarah Denmead (SD)	Comment: Wolgan Valley has changed in recent years; lot busier, unable to run cattle anymore due to higher numbers of kangaroos. Q: What right does resort have to tell private landholders who can & cannot land on private land?
JV	None. It’s your right, up to you whether you choose to allow other helicopters.
James McPhee (JM)	Comment: 4 weeks ago 4 large & noisy choppers flew over his property & frightened his cattle. They flew over the Old Coach Rd.

DK	Comment: reiterate above point – they were big helicopters.
TE	Q: Is the route Carne Creek for approaches as well as departures?
JV	Correct
TE	Q: How does 2000 feet restriction work i.e. does the helicopter just fly straight up?
JV	Yes & if due to weather we can't get to 2000 feet, NPWS are ok with this.
DC	Q: Can private owners still land their own helicopter at the resort?
JV	Yes. We have a lengthy SOP that owners need to follow to grant permission to land in own helicopter - we email to owner.
SD	Q: Do they count in 18 flights?
JV	Yes
DK	Q: Will CASA or DOPE be likely to change proposed flight path as in past have provided contradictory route information?
Ian Coates (IC)	Q: How does flight path change if heading elsewhere i.e. Bathurst? When do you deviate from flight path?
JV	We would go to 2000 feet & then deviate once out of Wolgan Valley – don't want to impact on residents.
DK	Comment: Would want to see specific details outlined in Conditions of Consent regarding directions, in & out, minimum heights etc. Main objection has always been when operators fly 50 metres above house – it's annoying. Operators such as Mark Lilley fly over frequently but always above cliffs & it isn't a problem. If included in Conditions of Consent then all operators have to comply & is no problem if JV doesn't hold exclusivity agreement i.e. in 12 months if resort management or other circumstances change.
TE	Q: Has resort spoken with NPWS? Did they demand any flora or fauna assessments? Also, helicopter a few weeks ago may have been RFS – was orange.
JW	All stakeholders, including NPWS were invited tonight. They have submitted responses.
JV	Do take environmental impact seriously, hence acoustic testing etc. Provided brief explanation of helicopter noise. Moving towards quieter helicopters as technology has improved. Recent acoustic tests where actually cut short as the receivers weren't picking up noise. We can share results of acoustic tests once received.
David Stafford (DS)	Q: Has resort ever done more than 4 flights in a week?
JW	Good question. In the past the resort believed that 4 weeks was an average over course of year. Now know this was an incorrect assumption.
DK	Comment - I know there have been more than 4 per week.
JW	It goes in peaks & troughs.
JV	Example - this week only 2 flights, over festive did 12
DS	Q: What is definition of week? I.e. Sun – Sat? Theoretically could have 36 flights back to back on weekend?
JV	Correct - have bought 10 choppers in previously.
DK	Q: Is daily limit proposed?
JW	DPE has proposed weekly
Gail Coates (GC)	Q: Will moving helipad closer to resort be a problem for guests?
JW	No – guests seem to enjoy & be fascinated by helicopters. Nature of our business also means feedback is immediate.
DK	It's an awesome way to experience Wolgan Valley.
JV	New helipad is also safer. In a few years trees at old one will be an issue.
JW	Explanation of other elements in proposal – bees & gym. No comments from crowd.
DK	Q: Will we get an opportunity to submit? What is process?
SB	Send comments to me for inclusion in minutes/FAQ document & submission – 7 days – Will send everyone information on how to submit directly.
DC	Q: What is the contingency plan for alternative routes i.e. to Newcastle, emergencies etc.? Sensible to have a plan B. Comment – wonders if resort is restricting itself too much i.e. in case need to fly clear of weather?
JV	We pay close attention to forecasts, have webcam as well. IF can fly will be only slight deviation, will never fly over peoples houses.
DK	Comment: Flying above cliffs is no problem
David Hull (DH)	Comment: In early days Cranbrook commissioned low flights when surveying their property & this may have caused a disturbance to residents, weren't resort flights
DC	Comment: RAAF training flights add context – noisier than helicopters.
DK	Comment: RAAF = defence force
GC	Comment: don't forget weather flights i.e. pole temperatures
DC	Q: Why 18?
IC	Comment: But if following flight path, why restrict to 18? Why not ask for more?
TE	Joke: We want more!

DK	Comment: we want the business to succeed. No problem with number of flights if they follow the flight path
IC	Comment: resort should try to avoid putting a cap on it. Just put condition in agreement about prescribed route. Your business benefits Wolgan Valley. NPWS are being looked after by fly Neighbourly agreement
DK	Comment: Key point is making sure they stick to flight path
TE	Comment: I would be concerned about any more than 18 & possibly 18, not sure - may have an impact on fauna e.g. birds have not evolved with sound. Similar concerns with Sydney airport proposal. We cannot disregard NPWS. Carne Creek is pristine, we don't know enough about the impact of helicopter noise on wildlife.
JV	Comment: we have chosen this route to minimise noise impact on wildlife
DC	Comment: Feels that other operators have a right to earn a living. Has observed that other operators landing on their property do respect flight path & follow same route as JV helicopter.
JV	Comment: would be concerned about their insurance - muddy waters
DC	Comment: insurance documents have been provided Q: are flights on other property counted in resort total?
SM	No - they can land wherever they want on other properties
TE	Q: Does helicopter follow Great Western Hwy or go over National Park?
JV	15 minutes over National Park max, but is weather dependent. Invitation to all if ever want to take advantage of empty leg back to Sydney. Simone will give JV contact details.
JW	Thank you all - send questions/ comments to Simone Meeting closed 8 pm

Invitations also sent to:

Jim Sheehan (Lithgow Council)

CASA

OEH

EPA

Zalloua, Zac & Giselle

Beverley & Allan Whittaker

Vetta Mrs Maria

Coates, J

Andrew Chalk & partner

Lex Wagner & Jennifer Greenstreet

Damian & Sue Howard

Ross Howard

Gary Hanson RFS

Jacqueline Reid (GMWHA) NSW Heritage Council

RESPONSES RECEIVED REGARDING PROPOSAL TO INCREASE HELICOPTER FLIGHTS TO EOOWV

27/6/14 email: [REDACTED]

From: "Simone Brooks" <Simone.Brooks@oneandonlywolganvalley.com>

Sent: Saturday, 24 June 2017 3:40 PM

To: "[REDACTED]"

Subject: residents and stakeholders meeting

Dear Mr Byrne

Emirates One&Only Wolgan Valley is applying to the Dept. of Planning & Environment NSW for an increase in the number of helicopter flights servicing the resort, as well as beehives & a small adjustment to an existing floorplan. We would like to invite you to a meeting for Wolgan Valley residents & our key stakeholders to answer any questions you may have regarding the application.

The meeting will be held at Emirates One&Only Wolgan Valley on Thursday 29 June, 2017 5.30 – 6.30pm & will be hosted by James Wyndham – General Manager EOOWV.

Please find attached letter outlining relevant information & RSVP details.

Kind regards

Simone

...

Dear Simone,

Thank you for the opportunity to provide questions and comments on the proposed changes to the existing approval for Wolgan Valley resort.

Our questions and comments are listed below.

[REDACTED]

WOLGAN VALLEY
NSW 2790
(02) 6355 1057
[REDACTED]

27 Jun 2017

TO WHOM IT MAY CONCERN

RE: Wolgan Valley Resident questions & comments on proposed changes to existing approval for Wolgan Valley resort

We are unable to attend the community meeting on 29 June 2017.

However, 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.

1. *Questions:* Can you please confirm the following regarding the number of helicopter movements:

- the maximum movements per day?
- the hours of movements?
- the set flight paths?
- the size and make of helicopters?
- purpose of movements?
- 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. *Question:* 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.

Yours Sincerely,

[REDACTED]

...

28/6/17 written response J. Wyndham

[REDACTED]

WOLGAN VALLEY

NSW 2790

(02) 6355 1057

[REDACTED]

Wednesday 28th June 2017

Dear [REDACTED]

Re: Emirates One&Only Wolgan Valley Resort (Project Approval 06_0310)

In reply to your email letter of 27 June 2017, please find my reply to your well thought out questions below and attached.

Please note that we have not yet made our submission to the Department of Planning, as our acoustic tests and town planning reports are not yet completed. The acoustic tests are instrumental in establishing what the parameters of the flight limits will be set at. Based on this I will not answer the first questions that you have except for the inclusion of a proposed flight map that will be included in the final report.

1. *Questions: Can you please confirm the following regarding the number of helicopter movements:*

- *the maximum movements per day?* See above

- *the hours of movements?* The flights are currently restricted by Federal Environment conditions to an hour after first light and an hour before sunset. We are not seeking to have this condition amended or removed.

- *the set flight paths?* Please see attached map of the proposed flight path to the new helipad. The final flight path will be set by the Department in conjunction with the Civil Aviation Authority. However, we expect that our proposed routed will be deemed acceptable.

- *the size and make of helicopters?* Please see the list below, but please note that the requirement we need to meet is determined by the acoustic signature of the aircraft not the size. I.e. a 2 seater may have a great acoustic signature than a 6 seater 2 engine aircraft or vice versa. These are the most commonly used aircraft in use, but not limited to: Bell Longranger, Eurocopter EC120, Eurocopter EC130 and the twin engine Agusta 109 Grand.

- *purpose of movements:* To bring guests in and out of the resort.

- *how will the numbers of movements be controlled/policed?* The flights are recorded by the heli company, the resort and can be tracked by the Department of Planning and Environment by the aircrafts electronic signal and logged flight path. We will abide by the conditions of compliance set by the department in their final determination.

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).* We are well of your concerns and are working with the Department of Planning and Environment to minimize or negate any impacts on all of the items that you mention. We do not wish to affect the amenity of the area that we also live and work in. The Department are the ones that ultimately determine the outcome and will ensure that we have taken into accounts all of the potential impacts. We have recently undertaken acoustic tests with the helicopters on the proposed arrival and departure routes. This report will be part of the submission that we make to Department in July and will more than likely be posted on their web site. We have also made a firm commitment to abide by the Blue Mountains National Park fly neighbourly agreement. Please find advice on this here: <https://www.casa.gov.au/standard-page/fly-neighbourly-advice>

3. *Question: 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?* None, that we are currently aware of.

Please do not hesitate to contact myself or Brendan Millett, should you require any clarification of the details or further information.

Yours sincerely,

James Wyndham - General Manager

29/6/17 email: Neil Stone NPWS (NSW)

Hi Simone,

Going well here, thanks – always busy. I am actually going on some extended leave at the end of next week for quite a while, so I will have to decline the offer of attending the meeting on the 29th. However, I can offer a few preliminary comments:

Helicopter movements

The main issue for NPWS is the potential impact on park users, especially those in wilderness areas. I'm not sure what routes are currently approved, but any proposed increase should seek to minimise this impact. The actual route and height above ground level are relevant. Emirates may already be aware of the voluntary *Fly Neighbourly* principles for aircraft operating over the National

Parks of the Blue Mountains. See attached. Although this was developed specifically for Blue Mountains National Park, the principles also can apply to flying over Wollemi National Park and other reserves. Pilots are requested to maintain a minimum altitude of 2000 ft above the surface of environmentally sensitive areas.

Retention of the existing helipad for emergency operations is supported.

Bees

We have no concerns about beehives on Emirates land. It would be best to exclude beehives from existing National Park leased by Emirates.

For further consultation on this matter, please contact Acting Area Manager Arthur Henry.

Regards,

Neil Stone

Ranger Upper Mountains Area (Blue Mountains Branch)

Park Operations- NSW National Parks and Wildlife Service

Office of Environment and Heritage

Department of Planning and Environment (*also known as the* Planning and Environment Cluster)

Phone: 02 47873115 Mob: 0427 438435 Fax: 02 47878514

...

2/6/17 email: Arthur Henry (NPWS)

Hi Simone,

My apologies, I was not intending to come to the community meeting on Thursday evening. I am happy that Emirates can consider and incorporate our comments into the proposal.

Arthur



Arthur Henry
Acting Area Manager Upper
Mountains,
Blue Mountains Branch
NSW National Parks and Wildlife
Service

Govetts Leap Rd, (PO Box 43)
Blackheath NSW 2785
T 02 4787 3104 **F** 02 4787 8514
W nationalparks.nsw.gov.au

24/6/17 email: [REDACTED]

Hi Simone,

Thank you for your email.

Unfortunately, we cannot attend your meeting. However, we have no objection to the proposals outlined in your submission with the provision that helicopter flights be routed over the Newnes Plateau, or the other side of the valley, and not over the valley floor. In the past, when the Bathurst races were on flights to and from your Resort travelled directly over our house at a low level - not a pleasant experience!

I am housebound at the moment with a broken femur so should be near the phone if you wish to discuss our objection. The phone number is [REDACTED]

[REDACTED]

...

24/6/17 email response

Hi [REDACTED]

So sorry to hear about your injury! I hope you make a speedy recovery. Please do let us know if we can be of any assistance.

Thank you for your feedback regarding the helicopter proposal & your experience following the Bathurst races. We will be compiling a document that incorporates everyone's feedback, questions & concerns & I will ensure that each point you make is included. We did have a particular problem with the Bathurst races as this operator actually acted without our consent & landed on private property nearby, causing quite a few headaches for us as well, so your feedback regarding the impact this had on you is much appreciated.

Kind regards, Simone

6/7/17 email: [REDACTED]

----- Original message -----

From: [REDACTED] koopartoo@icloud.com
Date: 5/07/2017 10:37 PM (GMT+10:00)
To: Simone Brooks <Simone.Brooks@oneandonlywolganvalley.com>
Subject: Re: residents and stakeholders meeting

Hi Simone,

Thanks for invite to the meeting last Thursday night was interesting to here the guy from Sydney helicopter flights that they don't use the approach and not even one week ,today At approximately 1pm we have a helicopter coming down via the The Coach Rd and over my Cabin which was occupied at the time and directly over my house at about 150 metres and then landing at the landing Pad near front gate,departure Was up over the glow worms ,this quiet a concern to to my guests and us let alone livestock Being stored up and is what is going to happen in the future as we are quite concerned About the approval of more flights if this what's going to happen.

Regards [REDACTED]

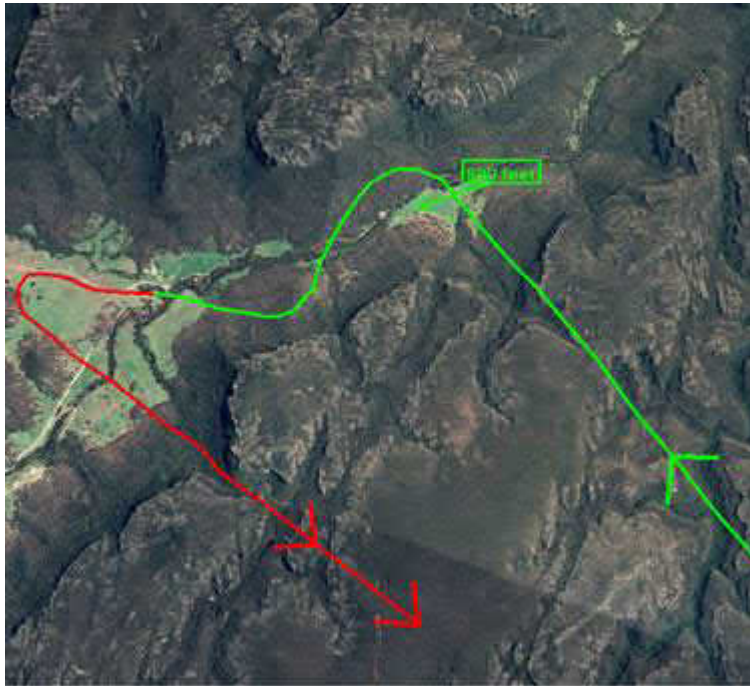
[REDACTED]

...

6/7/17 email response

Hi [REDACTED]

Thank you for the email. I have chatted with the helicopter operator & the route over your property is part of his current flight path. The resort is proposing the alternative route through Carne creek as part of the submission to Dept. Planning & Environment, which will be considered by them later this month. He has sent me the map of his current route below.



Thank you for coming along to the meeting last week. I have attached the minutes from the meeting along with the map showing the proposed new flight path through Carne Creek. If you would like to make a submission direct to the Department of Planning & Environment the contact is:

Rebecca Sommer (Senior Planner - Industry Assessments)
Department of Planning & Environment
GPO Box 39, Sydney NSW 2001
T 02 9274 6184
E rebecca.sommer@planning.nsw.gov.au

Please let me know if you require any further clarification.

Kind regards, Simone

21/6/17 Email : [REDACTED]

Thanks Simone for your email.

I'd like to come along, but don't think I'll be home next week. But I am going to try to change my schedule.

Can you please provide me with some information on the approach and departure paths that are being proposed for helicopter access into and out of the valley?

Thanks,

██████

...

22/7/17

Hi ██████, Please find attached map as requested. If you are able to attend just let me know & we will look forward to seeing you next Thursday.

Kind regards, Simone

...

23/6/17

Hi Simone,

Thanks for sending this through.

I will be unable to make it on thursday.

I have reviewed the document you sent and I would have no objections to this proposal, based on the approach paths and altitudes as described in the attached.

Out of curiosity, what is the function of the receiver locations?

██████

████████████████████
████████████████████

████████████████

...

Email 13/7/17: ████████████████████

Hi ██████

Thank you for the comments regarding the minutes □

Of course you may forward the proposal info to ████████████████████. They are welcome to contribute a submission to DPE as per the details in my previous email.

Simone

Sent from my Samsung Galaxy smartphone.

----- Original message -----

From: [REDACTED]

Date: 11/07/2017 8:48 PM (GMT+10:00)

To: Simone Brooks <Simone.Brooks@oneandonlywolganvalley.com>

Subject: Re: minutes

Thank you Simone,

We were away and I only read your mail tonight.

You are a very good minutes taker - how did you do that in such a short time ?

All good.

Would you mind if I forward the proposal to [REDACTED], the bushwalkers of the Bush Club

With thanks and regards

[REDACTED]
[REDACTED]

On 6 July 2017 at 16:41, Simone Brooks <Simone.Brooks@oneandonlywolganvalley.com> wrote:

Hi [REDACTED]

Thank you for coming along to the meeting last week, it was good to see you & I thought your questions were excellent.

Thank you for your interest in the resort's submission to the DPE to increase our helicopter flights. I have attached the minutes from the meeting held last week, along with a map showing the proposed new flight path in & out of the resort to support the increase in flights.

Please note that the proposed route over Carne Creek will not take effect unless the application is approved by DPE & the Civil Aviation Authority.

If you would like to make a direct submission regarding our application to the Department of Planning & Environment, the contact is:

Rebecca Sommer (Senior Planner - Industry Assessments)

Department of Planning & Environment

GPO Box 39, Sydney NSW 2001

T 02 9274 6184

E rebecca.sommer@planning.nsw.gov.au

Please let me know if you require any further clarification.

As discussed at the meeting, the helicopter operator, James Veall has invited residents to contact him directly if you would ever like to take advantage of a return flight going back to Sydney. His contact email is james@sydneyhelitours.com.au.

Kind regards

Simone



Appendix F

Aboriginal Heritage Items



*As part of the **pitt&sherry** Group*



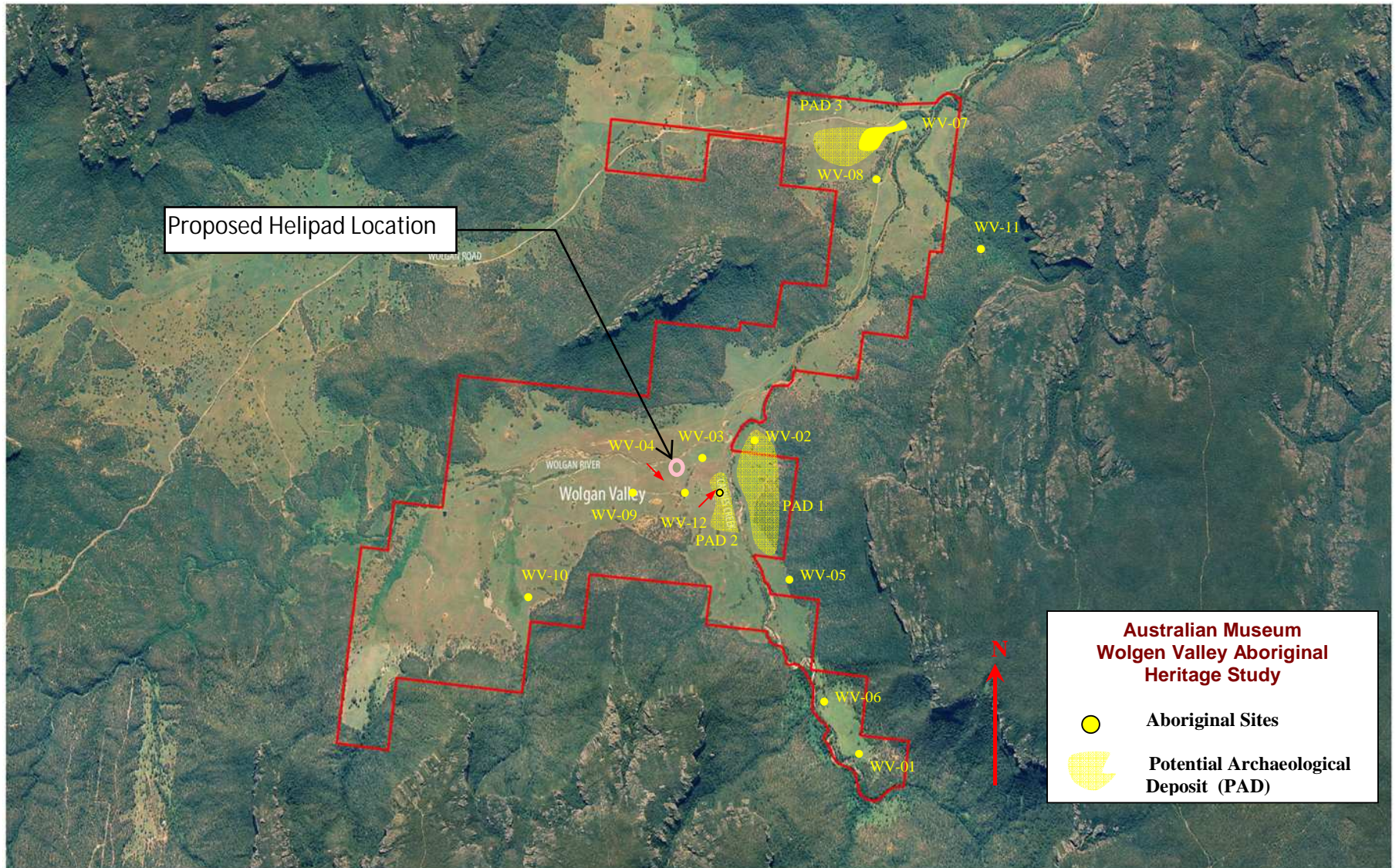


Figure 4; Map of study area showing the locations of identified sites and PADs.

Proposed Helipad Location

Contact us:

E: info@kmh.com.au

W: www.kmh.com.au

]



As part of the **pitt&sherry** *Group*



Brisbane

Level 2, 276 Edward Street, Brisbane QLD 4000
T: (07) 3221 0080

Canberra

LGF, Ethos House, 28-36 Ainslie Place, Canberra City ACT 2601
PO Box 122, Civic Square ACT 2608
T: (02) 6274 0100

Devonport

Level 1, 35 Oldaker Street, Devonport TAS 7310
PO Box 836, Devonport TAS 7310
T: (03) 6424 1641

Hobart

199 Macquarie Street, Hobart TAS 7001
GPO Box 94, Hobart TAS 7001
T: (03) 6210 1400

Launceston

Level 4, 113 Cimitiere Street, Launceston TAS 7250
PO Box 1409, Launceston TAS 7250
T: (03) 6323 1900

Melbourne

Level 1, HWT Tower, 40 City Road Southbank VIC 3006
PO Box 259, South Melbourne VIC 3205
T: (03) 9682 5290

Newcastle

Level 1, 81 Hunter St, Newcastle NSW 2300
T: 02 4910 3600

Sydney

Suite 902, Level 9, North Tower,
1-5 Railway St, Chatswood NSW 2067
PO Box 5487, West Chatswood NSW 1515
T: 02 9468 9300



As part of the **pitt&sherry** Group

