# APPROVED TO DATE

Part 3A Concept Plan (MP06\_0309) approved in September 2009, as modified in December 2015;

Stage 1 Marina (DA 1503/2014) approved June 2015, Construction commenced February 2016;

Tourism & Hospitality (65 room hotel, restaurant & function centre) (DA 1731/2014), approved May 2016; and

Apartments (4 x buildings consisting of 34 residential apartments & 93 tourist apartments) (DA 496/2015), approved May 2016.





# NOISETESTING

Testing details recommended by noise expert;

Included actual on site helicopter flights and testing (ie not a theoretical model) with single engine helicopter Airbus AS350 B2 (Squirell);

Included seven attended noise monitoring loggers around Bardens Bay and nearby;

Included 64 flight movements over multiple flight paths (each tested five times) in two helipad locations across 3.5 hours;

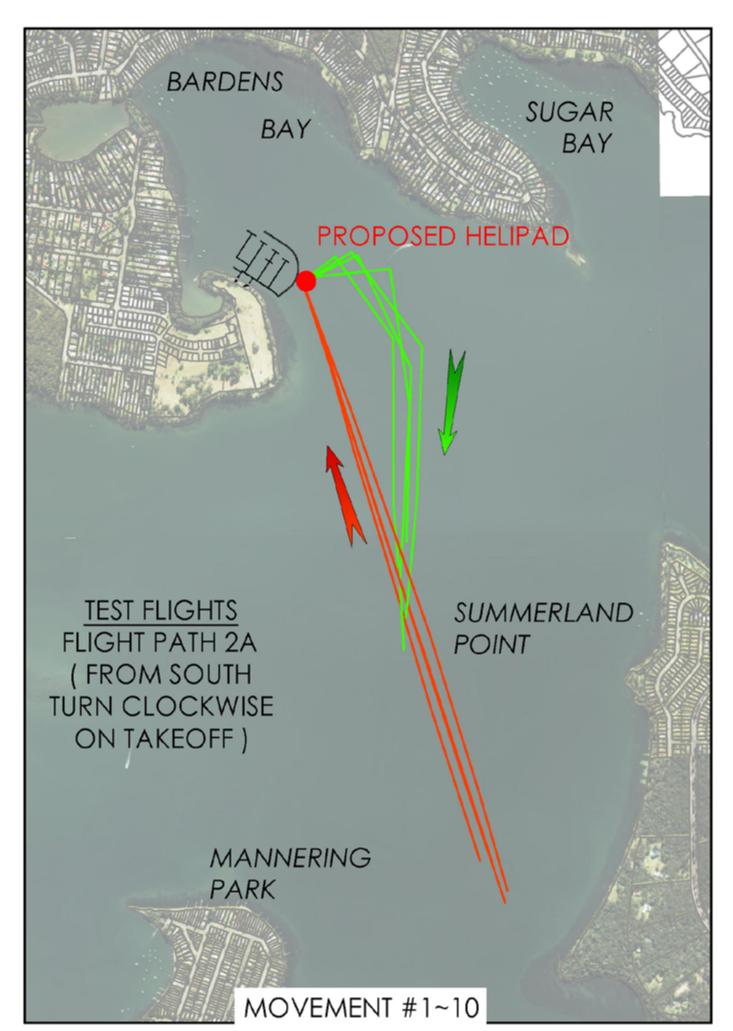
Included 3 onsite landings and take-offs to measure power down/up levels; and

Noise testing observed onsite by Council staff and their noise expert.





# HELICOPTER FLIGHT PATHS

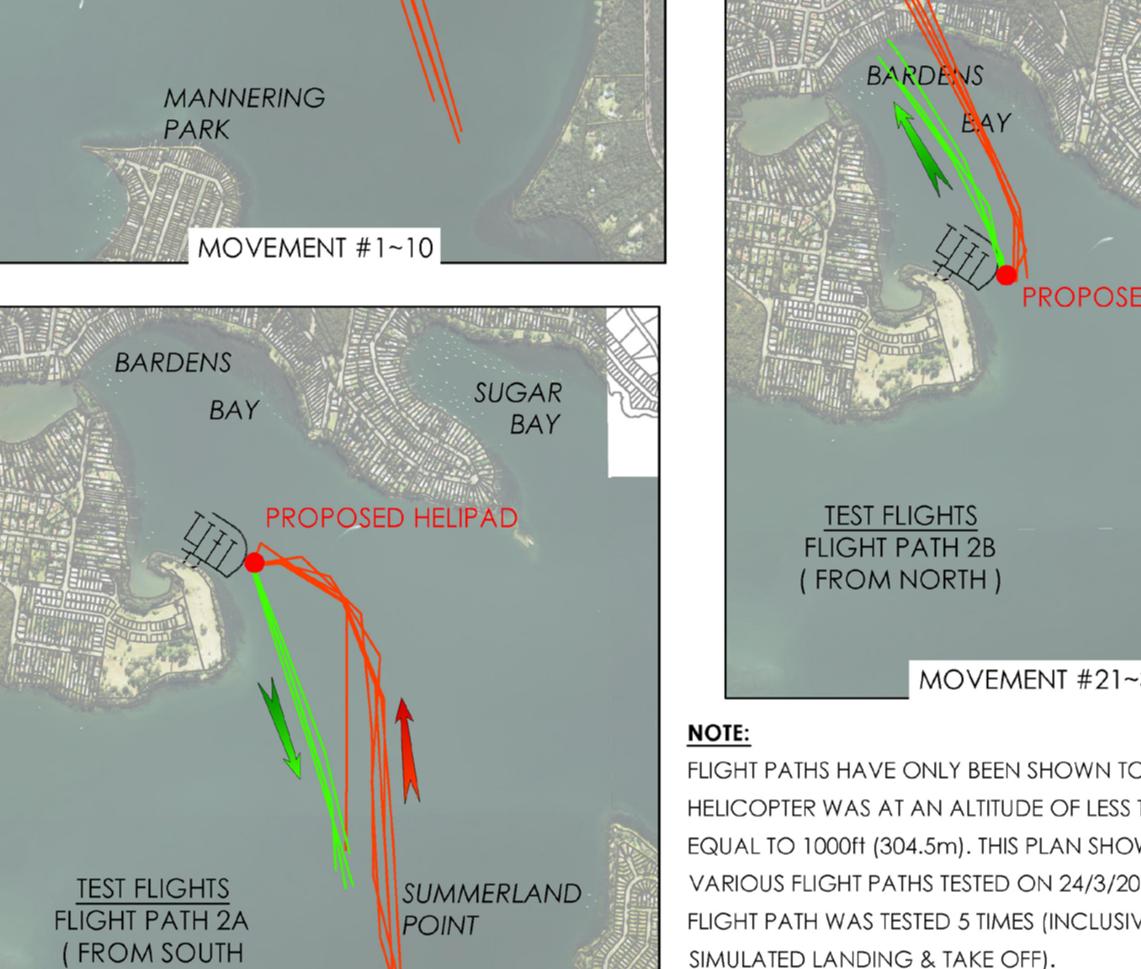


TURN ANTI-CLOCKWISE

ON LANDING )

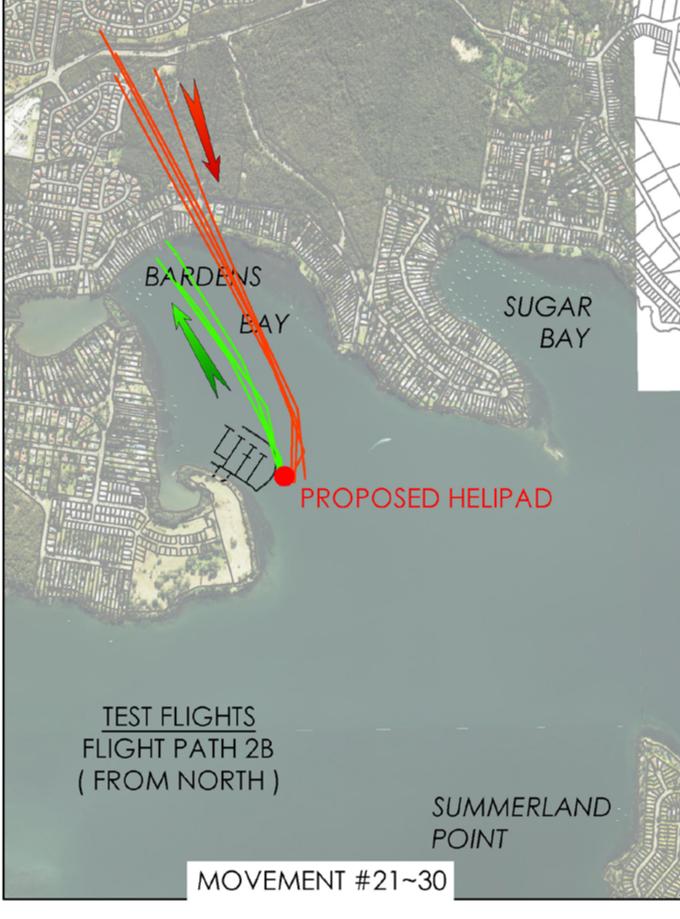
MANNERING

MOVEMENT #11~20





ASCENDING FLIGHT



FLIGHT PATHS HAVE ONLY BEEN SHOWN TO WHERE THE HELICOPTER WAS AT AN ALTITUDE OF LESS THAN OR EQUAL TO 1000ff (304.5m). THIS PLAN SHOWS THE VARIOUS FLIGHT PATHS TESTED ON 24/3/2016. EACH FLIGHT PATH WAS TESTED 5 TIMES (INCLUSIVE OF A SIMULATED LANDING & TAKE OFF).

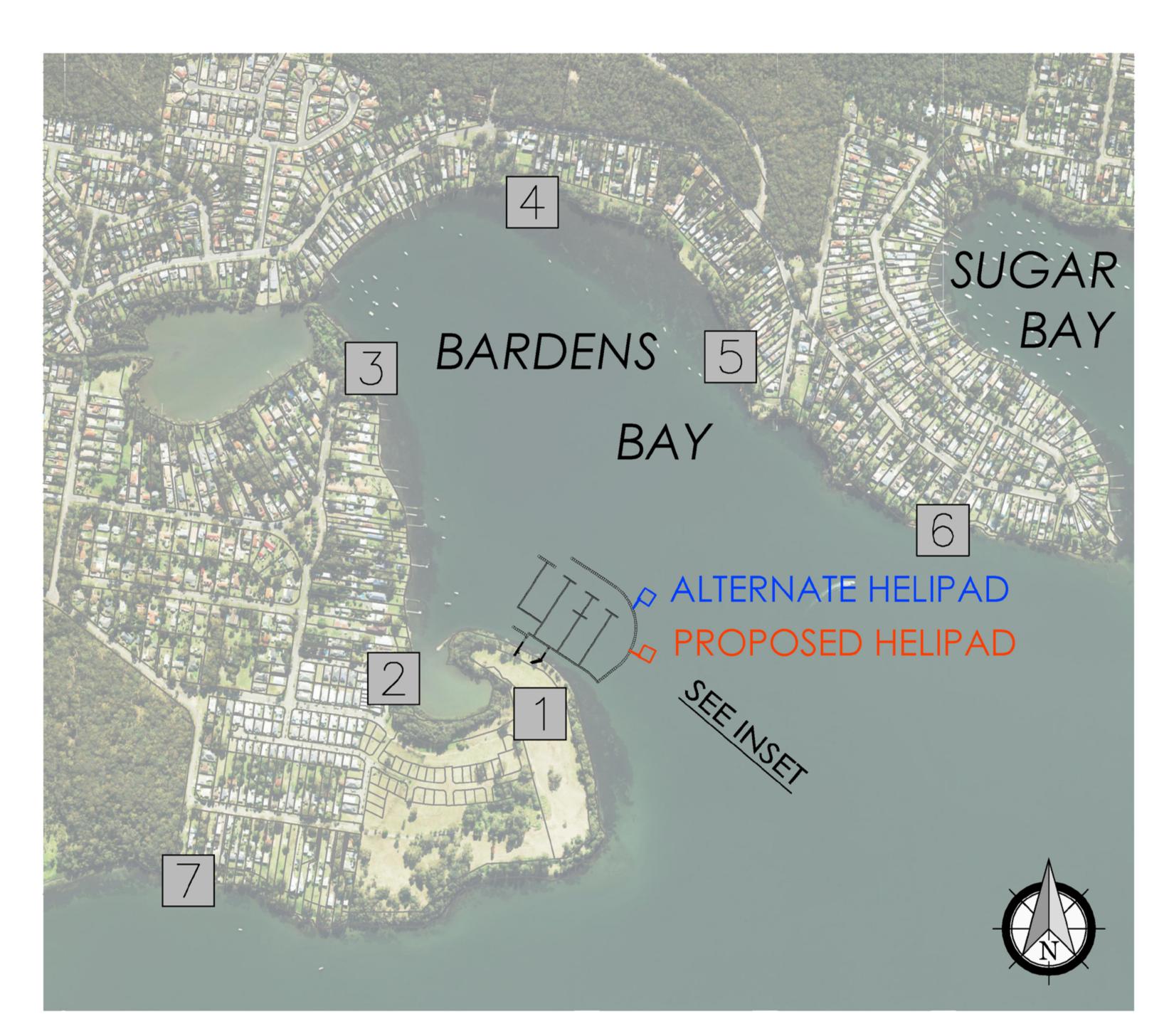


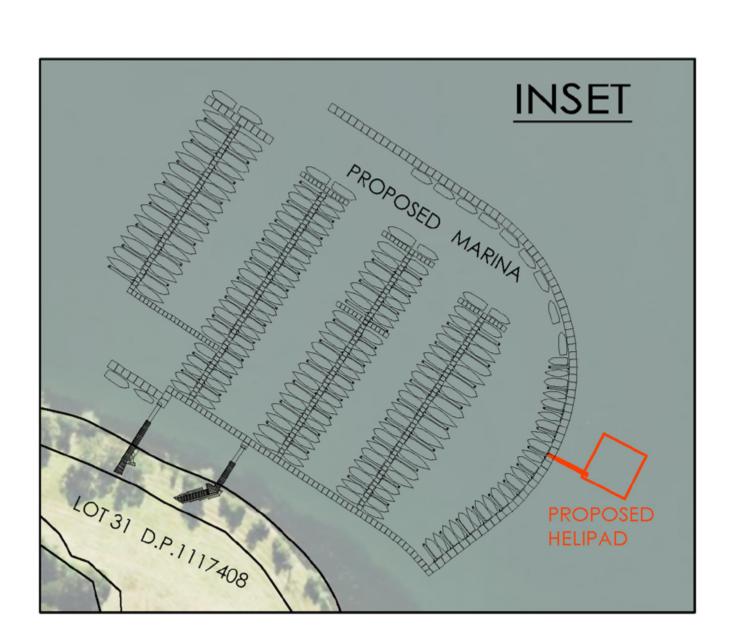
Flight paths selected to suit multiple weather conditions and predominantly to arrive and depart over water when below cruise altitude; and

Included one flight path tested to the north, where its arrival/departure flies partly over land.









# NOISE LOGGER LOCATIONS

- [1] ON TRINITY POINT SIT
- [2] ADJACENT TO RESIDENTIAL FRONTING UNNAMED BAY
- [3] MORISSET PARK BOAT RAMP
- [4] ADJACENT TO BRIGHTWATERS CHRISTIAN COLLEGE
- [5] PUBLIC FORESHORE (BRIGHTWATERS JETTY)
- SOUTHERN END OF BARDON STREET
- [7] SOUTHERN END OF CHARLES AVENUE

Two potential helipad locations identified;

Measuring and assessing helicopter noise undertaken in accordance with AS2363-1990 for both helipad locations;

Testing revealed that Location 1 (the Trinity Point project site) experienced highest noise levels, followed by Location 6 (southern end of Bardon Street across Bay to east);

The highest noise recorded was onsite at 79dB(A) max;

Testing revealed that maximum noise criteria (being 85dB(A) max under AS2363-1990 and 82dB(A) max under old EPA) **is not exceeded** for any flight paths in or out, to either helipad location, at any monitored location.





Acoustic criteria that applies is Air Services Australia only (not EPA), which is ANEF (Australian Noise Exposure Forecast). 20 ANEF is the acceptable limit for aircraft noise;

Preliminary Analysis of the results reveals that acoustically, Trinity Point helipad <u>could</u> cater for some <u>40 movements per day</u> and sit within relevant noise criteria. JPG have <u>no intention</u> of seeking that number of movements per day as it is not required; and

Preliminary Analysis, across multiple flight scenarios & different wind directions, reveals that a suite of various noise criteria can be **satisfied** with **8 movements per day** (ie 4 arrivals and 4 departures) for both helipad locations, including:

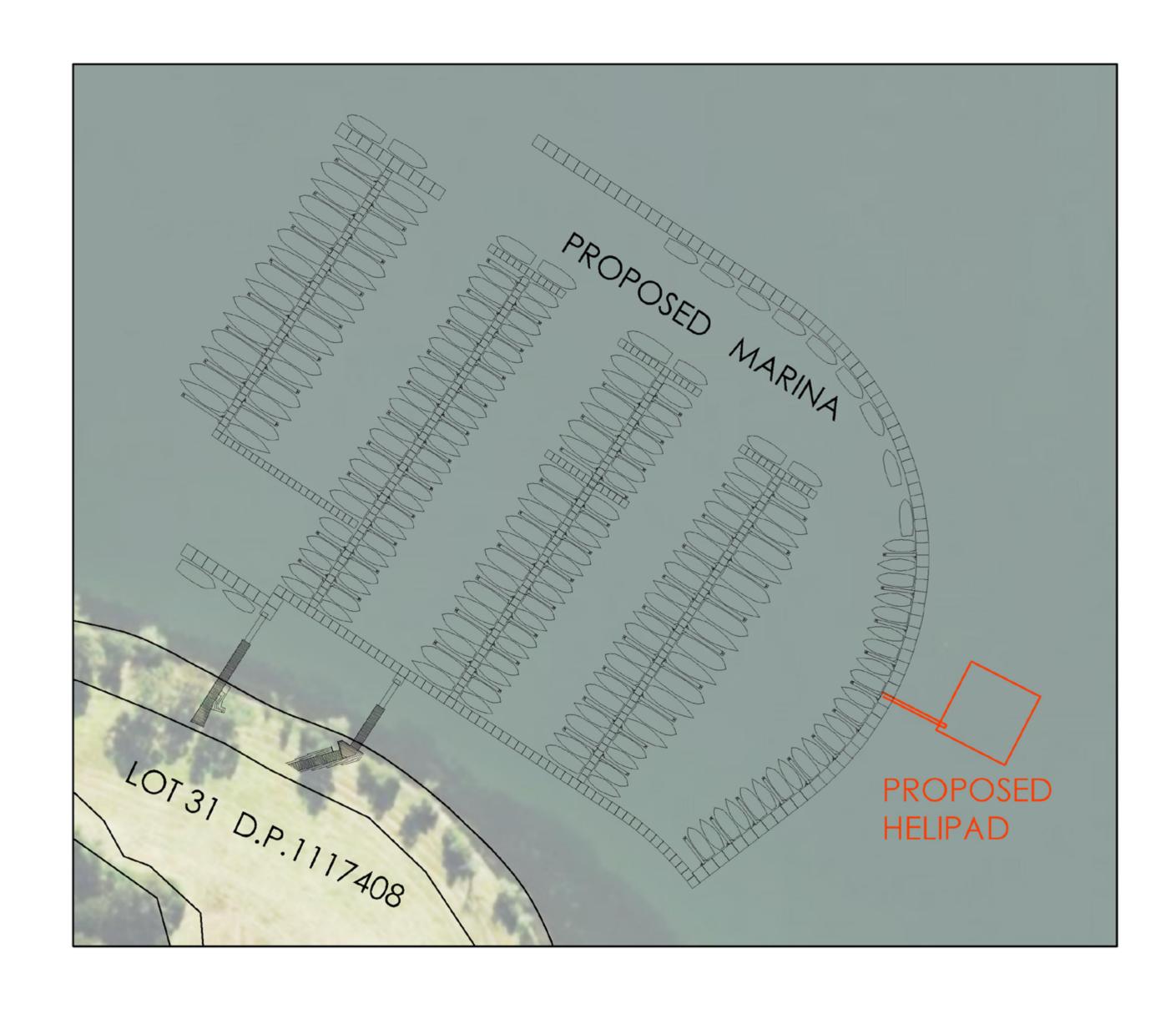
- AS 2363-1990 criteria of 85dB(A) max and 60dB(A) Leq;
- Old EPA criteria of 82dB(A) max and 55dB(A) Leq;
- ANEF 20 (which is equivalent to 55dB(A) Leq);
- Cumulative helicopter contribution less than ambient Leq + 10 dB.

Note: A summary of noise results and preliminary analysis is available for discussion, with final results and analysis to be presented within submitted documents





# PROPOSAL



- With both helipad locations suitable based on noise results
   & preliminary noise analysis, the proposed helipad site
   closest to the Trinity Point shore has been selected;
- Helipad (16m x 16m) floating pontoon with corner telescopic piles connected to approved marina via 12 m long gangway (note: pontoon currently under design & details subject to change);
- No night time use daylight hours only;
- No refuelling;
- No aircraft maintenance;
- Max 38 movements per week
   (ie 19 landings / 19 departures);
- Max 8 movements on any day (ie 4 landings / 4 departures); and
- Helicopter Landing Manual.





# WHERE TO FROM HERE

Combined EA/EIS being completed Mod 3 to MP 06/0309 DA 1176/2014 To be lodged June 2016 To be lodged June 2016 Public Exhibition July 2016 (30 days) Public Exhibition July 2016 (30 days) Assessment of Application & Submissions (DPE) Assessment of Application & Submissions (LMCC) Determination







Determination



### **APPROVED** TO DATE

- Part 3A Concept Plan (MP06\_0309) approved in September 2009, as modified in December 2015;
- Stage 1 Marina (DA 1503/2014) approved June 2015, Construction commenced February 2016;
- Tourism & Hospitality (65 room hotel, restaurant & function centre) (DA 1731/2014), approved May 2016; and
- Apartments (4 x buildings consisting of 34 residential apartments & 93 tourist apartments)
   (DA 496/2015), approved May 2016.





# **AERIAL PHOTO** OF SITE









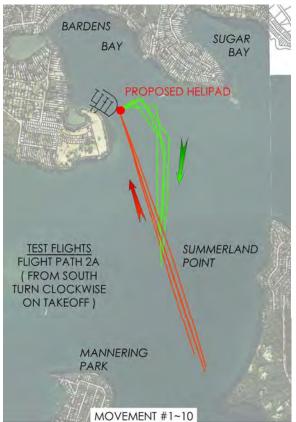
### **NOISE** TESTING

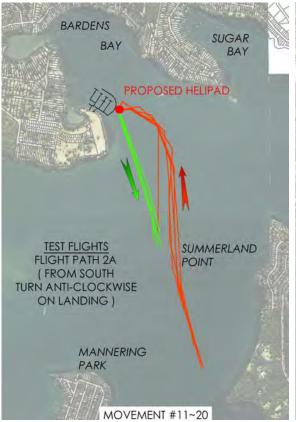
- Testing details recommended by noise expert;
- Included actual on site helicopter flights and testing (ie not a theoretical model) with single engine helicopter Airbus AS350 B2 (Squirell);
- Included seven attended noise monitoring loggers around Bardens Bay and nearby;
- Included 64 flight movements over multiple flight paths (each tested five times) in two locations across 3.5 hours;
- Included 3 onsite landings and take-offs to measure power down / up levels; and
- Noise testing observed onsite by Council staff and their noise expert.





## HELICOPTER FLIGHT PATHS







- Flight paths selected to suit multiple weather conditions & predominantly to arrive and depart over water when below cruise altitude.
- Included one flight path tested to the north, where its arrival/departure flies over land.





- Two potential locations identified. After testing, preferred location was selected;
- Measuring and assessing helicopter noise undertaken in accordance with AS2363-1990;
- Acoustic criteria that applies is Air Services Australia only (not EPA), which is ANEF (Australian Noise Exposure Forecast). 20 ANEF is the acceptable limit for aircraft noise, which for simplicity becomes Leq 55dB(A);
- Testing revealed that Location 1 (the Trinity Point project site) experienced highest noise levels, followed by Location 4 (Brightwaters Christian College) for northern movements and Location 5 (Brightwaters Jetty) for southern movements.







Summary <u>Log Average</u> from all locations relative to landing / takeoff at preferred helipad:

	dB(A) highest recorded max for any movement	dB(A) max log average	Sound Exposure Level *
At Trinity Point site (Location 1)	79	71-77	82.5-86.6
Edgewater Drive (Location 2	71	58 - 70	71.8-79.9
Morisset Park Boat Ramp (Location 3)	76	57-74	69.5-85.4
Brightwaters Christian College (Location 4)	79	60-77	70.0-86.1
Brightwaters Jetty (Location 5)	77	73-76	83.5-88.3
End Bardon St (Location 6)	75	67-72	79.4-82.7
End Charles Ave (Location 7)	70	51-64	61.0-70.9



\* Sound exposure level used for calculating Leq





- Acoustic criteria for dB(A) max is 82dB(A) max under previous EPA criteria and 85dB(A) max under AS2363-1990. Noise results reveal that this maximum is not exceeded for flight paths in and out at any monitored location, with the highest noise recorded onsite being 79dB(A) and outside of the Trinity Point site (ie at Brightwaters Christian College) is 79dB(A) (for northern movements), being less than the AS2363 and old EPA maximums;
- Preliminary Analysis of the results reveals that acoustically, Trinity Point helipad <u>could</u> cater for some 40 movements per day and sit within relevant noise criteria. JPG have <u>no intention</u> of seeking that number of movements per day as it is not required;
- Based on results and preliminary acoustic analysis, and JPG consideration of the intended operation
  of the helipad and its use, acoustic analysis has been undertaken on a potential frequency of
  maximum 8 movements per day (ie 4 arrivals, 4 departures). That frequency was analysed across
  multiple flight scenarios and weather conditions with preliminary results for the preferred helipad
  location being:

12 hour Leq<br/>(Highest)Highest ANEFAt Trinity Point site48.913.9Brightwaters CC47.612.6







- Results confirm that a suite of various noise criteria can be <u>satisfied</u> with 8 movements per day, including:
  - o Old EPA criteria of 82dB(A) max and 55dB(A) Leq;
  - o AS 2363-1990 criteria of 85dB(A) max and 60dB(A) Leq;
  - o ANEF 20;
  - o Cumulative helicopter contribution less than ambient Leq + 10 dB;
  - o 2 of the 8 movements after 7pm and before sunset.









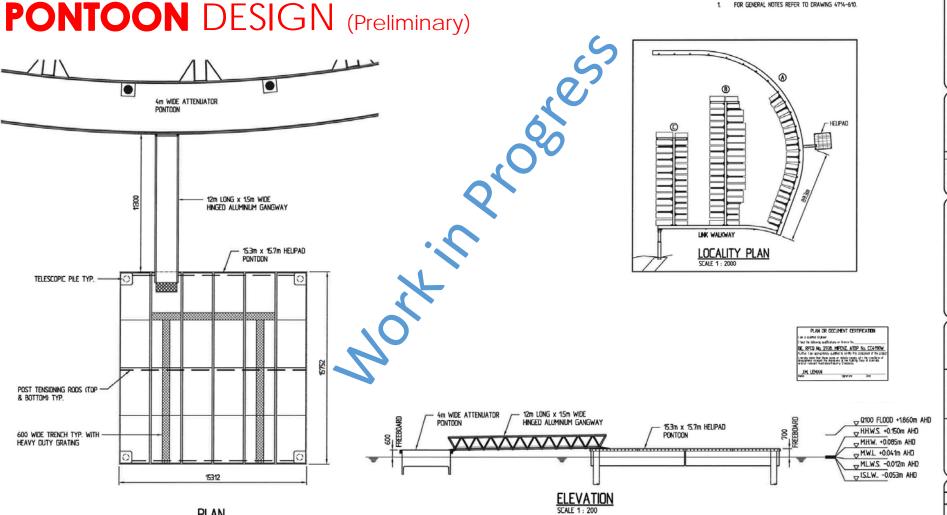








FOR GENERAL NOTES REFER TO DRAWING 4714-610.



Bellingham Bellingham Marita Australa Py, Ltd.



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#### International Marina Consultants

Consultants to the Marina Industry. International Marina Consultants Pty. Ltd. A.C.N. 079 905 481

473 Annerley Road ANNERLEY QLD 4103 Australia Phone (07)3892 5711 Fax (07)3892 5611 Email: imc@imc-marinas.com

CLIENT: BELLINGHAM MARINE AUSTRALIA PTY. LTD

TRINITY POINT MARINA

HELIPAD PONTOON GENERAL ARRANGEMENT AND ELEVATION

26/04/2016 Drawing No.: 4714-611 Drawn By: T.J.S. Designed By: Approved By:

TRINITY POINT

LAKE MACQUARIE

JOHNSON PROPERTY GROUP

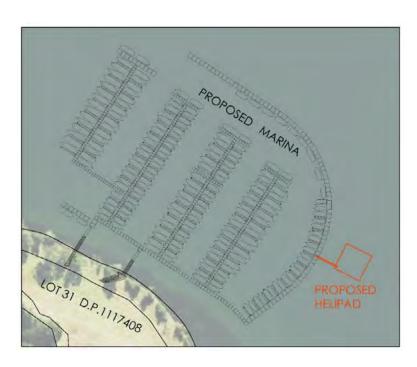
PLAN SCALE 1 . 200

www.johnsonpropertygroup.com.au

## **PROPOSAL**

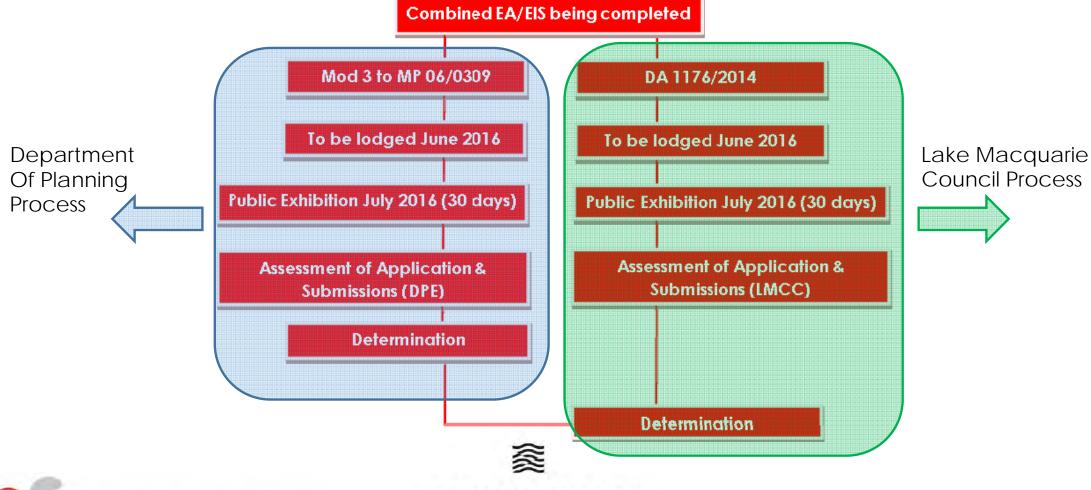
- Helipad (16m x 16m) floating pontoon with corner telescopic piles connected to approved marina via 12 m long gangway;
- No night time use daylight hours only;
- No refuelling;
- No aircraft maintenance;
- Max 38 flights per week (ie 19 approach / 19 departure);
- Max 8 flights on any day (ie 4 approach / 4 departure);
   Note: Helicopter arriving on site & leaving = 2 flights
- Max 2 flights (ie 1 approach / 1 departure) after 7pm but before sunset; and
- Helicopter Landing Manual.







## WHERE TO FROM HERE



For the attention of The Johnson Property Group

CC NSW minister for Planning

Mr C. Dwyer Principal Development Planner Lake Macquarie City Council

Mr G. Piper local member

Mr J Gordon research officer for G. Piper.

As concerned local residents, we are herewith formally submitting a request for a written response to the following questions in relation to the proposed Helipad at JPG Marina Bardens Bay Lake Macquarie. DA 1176/2014

- 1 The maximum size of the proposed helipad was stated as 16m by 16m (256 square metres) is there any plans for a future enlargement of the helipad or a second helipad?
- 2 What are the sizes of the planned exclusion zone around the helipad pad when landing & taking off, and how are these to be enforced during daylight hours?
- 3 Given the concerns of local residents why is the helipad essential?
- 4 What are the benefits of the helipad to the residents of the local area?
- 5 Are the proposed flight paths outlined on the information day the only ones planned?
- 7 Could the stated 38 planned take offs and landings per week be increased by a lessee of the helicopter / helipad facility?
- 8 Are the planned hours of operation 7am to 7pm? (Summer and winter) Will there be any permissible exceptions? What are the times of a night-time curfew, outside of which flights would be banned or confined to medical emergency only?
- 9 Will private helicopter owners be permitted to use the helipad?
- 10 Could commercial helicopter flights eg joyflights or flights to the hunter valley be permitted should the helipad gain approval?
- 11 A single engine helicopter airbus A5350 B2 Squirrel was used for the noise monitoring. Is this the same type of helicopter that will be used for all movements from and to the helipad?
- 12 If not, what are the sizes and types of the larger helicopters expected to use the helipad?
- 13 At the information session the noise engineer present was unable to answer question about downdraft. What will be the effect of this on the lake; nearby pleasure craft eg paddle boarders and sediment disturbance?

- 14 Could you confirm the times of day the noise tests were carried out and what the prevailing wind directions were?
- 15 What will be the average number of passengers with luggage arriving or leaving per flight?
- 16 Who will own and run the helipad?
- 17 Who will operate any helicopter service? What is their track record in regard to noise and flight path compliance?
- 18 What redress will locals have if noise interference causes deterioration in lifestyle?
- 19 What will be done by JPG to mitigate the noise disruption at the local schools?
- 20 In the event of a helicopter mishap, does the developer:
  - (a) accept all liability for the actions of the helicopter service, including in the event it is operated via a subsidiary
  - (b) have insurance cover to compensate local residents for personal injury, residential repair or disruption, with that insurance cover extending to any subsidiary operating the service?
- 21 Will there be a contribution from JPG to
  - (a) infrastructure such as local fire brigade or a burns unit at Toronto / Wyong / other Hospital?
  - (b): an upgrade to emergency services planned for the peninsula i.e. better fire and rescue response equipment for the peninsula due to greater potential for air crash and jet fuel fire?
- 22 What measures for containment of pollutants will JPG put in place in case of spills etc?
- 23 Who will be responsible for the costs if the helipad is to be removed and possible rehabilitation of the area?
- We would also request the name of your nominated representative so that if any answers to the above questions require further explanation we can liase with that person.

Thank you for your assistance in this matter, we look forward to your prompt reply.

Submitted by
Phil & Linda Ruffle
Paul & Suzie Crowne
Patrick and Di Callaghan
Harwood and Avril Lockton
Douglas Denning
Penny Spiers
Phyllis Esau
David and Dianne Whyte
Lyndell Wells

From:

Bryan Garland <a href="mailto:bryang@johnsonpropertygroup.com.au">bryang@johnsonpropertygroup.com.au</a>

Sent:

Monday, 20 June 2016 1:02 PM

To:

Chris Dwyer

Cc: Subject: Tony Farrell; John Andrews; John Ferguson Trinity Helipad Process (DA/1176/2014)

Т

Chris.

As you are aware, JPG has undertaken a range of consultations with government agencies and the community during the preparation of our environmental assessments related to a proposed Helicopter Landing Site (helipad) at Trinity Point.

During those consultations, we communicated an intent for a concurrent state and local planning process – being the environmental assessment of the modification to the concept approval (known as Mod 3) and, at the same time, for the EIS for the development application (DA 1176/2014). Amongst other matters, we received feedback from the community expressing concern about running the state and local planning process concurrently with each other. These process concerns have been discussed with Department of Planning (DPE) and Lake Macquarie City Council (LMCC) staff.

JPG have taken on board those process concerns and in consultation with the planning authorities, have agreed to finalise and submit:

- Firstly, the environmental assessment to DPE for Mod 3, for its public exhibition and assessment, and
- Secondly, finalising and submitting the environmental impact statement (EIS), as further information, to LMCC for DA 1176/2014. In the meantime, the assessment period of DA 1176/2014 will remain stopped until the EIS is received.

This process change has not been communicated back to the community by JPG as yet, however, we will confirm that in all future contact we make. We trust that the confusion generated by the process change will be overridden by the benefits as sought by the community who expressed a view that the state planning assessment should occur first.

I will communicate this message to the State Member and Councillors as well.

Please let me know if you have any questions

Many thanks Bryan

#### Bryan Garland

Planning Director Johnson Property Group

M 0408 991 888 | E bryang@johnsonpropertygroup.com.au



**Head Office** 

Level 12, 48 Hunter Street, Sydney NSW 2000 PO Box A1308, Sydney South NSW 1235 www.johnsonpropertygroup.com.au

From: Bryan Garland <bryang@johnsonpropertygroup.com.au>

**Sent:** Monday, 20 June 2016 1:03 PM

To: jharrison@lakemac.nsw.gov.au; lcoghlan@lakemac.nsw.gov.au;

jpauling@lakemac.nsw.gov.au; cgriffith@lakemac.nsw.gov.au; kfraser@lakemac.nsw.gov.au; wharrison@lakemac.nsw.gov.au; rdawson@lakemac.nsw.gov.au; kpaxinos@lakemac.nsw.gov.au; dwallace@lakemac.nsw.gov.au; bjohnston@lakemac.nsw.gov.au; rdenton@lakemac.nsw.gov.au; blangford@lakemac.nsw.gov.au;

badamthwaite@lakemac.nsw.gov.au

Cc: Keith Johnson; Tony Farrell; Chris Dwyer

Subject: Trinity Helipad Process (DA/1176/2014)

#### **Dear Councillors**

As you are aware, JPG has undertaken a range of consultations with government agencies and the community during the preparation of our environmental assessments related to a proposed Helicopter Landing Site (helipad) at Trinity Point.

During those consultations, we communicated an intent for a concurrent state and local planning process – being the environmental assessment of the modification to the concept approval (known as Mod 3) and, at the same time, for the EIS for the development application (DA 1176/2014). Amongst other matters, we received feedback from the community expressing concern about running the state and local planning process concurrently with each other. These process concerns have been discussed with Department of Planning (DPE) and Lake Macquarie City Council (LMCC) staff.

JPG have taken on board those process concerns and in consultation with the planning authorities, have agreed to finalise and submit:

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- Secondly, finalising and submitting the environmental impact statement (EIS), as further information, to LMCC for DA 1176/2014. In the meantime, the assessment period of DA 1176/2014 will remain stopped until the EIS is received.

This process change has not been communicated back to the community by JPG as yet, however, we will confirm that in all future contact we make. We trust that the confusion generated by the process change will be overridden by the benefits as sought by the community who expressed a view that the state planning assessment should occur first.

Please let me know if you have any questions.

Many thanks Bryan

**Bryan Garland** 

Planning Director
Johnson Property Group

M 0408 991 888 | E bryang@johnsonpropertygroup.com.au

From:

Bryan Garland <bryang@johnsonpropertygroup.com.au>

Sent:

Monday, 20 June 2016 1:05 PM

To:

Greg Piper

Cc:

Keith Johnson; Chris Dwyer

Subject:

Trinity Helipad Process (DA/1176/2014)

#### Dear Greg,

As you are aware, JPG has undertaken a range of consultations with government agencies and the community during the preparation of our environmental assessments related to a proposed Helicopter Landing Site (helipad) at Trinity Point.

During those consultations, we communicated an intent for a concurrent state and local planning process – being the environmental assessment of the modification to the concept approval (known as Mod 3) and, at the same time, for the EIS for the development application (DA 1176/2014). Amongst other matters, we received feedback from the community expressing concern about running the state and local planning process concurrently with each other. These process concerns have been discussed with Department of Planning (DPE) and Lake Macquarie City Council (LMCC) staff.

JPG have taken on board those process concerns and in consultation with the planning authorities, have agreed to finalise and submit:

- Firstly, the environmental assessment to DPE for Mod 3, for its public exhibition and assessment, and
- Secondly, finalising and submitting the environmental impact statement (EIS), as further information, to LMCC for DA 1176/2014. In the meantime, the assessment period of DA 1176/2014 will remain stopped until the EIS is received.

This process change has not been communicated back to the community by JPG as yet, however, we will confirm that in all future contact we make. We trust that the confusion generated by the process change will be overridden by the benefits as sought by the community who expressed a view that the state planning assessment should occur first.

FYI - I have sent a similar email to LMCC Councillors to advise them of this new process.

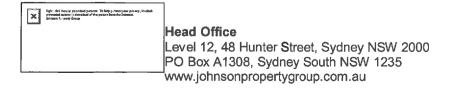
Please let me know if you have any questions

Many thanks Bryan

#### Bryan Garland

Planning Director Johnson Property Group

M 0408 991 888 | E bryang@johnsonpropertygroup.com.au



From:

Bryan Garland <bryang@johnsonpropertygroup.com.au>

Sent:

Monday, 20 June 2016 1:25 PM

To:

Colin Roach; bcbaylis@bigpond.com

**Subject:** 

**Trinity Helipad Process** 

Hi Col & Bruce.

Just wanted to brief you on where we are up to so you may be able to communicate this message to your contacts & members in the local community.

As you are aware, we have undertaken a range of consultations with government agencies and the community during the preparation of our environmental assessments related to a proposed Helicopter Landing Site (helipad) at Trinity Point.

During those consultations, we communicated an intent for a concurrent state and local planning process – being the environmental assessment of the modification to the concept approval (known as Mod 3) and, at the same time, for the EIS for the development application (DA 1176/2014). Amongst other matters, we received feedback from the community expressing concern about running the state and local planning process concurrently with each other. These process concerns have been discussed with Department of Planning (DPE) and Lake Macquarie City Council (LMCC) staff.

Whilst we are entitled to submit these two applications concurrently, JPG have taken on board those process concerns and in consultation with the planning authorities, have agreed to finalise and submit:

- Firstly, the environmental assessment to DPE for Mod 3, for its public exhibition and assessment, and
- Secondly, finalising and submitting the environmental impact statement (EIS), as further information, to LMCC for DA 1176/2014. In the meantime, the assessment period of DA 1176/2014 will remain stopped until the EIS is received.

We will communicate this same message back to any community member who contacts us.

Again, whilst we are entitled to run these two processes concurrently, we trust that the confusion generated by this process change will be overridden by the process benefits as sought by the community who expressed a view that the state planning assessment should occur first.

Please let me know if you have any questions.

Many thanks Bryan

#### **Brvan Garland**

Planning Director Johnson Property Group

M 0408 991 888 | E bryang@johnsonpropertygroup.com.au

From:

Bryan Garland <br/> bryang@johnsonpropertygroup.com.au>

Sent:

Wednesday, 22 June 2016 3:48 PM

To:

tom@dumbrell.com; tomrd25@gmail.com

**Subject:** 

Trinity Helipad

#### Dear Tom

I thought that I would write to you in advance of your MPDAG public meeting on 4 July 2016 to provide the following updated information for you and your members / attendees:

- As communicated to Council and the Department of Planning on Monday this week, we have decided to alter our approach following feedback from the community expressing concern about running the state and local planning process concurrently with each other. Whilst there is no doubt that we are entitled to submit these two applications concurrently, JPG have taken on board those process concerns and in consultation with the planning authorities, have agreed to finalise and submit:
  - 1. Firstly, the Environmental Assessment (EA) to Department of Planning for Mod 3, for its public exhibition and assessment; then
  - 2. Secondly, finalising and submitting the Environmental Impact Statement (EIS), as further information, to LMCC for DA 1176/2014. In the meantime, the assessment period of DA 1176/2014 will remain stopped until the EIS is received.

As you may be aware, initially the Department will run its own separate community notification / exhibition period of the EA shortly after the EA is lodged. This will then be followed by Council running their own separate community notification / exhibition period at a later stage when the EIS document is submitted as per above.

- We had previously communicated that we would be ready to submit to authorities the combined EA & EIS by the end of June 2016. This is no longer the case. We are still taking on board feedback we received from the Community at our information session and, combined with the change in process outlined above, we are not ready to submit at this point in time. Whilst I cannot confirm at this time a date when we will be lodging the EA with the Department of Planning (associated with MOD 3), I will commit to advise you in advance of its submission.
- Just one point of clarification on your Letter to the Editor publication (as I cannot recall seeing you at our recent information session). At this session one of our presentation boards advised that the preliminary acoustic results from the noise testing conducted onsite identified that up to 40 movements per day could be accommodated and sit within the relevant noise criteria set by government. However, to be very clear, <u>JPG have no intentions</u>, nor desire, to apply for 40 daily movements. We intend on applying for a maximum of 8 daylight movements per day (ie maximum of 4 arrivals and 4 departures per day) but no more than 38 daylight movements per week (ie maximum of 19 arrivals and 19 departures per week). No night time movements are proposed. If approved, flight movements will be strictly conditioned by both Lake Macquarie City Council and the Environment Protection Authority.

I am happy to answer any questions that you may have on these points, or other helipad points you seek clarification on, in advance of, or following, your public meeting.

Many thanks

#### Bryan

Bryan Garland Planning Director Johnson Property Group

M 0408 991 888 | E bryang@johnsonpropertygroup.com.au

Right-of-th have to domained process. Ye help product your privacy, Orbitols priverbed externe updersons of this posture from the Internet. Johnson Property Group.	
	l-lead Office
	Level 12, 48 Hunter Street, Sydney NSW 2000
	PO Box A1308, Sydney South NSW 1235
	www.johnsonpropertygroup.com.au

Rajir dah hara hi dawahad pidawa. Ta hiyi patudi raya prauji Gulabi provandi nekemili dawahad alikumi.  Rajir dah hara hi dawahad pidawa. Ta hiyi patudi raya prauji Gulabi provandi nekemili dawahad alikumi.  Neke il rem pilamanya proposyo camadashud rayahawad sagamir pamerenany jaya.	
	1

#### Helicopter meeting July 4

I AM writing to advise that the Morisset Park and District Action Group (MPDAG) is holding a public meeting at the Bonnells Bay Community Centre on Monday, July 4, at 5.30pm, to advise local residents of the proposal to attach a helipad to the Trinity Point marina site.

Lake Macquarie councillors and state member Greg Piper have been invited to attend the meeting and to speak if they wish. We expect that Johnson Property Group will have lodged an Environmental Impact Statement (EIS) with the NSW Department of Planning and Environment by that date.

The level of community anger and dismay over this proposal is very high and will no doubt be an issue in the local government elections scheduled for later this year.

Residents in both the west ward and east ward are likely to be affected by the noise from proposed helicopter movements which could be up to 40 movements per day, according to a presentation done by JPG recently.

- Tom Dumbrell president MPDAG

From:

Bryan Garland <bryang@johnsonpropertygroup.com.au>

Sent:

Wednesday, 22 June 2016 4:05 PM

To:

wharrison@lakemac.nsw.gov.au; dwallace@lakemac.nsw.gov.au; rdawson@lakemac.nsw.gov.au; kpaxinos@lakemac.nsw.gov.au

Cc:

jharrison@lakemac.nsw.gov.au; Keith Johnson; Chris Dwyer

Subject:

FW: Trinity Helipad

Dear West Ward Councillors.

Firstly, I apologise for having to write to you again this week regarding our helipad proposal for Trinity Point.

However, I understand from recent media that Councillors have been invited to attend the upcoming Morisset Park and District Action Group public meeting on Monday 4 July 2016. I have just emailed the below points to MPDAG President, Tom Dumbrell, and I just wanted to share this with you as background information.

Many thanks Bryan

From: Bryan Garland

Sent: Wednesday, 22 June 2016 3:48 PM

To: 'tom@dumbrell.com' <tom@dumbrell.com'>; 'tomrd25@gmail.com' <tomrd25@gmail.com'>

Subject: Trinity Helipad

#### Dear Tom

I thought that I would write to you in advance of your MPDAG public meeting on 4 July 2016 to provide the following updated information for you and your members / attendees:

- As communicated to Council and the Department of Planning on Monday this week, we have decided to alter our approach following feedback from the community expressing concern about running the state and local planning process concurrently with each other. Whilst there is no doubt that we are entitled to submit these two applications concurrently, JPG have taken on board those process concerns and in consultation with the planning authorities, have agreed to finalise and submit:
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I am happy to answer any questions that you may have on these points, or other helipad points you seek clarification on, in advance of, or following, your public meeting.

Many thanks Bryan

### Bryan Garland

Planning Director Johnson Property Group

M 0408 991 888 E bryang@johnsonpropertygroup.com.au



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### **Mathew Radnidge**

From:

Bryan Garland <bryang@johnsonpropertygroup.com.au>

Sent:

Wednesday, 22 June 2016 4:09 PM

To:

Grea Piper

Subject:

FW: Trinity Helipad

### Dear Greg,

Firstly, I apologise for having to write to you again this week regarding our helipad proposal for Trinity Point.

However, I understand from recent media that you have been invited to attend the upcoming Morisset Park and District Action Group public meeting on Monday 4 July 2016. I have just emailed the below points to MPDAG President, Tom Dumbrell, and I just wanted to share this with you as background information.

Many thanks Bryan

From: Bryan Garland

Sent: Wednesday, 22 June 2016 3:48 PM

To: 'tom@dumbrell.com' <tom@dumbrell.com>; 'tomrd25@gmail.com' <tomrd25@gmail.com>

Subject: Trinity Helipad

#### Dear Tom

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### **Bryan Garland**

Planning Director Johnson Property Group

M 0408 991 888 E bryang@johnsonpropertygroup.com.au

<b>Head Office</b> Level 12, 48 Hunter Street, Sydney NSW 2000 PO Box A1308, Sydney South NSW 1235
www.johnsonpropertygroup.com.au

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From: "Tom Dumbrell" < tomrd25@gmail.com > Date: 30 June 2016 at 10:15:39 AM AEST

To: "'Bryan Garland'" < bryang@johnsonpropertygroup.com.au>

**Subject: RE: Trinity Helipad** 

Dear Bryan,

My apologies for being so slow in replying to your email. When MPDAG scheduled the 4 July meeting we did expect that your EA and EIS would have been available, however this is not a major concern for us. We will be using the meeting to inform local citizens on the process that will followed at state and local government levels to determine the application for the heliport and to hear from the broader community their wishes for what actions MPDAG might take.

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Tom Dumbrell President, MPDAG

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Sent: Wednesday, 22 June 2016 3:48 PM
To: tom@dumbrell.com; tomrd25@gmail.com

Subject: Trinity Helipad

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Many thanks Bryan

Bryan Garland
Planning Director
Johnson Property Group

Head Office
Level 12, 48 Hunter Street, Sydney NSW 2000
PO Box A1308, Sydney South NSW 1235

www.johnsonpropertygroup.com.au

M 0408 991 888 | E bryang@johnsonpropertygroup.com.au

## **Mathew Radnidge**

From:

Bryan Garland <br/> bryang@johnsonpropertygroup.com.au>

Sent:

Friday, 1 July 2016 9:20 AM

To:

Tom Dumbrell

Subject:

RE: Trinity Helipad

Dear Tom,

Thanks for your reply email. I also wanted to share this with you in advance of your MPDAG public meeting on Monday 4 July 2016.

As we have advised, JPG and their consultants are still undertaking the Environmental Assessment (EA) for the project. The community 'drop in' information session held on 31 May 2016 was to enable us to share some preliminary information on the proposal as it stood at that time. As our assessments are still being undertaken, we do take the opportunity to share with you a list of questions reproduced below in red text from a letter that we received on 3 June 2016 following that community 'drop in' information session. The letter was signed by 14 local residents, who seek clarification on a range of questions (these have been reproduced in full as received, noting there was no question numbered 6). JPG intend on addressing these questions as part of the EA reporting as we progress it.

- 1. The maximum size of the proposed helipad was stated as 16m by 16m (256 square metres) is there any plans for a future enlargement of the helipad or a second helipad?
- 2. What are the sizes of the planned exclusion zone around the helipad pad when landing & taking off, and how are these to be enforced during daylight hours?
- 3. Given the concerns of local residents why is the helipad essential?
- 4. What are the benefits of the helipad to the residents of the local area?
- 5. Are the proposed flight paths outlined on the information day the only ones planned?
- 7. Could the stated 38 planned take offs and landings per week be increased by a lessee of the helicopter / helipad facility?
  - 8. Are the planned hours of operation 7am to 7pm? (Summer and winter) Will there be any permissible exceptions? What are the times of a night-time curfew, outside of which flights would be banned or confined to medical emergency only?
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- 11. A single engine helicopter airbus A5350 B2 Squirrel was used for the noise monitoring. Is this the same type of helicopter that will be used for all movement from and to the helipad?
  - 12. If not, what are the sizes and types of the larger helicopters expected to use the helipad?
  - 13. At the information session the noise engineer present was unable to answer question about downdraft. What will be the effect of this on the lake; nearby pleasure craft eg paddle boarders and sediment disturbance?

- 14. Could you confirm the times of day the noise tests were carried out and what the prevailing wind directions were?
  - 15. What will be the average number of passengers with luggage arriving or leaving per flight?
  - 16. Who will own and run the helipad?
- 17. Who will operate any helicopter service? What is their track record in regard to noise and flight path compliance?
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  - 20. In the event of a helicopter mishap, does the developer:
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    - (a) infrastructure such as local fire brigade or a burns unit at Toronto / Wyong / other Hospital?
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  - 22. What measures for containment of pollutants will JPG put in place in case of spills etc?
- 23. Who will be responsible for the costs if the helipad is to be removed and possible rehabilitation of the area?

Noting your upcoming public meeting, JPG invite MPDAG or those from the public that attend your community meeting to add any additional questions to this list in relation to the helipad proposal (or information that they have heard that they would like confirmed or otherwise) and we will endeavour to report on these and clarify these matters through the EA reporting process. It would be appreciated if you could extend that offer during your public meeting. We believe that compiling a list of questions would be a productive avenue at this early stage given the details of the proposal and its Environmental Assessment has not been submitted at this time, therefore providing an opportunity for these questions to be answered within the EA document. As you are aware, once the community and MPDAG have the benefit of the submitted EA, there will be a formal public exhibition process in which written submissions to the authorities will be sought and considered in the assessment by others, not JPG.

I am also in the process of establishing a specific web page for the helipad proposal where we intend on uploading factual information about the proposal, which is likely to also include a Frequently Asked Questions section. I'll let you know when that webpage becomes live.

Please do not hesitate to contact me via return email or on 0408 991 888 if you would like to discuss.

Many thanks Bryan From: Tom Dumbrell [mailto:tomrd25@gmail.com]

Sent: Thursday, 30 June 2016 10:16 AM

To: Bryan Garland <a href="mailto:bryang@johnsonpropertygroup.com.au">bryang@johnsonpropertygroup.com.au</a>

Subject: RE: Trinity Helipad

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Tom Dumbrell President, MPDAG

From: Bryan Garland [mailto:bryang@johnsonpropertygroup.com.au]

**Sent:** Wednesday, 22 June 2016 3:48 PM **To:** tom@dumbrell.com; tomrd25@gmail.com

Subject: Trinity Helipad

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you seek clarification on, in advance of, or following, your public meeting. Many thanks Bryan Bryan Garland Planning Director Johnson Property Group M 0408 991 888 E bryang@johnsonpropertygroup.com.au **Head Office** Level 12, 48 Hunter Street, Sydney NSW 2000 PO Box A1308, Sydney South NSW 1235 www.johnsonpropertygroup.com.au

### **Mathew Radnidge**

From:

Bryan Garland <a href="mailto:bryang@johnsonpropertygroup.com.au">bryang@johnsonpropertygroup.com.au</a>

Sent:

Friday, 1 July 2016 3:50 PM

To:

Colin Roach; bcbaylis@bigpond.com

**Subject:** 

Trinity Helipad

Dear Bruce and Col,

Further to my last email to you both, I also wanted to share this with you. I have sent this same email to Tom Dumbrell in advance of his MPDAG public meeting on Monday but wanted to give you the same opportunity for your groups (Col – noting you have stepped down would you mind passing this onto Bonnells Bay Progress Associates Executives for me please).

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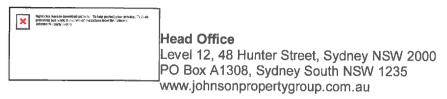
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Planning Director
Johnson Property Group

M 0408 991 888 E bryang@johnsonpropertygroup.com.au



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From: Col Roach < clroach@bigpond.com > Date: 1 July 2016 at 7:19:18 PM AEST

To: 'Bryan Garland' < <a href="mailto:bryang@johnsonpropertygroup.com.au">bryang@johnsonpropertygroup.com.au</a>, < <a href="mailto:bcbaylis@bigpond.com">bcbaylis@bigpond.com</a>

**Subject: RE: Trinity Helipad** 

Hi Bryan

Many thanks for your email and the in depth questions posed by the 14 local residents

The community will look forward to the EA reporting when you progress that to the Dept and no doubt they will be interested in assessing the submission in full when presented

Regards

Coi Roach

I will forward this info on to the new Committee headed up by President Dave Wood

From: Bryan Garland [mailto:bryanq@johnsonpropertygroup.com.au]

**Sent:** Friday, July 1, 2016 3:50 PM **To:** Colin Roach; <a href="mailto:bcbaylis@bigpond.com">bcbaylis@bigpond.com</a>

**Subject:** Trinity Helipad

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- 22. What measures for containment of pollutants will JPG put in place in case of spills etc?
- 23. Who will be responsible for the costs if the helipad is to be removed and possible rehabilitation of the area?

I invite your organisation to add any additional questions to this list in relation to the helipad proposal (or information your members have heard that they would like confirmed or otherwise) and we will endeavour to report on these and clarify these matters through the EA reporting process. We believe that compiling a list of questions would be a productive avenue at this early stage given the details of the proposal and its Environmental Assessment has not been submitted at this time, therefore providing an opportunity for these questions to be answered within the EA document. As you are aware, once the community has the benefit of the submitted EA, there will be a formal public exhibition process in which written submissions to the authorities will be sought and considered in the assessment by others, not JPG.

I am also in the process of establishing a specific web page for the helipad proposal where we intend on uploading factual information about the proposal, which is likely to also include a Frequently Asked Questions section. I'll let you know when that webpage becomes live.

Please do not hesitate to contact me via return email or on 0408 991 888 if you would like to discuss.

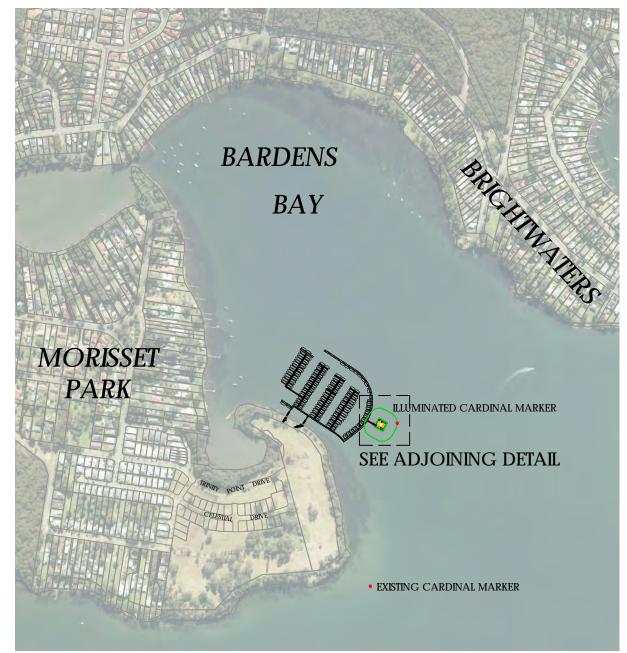
Many thanks Bryan

Bryan Garland

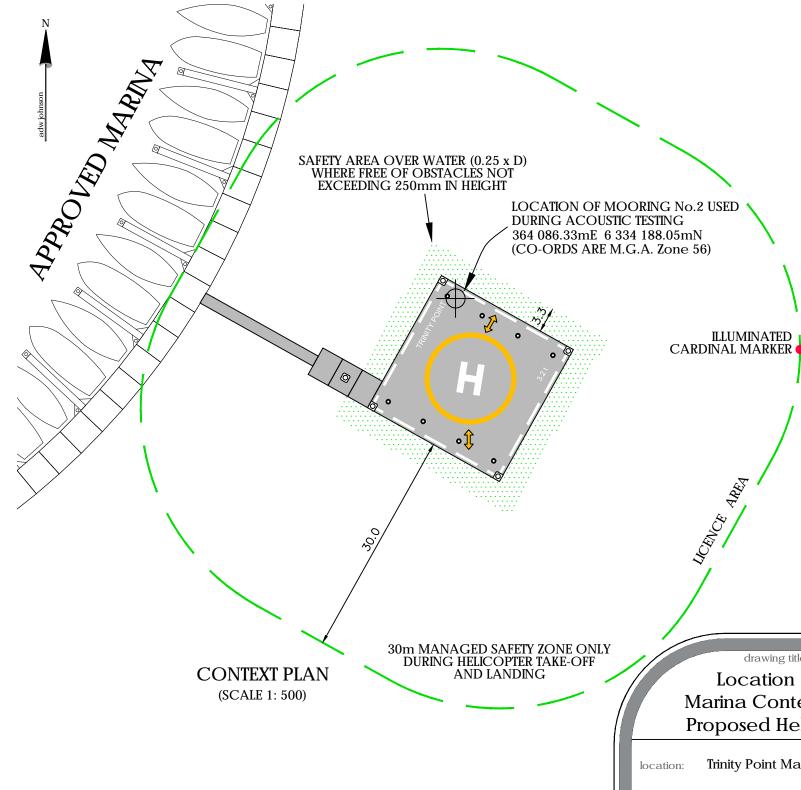
Planning Director

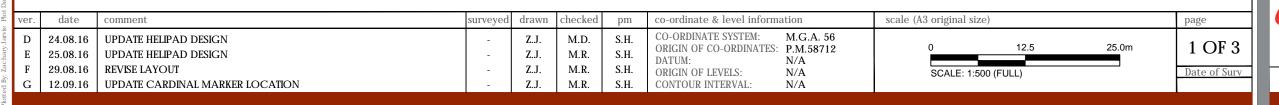
Johnson Property Group

M 0408 991 888 E bryang@johnsonpropertygroup.com.au



LOCALITY SKETCH (SCALE 1: 10 000)





Location & Marina Context of Proposed Helipad

drawing title:

Trinity Point Marina

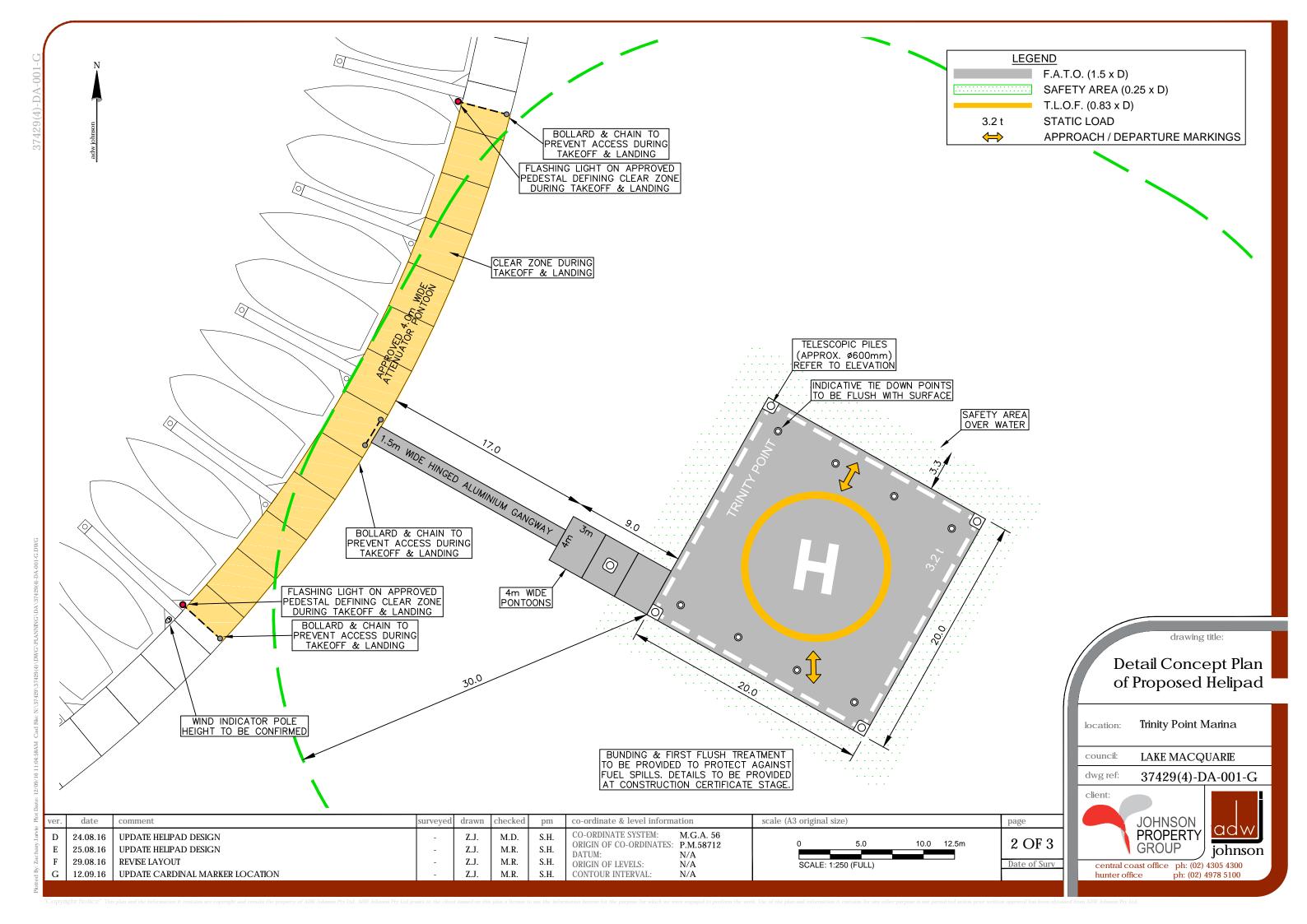
LAKE MACQUARIE council

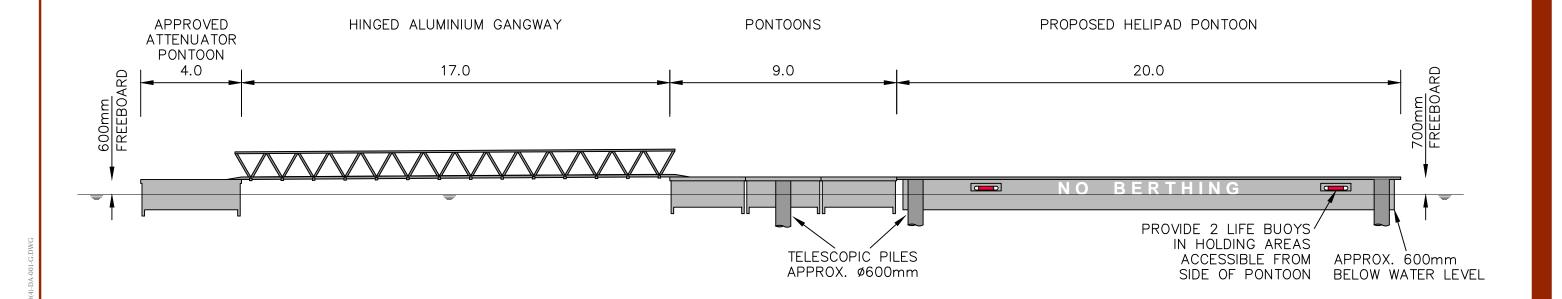
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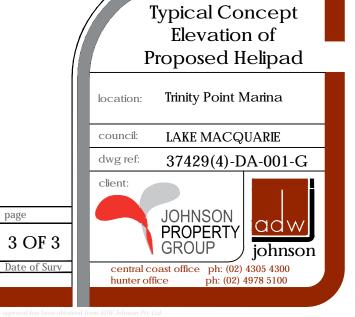


johnson

central coast office ph: (02) 4305 4300







page

drawing title:

date comment 24.08.16 25.08.16 29.08.16 REVISE LAYOUT 12.09.16

surveyed drawn checked UPDATE HELIPAD DESIGN M.D. UPDATE HELIPAD DESIGN Z.J. M.R. Z.J. M.R. UPDATE CARDINAL MARKER LOCATION M.R.

co-ordinate & level information CO-ORDINATE SYSTEM: M.G.A. 56
ORIGIN OF CO-ORDINATES: P.M.58712
DATUM: N/A
ORIGIN OF LEVELS: N/A DATUM: ORIGIN OF LEVELS: CONTOUR INTERVAL:

S.H.

S.H.

S.H.

10.0m SCALE: 1:200 (FULL)

scale (A3 original size)