

The Director

Department of Planning and Environment

G.P.O Box 39

Sydney NSW 2001

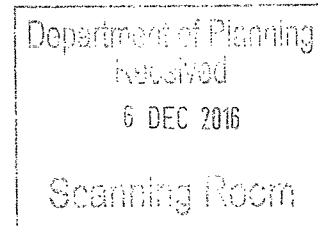
From

E Wilson

72 Bulgonia Rd

Brightwaters NSW 2264

Date 2—12--2016



Subject: Trinity Point Development Helipad, Trinity Point Drive. Modification to mixed use Marina/Tourist/Residential Concept Plan 06-0309 Mod 3 being part of reserve 1012129

Objection – Helicopter Noise

Residents under the flight path have a right to preserve the quiet ambient environment which we have chosen and for which we pay. This was the reason we chose to live here and for many personal reasons that can be said to be legitimate and we have a “right to know” about introduced noise impacts in our location.

The acoustic testing conducted by JPG, has been to say, at least misleading.

- (a) The choice of the helicopter –Squirrel- H125-The quietest. (Used by National Parks and Wildlife)
- (b) Passenger load on these test flights was two persons and with fuel can only account for up to 46% of upper weight limit required under AS2363
- (c) In Appendix of the AS 2363 standards it states in ‘A1
‘ Noise from landing sites.....data is required for each mode of operation and each flight path for **each helicopter type which uses or will use at the landing site**, JPG intends to use 9 different types of helicopters, of which two are identified as twin engine. Therefore JPG’s acoustic document does not meet the Australian Air Standards.
- (d) Having lived here for many years it has been observed that wind strength can vary significantly over a few minutes, threatening nearby moored craft, and the probable safety of helicopter crew and passengers.
- (e) This area has two power stations and a hospital which are staffed 24 hours per day. Nightshift workers must be able to sleep during the day because it is a matter of survival and they have no option.
- (f) There are two schools where flight paths will be less than 1000ft. The noise would be very disruptive for teachers and children. At the hospital noise seriously affects patients, well as would be the case with residents of the nearest nursing home.

. Contrary to JPG’s statement that noise is a minor irritation, the local community will be very adversely affected and we make the strongest objection

I have at no time ever made a political donation.

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From Mr. E Wilson

72 Bulgonia Rd

Brightwaters NSW 2264

Date. 2-12-2016

Subject: Trinity point Development, Trinity Point Drive. Modification to mixed use marina/tourist/residential concept plan 06-0309 Mod 3 being part of reserve 1012129.

Objection- Helipad

As far back as 2008 JPG was aware that the community voiced a strong objection to the prospect of a helipad as part of the marina.

The helipad was subsequently deleted on mod 2 along with other facilities and environmental precautions.

Approval was then granted for the construction of the present marina but without a helipad (mod 2).

After the present marina modification was granted, regulation 3a was rescinded, and the proviso stipulated that the modification/s already granted could only be revisited if the subsequent modification proposed was initially and intrinsically part of the modification before the 3a cancellation was implemented.

Concept plan 06-0309 mod 3, therefore requires a new development application.

It is clear that an inclusion of a heliport cannot be associated with the function of a marina, and has nothing to do with the functionality of a marina.

JPG states in the section "Justification of the proposal" (Page168) that a helipad would make it possible

- (a) Main speakers travelling to meetings and conferences could take advantage of helicopter transport.
- (b) Wedding parties could take advantage of helicopter transport.
- (c) Senior executives commuting to Sydney could take advantage of helicopter transport.
- (d) Hired entertainers requiring transport could take advantage of the helicopter.

There is therefore no legal or logical reason to associate a helicopter with this marina as in mod 3, since the marina has already been granted under mod 2 which did not include a helipad.



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Subject: Trinity Point Development Helipad, Trinity Point Drive. Modification to mixed use Marina/Tourist/Residential Concept Plan 06-0309 Mod 3 being part of reserve 1012129

Objection – Helipad – distance from existing community dwellings not associated with landing and taking off of helicopters.

1. Under the Environmental Protection Act, 'on the ground noise operations for a helicopter' states that a helicopter movement must be at least 1km from a dwelling not associated with the landing or taking off or parking of a helicopter.
2. The whole Trinity Point development is located within 400 metres of adjacent existing dwellings. Noise from helicopter will affect about 8000 homes in the surrounding suburbs.

This proposal, apart from contravening the E.P.A. act, must be a most bizarre idea, attempting to justify an impossible concept of an expected influx of excited tourists leading to the supposed creation of hundreds of permanent jobs.

If this helicopter proposal is so critical to the function of Trinity Point tourist objectives, surely a place for helicopter landing/take off could be located at an alternative site say, Warnervale airfield or Aeropelican!

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