

PCU068688

Lynette Coles

64A Buttaba road

Brightwaters

NSW 2264

Helipad at Trinity Point

Lake Macquarie

MP06-0309 MOD 3

I strongly OBJECT to this proposal on the grounds of excess noise from helicopters landing and taking off, this will be detrimental to both my physical and mental health to be subjected to this as it would be so close to my house [I live directly opposite Trinity Point Marina].

Also consider the recreational users of the lake, fishermen in small dinghies, kayakers, children swimming in the public bathes opposite the proposed site, they will all be affected by the down draft created by the helicopters.

Then there are all the bird life, Black Swans, pelicans, ducks, cormorants, magpies and the lorikeets, they will all be affected.

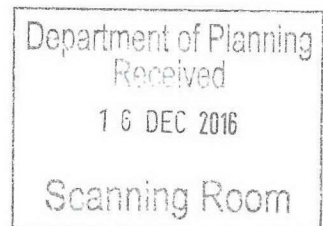
I ask you to consider the residents that will be disrupted by this helipad.

I have not made any political donations in the previous two years.

THANK YOU

L. Coles

12/12/16.



Flight path objection to MP 06_0309 MOD 3

Name (Print) LYNETTE COLES
Address (Print) 64 A BUTTABA RD
BRIGHTWATERS
NSW 2264

Director Modification Assessments
Planning Services
Department of Planning and Environment
GPO Box 39
Sydney 2001

RE: Objection to MP 06 _ 0309 MOD 3

Dear Sir/ Madam,

I am 1 of 8000 homes which will be affected by the helicopter operations for this additional development application.

I have examined the proposed flight paths and diagrams submitted by Johnson Property Group (JPG) and CONSIDER THIS INFORMATION TO BE MISLEADING as these are accompanied by statements indicating that;

1. These are preferred flight paths
2. The helicopter pilot makes the final decision for overfly, take- off and landings.
3. The helicopter pilot makes decisions for take- off and landing according to the wind direction i.e. 'into wind' for both operations.

The flight paths contained in JPG's documentation are misleading because;

1. There is no indication of the overfly requirements
2. There is no indication of the height at which the helicopter will descend and take-off over the 8000 residents from the proposed helipad.
3. The descent and take-off wind directions indicated in JPG's diagrams are not a true reflection of the prevailing winds.

The reality for the 8000 residents is that;

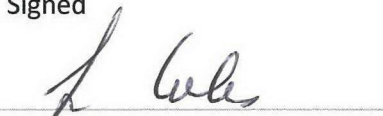
1. The helicopter will descend from 1000 feet at approximately 2 kilometres from the landing site. This means that all suburbs surrounding Bardens Bay and extending to Summerland Point are affected by the helicopter operations.
2. An 'over flight' of the landing site is not included in any of the flight paths are listed
3. The new development application involves repetitive use of up to 9 different helicopters.
4. Every different pilot for every different helicopter will use their own judgement, skill and knowledge when assessing the preferred flight paths.

I strongly reject and oppose this new development for any helipad or helicopter operations in Bardens Bay as:

1. The information and diagrams are misleading.
2. There is no helicopter height information for the 9 different helicopters listed in JPG's documents intending to 'fly-over,' land and take-off within the 2 kilometres zone.
3. The flight paths outlined are not a true reflection and are inconsistent with pre-vailing winds.

I strongly object to **ANY** helipad or helicopter operations being approved at Trinity Point Marina. I have not made any political donations in the past.

Signed



Date:

12/12/16

¹ A mandatory requirement for airmanship

I support Morisset Park & District Action Groups (MPDAG) and other local associations objections to Johnson Property Group new development application.

Acoustic Report objection to MP 06_0309 MOD 3

Name (Print) LYNETTE COLES
Address (Print) 64 A BUTTABA ROAD
BRIGHTWATERS
NSW 2264

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Sydney 2001

RE: Objection to MP 06 _ 0309 MOD 3

Dear Sir/ Madam,

I am one of 8000 residents who live within the overfly, descent and take-off landing zones for this additional development proposal submitted by Johnson Property Group's (JPG) for a helipad at Trinity Point.

I have read JPG's acoustic test reports and state that:

1. The standards for the assessment of noise the developer selected is an **obsolete** noise measurement instrument.
2. The helicopter used for the testing does not meet the current noise standards.
3. The locations used to record the measurement of sound does not include the ridgeway surrounding the proposed helipad site.

I therefore state that the acoustic report contained in **JPG's acoustic report is invalid** on the following basis;

- a) JPG's used superseded (1990) Australian Standards 2363.
- b) The current Australian Standards for Measurement of noise from helicopter operations is the Australian Standards 2363 1999. These current standards state that:
 - a) *"Surrounding premises not associated with lift -off, overflight, landing and take-off must be measured."*
 - b) *"Each mode of helicopter operation type which uses, or will use the landing site must be recorded"*.

My comment

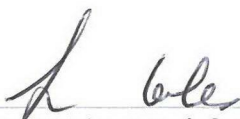
- a) No acoustic reading or measurement equipment was placed within the 'Significant Ridgeway' as identified in Lake Macquarie's City Council report on significant sites and ridgeways.
- b) Brightwaters Christian College was disrupted from the constant noise testing. This school is located in the ridgeway area.
- c) JPG provided no acoustic report for the 9 different helicopters which will use the helipad site.

Based on fact that JPG's documents refer to obsolete, and superseded standards the contents of the documentation contained in JPG's acoustic report must be considered as invalid. The contents of this acoustic report standards and the calculations over a 24 hour period have been selected by the proponent and bear no resemblance to real 'helicopter operations' for 8000 residents living within the noise zone. As a resident who will be adversely affected by intrusive helicopter noise from this proposed additional helipad I reject all items contained in JPG's acoustic report as the content not meet the current standards.

I object to **ANY** helipad or helicopter operations being approved in this area. I have not made any political donations in the last 2 years.

Signed

Date:



12/12/16

I support Morisset Park & District Action Groups (MPDAG) and other local associations objections to Johnson Property Group new development application.

Name (Print) LYNETTE COLES
Address (Print) 64A BUTTARA ROAD
BRIGHT WATERS
NSW 2264

Director Modification Assessments
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RE: Objection to MP 06 _ 0309 MOD 3

Dear Sir/ Madam,

I live in the community of quiet Bardens Bay. A location where I enjoy the peacefulness of this area. Helicopter operations are a real and unacceptable intrusion on my lifestyle, the location and the environment.

The noise intrusion is offensive to the whole concept of Bardens Bay as a place of relative tranquillity enjoyed by residents and visitors for its passive and active recreational activities.

Every flight movement will be a disruption to the ambience of this area.

I strongly object to this new development on the following basis;

1. The development information makes it appear as though the site chosen is because there are no other suitable sites for helicopter operations. Belmont and Wanervale airports are close by. The Belmont (Areo-pelican) airport is just a 12-15 minute boat ride from Bardens Bay. Wanervale airstrip is an approximate 15 minutes car trip to Bardens Bay.
2. There is inadequate analysis of alternative sites listed in the developer's new application.
3. Helicopter operations in this location is an unacceptable noise intrusion for up to 8000 residents, ¹2 schools, a hospital and an aged care facility resulting in up to 2 hours of noise disturbance each day.
4. There are many standards for the assessment of noise, and it is possible by selecting a noise measurement standard by the developer show that the proposed operations are acceptable. However, no matter how many arithmetical calculations are produced and averages recorded, intrusive helicopter noise jar upon the human ear, the wildlife and my lifestyle.

I strongly object to **ANY** helipad or helicopter operations being approved in Bardens Bay. I have not made any political donations.

Signed

Date:

L. Coles

12/12/16

¹ Includes wind up, shut down, overflight, landing and taking off.

Site of Helipad objection o MP 06_0309 MOD 3

Name (Print) LYNETTE COLES
Address (Print) 64 A BUTTABA ROAD
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RE: Objection to MP 06 _ 0309 MOD 3

Dear Sir/ Madam,

I am 1 of 8000 residents in this local area and I use the waterways in Bardens Bay for passive and recreational activities. The application submitted by the Johnson Property Group (JPG) to establish a heliport adjacent to the marina removes a significant amount of the waterways and this is unacceptable.

JPG's information about the size and operations of the helipad is misleading and I state that:

1. The total crown land requirement is 80.3 metres x 80.3 meters a total of 6,448 square meters. This does not include the area from the western side of the helipad to the foreshore.
2. JPG states that they will seek a licence from NSW Maritime to 'manage the exclusion zone.' Under this licence JPG states "*that at times when there is no helicopter arrivals or departures, public access will not be restricted beyond that which might be required for general safe marina operations and not related to the helipad.*"
3. To further exacerbate the situation JPG has negotiated with NSW Maritime to place a cardinal mark on the outer point of the exclusion zone. Today there is no cardinal mark as the water depth is adequate and does not require marking.
4. JPG's documents makes no reference to the effects the helicopter landing site and its operations will have on berthed boats in the marina. In the Roads and Maritime (RMS) letter to the Department of Planning 25/08/2016 RMS required JPG to include in the SEARs report '*the impact on moored vessels in the marina and the flight path.*' There is no mention in any of JPG's documentation which addresses these effects.
5. When calculating the times for the no go zone it is estimated that I will be excluded from this area for up to 4 hours each day. This does not include the time a helicopter is 'parked' on the helipad. For example; JPG maintains that the helipad site will be used by day trippers; wedding parties etc. Where the helicopter remains on the helipad 'waiting' for passengers to return the no-go zone will be active and this could mean total exclusion for days.

I object to **ANY** helipad or helicopter operations being approved for Trinity Point Marina. I have not made any political donations during the past 2 years.

Signed

L. Coles

Date:

12/12/16

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Alan Coles

64A Buttaba Road

Brightwaters

2264

Helipad at Trinity Point

Lake Macquarie

MP 06- 0309 Mod 3

I Strongly Object to this proposal on the grounds of excess noise from helicopter landing and takeoff

Johnson Property Group say birds will scatter and return, but what about breeding season. One can presume next season there will not be any birdlife in Trinity Point and Bardens Bay. Black swans, pelicans, cormorants, magpies, wrens, doves and small and large parrots will not nest here again.

In fact sheet 1 JPG say 4 helicopters a day [8 movements] so people can access Trinity Point for weddings, parties, conferences, and as a link to other destinations in the Hunter Valley. How can only 4 Helicopters a day handle such a large number of people, or is this a misconception.

Brightwaters Christian School is for 28 children with special needs, their teachers and carers. They will be disrupted by the noise, surely the most vulnerable need to be protected.

Looking at JPG's fact sheets 1 to 6 it is more than obvious that they have been extremely careless with information given. They have no consideration for residents, visitors to Bardens Bay and the fragile environment.

For these reasons it must be NO to a Helipad on Bardens Bay [Trinity Point,].

I have not made any political donations in the previous two years.

Alan Coles
12-12-16

Acoustic Report objection to MP 06_0309 MOD 3

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Date: 12/12/16

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Site of Helipad objection o MP 06_0309 MOD 3

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Noise objection to MP 06_0309 MOD 3

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