

PCU068606

The Director
Department of Planning and Environment
GPO Box 39
Sydney
NSW 2001

8th December 2016

Dear Sir,

Re Objection –Helipad-Environmental footprint

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.

It is an understatement to point out that a serious danger exists to sailing craft approaching or leaving the area of helicopter movement. Clearance for vessel movement in the marina is naturally limited as space is restricted to enable as many vessels as possible to berth. To have an unpredictable downdraught would be highly dangerous also to canoeists and sailboard riders as well as patrons using the walkways to moored vessels. Children constantly use Bardens Bay as a safe place to learn water skiing, kayaking and numerous water sports as it is a quiet, calm and secluded haven as they have no knowledge of the dangers and regulations that would come with a helipad.

Under normal anticipated helicopter movements, birdlife will be distressed by the noise and disturbance and inevitably birds will be forced to leave the area. The pleasure aged residents and children get from the birdlife in Bardens Bay should not be sacrificed for the selfish enjoyment of a few fly in fly out wealthy tourists.

The area of the lake that the public are denied the use of continues to grow rather than diminish.

The size of the helipad is 20.3 x 20.3 metres = 543square metres.

The JPG no go zone (JPG allowance equals 30 metres) increases this area to 5856 square metres.

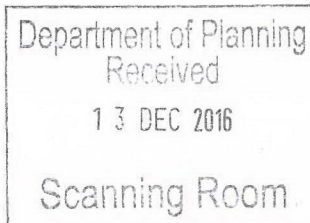
Road and Maritime will place a cardinal marker some 20 metres beyond this no –go zone increasing the exclusion of the public usage of the lake to 11,134 square metres.

Environmentally , not one good thing can be claimed with the inclusion of a heliport at Trinity Point.

I have at no time ever made a political donation.

Yours faithfully

Graeme Morris
80 Bulgonia Rd
Brightwaters
NSW 2264



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

- a. The choice of the helicopter –Squirrel H125 – is the quietest (used by National Parks and Wildlife)
- b. Passenger load on these test flights were 2 persons and with fuel can only account for up to 46% of upper weight limit required under AS2363
- c. In Appendix of the AS2363 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 be used at the landing site, JPG intends to use 9 different types of helicopters of which 2 are identified as twin engine. Therefore JPG’s acoustic document does not meet the Australian 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. A JPG spokesperson said all flights would be from the south. He clearly has no idea of the wind strengths from the south, therefore creating unpredictable variations for each flight and its flight path.
- e. This area has 2 power stations and a hospital which are staffed 24 hours a day. Nightshift workers must be able to sleep during the day because it is a matter of survival and they have no option. At the hospital noise seriously affects patients, well as would be the case with residents of the nearest nursing home.
- f. There are 2 schools where flight paths will be less than 1000ft. The noise would be very disruptive for teachers and children. During recent testing the Brightwaters Christian School could not conduct lessons as the noise level made teaching a class impossible.

- g. To propose flights be permitted until sunset will have a major impact on residents subjected to noise when having their evening meal and watching television at night due to the close proximity of the helipad and residents in Bardens Bay. A JPG spokesperson informed me it was so brides could arrive by helicopter to their weddings. A selfish attitude in the least.
- h. For JPG to say it is for tourists to go to the Hunter Valley is a ridiculous statement as they would then need to travel by car to get to the Hunter Valley. There are already many direct flights from Sydney to the Hunter Valley therefore there is no requirement from Trinity Point.

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.

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A handwritten signature in black ink, appearing to read 'Gy Morris'.

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Dear Sir,

**Re- Trinity Point Development Helipad, Trinity Point Drive ,Modification to 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 & 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 400metres of adjacent existing dwellings. Noise from helicopter s will affect about 8,000 homes in the surrounding suburbs.

This proposal, apart from contravening the EPA Act, is 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 Warnervale airfield or Aeropelican Air Services both of which are already in existence and operation.

The suggestion it could be used for emergency services when a purpose built facility for Westpac Rescue Helicopters at Belmont is approved and construction about to commence is ludicrous.

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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”(page 168) that a helipad would make it possible for :

- 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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