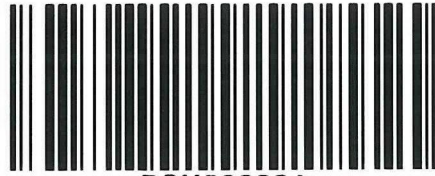


SUNSHINE PROGRESS ASSOCIATION Inc



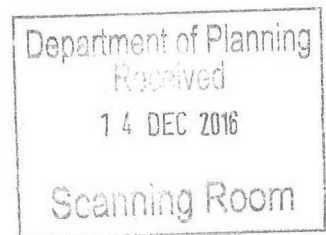
PCU068624

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11 December 2016

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



Re: Objection to MP_0309 MOD 3 Trinity Point Project

Dear Sir/Madam

Sunshine progress Association (SPA) is a community group that seeks to enhance the environment of the Sunshine community, the Morisset Peninsula and the wider Southlake area. During the last seven years SPA has made numerous submissions concerning the Trinity Point Project sponsored by the Johnson property Group (JPG).

SPA is not opposed to responsible development that is in keeping with community values and protects the local environment. Unfortunately Trinity Point does not satisfy this criteria.

In lodging an Objection to the Helipad proposal it is useful to review history. The original concept plan in 2009 contained a helipad. However, this was deleted by JPG in the face of huge public objections and, in our view, knowledge that Minister Kinnealy would not approve the Concept Plan if it contained this feature.

In 2014 Lake Macquarie City Council (LMCC) put on display a revised Local Environment Plan (LEP 2014). It contained a condition banning any helipad within 1 kilometer of an existing residence. JPG immediately submitted Development Application DA 1176/2014 under the existing LEP, demonstrating that, despite the 2009 rejection, they always intended to include a helipad in the development. This process was nothing more than a cynical abuse of the system.

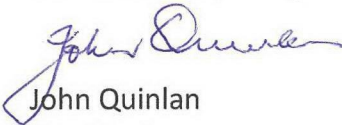
The current Modification seeks to push through this helipad proposal and have it evaluated under the previous LEP. Clearly it is not supported by either LMCC or the community. SPA, as an important community group strongly opposes this modification. There are a number of reasons:

1. As above, it is inconsistent with the LMCC LEP of 2014;
2. The additional annexation of Crown Land, being the seabed of Barden's Bay, is 6448 square metres, plus the space between the western side of the helipad and the foreshore. This increases the area of Barden's Bay secured for private use by about 70% over the space currently approved for the 188 berth marina
3. As a former Chief Executive of NSW Waterways I am personally amazed that NSW Maritime would consider putting in a Cardinal Mark in the proposed position, when it is clearly not required for generally safe navigation;
4. The helicopter noise studies were flawed. Use of a partially loaded small Squirrel machine, that did not land and take off under full power, is unquestionably false. JPG documents state that their intention is to use larger twin engine helicopters that will be fully laden with fuel, people and luggage. No amount of "modeling" can extrapolate the noise impacts from the false test to the real life intention;
5. Depending on wind direction, helicopters will circle and approach the helipad over already developed areas. Included are schools. This is intolerable.
6. JPG state that there will be a maximum of 8 movements per day or 38 movements per week. The current Trinity Point proposal bears no resemblance to the original Concept Plan, having been subject to numerous modifications that have seen the project increase dramatically in scope and environmental impact. In light of this history there seems to be a very high probability that JPG will seek to increase Helicopter movements as soon as this Modification is approved.
7. The same skepticism applies to the issue of refueling. Currently JPG claim that there will be no refueling facilities, but operational requirements will inevitably lead to another Modification application to include a refueling capability. The history of this project makes this inevitable;
8. There will be an irreversible impact on bird life in the area. There is a mixed colony of birds that live in the small bay adjacent to the development. This colony is already under threat from the development and will certainly be destroyed by helicopter operations;
9. The marina will severely limit the opportunity for residents to continue using Barden's Bay for traditional water based recreation. This argument has been lost, but approval of a helipad will all but make it impossible for this important bay to be used for recreational activities, including sailing, water skiing. Kayaking and fishing.
10. JPG has options that are acceptable alternatives. The Pelican airstrip is about 15 minutes by boat from Trinity Point and such a method of transport across a wonderful waterway would add immeasurably to any experience. The Warnervale airstrip is only 15 minutes from Trinity Point by vehicle. Either of these options should be acceptable, particularly as the negative impacts on the local community will be avoided. They have the advantage of not requiring

the substantial capital investment in the helipad and the ongoing maintenance and rental fees that would apply.

We trust that the views put forward here by the local community will be accepted by the Department.

Yours faithfully

A handwritten signature in blue ink, appearing to read "John Quinlan", is written over the printed name.

John Quinlan
President