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



RE: Objection to MP 06 _ 0309 MOD 3

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Signed

Date:

10.12.2006

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

Signed

Date: 10.12.276

Name (Print) りつて	H CRAW	FORD - CRE	ENE
ایاد. (Address (Print)			
MIRRA			

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

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Date: 10/12/16

Name (Print)	PHILL	PPA D	UMBREL	L
Address (Print)	3 <i>0</i>	HENRY	RD	·····
	Morris	SET	PARK	2264
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P. Duester

Date: 10.12.2016

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Address (Print) 22 MATTLAND No-
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GPO Box 39 Sydney 2001

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Date: 18-12-16

Name (Print) Natherine Kelly	
Address (Print) 5 MOORANGA Rd	
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NSN 2264	
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Address (Print) C1 Waterde F	20
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Address (Print) Saint Claur St

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Address (Print) 8 hakeview Ra
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Director Modification Assessments Planning Services Department of Planning and Environment GPO Box 39 Sydney 2001

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

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Date:

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Name (Print)	Joan	og Gale		
Address (Print)	34	Asquit	AUR	
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Date: 10.12.16

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

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Date: 10-12.14

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Name (Print) Georgia O'Rella Address (Print) + 5 Bottaba Rd Brightwaters

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Date: 10/12/14

Name (Print) Wayne MudSon	
Address (Print) 30 Walkiki Rd	•
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106 L Date: 10/12/16.

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Address (Print) 27 LAKEVIEW RD	
MORISSET PARK	

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Date:

Name (Print) Elizabeth Massey	
Address (Print) 20 Bygonia Road Brightvater NSW 2269	

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Date:

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Date: 09.12.2016

Acoustic Report objection to MP 06 0309 MOD 3

Name (Print) Annaga Ashba Address (Print) 2-127 Elocal Rd

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 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

MAShry-

Date: 09-12-2016

Flight path objection to MP 06_0309 MOD 3

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Rimanes						
2932	,					

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 inconsistent with the 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: 9/12/16

¹ A mandatory requirement for airmanship

Acoustic Report objection to MP 06_0309 MOD 3

Name (Print) NICHOLAS BUSCHASTAL
Address (Print) 51/101-139 042 RD
LIRRALIEE, SYDNOG.
2252

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

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- 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 | 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: 9.12.16.

Flight path objection to MP 06_0309 MOD 3

Name (Print) Willas Bucciave Mi
Address (Print) 51 / 131 -139 PSK RD
KIKRANTE SUDNEY.
1232

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 inconsistent with the 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: 9-12-16

¹ A mandatory requirement for airmanship

Name (Print)	TEBBUTT
	CAPA, RA
PRICHTWATERS	
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 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 Date: Dec 9 2016

Name (Print) Jalendy Carroll	
Address (Print) 16 Lylon Cref	••••
West Nowice	
254/	

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

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Signed Warrall

Date: 9/12/16

Name (Print)	Tim	TEBBUIL		
Address (Print)	15	137-41	HARNETT	NE
MARICE	14115	2204		
	7		•••••	

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

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Lie Tex

Date: 9.12-66

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

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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 Date: 12/12/16

Name (Print) Heidi O'Reilly	
Address (Print) 22 Wing field	Street
Windermere Park	
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

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Signed Date: 11/12/16