Date	Organisation / Person	Purpose	General Issues	Attachment
4/11/16	MP for Swansea Yasmin Catley	Bryan Garland of JPG offered a project briefing.	<ul> <li>Response from MP Yasmin Catley confirming:</li> <li>No briefing is required.</li> <li>Any approaches to her are being directed to the NSW DPE for the public submission process.</li> </ul>	n/a
9/11/16	Greg Piper MP for Lake Macquarie	Keith Johnson and Bryan Garland of JPG and Sandra Hutton of ADW Johnson provided a project briefing.	n/a	n/a
10/11/16	Morisset Park & District Action Group (Tom Dumbrell), Sunshine Progress Association (Bruce Baylis), and Bonnells Bay Progress Association (Col Roach)	Bryan Garland of JPG provided a project status update.	<ul> <li>BG confirmed:</li> <li>EA report has been submitted to NSW DPE.</li> <li>Public exhibition will occur between 17/11/16 and 16/12/16.</li> <li>Confirmed where hard and electronic copies of the EA could be accessed.</li> <li>Confirmed that the NSW DPE would likely place formal public notices in the Lakes Mail, Newcastle Herald and Sydney Morning Herald.</li> <li>Confirmed that a letter will be issued to 6,533 dwellings on the peninsula, Summerland Point and Mannering Park to advise of the above. Confirmed delivery of the letter will occur around 25/11/16 due to Australia Post timing issues.</li> <li>Confirmed that JPG will be shortly arranging another community drop in session with details to be provided in due course. The purpose of the drop in session will be to assist people with direction to relevant information and clarification of matters that may assist with any formal submission they make to the NSW DPE.</li> <li>He is available to answer any questions regarding the proposal.</li> </ul>	1
10/11/16	Brightwaters Christian College	Bryan Garland of JPG contacted the college and left a message he was available to discuss the project.	n/a	n/a
10/11/16	Greg Piper MP for Lake Macquarie	Bryan Garland of JPG emailed Greg Piper MP to confirm exhibition dates for the EA are between 17/11/16 to	n/a	2

		16/12/16.		
		Greg Piper MP responded by thanking BG for the update.		
10/11/16	NSW Department of Lands - Crown Property Services (Simone Collins)	Bryan Garland of JPG emailed Simone Collins to confirm exhibition dates for the EA are between 17/11/16 to 16/12/16.	n/a	3
10/11/16	4 x local residents	At the community drop in information session on 31/5/16, the 4 x local residents requested confirmation of when the EA had been lodged with the NSW DPE. Bryan Garland of JPG confirmed with each resident by email that the application had been lodged.	<ul><li>EA had been lodged.</li><li>Exhibition period is 17/11/16 to 16/12/16.</li></ul>	n/a
10/11/16	Lake Macquarie City Council Mayor and Elected Councillors	Bryan Garland provided a project status update by email.	<ul> <li>Bryan Garland confirmed:</li> <li>EA report has been submitted to NSW DPE.</li> <li>Public exhibition will occur between 17/11/16 and 16/12/16.</li> <li>JPG are notifying stakeholders, community groups and other individuals that have registered interested in the exhibition period.</li> <li>Confirmed that the NSW DPE would likely place formal public notices in the Lakes Mail, Newcastle Herald and Sydney Morning Herald.</li> <li>Confirmed that a letter will be issued to 6,533 dwellings on the Morisset Peninsula, Summerland Point, Wyee and Mannering Park to advise of the above. Confirmed delivery of the letter will occur around 25/11/16 due to</li> </ul>	4

			<ul> <li>Australia Post timing issues.</li> <li>Provided an invitation to attend a drop in information session on 5/12/16 at Bonnells Bay Youth and Community Centre. Confirmed that hard copies of the EA exhibition material will be available for review and JPG representatives available to direct residents to relevant information they may require to assist with submission preparation.</li> <li>He is available to answer any questions regarding the proposal.</li> </ul>	
10/11/16	Councillor Wendy Harrison	Thanked BG for the project status update.	n/a	n/a
11/11/16	Bonnells Bay Progress Association (Col Roach)	Col Roach confirmed to Bryan Garland of JPG that Mr David Wood is the new president of the Progress Association and would appreciate being regularly informed of the project.	Col Roach confirmed appreciation for the ongoing consultation with JPG over his 15 years as president of the association regarding the Trinity Point project.	n/a
14/11/16	Bonnells Bay Progress Association (David Wood)	Phone discussion between Bryan Garland of JPG and David Wood regarding project status and other various project related items.	Where to from here;	n/a

16/11/16	LMCC Aquatic Services Committee	Les Binkin (Marina Operator) advised the committee that the helipad EA had been submitted.	n/a	n/a
16/11/16	Local Community (see attached letter mailed to 6,533 dwellings on the Morisset Peninsula, Summerland Point, Mannering Park and Wyee (delivery of the letter approximately on 25/11/16 due to Australia Post timing issues).	Project status update and invitation to community drop in session on 5/12/16.	<ul> <li>JPG letter confirmed:</li> <li>EA had been lodged with NSW DPE.</li> <li>NSW DPE is seeking public comment until 16/12/16.</li> <li>Confirmed where hard and electronic copies of the EA could be accessed and how public submissions can be made to the NSW DPE.</li> <li>Confirmed that JPG are establishing their own website where all EA documents, fact sheets and Frequently Asked Questions are available.</li> <li>Provided an invitation to attend a drop in information session where hard copies of the EA exhibition material will be available for review and JPG representatives available to direct residents to relevant information they may require to assist with submission preparation.</li> <li>Confirmed availability to answer any questions regarding the proposal.</li> </ul>	5
16/11/16	NSW EPA (Natasha Ryan), NSW Department of Lands - Crown Property Services (Simone Collins), Lake Macquarie City Council (John Andrews and Chris Dwyer)	JPG (Bryan Garland) supplied fact sheets relating to the proposed helipad. JPG confirmed that the fact sheets would be available on the project website.	n/a	6
16/11/16		Thanked Bryan Garland for supply of the fact sheets.	n/a	n/a
17/11/16	Southlakes Business Chamber (Debbie Worthington)	Project status update and supply of fact sheets (refer to attachment 6 of this log).  JPG offered a briefing session for	EA has been lodged with NSW DPE.	7

		members.	until 16/12/16.  • Confirmed where electronic and hard copies	
			<ul> <li>of the EA can be sourced for review.</li> <li>JPG has established its own webpage that contains the exhibited material along with the</li> </ul>	
			<ul> <li>fact sheets.</li> <li>Extended an invite to the Southlakes Business         Chamber to attend the community drop in         session where hard copies of the EA exhibition         material will be available for review and JPG         representatives available to direct members to         relevant information they may require to assist         with any formal submission to the NSW DPE.</li> </ul>	
17/11/16	Greg Piper MP for Lake Macquarie	Bryan Garland of JPG supplied project fact sheets (refer attachment 6 of this log) and community information sheet.	<ul> <li>Bryan Garland of JPG confirmed:</li> <li>JPG has established its own webpage that contains the fact sheets.</li> <li>The fact sheets will be available to the community in any information sessions.</li> </ul>	8
17/11/16	Morisset Park & District Action Group (Tom Dumbrell), and Bonnells Bay Progress Association (David Wood)	Bryan Garland of JPG supplied project fact sheets and community information sheet (refer attachments 6 and 7 of this log).	Bryan Garland of JPG confirmed:	9
17/11/16	Lakes Mail (David Stewart)	Bryan Garland of JPG provided project status update and supply of fact sheets (refer to attachments 6 and 7 of this log).		n/a

17/11/16	Local Resident	Bryan Garland of JPG provided a response to the information request received on 3 June 2016 following the community open day. The information request was signed by 14 local residents.	Bryan Garland of JPG also confirmed:	10
17/11/16	Bonnells Bay Progress Association (Col Roach)	<b>3</b>	the NSW DPE.	n/a
17/11/16	Sunshine Progress Association (Bruce Baylis)	Bryan Garland of JPG supplied project	<ul> <li>JPG has established its own webpage that contains the fact sheets.</li> <li>Confirmation of the details of the upcoming</li> </ul>	11
17/11/16	Bonnells Bay Progress Association (David	David Wood made an information request regarding the size of the helipad	Bryan Garland confirmed:	12

	Wood)	and marina in the context of Bardens Bay.	<ul> <li>900.8ha. The combined marina footprint, helipad footprint and temporary safety management zone is 0.72% of the surface area of Bardens Bay.</li> <li>Referred David to fact sheet 4.</li> </ul>	
17/11/16	Southlakes Business Chamber (Debbie Worthington)	Confirmed receipt of information supplied by JPG and confirmed it will be supplied to the business chamber network.	n/a	n/a
17/11/16	Local Resident	Phone discussion and subsequent email from Bryan Garland of JPG.	Bryan Garland of JPG provided an email to the resident with a link to the Trinity Point Helipad webpage where project information could be accessed.	n/a
17/11/16	Tourism Accommodation Australia	Bryan Garland of JPG and Carol Giuseppi of Tourism Accommodation Australia.	<ul> <li>BG confirmed the background of the broader Trinity Point project.</li> <li>BG confirmed that a helipad is proposed to enhance and complement the overall Trinity Point development and enhance overall geographic connectivity with other quality Hunter destinations (ie. Hunter Valley Vineyards and the new cruiser terminal).</li> <li>BG confirmed likely users of the helipad.</li> <li>BG supplied a copy of the community information booklet which summarises the helipad proposal.</li> <li>BG provided a link to the Trinity Point helipad website and confirmed that further information and fact sheets are available.</li> <li>BG requested that the association provides a letter of support for the proposal and confirmed that the NSW DPE exhibition period ends on 16 December 2016.</li> <li>CG confirmed that the association will supply a letter of support for the proposal and provide it directly to BG.</li> </ul>	n/a

17/11/16	Brightwaters Christian College	JPG provided a project briefing including power point presentation (see attached).	n/a	13
18/11/16	Lake Macquarie Tourism Association	Bryan Garland made contact for the following matters:  • Asked for confirmation if the association is still in operation and if so can he be supplied with a contact where project information could be supplied to.  • Confirmed helipad EA is on public display.  • Confirmed availability for JPG to provide a briefing to the association.	n/a	n/a
18/11/16	Brightwaters Christian College (Tania Anway)	Bryan Garland of JPG provided an email response to a question raised at the project briefing regarding what constitutes a strong southerly / south easterly wind and when will the proposed northern flight path be used.	Response attached.	14
18/11/16	Public - Facebook notice	<ul> <li>Confirmed:</li> <li>JPG are seeking to add a helipad to the concept approval.</li> <li>Consultation with a range of stakeholders has been completed to date and will continue as the project progresses.</li> <li>The public exhibition period with NSW DPE concludes on 16/12/16.</li> <li>Provides a link to the Trinity Point helipad proposal.</li> </ul>	See attached notice.	15
19/11/16	Local Resident	Response to Bryan Garland email on 17/11/16 which responded to a range of questions received by JPG on 3/6/16.	Resident thanked BG for supply of the response information.	n/a
21/11/16	Lake Macquarie City Council Mayor Kay Fraser and Chris Dwyer (Principal Planner)	JPG (Keith Johnson, Bryan Garland) with assistance from ADW Johnson (Sandra Hutton) provided a project briefing and a copy of the fact sheets and	n/a	n/a

		information sheet provided within	
		attachment 6 and 7 of this log).	
21/11/16	Commonwealth Department of Environment	Matt Doherty (project ecologist for JPG) provided an update email to Mark Jenkins confirming than an assessment of Matters of National Environmental Significance (MNES) has been completed and the proposal is unlikely to have a significant impact. Accordingly, formal referral under the provisions of the EPBC Act 1999 is not required. A copy of the report was supplied to Mark (this is Appendix F of the EA Report)	16
		This was in response to a phone call from Mark Jenkins on 6 May 2016, where Mark requested a copy of the reporting once the EA had been finalised.	
21/11/16	Trinity Point Registered Aboriginal Parties	<ul> <li>Bryan Garland of JPG emailed all Registered Aboriginal Parties to confirm:</li> <li>The EA Report has been lodged with NSW DPE.</li> <li>BG supplied a letter (see attachment 17) to the RAP which confirmed details of the DPE's exhibition material, JPG's webpage and an invitation to the community drop in session scheduled for 5/12/16.</li> <li>BG supplied a copy of the project fact sheets (refer Attachments 6 and 7).</li> <li>BG confirmed he is available to answer any questions the RAP may have.</li> </ul>	17
21/11/16	LMCC Elected Councillors and LMCC Mayor	Bryan Garland of JPG emailed all elected Councillors as a follow up to his previous correspondence on 10/11/16	18

		<ul> <li>to confirm/supply:</li> <li>Project fact sheets (refer to Attachments 6 and 7).</li> <li>Confirmation of details of Trinity Point helipad website.</li> <li>Letters (refer to Attachment 5) will be issued to residents notifying of the NSW DPE's exhibition, the JPG helipad website and how to access the fact sheets.</li> <li>BG is available to assist with any questions that may arise.</li> </ul>		
21/11/16	Councillor Kevin Baker	Councillor Baker contacted BG to confirm the level of community interest following EA lodgement.	<ul> <li>BG confirmed:</li> <li>The project is only in the early stages of exhibition but JPG have had both messages of support and objection.</li> <li>There has been some misinformation in the community regarding the details of the proposal. JPG will continue to make factual information available to the community.</li> <li>JPG have commenced a thorough consultation schedule and BG is available to brief any interested parties on the proposal.</li> </ul>	n/a
21/11/16	Lake Macquarie Tourism Association (Morven Cameron)	Response to Bryan Garland email dated 18/11/16.	<ul> <li>Morven Cameron advised:         <ul> <li>There are 2 tourism groups that operate within Lake Macquarie: (1) The Lake Macquarie Industry Consultative Committee; and (2) Lake Macquarie Business Ltd.</li> </ul> </li> <li>Contact persons for both groups were provided.</li> <li>Bryan Garland advised:         <ul> <li>A briefing of the Consultative Committee has been scheduled for 8/12/16.</li> <li>He will contact Lake Macquarie Business Ltd.</li> </ul> </li> </ul>	n/a
22/11/16	NSW EPA (Ross Brylynsky and Mark	Project update.	BG advised:  • JPG previously met with the EPA in May 2016	19

Hartwell)		<ul> <li>during preparation of the EA.</li> <li>The EA is now on public exhibition.</li> <li>Offered the EPA a briefing session on the exhibited material.</li> <li>Supplied the project fact sheets (refer to Appendices 6 and 7).</li> <li>Confirms details of the project website.</li> </ul>	
22/11/16 Local resident S Kirby	Garland (JPG) and subsequent emails.	<ul> <li>SK raised the following: <ul> <li>A helipad is not welcome in the area.</li> <li>Confusion regarding exhibition material, in particular proposed helicopter movement numbers.</li> <li>Not notified of acoustic test day.</li> <li>The helicopter did not land on the ground during the acoustic test day.</li> <li>The helipad promotes exclusiveness and will benefit only few.</li> <li>What authority will the helicopter landing officer have to move people out of the 30m managed safety zone?</li> <li>What training will the HLS officer have?</li> </ul> </li> <li>BG Supplied the project fact sheets (refer attachment 6 and 7 of this log) and a copy of the letter to be supplied to residents confirming that the EA is on exhibition, where material can be viewed and how submissions can be made (see attachment 5).</li> <li>BG noted / confirmed the following: <ul> <li>Confirmed that on 19/3/16 letters were mailed out to properties on the Morisset Peninsula, areas of Summerland Point and Mannering Park notifying that site specific noise investigations would be completed. In addition, a public notice was made in the Lakes Mail on 17/3/16.</li> <li>The helicopter did land on the ground during</li> </ul> </li> </ul>	

			the test day, images of this are provided within the EA. Additionally, Council staff boarded the helicopter and were flown along the preferred flight paths.  In the event that a person is within the 30 managed safety zone it is first and foremost the responsibility of the pilot not to land or take off from the helipad. The helicopter landing officer will contact the person(s) within the area and ask that they vacate for a few minutes while the movement is completed. JPG will have a lease and license over the area granting permission for this arrangement.  BG is unaware of the specifics of the training program, however the Helicopter Landing Officer will be required to be fully trained and accredited to undertake the role.  SK confirmed that BG's email had been received.	
22/11/16	The Lakes Mail (David Stewart)	Response to BG email dated 17/11/16.	<ul> <li>DS confirmed:</li> <li>Thanked Bryan for the comprehensive briefing.</li> <li>Confirmed that a story will be in this week's edition, with a follow up piece the next week.</li> <li>The follow up article will provide a reminder for the community information session.</li> </ul>	n/a
22/11/16	NSW EPA (Grace Bell)	Bryan Garland supplied the same documentation and email supplied to other staff of the EPA on 22/11/16.		n/a
22/11/16	Local Resident via JPG helipad website	Questions why the helipad has not been designed to accommodate the Westpac rescue helicopter. If the helipad does not accommodate the rescue helicopter, how does the helipad contribute to the local community?		n/a
23/11/16	Southlakes Business Chamber (Debbie Worthington)	DW advised that she presented the helipad at their meeting this morning and distributed copies of the fact sheets (refer to attachments 6 and 7).	present were generally supportive and positive	n/a

23/11/16	Hunter Touris	sm (Will	,		of	BG confirmed:	n/a
	Creedon)		community information	booklet	(see	BG confirmed the background of the broader	
			attachment 7).			Trinity Point project.	
						BG confirmed that a helipad is proposed to enhance and complement the overall Trinity	
						Point development and enhance overall	
						geographic connectivity with other quality	
						Hunter destinations (ie. Hunter Valley Vineyards	
						and the new cruiser terminal).	
						BG confirmed likely users of the helipad.	
						BG supplied a copy of the community	
						information booklet which summarises the	
						helipad proposal.	
						BG provided a link to the Trinity Point helipad website and confirmed that further information	
						and fact sheets are available.	
						BG requested that Hunter Tourism provides a	
						letter of support for the proposal and	
						confirmed that the NSW DPE exhibition period	
						ends on 16 December 2016.	
23/11/16	Southlakes	Business	Project briefing.			BG confirmed:	n/a
	Chamber Worthington)	(Debbie				BG confirmed the background of the broader Trinity Point project.	
	vvortriirigtori)					<ul> <li>BG confirmed that a helipad is proposed to</li> </ul>	
						enhance and complement the overall Trinity	
						Point development and enhance overall	
						geographic connectivity with other quality	
						Hunter destinations (ie. Hunter Valley Vineyards	
						and the new cruiser terminal).	
						BG confirmed likely users of the helipad.      BG supplied a copy of the community.	
						BG supplied a copy of the community information booklet which summarises the	
						helipad proposal.	
						BG requested that the business chamber /	
						contacts provide a letter of support for the	
						proposal and confirmed that the NSW DPE	
						exhibition period ends on 16 December 2016.	
						BG confirmed details of how submissions could	

			be made to the NSW DPE.	
24/11/16	Local Resident - Bruce Cross (from Wyee)	<ul> <li>Bryan Garland supplied 7 x hard copies of the Project fact sheets (refer to Attachments 6 and 7). This was in response to Bruce contacting BG and confirming:</li> <li>He had received the JPG letter which confirms that public exhibition is underway (refer attachment 5).</li> <li>He did not have access to the internet to view the exhibition material.</li> <li>Sought information regarding flight paths and numbers.</li> <li>Did not understand why the DPE did not make hard copies of the EA available for residents to keep.</li> </ul>	n/a	n/a
24/11/16	Lakes Mail Newspaper Articles and Public Notice		n/a	20
24/11/16	Newcastle Herald	Article regarding the proposed helipad development (same article as Lakes Mail noted above).	n/a	21
24/11/16	NSW DPE	JPG (Keith Johnson & Bryan Garland) and its acoustic consultant (Stephen Cooper from The Acoustic Group) provided a briefing on acoustic reporting and results to DPE assessment staff.	n/a	n/a
25/11/16	Daily Telegraph newspaper article	Article regarding proposed helipad development.	n/a	22
26/11/16	Newcastle Herald Public Notice	JPG public notice confirming exhibition and invitation for public drop in session	n/a	23

		to view exhibition documents		
28/11/16	Newcastle Herald	Article regarding the proposed helipad development.	The article also contained an online poll with the question: 'Do you support the developer's plans to build a helipad'?  The results of the poll confirmed:  Total of 843 votes  51.48% (434 votes) – 'yes'  32.86% (277 votes) – 'no'  13.64% (115 votes) – 'don't care'  2.02% (17 votes) – 'unsure'	24
29/11/16	Morisset Park & District Action Group (Tom Dumbrell), Sunshine Progress Association (Bruce Baylis), and Bonnells Bay Progress Association (David Wood)	, , , , , , , , , , , , , , , , , , , ,		25
30/11/16	,	David Wood contacted Bryan Garland of JPG to accept BG's offer of a meeting to discuss the exhibition material. The meeting was scheduled for 9/12/16.	n/a	n/a
30/11/16	Newcastle Herald	JPG public notice confirming exhibition and invitation for public drop in session to view exhibition documents	n/a	26
30/11/16	Sunshine Progress Association (Bruce Baylis)	Response to Bryan Garland's email on 29/11/16 regarding invitation for meeting to discuss exhibition material and clarify any questions.  BB declined the meeting offer due to health and holiday commitments. BB confirmed that the material supplied by JPG to residents has been useful.		n/a

1/12/16	The Lakes Mail	Letter to editor regarding project from local Brightwaters resident.	n/a	27
1/12/16	The Lakes Mail	Article confirming public information session details.	n/a	28
1/12/16	The Lakes Mail	JPG public notice confirming exhibition and invitation for public drop in session to view exhibition documents.	n/a	29
3/12/16	Newcastle Herald	JPG public notice confirming exhibition and invitation for public drop in session to view exhibition documents.	n/a	30
4/12/16	Local Resident via JPG helipad website	Objection.	<ul> <li>Objection based on the following grounds:</li> <li>Noise impact</li> <li>Impact on amenity.</li> <li>The helipad will not create jobs or positively benefit the locality.</li> <li>The helipad will contribute further to existing traffic problems.</li> <li>JPG claim that there will be restrictions on flight flights, however in their experience once a helipad is approved anything goes.</li> </ul>	n/a
5/12/16	The Lakes Mail	3 x letters to the editor from local residents.		31
5/12/16	Local resident Margaret Carew	Phone call to Bryan Garland of JPG.	Resident confirmed that she could not attend the information session. Resident asked what information would be available at the session. BG confirmed that the EA exhibition material, project fact sheets and JPG representatives would be available to assist with locating any information within the EA to assist with making a submission.  BG directed the resident towards the JPG Trinity Point helipad website where all of the abovementioned is available.  The following additional matters were also discussed:  What training will the HLS officer have?  How will the 30m managed safety zone be	n/a

			<ul> <li>managed? In particular, what will happen if there is a recreational lake user within the 30m managed safety zone during landing / take off?</li> <li>What authority will JPG have to remove a person from the 30m managed safety zone during landing / take off?</li> </ul>	
Ir S B	Community Information 'Drop in' Session at the Bonnells Bay Youth and Community Centre Hours 3pm - 6.30pm	The purpose of the information session was to make available copies of the exhibited Environmental Assessment material and have JPG staff / representatives available to direct interested members of the community to relevant information within the EA to assist with submission preparation.  Also available were:  Project fact sheets.  Details on how to make a submission to the NSW DPE.  JPG's invitation that was posted to the Local Community (6,533 dwellings on the Morisset Peninsula, Summerland Point, Mannering Park and Wyee).	Attendance of 61 people. The majority of attendees indicated that they would be objecting to the proposal with some people indicating that they support the proposed helipad being incorporated into the overall Trinity Point development.  Summary of comments:  Adverse noise impact.  Where were ambient noise levels recorded?  Why were ambient noise levels not taken at each of the 7 acoustic testing locations?	32

because the wrong type of helicopter was used (ie. a helicopter that is less noisy than the largest helicopter proposed to use the helipad was used). • A larger helicopter than the one used in testing will use the helipad. This is unacceptable. • The number of flights undertaken on the acoustic test day created an unacceptable noise and amenity impact. Noise logger 3 (Morisset Park Boat Ramp) was in an incorrect location during acoustic testing as it was behind a tree. How can you prove that noise is within limits? Has consideration been given to noise monitoring during operation? • Why weren't neighbours approached during the acoustic testing for a logger to be located within their property or a visit from an acoustic expert to visit their site during the testing? • Why didn't Bryan Garland of JPG knock on my door and have a cup of tea in my lounge room when the helicopter testing was being undertaken? • It's a new noise, so it doesn't matter if it meets criteria, doesn't mean its welcome here or reasonable. • Prevailing winds in the locality are from the South and South East. • Prevailing winds in the locality are from the North and North East. • Unacceptable vibration impact will be created. • What are the proposed flight paths? Won't all helicopters heading to the Hunter Valley leave the site to the north, and won't all helicopters coming from the Hunter Valley approach from the north?

Who will make a moral judgement on the

application? The application may comply with noise criteria however it will raise noise levels currently experienced in the locality. Residences in the locality will experience greater noise impact than those that live under flight paths near Sydney airport. • Lack of trust in Keith Johnson and Johnson Property Group. • JPG are a morally corrupt company. • Lack of trust in the application process and for the NSW DPE and LMCC. Who are the local Councillors? Why did Keith Johnson not attend the information session? • Why did the acoustic consultant Stephen Cooper not attend the information session? • Why is a helipad being proposed? How can it be justified? • Supports the marina but not the helipad. • What are the benefits of the helipad for the local community? • A win/win outcome (for the local community and JPG) should be targeted. This would involve locating the helipad at Morisset hospital. • A helipad is unviable. • Why is a maximum of 38 movements per week proposed? • JPG are applying for a low number of movements now (max 8 per day / 38 per week) and once approved will re-apply to increase the number of movements. This will be an easy process to increase flight numbers as the helipad will already be approved. In the event that the helipad is approved and JPG re-apply in the future to increase movement numbers, will the community have opportunity to comment? JPG have a history of changing the details of

various proposals / approvals on the Trinity Point site and it is no different with the helipad. The movement numbers currently proposed are more than originally proposed. • Cannot understand change from 6 daily and 19 weekly movements to 8 daily and 38 weekly movements. How have the numbers of movements been calculated? • Showing complete disrespect the community with the continual changes. No trust and cannot comprehend why the proposal has gone this far. JPG deliberately removed the helipad from the original Concept Application to gain approval of the remainder of the development. JPG are now re-applying for the helipad as it is an easier pathway. The helipad was removed because it is unsuitable and should not be able to be reapplied for. If Keith Johnson needs the helipad to make the project viable, he should have asked for the helipad first, not now. When the helipad was removed, he should have accepted the answer - how dare he ask again. How long will it take a helicopter to approach and land and to take off and exit? • If the helipad is occupied will other helicopters circle around the locality waiting to use the helipad? • Won't noise be much longer if pilots have to circle in order to land if hazards are in the way? How will the 30m managed safety zone work? What happens if recreational lake users are within the 30m managed safety zone when a helicopter is approaching to land? • Are you going to yell at people if they are in the 30m managed safety zone and won't move? Cannot see how you can physically do

	<ul> <li>What happens if I am fishing in the 30m managed safety zone and a helicopter wants to land and my boat engine won't start?</li> <li>What authority do JPG have to relocate people from the 30m managed safety zone?</li> <li>How will the helicopter landing officer make sure that all boats are moved from Bardens Bay, including further up the bay and across the width of the bay?</li> <li>How extensive will the training be for the helicopter landing officer? How can they be adequately trained?</li> <li>Given winds change quickly, how can JPG know a sailing boat won't end up in the managed safety zone when a helicopter is coming in?</li> <li>What is the total area of Bardens Bay taken up by the marina and then by the addition of a helipad?</li> <li>What is the area to be licensed by RMS?</li> <li>Happy to fish closer to the seagrass away from the 30m managed safety zone.</li> <li>The proposed helipad will adversely impact the amenity currently enjoyed by over 8,000 homes to benefit only an elite few.</li> <li>What are the sizes of helicopters that will use the helipad? The maximum seating of the largest helicopter proposed (6 passengers plus pilot) benefits only an elite few whilst impacting on the entire Bardens Bay community.</li> <li>If the helipad is approved, who will monitor flight numbers to ensure compliance and what happens if a non-compliance is recorded?</li> <li>What is the complaints process over weekends? Do not trust the Government to regulate.</li> </ul>	
	Do not support the privatisation of the lake to	

benefit JPG and a small number of people. • The broader Trinity Point development is an overdevelopment of the site. The helipad will further contribute to this overdevelopment. The helipad will represent a navigation hazard. Who are the Chinese investors that JPG are relying on to finance the project? It is understood that the Chinese investors are the driver pushing for the helipad to form part of the development. Do not support creating a helicopter link from the Hunter Valley Vineyards to the north and Sydney to the south. This would be disastrous. • Who will use the helipad? Did JPG investigate the alternate option of Pelican airport being utilised for helicopter movement with a bus or ferry transfer? This is a more appropriate option and would create a position of employment for the bus / boat driver. Unacceptable impact on marine and bird life. • The proposal will impact on the black swans and birds of the area and don't believe the ecologists position that it won't. • Will the helipad be shifted out further into Bardens Bay than currently proposed? • Adverse impact on recreational lake users. • Unacceptable safety issues for recreational lake users. Not notified of this public information session. Residents of the Ambleside Aged Care Facility not notified of the public information session. If Council has decided a whole of lake position to not allow helipads on water by prohibiting them in the LEP, why is it considered ok to seek one at Trinity Point, notwithstanding whether you can because of your legal process? Disgusted in JPG and the proposed helipad development.

- The proposed helipad will de-value surrounding properties.
- The proposal helipad will bypass Morisset.
- Pullman is not a 5 star hotel.
- Sea planes are less noisy than helicopters.
- Concern about emergency access. Doesn't CASA require two and this design only has one. Is access into water really ok in an emergency?
- Did NSW DPE notify people who have contracts to buy residential land at Trinity Point so they are aware of the helipad proposal? Has JPG been marketing with the helipad?
- The EA / community information session is all lies.
- No helipad can even get approved in Sydney so why does JPG think its ok to have one in quiet Bardens Bay?
- John Hunter Hospital has closed its helipad and it is relying on the Pelican (Belmont) airport for a helipad facility.
- Where are public walkways proposed / approved around the Trinity Point site? Will the helipad impact any of public walks (approved under other applications) around Trinity Point?
- Are roadworks proposed to the local network as part of the broader Trinity Point development? How much funding is JPG contributing towards the roadworks?
- Will the public sea baths be reinstated as part of the broader development?
- What happens if Trinity Point fails economically? Who will be left to clean up the 'white elephant' (ie. removal and rehabilitation)?
- Are the JPG staff and its representatives at the meeting from the local area?
- How long has the JPG representative been employed by JPG?

			<ul> <li>Supports all of the Trinity Point development except for the helipad.</li> <li>When will building of the hospitality component of the Trinity Point development commence.</li> <li>Supports the overall Trinity Point development including the helipad.</li> </ul>	
6/12/16	The Lakes Mail	Letter to the editor from local resident.	n/a	33
13/12/16	Local resident via JPG helipad website	Noted a number of concerns.	<ul> <li>Raised the following concerns:</li> <li>Professionalism of pilots that will use the helipad and their knowledge of operational requirements.</li> <li>Noise impact.</li> <li>Where will the helicopters operate to and from and what is the route?</li> <li>Height of the operation (routes)?</li> <li>Have people on the Central Coast been able to review the proposal in an open forum?</li> <li>The danger of helicopters failing is 5 times more than fixed wing aircraft.</li> <li>Has a video of a dangerous low flying helicopter over his property.</li> </ul>	n/a
15/12/16	Local Resident	Phone discussion with Bryan Garland of JPG and follow up email confirming questions.	Questions raised:	n/a
21/12/16	Newcastle Herald	Confirmation of public exhibition extension until 20 January 2016	· · · · · · · · · · · · · · · · · · ·	34
21/12/16	Australian Government Department of the Environment	Letter to Bryan Garland	Information regarding the Environment Protection and Biodiversity Conservation Act 1999.	35
22/12/16	Australian Government Department of the Environment	Response to Australian Government Department of Environment correspondence by project ecologist Matt Doherty	The marina was approved in June 2015.	36

22/12/16	Local Resident	Response to information request made	<ul> <li>During preparation of the EA, project consultation has occurred with several Commonwealth officers and JPG can supply this information if requested.</li> <li>Following lodgement of the EA a copy of the ecological assessment informing the helipad was supplied to the Commonwealth (Mark Jenkins).</li> <li>Reporting confirmed the proposal is unlikely to have a significant impact to MNES.</li> <li>JPG would be happy to discuss any items further if necessary.</li> <li>Supplied a copy of the Aquatic and Terrestrial Ecology Assessment (Appendix F of the EA).</li> </ul> Response confirmed:	a
22/12/16	Local Resident	Response to information request made by email on 15/12/16.	<ul> <li>Response confirmed:</li> <li>Comprehensive terrestrial and aquatic flora and fauna surveys informed the Concept Approval and Marina approval and a high level of knowledge of the aquatic and terrestrial environment of the site is known.</li> <li>Directed the resident to the Aquatic and Terrestrial Ecology Assessment (Appendix F of the EA).</li> <li>Confirmed ecological assessment has considered the background noise and activity levels and any potential startling of birds.</li> <li>Confirmed 3 of the 4 proposed flight paths enter / exit over water and terrestrial habitat is generally not crossed until the helicopter is in excess of 1000ft.</li> <li>Supplied a copy of fact sheet 1 'Why a Helicopter'.</li> <li>Provided a link the NSW DPE website and JPG helipad website.</li> <li>Confirmed how a public submission can be made.</li> <li>Confirmed public exhibition ends on 20 January 2017.</li> </ul>	a

26/12/16	Newcastle Herald	Letter to the editor from local resident.	n/a	37
6/1/17	Lakes Mail	Letter to the editor from local resident	n/a	38
13/1/17	Local Resident	Bryan Garland response to feedback provided on the JPG helipad website dated 22/11/16 (note that there was a technical issue with the helipad webpage feedback form which resulted in the minor delay).	smaller sized aircraft typically associated with emergency services, JPG will not preclude emergency services from utilising the helipad if	39
			· · ·	
13/1/17	Local Resident	Bryan Garland response to feedback provided on the JPG helipad website dated 4/12/16 (note that there was a technical issue with the helipad webpage feedback form which resulted in the minor delay).	Helipad is proposed to be limited to 4 landings per day and no more than 19 landings per week.	40
			The feedback will be provided to the DPE as part of JPG's response to public submissions.	
13/1/17	Local Resident	Bryan Garland response to feedback provided on the JPG helipad website dated 13/12/16 (note that there was a technical issue with the helipad webpage feedback form which resulted in the minor delay).	Response noted:  • Pilots will be experienced operators with commercial pilot licenses. The proposal prohibits helicopter types that are commonly	41

			<ul> <li>comply they will not be welcomed back.</li> <li>Site specific noise testing was undertaken and concludes that noise generated by the proposal is below criteria. A copy of the full noise report was supplied.</li> <li>Flight path information was supplied. It was noted that the majority of flights will arrive/depart to /from the south. A northern flight path was tested and is proposed only as an alternative for use during strong southerly winds.</li> <li>The operation commences when the aircraft is descending from 1,000ft to the helipad or ascending to 1,000ft from the helipad.</li> <li>In the week of 21 November 2016, JPG sent (via Australia Post) a letter invitation to 6,533 homes to invite them to a community information forum that we held on Monday 5 December 2016. This letter was distributed to the postcodes of Mannering Park, Summerland Point, Wyee, Wyee Point, Balcolyn, Bonnells Bay, Brightwaters, Mirrabooka, Morisset Park, Silverwater, Sunshine, Windermere Park and Yarrawonga Park. The Department of Planning &amp; Environment have placed public notices advising residents of this application, and JPG separately have published notices in local papers.</li> <li>JPG have been advised by their aviation safety advisors that the likelihood of helicopters failing is more likely to occur close to take-off or landing. In this case any</li> </ul>	
			helicopters failing is more likely to occur close	
24/1/17	Lakes Mail	Letter to editor from local resident.	n/a	42
31/1/17	Lakes Mail	Two (2) letters to the editor from local residents.		43
9/2/17	Local Resident	Phone call to Bryan Garland of JPG.	Resident asked BG when an Environmental Impact Statement will be lodged with Lake	n/a

14/6/17	Bonnells Bay Progress Association (Col Roach)	Phone call to Bryan Garland of JPG.	Macquarie City Council. BG confirmed that JPG intend on lodging an EIS with LMCC following determination of the MOD 3 application by NSW PAC / DPE.  Status update of the MOD 3 application provided.	n/a
17/7/17	Lakes Mail	Article	n/a	44
27/11/17	Lakes Mail	Letter to the editor from local resident.	n/a	45
6/3/18	Lakes Mail	Letter to the editor from local resident.	n/a	46
22/3/18	Lakes Mail	Letter to the editor from local resident.	n/a	47
22/3/18	Lake Macquarie City Council	JPG consultants Ellen Davis-Meehan (Key Insights) and Mat Radnidge (ADW Johnson) met with Chris Dwyer and Stephen McAlister of LMCC to discuss the LMCC letter to NSW DPE dated 16 December 2016 specifically in relation to Social Impact Assessment matters.	<ul> <li>Key Items discussed:</li> <li>MR advised that JPG are progressing a response to authority and public submissions for the MOD 3 application and are aiming to lodge with the NSW DPE within approximately</li> </ul>	n/a

07/0/40		EDM noted that this is a perceived versus actual impact. EDM is guided by the findings of the acoustic expert.  SM advised that the direct benefits from the helipad are difficult to quantify and the helipad may benefit a few non local people at the expense of the local community. EDM confirmed that the helipad will complement the broader Trinity Point mixed use development, which site on land zoned and identified by Council to facilitate tourist development. The helipad will offer a point of difference and add prestige to the development. The helipad will allow Trinity Point to compete with and also complement other tourist developments in the hunter (eg. the vineyards) that contain helipads. This will benefit job creation and economic investment into the western side of Lake Macquarie.  EDM asked how her SIA can be amended to address the items raised by LMCC. SM advised that:  a A whole new Social Impact Assessment is not warranted.  He would however like to see more detail in relation to the community engagement strategy, specifically in relation to Brightwaters Christian College. SM confirmed that it was his opinion that an engagement strategy should be developed and implemented prior to MOD 3 determination.  EDM confirmed that she will progress the strategy in consultation with SM.  CD confirmed that she will progress the strategy in consultation with SM.  CD confirmed that sporturity to assist / provide feedback on this process.	
27/3/18	Chris Dwyer of LMCC	Bryan Garland of JPG phoned Chris Advised that the EIS was well advanced and the	n/a

		Dwyer to advise the JPG are in the process of preparing an Environmental Impact Statement (in accordance with SEARs 846) to lodge with Council as part of DA 1176/2014.	target EIS lodgement date is 1 May 2018.	
27/3/18	Anthony Witherdin of NSW DPE	Project Update email	Bryan Garland of JPG emailed Anthony Witherdin to confirm that JPG are progressing with the Response to Submissions for the MOD 3 application and are aiming to lodge on the 1 May 2018.  Bryan also advised that preparation of the EIS for the Development Application (1176/2014) with LMCC was progressing and JPG are going to reconsult with state agencies as required by the EIS SEARs.	48
29/3/18	Authority contact by email. Authorities consulted:  NSW Environmental Protection Authority NSW Office of Environment & Heritage Water NSW NSW Roads and Maritime Services NSW Office of Environment & Heritage, Heritage Division	The email provided a project status update and invited any additional commentary from authorities in relation to the EIS.		n/a
29/3/18	NSW RMS (Sonia McKay)	Response to invitation to comment by email.	Acknowledgement of receipt of invitation to comment. Confirmed a response will be provided by 16 April 2018.	49
30/3/18	NSW OEH (Steven Cox)	Response to invitation to comment by		50

		email.	EIS preparation.	
3/4/18	NSW EPA (Natasha Ryan)	Response to invitation to comment by email.	Acknowledgement of receipt of invitation to comment and confirmed it has been forwarded internally for consideration.	51
3/4/18	NSW OEH, Heritage Division (Bronwyn Smith)	Response to invitation to comment by phone call.	referred to the specialist services team that deals with Maritime Archaeology.	52
3/4/18	Water NSW (Ryan Shephard)	Response to invitation to comment by phone call.	A copy of the email inviting comment is attached.  Advised that the invitation for comment had been received and a response would be provided within the next week. Advised that it was unlikely that any significant additional comments would be made.  A copy of the email inviting comment and acknowledgement is attached.	53
13/4/18	NSW RMS - Maritime (Summer Tonsen)	Response to invitation to comment by email.	Advised that RMS has no comments in addition to commentary previously made that accompanied SEARs 846 (RMS letter dated 25 August 2016).	54
17/4/18	LMCC (Chris Dwyer & Stephen McAlister)	Further to the meeting on 22/3/18, the proponent supplied LMCC with a draft version of the Community & Stakeholder Engagement Plan and invited comment.		n/a

# Attachment 1

### **Mathew Radnidge**

From: Bryan Garland <bryang@johnsonpropertygroup.com.au>

Sent: Thursday, 10 November 2016 1:52 PM

**To:** Tom Dumbrell; bcbaylis@bigpond.com; Colin Roach

**Subject:** Trinity Point Helipad

Dear Tom, Bruce and Col,

I write to give you an update on our helipad proposal at Trinity Point.

- 1. Our Environmental Assessment Report, seeking a modification to the Trinity Point Concept Plan, has been submitted to the NSW Department of Planning & Environment.
- 2. The Department has advised that the Environmental Assessment is suitable to be placed on public display for public comment. I have been advised this morning that the formal Exhibition period will commence on Thursday 17 November 2016 and conclude on Friday 16 December 2016. I understand that the Department will be placing formal advertisement notices in the Lakes Mail, Newcastle Herald and Sydney Morning Herald.
- 3. Come next Thursday 16 November exhibition commencement, I understand that hard and/or electronic copies of the document will be placed at Morisset Library, Lake Macquarie City Council chambers, Wyong Shire Council chambers, and Department of Planning offices in Newcastle and Sydney. Electronic copies will also be able to be downloaded from the Department of Planning website (exhibition page), or alternatively, I am having our own website established where these documents, along with fact sheets and video, can be downloaded.
- 4. I will be writing a courtesy information letter to 6,533 dwellings on the peninsula and around Summerland Point and Mannering Park to advise them of the above. Due to Australia Post, my information letter is not able to be delivered until around 25 November 2016.
- 5. I am also intending on organising another community drop in information session. The format will be different in that we will have multiple copies of the report available around the room where people can seek direction to relevant information & clarification that may assist them in any formal submission they may choose to make to the Department. I am just trying to organise the arrangements now and will let you know in due course so that you can pass this information onto your members.

Like always, I make myself available to you, your executives, or any of your experts to conduct a briefing of the Exhibited Material should you wish for that to occur or, more generally, to answer or clarify any questions that may arise on this proposal. I would be happy to arrange a suitable time with you if you would like a briefing and I can be contacted via return email or on 0408 991 888.

Many thanks Bryan

#### Bryan Garland

Planning Director Johnson Property Group

M 0408 991 888 | E bryang@johnsonpropertygroup.com.au



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# Attachment 2

### **Mathew Radnidge**

From: Sent: To: Subject	Bryan Garland <bryang@johnsonpropertygroup.com.au> Thursday, 10 November 2016 2:31 PM Sandra Hutton; Mathew Radnidge FW: Trinity Helipad</bryang@johnsonpropertygroup.com.au>	
FΥI		
<b>Sent:</b> Th <b>Fo:</b> Brya	Gregory Piper [mailto:Gregory.Piper@parliament.nsw.gov.au] Drursday, 10 November 2016 2:28 PM Or Garland < <a href="mailto:Gregory.Piper@parliament.nsw.gov.au">brursday, 10 November 2016 2:28 PM Or Garland &lt; <a href="mailto:Gregory.Piper">bryrang@johnsonpropertygroup.com.au</a> Carlinity Helipad</a>	
Thanks Greg	for keeping me informed Bryan.	
Sent fro	m my iPhone	
On 10 N	lov. 2016, at 1:56 pm, Bryan Garland < <a href="mailto:bryang@johnsonpropertygroup.com.au">bryang@johnsonpropertygroup.com.au</a> wrote:	
	Hi Greg	
	Further to our helipad briefing yesterday, the Department has advised that the Environmental Assessment is suitable to be placed on public display for public comment. I have been advised this morning that the formal Exhibition period will <b>commence on Thursday 17 November 2016 and conclude on Friday 16 December 2016</b> . I understand that the Department will be placing formal advertisement notices in the Lakes Mail, Newcastle Herald and Sydney Morning Herald.	
	I have just written to Tom Dumbrell (MPDAG), Bruce Baylis (Sunshine Progress Assoc) and Col Roach to advise them of the exhibition period as I had promised them that I would do.	
	Thanks Bryan	
	Bryan Garland Planning Director Johnson Property Group	
	M 0408 991 888   E bryang@johnsonpropertygroup.com.au	
	Head Office Level 12, 48 Hunter Street, Sydney NSW 2000 PO Box A1308, Sydney South NSW 1235 www.johnsonpropertygroup.com.au	

# Attachment 3

From: Bryan Garland <br/>bryang@johnsonpropertygroup.com.au>

Sent: Thursday, 10 November 2016 2:33 PM

**To:** Simone Collins

**Cc:** Les Binkin; Symantha Suprain

**Subject:** Trinity Helipad

#### Hi Simone

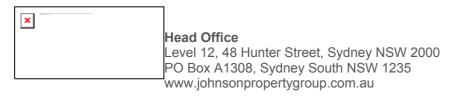
Further to our helipad briefing last week, the Department has advised that the Environmental Assessment is suitable to be placed on public display for public comment. I have been advised this morning that the formal Exhibition period will **commence on Thursday 17 November 2016** and **conclude on Friday 16 December 2016**. I understand that the Department will be placing formal advertisement notices in the Lakes Mail, Newcastle Herald and Sydney Morning Herald.

Thanks Bryan

### **Bryan Garland**

Planning Director Johnson Property Group

M 0408 991 888 | E bryang@johnsonpropertygroup.com.au





# Attachment 4

From: Bryan Garland <br/>bryang@johnsonpropertygroup.com.au>

**Sent:** Thursday, 10 November 2016 4:54 PM

**To:** kfraser@lakemac.nsw.gov.au; badamthwaite@lakemac.nsw.gov.au;

kbaker@lakemac.nsw.gov.au; blangford@lakemac.nsw.gov.au; cgrigg@lakemac.nsw.gov.au; dbelcher@lakemac.nsw.gov.au; jpauling@lakemac.nsw.gov.au; wharrison@lakemac.nsw.gov.au; lcubis@lakemac.nsw.gov.au; ashultz@lakemac.nsw.gov.au; njones@lakemac.nsw.gov.au; cbuckley@lakemac.nsw.gov.au;

jgilbert@lakemac.nsw.gov.au

**Cc:** Tony Farrell; Chris Dwyer; John Andrews; Keith Johnson

**Subject:** Trinity Point Helipad Proposal

Dear Mayor Fraser and Councillors,

You may be aware that Johnson Property Group (JPG) has proposed introducing a limited use helipad as a component of the Trinity Point Marina and Mixed Use 5 star destination at Morisset Park. The helipad will contribute to enhanced connectivity and targeted tourism trade in the wider region. We are proposing that the helipad and helicopters using it will operate to strict limits on the type of helicopters that can land, the number of movements per day and week, and detailed operational environmental and safety requirements.

As the required first step, the NSW Department of Planning and Environment will consider our proposal to introduce this helipad by modifying the Part 3A Concept Plan that was issued back in September 2009.

As a courtesy, I am writing to advise that the Department of Planning has received our Environmental Assessment Report and, today, has deemed it is suitable to be placed on public display for public comment.

The Department advised me this morning that they will commence the formal Exhibition period on **Thursday 17 November 2016** and conclude on **Friday 16 December 2016**. I understand that the Department will be placing formal advertisement notices in the Lakes Mail, Newcastle Herald and Sydney Morning Herald next week.

Including yourselves, I have commenced notifying stakeholders, community groups and other individuals that have registered their interest of the forthcoming exhibition period.

I am also finalising a letter to be distributed by Australia Post to 6,533 homes on the Morisset Peninsula, Summerland Point, Mannering Park and Wyee. This letter will advise residents of the exhibition period, where they can access the exhibited Environmental Assessment Report (both electronic and hardcopy) and also that we will be making ourselves and our exhibited reports available on Monday 5 December 2016 at the Bonnells Bay Community & Youth Centre between 3pm and 6.30pm to direct residents to relevant information that may assist in any submission they choose to make to the Department of Planning. Councillors are most welcome to attend.

Whilst this first step is an assessment and determination that sits outside of Council, I appreciate that as local elected representatives you may start to field enquiries about this proposal from your constituents. Like always, I make myself available to Councillors at any time to answer any questions or clarify any information that may come to you from your constituents. I can be contacted via return email or on 0408 991 888.

### Many thanks Bryan

Bryan Garland
Planning Director
Johnson Property Group

M 0408 991 888 | E bryang@johnsonpropertygroup.com.au

	Head Office Level 12, 48 Hunter Street, Sydney NSW 2000 PO Box A1308, Sydney South NSW 1235 www.johnsonpropertygroup.com.au
X	

# Attachment 5



### **Trinity Point:**

### **Public Exhibition of Proposed Helipad**

Dear Sir / Madam,

You may be aware that Johnson Property Group (JPG) has proposed introducing a limited use helipad as a component of the Trinity Point Marina and Mixed Use Development at Morisset Park. The helipad will contribute to enhanced connectivity and targeted tourism trade in the wider region. The helipad and helicopters using it will operate to strict limits on the type of helicopters that can land, the number of movements per day and week, and detailed operational environmental and safety requirements.

JPG recognise that the proposal is of interest to many community members. We have discussed the proposal with a range of stakeholders and will continue to do so. Feedback to date has shown that key issues relate to noise, safety, pollution, amenity and recreational access to the lake.

I'm writing to inform you, as a courtesy, that we have submitted our Environmental Assessment Report (EAR) to the NSW Department of Planning and Environment (DPE) that outlines the details of our helipad proposal, and information relating to key issues. The NSW DPE is seeking public comment on this proposal up until **Friday 16 December 2016**.

The EAR can be found by searching for Trinity Point (Modification to Mixed use marina/tourist/residential (Concept Plan) (06\_0309 MOD 3) at <a href="http://majorprojects.planning.nsw.gov.au/page/on-exhibition/">http://majorprojects.planning.nsw.gov.au/page/on-exhibition/</a>. Alternatively, hardcopies of the material can be viewed at Morisset Library, Lake Macquarie City Council chambers, Wyong Shire Council chambers, and DPE offices in Newcastle and Sydney. Electronic feedback can be made via this link directly to the NSW DPE. Alternatively, if you are unable to lodge your feedback online, written submissions can be made to The Director, Modification Assessments, NSW Department of Planning and Environment, GPO Box 39, Sydney NSW 2001 and must be received by **Friday 16 December 2016.** 

For your convenience, JPG has established its own webpage that contains the same exhibited material. Also on this page, we have uploaded a Community Information Sheet, several Fact Sheets and Frequently Asked Questions to assist in your understanding of this helipad proposal. Our webpage is: <a href="http://trinitypoint.com.au/helipad">http://trinitypoint.com.au/helipad</a> The webpage also has a feedback form, should you wish to clarify any aspects of our proposal.

JPG also invite you to drop in and meet us at the Bonnells Bay Youth & Community Centre (275 Fishery Point Rd, Bonnells Bay NSW 2264) on **Monday 5 December 2016** between the hours of **3pm and 6.30pm**, where we will have hardcopies of the exhibited material and can direct you to relevant information that may assist you for any formal submission you may choose to make to NSW DPE.

If you have any general enquiries about the project separate to the NSW DPE formal exhibition process, please contact JPG on 8023 8888 or visit our webpage and use the feedback form. We thank you for any thoughts and feedback you may have.

Many thanks

**Bryan Garland** 

Planning Director

Please note that formal written submissions on the proposal will need to be made via the NSW Department of Planning and Environment. Johnson Property Group are offering the above links and information with the view to aiding your review of our proposal and to assist inform any formal written submission you may choose to make.



# Attachment 6

From: Bryan Garland <br/>bryang@johnsonpropertygroup.com.au>

Sent:Wednesday, 16 November 2016 6:14 PMTo:Natasha.Harras@planning.nsw.gov.au

**Cc:** Keith Johnson; Sandra Hutton

**Subject:** Trinity Point: Helipad Modification (Mod 3)

**Attachments:** Fact Sheet 1 Why a Helipad.pdf; Fact Sheet 2 Noise.pdf; Fact Sheet 3 Helipad

Operations.pdf; Fact Sheet 4 Public Access and Temporary Safety Zone.pdf; Fact

Sheet 5 Community Engagement.pdf

#### Dear Natasha

I would like to share the attached fact sheets that we have prepared relating to our helipad proposal at Trinity Point.

These fact sheets will be available on a dedicated helipad webpage that we are building which will go live tomorrow morning. Our webpage will be http://trinitypoint.com.au/helipad if you would like to go and take a look at some stage.

I will also make these available to the community in briefings and other community sessions that we will attend.

Within our resident letter that I briefly took you through when I saw you on Monday, we are advising residents of this webpage (and your exhibition), including these fact sheets, in a letterbox drop in coming days.

Whilst these fact sheets are not deemed to be formal exhibition material, it is our way of trying to provide factual information to residents and interested parties about this proposal and our way of continuing with genuine community consultation and information sharing throughout this period.

Please let me know if you have any questions.

Many thanks Bryan

### **Bryan Garland**

Planning Director Johnson Property Group

M 0408 991 888 | E bryang@johnsonpropertygroup.com.au

×	
	Head Office
	Level 12, 48 Hunter Street, Sydney NSW 2000
	PO Box A1308, Sydney South NSW 1235
	www.johnsonpropertygroup.com.au

X Transmission		

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Bryan Garland <a href="mailto:bryang@johnsonpropertygroup.com.au">bryang@johnsonpropertygroup.com.au</a> From: Wednesday, 16 November 2016 6:49 PM Sent: To: Simone Collins; Kristy Poole Cc: Les Binkin; Symantha Suprain **Subject:** Trinity Point: Helipad Modification (Mod 3) **Attachments:** Fact Sheet 1 Why a Helipad.pdf; Fact Sheet 2 Noise.pdf; Fact Sheet 3 Helipad Operations.pdf; Fact Sheet 4 Public Access and Temporary Safety Zone.pdf; Fact Sheet 5 Community Engagement.pdf **Dear Simone and Kristy** I would like to share the attached fact sheets that we have prepared relating to our helipad proposal at Trinity Point. These fact sheets will be available on a dedicated helipad webpage that we are building which will go live tomorrow morning. Our webpage will be http://trinitypoint.com.au/helipad if you would like to go and take a look at some stage. I will also make these available to the community in briefings and other community sessions that we will attend. We are also sending out a letter to residents in coming days and in that we are advising them of this webpage (and the Department's exhibition), including these fact sheets. Whilst these fact sheets are not deemed to be formal exhibition material, it is our way of trying to provide factual information to residents and interested parties about this proposal and our way of continuing with genuine community consultation and information sharing throughout this period. Please let me know if you have any questions. Many thanks Bryan **Bryan Garland** Planning Director Johnson Property Group M 0408 991 888 | E bryang@johnsonpropertygroup.com.au × **Head Office** Level 12, 48 Hunter Street, Sydney NSW 2000 PO Box A1308, Sydney South NSW 1235 www.johnsonpropertygroup.com.au

Bryan Garland <a href="mailto:bryang@johnsonpropertygroup.com.au">bryang@johnsonpropertygroup.com.au</a> From: Wednesday, 16 November 2016 6:56 PM Sent: To: John Andrews; Chris Dwyer Cc: Sandra Hutton **Subject:** Trinity Point: Helipad Modification to Concept Plan (Mod 3) **Attachments:** Fact Sheet 1 Why a Helipad.pdf; Fact Sheet 2 Noise.pdf; Fact Sheet 3 Helipad Operations.pdf; Fact Sheet 4 Public Access and Temporary Safety Zone.pdf; Fact Sheet 5 Community Engagement.pdf Dear John and Chris I would like to share the attached fact sheets that we have prepared relating to our helipad Concept Plan Modification proposal at Trinity Point. This is for Council information only. These fact sheets will be available on a dedicated helipad webpage that we are building which will go live tomorrow morning. Our webpage will be http://trinitypoint.com.au/helipad if you would like to go and take a look at some stage. I will also make these available to the community in briefings and other community sessions that we will attend. We are also sending out a letter to residents in coming days and in that we are advising them of this webpage (and the Department's exhibition), including these fact sheets. I will provide this letter to you separately, again for your information. Whilst these fact sheets are not deemed to be formal exhibition material, it is our way of trying to provide factual information to residents and interested parties about this proposal and our way of continuing with genuine community consultation and information sharing throughout this period. Please let me know if you have any questions. Many thanks Bryan **Bryan Garland** Planning Director Johnson Property Group M 0408 991 888 | E bryang@johnsonpropertygroup.com.au × **Head Office** Level 12, 48 Hunter Street, Sydney NSW 2000 PO Box A1308, Sydney South NSW 1235 www.johnsonpropertygroup.com.au ×



### Trinity Point Marina and Mixed Use Development

## **Proposed Helipad**

**FACT SHEET 1** 

# WHY A HELIPAD?

Johnson Property Group (JPG) is proposing the inclusion of a helipad at the approved Trinity Point Marina and Mixed Use Development site at Morisset Park. This fact sheet outlines JPG's reasons for proposing a helipad, and gives a summary of anticipated uses, operators and clientele.

The approved Trinity Point Marina and Mixed Use Concept Plan comprises 188 berth marina, restaurant, café and outdoor dining, function centre, 65 room hotel, up to 250 tourist and residential apartments, and a range of recreational and commercial facilities. Recreational facilities will connect with surrounding Trinity Point reserve and is anticipated to create construction and operational jobs and stimulate the local economy and tourism industry. Trinity Point will deliver Lake Macquarie's first five star luxurious resort. The development has been in planning and consultation for over 10 years. Development approvals are now in place for the first 94 marina berths, 65 room hotel, restaurant, café and outdoor dining, function centre as well as 93 tourist apartments and 34 residential units. Works on the marina began this year, and will be operational during 2017.

### Why does JPG propose a limited use helipad for the Trinity Point development?

The success of any tourism project is the ability to offer the broadest range of experiences possible. This might be due to its location near many other facilities that offer a range of attractions and options (such as the Gold Coast), or by offering diverse attractions and services on a single site and becoming a 'destination' in its own right.

Council has for many years sought to achieve a high standard of tourism for Lake Macquarie. With the announcement that Accor Hotels will be the operator of the Trinity Point hotel under its Pullman Brand, our goal is that it becomes the pinnacle tourism destination for Lake Macquarie.

To do this we not only need to offer the 5 - star services our competition offers, we need to exceed those.

The proposed helipad will be part of the overall range of site offerings that when combined will make a valuable contribution to the overall success of Trinity Point. Together with the approved uses, they work in synergy to create a destination, a point of difference and the ability to compete in the tourism market.

It will increase our ability to compete with other destination establishments with helicopter facilities and contribute to attracting new visitors and repeat visitors to the area.

It will increase accessibility from Sydney and diversify on-site services.

It will build prestige and market value, and attract quality commercial operators or partners to the site.

It will enhance our geographic connectivity and help us form part of a regional link with other quality Hunter destinations (such as with the vineyards and with the new cruiser terminal).

In doing so, it will strengthen the local economic benefits already projected to accrue from the approved Marina and Mixed Use Development (such as projected jobs), and help contribute to regional and Council aspirations for high end tourism in the City of Lake Macquarie.

### Who will use the helipad?

The helipad is anticipated to be used mainly for tourism purposes, with transfers and day trips between Trinity Point and other locations in NSW, mostly likely Sydney and the Hunter Valley.

Helicopters accessing the helipad are expected to be primarily professional helicopter operators already providing commercial services from Sydney or the Hunter Valley. Private pilots who may own their own helicopter and are visiting Trinity Point may also request use of the helipad with permission granted if they and their craft fulfil CASA requirements and adhere to the helipad's "Prior Permission" and "Fly Neighbourly" policy and detailed operational, environmental and safety requirements . The helipad is not intended to be used for joy flights, and Robinson R22/44 helicopters are excluded (to encourage use of the helipad by experienced pilots).

### Creating a "Destination" facility

Services and facilities already approved for the Trinity Point 'destination' facility

- Residential accommodation
- Tourism accommodation
- Infinity pool
- Spa
- Marina
- Water sport
- Passive recreation and relaxation
- Functions
- Retail
- Dining
- Business centre.

Trinity Point is not located near any other tourism uses so must create the destination in its own right and to be competitive in the tourism industry. It must on its own create enough interest that people want to visit, and keep on visiting.

All the above services work together to create a dynamic destination — a helipad will add significantly to the mix.

Passengers are anticipated to include:

- hotel guests arriving and departing from the hotel;
- day trippers to Trinity Point or linking to the Hunter Valley or other regional destinations with Trinity
   Point as a stop;
- brides and wedding parties arriving for weddings;
- permanent residents undertaking business travel to larger centres;
- public speakers for conferences or guests for events; and
- private/corporate transfers for a range of uses.

### How does the helipad fit in with the Trinity Point foreshore reserve?

The helipad is not located on Reserve land and does not impact on the Trinity Point Reserve Management Plan. It is noted the Reserve has considerable social, recreational, ecological, tourist and cultural values, and the proposal will not impact on these values. There has been community identification of the opportunity for JPG to reinstate the 'old baths' at the southern bluff in the Reserve. These discussions are currently occurring with Council but are unrelated to the Helipad proposal.

### How does it fit in with local or regional development strategy?

The Trinity Point location has been identified for the provision of tourism and related land uses, a long-term vision of Council. It is one of only a few tourism zoned destination sites with frontage to the areas greatest asset, the Lake itself.

This is reflected in the approved concept plan for the site and multiple development approvals recently received. Tourism forms part of policy objectives at both local (LMCC Lifestyle 2030) and State level (NSW State Plan and Hunter Region Plan).

For reasons outlined earlier in this sheet, a helipad strengthens the Trinity Point development's capacity to contribute to meeting these plans.

### What are the benefits to local residents?

The proposed helipad will be part of the shore and water based tourism and recreational facilities at Trinity Point. It is not designed to operate independently of those facilities. Without the approved tourism facilities, there would be no need for the helipad in this location. The small number of movements being sought is adequate to cater for the market and make a contribution to the success of the overall project.

Local residents will have access to a world class resort and marina on their doorstep. A helipad and helicopter access improves the attractiveness of the facility to certain sections of the market and therefore enhances viability and vitality.

We acknowledge there is community interest, including concern, regarding the inclusion of the helipad, including questions regarding the need for it, especially against the perceived amenity risks to local residents. The benefits of the proposed limited use helipad to the overall tourism facility must be balanced against impacts. In particular the receiving environment needs to be considered in detail to determine if the arrival and departure of helicopters has any significant adverse impacts.

This question is twofold:

- the Environmental Assessment prepared for the project concludes that the limited use helipad can be developed with land use controls (including number of flights, types of helicopters, flight paths, times of operation) and management controls (including "Fly Neighbourly" procedures and Prior Permission procedures), which will effectively manage noise and other impacts (please see noise and helipad operations fact sheets); and
- the benefits discussed in this fact sheet are applicable to local, as much as wider City and regional, residents.

JPG, in recognition of the broader context of the site, has limited the number of flights and provided for integrated management of the helipad in conjunction with the approved marina.

### Why do you keep changing your mind?

Planning, designing and navigating the approvals for a large scale multi-million dollar development hasn't always been easy, and we would be the last ones to say that we have always got it exactly right or that things always work out the way we want them to. We began consultation around concept planning for the project in 2007 and we passed through several design changes, approval processes and financial crisis challenges in that time.

One of our key aims has been to be balanced, to be fair, to be viable and to be responsive — to the expectations of the community, the demands of government, the opportunities of the market and the needs of the company and operators. At the base of it our intention is to get the best development that responds to what we know already, and that can adapt to the things we don't as they come our way.

In 2008, when we included the original helipad, community members expressed concern regarding noise amongst other things about the development. We made the changes that were right at the time, and the concept plan was eventually approved. During that time, we looked ahead and saw that our thinking around a helipad was not complete, and submitted the relevant documentation to enable us to keep it as an option, where it could be considered in the future on its own merits or impact.

#### **SUMMING UP!**

In short, JPG proposes a helipad to:

- Diversify site services;
- Build prestige and market position;
- Strengthen regional links and transport connections;
- Enhance existing economic benefits;
- Attract quality operators and partners;
- Contribute to Council tourism vision; and
- Become a 'destination' facility in our own right.

### **Need more information?**

JPG is committed to ensuring accurate and up to date information about the proposed helipad is available to all interested community members. We have established a Community Information web page <a href="http://trinitypoint.com.au/helipad">http://trinitypoint.com.au/helipad</a> that has details around the environmental studies and consultation activities, as well as a series of fact sheets including:

- Fact Sheet 1 Why a Helipad?
- Fact Sheet 2 Noise, Helicopter Survey and Flight Paths
- Fact Sheet 3 Helipad Operations
- Fact Sheet 4 Public Access and Safety
- Fact Sheet 5 Community Engagement

We welcome your questions and feedback. Please contact JPG on 8023 8888 or visit the above designated webpage and use the feedback form.



### Trinity Point Marina and Mixed Use Development

# Proposed Helipad

**FACT SHEET 2** 

### **NOISE, HELICOPTER SURVEY & FLIGHT PATHS**

Johnson Property Group (JPG) is proposing the inclusion of a limited use helipad at the approved Trinity Point Marina and Mixed Use Development site at Morisset Park. This fact sheet details noise sources and assessed impacts, and how we propose to manage noise, including details of the helicopter survey, acoustic assessment and the proposed 'fly neighbourly' policy.

Noise potentially generated at the helipad has emerged as the key community issue during consultation with residents, businesses, schools and government agencies.

Our goal is to establish a helipad that supports the approved marina and tourist destination, while minimising the impact of helicopter noise generated on the local community.

### What noises will be associated with the helipad?

The primary source of noise expected to be generated at the helipad is noise from helicopters approaching, landing and departing (please see over for details about the type of helicopters that are anticipated to use the helipad).

There will be some noise from people embarking and disembarking, although this is not considered to be of a markedly different quality or quantity than that already expected throughout the approved Marina and Mixed Use Development.

There will be no maintenance or refuelling on the helipad and therefore no associated noise for that activity.

# How many helicopter movements will there be?

JPG are applying to fly up to 8 helicopter movements (4 in, 4 out) per day, up to a maximum of 38 movements weekly. We are not proposing any more than a maximum of 8 movements in any one day or more than 38 movements weekly.

Typically, the entire landing operation of a helicopter leaving cruise altitude to approach, hover, land and shut down is audible for about  $2 \frac{1}{2} - 4 \frac{1}{2}$  minutes (depending on where you are and the flight path being used).

#### **Quick Facts**

- JPG is applying for up to 8 movements a day (ie 4 flights), to a maximum of 38 a week.
- Use will be by small turbine engine helicopters up to medium sized twin engine helicopters.
- Daylight hours only, after 8am.
- A helicopter survey was undertaken as a component of the acoustic assessment (see over page).
- There are 4 preferred flight paths operators who do not adhere to these, other than for safety reasons, will not be welcome at Trinity Point.
- Prior Permission and Fly neighbourly procedures will be in place and predominantly avoids built up areas.
- Noise impacts have been assessed in detail and found to be reasonable and acceptable against several different criteria, including consideration of the existing noise environment around Bardens Bay.
- No maintenance or refuelling.

A take-off movement to power up, hover, take off and ascend to cruise altitude occurs over a similar time period. If a maximum of 8 movements occur across any given day, which would represent an audible noise source of approximately 20-36 minutes for that day.

### What times will they fly?

All flights will be limited to daylight hours only. The time of operation will start in the morning from 8am on Monday to Saturday, and from 9am on Sundays and public holidays.

The operation is proposed to extend to 7pm or to 'daylight hours' to account for seasonal variation and daylight saving. The helipad will have no lighting and no night time flights will be permitted.

### What types of helicopters will use the helipad?

The helipad will be suitable for use by small turbine engine helicopters and occasionally by medium sized twin engine helicopters.

#### Single engine

- McDonnell Douglas500 3 passengers (includes pilot)
- Bell 206B 4 passengers
- Airbus 120 4 passengers
- Bell 206L 6 passengers
- Airbus H125 (or "squirrel") 5 passengers
- Bell 407 6 passengers
- Airbus 130 4 passengers

#### Twin engines

- Airbus 135 6 passengers
- Agusta Westland AW109 7 passengers.





Image: (top) the smallest helicopter MD500series; (bottom) the medium sized Agusta Westland AW109

Helicopters will be flown by professional commercial operators and trained pilots. To limit use by inexperienced pilots, the smaller Robinson R22/44 will not be permitted. Joy flights will not be permitted.

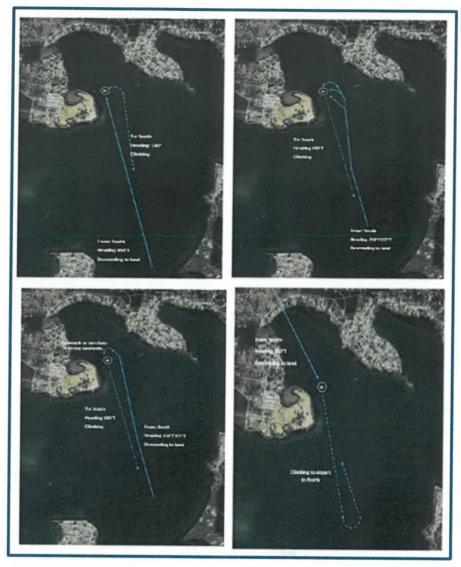
### What are the flight paths?

There are a number of preferred flight paths (see image over page) that have been acoustically tested and designed to cater to different wind directions.

- Preferred Path A approaches from and exits to the south (over water) in a clockwise direction.
- Preferred Path B1 approaches from and exits to the south (over water) and in an anti-clockwise direction.
- Preferred Path B2 approaches from and exits to the south in an anti-clockwise direction, catering for strong southerly winds.
- Alternative Path C approaches from the north (over land) and exits to the south (over water), and
  provides an option for a helicopter, having departed to the south to conduct a turn movement that
  allows it to travel north if desired. This flight path does fly over some residences as well as flying near
  Brightwaters Christian College. This is an alternative path to Path B2 for use in strong southerly or
  south-easterly winds.

These preferred paths are the only flight paths proposed for the helipad. All aircraft using the helipad will receive information on these flight paths via a 'prior permission' protocol, acknowledge these paths and overall Fly Neighbourly protocol including 'avoid' areas, and be expected to adhere to the paths.

A pilot or operator that does not adhere to use of the paths (except for rare safety events) or protocol will not be welcome at Trinity Point.



### How was noise impacts assessed?

Noise impacts have been assessed by independent noise consultants The Acoustic Group. The assessment identifies the types of helicopters proposed to be used, preferred flight paths, hours and frequency of operation and noise levels, and adopts best practice for measurement and assessment of noise impacts, against acoustic criteria, including a suite of inbuilt conservative calculations.

### Key elements of the Study were:

- Understanding of existing noise context, including community concerns and environmental issues.
- Discussion and decision making regarding appropriate noise criteria\* (\*Air Services Australia Aircraft Noise Exposure Forecast system (ANEF) was selected as the primary criteria, supplemented by a range of other measures and considerations).
- Identification of preferred flight paths to avoid built up areas and optimise flying predominantly over water.
- Rather than relying on a standard practice of only using a theoretical model, testing of flight paths was
  carried out for noise impact at different locations for a base helicopter type (not chosen to be either
  the quietest or noisiest) via a tailored Helicopter Survey (more over page). The survey itself involved an
  intensive high number of movements (up to 64 movements) in a condensed time (over 3.5hrs), which is
  not representative of the usual operation and noise associated with the number of movements
  (maximum 8 in any one day) proposed at Trinity Point. The survey itself is only one part of the acoustic
  assessment methodology, and is used to inform assessment, including for other helicopter types.
- Analysis and modelling of results, including as directed by relevant standards on measurement and analysis of helicopter noise. This includes use of an accepted 'weighting' method to provide assessment for all helicopter types.

Fact Sheet 2 - Noise, Helicopter Survey and Flight Paths

The assessment confirmed that the proposal will comply with noise targets applied to helipads against several different acoustic criteria, including consideration of the existing noise environment, and that the helipad can be introduced without unreasonable or unacceptable acoustic impact to surrounding residential areas, on the basis that definitive management practices are introduced.

### How will noise be managed?

Findings from the Acoustic Study have been used to develop a suite of management practices that will help us achieve our goal to establish a helipad that supports Trinity Point as a destination, while minimising the impact of helicopter noise generated for the local community.

The Acoustic study concluded that the helipad can be introduced without unreasonable or unacceptable acoustic impact to surrounding residential areas, on the basis that:

- a Fly Neighbourly and 'prior permission' protocol is implemented;
- Preferred flight paths are adhered to;
- the helipad operates during daylight hours;
- there are no joy flights;
- there is a maximum of 8 movements per day and a maximum of 38 movements per week; and
- there is no maintenance or refuelling on the pad.

JPG has committed to all of the above management practises in the Environmental Assessment documents submitted to the Department of Planning and Environment, with the expectation that these will be included as terms or conditions for helipad approval.

### **Need more information?**

JPG is committed to ensuring accurate and up to date information about the proposed helipad is available to all

interested community members. We have established a Community Information web page <a href="http://trinitypoint.com.au/helipad">http://trinitypoint.com.au/helipad</a> that has details around the environmental studies and consultation activities, as well as a series of fact sheets including:

- Fact Sheet 1 Why a Helipad?
- Fact Sheet 2 Noise, Helicopter Survey and Flight Paths
- Fact Sheet 3 Helipad Operations
- Fact Sheet 4 Public Access and Safety
- Fact Sheet 5 Community Engagement

What is Flying Neighbourly?

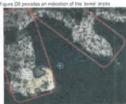
Australia's Civil Aviation Safety Authority (CASA) sets out Fly Neighbourly information to guide operations with a specific interest to reduce disturbance caused by aircraft.

CASA's Fly Neighbourly techniques and principles include:

- avoid noise sensitive areas;
- follow high ambient noise routes (highways) or alternatively, following unpopulated routes (waterways);
- maintain an appropriate fly-over altitude;
- maintain appropriate hover and circling altitude;
- speed reduction;
- route variation;
- use of high take off/descent profiles; and
- low noise speed/descent settings.

Fly Neighbourly requirements specific to the Trinity Point development have been developed and tested during preparation for the Environmental Assessment, and contained within a draft Operations Manual (refer Appendix D of the Environmental Assessment). It also includes 'avoid' areas.

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In addition to the Syring section, as policies could enryphy: the evient is to minimised. and when pointed evient any flight over bailet or areas when below 1000".



Further information about CASA Fly Neighbourly advice is available at <a href="https://www.casa.gov.au/standard-page/fly-neighbourly-advice">https://www.casa.gov.au/standard-page/fly-neighbourly-advice</a>

We welcome your questions and feedback. Please contact JPG on 8023 8888 or visit the above designated webpage and use the feedback form.

### **About the Helicopter Survey**





The helicopter survey was undertaken on 24 March 2016 for about 3.5 hours from 9.15am — 12.45pm. It was a fine day (18-24 degrees) with a light wind that shifted from the north west to east north east. A calm morning was selected to capture lowest level of ambient (background) noise and allow all flights to be flown on the same day, and as well as meet testing requirements under AS 2363-1999 for required calm weather conditions. Machinery associated with the construction of JPG's adjoining residential subdivision was stood down for the duration of the test.

A helicopter, the Airbus H125 (otherwise known as a "Squirrel") was selected to represent the typical aircraft type anticipated to use the helipad. It is a small turbine helicopter that can accommodate 4 passengers (plus the pilot) or less passengers if includes luggage, with the ability to fly from/to Sydney without the need to refuel. The helicopter used is neither the 'quietest' or 'noisiest' helicopter that might use the helipad. To be clear, the helicopter survey is only one part of the acoustic assessment methodology, and is used to inform the noise assessment. The overall noise assessment includes use of an accepted 'weighting' method to provide assessment for all helicopter types that might use the helipad, not just the helicopter used for the survey.

During the 3.5 hours, there were 64 dedicated movements over multiple flight paths. This included hovering for periods of time over the proposed helipad sites and thrusting to simulate take off, and some overflight and landing/take-off on the adjoining land. Two potential helipad locations were tested and shown over page — with the helipad closest to the Trinity Point site being the selected helipad location within the Environmental Assessment.

This high number of movements, in a condensed time, greatly over-represented the acoustic environment that would arise from the proposed operation of the helipad (which will be limited to 8 movements over a day and no more than 38 movements in any week) but was necessary for accurate and efficient noise testing.

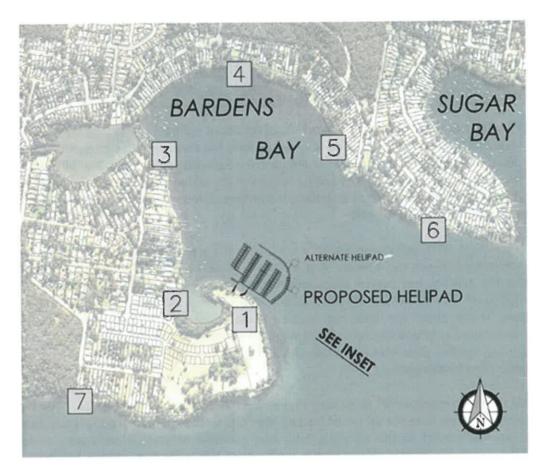
Monitoring was undertaken at seven locations around Bardens Bay (two of these locations were requested by Council). The location, set up and calibration of monitoring equipment was undertaken by consultant engineers, and each measurement location was attended during the test procedure.

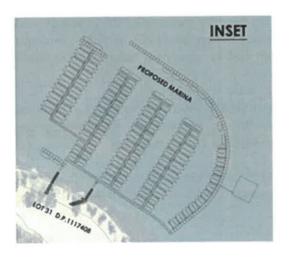
A professional pilot with significant flight experience and considerable local knowledge operated the craft, in communication with acousticians. Lake Macquarie Council officers observed the test from the ground and during part of the test, within the helicopter.

Prior to the survey, JPG notified the surrounding local community of the intended test day and high number of movements by publication in the local newspaper and by letter box mail out to over 5100 residences and business. Some residents have advised that they did not receive a notice and for this JPG duly apologises.

A link to a video of one of the movements is included on the Trinity Point Helipad website and has been provided as part of the Environmental Assessment.

The helicopter survey is a critical component of the noise assessment, providing real results in real locations. However, it is not the only component of the noise assessment, which builds on the survey results to provide calculations, results and assessment for various scenarios including for other helicopters.





### **NOISE LOGGER LOCATIONS**

- ON TRINITY POINT SITE
- NW CORNER OF JPG LAND
- MORISSET PARK BOAT RAMP [3]
- ADJACENT TO BRIGHTWATERS CHRISTIAN COLLEGE
- PUBLIC FORESHORE (BRIGHTWATERS JETTY)
- SOUTHERN END OF BARDON STREET
- SOUTHERN END OF CHARLES AVENUE



### Trinity Point Marina and Mixed Use Development

# **Proposed Helipad**

**FACT SHEET 3** 

### **HELIPAD OPERATIONS**

Johnson Property Group (JPG) is proposing the inclusion of a helipad at the approved Trinity Point Marina and Mixed Use Development site at Morisset Park. This fact sheet details the proposed site based procedures and protocols for the safe and neighbourly operation of the helipad.

Strict, safe and appropriate operational controls will be critical to the successful operation of the helipad for the benefit of all those with potential interest or interaction with the site – this includes the marina itself, guests arriving and departing, boat owners, pilots, helicopter operators, recreational lake users, employees, regulators and residents that live in the vicinity of the site.

### What guidelines apply to the helipad operation?

The Civil Aviation Safety Authority (CASA) 'Guidelines for the establishment and operation of onshore Helicopter Landing Sites' provides guidance to the aviation industry regarding the location and operation of helicopter landing facilities, including helipads. The Guidelines identify that safety risk can be reduced when the size and design of the helipad is compliant, when visual information, cues and positional markings are present and when the pilot in command has access to accurate, up-to-date information about the site, in a suitable and easily interpretable form.

JPG engaged Avipro, a specialist aviation and safety management consultancy, to assist develop and assess compliance of the helipad consistent with the CASA Guidelines and to prepare a draft Operations Procedure Manual, which forms a key component of the helipad proposal.

The AviPro study confirmed compliance and suitability of the helipad for the landing and taking off of helicopters in safety, supplementing physical elements with stringent operational procedures and protocols.

### How will the helipad site operate?

As the helipad will be attached to a working marina, it is intended that the operation of the helipad will be an integral part of the marina operation. Specific controls have been developed that meet CASA guidelines, incorporate industry best practice and respond to community concerns identified during consultation.

This includes requirements around flight paths and protocols, numbers and hours of flights, prior communication and permissions with pilot, and a range of safety protections and procedures. Details are in the box to the right.

#### Key operational elements:

- Operations Procedures Manual shared with pilots and co-ordinated with marina;
- A trained Helicopter Landing Officer on site;
- "Prior Permission" and "Fly Neighbourly", to be agreed and accepted prior to arriving on site;
- Limit of 8 movements a day (up to 38 a week) during daylight only;
- 4 designated flight paths and avoid areas;
- 30m temporary safety zone during take-off and landing:
- Limitation to type of helicopters able to land;
- No fuelling or maintenance on the pad; and
- No joyflights.

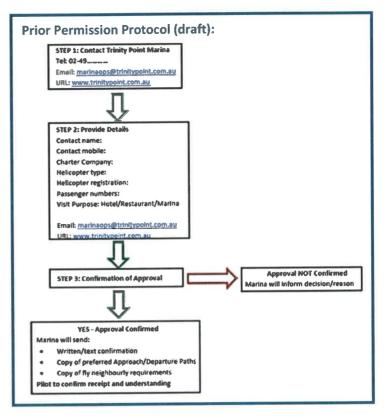
### What is "prior permission" protocol?

"Prior permission" is permission granted by the appropriate authority (operator of the helipad) prior to the commencement of a flight.

A 'prior permission' protocol is intended where the helicopter pilot requests early permission from the marina operation to land on the Marina helipad. It must be sought and agreed to prior to coming to site.

"Prior permission" protocol enables important information to be communicated to users of the helipad, and ensures pilots know the type of helicopter that can land as well as the Fly Neighbourly requirements, preferred flight paths, operating hours and other safety or licence procedures. A copy of the draft protocol is shown to the right.

It will also be used as part of registering and demonstrating compliance with the helipad's maximum daily and weekly movements, in conjunction with other operational procedures.



### How will public access be controlled?

A bollard and chain will be installed on the marina at the helipad gangway connection to restrict access to the helipad pontoon.

To protect the safety of marina users, lake users and the general public from risks such as those potentially associated with a helicopter landing and taking off (including rotor wash, public access to the marina and immediate area around the pontoon) being a 30m wide area around the edge of the pontoon, will be controlled during take-off and landing only.

To manage access of the 30m safety zone from the marina breakwater, two bollards will be installed on the gangway either side of the managed safety zone so that access is physically restricted during helicopter take-off and landing by the trained helicopter landing officer. Access to this part of the breakwater will be already restricted by security gate controlled, so the control will be specifically for berth owners, or any public utilising the causal berthing further along the breakwater.

To manage access of the 30m safety zone from the water, the Marina Operator as part of landing and take off procedures will visually check the area for water borne people and craft. An imminent arrival or departure will also be communicated through the use of a flashing light system. No helicopter will land until this area is clear.

### What about pollution risk and spills?

The helipad will not include any fuel storage and there will be no fuelling or maintenance of helicopters permitted on the helipad limiting the likelihood of a fuel spillage or other hazard such as fire or explosion.

Given the co-location with an approved marina, the same emergency spill equipment that is required to service the marina will be able to contain any pollutants stemming from the helipad.

Design based water quality measures will be implemented including bunding of the helipad to prevent runoff from directly entering the lake, provision of readily accessible oil / fuel spill kits and containment boom and a first flush treatment for the deck of the pontoon structure.

The final operations manual will include refined safety and routine procedures.

### What's in the draft Operations Manual?

The draft Operations Manual sets out agreed information and procedures for pilots and the marina operator and helicopter landing officer to adhere to whilst operating the helipad.

For pilots, the manual advises that the helipad:

- can only be used under a 'prior permission' process;
- is committed to Fly Neighbourly procedures and Fly Neighbourly Avoid areas;
- has preferred approach and departure paths;
- is available only during daylight hours with certain operating hours, and has no refuelling facilities;
- is designed for a maximum weight and helicopter size (exclusion of Robinson R22/44 helicopters will also be included in the final manual); and
- requires the pilot to need to ensure their flight-path is clear of potential objects, small craft, masts and public, in conjunction with the marina helipad landing officer.

For the marina operator, advises all the above, plus:

- Staff Training;
- Prior Permission procedure including reporting:
- Daily inspection requirements;
- Pre-arrival inspection requirements;
- Duties to ensure persons and craft are clear of, and objects secure, within the 30m management zone for landing and take-off; and
- Helicopter Reception/Dispatch procedures.
- Provision of emergency procedures, integrated into marina emergency procedures.

#### **Need more information?**

JPG is committed to ensuring accurate and up to date information about the proposed helipad is available to all interested community members. We have established a Community Information web page <a href="http://trinitypoint.com.au/helipad">http://trinitypoint.com.au/helipad</a> that has details around the environmental studies and consultation activities, as well as a series of fact sheets including:

- Fact Sheet 1 Why a Helipad?
- Fact Sheet 2 Noise, Helicopter Survey and Flight Paths
- Fact Sheet 3 Helipad Operations
- Fact Sheet 4 Public Access and Safety
- Fact Sheet 5 Community Engagement

We welcome your questions and feedback. Please contact JPG on 8023 8888 or visit the above designated webpage and use the feedback form.



# Trinity Point Marina and Mixed Use Development

## **Proposed Helipad**

**FACT SHEET 4** 

### **PUBLIC ACCESS AND TEMPORARY SAFETY ZONE**

Johnson Property Group (JPG) is proposing the inclusion of a helipad at the approved Trinity Point Marina and Mixed Use Development site at Morisset Park. This fact sheet responds to interest regarding public access and lake navigation, and details the proposal's temporary safety management zone.

### Where will the Helipad be located within the lake?

It is proposed that the helipad will connect to the approved marina, and be integrated into the overall access, operation and management of the marina.

To address past concerns about the extent of structures extending north-easterly into Bardens Bay, the helipad has been sited to the south of the marina, away from the centre of the bay and closer to Trinity Point site.

The total surface area of the physical structure of the helipad, as a footprint on the water surface, is approximately 436m<sup>2</sup> (being the pontoon, connecting pontoon and gangway). In addition to this footprint, there is an additional temporary safety management zone (see over page).

The figure below presents the proposed helipad location relative to the approved marina footprint, and identifies the area of the lake that is impacted in various ways by the inclusion of a helipad.



### What is the temporary safety management zone?

To enable safe operations, it is necessary that public access to a small area immediately surrounding the helipad be temporarily restricted during aircraft take off and landings. This is not a permanent exclusion zone, but a management zone put in place temporarily for safety reasons during the movement of helicopters approaching and departing the helipad.

When the temporary zone is active, people and craft will be restricted from entering the zone other than those associated with the safe conduct of the helicopter operation and who are trained in safety procedures.

At times when there is no arrival or departures, public access will be not restricted within the water (beyond that which might be required for general safe Marina operations not related to the helipad).

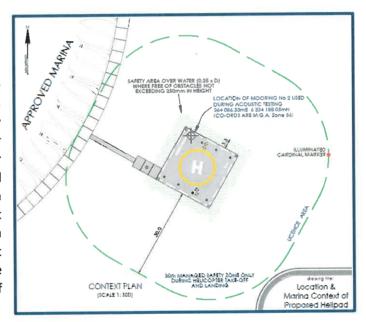
#### **Quick facts**

- Need for temporary safety management zone only during take-off and landing – not a permanent restriction area;
- Safety Zone is part of a "prior permissions" and inspections protocol to ensure safety and smooth operations;
- Zone to be coordinated by the Marina and trained helicopter landing officer who will be in communication with the pilot; and
- Studies show the helipad will not unreasonably affect navigation or use of the lake.

### How large is the temporary zone?

The temporary safety zone will cover an area with a radius of 30 metres measured from the edge of the proposed helipad pontoon.

The total area covered by the safety zone (excluding the helipad structure itself) is approximately 5165m<sup>2</sup>. Some of that safety zone sits over the approved marina breakwater and will sit within a lease of the lake bed for construction and operation of the physical helipad (integrated with the approved marina and its lease). Approximately 3200m<sup>2</sup> may sit outside a lease area, and would form part of a licence with NSW Maritime to provide for that essential public safety management area of the lake (only during landing and taking off of helicopters).



In combination with the approved marina footprint, the helipad footprint and the temporary safety management zone footprint (to combined total of 6.53ha) is still less than the area identified in the original dealings with the Crown.

### How long will the temporary zone be active?

It is estimated that the management zone will be active for a maximum of 15 minutes per helicopter movement. This equates to a maximum of two hours per day, most likely spread across the day. It is worth noting that this is a conservative estimate should the maximum number of 8 movements occur every day - in every day terms it is likely to be less.

It also should be noted that the temporary zone duration does not equate with the presence of helicopter noise, as the zone will be put in place in preparation for the approach of helicopter as part of pre-arrival inspections and in communication with the helicopter pilot.

Further, social impact research for the study has noted the efficient experiences of other helicopter operations in the Hunter Valley, which suggests that it is possible that a helicopter may land, shut off, disembark passengers and depart within the same 15-minute period (this would constitute two helicopter 'movements').

### How will the temporary zone be coordinated?

The temporary zone will be managed by the trained helicopter landing officer associated with the Marina, with pilots ultimately responsible to ensure the helicopter will not constitute a hazard to persons or objects, including from impacts from rotor downwash.

The helipad will operate to a "prior permission" requirement, which means that includes:

- a pre-arrival inspection, including responsibility for ensuring persons and craft are clear of the management zone;
- a set of lights activated to signal imminent arrival or departure; and
- a permanent cardinal marker included on the eastern edge of the zone.

Communication with people or craft in the zone will be undertaken by the trained helicopter landing officer.

No helicopter will land unless the temporary safety management zone is clear of persons and craft.

### What licences or regulations apply to the zone?

The physical helipad structure will be incorporated into a lease area to be established with the approved marina. Whilst the additional lease area required by the helipad structure is 1766m<sup>2</sup>, (representing approximately a 3% increase from that required by the marina without the helipad), the total lease area with marina and helipad combined is less than the area identified in original dealings with the Crown.

As identified earlier, a proportion of the 30m temporary safety management zone surrounding the pontoon will sit within the lease area. In consultation with the Crown and NSW Maritime, an additional licence from NSW Maritime will be sought to provide for that area of the temporary safety management zone that lies outside the Crown lease area.

This will enable marina staff and the helipad landing officer to control public and craft over that area for safety reasons only during active use of the helipad.

### How will it affect public access or lake navigation?

Combined, the additional lease area and management area arising from the addition of the helipad represents 4,967m<sub>2</sub> of the lake surface area. This accounts for proposed pontoon structure and temporary safety management zones. This forms part of an active marina and boating precinct linked to the tourist destination. Locally, this represents 0.5% of the water surface of Bardens Bay, and in the wider context of the entire Lake Macquarie waterway, cumulatively including with the marina lease represents 0.05% of the entire waterway.

Studies undertaken for the Environmental Assessment (and earlier as part of the Stage 1 Marina Environmental Impact Statement) have concluded that the inclusion of a helipad will not impact on a significant area of the lake and will not unreasonably impact on all users of the lake including recreational users and the boating public, including yachts, swing moorings, personal watercraft and lake swimmers.

It identified limited impacts on navigation in and around the approved marina, Bardens Bay and the wider waterbody, with a suite of operational management procedures identified for public, recreational, boating and navigation safety.

A new cardinal marker is proposed to the edge of the temporary safety management zone, which aligns with an existing cardinal marker further to the south at Bluff Point, and protects not only the approved marina and proposed helipad, but also protects the seagrass beds that sit inside those two navigational aids.

### How does the temporary safety zone compare to information currently in the community?

JPG acknowledges the high interest in the helipad, including around public access and perceptions regarding permanent extinguishment of areas of the lake due to restriction zones. The differences between the actual proposed safety zone and information that has circulated within the community are highlighted below.

The actual proposed helipad safety zone will be:

- Temporary not permanent only in place during take-off and landings, for 15 minutes at the most each time.
- The temporary management zone (including the helipad pontoon itself) is 5630m², less than the 6400m² expressed in some community feedback.
- In combination with the approved marina footprint, the helipad footprint and temporary safety management zone, it is less than the lease area of the lake identified in original dealings with the Crown.
- The temporary zone, where not required for the physical helipad and lease area, will be formalised by a licence with NSW Maritime.
- Is not inconsistent with original dealings with the Crown.

### **Need more information?**

JPG is committed to ensuring accurate and up to date information about the proposed helipad is available to all interested community members. We have established a Community Information web page <a href="http://trinitypoint.com.au/helipad">http://trinitypoint.com.au/helipad</a> that has details around the environmental studies and consultation activities, as well as a series of fact sheets including:

- Fact Sheet 1 Why a Helipad?
- Fact Sheet 2 Noise, Helicopter Survey and Flight Paths
- Fact Sheet 3 Helipad Operations
- Fact Sheet 4 Public Access and Safety
- Fact Sheet 5 Community Engagement

We welcome your questions and feedback. Please contact JPG on 8023 8888 or visit the above designated webpage and use the feedback form.



### Trinity Point Marina and Mixed Use Development

### **HELIPAD PROPOSAL**

### **FACT SHEET 5**

# **Community Engagement**

Johnson Property Group (JPG) is proposing the inclusion of a helipad at the approved Trinity Point Marina and Mixed Use Development site at Morisset Park. This fact sheet summarises the community engagement undertaken to inform the proposal and preparation of the Environmental Assessment, as well as the key issues and benefits identified by the community.

### How has JPG consulted about the project?

JPG is strongly committed to ensuring optimum involvement of community and government in the development of the proposed helipad, and we recognise and welcome the strong local interest in the project.

During design of the helipad and preparation of the Environmental Assessment, we have spoken with, and listened to, a wide range of individuals and organisations, including residents, community groups, schools, local business, regional industry, tourism industry and operators, helicopter operators and technical specialists and incorporated suggestions and feedback into the proposal (a list of who we have engaged with is over the page).

Consultation has been undertaken in line with JPG's company values, and in consideration of the Department of Planning's requirements for genuine and meaningful engagement to inform the preparation of the Environmental Assessment.

In additional to engagement directly by JPG, our consultants undertaking the Social Impact Assessment for the project undertook targeted consultation around specific interests, such as follow up with schools around reports about impacts of the helicopter survey on learning, and discussions with other tourist establishments with helicopter services to better understand their operational experiences and the contribution of a helipad to their facilities.

### **Snapshot of Engagement activities**

#### **Engagement to date:**

- Meetings with government;
- Conversation and correspondence with community groups;
- A community information session;
- Response to enquiries;
- Newspaper notifications;
- Mailouts of information and invites;
- Attendance at community meetings;
- Social media posts, e.g. Facebook;
- Response to lists of questions;
- Series of fact sheets:
- Establishment of a community information website; and
- Targeted consultation around specific issues, such as noise.

#### Future activities include (not limited to):

- Extra interface during public exhibition;
- Updating of website and fact sheets;
- Follow up community information session; and
- Ongoing availability to answer questions.

A list of activities undertaken to date, and upcoming, is included in the box above. Further opportunity for involvement of government and community members will occur during the public exhibition phase.

### What were the key interests identified by local residents and community?

Key issues of interest to the local community identified during the Environmental Assessment preparation included are listed below.

- Impacts to local amenity, especially noise.
- Loss of access to the lake, including due to perception of permanent exclusion zones.
- Health and safety risks, from accidents as well as aviation fuels and gases.
- Impact to environment and wildlife values, from noise, pollution or downwash.
- Impact to schools and student learning, particularly those with specific sensitivities or needs.
- Impacts from downwash on marine processes and coastal erosion.
- Concern regarding the sufficiency of the helicopter acoustic survey.
- Concern regarding the process for approval (e.g. use of previous LEP).
- Mistrust of JPG and lack of confidence in government decision making agencies.
- Lack of economic justification to offset perceived adverse impacts to local residents.

The process also identified benefits and these were considered in the Social Impact Assessment. Potential positives of the helipad include:

- Diversification of client and recreational streams.
- Increased connectivity and access options between the Lake, Sydney and the Hunter.
- Enhanced economic benefits flowing from improved investor confidence in attractiveness and viability of development.
- Flow on effects to tourism locally and regionally, with increased connectivity to the Hunter Valley and increased spending from new customers.

Consultations during the Environmental **Assessment:** 

- Lake Macquarie City Council;
- Elected representatives;
- RMS (NSW Maritime);
- Office of Environment and Heritage;
- of Planning Department and **Environment:**
- Department of Primary Industries (NSW Office of Water, Crown Lands, and Fisheries);
- Environmental Protection Authority;
- Commonwealth Civil Aviation Safety Authority (CASA);
- of Commonwealth Department **Environment**;
- Mine Subsidence Board;
- Registered Aboriginal Parties;
- **Hunter Water Corporation;**
- Ausgrid:
- Lake Macquarie Estuary and Coastal Management Committee;
- Lake Macquarie Aquatic Services Committee;
- Morisset Park and District Action Group;
- Sunshine Progress Association;
- Bonnells Bay Progress Association;
- Bonnells Bay Public School;
- Brightwaters Christian College;
- Commercial helicopter operators;
- Existing tourist establishments with helicopter facilities; and
- Residents and businesses on the Morisset Peninsula and parts of **Summerland Point and Mannering Park** (mail outs).

### How has community input and issues been considered?

Community inputs have been fed into the wider environmental assessment process, as well as the development of Fly Neighbourly and Prior Permission protocols.

- Development of flight paths that predominantly avoid flying over built up areas;
- Temporary nature of safety zones;
- Limited frequency of operations and integration of operational management of the helipad with the marina; and
- Ongoing consultation with stakeholders.

Of particular importance to the application process, during initial consultation JPG communicated an intent for a concurrent state and local planning process, being the Environmental Assessment for the modification to the Concept Approval (MOD 3 to MP 06\_0309) and at the same time, for the Environmental Impact Statement for the Development Application (DA 1176/2014). JPG received feedback from the community expressing confusion about running state and local planning processes concurrently. In discussion with NSW DPE and Lake Macquarie City Council it was agreed to proceed in a two stage process, being:

- a) Lodge the Environmental Assessment to NSW DPE for MOD 3, for exhibition, assessment and determination; and
- b) Lodge the Environmental Impact Statement to Lake Macquarie City Council as additional information to accompany DA 1176/2014 (assessment of which will remain ceased until MOD 3 is determined).

It is noted that some of the concerns have been based on misinterpretation or circulation of inaccurate information (for example, two widely distributed misunderstandings were that JPG was seeking 40 helicopter movements per day and that CASA required a large permanent 'no-go' zone, both of which have always not been the case).

It is our goal that the establishment of a Community Information website and preparation of targeted fact sheets will assist us in our responsibility to ensure accurate information is available to the public, as well as provide resources for community groups to use when communicating with members and residents.

JPG welcomes community interest and input in the proposal, and the quality of proposed project, especially management, has no doubt been strengthened by community suggestions and thoughts. We thank you for your thoughts to date and invite further involvement during the public exhibition phase.

### **Need more information?**

JPG is committed to ensuring accurate and up to date information about the proposed helipad is available to all interested community members. We have established a Community Information web page <a href="http://trinitypoint.com.au/helipad">http://trinitypoint.com.au/helipad</a> that has details around the environmental studies and consultation activities, as well as a series of fact sheets including:

- Fact Sheet 1 Why a Helipad?
- Fact Sheet 2 Noise, Helicopter Survey and Flight Paths
- Fact Sheet 3 Helipad Operations
- Fact Sheet 4 Public Access and Safety
- Fact Sheet 5 Community Engagement

We welcome your questions and feedback. Please contact JPG on 8023 8888 or visit the above designated webpage and use the feedback form.

# Attachment 7

**From:** Bryan Garland <bryang@johnsonpropertygroup.com.au>

Sent: Thursday, 17 November 2016 1:16 PM

**To:** Debbie Worthington

**Subject:** Trinity Point Helipad Proposal

Attachments: Trinity Point Marina and Mixed Use Development\_Community Booklet.pdf; Fact

Sheet 1 Why a Helipad.pdf; Fact Sheet 2 Noise.pdf; Fact Sheet 3 Helipad

Operations.pdf; Fact Sheet 4 Public Access and Temporary Safety Zone.pdf; Fact

Sheet 5 Community Engagement.pdf

Hi Debbie

Thanks for taking my call earlier today.

As discussed, I'm writing to inform you and the Southlakes Business Chamber, as a courtesy, that we have submitted our Environmental Assessment Report (EAR) to the NSW Department of Planning and Environment (DPE) that outlines the details of our helipad proposal, and information relating to key issues. The NSW DPE is seeking public comment on this proposal up until **Friday 16 December 2016**.

The EAR can be found by searching for Trinity Point (Modification to Mixed use marina/tourist/residential (Concept Plan) (06\_0309 MOD 3) at http://majorprojects.planning.nsw.gov.au/page/on-exhibition/ Hardcopies are also available, including at Morisset Library.

For convenience, JPG has established its own webpage that contains the same exhibited material. Also on this page, we have prepared and uploaded supporting Community Information Sheet and several Fact Sheets to assist the community in understanding our helipad proposal – Sheets which you will see that I have attached to this email for your ease. Whilst these fact sheets are not deemed to be formal exhibition material, it is our way of trying to provide factual information to residents and interested parties about this proposal and our way of continuing with genuine community consultation and information sharing throughout this period.

Our webpage is: http://trinitypoint.com.au/helipad

JPG also invite members of the Southlakes Business Chamber to drop in and meet us at the Bonnells Bay Youth & Community Centre (275 Fishery Point Rd, Bonnells Bay NSW 2264) on **Monday 5 December 2016** between the hours of **3pm and 6.30pm**, where we will have hardcopies of the exhibited material and can direct your members to relevant information that may assist any formal submission they may choose to make to NSW DPE.

Like always, I make myself available to you and your executives to conduct a briefing of the Exhibited Material should you wish for that to occur or, more generally, to answer or clarify any questions that may arise on this proposal. I would be happy to arrange a suitable time with your board if you would like a briefing and I can be contacted via return email or on 0408 991 888.

Many thanks Bryan

### **Bryan Garland**

Planning Director Johnson Property Group

M 0408 991 888 | E bryang@johnsonpropertygroup.com.au

	Head Office Level 12, 48 Hunter Street, Sydney NSW 2000 PO Box A1308, Sydney South NSW 1235 www.johnsonpropertygroup.com.au
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# **Attachment 8**

# **Mathew Radnidge**

**From:** Bryan Garland <bryang@johnsonpropertygroup.com.au>

Sent: Thursday, 17 November 2016 1:24 PM

**To:** Greg Piper

**Cc:** ElectorateOffice LakeMacquarie; Keith Johnson

**Subject:** RE: Trinity Helipad

Attachments: Trinity Point Marina and Mixed Use Development\_Community Booklet.pdf; Fact

Sheet 1 Why a Helipad.pdf; Fact Sheet 2 Noise.pdf; Fact Sheet 3 Helipad

Operations.pdf; Fact Sheet 4 Public Access and Temporary Safety Zone.pdf; Fact

Sheet 5 Community Engagement.pdf

#### **Dear Greg**

Further to our briefing last week and my below email, I would like to share the attached Community Information Sheet and several fact sheets that we have prepared relating to our helipad Concept Plan Modification proposal at Trinity Point. This is to aid you in any questions you may filed from your constituents.

The attached sheets will be available on a dedicated helipad webpage that we are building which will go live later today. Our webpage will be <a href="http://trinitypoint.com.au/helipad">http://trinitypoint.com.au/helipad</a> if you would like to go and take a look at some stage.

I will also make these available to the community in briefings and other community sessions that we will attend.

Whilst these fact sheets are not deemed to be formal exhibition material, it is our way of trying to provide factual information to residents and interested parties about this proposal and part of our way of continuing with genuine community consultation and information sharing throughout this period.

Please let me know if you have any questions.

Many thanks

Bryan

From: Bryan Garland

Sent: Thursday, 10 November 2016 1:56 PM

**To:** Greg Piper <gregory.piper@parliament.nsw.gov.au>

**Cc:** 'ElectorateOffice LakeMacquarie' < <u>ElectorateOffice.LakeMacquarie@parliament.nsw.gov.au</u>>; Keith Johnson

<keithj@johnsonpropertygroup.com.au>

**Subject:** Trinity Helipad

Hi Greg

Further to our helipad briefing yesterday, the Department has advised that the Environmental Assessment is suitable to be placed on public display for public comment. I have been advised this morning that the formal Exhibition period will **commence on Thursday 17 November 2016 and conclude on Friday 16 December 2016**. I understand that the Department will be placing formal advertisement notices in the Lakes Mail, Newcastle Herald and Sydney Morning Herald.

I have just written to Tom Dumbrell (MPDAG), Bruce Baylis (Sunshine Progress Assoc) and Col Roach to advise them of the exhibition period as I had promised them that I would do.

Thanks

Bryan

Bryan Garland
Planning Director
Johnson Property Group

M 0408 991 888 | E bryang@johnsonpropertygroup.com.au

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# **Trinity Point Marina and Mixed Use Development**

# **Helipad Proposal**

**Johnson Property Group** 

**November 2016** 

# **Community Information Sheet**

# **Project Profile**

Johnson Property Group (JPG) is proposing the inclusion of a helipad as part of its approved Marina and Mixed Use development at Trinity Point.

This booklet describes the proposal and key findings from the planning and environmental assessment studies prepared for the project's Environmental Assessment (to add a helipad to the concept plan).

JPG is committed to ensuring accurate and up to date information about the proposed helipad is available to all interested community members. We have established a Community Information web page <a href="http://trinitypoint.com.au/helipad">http://trinitypoint.com.au/helipad</a> that has details around the environmental studies and consultation activities, as well as a series of fact sheets including:

- Fact Sheet 1 Why a Helipad?
- Fact Sheet 2 Noise, Helicopter Survey and Flight Paths
- Fact Sheet 3 Helipad Operations
- Fact Sheet 4 Public Access and Safety
- Fact Sheet 5 Community Engagement

We welcome your questions and feedback. Please contact JPG on 8023 8888 or visit the above designated webpage and use the feedback form.

# WHAT IS THE TRINITY POINT MARINA AND MIXED USE DEVELOPMENT?

The approved Trinity Point Marina and Mixed Use Concept Plan comprises 188 berth marina, restaurant, café and outdoor dining, function centre, 65 room hotel, up to 250 tourist and residential apartments, and a range of recreational and commercial facilities. Recreational facilities will connect with surrounding Trinity Point reserve and is anticipated to create construction and operational jobs and stimulate the local economy and tourism industry. Trinity Point will deliver Lake Macquarie's first five star luxurious resort.

The development has been in planning and consultation for over 10 years. Development approvals are now in place for the first 94 marina berths, 65 room hotel, restaurant, café and outdoor dining, function centre as well as 93 tourist apartments and 34 residential units. Works on the marina began this year, and will be operational during 2017.

## **ABOUT THE HELIPAD PROPOSAL**

# What is the Helipad proposal?

JPG proposes to include a helipad at the Trinity Point Marina and mixed use development site. The proposal, currently on public exhibition by the state government, includes the establishment of a limited use helipad as well as a range of procedures for safe, efficient and responsible operation with minimal disruption to the environment and communities.

# How many flights will there be?

JPG is applying to be permitted to make up to maximum of 8 helicopter movements a day (ie 4 landings and 4 take offs), to a maximum of 38 movements a week (ie. 19 landings and 19 take offs). This is considered sufficient for their business purposes and there is likely that there will be some days that there are less helicopter movements, depending upon the demands of customers, the complexities of scheduling and responsivity to community needs (e.g. if there is a special community event on the lake).

It is understood that there is information in the community that JPG seeks to operate 40 flights a day. This is not true. We believe that this might have come from misinterpretation of the preliminary noise findings that we included on a display board at a community open day earlier this year. The display board presented the preliminary findings of the acoustic study which found that the 8 movements proposed by JPG helipad proposal to be well below the amount that would be able to land within one acoustic consideration.

In short, the 40 movements <u>are not</u> the number of flights we propose. The information was included to demonstrate the considerable difference between the upper threshold and the number of flights that we actually propose, and therefore the very small risk of noise impact. We acknowledge, however, the challenges of communicating complex findings and the ever-present risk of misinterpretation, especially around issues that are important to people. We also acknowledge our responsibility, as developers, proponents and a good corporate community member, to make sure there is accurate information circulated to inform meaningful discussions and ultimate decision making.

This is the key driver behind all our interactions with the local community, and we continue to endeavour to always get it right. It is also one of the reasons for this community information sheet, and we welcome your thoughts and feedback on it.

## What time will flights be?

Helicopter flights, landings and departures will be restricted to **daylight** hours only. The time of operation will start in the morning from 8am on Monday to Saturday, and from 9am on Sundays and public holidays.

# Who will use the helipad?

There are a wide range of people who are expected to use the helicopter, including

- hotel guests arriving and departing from the hotel;
- public speakers for conferences or guests for events;
- day trippers to Trinity Point or linking to the Hunter Valley and other regional destinations with Trinity Point as a stop;
- brides and wedding parties arriving for weddings;
- permanent residents undertaking business travel to larger centres; and
- private/corporate transfers for a range of uses.

Key operators are expected to be commercial companies running tourism or transfer services, but there may also be private operators who own and fly their own helicopters.

The proposal is <u>not</u> intended for joy flights.

# How big with the helicopters be?

Helicopters using the helipad are expected to be able to up cater for typically up to six people (and pilot), although this will be influenced by luggage or other weight constraints, as well as commercial demand.

The helicopters are anticipated to be similar to those used for typical commuter or tourist/corporate transfer and flown predominantly by professional pilots with commercial operators.

See the separate Helicopter Fact Sheet 2 which provides the list of helicopter types. The largest helicopter able to land at Trinity Point Helipad will be the Agusta Westland AW109, a medium sized twin engine helicopter.

## How will take offs and landings be managed?

Day to day operation of the helipad will be coordinated by the Trinity Point Marina Manager and a trained helicopter landing officer. Use of the helipad will be by "prior permission" only, where pilots are to receive and agree to helipad protocols, including fly neighbourly procedures, preferred flight paths, times of operation, types of helicopters, and other critical operational, environmental and safety information.

A suite of operational and management procedures will be developed to regulate and coordinate the safe and efficient use of the helipad, and a draft Operational Manual has been prepared and forms part of the Environmental Assessment. See the separate Helicopter Fact Sheet 3 which provides an outline of the draft Operational Manual.

# Will there be restricted public access (a 'no go zone') in the lake?

The physical structure of the helipad itself will not be fully open to the public and access will be facilitated by prior arrangement with the Marina Manager.

A temporary safety management zone which will include a small part of the lake will be required for a specified time period prior to, during and following landing and take-off, which will be coordinated by the Marina Manager in line with approved operational procedures and licences.

This temporary zone will be 30m from the edge of the helipad pontoon and be required to be in place for approximately 15 minutes before and after departure.

The figure that has been circulating in the community (i.e. 6400m2 of lake to be permanently extinguished for public use) is not true. See the separate Helicopter Fact Sheet 4 which provides further information relating to public access and the temporary safety management zone.

# How will noise be managed?

The potential for noise from helicopters, particularly on landing and take-off, has been one of the key interests of many community members regarding the helipad, and JPG has made a specific effort to ensure that noise studies associated with the proposal meet, and at times exceed, legislative requirements and community expectations. JPG has also sought to maximise the flight paths to occur predominantly over water, to limit the number of movements, and ensure all helicopter types identified to use the helipad, not just the one used on the helicopter survey, are assessed and considered.

The noise assessment undertaken for the proposal has found that all noise impacts from the helipad will be below relevant acceptable levels.

However, as the perception and interpretation of noise is a particularly personalised impact and influenced by a range of subjectivities and sensitivities, it is possible that some people may experience noise as more of a nuisance, and feel more impacted, than others.

There also may be particular neighbours that, due to their specific uses or sensitivities, may experience noise as more intrusive than others (for example, local school classrooms with children more attuned to noise disruptions or other needs), and JPG is working with these neighbours to discuss the low number of movements across the day, and to allay fears that the constant noise experienced by the helicopter survey (which involved 64 designated movements condensed into 3.5hrs) is not representative of the noise environment under an operational helipad as proposed.

It is also noted that some community concern around noise impacts has been based upon inaccurate information or misunderstanding around key aspects of the helipad proposal, most notably a considerable difference in the number of flights intended by JPG and the adequacy of the helicopter survey. More information about the helicopter survey is provided within Helipad Fact Sheet 2.

Typically the entire landing operation of a helicopter leaving cruise altitude to approach, hover, land and shut down is audible for about 2.5 - 4.5 minutes (depending on where you are and the flight path being used). Videos of example operations are included on the community webpage and are available, and demonstrate the audibility over time. If a maximum of 8 movements occur across any given day, this would represent an audible noise source of approximately 20-36minutes for that day.

# What about other impacts?

There has been a range of technical reports prepared to inform development of the helipad and preparation of the Environmental Assessment. The reports look closely at potential impacts and identify ways to remove or lessen the impacts, as well as ways to enhance the positives.

Studies include visual, environment, ecological, social impact, noise and safety. Findings indicate that all potential impacts are below relevant threshold modelling and impacts will be appropriately managed.

This includes things like pollution, which found that there were limited pathways for pollution, especially given the lack of refuelling and that comprehensive operational procedures would be in place to manage other risks.

Areas for potential impact mirror areas of key community concern and focus on noise.

Economic impacts were considered positive although mainly limited to strengthening or enhancing the benefits accruing from the wider Marina and mixed use development, or enhancing regional connections and tourism options, rather than creating additional significant income streams or employment.

# Who has JPG consulted with for the proposal?

JPG has consulted widely, including meetings, telephone calls, letters, newspaper advertisements, mail outs, social media, response to enquiries and an Information Day.

People and organisations that JPG has discussed the helipad with during development and refinement of the helipad proposal include:

- Lake Macquarie City Council staff;
- Political representatives –state and Councillors;
- State Government agencies including, NSW Maritime, OEH, DPI, Planning and Environment, and EPA;
- Commonwealth Government agencies including Civil Aviation Safety Authority (CASA) and Department of Environment;
- Mine Subsidence Board;
- Aboriginal stakeholders;
- Utility providers, such as Hunter Water Corporation and Ausgrid;
- Lake Macquarie management committees;
- Community groups, including Morisset Park and District Action Group, Sunshine Progress Association and Bonnells Bay Progress Association;
- Commercial helicopter operators and existing tourist establishments with helipads;
- Local schools Bonnells Bay Public School and Brightwaters Christian College; and
- Residents and businesses within the suburbs on the Morisset Peninsula and parts of Summerland Point and Mannering Park notifications, information session.

## How does the helipad fit in with the Trinity Point reserve?

The helipad is not located on Reserve land or related to the Trinity Point Reserve Management Plan. It is noted the Reserve has considerable social, recreational, ecological, tourist and cultural values, and the proposal will not impact on these values.

# Why do you want to include a helipad?

JPG's reasons for seeking approval of the helipad are many. The helipad will diversify ways to get to the hotel, bringing in a particular hotel guest profile that might otherwise not visit the Marina. It will increase connectivity with the wider region, particularly on a tourism and economic level, something identified in various regional planning documents as a need. Whilst not directly increasing employment (beyond the new jobs already accounted for under the Trinity Point Concept Plan), it will strengthen site employment and enhance the economic benefits already identified to accrue.

We believe it will add a heightened sense of prestige to the development – take it up a level in attractiveness and desirability (and, we hope, tourism rankings) with associated benefits for business as well as marketing opportunities. Connected to this, are the comments that we have said previously about making it more attractive for investors – by which we mean we believe it will increase the attractiveness of the marina to top end operators and the types of quality business that can only add positive value to the site. See Helipad Fact Sheet 1 – Why a Helipad?

# What is the approval process from here?

The helipad proposal has been prepared to best meet the needs of both the Department of Planning and Lake Macquarie City Council approval processes and requirements for community engagement and public exhibition. For example, the Social Impact Assessment (SIA) prepared by Key Insights for the helipad is provided as an additional document not required by the Departments requirements, but created to include a social impact matrix to meet a discussion of the 'social considerations' identified as useful to consider in Council SIA guidance.

However, in discussion with government agencies and following on from concerns expressed during initial consultation with the community, the first process is the application to Department of Planning and Environment (DPE) for the addition of a helipad to the concept plan (as a s75w modification to MP 06\_0309, referred to as "MOD 3"). The Environmental Assessment has been prepared and is now on public exhibition by DPE until **16 December 2016**. Lake Macquarie City Council, like all other stakeholders in the process, will be invited to provide comment and input. NSW DPE may request further information or responses to submission once public exhibition is complete and will undertake the assessment of MOD 3. The determining body is likely to be the Planning and Assessment Commission (PAC).

If supported and approved, the proposal will be refined and repackaged for submission to Lake Macquarie City Council under existing DA 1176/2014, where it will be assessed by officers, put on public display, and have a decision made by Councillors informed by advice from key staff. That assessment will be generally guided by any concept plan determination.

# How can I comment during public exhibition – its only 30 days and a lot to get through?

JPG acknowledges that people have a range of access and that it can be challenging to access and interpret exhibited material, as well as gain a complete understanding of technical issues. To assist community input and understanding, JPG will be holding a community information session during the exhibition period where people can access copies of the Environmental Assessment and key fact sheets. Notice of the session will be circulated by mail, and in the Lakes Mail and Newcastle Herald, and will be on Monday 5 December 2016 at the Bonnells Bay Youth & Community Centre (275 Fishery Point Road, Bonnells Bay) between 3pm and 6.30pm.

JPG have also prepared a community information website and a series of fact sheets (details of which appear on the first page of this handout).

The NSW DPE is seeking public comment on this proposal up until **Friday 16 December 2016**.

The EAR can be found by searching for Trinity Point (Modification to Mixed use marina/tourist/residential (Concept Plan) (06\_0309 MOD 3) at <a href="http://majorprojects.planning.nsw.gov.au/page/on-exhibition/">http://majorprojects.planning.nsw.gov.au/page/on-exhibition/</a>. Alternatively, hardcopies of the material can be viewed at Morisset Library, Lake Macquarie City Council chambers, Wyong Shire Council chambers, and DPE offices in Newcastle and Sydney. Electronic feedback can be made via this link directly to the NSW DPE.

Alternatively, if you are unable to lodge your feedback online, written submissions can be made to The Director, Modification Assessments, NSW Department of Planning and Environment, GPO Box 39, Sydney NSW 2001 and must be received by **Friday 16 December 2016.** 

Please note that formal written submissions on the proposal will need to be made via the NSW Department of Planning and Environment as detailed above. Johnson Property Group are offering links and information with the view to aiding community review of our proposal and to assist inform any formal written submission the community may choose to make.

# **Perceived impacts versus Technical Impacts**

The Trinity Point helipad proposal has considerable community interest and there are strong feelings in support and also in concern for the proposal. The Social Impact Assessment for the proposal found that much of the concern has revolved about themes of noise, frequency, public access, safety, pollution, effects to wildlife and concern that there is insufficient economic argument to justify a local impact on the community.

These concerns are important and JPG takes thoughts and feedback from local residents very seriously. As the developers, it is our responsibility to ensure that people have sufficient and accurate information and we have been striving to this end at all stages of the approval process.

To continue this, in an effort to help ensure that perceptions are based on accurate information, and avoid contributing to misunderstandings, the Social Impact Assessment by Key Insights (Appendix I to the Social Impact Assessment) offers a table of community concerns and finding of the technical reports or correct information related to the proposal. This is provided within this information sheet.

Theme	Perception or Concern	Technical Finding or Impact
Number of There may be 40 helicopter helicopter movements	JPG is applying for approval of up to 8 helicopter movements daily (4 in / 4 out), and up to 38 movements weekly.	
movements	vements a day	It is possible that the misunderstanding has originated from information that JPG included on an Open Day board that detailed the upper limit of flights that the acoustic survey determined would be permitted before a specific noise threshold would be reached (which was 40 movements).
		It is understood that JPG's intention of including that information was to demonstrate the considerable gap between the numbers that JPG proposed (i.e. 8 movements) and the actual numbers that would be required to be flown to impact noise thresholds (40 movements), in that particularly instance.
Poor methodology for helicopter	The survey used the wrong helicopter – the real helicopters that	JPG has informed stakeholders that the acoustic testing for the helipad was undertaken based on the most common helicopter likely to use the helipad.
survey  will be used will be bigger, louder and carry more people	Discussions with the helicopter survey operator affirm that considerable discussion was made about the choice of helicopter with the selection influenced by JPGs desire not to use the quietest or least intrusive helicopter and to not cut corners.	
		Loading of the helicopter was calculated according to the specific mix of people, equipment and fuel being carried so to equate to a full load. For the survey, there were three people on board, a half load of fuel, helicopter safety equipment – with the load calculated for a full load.

Theme	Perception or Concern	Technical Finding or Impact		
		The acoustic test is only one component of the methodology and helicopters of all sizes have been factored into the noise assessment. Refer Fact Sheet 2 that provides more information on the helicopter survey.		
	The helicopter did not land or take off at full thrust	On the day of the acoustic testing, 3 landings on the Trinity Site (on land) were carried out, and a number of low-hovers over the proposed helipad sites were undertaken.		
Experience of helicopter survey	Bonnells Bay school lessons were disrupted during the survey	Discussions with Bonnells Bay School representatives (Principal and Acting Principal) identified that Bonnells Bay School was not affected by the helicopter survey. However, in order to fully investigate reported community concern regarding school disruptions, Key Insights also contacted Brightwaters Christian College which is located on Morisset Peninsula.		
		Discussions with Brightwaters Christian College confirm that the classrooms experienced 'disruption' from the survey (sound was constant, needed to close doors and windows), and that learning on the day was considered to have been temporarily affected, particularly for students with special needs. A key theme of the experience was the constancy of the survey noise, and a concern for student learning should the actual helicopter operations replicate the regularity and intensity of the helicopter survey.		
		The Acoustic Survey shows the school is located immediately adjacent to one of the 7 key attended monitoring points for the helicopter survey (location 4) and therefore experiences at the school can be considered to have been duly captured and fed into analysis.		
		Review of the acoustic report shows that the school will be located in close vicinity to the proposed northern flight path. However, it also shows that the movements experienced by the school in full operations by the school will be greatly different to those experienced during the survey.		
		Records from the acoustic report show that there were approximately 20 movements on Northern flight path within the 3.5-hour period of the helicopter survey. This is considerably greater than what will be allowed during operations (up to 8 movements allowed per day across ALL flightpaths, with a lower proportion anticipated on the northern path than the southern path).		
		Brightwater College has 26 children aged from Kindergarten to Year 6.		
		Discussions with Brightwaters Christian College will continue.		
	There was considerable disturbance to residents, schools and	As discussed above, Brightwater Christian College reported experiencing some disturbance from the constancy of the noise generated on the helicopter survey.		
	businesses under the flight paths of the survey	JPG received 2 complaints about the helicopter survey on the day. It is also understood that Council received 2 calls.		
	Survey	Facebook comments responding to JPG's posting about the survey were either explicitly positive or neutral about the noise (e.g. could hear it but was not a concern).		

Theme	Perception or Concern	Technical Finding or Impact		
		The constancy of the helicopter survey (which continued for over 3.5 continuous hours) will be different in quality and quantity to the schedule of the proposed helicopter service.		
	Helicopters need to circle at 1.5 kilometres from the landing zone to view the wind sock to allow them to land into the wind and need	The Helicopter Landing Site (HLS) study analysed the seasonal wind data for the Lake, including analysing samples taken from July 1969 – 2004. It identified a predominate southerly wind direction in all seasons and proposes paths considered achievable without overflying built up areas, and one alternative that uses a northerly flight path (in the case of strong southerly and south-westerly winds).		
	to take off into the wind — this will mean that they need a wider flightpath than	The study found the second most prevalent wind direction appears to be from the North East, and identified a flight path to meet this wind condition that could be achievable without over-flying build up areas.		
	communicated, and will need to fly over residential properties.	The study also noted that there would be periods of no wind (calm) when helicopters can operate over water and in line with Fly Neighbourly procedures.		
	Or more simply, Wind directions mean that helicopters will require wide landing paths which will require flying over residential areas.	The preferred flight paths and the 'fly neighbourly' methodology including noise sensitive areas to avoid where possible will be communicated with pilots as part of the prior permission protocol for the HLS operation, as with all planned paths it will be up to the pilot on the day to conform with these preferred flight paths as much as safety will permit.		
		The proposed flight paths to the south do not overfly resident areas below cruise altitude by 1000ft (permitted by air navigation procedures). The northerly flight path (Alternative Path C) does overfly residential properties at the northern end of Bardens Bay and that forms part of the acoustic assessment.		
		The flight tracks that have been nominated do not involve circling over residential areas for approach and departure, adopt fly neighbourly procedures and the use of flight paths are specified in the helipad operations.		
		Advice in the acoustic report from the EPA indicates that regulation of all aircraft noise, even when it on the ground, is regulated by Air Services Australia not Council or the EPA. The Acoustic report has based its criteria on ANEF 20 which is a noise criteria based on socio-acoustic studies. However, the Acoustic Assessment expands its assessment to also consider criteria related to the existing acoustic environment of Barden's Bay.		
Loss of public access to, or navigation of, large parts of the lake	CASA requires that the helipad requires a 'no go' permanent exclusion zone which will extinguish that part	CASA does not require the proposal to have a permanent exclusion zone, however there will be a requirement to temporarily restrict access to the helipad site for a 30m radius around the proposed pontoon upon helicopter landing and lift off. It is also proposed to include a new cardinal marker adjacent to the pontoon.		
	of the lake for community uses.	Refer Fact Sheets 3 and 4 that provides more information on the temporary safety management zone and helipad operations.		
		The Environmental Assessment concludes that the addition of the helipad would not significantly impact the navigation of the lake, or 'prejudice' other lake users, especially in the context of the wider changes associated		

Theme	Perception or Concern	Technical Finding or Impact		
		with the approved marina.		
Impact on environment and wildlife	Downward thrust will create waves and water turbulence which will affect lake life and sea grasses	The Coastal report does not identify any impact from downward draft on the generation of local wave energy or impact. The 30m exclusion zone includes the area anticipated by aviation consultants to experience rotor disturbance.  The Acoustic report says that helicopter noise is less likely to impact water life than boat noise, which is endorsed by the ecology report.  The ecological report says that sea grass, which lies in shallower water closer in shore, will not be affected by the proposal.		
	Air turbulence and noise will impact birds	Interviews from existing establishments suggest that birds and wildlife are not visibly affected by helicopters. Kangaroo populations grazing directly under helicopter landing paths have been observed to not be disturbed. Birds that have been observed to scatter quickly return (e.g. swallows in Mascot fig trees, lake birds in Hunter Valley). This is also confirmed in the Ecological Report.		
	Helicopter operations	There will be no re-fuelling on the helipad permitted.		
	will pollute the lake	The Coastal Study prepared for the EA found a negligible likelihood of water quality impacts associated with spills or leaks of hydrocarbons from helicopters due to		
		<ul> <li>a) there being no refuelling undertaken at the helipad,</li> <li>b) safety checks for helicopters, including regarding fuel containment, are very regular and stringent, and</li> <li>c) fuel leakage would likely be identified during take-off or early stages of the flight and the helicopter would return to the airport rather than continuing to the marina.</li> </ul>		
		To address residual low risk, the report promotes management options including bunding the deck, providing readily accessible spill kits and a "first flush treatment" for the deck of the pontoon structure.		
Health and safety risks	Avgas will spray all over residential areas	Avgas will not spray all over residential areas.		
	There is a likelihood of a helicopter accident occurring.	According to CASA data, across Australia, there were 42 fatal accidents involving helicopters in the 10 years between 2004 and 2013. A similar statistic is that there were 37 helicopter accidents per million hours flown over the period between 2004-2012.		
		Helicopters have been involved in about 28% of all general aviation accidents and 29% of all fatal accidents in the last 10 years. At the same time, they account for 14% of all registered aviation fleet and flew far less hours than aeroplanes.		
		However, there is a considerable difference in accident rates for different types of helicopter operations or uses – for example, there were only 2.5 fatal accidents per million hours for charter helicopters compared to 11.1 for aerial work, 8.7 for flying training, and 37 for private/business travel.		
		Helicopters used for aerial work (e.g. surveys, emergency, photography		

Theme	Perception or Concern	Technical Finding or Impact		
		fire control, mustering), pilot training or private/business flying had a higher chance of accident.		
		Flights by commercial operators had the lowest accident rates. Flights by private operators had higher, but not as high as those used for aerial work		
		Minimising Risks		
		According to the Helicopter Landing Site assessment prepared for the Environmental Assessment, the smaller the landing site and the less known about the hazards presented by the obstacles and surface conditions, the greater the risk associated with its use.		
		Landing risks are reduced when:		
		<ul> <li>the size of the landing area is greater than the minimum size</li> <li>the pilot has access to accurate update to information about the site, and</li> <li>there are sufficient visual information, cues and positional markings present.</li> </ul>		
		The Trinity Point helipad is appropriately sized, a new cardinal marker will be put in place, a comprehensive manual for operation will be developed and distributed, and regular direct contact will be initiated and maintained with pilots and operators, in the days prior the flights (when planning) right up until they are coming in to land. A trained helicopter landing officer will manage these matters as part of the marina operation.		
		This is consistent with experiences of operators in the Hunter Valley establishments who report positive relationships and proactive communication with operators.		
	The more landings the more chances there are of an accident.	The CASA data report confirms that, across all aircraft, most accidents occur on departure or approach. See response above.		
Impacts from downward draft	Downward draft will create large waves that impact lake and lake edge, including contributing to coastal erosion	the generation of local wave energy or impact. Videos from test day demonstrate visually that there are not large waves created.		
	Severe downwash will upset small craft	The Coastal report does not identify any impact from downward draft on the generation of local wave energy or impact.		
Lack of economic justification	There appears to be insufficient economic rationale for the helicopter	JPG regards the inclusion of a helipad an important addition to the tourism options and service mix of the development and it is considered to add and enhance value in a number of ways. Whilst not directly creating employment or new income streams, a helipad is considered to diversify access, increase connectivity, strengthen benefits and enhance economic streams.		
	The helipad is required by "investors"	The helipad is considered to increase the attractiveness of the development to commercial operators or partners for a number of reasons including increased access, profile, marketing options and		

Theme	Perception or Concern	Technical Finding or Impact		
		prestige. Refer Helipad Fact Sheet 1 – Why a Helipad?		
Other landing options to "helicopter in" to the site, for example,		It is understood that helipad facilities may be available to commercial operators as part of Pelican Aerodrome (Lake Macquarie Airport) at Marks Point/Belmont.		
	landing at Pelican	Pelican Aerodrome is located approximately 45km/40 mins by vehicle to Trinity and a significant boat ride across the full breadth of the Lake.		
		It is unknown if there is operating or commercial constraints regarding access for helicopter operators to the Aerodrome; however, landing at the Aerodrome and transferring by boat defeats the ease of access purpose of a helipad at the Marina and adds little to the prestige or sustainability of resort and marina facilities.		
Use by emergency rescue helicopter	The Helipad will be able to be used for emergency services landing –e.g. Westpac Rescue service	While the Helipad will not be restricted from use by emergency services, it is of smaller dimensions than that typically used for emergency services helicopters; any decision to use would be subject to individual pilot or service discretion. It is not promoted by JPG as a public benefit.		
Downwash	Downwash will be a nuisance, including for people on boats	According to the HLS study, the downwash from a charter helicopter may cause movement of loose items if they are not secured prior to flight operation, and CASA guidelines state that no person is to be within 30m of the closest point of a hovering or taking helicopter except those required to be there for its safe operation or who have been trained in safety procedures.		
		As such, there will be planned 30m temporary safety and rotor management area, and a procedure to ensure the one is clear the exclusion zone is free of watercraft.		

# Why do you keep changing your mind?

Planning, designing and navigating the approvals for a large scale multi-million dollar Marina and Mixed Use Development hasn't always been easy, and we would be the last ones to say that we have always got it exactly right or that things always work out the way we want them too. We began consultation around Concept Planning in 2008, and we passed through several design changes, approval processes and financial crisis challenges in that time. One of our key aims has been to be balanced, to be fair, to be viable and to be responsive — to the expectations of community, the demands of government, the opportunities of the market and the needs of JPG as a company. At the base of it is our intention to get the best development that responds to what we know already, and that can adapt to the things we don't as they come our way.

In 2008, when we included the original helipad, community members expressed concern regarding noise, amongst other things about the development (such as scale of the berths). We made the changes that were right at the time, and the concept plan was eventually approved. During that time, we looked ahead and saw that our thinking around a helipad was not complete, and submitted the relevant documentation to enable us to keep it as an option, where it could be considered in the future on its own merits or impact.

# **Attachment 9**

# **Mathew Radnidge**

From: Bryan Garland <bryang@johnsonpropertygroup.com.au>

Sent: Thursday, 17 November 2016 2:21 PM

**To:** Tom Dumbrell **Subject:** Trinity Point Helipad

Attachments: Trinity Point Marina and Mixed Use Development\_Community Booklet.pdf; Fact

Sheet 1 Why a Helipad.pdf; Fact Sheet 2 Noise.pdf; Fact Sheet 3 Helipad

Operations.pdf; Fact Sheet 4 Public Access and Temporary Safety Zone.pdf; Fact

Sheet 5 Community Engagement.pdf

#### **Dear Tom**

I write as a follow up to my email to you last week.

As the exhibition period for the proposed helipad commenced today, I would like to share the attached Community Information Sheet and several fact sheets that we have prepared relating to our helipad Concept Plan Modification proposal. This is to aid you in any questions you have about our proposal or questions that you may field from your members.

The attached sheets will be available on a dedicated helipad webpage that we are building which will go live later today. Our webpage will be <a href="http://trinitypoint.com.au/helipad">http://trinitypoint.com.au/helipad</a>. I will be communicating this webpage to residents in a letter which will be distributed next week (as per point 4 in below email).

Whilst these fact sheets are not deemed to be formal exhibition material, it is our way of trying to provide factual information to residents and interested parties about this proposal.

It would be appreciated if you could please share these fact sheets with your members.

Also for you and your members information, I can confirm that we are conducting an information session at the Bonnells Bay Youth & Community Centre (275 Fishery Point Rd, Bonnells Bay NSW 2264) on **Monday 5 December 2016** between the hours of **3pm and 6.30pm**, where we will have hardcopies of the exhibited material and can direct interested parties to relevant information within this exhibited material so that it may assist them in any formal submission they may choose to make to NSW Department of Planning and Environment.

Please let me know if you have any questions.

Many thanks Bryan

From: Bryan Garland

Sent: Thursday, 10 November 2016 1:52 PM

To: 'Tom Dumbrell' <tomrd25@gmail.com>; 'bcbaylis@bigpond.com' <bcbaylis@bigpond.com>; 'Colin Roach'

<clroach@bigpond.com>
Subject: Trinity Point Helipad

Dear Tom, Bruce and Col,

I write to give you an update on our helipad proposal at Trinity Point.

- 1. Our Environmental Assessment Report, seeking a modification to the Trinity Point Concept Plan, has been submitted to the NSW Department of Planning & Environment.
- 2. The Department has advised that the Environmental Assessment is suitable to be placed on public display for public comment. I have been advised this morning that the formal Exhibition period will **commence on**

**Thursday 17 November 2016 and conclude on Friday 16 December 2016**. I understand that the Department will be placing formal advertisement notices in the Lakes Mail, Newcastle Herald and Sydney Morning Herald.

- 3. Come next Thursday 16 November exhibition commencement, I understand that hard and/or electronic copies of the document will be placed at Morisset Library, Lake Macquarie City Council chambers, Wyong Shire Council chambers, and Department of Planning offices in Newcastle and Sydney. Electronic copies will also be able to be downloaded from the Department of Planning website (exhibition page), or alternatively, I am having our own website established where these documents, along with fact sheets and video, can be downloaded.
- 4. I will be writing a courtesy information letter to 6,533 dwellings on the peninsula and around Summerland Point and Mannering Park to advise them of the above. Due to Australia Post, my information letter is not able to be delivered until around 25 November 2016.
- 5. I am also intending on organising another community drop in information session. The format will be different in that we will have multiple copies of the report available around the room where people can seek direction to relevant information & clarification that may assist them in any formal submission they may choose to make to the Department. I am just trying to organise the arrangements now and will let you know in due course so that you can pass this information onto your members.

Like always, I make myself available to you, your executives, or any of your experts to conduct a briefing of the Exhibited Material should you wish for that to occur or, more generally, to answer or clarify any questions that may arise on this proposal. I would be happy to arrange a suitable time with you if you would like a briefing and I can be contacted via return email or on 0408 991 888.

Many thanks Bryan

# Bryan Garland

Planning Director Johnson Property Group

M 0408 991 888 | E bryang@johnsonpropertygroup.com.au





# **Mathew Radnidge**

From: Bryan Garland <br/>bryang@johnsonpropertygroup.com.au>

Sent: Thursday, 17 November 2016 2:34 PM

To:davidw@crusaders.edu.auSubject:Trinity Point Helipad

Attachments: Trinity Point Marina and Mixed Use Development\_Community Booklet.pdf; Fact

Sheet 1 Why a Helipad.pdf; Fact Sheet 2 Noise.pdf; Fact Sheet 3 Helipad

Operations.pdf; Fact Sheet 4 Public Access and Temporary Safety Zone.pdf; Fact

Sheet 5 Community Engagement.pdf

#### **Dear David**

I write as a follow up to our phone discussion on Monday this week and also following on from the below email which I sent through to Col Roach last week (not knowing your details).

As the exhibition period for the proposed helipad commenced today, I would like to share the attached Community Information Sheet and several fact sheets that we have prepared relating to our helipad Concept Plan Modification proposal. This is to aid you in any questions you have about our proposal or questions that you may field from your members.

The attached sheets will be available on a dedicated helipad webpage that we are building which will go live later today. Our webpage will be <a href="https://trinitypoint.com.au/helipad">http://trinitypoint.com.au/helipad</a>. I will be communicating this webpage to residents in a letter which will be distributed next week (as per point 4 in below email).

Whilst these fact sheets are not deemed to be formal exhibition material, it is our way of trying to provide factual information to residents and interested parties about this proposal.

It would be appreciated if you could please share these fact sheets with your members.

As promised when we spoke, the reports that the Department of Planning and Environment are exhibiting for public comment can be found at this link -

http://majorprojects.planning.nsw.gov.au/index.pl?action=view\_job&job\_id=6187 These same reports will be uploaded to our Trinity Point Helipad webpage later today as well for convenience.

Also for you and your members information, I can confirm that we are conducting an information session at the Bonnells Bay Youth & Community Centre (275 Fishery Point Rd, Bonnells Bay NSW 2264) on **Monday 5 December 2016** between the hours of **3pm and 6.30pm**, where we will have hardcopies of the exhibited material and can direct interested parties to relevant information within this exhibited material so that it may assist them in any formal submission they may choose to make to NSW Department of Planning and Environment.

Please let me know if you have any questions.

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# Bryan Garland

Planning Director Johnson Property Group

M 0408 991 888 | E bryang@johnsonpropertygroup.com.au



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Sent: Thursday, 10 November 2016 1:52 PM

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Like always, I make myself available to you, your executives, or any of your experts to conduct a briefing of the Exhibited Material should you wish for that to occur or, more generally, to answer or clarify any questions that may arise on this proposal. I would be happy to arrange a suitable time with you if you would like a briefing and I can be contacted via return email or on 0408 991 888.

Many thanks Bryan

# Bryan Garland

Planning Director

# Johnson Property Group

# M 0408 991 888 | E bryang@johnsonpropertygroup.com.au

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X	

# Attachment 10

# **Mathew Radnidge**

From: Bryan Garland <br/>bryang@johnsonpropertygroup.com.au>

Sent: Thursday, 17 November 2016 3:18 PM

**To:** Phil Ruffle

**Subject:** RE: Trinity Helipad

**Attachments:** Formal doc re quetions on helipad.doc

Dear Mr & Mrs Ruffle,

As promised, I write as a follow up to my below email to you and also your attached list of helipad questions from 3<sup>rd</sup> June 2016. For your information, please see the below responses to the questions raised.

You may have noted that the NSW Department of Planning & Environment has placed the Environmental Assessment Report on public display to seek community feedback on our helipad proposal. This exhibition period commenced today and concludes on Friday 16 December 2016.

For your convenience, please also note that Johnson Property Group (JPG) have established its own webpage that contains several fact sheets and Community Information Sheets to assist in the communities understanding of this helipad proposal. Our webpage will be available later today and is: <a href="http://trinitypoint.com.au/helipad">http://trinitypoint.com.au/helipad</a>. Whilst these fact sheets are not deemed to be formal exhibition material, it is our way of trying to provide factual information to residents and interested parties about this proposal and part of our way of continuing with genuine community consultation and information sharing throughout this period.

We are also conducting an information session at the Bonnells Bay Youth & Community Centre (275 Fishery Point Rd, Bonnells Bay NSW 2264) on Monday 5 December 2016 between the hours of 3pm and 6.30pm, where we will have hardcopies of the exhibited material and can direct interested parties to relevant information within this exhibited material so that it may assist them in any formal submission they may choose to make to NSW Department of Planning and Environment.

Provided below is a response to the questions raised in your submission:

1. The maximum size of the proposed helipad was stated as 16m by 16m (256 square metres) is there any plans for a future enlargement of the helipad or a second helipad?

Following the community information session on 31 May 2016, JPG appointed the services of a specialist Aviation Management and Safety Advisor (AviPro) to design a CASA compliant helipad. We were advised that the pontoon needed to be increased in size to be a 20m x 20m pontoon to comply with the Final Approach and Take-Off Area (FATO) requirements of CASA. This is calculated as 1.5 x length of the design helicopter (being the Agusta Westland AW109 which has a length of 13.04m). A 20m x 20m pontoon is JPG's proposal. A 2<sup>nd</sup> helipad is not proposed, nor required.

2. What are the sizes of the planned exclusion zone around the helipad pad when landing & taking off, and how are these to be enforced during daylight hours?

The <u>temporary</u> safety zone will cover an area with a radius of 30 metres measured from the edge of the proposed helipad pontoon.

The total area covered by the temporary safety zone (excluding the helipad structure itself) is approximately 5,165m<sup>2</sup>. Some of that temporary safety zone sits over the approved

marina breakwater and will sit within a lease of the lake bed for construction and operation of the physical helipad (integrated with the approved marina and its lease). Approximately 3,200m<sup>2</sup> may sit outside a lease area, and would form part of a licence with NSW Maritime to provide for that essential public safety management area of the lake (only during landing and taking off of helicopters).

In combination with the approved marina footprint, the helipad footprint and the temporary safety management zone footprint (to combined total of 6.53ha) is still less than the area identified in the original dealings with the Crown.

The temporary zone will be managed by the trained helicopter landing officer associated with the Marina, with pilots ultimately responsible to ensure the helicopter will not constitute a hazard to persons or objects, including from impacts from rotor downwash.

The helipad will operate to a "prior permission" protocol, which includes:

- a pre-arrival inspection, including responsibility for ensuring persons and craft are clear of the management zone;
- a set of lights activated to signal imminent arrival or departure; and
- a permanent cardinal marker included on the eastern edge of the zone.

Communication with people or craft in the zone will be undertaken by the trained helicopter landing officer.

No helicopter will land unless the temporary safety management zone is clear of persons and craft.

# 3. Given the concerns of local residents why is the helipad essential?

The success of any tourism project is the ability to offer the broadest range of experiences possible. This might be due to its location near many other facilities that offer a range of attractions and options (such as the Gold Coast), or by offering diverse attractions and services on a single site and becoming a 'destination' in its own right.

Council has for many years sought to achieve a high standard of tourism for Lake Macquarie. With the announcement that Accor Hotels will be the operator of the Trinity Point hotel under its Pullman Brand, our goal is that it becomes the pinnacle tourism destination for Lake Macquarie.

To do this we not only need to offer the 5 - star services our competition offers, we need to exceed those.

The proposed helipad will be part of the overall range of site offerings that when combined will make a valuable contribution to the overall success of Trinity Point. Together with the approved uses, they work in synergy to create a destination, a point of difference and the ability to compete in the tourism market.

It will increase our ability to compete with other establishments with helicopter facilities and contribute to attracting new visitors and repeat visitors to the area.

It will increase accessibility from Sydney and diversify on-site services.

It will build prestige and market value, and attract quality commercial operators or partners to the site.

It will enhance our geographic connectivity and help us form part of a regional link with other quality Hunter destinations (such as with the vineyards and with the new cruiser terminal).

In doing so, it will strengthen the local economic benefits already projected to accrue from the approved Marina and Mixed Use Development (such as projected jobs), and help contribute to regional and Council aspirations for high end tourism in the City of Lake Macquarie.

# 4. What are the benefits of the helipad to the residents of the local area?

The proposed helipad will be part of the shore and water based tourism and recreational facility at Trinity Point. It is not designed to operate independently of those facilities. Without the approved tourism facilities, there would be no need for the helipad in this location. The small number of movements being sought is adequate to cater for the market and make a contribution to the success of the overall project.

Local residents will have access to a world class resort and marina on their doorstep. A helipad and helicopter access improves the attractiveness of the facility to certain sections of the market and therefore enhances viability and vitality.

We acknowledge there is community interest, including concern, regarding the inclusion of the helipad, including questions regarding the need for it, especially against the perceived amenity risks to local residents. The benefits of the proposed limited use helipad to the overall tourism facility must be balanced against impacts. In particular the receiving environment needs to be considered in detail to determine if the arrival and departure of helicopters has any significant adverse impacts.

# This question is twofold:

- the Environmental Assessment prepared for the project concludes that the limited use helipad can be developed with land use controls (including number of flights, types of helicopters, flight paths, times of operation) and management controls (including "Fly Neighbourly" procedures and Prior Permission procedures), which will effectively manage noise and other impacts (please see noise and helipad operations fact sheets on the abovementioned website); and
- the benefits are applicable to local, as much as wider City and regional, residents.

JPG, in recognition of the broader context of the site, has limited the number of flights and provided for integrated management of the helipad in conjunction with the approved marina.

# 5. Are the proposed flight paths outlined on the information day the only ones planned?

Yes. There are a number of preferred flight paths that have been acoustically tested and designed to cater to different wind directions.

- Preferred Path A approaches from and exits to the south (over water) in a clockwise direction.
- Preferred Path B1 approaches from and exits to the south (over water) and in an anti-clockwise direction.
- Preferred Path B2 approaches from and exits to the south in an anti-clockwise direction, catering for strong southerly winds.
- Alternative Path C approaches from the north (over land) and exits to the south (over water), and provides an option for a helicopter, having departed to the

south to conduct a turn movement that allows it to travel north if desired. This flight path does fly over some residences as well as flying near Brightwaters Christian College. This is an alternative path to Path B2 for use in strong southerly or south-easterly winds.

These preferred paths are the only flight paths proposed for the helipad. All aircraft using the helipad will receive information on these flight paths via a 'prior permission' protocol, acknowledge these paths and overall Fly Neighbourly protocol including 'avoid' areas, and be expected to adhere to the paths.

A pilot or operator that does not adhere to use of the paths (except for rare safety events) or protocol will not be welcome at Trinity Point.

7. Could the stated 38 planned take offs and landings per week be increased by a lessee of the helicopter / helipad facility?

Assuming our proposed 38 movements per week gets approved, any variation to that would have to go through a further Part 3A Modification (through the NSW DPE) and Development Consent (through Council), and only after Crown Lands provides their landowner consent and the NSW EPA agree to extend the Environmental Protection Licence. To be very clear though, we are not proposing any more than 38 movements.

8. Are the planned hours of operation 7am to 7pm? (Summer and winter) Will there be any permissible exceptions? What are the times of a night-time curfew, outside of which flights would be banned or confined to medical emergency only?

All flights will be limited to daylight hours only. The time of operation will start in the morning from 8am on Monday to Saturday, and from 9am on Sundays and public holidays. The operation is proposed to extend to 7pm or to 'daylight hours' to account for seasonal variation and daylight saving. The helipad will have no lighting and no night time flights will be permitted.

The size of the helipad is designed for a smaller sized aircraft than the larger size of the aircraft we typically associate with emergency services. We leave it up to the individual pilot of the emergency services aircraft to determine the safety of landing at the Trinity Point helipad.

9. Will private helicopter owners be permitted to use the helipad?

Yes.

The helipad is anticipated to be used mainly for tourism purposes, with transfers and day trips between Trinity Point and other locations in NSW, mostly likely Sydney and the Hunter Valley. Helicopters accessing the helipad are expected to be professional helicopter operators already providing commercial services from Sydney or the Hunter Valley. Private pilots who may own their own helicopter and are visiting Trinity Point may also request use of the helipad with permission granted if they and their craft fulfil CASA requirements and adhere to the helipad's "Prior Permission" and "Fly Neighbourly" policy and detailed operational, environmental and safety requirements. The helipad is not intended to be used for joy flights, and Robinson R22/44 helicopters are excluded (to encourage use of the helipad by experienced pilots).

Passengers are anticipated to include:

- hotel guests arriving and departing from the hotel;
- day trippers to Trinity Point or linking to the Hunter Valley with Trinity Point as a stop;
- brides and wedding parties arriving for weddings;

- permanent residents undertaking business travel to larger centres;
- public speakers for conferences or guests for events; and
- private/corporate transfers for a range of uses.

# 10. Could commercial helicopter flights eg joyflights or flights to the Hunter Valley be permitted should the helipad gain approval?

Joyflights are precluded.

11. A single engine helicopter airbus A5350 B2 Squirrel was used for the noise monitoring. Is this the same type of helicopter that will be used for all movement from and to the helipad?

A helicopter, the Airbus H125 (otherwise known as a "Squirrel") was selected to represent the typical aircraft type anticipated to use the helipad. It is a small turbine helicopter that can accommodate 4 passengers (plus the pilot) or less passengers if includes luggage, with the ability to fly from/to Sydney without the need to refuel. The helicopter used is neither the 'quietest' or 'noisiest' helicopter that might use the helipad. To be clear, the helicopter survey is only one part of the acoustic assessment methodology, and is used to inform the noise assessment. The overall noise assessment includes use of an accepted 'weighting' method to provide assessment for all helicopter types that might use the helipad, not just the helicopter used for the survey.

The helipad will be suitable for use by small turbine engine helicopters and occasionally by medium sized twin engine helicopters as listed.

# Single engine

- McDonnell Douglas500 3 passengers (includes pilot)
- Bell 206B 4 passengers
- Airbus 120 4 passengers
- Bell 206L 6 passengers
- Airbus H125 (or "squirrel") 5 passengers
- Bell 407 6 passengers
- Airbus 130 4 passengers

#### Twin engines

- Airbus 135 6 passengers
- Agusta Westland AW109 7 passengers.

Helicopters will be flown by professional commercial operators and trained pilots. To limit use by inexperienced pilots, the smaller Robinson R22/44 will not be permitted.

12. If not, what are the sizes and types of the larger helicopters expected to use the helipad?

See above.

13. At the information session the noise engineer present was unable to answer question about downdraft. What will be the effect of this on the lake; nearby pleasure craft eg paddle boarders and sediment disturbance?

Rotor downwash would only occur within the 30m safety management zone surrounding the helipad. As noted in response 2 above, the helicopter landing officer will be onsite prior to the arrival of the helicopter to ensure that the 30m safety management zone is clear of obstructions including pleasure craft and paddle boarders during only the time that the helicopter approaches to land and lifts to depart.

Studies undertaken for the Environmental Assessment (and earlier as part of the Stage 1 Marina Environmental Impact Statement) have concluded that the inclusion of a helipad will not impact on a significant area of the lake and will not unreasonably impact on all users of the lake including recreational users and the boating public, including yachts, swing moorings, personal watercraft and lake swimmers. It identified limited impacts on navigation in and around the approved marina, Bardens Bay and the wider waterbody, with a suite of operational management procedures identified for public, recreational, boating and navigation safety.

In regard to sediment disturbance, the existing marine environment is well understood from the previous studies undertaken as part of the approved Marina Development Application, including a description of tidal hydraulics, wind driven circulation, waves, water and sediment quality, seabed shoreline stability and sediment movements. Other than approval and construction of the marina, there has been no change in the existing marine environment. As part of the Stage 1 Marina DA and EIS, the impacts of the marina (being 188 berths) on hydrodynamic processes of Bardens Bay was subject to thorough numerical investigation, including use of a 3D model for the whole lake, the south western lake, Bardens Bay and the marina site. The model simulated 3D lake circulation patterns due to the effects of tide and wind for a range of conditions.

The proposed helipad sits within the immediate vicinity of the approved marina and is connected to the marina. Rotor downwash is unlikely to affect sediment movements throughout the bay.

# 14. Could you confirm the times of day the noise tests were carried out and what the prevailing wind directions were?

The helicopter survey was undertaken on 24 March 2016 for about 3.5 hours from 9.15am – 12.45pm. It was a fine day (18-24 degrees) with a light wind from the north west of less than 1m/s (at the commencement of the testing) that shifted to east north east at an average wind of 4-5m/s with gusts of 8-10m/s. A 10m elevated wind anemometer was used to record wind direction and speed.

A calm morning was selected to capture lowest level of ambient (background) noise and allow all flights to be flown on the same day, and as well as meet testing requirements under AS 2363-1999 for required calm weather conditions. Machinery associated with the construction of JPG's adjoining residential subdivision was stood down for the duration of the test.

# 15. What will be the average number of passengers with luggage arriving or leaving per flight?

Depending on luggage, the typical helicopter type was identified (refer point 11 above) to be a general turbine helicopter accommodating 2-5 passengers (+pilot), most commonly likely to be small turbine engine helicopters, with the ability to fly from/to Sydney without the need to refuel, with occasionally medium sized helicopters like the Airbus 135 (max passengers 5 + pilot) and Agusta Westland AW109 (max passengers 6 + pilot).

It is noted however that the helipad is not just available for overnight hotel guests but rather a range of potential uses including:

- Public speakers;
- Day trippers to the site as well as linking to the Hunter Valley as part of day out;
- Brides and wedding parties arriving for weddings;
- Permanent residents undertaking business travel to large centres; and
- Private/corporate transfers for a range of uses.

# 16. Who will own and run the helipad?

Johnson Property Group will own the helipad which will be run by the marina operator.

# 17. Who will operate any helicopter service? What is their track record in regard to noise and flight path compliance?

Via prior permission, the helipad is available to any helicopter aircraft licenced by CASA and fitting the proposed helicopter types listed in answer 11. If pilots are observed to not fly neighbourly, they will not be welcome to land at Trinity Point.

# 18. What redress will locals have if noise interference causes deterioration in lifestyle?

The proposed helipad, if approved, will have conditions imposed via Lake Macquarie City Council and the NSW EPA on how it is to operate. Council and the EPA will investigate any non-compliance reported to them.

# 19. What will be done by JPG to mitigate the noise disruption at the local schools?

Contact has been made with Bonnells Bay Public School and Brightwaters Christian College. Bonnells Bay reported that they had no disruptions to learning during the testing day. Brightwaters Christian College reported that there was some disruptions on the testing day, mainly when the 10 testing manoeuvres occurred to and from the north. Students with learning needs at Brightwaters Christian College have been identified at risk of learning disruption if helicopter noise similar in constancy and intrusion as the helicopter survey – discussions with school will continue as the proposal progresses.

Noise from helicopter manoeuvres will be nowhere near the intensity of manoeuvres conducted during a condensed period on testing day.

As outlined, in response 5, for the majority of wind conditions, helicopter manoeuvres can occur over water from / to the south, minimising impact on Brightwaters Christian College.

The 'prior permission' protocol will communicate a range of information to the helicopter pilot including areas to avoid and preferred flight paths.

## 20. In the event of a helicopter mishap, does the developer:

- (a) accept all liability for the actions of the helicopter service, including in the event it is operated via a subsidiary
  - (b) have insurance cover to compensate local residents for personal injury, residential repair or disruption, with that insurance cover extending to any subsidiary operating the service?

If required JPG will have insurance for the helipad structure itself.

JPG are not the owner or operator of the helicopters that will use the helipad. Accordingly, each individual helicopter operator / owner would be expected to have their own insurance. JPG will not subsidise nor indemnity liability.

## 21. Will there be a contribution from JPG to

(a) infrastructure such as local fire brigade or a burns unit at Toronto / Wyong / other Hospital?

No

(b): an upgrade to emergency services planned for the peninsula i.e. better fire and rescue response equipment for the peninsula due to greater potential for air crash and jet fuel fire?

# 22. What measures for containment of pollutants will JPG put in place in case of spills etc?

The helipad will not include any fuel storage and there will be no fuelling or maintenance of helicopters permitted on the helipad limiting the likelihood of a fuel spillage or other hazard such as fire or explosion.

Given the co-location with an approved marina, the same emergency spill equipment that is required to service the marina will be able to contain any pollutants stemming from the helipad.

Design based water quality measures will be implemented including bunding of the helipad to prevent runoff from directly entering the lake, provision of readily accessible oil / fuel spill kits and containment boom and a first flush treatment for the deck of the pontoon structure.

The final operations manual will include refined safety and routine procedures.

# 23. Who will be responsible for the costs if the helipad is to be removed and possible rehabilitation of the area?

Johnson Property Group under their licence to the Crown.

I trust that the above is of assistance. Please let me know if you have any more questions.

Many thanks Bryan

# Bryan Garland

Planning Director Johnson Property Group

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**From:** Phil Ruffle [mailto:Ruffle8@hotmail.com]

Sent: Saturday, 2 July 2016 5:50 PM

To: Bryan Garland <bryang@johnsonpropertygroup.com.au>

Subject: Re: Trinity Helipad

Thank you for the reply, we look forward to further information from you.

Best wishes Phil & Linda

From: Bryan Garland <bryang@johnsonpropertygroup.com.au>

Sent: Friday, 1 July 2016 4:07 PM

**To:** Ruffle8@hotmail.com **Subject:** Trinity Helipad

Dear Mr & Mrs Ruffle

I am writing to thank you for sending through your very productive list of questions on 8 June 2016 regarding our helipad proposal at Trinity Point. My sincere apologies for the delay in responding to you.

I have instructed my consultants to consider these questions during the preparation of the Environmental Assessment (EA) documentation that we are currently putting together. It is my expectation that these questions will be answered within the EA document that we submit to the NSW Department of Planning and which will go on public display. I am happy to provide specific answers to these questions back to you at the time we submit the EA document to the Department of Planning for exhibition.

I also wanted to let you know that I have provided this list of questions to local community groups and have invited them to let me know if there are any further questions that they would like added to this list.

Lastly, and just FYI, I am also in the process of establishing a specific web page for the helipad proposal where we intend on uploading factual information about the proposal, which is likely to also include a Frequently Asked Questions section. I'll let you know when that webpage becomes live also.

Many thanks again for your questions.

Cheers Bryan

# Bryan Garland

Planning Director Johnson Property Group

oryang@johnsonpropertygroup.com.au
Head Office Level 12, 48 Hunter Street, Sydney NSW 2000 PO Box A1308, Sydney South NSW 1235 www.johnsonpropertygroup.com.au

Begin forwarded message:

From: Phil Ruffle < Ruffle8@hotmail.com >

Subject: Proposed helipad DA1176/2014 Date: 8 June 2016 at 12:51:59 PM AEST

To: "admin@johnsonpropertygroup.com.au" <admin@johnsonpropertygroup.com.au>

For the attention of The Johnson Property Group

- CC NSW minister for Planning
  - Mr C. Dwyer Principal Development Planner Lake Macquarie City Council
  - Mr G. Piper local member
  - Mr J Gordon research officer for G. Piper.

As concerned local residents , we are herewith formally submitting a request for a written response to the following questions in relation to the proposed Helipad at JPG Marina Bardens Bay Lake Macquarie. DA 1176/2014

- 1 The maximum size of the proposed helipad was stated as 16m by 16m (256 square metres) is there any plans for a future enlargement of the helipad or a second helipad?
- 2 What are the sizes of the planned exclusion zone around the helipad pad when landing & taking off, and how are these to be enforced during daylight hours?
- 3 Given the concerns of local residents why is the helipad essential?
- 4 What are the benefits of the helipad to the residents of the local area?
- 5 Are the proposed flight paths outlined on the information day the only ones planned?
- 7 Could the stated 38 planned take offs and landings per week be increased by a lessee of the helicopter / helipad facility?
- 8 Are the planned hours of operation 7am to 7pm? (Summer and winter) Will there be any permissible exceptions? What are the times of a night-time curfew, outside of which flights would be banned or confined to medical emergency only?
- 9 Will private helicopter owners be permitted to use the helipad?
- 10 Could commercial helicopter flights eg joyflights or flights to the hunter valley be permitted should the helipad gain approval?
- 11 A single engine helicopter airbus A5350 B2 Squirrel was used for the noise monitoring. Is this the same type of helicopter that will be used for all movements from and to the helipad?
- 12 If not, what are the sizes and types of the larger helicopters expected to use the helipad?
- 13 At the information session the noise engineer present was unable to answer question about downdraft. What will be the effect of this on the lake; nearby pleasure craft eg paddle boarders and sediment disturbance?

- 14 Could you confirm the times of day the noise tests were carried out and what the prevailing wind directions were?
- 15 What will be the average number of passengers with luggage arriving or leaving per flight?
- 16 Who will own and run the helipad?
- 17 Who will operate any helicopter service? What is their track record in regard to noise and flight path compliance?
- 18 What redress will locals have if noise interference causes deterioration in lifestyle?
- 19 What will be done by JPG to mitigate the noise disruption at the local schools?
- 20 In the event of a helicopter mishap, does the developer:
  - (a) accept all liability for the actions of the helicopter service, including in the event it is operated via a subsidiary
  - (b) have insurance cover to compensate local residents for personal injury, residential repair or disruption, with that insurance cover extending to any subsidiary operating the service?
- 21 Will there be a contribution from JPG to
  - (a) infrastructure such as local fire brigade or a burns unit at Toronto / Wyong / other Hospital?
  - (b): an upgrade to emergency services planned for the peninsula i.e. better fire and rescue response equipment for the peninsula due to greater potential for air crash and jet fuel fire?
- 22 What measures for containment of pollutants will JPG put in place in case of spills etc?
- 23 Who will be responsible for the costs if the helipad is to be removed and possible rehabilitation of the area?
- We would also request the name of your nominated representative so that if any answers to the above questions require further explanation we can liase with that person.

Thank you for your assistance in this matter, we look forward to your prompt reply.

Submitted by
Phil & Linda Ruffle
Paul & Suzie Crowne
Patrick and Di Callaghan
Harwood and Avril Lockton
Douglas Denning
Penny Spiers
Phyllis Esau
David and Dianne Whyte
Lyndell Wells

# Attachment 11

# **Mathew Radnidge**

From: Bryan Garland <br/>bryang@johnsonpropertygroup.com.au>

Sent: Thursday, 17 November 2016 2:25 PM

To:bcbaylis@bigpond.comSubject:Trinity Point Helipad

Attachments: Trinity Point Marina and Mixed Use Development\_Community Booklet.pdf; Fact

Sheet 1 Why a Helipad.pdf; Fact Sheet 2 Noise.pdf; Fact Sheet 3 Helipad

Operations.pdf; Fact Sheet 4 Public Access and Temporary Safety Zone.pdf; Fact

Sheet 5 Community Engagement.pdf

Hi Bruce

Firstly, and most importantly, I hope that you are starting to feel better after your surgery and I hope that Col Roach passed on my best wishes to you.

I just wanted to write a follow up to my email to you last week re Trinity helipad proposal.

As the exhibition period for the proposed helipad commenced today, I would like to share the attached Community Information Sheet and several fact sheets that we have prepared relating to our helipad Concept Plan Modification proposal. This is to aid you in any questions you have about our proposal or questions that you may field from your members.

The attached sheets will be available on a dedicated helipad webpage that we are building which will go live later today. Our webpage will be <a href="http://trinitypoint.com.au/helipad">http://trinitypoint.com.au/helipad</a>. I will be communicating this webpage to residents in a letter which will be distributed next week (as per point 4 in below email).

Whilst these fact sheets are not deemed to be formal exhibition material, it is our way of trying to provide factual information to residents and interested parties about this proposal.

It would be appreciated if you could please share these fact sheets with your members.

Also for you and your members information, I can confirm that we are conducting an information session at the Bonnells Bay Youth & Community Centre (275 Fishery Point Rd, Bonnells Bay NSW 2264) on **Monday 5 December 2016** between the hours of **3pm and 6.30pm**, where we will have hardcopies of the exhibited material and can direct interested parties to relevant information within this exhibited material so that it may assist them in any formal submission they may choose to make to NSW Department of Planning and Environment.

Please let me know if you have any questions.

Many thanks Bryan

From: Bryan Garland

Sent: Thursday, 10 November 2016 1:52 PM

To: 'Tom Dumbrell' < <a href="mailto:tomrd25@gmail.com">tomrd25@gmail.com</a>; 'bcbaylis@bigpond.com' < <a href="mailto:bcbaylis@bigpond.com">bcbaylis@bigpond.com</a>; 'Colin Roach'

<<u>clroach@bigpond.com</u>> **Subject:** Trinity Point Helipad

Dear Tom, Bruce and Col,

I write to give you an update on our helipad proposal at Trinity Point.

- 1. Our Environmental Assessment Report, seeking a modification to the Trinity Point Concept Plan, has been submitted to the NSW Department of Planning & Environment.
- 2. The Department has advised that the Environmental Assessment is suitable to be placed on public display for public comment. I have been advised this morning that the formal Exhibition period will commence on Thursday 17 November 2016 and conclude on Friday 16 December 2016. I understand that the Department will be placing formal advertisement notices in the Lakes Mail, Newcastle Herald and Sydney Morning Herald.
- 3. Come next Thursday 16 November exhibition commencement, I understand that hard and/or electronic copies of the document will be placed at Morisset Library, Lake Macquarie City Council chambers, Wyong Shire Council chambers, and Department of Planning offices in Newcastle and Sydney. Electronic copies will also be able to be downloaded from the Department of Planning website (exhibition page), or alternatively, I am having our own website established where these documents, along with fact sheets and video, can be downloaded.
- 4. I will be writing a courtesy information letter to 6,533 dwellings on the peninsula and around Summerland Point and Mannering Park to advise them of the above. Due to Australia Post, my information letter is not able to be delivered until around 25 November 2016.
- 5. I am also intending on organising another community drop in information session. The format will be different in that we will have multiple copies of the report available around the room where people can seek direction to relevant information & clarification that may assist them in any formal submission they may choose to make to the Department. I am just trying to organise the arrangements now and will let you know in due course so that you can pass this information onto your members.

Like always, I make myself available to you, your executives, or any of your experts to conduct a briefing of the Exhibited Material should you wish for that to occur or, more generally, to answer or clarify any questions that may arise on this proposal. I would be happy to arrange a suitable time with you if you would like a briefing and I can be contacted via return email or on 0408 991 888.

Many thanks Bryan

# **Bryan Garland**

Planning Director Johnson Property Group

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# Attachment 12

### **Mathew Radnidge**

From:	Bryan Garland Stryan Gar
Sent: To:	Thursday, 17 November 2016 4:20 PM David Wood
Subject:	RE: Trinity Point Helipad
Hi David	
ai Daviu	
Thanks for your question.	
the helipad footprint and the te	e in Fact Sheet 4 that we advise, in combination with the approved marina footprint, emporary safety management zone footprint provides a combined total surface area 6.53ha can be calculated from:
<ul> <li>Figure 47 of the exhibit helipad lease area of 6.</li> </ul>	ted Environmental Assessment which illustrates that the combined marina and
•	the temporary safety management area outside of the lease which is proposed to be
covered by a licence wi	
	nvironmental Assessment advises that Bardens Bay has an approximately surface also reported as part of our Lake Macquarie Council approved Marina Development
Therefore by calculation, the cost of the surface area of	ombined marina footprint, helipad footprint and temporary safety management zone Bardens Bay.
hope this helps	
Cheers	
Bryan	
Bryan Garland Planning Director Johnson Property Group M 0408 991 888   E bryang@	iohnsonpropertvaroup.com.au
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Level PO B	Office 12, 48 Hunter Street, Sydney NSW 2000 ox A1308, Sydney South NSW 1235 johnsonpropertygroup.com.au
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From: David Wood [mailto:davidw@crusaders.edu.au]

Sent: Thursday, 17 November 2016 3:58 PM

To: Bryan Garland <bryang@johnsonpropertygroup.com.au>

Subject: RE: Trinity Point Helipad

Importance: High

HI Bryan,

Thanks for all the info, will start on the analysis!

Just a quick one, the plan of the marina and helipad looks relatively minor in size compared to all of Barden's bay, do you have a percentage of area both take up (include the exclusion zone around pontoon) compared to Barden's Bay ~ 12% ???

With thanks

David Wood
Site Director

**Lake Macquarie Outdoor Recreation Centre** 

#### **The Crusader Union of Australia**

P: 02 4973 2453 | F: 02 4973 1208 | M: 0458 507 758

**From:** Bryan Garland [mailto:bryang@johnsonpropertygroup.com.au]

Sent: Thursday, 17 November 2016 2:34 PM

**To:** David Wood

**Subject:** Trinity Point Helipad

#### Dear David

I write as a follow up to our phone discussion on Monday this week and also following on from the below email which I sent through to Col Roach last week (not knowing your details).

As the exhibition period for the proposed helipad commenced today, I would like to share the attached Community Information Sheet and several fact sheets that we have prepared relating to our helipad Concept Plan Modification proposal. This is to aid you in any questions you have about our proposal or questions that you may field from your members.

The attached sheets will be available on a dedicated helipad webpage that we are building which will go live later today. Our webpage will be <a href="http://trinitypoint.com.au/helipad">http://trinitypoint.com.au/helipad</a>. I will be communicating this webpage to residents in a letter which will be distributed next week (as per point 4 in below email).

Whilst these fact sheets are not deemed to be formal exhibition material, it is our way of trying to provide factual information to residents and interested parties about this proposal.

It would be appreciated if you could please share these fact sheets with your members.

As promised when we spoke, the reports that the Department of Planning and Environment are exhibiting for public comment can be found at this link -

http://majorprojects.planning.nsw.gov.au/index.pl?action=view\_job&job\_id=6187 These same reports will be uploaded to our Trinity Point Helipad webpage later today as well for convenience.

Also for you and your members information, I can confirm that we are conducting an information session at the Bonnells Bay Youth & Community Centre (275 Fishery Point Rd, Bonnells Bay NSW 2264) on **Monday 5 December 2016** between the hours of **3pm and 6.30pm**, where we will have hardcopies of the exhibited material and can direct interested parties to relevant information within this exhibited material so that it may assist them in any formal submission they may choose to make to NSW Department of Planning and Environment.

Please let me know if you have any questions.

Many thanks Bryan

### Bryan Garland

Planning Director Johnson Property Group

M 0408 991 888 | E bryang@johnsonpropertygroup.com.au

Head Office
Level 12, 48 Hunter Street, Sydney NSW 2000
PO Box A1308, Sydney South NSW 1235
www.johnsonpropertygroup.com.au

From: Bryan Garland

Sent: Thursday, 10 November 2016 1:52 PM

To: 'Tom Dumbrell' <tomrd25@gmail.com>; 'bcbaylis@bigpond.com' <bcbaylis@bigpond.com>; 'Colin Roach'

<<u>clroach@bigpond.com</u>>
Subject: Trinity Point Helipad

Dear Tom, Bruce and Col,

I write to give you an update on our helipad proposal at Trinity Point.

- 1. Our Environmental Assessment Report, seeking a modification to the Trinity Point Concept Plan, has been submitted to the NSW Department of Planning & Environment.
- 2. The Department has advised that the Environmental Assessment is suitable to be placed on public display for public comment. I have been advised this morning that the formal Exhibition period will commence on Thursday 17 November 2016 and conclude on Friday 16 December 2016. I understand that the Department will be placing formal advertisement notices in the Lakes Mail, Newcastle Herald and Sydney Morning Herald.
- 3. Come next Thursday 16 November exhibition commencement, I understand that hard and/or electronic copies of the document will be placed at Morisset Library, Lake Macquarie City Council chambers, Wyong Shire Council chambers, and Department of Planning offices in Newcastle and Sydney. Electronic copies will also be able to be downloaded from the Department of Planning website (exhibition page), or alternatively, I am having our own website established where these documents, along with fact sheets and video, can be downloaded.
- 4. I will be writing a courtesy information letter to 6,533 dwellings on the peninsula and around Summerland Point and Mannering Park to advise them of the above. Due to Australia Post, my information letter is not able to be delivered until around 25 November 2016.

5. I am also intending on organising another community drop in information session. The format will be different in that we will have multiple copies of the report available around the room where people can seek direction to relevant information & clarification that may assist them in any formal submission they may choose to make to the Department. I am just trying to organise the arrangements now and will let you know in due course so that you can pass this information onto your members.

Like always, I make myself available to you, your executives, or any of your experts to conduct a briefing of the Exhibited Material should you wish for that to occur or, more generally, to answer or clarify any questions that may arise on this proposal. I would be happy to arrange a suitable time with you if you would like a briefing and I can be contacted via return email or on 0408 991 888.

Many thanks Bryan

•	
Bryan Garland Planning Director Johnson Property Group	
M 0408 991 888   E br	yang@johnsonpropertygroup.com.au
	Head Office Level 12, 48 Hunter Street, Sydney NSW 2000 PO Box A1308, Sydney South NSW 1235 www.johnsonpropertygroup.com.au

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# Attachment 13



### **BACKGROUND** AND APPROVALS TO DATE

- Part 3A Concept Plan (MP06\_0309) approved in September 2009, as modified in December 2015. As currently approved includes 188 berth marina, hospitality and tourism related uses and up to 315 accommodation (tourist and residential);
- Stage 1 Marina (DA 1503/2014) (94 berth marina) approved June 2015, Construction commenced February 2016;
- Tourism & Hospitality (65 room hotel, restaurant & function centre) (DA 1731/2014), approved May 2016; and
- Apartments (4 x buildings consisting of 34 residential apartments & 93 tourist apartments)
   (DA 496/2015), approved May 2016.





### **FOCUS** OF PRESENTATION

- We currently have an application before the State Government to seek approval to include a limited use helipad within our concept approval.
- The Environmental Assessment was submitted recently, and the proposal is now on formal public exhibition (details provided at the end of this presentation).
- We take this opportunity to brief you on what our proposal is, with a focus on one of the key issues arising from it, being the noise generated, with a particular focus on your school. The primary source of noise to be generated is from helicopters approaching, landing and departing.





## MINIMISING IMPACT OF HELIPAD

Our goal is to establish a helipad that supports the approved marina and tourist destination and our reasons for seeking it, whilst minimising the impact of helicopter noise generated on the local community, and including your school community.

Some of the ways in which we have done that (expanded on further within this presentation) includes:

- Limiting use of the helipad to a low number of movements;
- Identifying flight paths predominantly over water to cater for as many wind conditions as possible, to limit use or reliance on paths that head north and over residential areas and the school;
- Establishing operational management procedures and protocols; and
- Employing aviation and helicopter noise experts to establish the methodology and undertake assessment to inform the proposal, with the goal of minimising impact of helicopter noise, including for all helicopters to use the helipad.





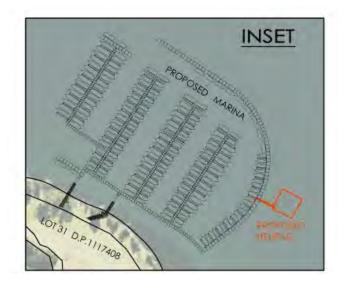
### **NOISE** TESTING

- One of the key inputs for acoustic assessment recommended by noise expert was noise testing to establish a base set of results and data. This involved actual on site helicopter flights and testing earlier this year in March.
- The helicopter survey used one typical aircraft anticipated to use the helipad, being single engine H125 (formally known as Airbus AS350 B2 (Squirell). The helicopter is neither the quietest nor the noisiest that might use the helipad, and simply provides a base set of results for expert noise assessment.
- Included seven attended noise monitoring loggers around Bardens Bay and nearby, including one near the school (Location 4) to ensure base results and the noise assessment captures the school in addition to surrounding residential areas.
- Noise testing observed on site by Council staff and their noise expert.



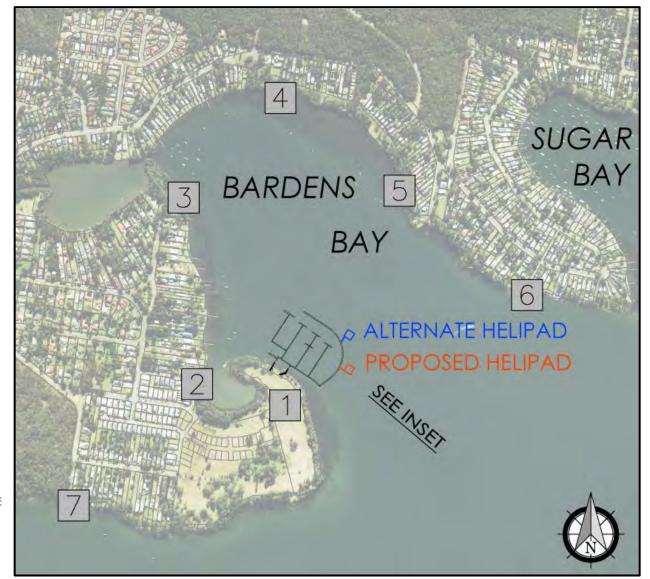


# NOISE LOGGER LOCATIONS



#### NOISE LOGGER LOCATIONS

- [1] ON TRINITY POINT SITE
- [2] NW CORNER OF JPG LAND
- [3] MORISSET PARK BOAT RAMP
- [4] ADJACENT TO BRIGHTWATERS CHRISTIAN COLLEGE
- [5] PUBLIC FORESHORE (BRIGHTWATERS JETTY)
- [6] SOUTHERN END OF BARDON STREET
- [7] SOUTHERN END OF CHARLES AVENUE







## **NOISE** EXPERIENCED V INTENDED OPERATION

- Before presenting results, we wish to acknowledge that we are aware that the school experienced some disruption to learning, including for certain students, during the helicopter survey.
- It is critically important for us to reiterate that the number of helicopter movements that
  occurred that morning and the constant noise experienced greatly over-represented the
  noise that would arise from the actual proposed helipad operation, but was necessary for
  accurate results to inform acoustic assessment.
  - The helicopter survey was undertaken using methodology under AS 2363-1999, which
    requires each helicopter movement (across multiple flight paths) to be tested at least
    four times (our expert requested five).
  - Additionally we tested movements for two potential helipad locations, which further doubled the survey movements.





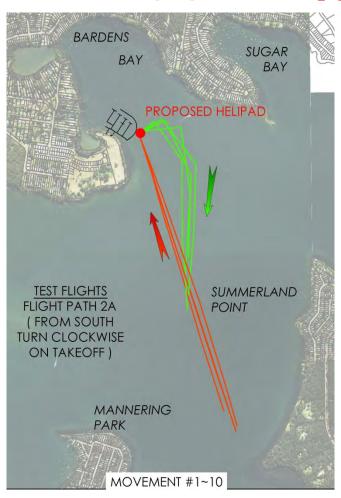
## **NOISE** EXPERIENCED V INTENDED OPERATION

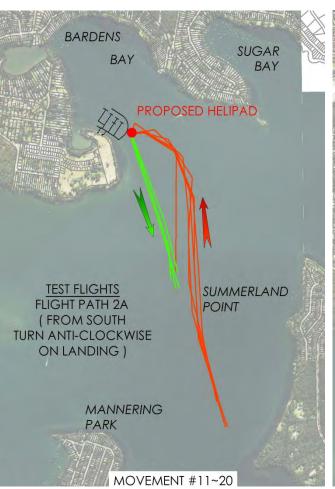
- The helicopter survey included 64 designated flight movements over multiple flight paths (each tested five times) at the two helipad locations, condensed into 3.5 hours. 20 of those designated flight movements occurred to the north of the helipad and in the vicinity of the school.
- The proposal is for a maximum of 8 movements in any given day (4 x landings and 4 x take off), with a maximum of 38 movements in any week (19 x landings and 19 x take off).
- By comparison and put more simply, that means that the helicopter survey:
  - Included 8 times the number of movements than could occur under maximum movements in any given day;
  - Included all the movements that could occur across more than a week and half into the 3.5hr morning.
- To reiterate, the constancy and frequency of movements and noise experienced during the helicopter survey is not what will be experienced by the school if we obtain approval for the limited use helipad as proposed.

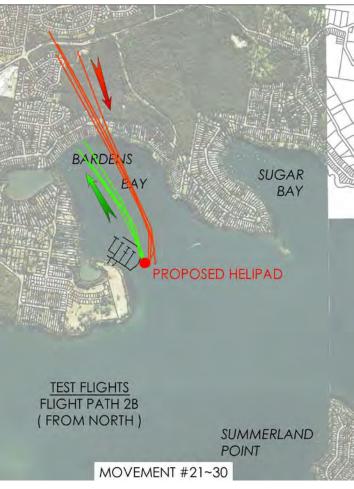




# HELICOPTER FLIGHT PATHS







- Flight paths
  selected to suit
  multiple weather
  conditions &
  predominantly to
  arrive and
  depart over
  water when
  below cruise
  altitude.
- Included one flight path tested to the north, where its arrival/departure flies over land.





### TESTING RESULTS FOR LOCATION 4 and MAX NOISE

Actual testing results for Location 4, near the school, for the proposed helipad location:

Flight Path	Direction	Take Off Max	Take Off SEL	Landing Max	Landing SEL	Overflight Max	Overflight SEL
2A	Clockwise	64	73.1	61	72.7	-	-
2A	Anticlockwise	60	70	60	73.0	-	-
2B	North	74	86.1	-	-	-	-
2B	South	-	-	77	87.9	-	-
Overflight	North	-	-	-	-	66	79

- As expected, the highest noise experienced near the school arises from take off and landing via northern flight paths, being 74dB(A) and 77dB(A).
- Our acoustic expert has advised that for the largest helicopter to use the helipad, an additional 3dB(A) could be added to these results, being **77dB(A)-80dB(A)**.
- Many acoustic criteria for helicopters do not establish maximum noise criteria. Our expert has advised Lmax, Hel criteria of 80dB(A) (residential areas at night time), 85dB(A) (residential areas during daytime) and 90dB(A) (for other areas including schools). The momentary maximum noise for northern flight paths at Location 4 are well below the criteria for schools, and satisfy those for residential areas as well.





### **NOISE** ACROSS ANY DAY – PLAIN ENGLISH

- More important is assessment of helicopter noise experienced over time, rather than a momentary peak as presented in previous slide.
- Whilst the next slides present technical results of this consideration, in practical terms, the
  entire landing operation of a helicopter movement of leaving cruise altitude, descent,
  hover, land and shut down, is audible for between 2.5 4.5 minutes (depending on
  receiver location and flight path being used). This is similar in reverse for take off.
- If the proposed maximum of 8 movements in any given day occurs, then that represents an audible noise source across each day of approximately 20-36 minutes only.





### **NOISE** ACROSS ANY DAY – TECHNICAL

Assessment of helicopter noise experienced over time, in technical terms is called  $L_{Aeq}$ .

Acoustic Criteria for L<sub>Aeq</sub> across various documents, but generally:

- 60dB(A) L<sub>Aeq</sub> represents an unacceptable level;
- 55dB(A) L<sub>Aeq</sub> has been identified by our acoustic expert.

In order to assess  $L_{Aeq}$  at Location 4, the expert noise assessment uses the helicopter test results (SEL), considers a range of scenarios across any given day and the numbers of movements, and makes adjustments for all helicopters that might land at the helipad.

In order to be conservative, two scenarios were tested involving northern flight paths being:

Scenario 3 – all movements in any given day arrive from the south and depart to the north; Scenario 4 – all movements in any given day arrive from the north and depart to the south.

Scenarios 1 and 2 were for movements that occur to and from the south.





### **NOISE** ACROSS ANY DAY – TECHNICAL

The acoustic assessment provides the following  $L_{Aeq}$  assessment for Location 4 near Brightwaters Christian College (for  $L_{Aeq}$  24hr with 6 movements in the day and 2 movements in the evening up to end of daylight).

This demonstrates compliance with identified criteria at Location 4.

Scenario	Assessment L <sub>Aeq</sub> 24	Criteria	Compliance
1	37.0	55	Below criteria
2	35.9	55	Below criteria
3	45.4	55	Below criteria
4	47.1	55	Below criteria

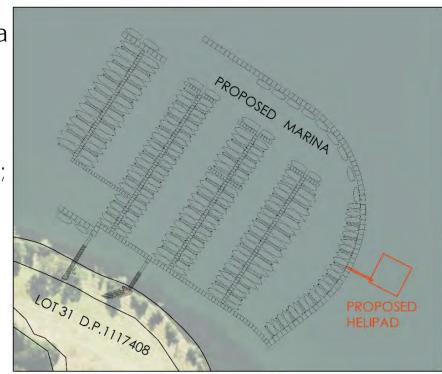
The acoustic assessment reports that using an accepted weighting method, all helicopter types for the proposed helipad would also comply with criteria, even if the largest helicopter was used for every movement in any given day.





# **PROPOSAL**

- Helipad (20m x 20m) floating pontoon with corner telescopic piles connected to approved marina via 17 m long gangway and three pontoons;
- Max 8 movements on any day (ie 4 approach / 4 departure), a Note: Helicopter arriving on site & leaving = 2 movements
- Max 38 movements per week (ie 19 approach / 19 departure)
- Operates from 8am through end of daylight. No night time use;
- No refuelling;
- No maintenance;
- Prior Permission protocol including fly neighbourly procedures;
- Only available for specific types of helicopters, all which has been considered in the acoustic assessment. No joyflights.





# **PROPOSED** FLIGHT PATHS



Approach Path A to meet Calm conditions North, North East, North West and East Winds



**Approach Path B1** to meet North West, West and South West Winds



Approach Path B2 to meet South East, South and South West Winds

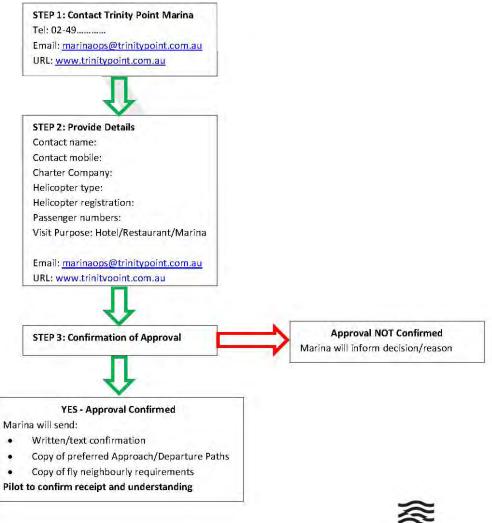


Alternate Approach Path C for South East, South and South West Winds.
This is an Alternate to Path B2.





# **PRIOR** PERMISSION PROTOCOL







### WHERE TO FROM HERE

- The Department of Planning and Environment is currently seeking public comment on this proposal. The period for the community to make submissions to the Department concludes on Friday 16 December 2016.
- At the conclusion of this period, we will be invited to respond to community submissions.
- The Department will most likely provide our response to the Community for an additional 14 days to review and make further comment;
- At the close of this period, the Department will undertake their assessment of our application and community submissions made and make a recommendation, likely for determination by the Planning Assessment Commission.
- If this proposal is approved, then an Environmental Impact Statement will be submitted to Lake Macquarie City Council (as part of a Development Application) for their approval. They will go through a similar consultation, assessment and determination process, but at a local level.
- There will be a high level of technical acoustic scrutiny of our proposal and we welcome that.





## WHERE INFORMATION CAN BE FOUND

- The exhibited material can be found by searching for Trinity Point (Modification to Mixed use marina/tourist/residential (Concept Plan) (06\_0309 MOD 3) at <a href="http://majorprojects.planning.nsw.gov.au/page/on-exhibition/">http://majorprojects.planning.nsw.gov.au/page/on-exhibition/</a>.
- Alternatively, hardcopies of the material can be viewed at Morisset Library, Lake Macquarie City Council chambers, Wyong Shire Council chambers, and DPE offices in Newcastle and Sydney.
- Submissions can be made electronically directly to the Department. Alternatively, the Department will also accept written submissions up until Friday 16 December 2016.
- For your convenience, JPG has established its own webpage that contains the same exhibited material. Also on this page, we have uploaded a Community Information Sheet, several Fact Sheets and Frequently Asked Questions to assist in the communities understanding of this helipad proposal. Our webpage is: <a href="http://trinitypoint.com.au/helipad">http://trinitypoint.com.au/helipad</a>





### JPG CONTACTS

• We would like to keep open communications with the School both now, during planning, but also when the whole Trinity marina and tourism development becomes operational.

We invite you to contact us any time as follows:

Bryan Garland Planning Director (Johnson Property Group)

0408 991 888 <u>bryang@johnsonpropertygroup.com.au</u>

Les Binkin Trinity Point Marina Operator

0438 781 437 <u>les@marmongpointmarina.com.au</u>





# Attachment 14

### **Mathew Radnidge**

From: Bryan Garland <br/>bryang@johnsonpropertygroup.com.au>

**Sent:** Friday, 18 November 2016 3:55 PM

**To:** Tania Anway

**Subject:** Trinity Point Helipad - what is a strong Southerly / South-Easterly wind?

**Attachments:** Cover Letter & App A & B.PDF

Hi Tania.

Many thanks again for allowing me to come and present our helipad proposal to your board yesterday. As discussed, I would like to maintain an open working relationship with the school regarding all things Trinity Point and invite you to contact me at any time.

As promised, I write to answer your question yesterday regarding "what is a strong Southerly / South-Easterly wind?". We define a strong southerly / south-easterly wind to be around a wind speed magnitude of 25knots (46kmph) as around that time, the pilot would start to consider whether the alternative northern flight path option may be safer for his aircraft and his passengers.

In addition, as you may appreciate, one of the key choices around a flight path at any given time relates to wind direction. Appendix D to the exhibited Environmental Assessment includes a summary of seasonal wind data and some commentary relating to that from our aviation and safety management experts. The data source is the BOM data at the Norah Head Lighthouse with the samples taken from July 1969 to October 2004. For your convenience I have attached the cover advice (refer page 2 for discussion on wind direction) and the summary wind data and flight paths.

In summary, that advice indicates that in periods of no wind (calm) on the lake and in all wind directions other than S/SE, helicopters should be able to operate totally over water and not use the northern flight path. There is a flight path (Path B2) over water that caters for S/SE, however, as mentioned above in strong winds a pilot may start to consider using the northern flight path for safety reasons. We did not want to proceed without testing and assessing a northern flight path, and having that alternative option available for pilots and their safety.

The wind data shows the percentage of S/SE winds (as a percentage of all wind directions, excluding calm weather where wind direction is not a determining factor for flight) as an annual average, as well as seasonal averages. For S/SE winds, I have extracted out the % for your convenience:

Percentage of all Wind Directions, excluding when calm conditions (extract from App D to EA)

Wind Direction	Annual		Summer		Autumn		Winter		Spring	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
Combined S/SE	23.5%	39.9%	34%	43%	23%	45%	8%	34%	27%	38%

As you will appreciate, trying to predict the percentage of movements that may use the northern flight path is highly variable. This is due to the variability in wind (at the time of each movement – wind gusts or constant) and the unknown split in arrival and departure times (across day, week, year, morning v afternoon, during school hours or not, on school days or weekends).

The evidence suggests however that less movements will need to occur to north, than using preferred flight paths to the south and over water. The inclusion of fly neighbourly and avoid areas

as part of our prior permission procedures will confirm that at any time if flights over water can be used, they <u>must</u> be used. The northerly flight path is not the first choice.

Whilst statistically possible as an absolute worse case that 4 of the movements in one day may use the northern flight path, the evidence suggests this is unlikely to be the case. However, due to variability and to be conservative, the noise assessment incorporates two scenarios that include 4 movements per day using the northern flight path. If this was to occur these were found to sit below the identified criteria for both residential and schools.

I hope this answers your question but please do not hesitate to come back to me if you have any further enquiries.

Many thanks (and apologies for the length of the email).

Cheers Bryan

### **Bryan Garland**

Planning Director Johnson Property Group

M 0408 991 888 | E bryang@johnsonpropertygroup.com.au

<b>X</b>	
	Head Office
	Level 12, 48 Hunter Street, Sydney NSW 2000
	PO Box A1308, Sydney South NSW 1235
	www.johnsonpropertygroup.com.au

×			





ABN: 94 154 052 883 25 October 2016

Mr Bryan Garland Planning Director - Johnson Property Group Level 12, 48 Hunter Street SYDNEY NSW 2000

#### TRINITY POINT HLS REPORT

#### Reference:

A. Civil Aviation Safety Authority Civil Aviation Advisory Publication (CAAP) 92-2 (2) Guidelines for the Establishment and Operation of Onshore Helicopter Landing Sites.

Dear Bryan,

In response to your request to provide a Report into the proposed helicopter landing site (HLS) at the Trinity Point Marina development, following is our response.

#### **SCOPE**

This Report will provide information and context that has been iteratively provided during 2016 as part of the multi-disciplinary investigations to better inform the Trinity Point HLS. The Report will:

- a. Provide a summary of historic wind conditions in the area.
- b. Provide recommended helicopter approach and departure flight paths to the proposed helicopter landing site (HLS) location at Trinity Point.
- c. Assess compliance of the proposed HLS Concept Plan against the Civil Aviation Safety Authority (CASA) Civil Aviation Advisory Publication (CAAP) 92.2 (2)
- d. Provide the Draft HLS Operations Procedure Manual for the Trinity Point HLS.
- e. Provide a summary of capabilities and specifications of the likely helicopters to use the Trinity Point HLS.

Item c has been provided to address the requirements for the proposed Helipad (MP 06\_0309 Mod 3) dated July 2016, Item 1a. Items a, b and e has been provided to inform consideration of the Trinity Point HLS, options, analysis and other technical assessments. Item d has been provided to consolidate and express operational requirements for the HLS.

AviPro is a business that provides aviation advice to various government and non-government organisations including the safety compliance of helicopter landing sites and other aviation subject expertise. It is responsible for the development of Hospital Helicopter Landing Site Guidelines for NSW Ambulance.

#### WIND CONDITIONS AND FLIGHT PATHS

Appendix A, and specifically Table A6, shows the seasonal wind data for the Lake Macquarie area. The data source is the BOM data at the Norah Head Lighthouse with the samples taken from July 1969 to October 2004. This data was collated to inform preferred approach and departure paths, in discussion with the local marina operator's knowledge of the environment to establish flight operations to and from the HLS that meets available safety compliance and includes fly neighbourly procedures.

Appendix B shows the resultant preferred approach and departure flight paths, with notes relating to the conditions and winds that suit those paths.

The Table highlights the predominate southerly wind directions in all seasons. As a consequence, Approach Path B1 and B2, per Appendix B, seems to be the most probable Path that will meet the Southerly wind directions and should be achievable without overflying built-up areas and in accordance with the test-day tracks.

The second most prevalent wind direction appears to be from the North East. Approach Path A, per Appendix B, would therefore be the most appropriate flight path to meet this wind condition and should also be achievable without overflying built-up areas.

It is noteworthy that there will be periods of no wind (calm) on the lake and helicopters should be able to operate totally over water and therefore within the fly neighbourly procedure designed for the Trinity Point Marina HLS, using preferred flight paths A or B1, as well as in all wind directions other than S/SE. Paths B2 and C, per Appendix B, are provided as operationally appropriate flight path options in instances of S/SE winds. Together, all wind scenarios that can be deducted from the data have been considered by the preferred flight paths.

The preferred flight paths and the 'fly neighbourly' methodology, including noise sensitive areas to avoid where possible, will be communicated with operators and visiting pilots (refer below) as part of the prior permission protocol for the HLS operation, as with all planned paths it will be up to the pilot on the day to conform with these preferred flight paths a much as safety will permit.

#### HLS DRAFT CONCEPT PLAN AND CAAP COMPLIANCE

Appendix C provides the key HLS criteria from CASA CAAP 92.2 (2) Guidelines for the Establishment and Operation of Onshore Helicopter Landing Sites, the present CASA guidance for HLS.

Prior to the compliance review, AviPro reviewed the proposed nature of the HLS operation, the range of potential helicopter types that might be expected to reasonably utilise the HLS and recommended a design helicopter (being largest to use the HLS) to proceed for the design size and compliance of the HLS. The Compliance matrix was conducted against the assumed largest helicopter to use the HLS – the Agusta 109. Therefore, all other lesser weight/size helicopters should be able to fly into and from the planned HLS.

The matrix shows the HLS Concept Plan compliance against the criteria as presented in the CAAP document. The proposed HLS appears suitable for safe helicopter operations in accordance with eth CAAP.

#### **HLS OPERATIONS PROCEDURES**

The Trinity Point HLS Operations Procedures Manual, provided as a draft for finalisation prior to operation of the HLS, is the proposed reference document for both HLS management personnel and also pilots and operators planning to use the HLS. The Procedure document is the key information source for visiting pilots and as such needs to be supplied to them when they first seek permission to land. It is also advisable to keep the site www.helipads.org up to date with the key operational information in the HLS Operations Procedures. This includes:

Part 2: HLS design, weight static/dynamic loads

Part 3: Pre-arrival HLS and surrounds inspection procedures

Part 4: Helicopter reception/dispatch and escort procedures

Part 5: Approach and departure paths

Part 6: Fly neighbourly requirements

Part 7: Rotor downwash considerations on marine craft in the vicinity of the HLS Part 8:

**Emergency Procedures** 

Part 9: HLS contact details

Part 10: Prior permission

Part 11: Essential information for visiting Pilots

Part 12: Trinity Point HLS Staff Training

Part 13: Communications (if applicable)

Part 14: Helicopter specifications

### **HELICOPTER TYPES**

Appendix E provides a list of the most likely helicopter types to use the HLS. It details relevant helicopter specifications including passenger capacity and helicopter weight.

#### **SUMMARY**

The Report has provided an analysis of the wind data for the Lake Macquarie area and from that, has provided a number of Approach and Departure Path options that can be used for helicopter operations into the Trinity Point Marina. In addition to the key safety and design criteria detailed in the CAAP for the HLS, a compliance assessment was carried out on the HLS Concept Plan using the 20 m FATO dimensions and assuming a weight bearing capacity (static and dynamic) that will meet the expected largest helicopter, the Agusta 109.

Yours sincerely,



#### **Steve Graham**

Managing Director
AviPro
Aviation Management & Safety Advisers
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#### **Appendixes:**

- A. Wind Data
- B. Proposed Flight Paths
- C. HLS Concept Plan Compliance with CASA CAAP 92.2 (2)
- D. Draft HLS Operations Procedures Manual
- E. Summary of Helicopter Specifications

#### **APPENDIX A: WIND DATA**

TABLE A1: INDICATIVE 'ANNUAL' WIND DIRECTION PERCENTAGES AND VELOCITY
- BOM HISTORICAL DATA

Prevailing Wind	AM Arrival	Av. Wind Speed kmph	PM Arrival	Av. Wind Speed kmph
North	14%	30	7%	31
North East	8%	31	21.5%	42
East	3%	31	11.5%	31
South East	6.5%	41	14%	41
South	17%	43	25.5%	46
South West	18.5%	31	7.5%	41
West	17%	22	6%	30
North West	16%	31	7%	30

- 1. This analysis is based on BOM historical data being daily readings at 9.00 AM and 3.00 PM.
- 2. Pilots will normally always land and take-off into the prevailing wind.
- 3. The approach to the HLS will be briefed to all pilots through the Trinity Point Operations Procedure.
- 4. Pilots will always be responsible for the conduct of the flight and the flightpath they use.
- 5. Safety will always be the overriding factor in flightpath selection.

TABLE A2: INDICATIVE 'SUMMER' WIND DIRECTION PERCENTAGES AND VELOCITY

- BOM HISTORICAL DATA

Prevailing Wind	AM Arrival	Av. Wind Speed kmph	PM Arrival	Av. Wind Speed kmph
North	17%	30	4%	37
North East	15%	30	31%	42
East	6%	27	16%	34
South East	9%	41	18%	41
South	25%	43	25%	44
South West	15%	37	3%	41
West	6%	17	1%	13
North West	7%	22	2%	32

- 1. This analysis is based on BOM historical data.
- 2. Pilots will normally always land and take-off into the prevailing wind.
- 3. The approach to the HLS will be briefed to all pilots through the Trinity Point Operations Procedure.
- 4. Pilots will always be responsible for the conduct of the flight and the flightpath they use.
- 5. Safety will always be the overriding factor in flightpath selection.

TABLE A3: INDICATIVE 'AUTUMN' WIND DIRECTION PERCENTAGES AND VELOCITY
- BOM HISTORICAL DATA

Prevailing Wind	AM Arrival	Av. Wind Speed kmph	PM Arrival	Av. Wind Speed kmph
North	11%	25	6%	30
North East	5%	25	20%	40
East	5%	34	12%	37
South East	7%	41	15%	41
South	16%	43	30%	45
South West	22%	35	6%	41
West	18%	18	4%	24
North West	16%	22	6%	23

- 1. This analysis is based on BOM historical data.
- 2. Pilots will normally always land and take-off into the prevailing wind.
- 3. The approach to the HLS will be briefed to all pilots through the Trinity Point Operations Procedure.
- 4. Pilots will always be responsible for the conduct of the flight and the flightpath they use.
- 5. Safety will always be the overriding factor in flightpath selection.

TABLE A4: INDICATIVE 'WINTER' WIND DIRECTION PERCENTAGES AND VELOCITY

- BOM HISTORICAL DATA

Prevailing Wind	AM Arrival	Av. Wind Speed kmph	PM Arrival	Av. Wind Speed kmph
North	10%	33	11%	37
North East	1%	23	10%	34
East	1%	30	5%	27
South East	2%	37	8%	40
South	6%	41	26%	42
South West	22%	39	15%	41
West	31%	38	13%	35
North West	27%	32	13%	40

- 1. This analysis is based on BOM historical data.
- 2. Pilots will normally always land and take-off into the prevailing wind.
- 3. The approach to the HLS will be briefed to all pilots through the Trinity Point Operations Procedure.
- 4. Pilots will always be responsible for the conduct of the flight and the flightpath they use.
- 5. Safety will always be the overriding factor in flightpath selection.

TABLE A5: INDICATIVE 'SPRING' WIND DIRECTION PERCENTAGES AND VELOCITY – BOM HISTORICAL DATA

Prevailing Wind	AM Arrival	Av. Wind Speed kmph	PM Arrival	Av. Wind Speed kmph		
North	17%	37	7%	41		
North East	9%	37	27%	42		
East	3%	35	14%	34		
South East	6%	41	16%	40		
South	21%	43	22%	45		
South West	17%	40	4%	41		
West	12%	31	4%	34		
North West	15%	37	6%	40		

#### Notes:

- 1. This analysis is based on BOM historical data.
- 2. Pilots will normally always land and take-off into the prevailing wind.
- 3. The approach to the HLS will be briefed to all pilots through the Trinity Point Operations Procedure.
- 4. Pilots will always be responsible for the conduct of the flight and the flightpath they use.
- 5. Safety will always be the overriding factor in flightpath selection.

**TABLE A6: ANNUAL SEASONAL DATA** 

Month	N	kmph	NE	kmph	E	kmph	SE	kmph	5	kmph	sw	kmph	W	kmph	NW	kmph	%
Dec AM	16%	31	16%	31	6%	30	8%	41	24%	43	15%	40	7%	20	8%	30	100%
Dec PM	5%	40	33%	42	18%	40	15%	41	22%	43	3%	40	2%	40	2%	40	100%
Jan AM	18%	30	18%	30	5%	20	8%	40	27%	42	14%	31	5%	10	5%	15	100%
Jan PM	5%	40	32%	43	15%	31	20%	41	24%	43	3%	40	0%	0	1%	40	100%
Feb AM	16%	30	11%	30	8%	30	12%	41	24%	44	16%	40	5%	20	8%	20	100%
Feb PM	3%	30	28%	41	16%	32	19%	41	29%	45	2%	42	0%	0	3%	15	100%
AM Av	17%	30	15%	30	6%	27	9%	41	25%	43	15%	37	6%	17	7%	22	
PM Av	4%	37	31%	42	16%	34	18%	41	25%	44	3%	41	1%	13	2%	32	
Mar AM	13%	22	9%	30	7%	40	11%	41	21%	43	20%	40	10%	10	9%	15	100%
Mar PM	3%	30	27%	41	16%	40	19%	41	29%	46	2%	41	1%	10	3%	15	100%
Apr AM	11%	22	3%	30	4%	31	7%	41	18%	43	22%	25	18%	22	17%	22	100%
Apr PM	5%	30	21%	40	14%	40	16%	41	29%	45	5%	41	4%	32	6%	22	100%
May AM	9%	31	2%	15	3%	30	4%	41	10%	43	24%	40	26%	22	22%	30	100%
May PM	9%	30	12%	40	7%	30	11%	41	33%	44	11%	42	8%	30	9%	31	100%
AM Av	11%	25	5%	25	5%	34	7%	41	16%	43	22%	35	18%	18	16%	22	
PM Av	6%	30	20%	40	12%	37	15%	41	30%	45	6%	41	4%	24	6%	23	
Jun AM	9%	30	0%	0	1%	10	3%	41	6%	42	26%	40	30%	40	25%	30	100%
Jun PM	10%	31	7%	30	3%	30	6%	40	28%	43	19%	41	14%	32	13%	40	100%
Jul AM	9%	30	1%	40	1%	40	2%	41	5%	40	20%	35	35%	35	27%	35	100%
Jul PM	11%	40	8%	32	3%	20	7%	41	25%	42	18%	41	14%	32	14%	40	100%
Aug AM	12%	40	3%	30	1%	40	2%	30	6%	41	19%	40	29%	40	28%	32	100%
Aug PM	11%	40	14%	40	8%	31	10%	40	25%	42	9%	41	11%	40	12%	41	100%
AM Av	10%	33	1%	23	1%	30	2%	37	6%	41	22%	38	31%	38	27%	32	
PM Av	11%	37	10%	34	5%	27	8%	40	26%	42	15%	41	13%	35	13%	40	
Sep AM	18%	30	4%	30	2%	25	3%	41	12%	42	20%	41	19%	40	22%	40	100%
Sep PM	9%	41	20%	41	12%	30	14%	40	22%	44	5%	40	8%	40	10%	40	100%
Oct AM	16%	40	11%	40	4%	40	7%	40	24%	43	16%	40	10%	22	12%	40	100%
Oct PM	7%	41	30%	43	15%	40	14%	40	22%	44	4%	40	3%	31	5%	40	100%
Nov AM	17%	40	12%	40	4%	40	8%	41	26%	43	15%	40	8%	30	10%	30	100%
Nov PM	5%	40	30%	43	15%	32	19%	41	23%	47	2%	42	2%	30	4%	40	100%
AM Av	17%	37	9%	37	3%	35	6%	41	21%	43	17%	40	12%	31	15%	37	
PM Av	7%	41	27%	42	14%	34	16%	40	22%	45	4%	41	4%	34	6%	40	

Note: Orange filled areas indicate higher percentage of wind from that direction.

**APPENDIX B: PROPOSED FLIGHT PATHS** 



**Approach Path A** to meet Calm conditions, North, North East, North West and East winds.



Approach Path B1 to meet North West, West and South West winds.



Approach Path B2 designed to meet South East, South, South West winds.



Alternate Approach Path C for South West, South, South East winds. This is an Alternate to Path B2.

It is the pilot's responsibility to land the helicopter safely and in a direction that assists that outcome.

The HLS Operations Manual will stipulate the preferred paths for arriving and departing flights. Regular operators and visitors will be informed about these preferred paths through the HLS Operations Procedures Manual and Helipads.org web based HLS information portal.

The Manual will also tell pilots to fly neighbourly and inform them of noise sensitive areas to avoid where ever possible.



Trinity Point added 2 new photos.

5 mins · @

Trinity Point is seeking approval to modify the concept plan of the development to include a helipad. Johnson Property Group recognise that the proposal is of interest to many community members. We have discussed the proposal with a range of stakeholders and will continue to do so. The exhibition period of the documents and plans regarding the helipad concludes on 16th December 2016, and the community is free to view these and make submissions prior to this date. For more information please visit our webpage – http://bit.ly/2g2r8hR



#### **Mathew Radnidge**

From: Matt Doherty <Matt.Doherty@mjdenvironmental.com.au>

Sent: Monday, 21 November 2016 3:43 PM

**To:** Mathew Radnidge; Sandra Hutton; 'Bryan Garland'

**Subject:** FW: Trinity Point Morisset Park, Helipad [SEC=UNCLASSIFIED]

All

FYI below.

Cheers

Matt

#### **Matt Doherty**

Director

Accredited Biobank Assessor # 236



2/235 Maitland Road, Mayfield PO Box 360, Waratah NSW 2298 P: 0416 208 684

E: Matt.Doherty@mjdenvironmental.com.au

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A Please consider the environment before printing this email

From: Jenkins, Mark [mailto:Mark.Jenkins@environment.gov.au]

Sent: Monday, November 21, 2016 3:40 PM

To: Matt Doherty < <a href="mailto:Matt.Doherty@mjdenvironmental.com.au">Matt.Doherty@mjdenvironmental.com.au</a>>

Subject: RE: Trinity Point Morisset Park, Helipad [SEC=UNCLASSIFIED]

#### **Thanks Matt**

From: Matt Doherty [mailto:Matt.Doherty@mjdenvironmental.com.au]

Sent: Monday, 21 November, 2016 2:55 PM

To: Jenkins, Mark < Mark. Jenkins@environment.gov.au>

Cc: 'Mathew Radnidge' <mathewr@adwjohnson.com.au>; 'Sandra Hutton' <sandrah@adwjohnson.com.au>; 'Bryan

Garland' < <a href="mailto:bryang@johnsonpropertygroup.com.au">bryang@johnsonpropertygroup.com.au</a>>

Subject: Trinity Point Morisset Park, Helipad

#### Mark

Thanks for your recent enquiries and correspondence with Mat Radnidge of ADW Johnson regarding the proposed Helipad at Trinity Point, Morisset Park, NSW.

As agreed with Mat, please find attached a report assessing potential impacts to MNES related to the action (proposed helipad and operation) recorded from a 10km radius of the site.

The report concluded the proposal is considered unlikely to have a significant impact to MNES and formal referral of the action under the EPBC Act is not considered to be required.

Please don't hesitate to contact Mat or myself if you have any further queries.

#### Cheers

#### Matt

#### **Matt Doherty**

Director

Accredited Biobank Assessor # 236



2/235 Maitland Road, Mayfield PO Box 360, Waratah NSW 2298 P: 0416 208 684 E: Matt.Doherty@mjdenvironmental.com.au

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### **Mathew Radnidge**

From: Sent: To:  Cc: Subject: Attachments:	Bryan Garland <bryang@johnsonpropertygroup.com.au> Monday, 21 November 2016 5:51 PM kerrie@awabakal.com.au; peterleven@y7mail.com; Projects@birabanlalc.com.au; bahtabahmick@hotmail.com; cacatua4service@tpg.com.au; ilearning@bigpond.com; davahoy@gmail.com; tracey@guringai.com.au; arthur.c.fletcher@gmail.com Angela Besant; Sandra Hutton Trinity Point: Helipad Proposal 161121 Helipad Letter to RAPS.pdf; Trinity Point Marina and Mixed Use Development_Community Booklet.pdf; Fact Sheet 1 Why a Helipad.pdf; Fact Sheet 2 Noise.pdf; Fact Sheet 3 Helipad Operations.pdf; Fact Sheet 4 Public Access and Temporary Safety Zone.pdf; Fact Sheet 5 Community Engagement.pdf</bryang@johnsonpropertygroup.com.au>
Dear All	
	urtesy, that we have submitted our Environmental Assessment Report (EAR) to the Environment (DPE) that outlines the details of our helipad proposal at Trinity ng to key issues.
	ing details of the Department's exhibition material, our new webpage we have d and that we are conducting a community drop in session in early December.
Concept Plan Modification propos	to share the attached fact sheets that we have prepared relating to our helipad sal. Whilst these fact sheets are not deemed to be formal exhibition material, it is al information to residents and interested parties about this proposal and our way throughout this period.
Happy to answer any questions al	pout this helipad proposal either via return email or by phone (0408 991 888).
Many thanks Bryan	
Bryan Garland Planning Director Johnson Property Group	
M 0408 991 888   E bryang@joh	nnsonpropertygroup.com.au
PO Box	fice , 48 Hunter Street, Sydney NSW 2000 A1308, Sydney South NSW 1235 nsonpropertygroup.com.au
×	



#### **Trinity Point:**

#### **Public Exhibition of Proposed Helipad**

Dear All,

From our recent RAP meetings, you may recall that Johnson Property Group (JPG) has proposed introducing a limited use helipad as a component of the Trinity Point Marina and Mixed Use Development at Morisset Park. The helipad will contribute to enhanced connectivity and targeted tourism trade in the wider region. The helipad and helicopters using it will operate to strict limits on the type of helicopters that can land, the number of movements per day and week, and detailed operational environmental and safety requirements.

JPG recognise that the proposal is of interest to many community members. We have discussed the proposal with a range of stakeholders and will continue to do so. Feedback to date has shown that key issues relate to noise, safety, pollution, amenity and recreational access to the lake.

I'm writing to inform you, as a courtesy, that we have submitted our Environmental Assessment Report (EAR) to the NSW Department of Planning and Environment (DPE) that outlines the details of our helipad proposal, and information relating to key issues. The NSW DPE is seeking public comment on this proposal up until **Friday 16 December 2016**.

The EAR can be found by searching for Trinity Point (Modification to Mixed use marina/tourist/residential (Concept Plan) (06\_0309 MOD 3) at <a href="http://majorprojects.planning.nsw.gov.au/page/on-exhibition/">http://majorprojects.planning.nsw.gov.au/page/on-exhibition/</a>. Alternatively, hardcopies of the material can be viewed at Morisset Library, Lake Macquarie City Council chambers, Wyong Shire Council chambers, and DPE offices in Newcastle and Sydney. Electronic feedback can be made via this link directly to the NSW DPE. Alternatively, if you are unable to lodge your feedback online, written submissions can be made to The Director, Modification Assessments, NSW Department of Planning and Environment, GPO Box 39, Sydney NSW 2001 and must be received by **Friday 16 December 2016.** 

For your convenience, JPG has established its own webpage that contains the same exhibited material. Also on this page, we have uploaded a Community Information Sheet, several Fact Sheets and Frequently Asked Questions to assist in your understanding of this helipad proposal. Our webpage is: <a href="http://trinitypoint.com.au/helipad">http://trinitypoint.com.au/helipad</a> The webpage also has a feedback form, should you wish to clarify any aspects of our proposal.

Level 12, 48 Hunter Street Sydney NSW 2000 PO Box A1308 Sydney South NSW 1235 JPG also invite you to drop in and meet us at the Bonnells Bay Youth & Community Centre (275 Fishery Point Rd, Bonnells Bay NSW 2264) on **Monday 5 December 2016** between the hours of **3pm and 6.30pm**, where we will have hardcopies of the exhibited material and can direct you to relevant information that may assist you for any formal submission you may choose to make to NSW DPE.

If you have any general enquiries about the project separate to the NSW DPE formal exhibition process, please contact me or visit our webpage and use the feedback form. Once again, we thank you for any thoughts and feedback you may have.

Many thanks

**Bryan Garland**Planning Director

Please note that formal written submissions on the proposal will need to be made via the NSW Department of Planning and Environment. Johnson Property Group are offering the above links and information with the view to aiding your review of our proposal and to assist inform any formal written submission you may choose to make.



#### **Mathew Radnidge**

From: Bryan Garland <br/>bryang@johnsonpropertygroup.com.au>

Sent: Monday, 21 November 2016 6:07 PM

**To:** badamthwaite@lakemac.nsw.gov.au; kbaker@lakemac.nsw.gov.au;

blangford@lakemac.nsw.gov.au; cgrigg@lakemac.nsw.gov.au; dbelcher@lakemac.nsw.gov.au; jpauling@lakemac.nsw.gov.au; wharrison@lakemac.nsw.gov.au; lcubis@lakemac.nsw.gov.au; ashultz@lakemac.nsw.gov.au; njones@lakemac.nsw.gov.au; cbuckley@lakemac.nsw.gov.au; jqilbert@lakemac.nsw.gov.au

**Cc:** kfraser@lakemac.nsw.gov.au; Tony Farrell; Chris Dwyer; John Andrews; Keith

Johnson

**Subject:** RE: Trinity Point Helipad Proposal

Attachments: Trinity Point Marina and Mixed Use Development\_Community Booklet.pdf; Fact

Sheet 1 Why a Helipad.pdf; Fact Sheet 2 Noise.pdf; Fact Sheet 3 Helipad

Operations.pdf; Fact Sheet 4 Public Access and Temporary Safety Zone.pdf; Fact Sheet 5 Community Engagement.pdf; 161116 Helipad Letter to Residents re EA

Exhibition.pdf

Dear Councillors.

I write to you again as a follow up to my email below.

I would like to share the attached fact sheets that we have prepared relating to our helipad Concept Plan Modification proposal at Trinity Point..

These fact sheets are available on a dedicated helipad webpage we have established http://trinitypoint.com.au/helipad

I will also make these available to the community in briefings and other community sessions that we will attend.

We are also sending out a letter to residents commencing tomorrow and in that we are advising them of this webpage (and the Department's exhibition), including advice on how to access these fact sheets. I have enclosed a copy of the letter that we are distributing for your interest.

Whilst these fact sheets are not deemed to be formal exhibition material, it is our way of trying to provide factual information to residents and interested parties about this proposal and our way of continuing with genuine community consultation and information sharing throughout this period.

As per below, I appreciate this matter has community interest and whilst the current process is an assessment and determination that sits outside of Council, I appreciate that as local elected representatives you may have already started to field enquiries about this proposal from your constituents. I like to make sure that you have the most up-to-date factual information to answer any enquiries that you receive. Alternatively, I am happy to answer any direct questions.

Please let me know if you have any questions.

I apologise for the length of this email.

Many thanks Bryan From: Bryan Garland

Sent: Thursday, 10 November 2016 4:54 PM

To: 'kfraser@lakemac.nsw.gov.au' <kfraser@lakemac.nsw.gov.au>; 'badamthwaite@lakemac.nsw.gov.au' <badamthwaite@lakemac.nsw.gov.au>; 'kbaker@lakemac.nsw.gov.au' <kbaker@lakemac.nsw.gov.au>; 'blangford@lakemac.nsw.gov.au>; 'cgrigg@lakemac.nsw.gov.au' <cgrigg@lakemac.nsw.gov.au' <dbelcher@lakemac.nsw.gov.au>; 'jpauling@lakemac.nsw.gov.au>; 'wharrison@lakemac.nsw.gov.au>; 'jpauling@lakemac.nsw.gov.au>; 'wharrison@lakemac.nsw.gov.au' <wharrison@lakemac.nsw.gov.au>; 'lcubis@lakemac.nsw.gov.au>; 'clubis@lakemac.nsw.gov.au>; 'ashultz@lakemac.nsw.gov.au>; 'njones@lakemac.nsw.gov.au' <njones@lakemac.nsw.gov.au>; 'cbuckley@lakemac.nsw.gov.au' <cbuckley@lakemac.nsw.gov.au>; 'jgilbert@lakemac.nsw.gov.au>

**Cc:** Tony Farrell <tfarrell@lakemac.nsw.gov.au>; Chris Dwyer <cbdwyer@lakemac.nsw.gov.au>; John Andrews <jandrews@lakemac.nsw.gov.au>; Keith Johnson <keithj@johnsonpropertygroup.com.au>

Subject: Trinity Point Helipad Proposal

Dear Mayor Fraser and Councillors,

You may be aware that Johnson Property Group (JPG) has proposed introducing a limited use helipad as a component of the Trinity Point Marina and Mixed Use 5 star destination at Morisset Park. The helipad will contribute to enhanced connectivity and targeted tourism trade in the wider region. We are proposing that the helipad and helicopters using it will operate to strict limits on the type of helicopters that can land, the number of movements per day and week, and detailed operational environmental and safety requirements.

As the required first step, the NSW Department of Planning and Environment will consider our proposal to introduce this helipad by modifying the Part 3A Concept Plan that was issued back in September 2009.

As a courtesy, I am writing to advise that the Department of Planning has received our Environmental Assessment Report and, today, has deemed it is suitable to be placed on public display for public comment.

The Department advised me this morning that they will commence the formal Exhibition period on **Thursday 17 November 2016** and conclude on **Friday 16 December 2016**. I understand that the Department will be placing formal advertisement notices in the Lakes Mail, Newcastle Herald and Sydney Morning Herald next week.

Including yourselves, I have commenced notifying stakeholders, community groups and other individuals that have registered their interest of the forthcoming exhibition period.

I am also finalising a letter to be distributed by Australia Post to 6,533 homes on the Morisset Peninsula, Summerland Point, Mannering Park and Wyee. This letter will advise residents of the exhibition period, where they can access the exhibited Environmental Assessment Report (both electronic and hardcopy) and also that we will be making ourselves and our exhibited reports available on Monday 5 December 2016 at the Bonnells Bay Community & Youth Centre between 3pm and 6.30pm to direct residents to relevant information that may assist in any submission they choose to make to the Department of Planning. Councillors are most welcome to attend.

Whilst this first step is an assessment and determination that sits outside of Council, I appreciate that as local elected representatives you may start to field enquiries about this proposal from your constituents. Like always, I make myself available to Councillors at any time to answer any questions or clarify any information that may come to you from your constituents. I can be contacted via return email or on 0408 991 888.

#### Many thanks Bryan

Bryan Garland
Planning Director
Johnson Property Group

M 0408 991 888 | E bryang@johnsonpropertygroup.com.au

×	Head Office Level 12, 48 Hunter Street, Sydney NSW 2000 PO Box A1308, Sydney South NSW 1235 www.johnsonpropertygroup.com.au
X	

#### **Mathew Radnidge**

**From:** Bryan Garland <bryang@johnsonpropertygroup.com.au>

Sent:Tuesday, 22 November 2016 8:04 AMTo:ross.brylynsky@epa.nsw.gov.auCc:Mark.Hartwell@epa.nsw.gov.auSubject:Trinity Point Helipad Proposal

Attachments: Trinity Point Marina and Mixed Use Development\_Community Booklet.pdf; Fact

Sheet 1 Why a Helipad.pdf; Fact Sheet 2 Noise.pdf; Fact Sheet 3 Helipad

Operations.pdf; Fact Sheet 4 Public Access and Temporary Safety Zone.pdf; Fact

Sheet 5 Community Engagement.pdf

#### Hi Ross

In May this year we came in and gave a briefing to Natasha and Mark of our helipad proposal at Trinity Point. This briefing helped inform the preparation of our Environmental Assessment.

On Thursday last week, the NSW Department of Planning & Environment placed our Environmental Assessment (seeking modification to our Part 3A Concept Plan) on exhibition for public comment.

I presume by now that the Department may have already written to you seeking EPA views on the exhibited material.

I just wanted to extend an offer to you that I would be happy to come in and give EPA a further briefing of the exhibited material if that helps.

I would also like to share the attached fact sheets that we have prepared relating to our helipad Concept Plan Modification proposal. Whilst these fact sheets are not deemed to be formal exhibition material, it is our way of trying to provide factual information to residents and interested parties about this proposal and our way of continuing with genuine community consultation and information sharing throughout this period.

We have also established a dedicated helipad webpage with all of the exhibited material (and fact sheets) on it. See http://trinitypoint.com.au/helipad

Please let me know if you would like a further briefing and I will be very happy to arrange it.

Many thanks Bryan

#### **Bryan Garland**

Planning Director Johnson Property Group

M 0408 991 888 | E bryang@johnsonpropertygroup.com.au



×			

# 43 (43 1/3)

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# My little pony to be big drawcard at Wyee Roundup this Friday

At just 61cm tall, Tiny Timmie is small even by miniature pony standards. But that makes him a big attraction, especially with children. Timmie will be one of the stars of the show at Wyee Public School's major fund-raiser tomorrow, the Wyee Roundup. Timmie's owner Sue Lewis, of Bushells Ridge, revealed how the pony had overcome great odds. See the full story on page 8.



HE'S SO LITTLE: Three kindergarten students from Wyee Public School get their first look at Tiny Timmie this week. Picture: David Stewart

# Chopper and change

**BY DAVID STEWART** 

JOHNSON Property Group fears misinformation about its proposed helipad at Trinthe public's perception of consultation.

have got the wrong idea Planning and Environment a hard sell. about everything from the to modify its approved conplanned number of helicopter flights at the marina, to allegations of flawed methodology used during the Point Marina and Mixed Use

acoustic testing of helicopters at the Morisset Park site.

And that is a problem for JPG because the proposal went on public exhibition ity Point has unfairly tainted this week for community residential apartments, and

The developer has applied JPG says some residents to the NSW Department of cept plan of 2009 to include a helipad.

The approved Trinity

188-berth marina, restaurant, café and outdoor dining, function centre, 65-room hotel, up to 250 tourist and commercial facilities.

But the helipad is proving

concerns about noise, flight frequency, public access, safety, pollution, effects on

Concept Plan comprises a economic argument to justify the helipad's impact on the community.

Residents have also voiced their frustration at what they consider to be JPG's habit of a range of recreational and changing and adding to the plans for Trinity Point.

JPG acknowledges the concerns - and must address Residents have raised them as part of the assessment process - but says there is a divide between the perceived impacts and the wildlife, and insufficient technical impacts.

"These concerns are important and JPG takes thoughts and feedback from local residents very seriously," JPG's planning director Bryan Garland said.

"As the developers, it is our responsibility to ensure that people have sufficient and accurate information and we have been striving to this end at all stages of the approval process."

So here's what we know: ■ To page 7.



Acoustic testing.







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### NEWS

# Helipad plan on exhibition

The proposed helipad would be connected to an approved marina and include: a 20m x 20m helipad pontoon with a 30-metre wide managed safety zone (during helicopter landing and take-off only); maximum of eight movements per day (4 landings and 4 departures); maximum of 38

movements per week (19 landings and 19 departures); I operating hours from 8am

Monday to Saturday, and 9am Sunday and public holidays, till sunset (time seasonally variable), with no night time use; and no refuelling or maintenance facilities.

Mr Garland said one common misconception was that during acoustic testing of a

copter movements a day.

have come from misinterpretation of the preliminary noise findings that we ina community open day earlier this year," he said.

Some residents have also questioned the legitimacy of the methodology used

"We believe that this might helicopter was used, and it ters. He said JPG deliberately full thrust.

Mr Garland said: "The during the testing. cluded on a display board at acoustic testing for the based on the most common helicopter likely to use the helipad". The helipad would be suitable for use by small turbine engine helicopters

JPG planned to have 40 heli- helicopter on site in March. and occasionally by medium 'weighting' method to pro-They've said the wrong sized twin engine helicopdid not take off or land at chose not to use the quietest or least intrusive helicopter

"To be clear, the helicopof the acoustic assessment methodology, and is used to inform the noise assessment. The overall noise assessment includes use of an accepted

vide assessment for all helicopter types that might use the helipad, not just the helicopter used for the survey."

JPG has launched the website trinitypoint.com. helipad was undertaken ter survey is only one part au/helipad, and will host an information session at Bonnells Bay Youth and Community Centre on Monday, December 5, from 3pm to 6.30pm.

## Put down that phone: police continue blitz

ILLEGAL use of mobile phones, speeding, and drink and drug driving are just some of the risky behaviours that Traffic and Highway Patrol officers are targeting across the region in a 10-day operation starting this week.

The blitz is part of Operation Saturation, a statewide operation to target road users putting themselves and others at risk at a time when the road toll has reached 342 so

Officers will engage with road users to raise their awareness and educate them on the risks of irresponsible road use.

Traffic and Highway Patrol Acting Commander, Assistant Commissioner Michael Corboy, said the responsibility of reducing road trauma lies with every person using

"Drivers, riders, cyclists, passengers and pedestrians all have to play a part in assisting us to bring this tragic and avoidable loss of life to an end," Assistant Commissioner Corboy said.

"We will ensure that anyone caught taking risks, or risking the lives of others, by doing the wrong thing on the road will be stopped and dealt with according to the law. We will have more officers, more often, at more locations to detect, stop and take those road users not obeying the rules off the roads."



YOUNG ASSAILANT: A Comfit image of the man police would like to talk to.

## Woman assaulted on walking path

A WOMAN was allegedly assaulted while walking on the shared pathway at Buff Point, near Edgewater Park Reserve, last Tuesday. The incident occurred about 3.20pm. A man allegedly grabbed the woman from behind on the path and attempted to drag her into bushland. She struggled against the man and managed to break free. She ran off and contacted police. The man is described as Caucasian, 168cms tall, medium build, late teens, fair complexion, with a puffy face and blonde hair. Call Crime Stoppers on 1800 333 000.



lakesmail.com.au/opinion

## **MAYOR'S MESSAGE**

# Dynamic team offers service with a smile



E ALL have pesky little jobs at home that we never seem to have the time nor resources to do. Rest assured, councils and community groups have a lot of those tasks on their to-do lists as well.

This is where CityServe, a remarkable Hunter-based volunteer organisation, is having a positive impact on our communi-

CityServe comprises an army of volunteers who put up their hands to undertake projects which, as their name suggests, provide much-needed service to their cities. The main beneficiaries are local sports and community groups who need help with maintenance and renovation work on their

CityServe has completed 28 community projects in Lake Macquarie this year, involving more than 650 volunteers, from painting, deck building and bricklaying to 'backyard blitzing' overgrown gardens.

The volunteer teams have undertaken work for schools, childcare centres, surf clubs and other sports organisations. They have performed clean-ups and maintenance in public spaces such as Naru Point, at Pelican, Morisset Lions Park and the Belmont Wetlands State Park.

I had the pleasure of joining volunteers on one of these projects, at the Cardiff Early Education Centre last month, and was impressed by their infectious camaraderie and the range of volunteers, particularly the number of young people involved.

Council was delighted to acknowledge the achievements of these volunteers at a function on Tuesday night, where certificates of appreciation were presented to CityServe

chairman, Pastor Rick Prosser, and team leaders.

This is the fourth year Council has partnered with CityServe to coordinate community service projects around Lake Macquarie and in that short time their contributions have made an enormous difference to many organisations within the city.

The volunteer group also works in Newcastle and Shellharbour, collaborating with councils, businesses and community organisations. Many of the volunteers come from church groups, but anyone is invited to participate.

Their legacy runs to more than bricks and mortar. The CityServe volunteers are also strengthening the fabric of our communities with the local pride and goodwill they inspire.

Lake Macquarie mayor, Cr Kay Fraser

#### WAS ACOUSTIC TEST VALID?

JOHNSON Property Group (JPG) have submitted the noise report to the Department of Planning for the proposed helipad in Bardens Bay.

Many Morisset Peninsula residents will remember the noise tests conducted by JPG on March 24 using a single-engine helicop-

The Australian Standard requirements for measurement of noise from helicopter operations clearly state: "The test helicopter shall be of the type(s) likely to be used, and shall be loaded as for the upper limit of the proposed operations."

JPG's noise report states that the type of helicopter used for the test seats five passengers, yet on the day just two persons were on board and fuel was added to meet at least 90 per cent of the upper weight limits.

When examining the weight specifications for the type of helicopter used in the test the information provided by JPG did not meet the Australian noise loading requirement standards as only two persons were on board and the helicopter's fuel tank capacity does not hold sufficient fuel to meet the upper weight limits.

Weight is an important factor for all aircraft when taking off and landing as more power (more noise) is applied. It is suggested that during the noise tests up to 40 per cent less weight was carried by the type of machine used in the tests.

- Irene Bates, Brightwaters

#### MORISSET TRAFFIC WOES

I HAVE noticed a substantial increase in traffic through the main street of Morisset in the last couple of years.

So much that it has now become a major bottleneck, with traffic backed up nearly to the M1.

I am wondering if the authorities are going to wait until it is at crisis point before doing something about it.

The large number of new sub divisions on the peninsula are adding to the prob-



SOUND MEASURES: Reader Irene Bates questions the methodology used in assessing the noise impacts of a helicopter at Trinity Point. Picture: David Stewart

lem. These have had the go-ahead with no thought to infrastructure.

One thing that I have noticed, and could be improved, are the traffic lights in the main street. The ones adjacent to the new police station, in particular.

They stop the flow of traffic on a regular basis to let one car out from the side street. In affect they stop a hundred cars to move

These should be timed to allow a greater back-up of vehicles on the side street before they hinder the flow on the main road.

Similarly, the set at Woolworths need adjusting as well.

Mark Spinks, Brightwaters

#### WHERE'S THE EVIDENCE?

CAN anyone provide actual statistics on how the benefits to the workforce and country overall outweigh the loss of jobs and financial security when globalised trade is allowed on goods that are plentifully in this country? And in so doing forces Australian businesses to close or plough their produce

back into the ground. Taking into account not only the job losses but also the effect those losses have on communities.

- Allan Earl, Thornton

#### SUPERCAR SOLUTION

I HAVE the answer to the Supercars whingers. Transfer the event to good old Gateshead. We have racing seven days a week on the flying mile from Hickory Road to Goundry Street. Then we have the daily standing quarter mile in Plane Street to Oxford Street, and the many burnouts in Plane and Hickory, plus the daily onslaught of unregistered trail bikes. Call the police you say ...sorry no cars available. So please stop whinging about a three-day event as we have it seven days a week and nothing gets

- Kerry Harrison, Gateshead

#### WE NEED RUNS NOW

I HOPE Australia's cricket debutantes hit the ground running, and scoring runs.

- T Lawler, Wyee

#### **GRIFF'S WRISTY BUSINESS**

I WAS copying your wrist mate! Too kind my friend, once again awesome work, and well deserved.

- Jason Sangha, on Facebook

#### POLICE LAUNCH BLITZ

SHOULD be every day not a blitz now and again.

- Bob Bob

#### FOUR STOREYS AT TORONTO

WHAT is wrong with a nice unit at Toronto? Might sell up my joint and buy one myself. Less lawn to mow! Toronto is a lovely town, time for more nice units that young people can afford to rent or buy.

- pbenson6

#### SPORTS FIELD MASTER PLAN

THIS all looks lovely, but I would like to see our rates pay for basic curb and guttering please!

- Dale Payne, on Facebook

#### CHANGING FOSSIL FUEL WAYS

ARE you connected to the grid? Do you catch a bus? Have you a largish house with lights, or are you just ill-informed? We people want to live a reasonably comfortable, conservative, responsible life. I think you are doing it too easy to ask other people to abstain while you talk utter philosophical nonsense! Bushfires in Australia, half of them are deliberately lit, back burning done to increase global warming by foolish fire lighters, trying to burn themselves and others. Welcome to Australia, the land of burn and poison the bush and animals. Beautiful wild animals rarely seen because of 1080 poison, half the country burned unnecessarily to create useless bush thickets and nil good timbers. - pbenson6

#### JETS CAN'T PLAY

IF you can't win at home against 10 men you can't play football. Sorry Jets.

- Bill Slicer, Tighes Hill

#### WYONG HOSPITAL PLAN

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Tenders

# JOHNSON PROPERTY GROUP

CONSULTATION Johnson Property Group has proposed introducing a Helipad as a component of the Trinity Point Marina and Mixed Use Development at

TRINITY POINT COMMUNITY

Morisset Park. The NSW Department of Planning is currently seeking public feedback on our helipad proposal. On Monday 5th December 2016 we will have available the exhibited Environmental Assessment Report for interested residents to review. Residents and interested parties are

invited to attend.



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