

Attachment 21

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Johnson Property Group battles public perception of its helipad plan

David Stewart

22 Nov 2016, 5:27 p.m.

[\(https://www.facebook.com/sharer/sharer.php?u=http://www.theherald.com.au/story/4310233/trinity-point-battles-helipad-perception/\)](https://www.facebook.com/sharer/sharer.php?u=http://www.theherald.com.au/story/4310233/trinity-point-battles-helipad-perception/)

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[\(mailto:?subject=Trinity Point battles helipad perception&body=Hi,I found this article - Trinity Point battles helipad perception, and thought you might like it http://www.theherald.com.au/story/4310233/trinity-point-battles-helipad-perception/\)](mailto:?subject=Trinity%20Point%20battles%20helipad%20perception&body=Hi,I%20found%20this%20article%20-%20Trinity%20Point%20battles%20helipad%20perception,%20and%20thought%20you%20might%20like%20it%20http://www.theherald.com.au/story/4310233/trinity-point-battles-helipad-perception/)



QUESTIONS: A helicopter approaches the site of the planned Trinity Point marina during acoustic testing for the proposed helipad. Picture: David Stewart

JOHNSON Property Group fears misinformation about its proposed helipad at Trinity Point has unfairly tainted the public's perception of the plan.

JPG says some residents have got the wrong idea about everything from the planned number of helicopter flights at the marina, to allegations of flawed methodology used during the acoustic testing of helicopters at the Morisset Park site.

And that is a problem for JPG because the proposal went on public exhibition this week for community consultation.

The developer has applied to the NSW Department of Planning and Environment to modify its approved concept plan of 2009 to include a helipad.

The approved Trinity Point Marina and Mixed Use Concept Plan comprises a 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.

But the helipad is proving a hard sell.

Residents have raised concerns about noise, flight frequency, public access, safety, pollution, effects on wildlife, and insufficient 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 changing and adding to the plans for Trinity Point.

JPG acknowledges the concerns - and must address them as part of the assessment process - but says there is a divide between the perceived impacts and the 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:

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);
- 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 JPG planned to have 40 helicopter movements a day.

"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," he said.



SWISH: An artist's impression of the lakeside development. Artwork: Supplied

Some residents have also questioned the legitimacy of the methodology used during acoustic testing of a helicopter on site in March. They've said the wrong helicopter was used, and it did not take off or land at full thrust.

Mr Garland said: "The acoustic testing for the helipad was undertaken based on the most common helicopter likely to use the helipad". The helipad would be suitable for use by small turbine engine helicopters and occasionally by medium sized twin engine helicopters. He said JPG deliberately chose not to use the quietest or least intrusive helicopter during the testing.

"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."

- JPG has launched the website trinitypoint.com.au/helipad, and will host an information session at Bonnells Bay Youth and Community Centre on Monday, December 5, from 3pm to 6.30pm.



The story Trinity Point battles helipad perception

(<http://www.lakesmail.com.au/story/4310233/trinity-point-battles-helipad-perception/>)

first appeared on Lakes Mail (<http://www.lakesmail.com.au/>).



Attachment 22

Dragged behind car

A WOMAN has been assaulted and dragged along by a car after trying to snap photos of two women allegedly loading stolen goods into the vehicle on the NSW south coast.

The woman photographed them driving away, prompting the women to allegedly assault her before stealing the phone. She was dragged alongside the car after she reached inside it to get her phone back. She was not seriously hurt, and police have since charged the women, 32 and 19, with robbery. More charges are expected to follow.

Sticky time for mango

AUSTRALIA'S most popular mango will be in short supply this summer, but the industry is hopeful consumers won't be hit in the hip pocket.

A warm winter has left Kensington Pride yields down from 20 to 80 per cent across NSW, according to the Australian Mango Industry Association.

"That said, other varieties are making up for the low KP's (supply) and I'm sure mangoes will remain affordable for people this summer," AMIA Industry Development Manager Trevor Dunmall said.

FIGHT ON FLIGHTS OF FANCY



Lake users livid on luxury resort's chopper plans

IAN PATERSON

A STAR-studded brawl is brewing over a lakeside helipad for a proposed luxury Central Coast resort aiming to fly in its celebrity clientele from Sydney's elite.

The \$388 million Trinity Point marina development is now pitting the Harbour City's high-flyers against families, retirees and holiday-makers who swim, fish and kayak at the southern end of Lake Macquarie but who are

now vying for space with megayachts and helicopters.

Helipad opponents claim it is an extravagance the already opulent resort can do without and harbour fears the whole project will become a white elephant.

"People use that part of the lake for rowing, sailing, kayaking, and putting the helipad in means they will have to exclude people from a much larger part of the lake that will already be taken up by the marina," Morisset Park and District Action

Group president Tom Dumbrell said.

"We cannot for the life of us see why people would fly in. If you needed to fly people in you could use Lake Macquarie Airport. You could transport people from that landing strip by a fast boat in 10-15mins making use of existing infrastructure."

Trinity Point will feature a 188-berth marina, a five-star Pullman Hotel, 200-seat restaurant, 300-seat function centre, luxury apartments and terraces in a bid to lure

people with "big white boats" to the Central Coast.

Johnson Property Group developments director Bryan Garland said the \$750,000 helipad was the key to making the resort a five-star destination in its own right.

"We have the vineyards in Pokolbin and they have helipads so we need to compete with them," he said.

"It is not just about the tourists — we will have a top-class function centre and speakers will be coming in might need to fly in."

Former Test cricket captain Michael Clarke and his wife Kyly have already snapped up a \$1.39 million three-level terrace and former Miss Universe Jennifer Hawkins is an ambassador for the project, featuring in an elaborate video and testimonial on the resort's website.

JPG said in their environmental assessment report submitted to the Department of Planning that helicopters would "add a sense of specialness and prestige to the establishment".

An artist's impression of Trinity Point, and (insets) Michael and Kyly Clarke, and Jen Hawkins

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Attachment 23

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U12 5pm / U13 6pm Boys Tuesday 13 December

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U12 5pm / U14 6pm Girls Thursday 15 December

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Tenders close on the 9th of January, 2017

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McDonnell & Hanlon

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Subcontractors and suppliers who have quoted the above projects please forward your quotation to The Estimator via Email:

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The Building Code 2013, NSW Building and Construction Code of Practice and Guidelines apply to these projects.

Tenders close on the 9th of January, 2017

secretary@alderparkbowlingclub.com.au

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Attachment 24



FESTIVE SPIRIT: More than 800 people registered for the Santa Fun Run and another 400 turned up on Sunday as last minute entrants. All funds raised will stay in the Hunter. **Picture:** Marina Neil

Santas run for a reason this season

MORE than 1200 Santa Clauses of all ages, shapes and sizes have come to town and transformed Newcastle's foreshore into a sea of red to help Hunter children with rare illnesses.

Participants including Newcastle Knights legend Danny Buderus and his fam-

ily embraced the Christmas spirit and dressed in a five piece red and white suit on Sunday for the seventh annual Santa Fun Run, which comprised a five kilometre flat course that started and finished in Honeysuckle.

All registration fees and additional fundraising went

to not for profit Variety - The Children's Charity.

The organisation's regional director for NSW Jason Bourke said the event raised about \$30,000, which will help to establish a local case management service for children who have rare illnesses or diseases and their fami-

lies. "If a child unfortunately receives a cancer diagnosis they fortunately have access to a range of support," Mr Bourke said.

"There are 130 other rare diseases that we never hear about and there are no support networks or services."

— HELEN GREGORY

Helipad on flight path to anger

BY BRODIE OWEN

OPPONENTS of the plush Trinity Point development in Lake Macquarie say a proposal to build a helipad on the lake is a blight on the environment and insulting to everyone who won't be able to use it.

But the developers behind the five-star resort, whose ambassadors include super-model Jennifer Hawkins and former Test cricket captain Michael Clarke, argue that a new helipad will keep the development competitive and attractive to the millionaires it is marketed to.

This is the skirmish that has brewed in the Morisset peninsula since Johnson Property Group's (JPG) application to build the 20m x 20m floating helipad went on public display two weeks ago.

It is proposed as a wing of the marina that would have "minimal" visual and noise impacts on the environment.

But, according to Morisset Park and District Action Group president Tom Dumbrell, that is not true.

"[Developer] Keith Johnson cannot guarantee it will have minimal impact," he said. "It has been a tranquil, peaceful area that's basically been destroyed by the development - and a helicopter pad is just going to make it far worse."

The development modification application to the

Department of Planning and Environment allows a maximum of eight helicopter movements per day, and up to 38 movements per week, with no night-time use. An acoustic investigation that used a helicopter hovering over the water also found noise levels to be within the Environment Protection Authority's guidelines.

However, Mr Dumbrell said the model of helicopter used for the report sounded like "a squirrel" when compared with newer models.

"They used a very small helicopter for a helipad we believe is designed to carry larger, noisier twin-engine helicopters," he said. "It's clear there's not going to be any public benefit - the only benefit is for the helicopter's owners."

JPG planning director Bryan Garland acknowledged there were concerns about the helipad, but said most of them had been fuelled by "misinformation". "We've done a very technical and detailed noise assessment, and the noise is acceptable by the standards in which governments dictate," he said, adding that a helipad was in-keeping with the luxury feel of the development.

Lake Macquarie MP Greg Piper doubted there would be anywhere close to 38 movements a week, but ultimately opposed the helipad on noise grounds.

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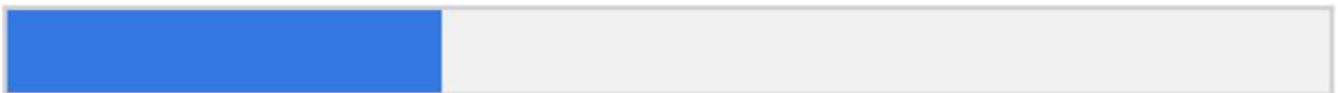
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Do you support the developer's plans to build a helipad?

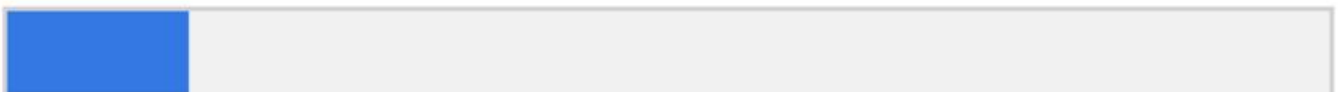
Yes (434 votes) 51.48%



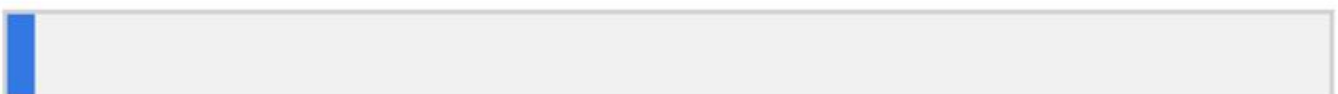
No (277 votes) 32.86%



Don't care (115 votes) 13.64%



Unsure (17 votes) 2.02%



Total Votes: 843



[Return To Poll](#)



Attachment 25

Mathew Radnidge

From: Bryan Garland <bryang@johnsonpropertygroup.com.au>
Sent: Tuesday, 29 November 2016 9:42 AM
To: Tom Dumbrell; tom@dumbrell.com
Subject: RE: Trinity Point Helipad

Hi Tom

Just a quick one. Wanted to again extend an offer to catch up with you to help answer or clarify any questions you or MPDAG has re the helipad exhibited material.

Let me know if you would like to do this and we can arrange something.

Many thanks
Bryan
0408 991 888

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

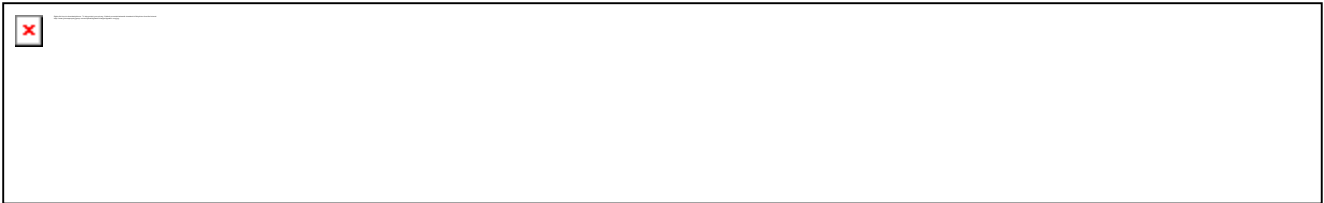
Planning Director
Johnson Property Group

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



Head Office

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



Mathew Radnidge

From: Bryan Garland <bryang@johnsonpropertygroup.com.au>
Sent: Tuesday, 29 November 2016 9:45 AM
To: bcbaylis@bigpond.com
Subject: FW: Trinity Point Helipad

G'Day Bruce,

Just a quick one. Wanted to again extend an offer to catch up with you to help answer or clarify any questions you or Sunshine Progress Association has re the helipad exhibited material.

If you are feeling up to it and would like to have a chat, let me know and we can arrange something.

Many thanks
Bryan
0408 991 888

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

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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



Mathew Radnidge

From: Bryan Garland <bryang@johnsonpropertygroup.com.au>
Sent: Tuesday, 29 November 2016 9:49 AM
To: David Wood
Subject: RE: Trinity Point Helipad

Hi David,

Just a quick one. Wanted to again extend an offer to catch up with you to help answer or clarify any further questions you or Bonnells Bay Progress Association has re the helipad exhibited material.

If you would like to have a chat, let me know and we can arrange something.

Many thanks
Bryan
0408 991 888

From: Bryan Garland
Sent: Thursday, 17 November 2016 4:19 PM
To: 'David Wood' <davidw@crusaders.edu.au>
Subject: RE: Trinity Point Helipad

Hi David

Thanks for your question.

When you get to it, you will see in Fact Sheet 4 that we advise, *in combination with the approved marina footprint, the helipad footprint and the temporary safety management zone footprint* provides a combined total surface area of **6.53ha** of Bardens Bay. This 6.53ha can be calculated from:

- Figure 47 of the exhibited Environmental Assessment which illustrates that the combined marina and helipad lease area of 6.207ha, PLUS
- a further 0.32ha that is the temporary safety management area outside of the lease which is proposed to be covered by a licence with NSW RMS.

Section 7.3.2 of the exhibited Environmental Assessment advises that Bardens Bay has an approximately surface area of **900.8ha**. This area was also reported as part of our Lake Macquarie Council approved Marina Development Application.

Therefore by calculation, the combined marina footprint, helipad footprint and temporary safety management zone is 0.72% of the surface area of Bardens Bay.

I hope this helps

Cheers
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: 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 <http://trinitypoint.com.au/helipad>. 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' <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

Head Office

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Attachment 26

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Fairfax Media

In Memoriam

LAWRENCE
Charlotte Marce

I am yours and you are mine, now and always.
Happy Birthday my Charlie girl. xxx

NEBAUER

Bruce John
30/11/15
74 years

Though his loving smile is gone and his hands we cannot touch,

We have so many wonderful memories of the one we loved so much.

God has him in his keeping, we have him in our hearts

"Dreaming my dreams of you"
Love always Annette and Family.

STEED, Joy

30.11.1992

Still waiting patiently Dori.

Your loving husband and family.

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Garage Sales

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PCYC Newcastle is holding an end of year Jumbo Garage Sale

BROADMEADOW, Cnr of Young & Melbourne Roads, Saturday 3/12, 7am-1:30pm. Loads of parking, lots of bargains to be had, multiple stall holders with a range of different items for sale. They will also include a massive book sale, fill-a-bag for \$5, sausage sizzle, activities for children and much more. Stall holder tables are still available for \$10.

For more information, contact Jake on 4961 4493.

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Attachment 27

Mathew Radnidge

From: Bryan Garland <bryang@johnsonpropertygroup.com.au>
Sent: Tuesday, 29 November 2016 9:54 AM
To: Ellen Davis Meehan; Sandra Hutton; Mathew Radnidge
Subject: Lakes Mail

Letter to Editor

Impossible to believe

IT seems impossible to believe anything submitted by Johnson Property Group (JPG) regarding the proposed helipad. A letter submitted by them on 1/10/13 lodging a request to modify the original application states a request for six flights per week, and noting that it was a reduction in the proposed original application of 28 per week (14 flights).

Why, then, is the current application to modify the application to 38 per week (16 flights). What has suddenly happened that there is a necessity to increase it by nearly 650 per cent since 2013?

They state the complete project is not viable without the helipad approved. Why would you proceed with all the projects to date if they are not going to be successful without a helipad?

Send your submissions rejecting this new modification to the NSW Department of Planning and Environment, or your complacency will give JPG the indication we accept the destruction of our quiet, peaceful lifestyle.

- M Delaney, Brightwaters

Bryan Garland

Planning Director
Johnson Property Group

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



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Attachment 28

NEWS

Plain English orders mean no excuses

NEW plain English Apprehended Domestic Violence Orders (ADVOs) will be rolled out by the state government across NSW on Saturday.

"These new ADVOs use clear and simple language so there is no excuse for a domestic violence perpetrator to breach an order," Parliamentary Secretary for the Hunter, Scot MacDonald, said.

"We have removed all the complex legal jargon and spelled out a defendant's obligations in plain English, so they can no longer claim they didn't understand the meaning or consequences of the ADVO."

The new ADVO is being translated into 29 languages to assist people whose first language is not English.

"The Bureau of Crime

Statistics and Research found that one in five ADVOs are breached, and the NSW Government is making it clear - any breach is an unacceptable risk," Mr MacDonald said.

"The new ADVOs are designed to put a stop to violence, intimidation and harassment through a clear explanation of what a perpetrator can and cannot do under the order."

In addition, the penalties for breaching an order - including up to two years in prison - have been moved to the top of the document so it's now the first thing perpetrators see.

Chief executive officer of White Ribbon Australia, Libby Davies, welcomed the introduction of plain English ADVOs as a critical step to strengthen the safety

of women.

"ADVOs are powerful tools but must be easily accessible and understood to ensure they are effective. We commend the NSW Government on this initiative," Ms Davies said.

The government's recent changes to ADVOs mean final ADVO applications can be determined even if the victim doesn't come to court, they will protect a victim's current partner if they are being harassed by the victim's ex-partner, and will stop self-represented defendants from personally cross-examining child witnesses during ADVO applications.

Last Friday, November 25, was the International Day for the Elimination of Violence Against Women - also known as White Ribbon Day. Visit whiteribbon.org.au



HAVE A SAY: The proponents of a helipad at Trinity Point will host an information session about the plan on Monday, December 5, at Bonnells Bay. Picture: David Stewart

Check helipad plan at session

THE developer behind the proposed helipad at Trinity Point will host an information session at Bonnells Bay Youth and Community Centre next week.

Johnson Property Group (JPG) has won state government approval for the Trinity Point Marina and Mixed Use

Concept Plan and now has applied to the NSW Department of Planning and Environment to modify that plan to include a helipad.

That proposal is now open for community consultation.

During the information session, to be held on Monday, December 5, from 3pm

to 6.30pm, locals can access hard copies of exhibited material on the plan, and ask questions that may assist them in making a formal submission to the Department of Planning and Environment.

The exhibition period ends on December 16.

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Attachment 29

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close to harbour, \$185 pw.
— Phone 0412 298 798.

Share Accommodation

HAMILTON, furn, serviced
room, own fridge, share
fac, suit mature gent. \$165
pw. Ph: 0490 004 372.

Livestock

AUCTION Poultry/Parrots.
Morisset Showground 3/12
/16. Lots taken from 6am.
Starts 8am. Ph. 4938 0040

LAYER PULLETS Commercial
crossbreeds, vacc. 10wk
(Isa Brown) \$16. 12wk
(Black, Red, White) \$17.
Avail Wed. 14th Dec from
Mandalong Stock Feeds
12:00noon Ph 4973 2164 to
order (Brian Larkin Poultry).

Legal Notices



Centennial Coal

PUBLIC NOTICE

**NOTICE OF APPLICATION TO MODIFY
STATE SIGNIFICANT DEVELOPMENT
SSD-5144 BY CENTENNIAL MANDALONG
PTY LIMITED (ABN 74 101 508 892)**

Centennial Mandalong Pty Limited (Centennial Mandalong) has made an application for State Significant Development Modification under Part 4 of the Environmental Planning & Assessment Act 1979 to the Minister for Planning. Pursuant to Clause 49(2)(b) of the Environmental Planning & Assessment Regulation 2000, Centennial Mandalong hereby notifies that the application to modify SSD-5144 has been made.

Site Description: Centennial Mandalong owns and operates Mandalong Mine located in the Lake Macquarie City Council Local Government Area 25 kilometres south-west of Newcastle near Morisset.

Project Description: The proposed modification is seeking an extension to existing longwall panels 22 and 23 within the current SSD-5144 development consent boundary. No physical changes to the mine's infrastructure as currently approved are proposed.

Contact Details: Iain Hornshaw – (02) 4935 8901

5732-112

Public Notices



JOHNSON PROPERTY GROUP

TRINITY POINT COMMUNITY CONSULTATION

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

Date: Monday 5th December 2016

Time: 3:30pm to 6:30pm

Venue: Bonnell's Bay Youth and Community Centre
275 Fishery Point Road,
Bonnells Bay

For any general enquiries please contact the office on 8023 8888

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Public Notices

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Public Notices



Centennial Coal

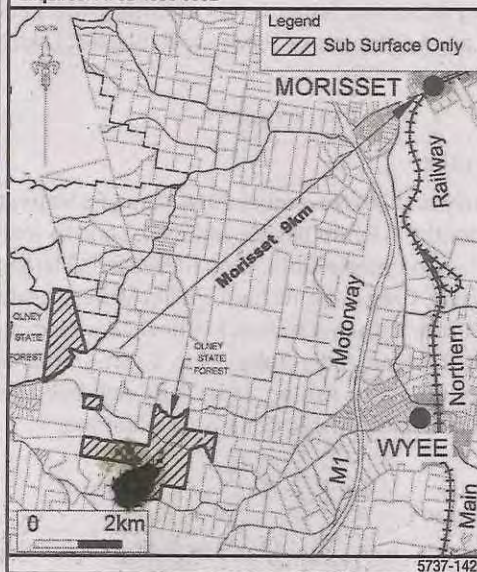
NOTICE

The Minister for Industry, Resources and Energy on 06 October 2016 granted Mining Lease No.1744 (Act 1992) to Centennial Mandalong Pty Limited for a term until 06 October 2037.

Mining Lease No.1744 is held by Centennial Mandalong Pty Limited, a subsidiary company of Centennial Coal Company Limited, and forms part of Mandalong Colliery.

Mining Lease No.1744 comprises about 409 hectares in the Parishes of Mandalong, Olney and Wyong in the County of Northumberland as shown by hatching on the diagram below. The Lease does not include any surface land and permits exploration and mining for coal to be undertaken.

Centennial Mandalong Pty Limited
(ABN 74 101 508 892)
Enquires: Ph 02 4935 8952



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ANTIQUES FURNITURE to
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Cement Renderers/Trowel
Hand Labourers required
for an immediate start.
We are an established
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work in and around the
Lake Macquarie and the
Newcastle region. Wage
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person.

White card and vehicle is
required.
Please call 0408683138

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Busy cafe/restaurant in
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a chef or short order cook
for approx. 30-35 hours
per week. Must be willing
to work weekends and
some split shifts. Above
award wages.

Phone 0419135674
or email resume to
j.fiddon01@gmail.com

OUTDOOR ACTIVITY INSTRUCTOR

The Great Aussie Bush
Camp is looking for
Outdoor Activity
Instructors to start in
January 2017.

For more information
please refer to
the website:
www.bushcamp.com.au

Please send resume to:
jobs@bushcamp.com.au
and quote reference
number HUNT1216

Applications close
09 December 2016

Positions Vacant

Pipe Layer / Plant Operator

Pipe Layer / Plant
Operator required. 5 days
per week, commencing
early December. Must
have Construction White
Card & be competent in
operating excavators,
ABN Holders preferred.
Works in the Newcastle,
Central Coast & Hunter
Valley areas. Serious
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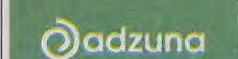
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BABIES OF 2016

On Monday 13th March 2017

The Newcastle Herald

Will publish a special coloured lift out magazine
including the babies born in
Newcastle and the Hunter throughout the year.

To register your interest in
having your baby's photo
included in this keepsake
magazine please contact the

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Newcastle Herald
Classifieds

CALL 4979 5000

Email: frontcounter@theherald.com.au



AW903004

Attachment 30

Hunter Councils

GREAT OPPORTUNITIES, RELAXED LIFESTYLE, SPECTACULAR SCENERY...



LAKE MACQUARIE CITY COUNCIL

Public Notice of Exhibition Lake Macquarie Development Control Plan 2014 - Amendment

Proposal: The amendment seeks to amend the Lake Macquarie Development Control Plan (DCP) 2014 to help implement the Marks Point and Belmont South Local Adaptation Plan and to repeal the existing Belmont South Forebush Area Plan.

The proposed changes include a new Marks Point and Belmont South Precinct Plan that provides guidance as to how to fill individual properties, as well as providing some additional flexibility for small properties that have less room available to comply with Council's requirements for properties prone to lake flooding and tidal inundation.

Exhibition: The proposed changes are on exhibition from Saturday 6 December to Monday 16 January 2016 at:

- Customer Service Centre, 126 - 138 Main Road Speers Point
- Each City Library branch during operating hours
- On the City website: lakemac.com.au/public-notices/exhibitions

Submissions: Written submissions should be received by Council before close of business on Monday 16 January 2016 and be addressed to **General Manager, Lake Macquarie City Council, Box 1906, Hunter Region Mail Centre NSW 2316**, or via email: council@lakemac.nsw.gov.au.

Disclosure of Political Donations and Gifts: all people who lodge a submission are required to declare any relevant political donations and/or gifts in accordance with Section 147(5) of the Environmental Planning and Assessment Act 1979. An information and disclosure form is available by searching Political Donations and Gifts at lakemac.com.au.

Council will release all submissions received upon request, in accordance with the provisions of the Government Information (Public Access) Act 2009.

For further information, contact Strategic Planner, Hannah Benson on 4921 0316.

Proposed temporary road closure Road Act 1993

Council advises that it intends to temporarily close the following roads:

- The Boulevard, Toronto between Victory Parade and Pennell Street;
- Victory Parade, Toronto between Goodwin Way and Brighton Avenue.

For the **Toronto Carols by the Lake** event between 4.30pm and 10.30pm on Thursday 15 December 2016.

Emergency vehicle access will be maintained at all times throughout the event and any person having a legitimate reason to gain access will be permitted to do so under the direction of traffic control.

Notification of intention to repeal the Lake Macquarie Section 94 Contributions Plan No.1 - Citywide - Toronto Catchment (2004), as amended

Council intends to repeal the Lake Macquarie Section 94 Contributions Plan No.1 - Citywide - Toronto Catchment (2004), as amended, as it will be replaced by the Lake Macquarie City Council Development Contributions Plan Toronto Contributions Catchment - 2016.

Enquiries: Contact Council's Customer Service Centre on 4921 0333.

Box 1906
HRCM 2310
Brian Bell
General Manager

Local Government



DEVELOPMENT PROPOSAL

"DESIGNATED AND NOMINATED INTEGRATED DEVELOPMENT"

PROPOSAL: Construct and Operate Waste Resource Recovery and Transfer Centre Processing Green & Associated Waste Composting of Site Office, Weighbridge, Hard Stand Areas and Associated Noise Barriers, Parking and Landscaping.

LAND: LOT 2 DP: 1128108, LOT 3 DP: 1128108, LOT 4 DP: 1128108 2 Styles Street KURRI KURRI, 4 Styles Street KURRI KURRI, 6 Styles Street KURRI KURRI.

APPLICANT: Australian Native Landscapes Pty Ltd

APPLICATION NO.: 8/2016/702/1

CONSENT AUTHORITY: Cessnock City Council

Council is in receipt of a Development Application for the above mentioned property.

The Development Application including the Environmental Impact Statement and accompanying documents may be inspected during normal office hours between 23 November 2016 and 23 December 2016 inclusive at Council's Customer Service Centre at 62-78 Vincent Street, Cessnock, the office of the NSW Department of Planning and Infrastructure at Price Waterhouse Coopers Centre, Level 2, 26 Hawkesbury Drive, Newcastle, the Kurri Kurri Library in Long Street, Kurri Kurri and Cessnock Library in Vincent Street, Cessnock. All comments or objections should be made in writing and addressed to the General Manager within the notification period commencing on 23 November 2016 and finishing on 23 December 2016 (inclusive).

The proposed development is Designated and Nominated Integrated Development as defined under Schedule 3 of the Environmental Planning and Assessment Regulation 2000 and also constitutes Integrated Development under Section 91 of the Environmental Planning and Assessment Act 1979. This means that additional approvals, required under other legislation, are being considered as part of the current Development Application. The other approvals are as follows:

Additional Approvals Required as an Integrated Development	
Type of Approval	Approval Agency
Environment Protection Licence (Section 43A of the Protection of the Environment Operations Act 1987)	NSW Environmental Protection Authority (EPA)
Controlled Activity Approval (Section 91 of the Water Management Act 2000)	NSW Office of Water

Any person may, during the exhibition period, make a submission in writing to Council in relation to the Development Application. Where a submission is made by way of an objection, the grounds for objection must be clearly specified. The views expressed in written submissions will be considered by Council before a determination is made. An acknowledgment of your submission will be made on or before the first (1) week after the notification period ends.

Submissions are NOT kept confidential. Council releases submissions when a request is made in accordance with privacy laws and the relevant provisions under the Government Information (Public Access) Act 2009. When a submission is released by law, Council routinely withholds contact numbers, email addresses and signatures. Should you wish for all personal details or any information that may identify you to be withheld from the public, please advise Council of this in your submission.

Should you intend to make a submission to Council on any planning related matter, your attention is drawn to your statutory obligations under the Environmental Planning and Assessment Act 1979 regarding disclosure of political donations and gifts. You are required to complete a Political Donations and Gifts Declaration if you or an associate make any political donations or gifts to a Councillor or Council employee during the five (5) years prior to the submission. Please also note that should you make a donation or gift to a Councillor or Council employee in the period between the date of your submission and the determination of the application, you are required to submit a Declaration within seven (7) days of the donation.

Further information regarding Political Donations and Gifts Declarations and the Declaration Form can be obtained from Council's website at www.cessnock.nsw.gov.au or from Council's Customer Service Centre.

Unless the proposed development is a development for which a Commission of Inquiry is held, any person who makes a submission by way of objection and who is dissatisfied with the determination of the consent authority in their granting of consent, may appeal to the Land and Environment Court under Section 88 of the Environmental Planning and Assessment Act 1979.

In the event that the Planning Assessment Commission conducts a review of the assessment, the Minister's determination of the application is final and not subject to appeal.

For further information, please contact Mrs Kelly Taylor of Council's Planning and Environment Department on (02) 4983 4717.

PO BOX 152
CESSNOCK NSW 2325
STEPHEN GLEN
GENERAL MANAGER



INVITATION TO TENDER KARUAH BOAT RAMP - CAR PARK UPGRADE

Port Stephens Council requires the services of a provider with the capacity and expertise to undertake the reconstruction of the access roads and car parking facilities associated with the operation of Karuah Boat Ramp.

The contract entails the upgrade of approximately 4,100m² of pavement, with associated kerbing and drainage works. The site is a popular launching location for the public using the upper reaches of Port Stephens and is to be operational during the works.

Tenderers please note submissions require full pricing breakdown as per tender schedule.

Tenders endorsed 'T04-2016' will be received by the undersigned until 2pm Wednesday 14 December 2016.

You can obtain the tender documents by registering on the e-tendering portal at www.tenderlink.com/portstephens. If there are any issues with download of documents please email us at: tenders@portstephens.nsw.gov.au.

Canvassing of Councillors or staff, or attempting to influence Councillors or staff, conflicts with Council's equity principles and will lead to automatic disqualification.

Wayne Wallis
GENERAL MANAGER

Public Notices

AVRIL D STUDIO

All wedding negatives can be claimed no charge. Phone 0412 720 026 and 4952 3327. Negatives will be destroyed in January.

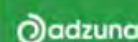
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Public Notices

Newcastle Master Plumbers

To all interested present and past members, we call a special meeting to discuss the distribution of the funds held in trust to two nominated Newcastle charities. Meeting to be held Thursday 6 December 2016 7.00pm Central Charlestown Leagues Club



TRINITY POINT COMMUNITY CONSULTATION

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

Date: Monday 5th December 2016
Time: 3:30pm to 6:30pm
Venue: Bunnells Bay Youth and Community Centre
275 Fishery Point Road, Bunnells Bay



Public Exhibition

Planning Proposal to Amend Newcastle Local Environmental Plan 2012

Comments are invited on a planning proposal to amend Schedule 5 Environmental Heritage of Newcastle Local Environmental Plan 2012.

The planning proposal aims to correct various anomalies and update items in the schedule to reflect the current heritage in Newcastle.

The planning proposal will be on exhibition from 5 December 2016 to 23 January 2017 and may be viewed at:

- Newcastle City Council, Customer Enquiry Centre, Ground Floor, 282 King Street, Newcastle
- Newcastle Region Library, Lamin Street, Newcastle
- Council's 'Have your say' webpage: www.newcastle.nsw.gov.au

Written comments to be received by 5pm on Monday 23 January 2017 and addressed to:

Interim Chief Executive Officer
Newcastle City Council
Attention: Samantha Cross
PO Box 489
NEWCASTLE NSW 2300
or email: mail@ncc.nsw.gov.au
Enquiries: Samantha Cross on 4974 2889

Public Exhibition

Amendment to Newcastle Development Control Plan Draft Section 7.09 Advertising and Signage

You are invited to comment on draft Section 7.09 Advertising and Signage to the Newcastle Development Control Plan 2012.

The amendment is proposed to draft Section 7.09 Advertising and Signage and Section 9.00 Glossary primarily to update controls in line with guidelines identified under State Environmental Planning Policy (SEPP) 64 - Advertising & Signage and SEPP (Exempt & Complying Development) 2008; and to amend planning controls for advertising and signage within heritage conservation areas.

The draft amended sections are on public exhibition from Monday 5 December 2016 to Monday 23 January 2017 at:

- Newcastle City Council Customer Enquiry Centre, Ground Floor, 282 King Street, Newcastle during normal business hours
- Newcastle Region Library, Lamin Street, Newcastle
- Council's 'Have your say' webpage: www.newcastle.nsw.gov.au

Written comments/submissions to be received by 5pm on Monday, 23 January 2017 and addressed to:

Interim Chief Executive Officer
Newcastle City Council
Attention: Leesa Heron
PO Box 489
NEWCASTLE NSW 2300 or email: mail@ncc.nsw.gov.au
Enquiries: Leesa Heron - 4974 2054

Hunter Councils

GREAT OPPORTUNITIES, RELAXED LIFESTYLE, SPECTACULAR SCENERY...

Hunter Councils

GREAT OPPORTUNITIES, RELAXED LIFESTYLE, SPECTACULAR SCENERY...

Attachment 31

Mathew Radnidge

From: Bryan Garland <bryang@johnsonpropertygroup.com.au>
Sent: Monday, 5 December 2016 11:27 AM
To: Sandra Hutton; Mathew Radnidge; Craig Marler; Les Binkin; Ellen Davis Meehan
Subject: Helipad: Lakes Mail Letter to Editor

Helipad not compatible

I HAVE no problems with development, as such, so long as it is sympathetic to the environment and compatible with the wishes of the local community.

However, the provision of a helipad attached to the Johnston Property Group's Trinity Point marina will mean helicopters will be clattering over our houses while circling to land eight times a day if their latest application is approved.

We will have to suffer their exhaust pollution and 60 kilometre rotor downwash which will disrupt our lifestyles and upset small craft and any loose items on boats and marina walkways.

The effect on birdlife would also be considerable.

The developers have already had an impact on roosting sites for several endangered species and helicopters will further threaten their existence.

Obviously, helicopters would not be sympathetic to the environment. Now the community needs to make their wishes known.

To have your say write to: The Department of Planning and Environment, GPO Box 39, SYDNEY NSW 2001, quoting: MP 06_0309 MOD 3 before December 18, 2016.

- George Aungle, Morisset Park

Noise simply intolerable

I READ with great interest the article on the continuing debacle of Johnson Property Group trying to obtain approval for the establishment of a helipad at Morisset Park.

It was stated that some residents have "got it wrong" ("Chopper change", *Lakes Mail*, November 24) about the helipad.

Some people may have been confused, but setting these non issues aside, for me, the key facts are the developer wishes to have a helipad. If approved it will make intolerable noise over the lake where families are currently enjoying peace and tranquility.

The developer says only four flights in and four flights out, but they don't state the duration of each flight. So if each flight takes two hours, then we could, under this proposal, have helicopters flying eight hours per day, more in daylight hours.

Remember, the air space over Lake Macquarie is unrestricted.

The developer does not say how he will manage the safety zone. So imagine, if you or your child is in the water in the general area of the helipad at the time of landing, how will on-water activities be policed?

If the helipad is approved, will the developer's first variations after approval be to seek permission to lock off additional areas of our lake as they are unable to ensure our safety?

The developer has made no mention of where the helicopter would land in an emergency situation.

In dealing with developers it is always best to think outside the square as they are profit-driven, not community-driven, and the profit comes from not what they do, but from what they get away with.

- Mike Doherty, Morisset Park

Helipad plan 'ludicrous'

THERE are many valid arguments against the ludicrous proposal for building a helipad in the middle of Bardens Bay, at Trinity Point, for the benefit of a handful of people, such as the impact on recreational users; the impact on birdlife; and the noise which will be intrusive no matter what guidelines are followed.

One hidden effect is on property values which, until now, has just been hearsay. In my area there are three houses for sale all facing the marina and proposed helipad.

Despite dropping their price they have not sold. One vendor has informed me that the feedback from their agent and prospective buyers was that they are concerned about the future noise levels.

It is well known that properties under flight paths are subjected to loss of value and loss of buyers.

If you live within a radius of 2 kilometres from the proposed helipad be assured your property values will drop.

- David Whyte, Brightwaters

Attachment 32



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).

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 JPS 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.

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.

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 <http://trinitypoint.com.au/helipad> 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 ½ – 4 ½ 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 Douglas 500 - 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 MD500 series; (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.

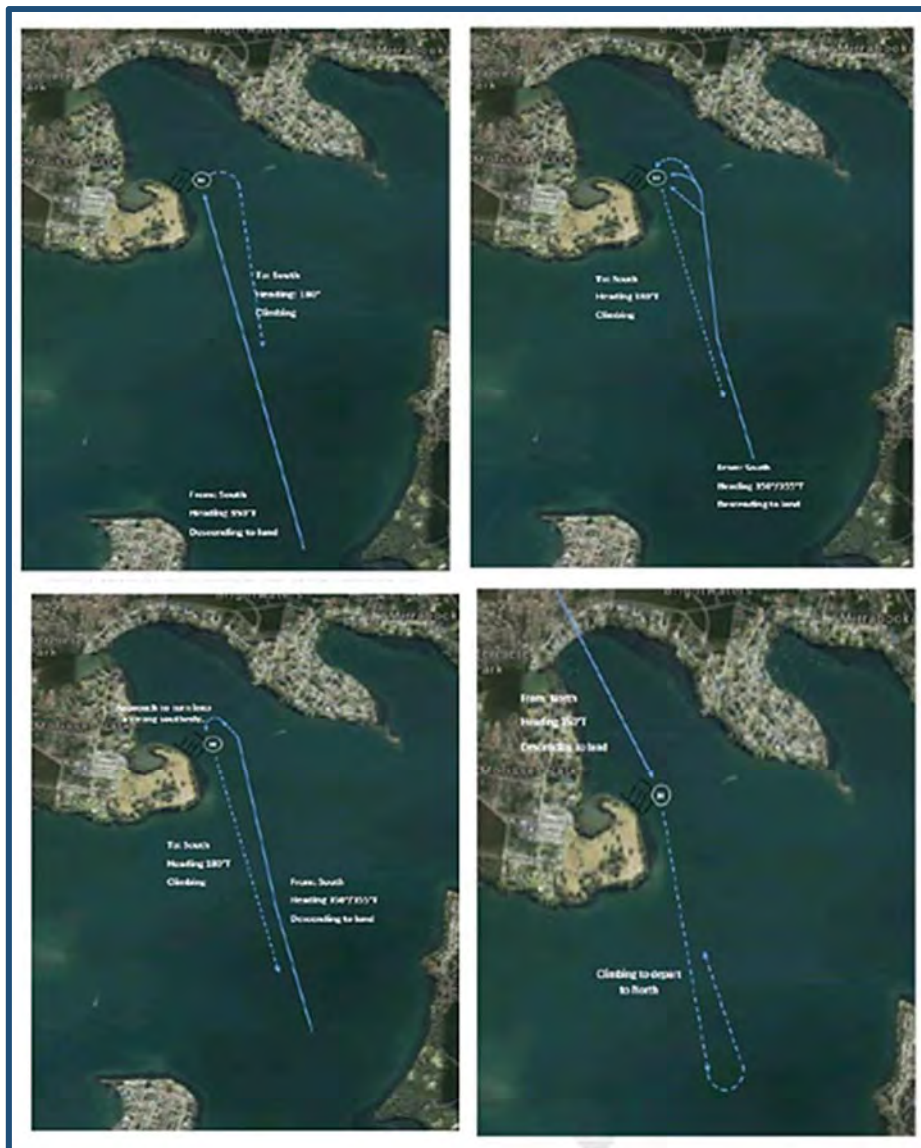
What are the flight paths?

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.

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 <http://trinitypoint.com.au/helipad> 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
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- 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 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.



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

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.

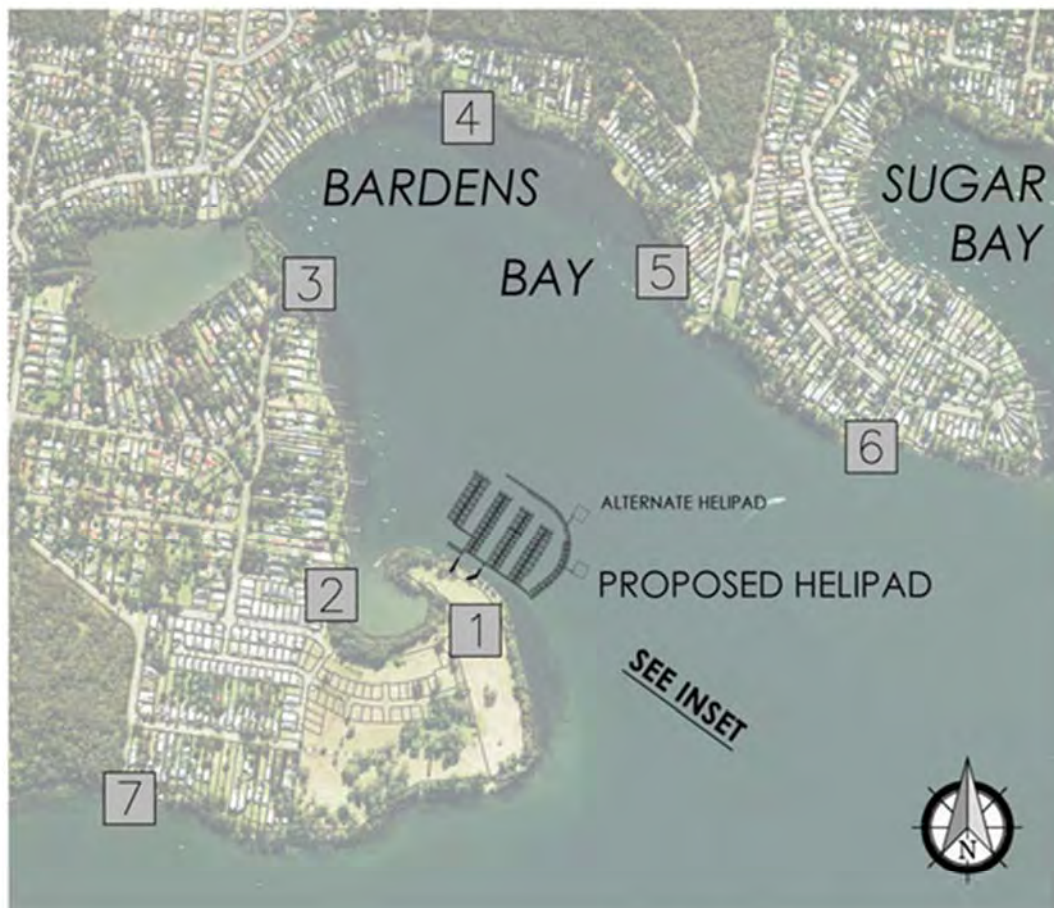
Monitoring was undertaken at seven locations around Bardens Bay (two of these locations were requested by Council). The location, set up and calibration of monitoring equipment was undertaken by consultant engineers, and each measurement location was attended during the test procedure.

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

- [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

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.

Prior Permission Protocol (draft):

STEP 1: Contact Trinity Point Marina
Tel: 02-49.....
Email: marinaops@trinitypoint.com.au
URL: www.trinitypoint.com.au



STEP 2: Provide Details
Contact name:
Contact mobile:
Charter Company:
Helicopter type:
Helicopter registration:
Passenger numbers:
Visit Purpose: Hotel/Restaurant/Marina

Email: marinaops@trinitypoint.com.au
URL: www.trinitypoint.com.au



STEP 3: Confirmation of Approval

Approval NOT Confirmed
Marina will inform decision/reason



YES - Approval Confirmed
Marina will send:
• Written/text confirmation
• Copy of preferred Approach/Departure Paths
• Copy of fly neighbourly requirements
Pilot to confirm receipt and understanding

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 <http://trinitypoint.com.au/helipad> that has details around the environmental studies and consultation activities, as well as a series of fact sheets including:

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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 436m² (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).

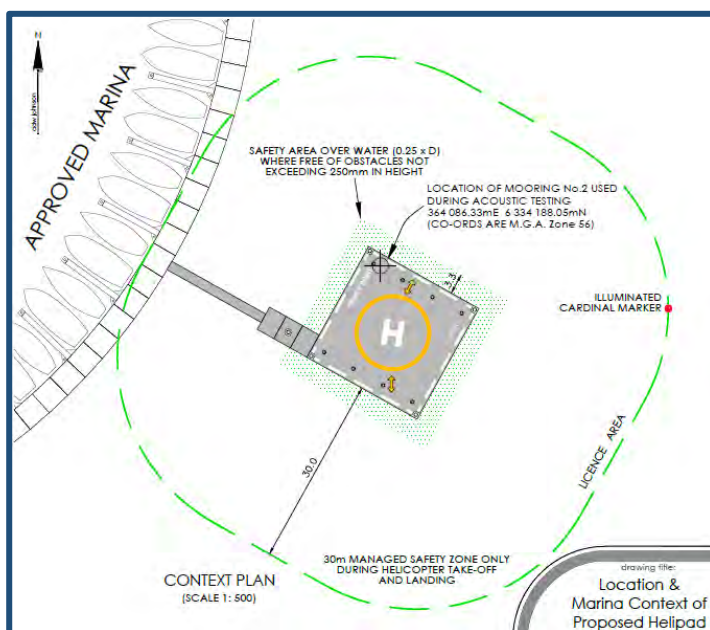
Quick facts

- 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 5165m². 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 3200m² 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 1766m², (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 4,967m² 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 <http://trinitypoint.com.au/helipad> that has details around the environmental studies and consultation activities, as well as a series of fact sheets including:

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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 addition 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;
- Department of Planning and Environment;
- Department of Primary Industries (NSW Office of Water, Crown Lands, and Fisheries);
- Environmental Protection Authority;
- Commonwealth Civil Aviation Safety Authority (CASA);
- Commonwealth Department of 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 <http://trinitypoint.com.au/helipad> 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 6

Helicopter Survey

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 responds to questions about the validity of the helicopter survey, a component of the overall acoustic assessment.

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.

Where can I find information on helicopters use of the helipad?

Fact Sheet 2 provides community information on how many helicopter movements are proposed, what times they will fly, what types of helicopters will use the helipad and what are the flight paths. It also provides an overview of how noise impacts have been assessed and how noise will be managed.

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.

Was the helicopter used in the survey purposely kept lighter to reduce noise results?

It has been suggested that the helicopter survey results are low because the helicopter used during the survey was not at an appropriate weight.

Helicopters, in commercial operations, do not operate at maximum load as such loadings restrict operations. For that reason, the Australian Standard AS2363 that guides helicopter noise surveys does not require operations to be at maximum load, but rather to be “according to usual commercial practice”. This is an important distinction.

For each trip, the pilot needs to ascertain the load of helicopter (people, baggage and fuel). For Trinity Point, helicopters are expected to be well below maximum operating weights when arriving or departing from the helipad– as they do not start or finish their route at Trinity Point and will come from somewhere else. There is no refuelling proposed at Trinity Point.

The testing operations were at the near typical loadings that would occur as advised by pilots, as required by the Australian Standard. Extra fuel was loaded during the test at the requirement of the pilots to replicate usual commercial practice for the movements in the second half of the helicopter survey.

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.

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.

What was 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.

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.

Why is the helicopter survey valid if it only used one helicopter type?

The helicopter used in the survey was neither the 'quietest' or 'noisiest', the 'smallest' or the 'largest', the 'lightest' or the 'heaviest' that might use the helicopter.

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.

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 <http://trinitypoint.com.au/helipad> 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

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 <http://trinitypoint.com.au/helipad> 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 **are not** 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 not intended for joy flights.

How big with the helicopters be?

Helicopters using the helipad are expected to be able to 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 <http://majorprojects.planning.nsw.gov.au/page/on-exhibition/>. 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 helicopter movements	There may be 40 helicopter movements a day	JPG is applying for approval of up to 8 helicopter movements daily (4 in / 4 out), and up to 38 movements weekly. 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 survey	The survey used the wrong helicopter – the real helicopters that will be used will be bigger, louder and carry more people	JPG has informed stakeholders that the acoustic testing for the helipad was undertaken based on the most common helicopter likely to use the helipad. 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	<p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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).</p> <p>Brightwater College has 26 children aged from Kindergarten to Year 6.</p> <p>Discussions with Brightwaters Christian College will continue.</p>
	There was considerable disturbance to residents, schools and businesses under the flight paths of the survey	<p>As discussed above, Brightwater Christian College reported experiencing some disturbance from the constancy of the noise generated on the helicopter survey.</p> <p>JPG received 2 complaints about the helicopter survey on the day. It is also understood that Council received 2 calls.</p> <p>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).</p>

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.
	<p>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 to take off into the wind – this will mean that they need a wider flightpath than communicated, and will need to fly over residential properties.</p> <p>Or more simply,</p> <p>Wind directions mean that helicopters will require wide landing paths which will require flying over residential areas.</p>	<p>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).</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p>
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 of the lake for community uses.	<p>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.</p> <p>Refer Fact Sheets 3 and 4 that provides more information on the temporary safety management zone and helipad operations.</p> <p>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</p>

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	<p>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.</p> <p>The Acoustic report says that helicopter noise is less likely to impact water life than boat noise, which is endorsed by the ecology report.</p> <p>The ecological report says that sea grass, which lies in shallower water closer in shore, will not be affected by the proposal.</p>
	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 will pollute the lake	<p>There will be no re-fuelling on the helipad permitted.</p> <p>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</p> <ul style="list-style-type: none"> a) there being no refuelling undertaken at the helipad, b) safety checks for helicopters, including regarding fuel containment, are very regular and stringent, and 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. <p>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.</p>
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.	<p>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.</p> <p>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.</p> <p>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.</p> <p>Helicopters used for aerial work (e.g. surveys, emergency, photography</p>

Theme	Perception or Concern	Technical Finding or Impact
		<p>fire control, mustering), pilot training or private/business flying had a higher chance of accident.</p> <p>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</p> <p><u>Minimising Risks</u></p> <p>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.</p> <p>Landing risks are reduced when:</p> <ul style="list-style-type: none"> the size of the landing area is greater than the minimum size the pilot has access to accurate update to information about the site, and there are sufficient visual information, cues and positional markings present. <p>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.</p> <p>This is consistent with experiences of operators in the Hunter Valley establishments who report positive relationships and proactive communication with operators.</p>
	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 Coastal report does not identify any impact from downward draft on 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	There are other options to “helicopter in” to the site, for example, landing at Pelican	<p>It is understood that helipad facilities may be available to commercial operators as part of Pelican Aerodrome (Lake Macquarie Airport) at Marks Point/Belmont.</p> <p>Pelican Aerodrome is located approximately 45km/40 mins by vehicle to Trinity and a significant boat ride across the full breadth of the Lake.</p> <p>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.</p>
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	<p>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.</p> <p>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.</p>

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.

5 December 2016



How can I make a public submission to Johnson Property Group's application to introduce a limited use helipad to the Trinity Point Marina and Mixed Use development at Morisset Park?

By written submission – Post submissions to:

The Director
Modification Assessments
NSW Department of Planning & Environment
GPO Box 39
SYDNEY NSW 2001

Electronically:

1. Visit: <http://majorprojects.planning.nsw.gov.au/page/on-exhibition>.
2. Follow the link: 'Click here to view projects currently on Exhibition'.
3. Click on the link titled: '06_0309 Trinity Point Drive – Modification to Mixed Use marina/tourist/residential (Concept Plan) (06_0309 MOD 3)'.
4. Follow the NSW Department of Planning & Environment's direction to make an electronic submission.

Important: Please note that the public exhibition period concludes on **Friday 16 December 2016** and all submissions are required to be received by the NSW Department of Planning & Environment by this date.

5 December 2016



How can I make a public submission to Johnson Property Group's application to introduce a limited use helipad to the Trinity Point Marina and Mixed Use development at Morisset Park?

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Important: Please note that the public exhibition period concludes on **Friday 16 December 2016** and all submissions are required to be received by the NSW Department of Planning & Environment by this date.

16 November 2016



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 <http://majorprojects.planning.nsw.gov.au/page/on-exhibition/>. 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: <http://trinitypoint.com.au/helipad> 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

T 02 8023 8888 johnsonpropertygroup.com.au

#

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 33

Mathew Radnidge

From: Bryan Garland <bryang@johnsonpropertygroup.com.au>
Sent: Thursday, 8 December 2016 5:25 AM
To: Sandra Hutton; Mathew Radnidge; Ellen Davis Meehan
Subject: Lakes mail

Supporter [2 days ago](#)

I support the Trinity point development and the proposed HeliPad, i also believe that prices in that location will rise when the development is finished. As for emergency landing areas, it would be no different to the helicopter currently using the unrestricted airspace over the lakes, like the Westpac rescue copter, or Polair or the heicopters that check the transmission lines for heating, or the 10's of other flying craft in the area, in an emergency they will do the best they can.

Sent from my iPad

Attachment 34

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NEWS



PRESSURE POINT: Rutger de Zoete is recruiting 100 people aged over 18 to determine whether impaired neck control correlates with elevated pain levels.

Getting a grip on neck pain

PHYSIOTHERAPY researchers from the University of Newcastle will employ lasers, electrodes and virtual reality in a new high-tech study monitoring head-neck coordination.

PhD candidate Rutger de Zoete is recruiting 100 people aged over 18, with or without neck pain, to determine whether impaired neck control correlates with

elevated pain levels. He says a high recurrence rate suggests that current therapies are often ineffective.

"Posture issues are one of the main contributors to neck pain but there's no single cause. The pain develops gradually and as physiotherapists we don't have a clear understanding of the factors," Mr de Zoete said.

"Recent research suggests

that people with neck pain are less capable of controlling their head and neck movements than those who don't suffer it, so we hope to improve our treatment programs by training this movement control."

People interested in joining the trial can contact Rutger de Zoete on 0432 218 486 or email rutger.dezoete@newcastle.edu.au.

NSW GOVERNMENT
Planning & Environment

EXTENSION OF EXHIBITION PERIOD OF MODIFICATION REQUEST

Trinity Point Mixed Use Development Concept Plan

Application No: MP D6 0309 MOD 3
Location: Trinity Point Drive, Morisset Park
Proponent: Johnson Property Group
Council Area: Lake Macquarie
Approval Authority: Minister for Planning

Description of proposed modification

Johnson Property Group seeks approval to modify the Concept Plan to include the use of a helipad. The proposed helipad details are:

- A 20m x 20m pontoon with a 30 metre wide managed safety zone (during helicopter landing and take-off only).
- Maximum of eight (8) movements per day (ie. 4 landings and 4 departures).
- Maximum of 36 movements per week (ie. 19 landings and 19 departures).
- Operating hours from 8am (Monday-Saturday) and from 9am (Sunday and public holidays) through to sunset (time seasonally variable), and no night time use; and
- No refuelling or maintenance facilities.

Exhibition

The Department is extending the exhibition period for the above Modification Request.

The Modification Request and accompanying documents may be viewed on the Department's website (www.planning.nsw.gov.au) and inspected until Friday 20 January 2016 during the relevant authority's ordinary office hours at:

- Department of Planning and Environment:
 - Information Centre, Level 22, 320 Pitt Street, Sydney; and
 - Level 2, 26 Honeysuckle Drive Newcastle;
- Lake Macquarie City Council: 126 - 136 Main Road, Speers Point;
- Morisset Library: 39 Yamba Street, Morisset; and
- Central Coast Council: Wyong office 2 Hely Street, Wyong.

At the time of publishing this advertisement, the Minister for Planning has not directed that a public hearing should be held.

Submissions

Any person may make a written submission concerning the Modification Request during the exhibition period. If a submission is made by way of objection, the grounds of objection must be specified in the submission.

Persons wishing to make a submission should use the online form if possible. To find the online form go to the webpage for this proposal via www.majorprojects.planning.nsw.gov.au/page/tn-exhibition

Your submission must reach the Department by Friday 20 January 2016. Before making your submission, please read our Privacy Statement at www.planning.nsw.gov.au/privacy or telephone the number below for a copy.

The Department will publish your submission on its website in accordance with our Privacy Statement.

If you cannot lodge online you can write to the address below. If you want the Department to delete your personal information before publication, please make this clear at the top of your letter. You need to include:

- Your name and address, at the top of the letter only;
- The name of the application and the application number;
- A statement on whether you support or object to the proposal;
- The reasons why you support or object to the proposal; and
- A declaration of any reportable political donations made in the previous two years.

To find out what is reportable, and for a disclosure form, go to www.planning.nsw.gov.au/DonationsandGiftDisclosure or phone the number below for a copy.

Contact

Phone: Information Centre - 1300 305 695
Address: Planning Services, Department of Planning & Environment, GPO Box 39 SYDNEY NSW 2001. Your submission should be marked, Attention: Director - Modification Assessment.

Attachment 35



Contact Officer: Manny Hernandez

Telephone: (02) 6275 9295

Our reference: CAS2715

Email: manny.hernandez@environment.gov.au

Mr Bryan Garland
Development Director, Johnson Property Group
PO Box A1308
SYDNEY SOUTH NSW 1235

Dear Mr Garland

Environment Protection and Biodiversity Conservation Act 1999
Trinity Point, Lake Macquarie, Marina and Helipad development

I am writing to provide you with information about the *Environment Protection and Biodiversity Conservation Act 1999* (the Act) and; to explain how it might apply to Johnson Property Group on its development of a marina that includes a helipad at Trinity Point, Lake Macquarie, NSW. I understand that the action has commenced.

Environment Protection and Biodiversity Conservation Act 1999

The Act protects matters of national environmental significance. Matters of national environmental significance include listed threatened species and ecological communities and listed migratory species, among others.

Actions that have, will have, or are likely to have a significant impact on a matter of national environmental significance must be approved under the Act. Substantial penalties may apply to a person who takes such an action without approval.

The Act applies nationally, including to activities already approved by state and local governments under state laws.

The Department of the Environment and Energy is aware that a development, approved by Lake Macquarie Council in November 2016, to construct a marina and allow a helipad to be integrated into it has commenced. As such I am taking the opportunity to inform you of the matters of national environmental significance in this area.

Matters of National Environmental Significance

Matters of national environmental significance which are relevant and known to occur in the proposed development area include, among others:

Birds

- Critically Endangered Curlew Sandpiper (*Calidris ferruginea*)

Identified threats which could result in a significant impact include: Coastal development, land reclamation, construction of barrages and stabilisation of water levels that can destroy feeding habitat.

Reptiles

- the Endangered Loggerhead Turtle (*Caretta caretta*) and Leatherback Turtle, Leathery Turtle (*Dermochelys coriacea*)

Identified threats which could result in a significant impact include: incidental capture in commercial fisheries, harvest of eggs and meat, ingestion of marine debris and boat strikes.

Further information on these and other matters of national environmental significance are available on the Department's website at:

<http://www.environment.gov.au/cgi-bin/sprat/public/sprat.pl>

You may wish to use the search tool available on the Department's website at www.environment.gov.au/erin/ert/index.html to find out more about the matters of national environmental significance and other matters protected by the Act that are known to occur at Trinity Point, Lake Macquarie.

Does the Act apply?

Not all actions affecting matters protected by the Act will have a significant impact and require approval.

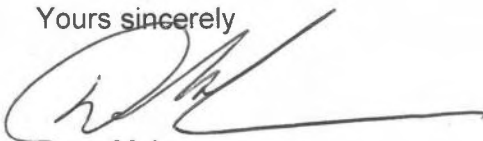
When undertaking activities that could impact on matters protected by the Act, to ensure that you do not inadvertently breach the law, it is important that reasonable steps are taken prior to commencement. This includes ascertaining if there are any matters of national environmental significance located in the general area and, where appropriate, engaging a suitably qualified expert to provide advice in relation to the potential for an action to impact on matters of national environmental significance.

Further information

You can find further information on the Act and the referral process on the Department's website: <http://www.environment.gov.au/epbc> and <http://www.environment.gov.au/epbc/do-you-need-approval>.

Should you have any questions about the matters raised in this letter, or if you need assistance to determine if the Act applies to your operations, please call the contact officer, Manny Hernandez on 02 6275 9537. Alternatively, if you would like further information about the approval process, you may contact the Department on 1800 803 772.

Yours sincerely



Drew McLean
A/g Director
Compliance Section

2/ December 2016

Attachment 36

Mathew Radnidge

From: Matt Doherty <Matt.Doherty@mjdenvironmental.com.au>
Sent: Thursday, 22 December 2016 1:39 PM
To: 'Jeremy.White@environment.gov.au'
Cc: Bryan Garland
Subject: EPBC Act enquiry Trinity Point, Lake Macquarie, NSW
Attachments: Trinity Point Helipad Aquatic and Terrestrial Ecology 28-10-2016.pdf

Jeremy

Thankyou for sending through your correspondence.

Bryan is currently on leave for the Christmas Break, however please consider the following by way of brief response to your letter.

- The Marina was approved mid-2015. Comprehensive terrestrial and aquatic flora and fauna surveys and assessments were undertaken and informed the Concept Approval and the marina development application processes, and form part of the Concept Approval and Marina approval respectively. Accordingly there is a high level of knowledge and experience relative to the nature of the aquatic and terrestrial environment of the site.
- The Helipad forms a current application before the NSW Department of Planning & Environment. The application is currently on public exhibition which closes 20 January 2017. A full copy of the Helipad Environmental Assessment can be found on the NSW DPE webpage - http://majorprojects.planning.nsw.gov.au/index.pl?action=view_job&job_id=6187. To clarify, the Helipad application remains undetermined and on this basis the action has not commenced.
- As part of extensive consultation undertaken in accordance with the NSW DPE Secretary's Environmental Assessment Requirements (SEARs). During the project development phase, consultation occurred with several Commonwealth officers via email and phone call. We would be happy to provide details / times if this would be of assistance. Following lodgement, a copy of the ecological assessment informing the Helipad application was provided via email to Mark Jenkins (21-11-2016). For convenience, I have attached the report.

The report assessed potential impacts to MNES related to the action (proposed helipad and operation) recorded from a 10km radius of the site. The assessment 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.

I trust this information is of assistance in response to your letter.

Please don't hesitate to contact Bryan or I if you have any questions or require further information.

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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We wish you a Merry Christmas & Happy New Year

***Our Office will be closed from 12pm Fri 23rd December 2016
and will Re-open Mon 9th January 2017***

Attachment 37



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If an apple costs 5 cents, and down the road at Joe's it is 3 cents, where would you buy? Not including supermarkets, where can I buy a big battery?

Arnie Meaker, Forster

ANGER AT HELIPAD PLAN

MANY people have moved to the south western side of Lake Macquarie for the peace and tranquillity of its semi-rural and bushland environment which I fear will be shattered by a poorly-justified proposal by the Johnston Property Group to erect a floating helipad attached to their marina at Trinity Point, Morisset Park.

They have proposed to have helicopters clattering over our houses up to eight times per day.

Do you want these noisy machines disrupting people's lifestyles, upsetting small craft with their rotor downwash, polluting the air with their toxic exhaust gases and disturbing local birdlife, particularly those species already endangered by their development?

The Department of Planning and Environment has extended the exhibition period for the proposed helipad to January 20, 2017.

George Aungle, Morisset Park

COMMUNITY 'LOCKED OUT'

I THINK the strip of grass on the heavy rail corridor has hurt business and locked out the Hunter community and people of NSW

Attachment 38

☒ News ☐ Business**Lakes Mail** [\(1\)](#)

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LETTER: Trinity Point marina entry inadequate

Ann-Maree Mabbutt

6 Jan 2017, 3:54 p.m.

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[\(mailto:?subject=LETTER: Trinity Point marina entry inadequate&body=Hi,I found this article - LETTER: Trinity Point marina entry inadequate, and thought you might like it http://www.lakesmail.com.au/story/4389937/letter-trinity-point-marina-entry-inadequate/\)](mailto:?subject=LETTER: Trinity Point marina entry inadequate&body=Hi,I found this article - LETTER: Trinity Point marina entry inadequate, and thought you might like it http://www.lakesmail.com.au/story/4389937/letter-trinity-point-marina-entry-inadequate/)

I HAVE to agree that the Morisset peninsula does lack the appropriate infrastructure into the Trinity Point marina, but I do wish that the Johnson Property Group would place their relentless energies into addressing the marina entry inadequacies, lack of public transport, and dangerous roads, instead of suggesting that a helipad is the only solution.

Mr Johnson will not be living in the area of this helipad, and proposes helicopter flights for tourist purposes only.

As far as a benefit analysis is concerned, tourism alone is not enough to gain approval for this preposterous proposal, as there are too many environmental and community negatives associated.

- Ann-Maree Mabbutt, Bonnells Bay

Attachment 39

Mathew Radnidge

From: Bryan Garland <bryang@johnsonpropertygroup.com.au>
Sent: Friday, 13 January 2017 1:41 PM
To: kbraggy@gmail.com
Subject: Trinity Point Helipad

Dear Mr Bragg,

Thank you for your feedback on our Trinity Point helipad webpage. Firstly, please accept my apologies for the delay in responding to you. We had technical issues with our feedback form and I have only just now been notified of your email.

Whilst the size of the helipad that we are proposing is for 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. We definitely would not stop them from landing at Trinity Point if they need to.

We will include your feedback in our response to the Department of Planning & Environment for their assessment.

Thank you once again for your comments.

Many thanks
Bryan Garland

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



2016-11-22 04:29:14, Keith Raymond Bragg, kbraggy@gmail.com, I note that the helicopters that are permitted to use the proposed helipad are not ones that are part of the Westpac rescue helicopter service, what good does this helipad do for the local community if it can not be utilised by such a vital community service. Could not the helipad be designed just a little larger to accomodate this service?
Regards Keith Bragg.

Attachment 40

Mathew Radnidge

From: Bryan Garland <bryang@johnsonpropertygroup.com.au>
Sent: Friday, 13 January 2017 1:42 PM
To: Mathew Radnidge
Subject: FW: Trinity Point Helipad

FYI

From: Phyllis Chestnut [<mailto:phyllischestnut@gmail.com>]
Sent: Friday, 13 January 2017 1:39 PM
To: Bryan Garland <bryang@johnsonpropertygroup.com.au>
Subject: Re: Trinity Point Helipad

Thank you for the update.

On Fri, 13 Jan 2017 1:33 pm Bryan Garland <bryang@johnsonpropertygroup.com.au> wrote:

Dear Mrs Chestnut

Thank you for your feedback on our Trinity Point helipad webpage. Firstly, please accept my apologies for the delay in responding to you. We had technical issues with our feedback form and I have only just now been notified of your email.

The proposed helipad is limited in use to a maximum of 4 landings per day but no more than 19 landings per week. We are prohibiting joyflights and will not be operating at night time. This will all be conditioned and monitored via government regulatory authorities.

The flightpaths proposed in our application are predominately over water landing from and departing to the south. We did test, and have proposed as an alternative, a flightpath to the north that generally goes over the location Bonnells Bay Shopping Centre. Your retirement village is approximately 3km due west of the Shopping Centre. With the predominant flights to / from the south, and with the northern alternative, the retirement unlikely to be affected by the operation of this proposal.

We will include your feedback in our response to the Department of Planning & Environment for their assessment.

Thank you once again for your comments.

Many thanks

Bryan Garland

Bryan Garland

Planning Director
Johnson Property Group

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




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2016-12-04 22:00:01, Phyllis Chestnut, phyllischestnut@gmail.com, I live in the Bay Village Estate retirement village. I most certainly do not want to listen to helicopters flying around with their loud engine noise all day every day. This is a small peaceful town which is one of the reasons I live here. I don't want the big city people coming here to spoil it. You say this will bring jobs and enhance our town I disagree this is all about big profit and destroying anything that gets in the way. It's bad enough all of us who live in the village are now and it will get much worse finding it extremely hard to safely drive across the road to get to town, now you want us to listen to helicopters all day. You say there are restrictions on the flights, in my experience once the helipad is allowed anything goes. These are my reasons for objecting to this proposal. Thank you for taking the time to read this I know it will make no difference, but I had to try.
Phyllis Chestnut

Attachment 41

Mathew Radnidge

From: Bryan Garland <bryang@johnsonpropertygroup.com.au>
Sent: Friday, 13 January 2017 1:19 PM
To: richardsewell44@hotmail.com
Subject: Trinity Point Helipad Proposal
Attachments: Appendix E - Acoustic Assessment.pdf; Pages from Environmental Assessment Report.pdf

Dear Mr Sewell

Thank you for your feedback on our Trinity Point helipad webpage. Firstly, please accept my apologies for the delay in responding to you. We had technical issues with our feedback form and I have only just now been notified of your email.

I provide the following answers to your questions:

1. The professionalism of the pilots who will be operating these helicopters and their knowledge of ANR and ANO's? **Pilots will be experienced operators that have commercial pilot licences. Our proposal prohibits helicopter types that are not commonly used by inexperienced pilots. We also prohibit joyflights. We propose a prior permission protocol that must be adhered to and if pilots don't comply then they will not be welcome back.**
2. The noise factor of helicopters? **Site specific noise testing was conducted in March 2016 to determine the noise impact of a design helicopter at the proposed location of the helipad. These noise results were then analysed and assessed against other helicopter types which are the ones that we propose in our application. The results of the noise testing and assessment concludes that the noise generated by this proposal in this location is below the noise criteria set by the Government for this type of proposal. A full noise report has been prepared and is currently on exhibition. For your convenience, I have attached to this email the noise report that is on public exhibition.**
3. Where they will operate to and from and the route to be taken? **We expect that the majority of the flights will arrive from / depart to the south and have therefore nominated our preferred flight paths over water to the south (also reflecting fly neighbourly principles). We have also nominated a northern flight path but only as an alternative. 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 does cater for S/SE, however, 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. For your convenience, I have extracted a page from the exhibited material that illustrates proposed flight paths and have attached it to this email.**
4. Also the height of operation? **The operation commences when the aircraft descends from 1000ft on approach to landing at the helipad and, vice versa, concludes when the aircraft ascends on take-off to 1000ft.**
5. Has this situation been scrutinized by all the people on the Central Coast at an open forum? **In the week of 21 November 2016, I 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, Bonnell's Bay, Brightwaters, Mirrabooka, Morisset Park, Silverwater, Sunshine, Windermere Park and Yarrawonga Park. The Department of Planning have placed public notices advising residents of this application, and we separately have published notices in local papers.**
6. The danger of helicopters failing is 5 times more than a fixed wing aircraft. **Noted. I'm not sure where you obtained your statistics, but we have been advised by our aviation safety advisors that the likelihood of**

helicopters failing is more likely to occur close to take-off or landing. In this case any likelihood of failure would be over water.

Thank you for your questions and I hope these answers have helped.

Many thanks
Bryan Garland

Bryan Garland

Planning Director
Johnson Property Group

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



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2016-12-13 22:48:57, RICHARD SEWELL, richardsewell44@hotmail.com, As I have experienced dangerous helicopter flying behaviour over my property my concerns are:

The professionalism of the pilots who will be operating these helicopters and their knowledge of ANR and ANO's?

The noise factor of helicopters?

Where they will operate to and from and the route to be taken? Also the height of operation?

Has this situation been scrutinized by all the people on the Central Coast at an open forum?

The danger of helicopters failing is 5 times more than a fixed wing aircraft.

I have video available for you to view of the dangerous, low helicopter flying over my property.

Attachment 42

Mathew Radnidge

From: Bryan Garland <bryang@johnsonpropertygroup.com.au>
Sent: Tuesday, 24 January 2017 4:08 PM
To: Sandra Hutton; Craig Marler; Mathew Radnidge; Ellen Davis Meehan
Subject: Lakes Mail Letter to Editor

Not all choppers the same

I FOUND it very disturbing reading the letters concerning the Trinity Point helicopter noise problem.

It is all very well to waffle on about this, but I could not see any numerical parameters listed.

I worked in the aircraft industry for over 40 years. If these experts were to give a set of parameters for the public to digest, then the public could reach a consensus.

Remember, not all helicopters have the same noise factor. If these experts were to measure the decibels for the main choppers that would be operating to and from Trinity Point, they could publish the minimum and maximum decibel readings and ensure that they conformed to enviromental and health concerns.

For instance, they could tell us the limits were, say a minimum 50 decibels or less, and a maximum of 75 decibels, remembering that 85 decibels and over can affect health and hearing, especially over long periods of time.

- J.Barr, Balcolyn

Bryan Garland

Planning Director
Johnson Property Group

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



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Attachment 43

Council and the helipad

The NSW Department of Planning (DOP) received about 495 submissions from the local community opposing Johnson Property Group's (JPG) helipad application for Trinity Point.

Of interest is the Lake Macquarie Council (LMCC) submission stating, in part: "Council raises no objections to the helipad from a flora and fauna impact perspective"; and "...the proposed helipad would provide additional recreational, private use of the waterway and therefore reflect an economic asset...".

Also included in LMCC's submission is an attachment for the recommended operations of the helipad. By blatant absence in this submission are the requirements under Air Services Australia principles to "use an area which has been previously exposed to aircraft noise rather than a newly exposed area".

In its submission, the NSW Office of Environment and Heritage (OEH) says, in part, "...the environmental assessment report (submitted by JPG) does not meet the threatened species requirement".

As for a statement from LMCC stating the helipad provides an economic asset, this is far from the truth as JPG has stated no additional jobs would be created.

So, where are the councillors who lobbied for our vote just four months ago, and who said they would fight to stop the over-development of Trinity Point?

It seems that we are being sold out by LMCC and the councillors who we trusted to keep their word.

- Irene Bates, Brightwaters

Crew and passenger safety

SEVERAL representations have been made regarding the proposed helipad at Trinity Point. Most have been valid, but there has been no reference to the safety of helicopter crews and passengers.

Having flown both fixed and rotary winged aircraft for the military, I proffer for consideration the following.-

(1) Aircraft flying over the lake area have the advantage of height and consequently the opportunity to select the most favourable area in which to execute a forced landing – in particular the shallow waters on the edge of the lake. In the case of helicopters, a trained pilot should be able to safely auto-rotate onto a small area such as a vacant residential lot.

(2) Notwithstanding the above, helicopters are most vulnerable during take off and the approach to landing. In the event of a serious malfunction, and with little height for manoeuvring, the pilot will have three options – into the marina, the lake, or a densely populated residential area.

(3) In light of the above, the siting of this helipad could hardly be worse and, furthermore, is not suitably located for the emergency evacuation of casualties, as some have suggested.

Pity the patients, but more so the paramedics with a carry of 200 metres from the ambulance drop-off to the helicopter pick-up – totally exposed to the prevailing weather.

- Philip Calvert, Morisset Park

Attachment 44

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July 17 2017 - 12:05PM

Johnson Property Group tasks JLL to list joint venture | photos

-

Anna Wolf

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w RIGHT FIT: Keith Johnson.

An advertisement listing a joint venture opportunity for part of the Trinity Point development raised concerns that financiers for the multi-million-dollar resort and apartment complex may have lost interest or that the developers, Johnson Property Group, were considering other ideas.

But according to Keith Johnson, the man behind the \$388-million Morisset Park development, that couldn't be further from the truth.

"It's taken me 10 years to get all the approvals for this – to think we're walking away from this is just a joke," he said.

Commercial real estate multinational JLL has been tasked with listing the potential partnership, as reported in the *Newcastle Herald's* Domain property section on Saturday. Included is a masterplan-approved precinct that features a 188-berth marina, 65-room Pullman hotel, day spa, gym, restaurant, function centre and 250 luxury apartments.

Mr Johnson wouldn't be drawn on specifics but said significant interest had been shown from international investors. The 196 subdivision lots and 20 terrace homes that are also planned for the community are still being sold by the Johnson Property Group. Ten prime lots were released on Sunday, fetching upwards of \$1.5 million each.

Morisset Park and District Action Group president Tom Dumbrell had concerns that funds for the project could be drying up – labelling it “a pipe dream”.

“[Mr Johnson] was previously saying he had financiers in place and they’ve clearly lost interest,” he said.

“It all seems to hinge on the helipad and the proposal for the helipad has been with the [NSW Department of Planning and Environment] for some months now.”



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w Pictures: Trinity Point

A look at Trinity Point Lake Macquarie

Mr Johnson said that the helipad was necessary to ensure genuine “five-star luxury” and provide a link to the international airport, vineyards and Sydney but added that it was always the plan to enter into a partnership with “someone who could bring expertise to the table”.

“I will never own less than 50 per cent of [the marina complex],” he said. “I don’t know about hotels and function centres, so having someone invest in it that has that expertise was always the plan.”

He confirmed that upscale international hotel brand Pullman would still operate the hotel. Mr Dumbrell said all assurances aside, he still held many concerns – one being the marina’s size.

“It has a huge marina - 188 berths, we find it hard to believe they will fill more than 70 of the 188 berths,” Mr Dumbrell said.

Though, according to Mr Johnson, the marina may not meet demand: “Our demand studies showed the need for Lake Macquarie [berths] was 600. We applied for 308 and we got 188 approved.”

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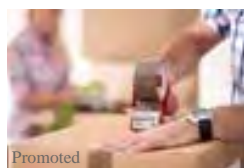
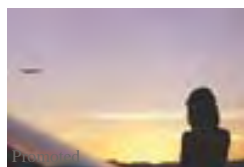
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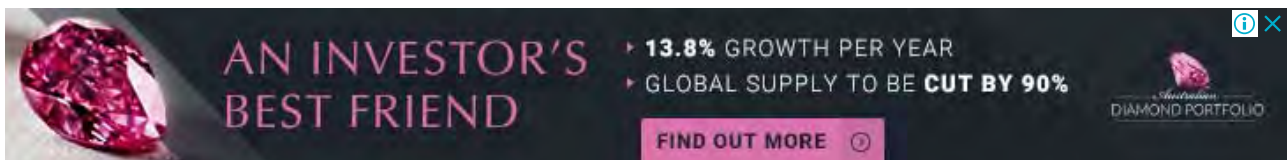
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November 27 2017 - 9:14AM

Letters to the editor

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w PAINT JOB: A section of the volunteers who helped to give the Toronto Meals on Wheels headquarters a makeover as part of the City Serve initiative. Picture: Supplied

Legendary City Serve

A HUGE thank you to City Serve and its volunteers who recently spent a very intense half-day painting our Toronto Meals on Wheels building.

We were overjoyed to see volunteering operating locally at a monumental level: 32 volunteers; two or three coats of paint; two colours; painted, fed and finished by 12.30pm. City Serve you are legendary!

Lake Macquarie City Council facilitated the arrangements, so a big thank you to them, and more volunteers from Meals on Wheels arrived on site to feed everyone.

We were one very great place to be on that morning, and now Meals on Wheels, Toronto and Morisset, are again open for business feeding as many west Lake Macquarie residents as we can. Give us a ring on 4959 2929.

- Jane Smith, Meals on Wheels, Toronto and Morisset

Choppers still hovering

THE community could be lulled into thinking that Johnson Property Group's (JPG) helipad application lodged with the NSW Department of Planning and Environment (DPE) in November 2016 has gone away, as it is more than 11 months since the community lodged over 400 objections to this helicopter modification.

The state government is still waiting for the developer to respond to the community's objections. When this happens the community will be informed and given just 14 days for their response.

All of the developer's helicopter and aviation operation applications still remain active. Lake Macquarie City Council (LMCC) accepted JPG's development application 3.5 years ago and recommends a menu of helicopter operations for this application.

The community is outraged by local government representatives who stated in their pre-election campaign "We will stop the over development of Trinity Point!" Yet, less than 12 weeks after their election LMCC submitted a signed document to the DPE supporting the helipad.

After contacting the mayor and Ward 3 councillors I was told "Councillors do not have an assessment or decision-making role in this process."

So who approved the letter from LMCC to the DEP on December 16, 2016, supporting the helicopter operating conditions?

Over 7000 Morisset Peninsula residents are affected by the social impact from this helipad application.

- Irene Bates, Brightwaters

Slow going on trains

I TOTALLY agree with Stephen Dewar of Toronto ("Trial is off the rails", *Lakes Mail*, November 23, 2017). I have been commuting from Morisset to Sydney now for over five years. The so-called express (or flyer) services stop at too many Sydney suburban stations. They have their own regular services and we should not be stopping there.

Having said that, it probably would not make any difference anyway due to the congested train tracks. We are often stuck outside of Central in the morning waiting to pull in, and on the way home we stop often before coming in to Hornsby.

- Janet Ackland, Arcadia Vale

Hold the street party

I WAS about to organise a street party celebrating council finally poisoning off our lantana plantation along the roadway. But the lantana was just thirsty, and is growing back strongly after rain. Maybe they should rename our street Lantana Plantation Drive as there is no footpath, kerb and guttering, or sewer connection. But we do have a faulty NBN which meant we had no phone for two months because a Telstra pit has been uncovered for years and no technician was prepared to clear the lantana encasing it. Considering our council rates are far above average, is it asking too much to clear the lantana, provide a safe roadside walking path, and help get my phone working again? Or am I simply on the wrong side of the lake?

- Carl Stevenson, Dora Creek

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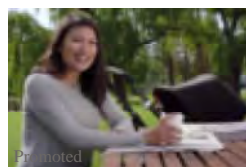
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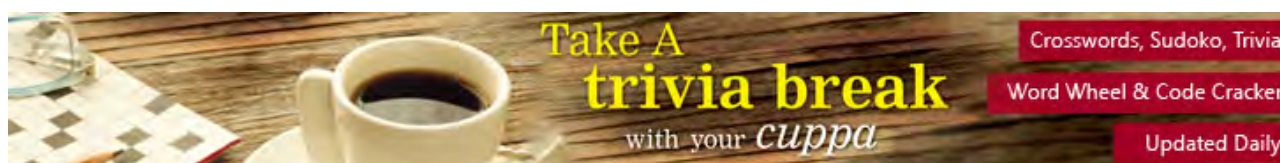
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March 6 2018 - 10:03AM

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w HISTORY: Alec Howard, of Friends of Rathmines, is seeking previously untold stories, anecdotes and recollections of life at the former RAAF base. Picture: David Stewart

Respecting Rathmines

THE former RAAF flying boat base at Rathmines is to be rebirthed as Lake Macquarie City Council develops a Rathmines Conservation Management Plan which will determine what happens at the site.

Our group, Friends of Rathmines, simply proposes something that provides genuine recognition and respect for the past, and the people and activities that occurred at the base in war time.

Today, most past serving members from Rathmines, both men and women, have moved on. But I would hope that there are some surviving members, and their relatives who might hold stories and memories of the RAAF base that have not yet been revealed.

Those stories would add substance to any tribute to occur at the site.

Stories of rescue, of people missing in action. Stories of loss and survival. Stories of life on the RAAF base. Stories involving air crews, ground staff, POWs... they need to be known.

Our group needs to hear those stories, and not simply be referred to a book reference. We want to hear those personal stories, and if you can provide names and photographs, even better. Pictures will be returned.

This is a project of national significance. If you have something to contribute please send your suggestions and submissions to me: Alec N Howard, Friends of Rathmines Inc, 19 Oakwood Road, Rathmines, Balmoral NSW 2283.

- Alec Howard, Friends of Rathmines

Meet helicopter half way

HAVING presented various positive uses for a helicopter service at Trinity Point, I can understand people's concerns regarding flight paths and noise because these issues were tested as a compulsory part of the council approval process, even though the test conditions were hardly likely to ever occur in real life.

I reckon that rather than being completely negative about the helicopter, because it's going to happen regardless, ensure flight path restrictions are regulated so that helicopters approach and leave only over the water, with no-go flying times registered and enforced, except in cases of medical emergencies.

If noise was to be a nuisance, I believe the actual marina residents and holiday makers would be more concerned than local residents. For this reason alone common sense says helicopter noise and inconvenience would be kept to a bare minimum.

It's often said you can't choose your neighbors, or tell them what to do. But rather than be negative over trivial matters, it's a lot easier to talk to them, and meet them half way, rather than achieving nothing.

- Carl Stevenson, Dora Creek

Rotary milestone

ON Friday, February 23, Rotary in our region celebrated our 113th birthday. That's right, Rotary has been serving the global community for 113 years. This is a remarkable achievement and credit must be given to the millions of Rotarians worldwide who have dedicated their time and energy to making a difference to humanity.

I may be biased, but I think Rotarians in our area must be the hardest working volunteers in our large Rotary family. From helping our local students to improve their literacy and numeracy skills, to building communities, providing clean water and good sanitation across south-east Asia, our local Rotarians are committed to making our world a better place to live.

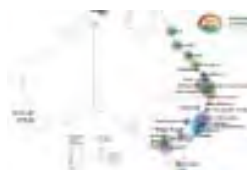
If you want to help celebrate our birthday, then a perfect gift would be to consider joining our Rotary family. With clubs located right across our region (some towns even have two), there are plenty of like-minded people in your neighbourhood who want to ensure everyone – locally, nationally or internationally – has the opportunity to live a safe, healthy and fulfilling life.

Now is your chance to join the campaign. To register your interest, please email publicrelations@rotary9670.org.au

- Helen Ryan, District 9670 Governor

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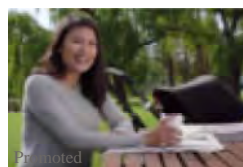
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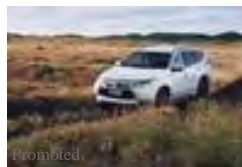
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March 19 2018 - 2:23PM

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w PATRIOTISM: Alec Howard, president of Friends of Rathmines, pictured with models of a Catalina and the HMAS Perth, at Rathmines. Picture: Peter Stoop

Question of priorities

I APPLAUD the funding grants for local projects and events often featured in the *Lakes Mail*, however I am astounded and disgusted by the lack of support and patriotism shown when the the former Rathmines RAAF base is mentioned.

During the years from 1939 to 1945, our army, navy and air force had personnel attend the Rathmines RAAF base – not all who were stationed there were to fly or crew the Catalina flying boats.

Lake Macquarie City Council avoids spending in recognition of those personnel, and recognition on the western side of the park continues to simply be ignored.

Council spends thousands of dollars to upgrade other parts of the city, and in Sydney they're talking about spending millions on new sporting arenas. Surely honouring those responsible for the defence of our nation merits more consideration and respect from councils and government.

- Alec Howard, Friends of Rathmines

Where's the timetable?

THERE has been [a lot written](#) in the *Lakes Mail* and other newspapers lately regarding the privatised Newcastle and Lake Macquarie bus service.

Previously, timetables were available at Charlestown Square and Glendale Shopping Centre, but this is no longer the case. The private operator, Keolis Downer, maintain that timetables are available at shopping centres, newsagents and libraries.

I have contacted several local shopping centres, as well as newsagents at Warners Bay, Cardiff, Swansea and New Lambton, and not one of them has timetables.

The libraries told me they don't have any either, but the public can use their internet services to look up the timetables. Surely if Keolis Downer want people to use the bus services, timetables should be readily available. The whole privatisation exercise appears to be in need of an overhaul as [people are not happy](#) the way it is.

- Ian King, Warners Bay

Son escaped serious injury

WHEN is something going to be done about the section of Wilton Road outside the Awaba train station? Yes, I am talking about the 90-degree bend in the road to the left when coming from Toronto.

My son was nearly killed there this week when, driving in the dark, he missed the bend, went down the grass embankment, rolled several times and came to rest on his roof, in the bushes. The car was a write-off, and the emergency services personnel could not believe my son escaped with only a few scratches. One of the emergency services personnel said he had been out to this site at least a dozen times to accidents.

It would seem safety improvements should be considered there, starting with the lines on the road, and signs warning of the bend.

Also, a big thank you to the local residents who came to help my son, and to the emergency services personnel who were so quick to the scene.

- Walter Tuxford, Toronto

Helicopter dangers

I REFER to Carl Stevenson's letter ("[Meet helicopter half way](#)", *Lakes Mail*, March 8) regarding a proposed helipad at the Trinity Point marina about which he states "it's going to happen regardless". As we are not in a communist country (yet), I believe that the people still have a say in development proposals that will affect them. He may recall that of the 361 written submissions to the JPG concept plan, there were 337 opposing it – that is some 93 per cent. Helicopters can "windmill" to a forced landing on firm ground but as was demonstrated in New York's East River on Tuesday, March 13, when they hit water they invert and sink very quickly because of their heavy top-mounted engines. In that incident all five passengers lost their lives. Do we want these noisy, potentially dangerous machines operating over our suburbs?

- George Aungle, Morisset

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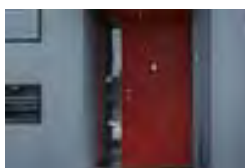
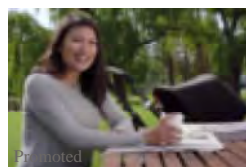
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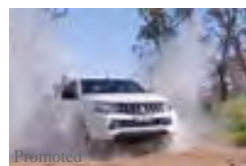
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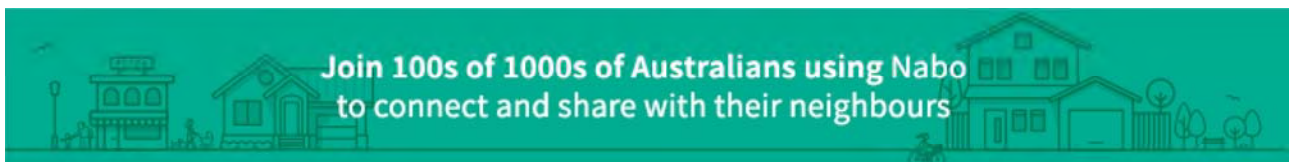
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Attachment 48

From: Bryan Garland <bryang@johnsonpropertygroup.com.au>
Date: 27 March 2018 at 3:39:44 pm AEDT
To: Anthony Witherdin <Anthony.Witherdin@planning.nsw.gov.au>
Subject: Trinity Point Helipad Update

Hi Anthony

Hope you are well. Sorry I missed you at the recent site inspection but I am sure Keith and Sandra here helpful to you.

We are progressing with the Response to Submissions and I expect it will be with you on 1 May 2018. We will arrange to meet with you mid-late April to walk you through a draft as previously promised.

I also want to let you know that we are about to progress the preparation of the Helipad EIS to lodge with Council. We are going to re-consult with the state agencies (as required by the EIS SEARs) and just wanted to keep you in the loop in case you field any enquiries.

I have let Chris Dwyer from Lake Macquarie Council know about our EIS preparation as well.

Many thanks
Bryan

Bryan Garland
Development Director
Johnson Property Group
M 0408 991 888 | E bryang@johnsonpropertygroup.com.au

Attachment 49

Mathew Radnidge

From: MCKAY Sonia <Sonia.McKay@rms.nsw.gov.au>
Sent: Thursday, 29 March 2018 5:50 PM
To: Mathew Radnidge; Development hunter; RYAN Bret L
Cc: Bryan Garland; Sandra Hutton
Subject: RE: 37429(4) - Trinity Point Morisset Park, Helipad - Invitation for Comment on Proposal

Thanks Mat.

We will review and provide comment by 16 April.

Kind regards

Sonia

Sonia McKay
Principal Manager North
Operations and Compliance | Maritime
M 0417 299 705
www.rms.nsw.gov.au
Every journey matters

Roads and Maritime Services

From: Mathew Radnidge [mailto:mathewr@adwjohnson.com.au]
Sent: Thursday, 29 March 2018 5:34 PM
To: Development hunter; RYAN Bret L; MCKAY Sonia
Cc: Bryan Garland; Sandra Hutton
Subject: 37429(4) - Trinity Point Morisset Park, Helipad - Invitation for Comment on Proposal

To Whom it May Concern,

I refer to the below email where Martin Jenkins from your department previously made comment in relation to Johnson Property Group's (JPG) proposed limited use helipad as a component of the Part 3A Concept Plan approved Trinity Point Marina and Mixed Use development at Morisset Park (Lake Macquarie). I also refer to the attached commentary that was received from Bret Ryan on 26 May 2016.

Since the time of the below consultation, in November 2016 JPG lodged a Section 75W modification application (known as MOD 3) with the NSW Department of Planning & Environment (DPE) proposing the addition of the helipad to the Part 3A Concept Plan. Assessment of this application is ongoing.

Separate to the s75W application process, JPG are also required to obtain development consent from Lake Macquarie City Council under Part 4 of the Environmental Planning & Assessment Act 1979 for the construction and operation of the proposed helipad. The proposal triggers the provisions for Designated Development and JPG have separately obtained Secretary's Environmental Assessment Requirements (SEARs) for preparation of an Environmental Impact Statement (EIS) for this application, which are attached FYI. The SEARs direct JPG to consult with your department.

Please be advised that all elements of the proposal remain exactly the same as when your department previously made comment. I have attached a copy of the plans for your information.

Please accept this email as an invitation to provide any additional commentary for consideration in the EIS.

It would be appreciated if JPG could receive your comments by Monday 16 April 2018.

Please do not hesitate to contact myself or Bryan Garland should you wish to discuss.

Regards,

Mat Radnidge

SENIOR TOWN PLANNER



Hunter Office

7/335 Hillsborough Road,

Warners Bay NSW 2282

Email : mathewr@adwjohnson.com.au

Website: www.adwjohnson.com.au

Ph: 02 49785 100

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From: JENKINS Marty W [<mailto:Marty.JENKINS@rms.nsw.gov.au>]

Sent: Monday, 2 May 2016 2:18 PM

To: Mathew Radnidge

Subject: Trinity Point - Helipad

Mathew

I refer to your email dated 12 April 2016 regarding preparation of an EIS for a helipad proposed at the Trinity Point development. I apologise for the delay in responding.

Roads and Maritime understands that your email relates specifically to any issues Roads and Maritime consider should be addressed in the EIS regarding the proposed helipad.

Hunter Land Use has no issues as it is considered the helipad would have no impact on the classified road network. However, as the location of the helipad is on the water (Bardens Bay) your email has been forwarded to *Boating Operations North* (Sonia McKay) for their consideration.

I understand they will reply directly to ADW Johnson.

If you require any further information please contact Hunter Land Use on (02) 4924 0688 or email development.hunter@rms.nsw.gov.au

regards

Martin Jenkins

Development Assessment Officer

Land Use Development | Hunter Region

T 02 4924 0267 F 02 4924 0342

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Roads and Maritime Services
59 Darby St Newcastle NSW 2300



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From: Mathew Radnidge
Sent: Tuesday, 12 April 2016 1:43 PM
To: Marty.JENKINS@rms.nsw.gov.au; development.hunter@rms.nsw.gov.au
Cc: Bryan Garland; Sandra Hutton
Subject: 37429(4) - Trinity Point Morisset Park, Helipad - Invitation for Comment on Proposal

Hi Marty,

Johnson Property Group (JPG) are currently progressing the preparation of an Environmental Impact Statement for a helipad as a component of the Part 3A Approved Trinity Point Marina and Mixed Use Development at Morisset Park (Lake Macquarie). The helipad will be integrated into the marina and be located on the water in Bardens Bay.

Over the past two weeks critical acoustic testing has been undertaken by JPG and the results of this testing are currently being analysed. This has included testing of two alternate helipad locations and multiple flight path options as shown on the attached plan. Once the results are properly analysed, this will determine the proposed helipad location, the recommended flight paths and the frequency of helicopter movements that will be applied for.

The Trinity Point Marina and Mixed Use development was approved via the NSW Department of Planning & Environment's Part 3A Concept Approval (MP 06_0309).

A Section 75W modification application relating to the Part 3A Concept Plan is currently before the NSW Department of Planning & Environment (Modification 3), seeking the addition of this helipad. The Department have advised their Environmental Assessment Requirements for the Section 75W application (see attached). In addition to the Concept Plan modification, development approval is required to be obtained under Part 4 of the Environmental Planning & Assessment Act 1979. The proposal will trigger the provisions for Designated Development and JPG have separately obtained the Secretary's Environmental Assessment Requirements for this application (see attached).

It is intended that the assessment of this Development Application will run in parallel to the separate Section 75W modification to amend the Concept Plan Approval.

As a requirement of the NSW Department of Planning & Environment, JPG are required to consult with Roads & Maritime Services to identify any issues / comments your department may want addressed in the combined EIS / Part 3A report.

It would be appreciated if you could advise of any matters you would like addressed as part of the EIS. It would be appreciated if JPG could receive your comments within two weeks of the date of this email.

Please note that should you wish, JPG would be willing to meet with you to discuss the proposal from the week commencing 2 May 2016.

Please do not hesitate to contact me should you wish to discuss.

Regards,

Mat Radnidge
Town Planner

ADW Johnson – Hunter Office

7/335 Hillsborough Road
WARNERS BAY NSW 2282

Ph: 4978 5100

Email: mathewr@adwjohnson.com.au

Web: www.adwjohnson.com.au



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Mathew Radnidge

From: Steven Cox <Steven.Cox@environment.nsw.gov.au>
Sent: Friday, 30 March 2018 4:33 PM
To: Mathew Radnidge
Subject: Re: 37429(4) - Trinity Point Morisset Park, Helipad - Invitation for Comment on Proposal

Hi Mat,

Our SEARs outline our requirements for the designated development. We have no further comments on the requirements for the preparation of the EIS.

Regards
Steven

Steven Cox
Senior Team Leader – Planning
Hunter Central Coast Branch
Regional Operations Division
Office of Environment and Heritage
26 Honeysuckle Drive Newcastle NSW 2300
Locked Bag 1002 Dangar NSW 2309
Ph: 02 4927 3140
Mob: 0472 800 088
W: www.environment.nsw.gov.au

On 29 Mar 2018, at 5:37 pm, Mathew Radnidge <mathewr@adwjohanson.com.au> wrote:

Hi Steven,

I refer to the below email where your department previously made comment in relation to Johnson Property Group's (JPG) proposed limited use helipad as a component of the Part 3A Concept Plan approved Trinity Point Marina and Mixed Use development at Morisset Park (Lake Macquarie).

Since the time of the below consultation, in November 2016 JPG lodged a Section 75W modification application (known as MOD 3) with the NSW Department of Planning & Environment (DPE) proposing the addition of the helipad to the Part 3A Concept Plan. Assessment of this application is ongoing. I note that your department has made comment in relation to this application and JPG's ecologist, Matt Doherty of MJD Environmental is in the process of preparing a revised Ecological Assessment to respond to OEH's commentary.

Separate to the s75W application process, JPG are also required to obtain development consent from Lake Macquarie City Council under Part 4 of the Environmental Planning & Assessment Act 1979 for the construction and operation of the proposed helipad. The proposal triggers the provisions for Designated Development and JPG have separately obtained Secretary's Environmental Assessment Requirements (SEARs) for preparation of an Environmental Impact Statement (EIS) for this application, which are attached FYI. The SEARs direct JPG to consult with your department.

Please be advised that all elements of the proposal remain exactly the same as when your department previously made comment. I have attached a copy of the plans for your information.

Please accept this email as an invitation to provide any additional commentary for consideration in the EIS.

It would be appreciated if JPG could receive your comments by Monday 16 April 2018.

Please do not hesitate to contact myself or Bryan Garland should you wish to discuss.

Regards,

Mat Radnidge
SENIOR TOWN PLANNER



Hunter Office
7/335 Hillsborough Road,
Warners Bay NSW 2282
Email : mathewr@adwjohnson.com.au
Website: www.adwjohnson.com.au
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From: Richard Bath [<mailto:Richard.Bath@environment.nsw.gov.au>]
Sent: Wednesday, 13 April 2016 9:46 AM
To: Mathew Radnidge <mathewr@adwjohnson.com.au>
Cc: Bryan Garland <bryang@johnsonpropertygroup.com.au>; Sandra Hutton <sandrah@adwjohnson.com.au>; Ziggy Andersons <Ziggy.Andersons@environment.nsw.gov.au>
Subject: RE: 37429(4) - Trinity Point Morisset Park, Helipad - Invitation for Comment on Proposal

Hi Mathew

OEH has no additional issues or comments in regard to this proposal.

Regards

Richard Bath
Senior Team Leader Planning
Hunter Central Coast Region
Regional Operations Group
Office of Environment and Heritage
Locked Bag 1002 Dangar NSW 2309
(Level 4/26 Honeysuckle Drive Newcastle)
T: 4927 3152
M: 0408 266 986
W: www.environment.nsw.gov.au

From: Mathew Radnidge [<mailto:mathewr@adwjohnson.com.au>]
Sent: Tuesday, 12 April 2016 11:28 AM
To: Richard Bath
Cc: Bryan Garland; Sandra Hutton
Subject: 37429(4) - Trinity Point Morisset Park, Helipad - Invitation for Comment on Proposal

Hi Richard,

JPG are currently progressing the preparation of an Environmental Impact Statement for a helipad as a component of the Part 3A Approved Trinity Point Marina and Mixed Use Development at Morisset Park (Lake Macquarie). The helipad will be integrated into the marina and be located on the water in Bardens Bay.

Over the past two weeks critical acoustic testing has been undertaken by JPG and the results of this testing are currently being analysed. This has included testing of two alternate helipad locations and multiple flight path options as shown on the attached plan. Once the results are properly analysed, this will determine the proposed helipad location, the recommended flight paths and the frequency of helicopter movements that will be applied for.

The Trinity Point Marina and Mixed Use development was approved via the NSW Department of Planning & Environment's Part 3A Concept Approval (MP 06_0309).

A Section 75W modification application relating to the Part 3A Concept Plan is currently before the NSW Department of Planning & Environment (Modification 3), seeking the addition of this helipad. The Department have advised their Environmental Assessment Requirements for the Section 75W application (see attached). In addition to the Concept Plan modification, development approval is required to be obtained under Part 4 of the Environmental Planning & Assessment Act 1979. The proposal will trigger the provisions for Designated Development and JPG have separately obtained the Secretary's Environmental Assessment Requirements for this application (see attached).

It is intended that the assessment of this Development Application will run in parallel to the separate Section 75W modification to amend the Concept Plan Approval.

As a requirement of the NSW Department of Planning & Environment, JPG are required to consult with you to identify any issues / comments your department may want addressed in the combined EIS / Part 3A report.

It would be appreciated if you could advise of any matters you would like addressed as part of the EIS. It would be appreciated if JPG could receive your comments within two weeks of the date of this email.

Please note that should you wish, JPG would be willing to meet with you to discuss the proposal from the week commencing 2 May 2016.

Please do not hesitate to contact me should you wish to discuss.

Regards,

Mat Radnidge
Town Planner

ADW Johnson – Hunter Office

7/335 Hillsborough Road
WARNERS BAY NSW 2282
Ph: 4978 5100

Email: mathewr@adwjohnson.com.au

Web: www.adwjohnson.com.au

<SEARs 846 Helipad EIS July 2016_with agency responses.pdf>

<Final Plans of Proposed Helipad.pdf>

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Any views expressed in this email are those of the individual sender except where the sender expressly and with authority states them to be the views of the NSW Office of Environment and Heritage.

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Attachment 51

Mathew Radnidge

From: Natasha Ryan <Natasha.Ryan@epa.nsw.gov.au>
Sent: Tuesday, 3 April 2018 8:48 AM
To: Mathew Radnidge
Subject: RE: 37429(4) - Trinity Point Morisset Park, Proposed Helipad - Invitation to Comment

Thanks I have allocated it to our Planning Section for any action

Tash

Natasha Ryan

Regional Operations Officer - Hunter

North Branch, NSW Environment Protection Authority

+61 2 49086833

natasha.ryan@epa.nsw.gov.au www.epa.nsw.gov.au ☐@NSW EPA

Report pollution and environmental incidents 131 555 (NSW only) or +61 2 9995 5555



All correspondence must be sent to hunter.region@epa.nsw.gov.au

From: Mathew Radnidge [<mailto:mathewr@adwjohnson.com.au>]
Sent: Thursday, 29 March 2018 5:34 PM
To: Natasha Ryan <Natasha.Ryan@epa.nsw.gov.au>
Cc: Bryan Garland <bryang@johnsonpropertygroup.com.au>; Sandra Hutton <sandrah@adwjohnson.com.au>
Subject: 37429(4) - Trinity Point Morisset Park, Proposed Helipad - Invitation to Comment

Hi Natasha,

I refer to the below emails where your department was previously invited to make comment in relation to Johnson Property Group's (JPG) proposed limited use helipad as a component of the Part 3A Concept Plan approved Trinity Point Marina and Mixed Use development at Morisset Park (Lake Macquarie). You may recall a briefing session at your office with Bryan Garland of JPG and Sandra Hutton of ADW Johnson.

Since the time of the below consultation, in November 2016 JPG lodged a Section 75W modification application (known as MOD 3) with the NSW Department of Planning & Environment (DPE) proposing the addition of the helipad to the Part 3A Concept Plan. Assessment of this application is ongoing.

Separate to the s75W application process, JPG are also required to obtain development consent from Lake Macquarie City Council under Part 4 of the Environmental Planning & Assessment Act 1979 for the construction and operation of the proposed helipad. The proposal triggers the provisions for Designated Development and JPG have separately obtained Secretary's Environmental Assessment Requirements (SEARs) for preparation of an Environmental Impact

Statement (EIS) for this application, which are attached FYI. The SEARs direct JPG to consult with your department.

Please be advised that all elements of the proposal remain exactly the same as when your department was previously briefed. I have attached a copy of the plans for your information.

Please accept this email as an invitation to provide any additional commentary for consideration in the EIS.

It would be appreciated if JPG could receive your comments by Monday 16 April 2018.

Please do not hesitate to contact myself or Bryan Garland should you wish to discuss.

Regards,

Mat Radnidge

SENIOR TOWN PLANNER



Hunter Office

7/335 Hillsborough Road,

Warners Bay NSW 2282

Email : mathewr@adwjohnson.com.au

Website: www.adwjohnson.com.au

Ph: 02 49785 100

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From: Mathew Radnidge

Sent: Tuesday, 12 April 2016 11:40 AM

To: Natasha.Ryan@epa.nsw.gov.au

Cc: Bryan Garland; Sandra Hutton

Subject: 37429(4) - Trinity Point Morisset Park, Helipad - Invitation for Comment on Proposal

Hi Natasha,

I refer to your recent discussion with Bryan Garland of the Johnson Property Group (JPG) and the subsequent meeting scheduled in on 11 May 2016 at your office.

JPG are currently progressing the preparation of an Environmental Impact Statement for a helipad as a component of the Part 3A Approved Trinity Point Marina and Mixed Use Development at Morisset Park (Lake Macquarie). The helipad will be integrated into the marina and be located on the water in Bardens Bay.

Over the past two weeks critical acoustic testing has been undertaken by JPG and the results of this testing are currently being analysed. This has included testing of two alternate helipad locations and multiple flight path options as shown on the attached plan. Once the results are properly analysed, this will determine the proposed helipad location, the recommended flight paths and the frequency of helicopter movements that will be applied for.

The Trinity Point Marina and Mixed Use development was approved via the NSW Department of Planning & Environment's Part 3A Concept Approval (MP 06_0309).

A Section 75W modification application relating to the Part 3A Concept Plan is currently before the NSW Department of Planning & Environment (Modification 3), seeking the addition of this

hellpad. The Department have advised their Environmental Assessment Requirements for the Section 75W application (see attached). In addition to the Concept Plan modification, development approval is required to be obtained under Part 4 of the Environmental Planning & Assessment Act 1979. The proposal will trigger the provisions for Designated Development and JPG have separately obtained the Secretary's Environmental Assessment Requirements for this application (see attached).

It is intended that the assessment of this Development Application will run in parallel to the separate Section 75W modification to amend the Concept Plan Approval.

As a requirement of the NSW Department of Planning & Environment, JPG are required to consult with the NSW EPA to identify any issues / comments your department may want addressed in the combined EIS / Part 3A report.

It would be appreciated if you could advise of any matters you would like addressed as part of the EIS. It would be appreciated if JPG could receive your comments prior to our meeting.

Please do not hesitate to contact me should you wish to discuss.

Regards,

Mat Radnidge
Town Planner

ADW Johnson – Hunter Office

7/335 Hillsborough Road

WARNERS BAY NSW 2282

Ph: 4978 5100

Email: mathewr@adwjohnson.com.au

Web: www.adwjohnson.com.au

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Attachment 52

Mathew Radnidge

From: Mathew Radnidge
Sent: Thursday, 29 March 2018 5:33 PM
To: 'heritage@heritage.nsw.gov.au'
Cc: 'Felicity Barry'; 'Bryan Garland'; Sandra Hutton
Subject: 37429(4) - Trinity Point Morisset Park, Proposed Helipad - Invitation to Comment
Attachments: SEARs 846 Helipad EIS July 2016_with agency responses.pdf; Final Plans of Proposed Helipad.pdf

To Whom it May Concern,

I refer to the below emails where your department was previously invited to make comment in relation to Johnson Property Group's (JPG) proposed limited use helipad as a component of the Part 3A Concept Plan approved Trinity Point Marina and Mixed Use development at Morisset Park (Lake Macquarie).

Since the time of the below consultation, in November 2016 JPG lodged a Section 75W modification application (known as MOD 3) with the NSW Department of Planning & Environment (DPE) proposing the addition of the helipad to the Part 3A Concept Plan. Assessment of this application is ongoing.

Separate to the s75W application process, JPG are also required to obtain development consent from Lake Macquarie City Council under Part 4 of the Environmental Planning & Assessment Act 1979 for the construction and operation of the proposed helipad. The proposal triggers the provisions for Designated Development and JPG have separately obtained Secretary's Environmental Assessment Requirements (SEARs) for preparation of an Environmental Impact Statement (EIS) for this application, which are attached FYI. The SEARs direct JPG to consult with your department.

Please be advised that all elements of the proposal remain exactly the same as when your department was previously invited to make comment. I have attached a copy of the plans for your information.

Please accept this email as an invitation to provide any commentary for consideration in the EIS.

It would be appreciated if JPG could receive your comments by Monday 16 April 2018.

Please do not hesitate to contact myself or Bryan Garland should you wish to discuss.

Regards,

Mat Radnidge
SENIOR TOWN PLANNER



Hunter Office
7/335 Hillsborough Road,
Warners Bay NSW 2282
Email : mathewr@adwjohnson.com.au
Website: www.adwjohnson.com.au
Ph: 02 49785 100

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From: Felicity Barry [<mailto:Felicity.Barry@environment.nsw.gov.au>]
Sent: Friday, 22 April 2016 12:20 PM
To: Mathew Radnidge
Subject: FW: 37429(4) - Trinity Point Morisset Park, Helipad - Invitation for Comment on Proposal

Dear Matthew,

Thank you for this referral, please note however that applications for consideration need to be lodged electronically through heritage@heritage.nsw.gov.au. As you may have noticed I was on leave when you sent this request through and it hasn't been addressed in that time.

I have forwarded this request to our mailbox today to the address above and it will be assigned within the Conservation Team for provision of advice on this matter as you have requested.

Kind regards,
Felicity

Felicity Barry
Senior Archaeologist
Archaeological Heritage - Conservation Section
Heritage Division

A: 3 Marist Place, Parramatta, NSW, 2150
M: Locked Bag 5020, Parramatta, NSW, 2124
E: Felicity.Barry@environment.nsw.gov.au **T:** 9995 6914

Please note that OEH Heritage Division will be moving office on Friday 22 April 2016. As of Tuesday 26 April 2016 our new address will be: **Level 6, 10 Valentine Ave PARRAMATTA NSW 2150**

Please ensure any applications submitted under the *Heritage Act 1977* are emailed directly to:
heritage@heritage.nsw.gov.au

From: Mathew Radnidge [<mailto:mathewr@adwjohnson.com.au>]
Sent: Tuesday, 12 April 2016 11:21 AM
To: Felicity Barry
Cc: Bryan Garland; Sandra Hutton
Subject: 37429(4) - Trinity Point Morisset Park, Helipad - Invitation for Comment on Proposal

Hi Felicity,

I refer to your recent discussion with Bryan Garland of the Johnson Property Group (JPG).

JPG are currently progressing the preparation of an Environmental Impact Statement for a helipad as a component of the Part 3A Approved Trinity Point Marina and Mixed Use Development at Morisset Park (Lake Macquarie). The helipad will be integrated into the marina and be located on the water in Bardens Bay.

Over the past two weeks critical acoustic testing has been undertaken by JPG and the results of this testing are currently being analysed. This has included testing of two alternate helipad locations and multiple flight path options as shown on the attached plan. Once the results are properly analysed, this will determine the proposed helipad location, the recommended flight paths and the frequency of helicopter movements that will be applied for.

The Trinity Point Marina and Mixed Use development was approved via the NSW Department of Planning & Environment's Part 3A Concept Approval (MP 06_0309).

A Section 75W modification application relating to the Part 3A Concept Plan is currently before the NSW Department of Planning & Environment (Modification 3), seeking the addition of this helipad. The Department have advised their Environmental Assessment Requirements for the Section 75W application (see attached). In addition to the Concept Plan modification, development approval is required to be obtained under Part 4 of the Environmental Planning & Assessment Act 1979. The proposal will trigger the provisions for Designated Development and JPG have separately obtained the Secretary's Environmental Assessment Requirements for this application (see attached).

It is intended that the assessment of this Development Application will run in parallel to the separate Section 75W modification to amend the Concept Plan Approval.

As a requirement of the NSW Department of Planning & Environment, JPG are required to consult with you to identify any issues / comments your department may want addressed in the combined EIS / Part 3A report.

It would be appreciated if you could advise of any matters you would like addressed as part of the EIS. It would be appreciated if JPG could receive your comments within two weeks of the date of this email.

Please note that should you wish, JPG would be willing to meet with you to discuss the proposal from the week commencing 2 May 2016.

Please do not hesitate to contact me should you wish to discuss.

Regards,

Mat Radnidge
Town Planner

ADW Johnson – Hunter Office

7/335 Hillsborough Road
WARNERS BAY NSW 2282
Ph: 4978 5100

Email: mathewr@adwjohnson.com.au

Web: www.adwjohnson.com.au

Attachment 53

Mathew Radnidge

From: joneil.calub@dpi.nsw.gov.au on behalf of Water Enquiries
<water.enquiries@dpi.nsw.gov.au>
Sent: Tuesday, 3 April 2018 8:09 AM
To: Mathew Radnidge
Subject: Re: 37429(4) - Trinity Point Morisset Park, Helipad - Invitation for Comment on Proposal

Dear ,

Thank you for your email.

Your request has been forwarded to the relevant local WaterNSW office to respond to you direct.

You should expect a reply shortly.

Regards,

Advisory Services
Water Regulation Officer



Important: As a result of NSW water reforms, many functions previously provided by DPI Water have transferred to WaterNSW, effective 1 July. These functions include customer interactions for licencing, compliance and billing – as well as all in-field services and metering operations. Customers will experience streamlined, more convenient and efficient services. Over the coming months, you will begin to see WaterNSW branded materials for these services.

Level 14, 169 Macquarie Street

PO Box 398
Parramatta NSW 2124

T: 1300 662 077

water.enquiries@dpi.nsw.gov.au
www.waternsw.com.au

On Thu, Mar 29, 2018 at 5:33 PM, Mathew Radnidge <mathewr@adwjohnson.com.au> wrote:

To Whom it May Concern,

I refer to the below email where Rohan Macdonald from your department previously made comment in relation to Johnson Property Group's (JPG) proposed limited use helipad as a component of the Part 3A Concept Plan approved Trinity Point Marina and Mixed Use development at Morisset Park (Lake Macquarie).

Since the time of the below consultation, in November 2016 JPG lodged a Section 75W modification application (known as MOD 3) with the NSW Department of Planning & Environment (DPE) proposing the addition of the helipad to the Part 3A Concept Plan. Assessment of this application is ongoing.

Separate to the s75W application process, JPG are also required to obtain development consent from Lake Macquarie City Council under Part 4 of the Environmental Planning & Assessment Act 1979 for the construction and operation of the proposed helipad. The proposal triggers the provisions for Designated Development and JPG have separately obtained Secretary's Environmental Assessment Requirements (SEARs) for preparation of an Environmental Impact Statement (EIS) for this application, which are attached FYI. The SEARs direct JPG to consult with your department.

Please be advised that all elements of the proposal remain exactly the same as when Rohan previously made comment. I have attached a copy of the plans for your information.

Please accept this email as an invitation to provide any additional commentary for consideration in the EIS.

It would be appreciated if JPG could receive your comments by Monday 16 April 2018.

Please do not hesitate to contact myself or Bryan Garland should you wish to discuss.

Regards,

Mat Radnidge

SENIOR TOWN PLANNER

Hunter Office



7/335 Hillsborough Road,

Warners Bay NSW 2282

Email : mathewr@adwjohnson.com.au

Website: www.adwjohnson.com.au

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From: Rohan Macdonald [mailto:rohan.macdonald@dpi.nsw.gov.au]
Sent: Friday, 29 April 2016 9:30 AM
To: Mathew Radnidge
Subject: Re: FW: 37429(4) - Trinity Point Morisset Park, Helipad - Invitation for Comment on Proposal

Hi Mat,

As discussed DPI Water considers that, for the purposes of the Water Management Act 2000 and Water Act 1912, no approvals or licences are required for the construction and use of the proposed helipad and no further assessment by this agency is necessary.

Feel free to give me a call if you have any questions.

Regards,

Rohan

Rohan Macdonald | Water Regulation Officer

Department of Primary Industries | Water

3/26 Honeysuckle Dr | Newcastle NSW 2300

PO BOX 2213 DANGAR NSW 2309

T: 02 4904 2642

F: 02 4904 2503

E: rohan.macdonald@dpi.nsw.gov.au

W: www.dpi.nsw.gov.au | www.water.nsw.gov.au

From: Mathew Radnidge
Sent: Tuesday, 26 April 2016 9:19 AM
To: Alison Collaros
Cc: rohan.macdonald@water.nsw.gov.au; water.enquiries@dpi.nsw.gov.au
Subject: RE: FW: 37429(4) - Trinity Point Morisset Park, Helipad - Invitation for Comment on Proposal

Thanks Alison.

We look forward to any commentary from Rohan.

Regards,

Mat Radnidge

Town Planner

ADW Johnson – Hunter Office

7/335 Hillsborough Road

WARNERS BAY NSW 2282

Ph: 4978 5100

Email: mathewr@adwjohnson.com.au

Web: www.adwjohnson.com.au

From: Alison Collaros [<mailto:alison.collaros@dpi.nsw.gov.au>]
Sent: Tuesday, 26 April 2016 9:17 AM
To: Mathew Radnidge
Subject: Re: FW: 37429(4) - Trinity Point Morisset Park, Helipad - Invitation for Comment on Proposal

Hi Mat

I can confirm that we received your email dated 12/4/16 and that it has been forwarded to Rohan McDonald for review.

Please note that I have taken on a different position in DPI and am no longer looking after controlled activity approvals. Please send any future enquiries to water.enquiries@dpi.nsw.gov.au.

Kind Regards

Alison Collaros | Principal Policy Officer, Assessments
Planning Policy & Assessment Advice | DPI Strategy & Policy
Locked Bag 1 | Taylors Beach Rd | Nelson Bay | NSW 2315
T: 02 4916 3800 | F: 02 4982 3979 |
E: alison.collaros@dpi.nsw.gov.au | W: www.dpi.nsw.gov.au

On 22 April 2016 at 15:26, Mathew Radnidge <mathewr@adwjohnson.com.au> wrote:

Hi Alison,

I am just touching base with you to confirm receipt of the below email and that you or another person at NSW Office of Water can review.

Regards,

Mat Radnidge

Town Planner

ADW Johnson – Hunter Office

7/335 Hillsborough Road

WARNERS BAY NSW 2282

Ph: 4978 5100

Email: mathewr@adwjohnson.com.au

Web: www.adwjohnson.com.au

From: Mathew Radnidge
Sent: Tuesday, 12 April 2016 12:56 PM
To: 'alison.collaros@dpi.nsw.gov.au'
Cc: 'Bryan Garland'; Sandra Hutton
Subject: 37429(4) - Trinity Point Morisset Park, Helipad - Invitation for Comment on Proposal

Hi Alison,

Johnson Property Group (JPG) are currently progressing the preparation of an Environmental Impact Statement for a helipad as a component of the Part 3A Approved Trinity Point Marina and Mixed Use Development at Morisset Park (Lake Macquarie). The helipad will be integrated into the marina and be located on the water in Bardens Bay.

Over the past two weeks critical acoustic testing has been undertaken by JPG and the results of this testing are currently being analysed. This has included testing of two alternate helipad locations and multiple flight path options as shown on the attached plan. Once the results are properly analysed, this will determine the proposed helipad location, the recommended flight paths and the frequency of helicopter movements that will be applied for.

The Trinity Point Marina and Mixed Use development was approved via the NSW Department of Planning & Environment's Part 3A Concept Approval (MP 06_0309).

A Section 75W modification application relating to the Part 3A Concept Plan is currently before the NSW Department of Planning & Environment (Modification 3), seeking the addition of this helipad. The Department have advised their Environmental Assessment Requirements for the Section 75W application (see attached). In addition to the Concept Plan modification, development approval is required to be obtained under Part 4 of the Environmental Planning & Assessment Act 1979. The proposal will trigger the provisions for Designated Development and JPG have separately obtained the Secretary's Environmental Assessment Requirements for this application (see attached).

It is intended that the assessment of this Development Application will run in parallel to the separate Section 75W modification to amend the Concept Plan Approval.

As a requirement of the NSW Department of Planning & Environment, JPG are required to consult with the NSW Office of Water to identify any issues / comments your department may want addressed in the combined EIS / Part 3A report.

It would be appreciated if you could advise of any matters you would like addressed as part of the EIS. It would be appreciated if JPG could receive your comments within two weeks of the date of this email.

Please note that should you wish, JPG would be willing to meet with you to discuss the proposal from the week commencing 2 May 2016.

Please do not hesitate to contact me should you wish to discuss.

Regards,

Mat Radnidge

Town Planner

ADW Johnson – Hunter Office

7/335 Hillsborough Road

WARNERS BAY NSW 2282

Ph: 4978 5100

Email: mathewr@adwjohnson.com.au

Web: www.adwjohnson.com.au

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Attachment 54

Mathew Radnidge

From: Navigation Advice North <navigationadvicenorth@rms.nsw.gov.au>
Sent: Friday, 13 April 2018 2:01 PM
To: Mathew Radnidge
Cc: Marty.JENKINS@rms.nsw.gov.au; BALDWIN Mike E
Subject: FW: 37429(4) - Trinity Point Morisset Park, Helipad - Invitation for Comment on Proposal
Attachments: 26 RMS Comments 260516.pdf; SEARs 846 Helipad EIS July 2016_with agency responses.pdf; Final Plans of Proposed Helipad.pdf; 25082016 SEARs Trinity Point Helipad - RMS Maritime Comments.pdf

Hello Mathew

Thank you for your email and the opportunity for RMS – Maritime to provide additional commentary for consideration in the EIS.

Please see attached correspondence NSW Maritime provided to Planning and Environment on 25 August 2016 requesting the proponent to address.

If you have any questions please contact Manager Operations Hunter, Mike Baldwin on email navigationadvicenorth@rms.nsw.gov.au

Regards

Summer Tonsen
Project Officer North Area (Wed/Thurs/Fri)
Operations and Compliance | Maritime
T 02 8874 7878 M 0475 962 765
www.rms.nsw.gov.au

Every journey matters

Roads and Maritime Services
8 Cowper Street Carrington NSW 2294
PO Box 653, Newcastle NSW 2300



From: Mathew Radnidge [<mailto:mathewr@adwjohanson.com.au>]
Sent: Thursday, 29 March 2018 5:34 PM
To: Development hunter; RYAN Bret L; MCKAY Sonia
Cc: Bryan Garland; Sandra Hutton
Subject: 37429(4) - Trinity Point Morisset Park, Helipad - Invitation for Comment on Proposal

To Whom it May Concern,

I refer to the below email where Martin Jenkins from your department previously made comment in relation to Johnson Property Group's (JPG) proposed limited use helipad as a component of the Part 3A Concept Plan approved Trinity Point Marina and Mixed Use development at Morisset

Park (Lake Macquarie). I also refer to the attached commentary that was received from Bret Ryan on 26 May 2016.

Since the time of the below consultation, in November 2016 JPG lodged a Section 75W modification application (known as MOD 3) with the NSW Department of Planning & Environment (DPE) proposing the addition of the helipad to the Part 3A Concept Plan. Assessment of this application is ongoing.

Separate to the s75W application process, JPG are also required to obtain development consent from Lake Macquarie City Council under Part 4 of the Environmental Planning & Assessment Act 1979 for the construction and operation of the proposed helipad. The proposal triggers the provisions for Designated Development and JPG have separately obtained Secretary's Environmental Assessment Requirements (SEARs) for preparation of an Environmental Impact Statement (EIS) for this application, which are attached FYI. The SEARs direct JPG to consult with your department.

Please be advised that all elements of the proposal remain exactly the same as when your department previously made comment. I have attached a copy of the plans for your information.

Please accept this email as an invitation to provide any additional commentary for consideration in the EIS.

It would be appreciated if JPG could receive your comments by Monday 16 April 2018.

Please do not hesitate to contact myself or Bryan Garland should you wish to discuss.

Regards,

Mat Radnidge

SENIOR TOWN PLANNER



Hunter Office

7/335 Hillsborough Road,

Warners Bay NSW 2282

Email : mathewr@adwjohnson.com.au

Website: www.adwjohnson.com.au

Ph: 02 49785 100

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From: JENKINS Marty W [<mailto:Marty.JENKINS@rms.nsw.gov.au>]

Sent: Monday, 2 May 2016 2:18 PM

To: Mathew Radnidge

Subject: Trinity Point - Helipad

Mathew

I refer to your email dated 12 April 2016 regarding preparation of an EIS for a helipad proposed at the Trinity Point development. I apologise for the delay in responding.

Roads and Maritime understands that your email relates specifically to any issues Roads and Maritime consider should be addressed in the EIS regarding the proposed helipad.

Hunter Land Use has no issues as it is considered the helipad would have no impact on the classified road network. However, as the location of the helipad is on the water (Bardens Bay) your email has been forwarded to *Boating Operations North* (Sonia McKay) for their consideration.

I understand they will reply directly to ADW Johnson.

If you require any further information please contact Hunter Land Use on (02) 4924 0688 or email development.hunter@rms.nsw.gov.au

regards

Martin Jenkins

Development Assessment Officer
Land Use Development | Hunter Region
T 02 4924 0267 F 02 4924 0342
www.rms.nsw.gov.au

Roads and Maritime Services
59 Darby St Newcastle NSW 2300



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From: Mathew Radnidge

Sent: Tuesday, 12 April 2016 1:43 PM

To: Marty.JENKINS@rms.nsw.gov.au; development.hunter@rms.nsw.gov.au

Cc: Bryan Garland; Sandra Hutton

Subject: 37429(4) - Trinity Point Morisset Park, Helipad - Invitation for Comment on Proposal

Hi Marty,

Johnson Property Group (JPG) are currently progressing the preparation of an Environmental Impact Statement for a helipad as a component of the Part 3A Approved Trinity Point Marina and Mixed Use Development at Morisset Park (Lake Macquarie). The helipad will be integrated into the marina and be located on the water in Bardens Bay.

Over the past two weeks critical acoustic testing has been undertaken by JPG and the results of this testing are currently being analysed. This has included testing of two alternate helipad locations and multiple flight path options as shown on the attached plan. Once the results are properly analysed, this will determine the proposed helipad location, the recommended flight paths and the frequency of helicopter movements that will be applied for.

The Trinity Point Marina and Mixed Use development was approved via the NSW Department of Planning & Environment's Part 3A Concept Approval (MP 06_0309).

A Section 75W modification application relating to the Part 3A Concept Plan is currently before the NSW Department of Planning & Environment (Modification 3), seeking the addition of this helipad. The Department have advised their Environmental Assessment Requirements for the Section 75W application (see attached). In addition to the Concept Plan modification, development approval is required to be obtained under Part 4 of the Environmental Planning & Assessment Act 1979. The proposal will trigger the provisions for Designated Development and JPG have separately obtained the Secretary's Environmental Assessment Requirements for this application (see attached).

It is intended that the assessment of this Development Application will run in parallel to the separate Section 75W modification to amend the Concept Plan Approval.

As a requirement of the NSW Department of Planning & Environment, JPG are required to consult with Roads & Maritime Services to identify any issues / comments your department may want addressed in the combined EIS / Part 3A report.

It would be appreciated if you could advise of any matters you would like addressed as part of the EIS. It would be appreciated if JPG could receive your comments within two weeks of the date of this email.

Please note that should you wish, JPG would be willing to meet with you to discuss the proposal from the week commencing 2 May 2016.

Please do not hesitate to contact me should you wish to discuss.

Regards,

Mat Radnidge
Town Planner

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