

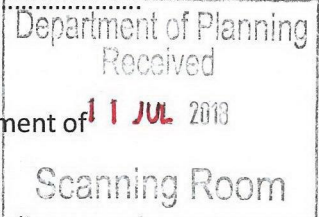
PCU075156

Your Name (Print) FRANK TEBBUTT

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BRIGHTWATERS, NSW, 2264

Objection to MP-06_0309 Mod 3. Trinity Point Helipad



The current acoustic report and PPR summary response table lodged with NSW Department of Planning and Environment by Johnson Property Group states on page 10:

"Helicopters, in commercial operations, do not operate at maximum load as such loadings restrict operations. For that reason, AS 2363 that guides helicopter noise surveys does not require operations to be at maximum load, but rather to be 'according to usual commercial practice'".

Listed on page 8 of Johnson Property Groups acoustic report is the following statement;

"During test flights two persons were on board - approximately 230 kg with the fuel supply being replenished when transferring passengers to keep the helicopter near 90% maximum weight."

Comment

The design of the H125 Airbus is a single engine helicopter configured for commercial operations to carry 4 passengers + pilot + luggage + fuel with a total useful and safe operating load totalling 1092.7 kgs.

A 'near 90% maximum weight' as described by JPG in the acoustic report means that the helicopter used for the noise tests must have been carrying 987kgs. However when calculating the weight for a full tank of helicopter fuel 541 litres = 415 kgs + the 2 persons on board = 230 kgs the total weight of the helicopter when conducting the noise tests was only 645 kgs.

This means during the noise tests the helicopter operated at a 65% load capacity and **not** "the near maximum operational level of 90%" as stated in the acoustic report.

In fact the tests were carried out with 1 passenger and 1 pilot on-board a helicopter which is designed to carry 4 persons + one pilot + luggage + fuel.

What does this mean for the resulting acoustic tests?

Less weight= less power required;
Less power required = less noise.

On the 31/05/2016 Johnson Property Group proudly displayed and marketed to the community "Acoustically, Trinity Point helipad could cater for some 40 movements per day and sit within relevant noise criteria" and without a doubt noise calculations relating to a significantly under loaded helicopter would produce these results.

The difficulty is that the developer intends to land heavier, more powerful twin engine helicopters and bases this on the current acoustic report where the noise test data is skewed (by using lightly loaded helicopter) to generate favourable results for the developer.

Recommendations

Fundamental to the validity, reliability and authenticity of Johnson Property group's original and revised acoustic report is the type of helicopter used and the helicopter's lift off and landing weight when undertaking the noise tests in March 2016.

The tests conducted are not '*fit for purpose*' as they do not measure what is meant to be measured i.e. an accurate collection of noise from a commercially loaded helicopter.

2 people on-board during the noise tests certainly does not constitute or any way resemble commercial helicopter operations.

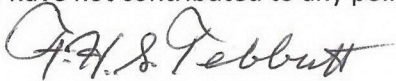
The information contained in the report is not reliable and does not truly reflect the noise a commercially loaded helicopter and a twin helicopter will inflict on this area.

There is no new evidence from JPG's response to refute the 400+ objections already received by the NSW Department of Planning & Environment.

Reviewing an acoustic test which is flawed by the very method in which the data was produced is ineffective and unrealistic.

It is therefore recommended that the acoustic report is deemed as invalid and the Modification application cancelled as it has not met the requirements for the SEARs report.

I have not contributed to any political party.



Sign your name and include the date

8/7/18

Objections to Johnson Property Group (JPG) MP-06_0309 Mod 3. Trinity Point Helipad.

Name: Frank Tebbutt

Address; 56 Pillapai Rd, Brightwaters, NSW, 2264.

Objection to MP-06_0309 Mod 3. Trinity Point Helipad.

JPG have yet again tried to mislead the community as to their meeting all the necessary standards in their acoustic report.

Jpg's Page 10

It claims that AS2363 does not require a test helicopter to be fully loaded, but rather be loaded according to usual commercial practice.

Comment : Apparently JPG regard their usual commercial practice would be for a pilot to transfer one passenger to and from Trinity Point.. This is patently ridiculous as it would not be a commercially viable process.

JPG;s Page 8

JPG claims that during the test the helicopter was kept near 90 percent of full weight. The H125 Airbus (Squirrel) takes 5 people including the pilot, and with luggage and maximum fuel comes to 1092.7 Kg of which 90 percent is 987 Kg. JPG's load of two people, luggage and fuel comes to 645 Kgs --- a mere 65 percent of the required load of 987 Kgs..

The load affects the power required, which in turn affects the noise produced.

On this matter alone the test is a failure and cannot be accepted.

Types of Helicopters

The type of helicopter used (Squirrel) has a single engine and 3 rotor blades and is used by park rangers because of its relatively low noise. JPG has indicated a number of other helicopters it can choose from that include a two engine helicopter with 4 rotor blades, and all of them capable of carrying more passengers (more suitable for their purpose) and obviously needing more power and creating more noise. The standards require that all helicopter types to be used be tested. This did not happen, so the test done did not use the more likely helicopters which would have given a noisier result. More deception by JPG.

Test Type

The test used was the ANEF, widely used for testing at major airports where the number of aircraft movements per 24 hours is considerable. The results at the various test sites are averaged to give a final numerical result. At Trinity Point, the number of movements a day (none at night) are limited to 8 per day. When averaged the final test result is considerably reduced and in no way resembles the noise as experienced on the ground. Some other testing system should have been used such as the N70 which is much more suitable for a residential area. JPG has tried to use precedents to bolster their chances of getting this helipad. They name 3 sites in regional NSW where helipads exist. However, when these are scrutinized, one is a regional airport and the other two are nowhere near residences.

This helipad has no place in a regional area such as this. It will cause ongoing nuisance and distress to thousands of local residents, and benefit a very small number of people from outside the area. The number of people coming this way could not affect the viability of the tourist resort, and there seems to be no evidence of any research into the viability of the project. There are other adequate means of transport available including air transport to Belmont.

There is no point in getting JPG or any other group to review JPG's report because the data on which the reports are based is hopelessly flawed.

The application should not be accepted (and it's been knocked back already a number of times), or nothing less than a new and supervised test required where the standards and the test results can be transparently matched.

Flight Paths

The proposed helipad is nestled in Bardens Bay which is surrounded by ridges occupied by houses. Across the lake lies Summerland Point(residential) and Frying Pan Bay which is crowded with moored boats. The land behind (east) of Summerland Point rises to a relatively high ridge upon which the Pacific Highway is situated. This means that the helipad lies in an amphitheatre faced by houses and a school, and as sound travels across water with great ease, there will be thousands of people badly affected by noise 8 times a day for as long as helicopters are used. If the helicopter service proves to be successful

(very doubtful), then you can be guaranteed that there will be attempts to increase the amount of helicopter traffic per day.

The flight paths selected for the helicopter to approach and land as well as the paths for takeoff are said by JPG to be over water, but of course the helicopter will have to pass over the ridges at low height before travelling over water. One resident living and working from home on the ridge at Mirrabooka reported that during the noise test she was on the phone to a client and had to terminate the call as she couldn't hear the person speaking. The teachers at the Christian school had to stop teaching for about 5 minutes while the test helicopter passed overhead.

Not only do the flight paths affect residents, but they fly over sailing club racing courses around permanent buoys approved by Maritime. The clubs are Mannering Park Sailing Club and South Lakes Amateur Sailing Club. Both clubs have races for skiffs (or small catamarans) and for yachts. The effects of rotor downwash on sailing craft can be both sudden and either an unnecessary disturbance or downright dangerous, depending on helicopter height.

Navigation

The marina already occupies a huge area of once navigable water in Bardens Bay. This is a considerable nuisance to boaters. JPG now wants to occupy another large area for the helipad and the restricted safety zone surrounding it. This area of the lake is currently available to the community (as was the marina area). JOG now wants to take another large slice of the lake for purely private purposes.

The helipad provides absolutely no benefit to the community, inconveniences thousands of residents and the boating public in order to enable only a few people from outside the region to use an unnecessary mode of transport.

Ecology

I am no authority on bird-life, but our local ornithologist is. David White has been kayaking all over Lake Macquarie for years with his camera and taking notes of the bird-life, and lives on the shores of Bardens Bay. He will be sending a submission on the native birds in the area that are about to be subjected to the day by day noise of helicopters, to say nothing of the sight of these terrifying flying monsters. I have read of some research done (mostly in Canada) on the effects of helicopters on birds. One person who made ongoing observations over a period of time on this subject reported that the effect on birds was particularly bad when the aircraft was approaching straight towards them. Its head down attitude made it look like a raptor. So frightened were some chickens in a caged area that

they fluttered madly about , several of them dying from their impact on the wire netted enclosure.

It would not be hard to choose which of the two reports being produced --- David White's or JPG's contractor's. At least David doesn't have to try to please JPG, who will do anything to get what they want.

I fully support David White's submission objections.

Final Comment

This quite a special site (Trinity Point) which could have been a most attractive parkland tourist location with some parts perhaps given over for quarter acer blocks suited to the area. Instead, greed for the most dollars possible has it carved up into wall to wall medium density housing and apartments with no open space or recreational facilities. One might wonder why anybody would want to stay at the proposed hotel, or buy a housing lot to be close to a helipad.

The helipad cannot be approved according to any legal or moral understanding. If approved now after having been rejected several times in the past by the planning authorities, it will be the final dagger in the heart of the local area. As it is , the opportunity that existed to have some attractive open space for the community has been lost forever.

I have not contributed to any political party.

Frank Tebbutt.

7/8/18