

PCU075169

Name

MR. R. ALEXANDER

Address

32 PILLAPAI RD

BRIGHTWATERS NSW 2264

Department of Planning
Received

12 JUL 2018

Scanning Room

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.

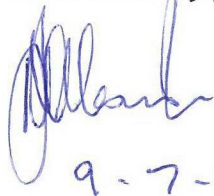
The information contained in the report is not reliable and does not truly reflect the noise a commercially loaded helicopter and a twin helicopter will inflict on this area.

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.



9-7-18

Name

AMANDA GIBSON

Address

38 PILLAPAI RD

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.



7-7-18

Name

MR. J. GIBSON

Address

38 PILLAPAI RD

BAIGHTWATERS 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.

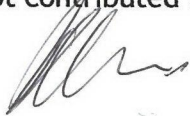
The information contained in the report is not reliable and does not truly reflect the noise a commercially loaded helicopter and a twin helicopter will inflict on this area.

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.



7-7-18

Name

MR. S. BARBER

Address

3A GIMBERTS RD

MORISSET 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.



7 - 7 - 18

Name MS. S. RYAN

Address 90 32 PILLAPAI RD
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.

I support all previous objections to this helipad proposal. I support Morisset Park and District Action Groups objections 1

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.



6-7-18

Name

MRS. A. ALEXANDER

Address

UNIT 1 / 67 DOWLING ST

BARDWELL VALLEY NSW 2207

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.

I support all previous objections to this helipad proposal. I support Morisset Park and District Action Groups objections 1

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.

A handwritten signature in blue ink, appearing to read 'AM Allen'.

6 - 7 - 18

Name MR. S. GOOLEY

Address 90 27 TENNANT ST
CASULA NSW 2170

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.

I support all previous objections to this helipad proposal. I support Morisset Park and District Action Groups objections 1

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.



5-7-18

Name

MS. J. CAHILL

Address

27 TENNANT ST

CASULA

NSW

2170

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.

I support all previous objections to this helipad proposal. I support Morisset Park and District Action Groups objections 1

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.



5-7-18

Name

MRS. C. GIBSON

Address

38 PILLAPAI RD

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.

CC Gibson

7-7-18

Name

MR. J. ALEXANDER

Address

UNIT 1 / 67 DOWLING ST

BARDWELL VALLEY

NSW

2207

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.

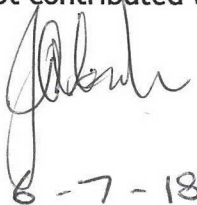
The information contained in the report is not reliable and does not truly reflect the noise a commercially loaded helicopter and a twin helicopter will inflict on this area.

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.



6-7-18

Name

MRS. M. ALEXANDER

Address

32 PILLAPAI RD

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.


9-7-18

Name ROBERT GIBSON

Address 38 PILLAPAI RD
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.

I support all previous objections to this helipad proposal. I support Morisset Park and District Action Groups objections 1

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.



7-7-18

Name

MRS. A. BARBER

Address

3A GIMBERTS RD

MORISSET 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.



7-7-18

Name MR. R. ALEXANDER

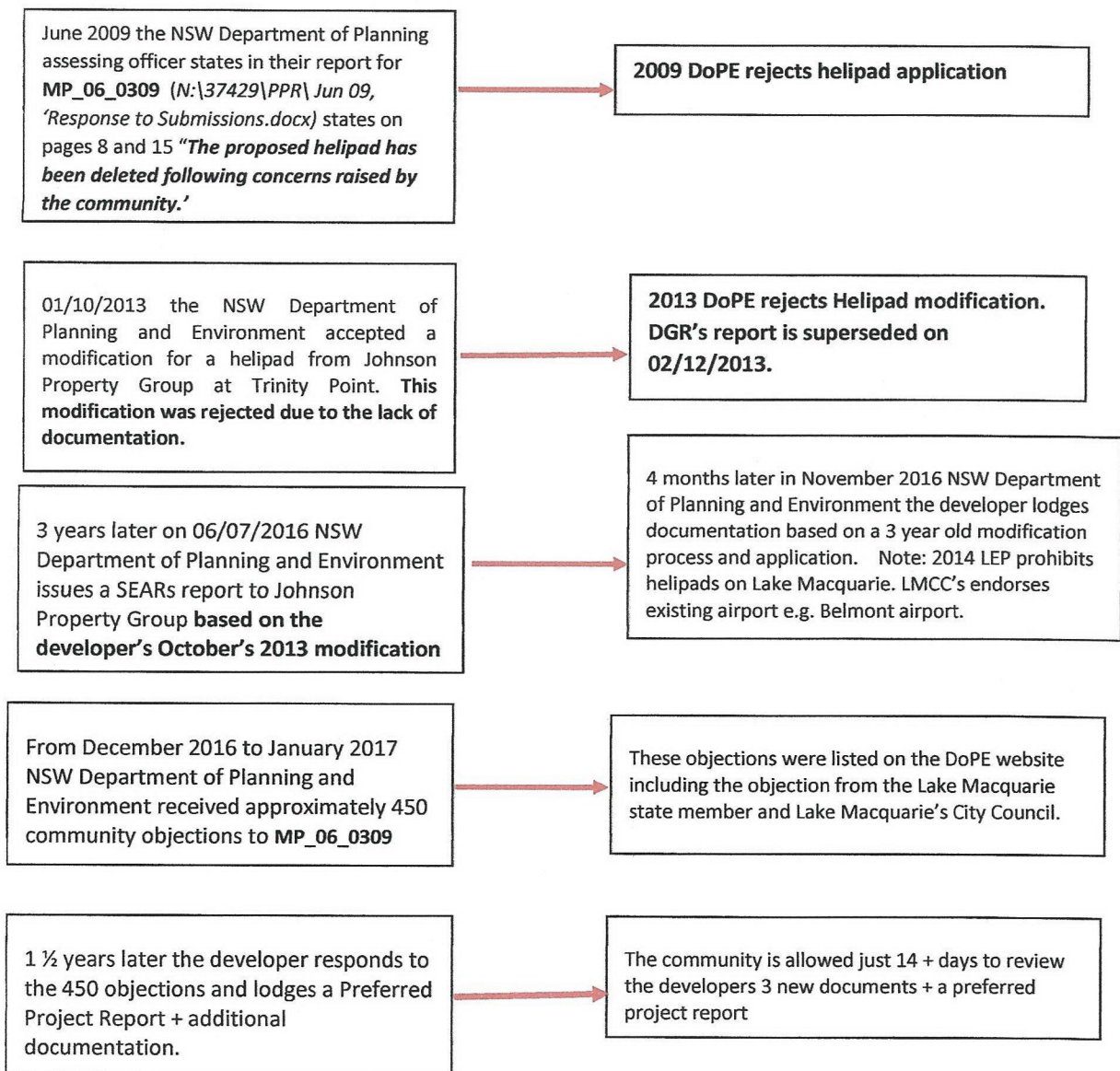
Address 32 PILLAPAI ROAD

BRIGHTWATERS N.S.W. 2264

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

The current Preferred Project Report (PPR) – Appendix B from Johnson Property Group relates to the NSW Department of Planning and Environment's process for this application.

The current helipad modification MP_06_0309 – Modification 3



I strongly object to the process adopted by the NSW Department of Planning & Environment regarding Johnson Property Group's application for a helipad at Trinity Point.

I base my objections on the substantive facts that

1. The NSW Department of Planning and Environment rejected the developer's helipad in 2008 as it was *"not supported."*
2. The NSW Department of Planning and Environment allowed the developer to submit a modification application in 2016 under the same requirements which was rejected by DoPE in 2013.
3. The NSW Department of Planning and Environment & Lake Macquarie City Council have collectively received around 1000 objections for this helicopter application and submissions do not include the many hundreds of objections lodged in 2008.

DoPE allowed the developer to progress and submit a SEARs report and modification application under the same application requirements 3 years after DoPE rejected the developer's application. The community relies on State Government agencies to implement 'fair minded' process and protocol.

It is unacceptable for any government agency to issue an ongoing requirement for a SEARs report to a developer 3 years after the Department of Planning and Environment rejected the initial application based on the developer's 3 year old application.

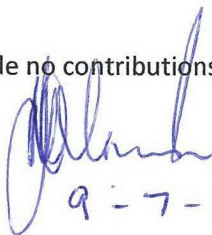
Recommendation

Based on the facts that the NSW Department of Planning and Environment failed to follow fair process from October 2013 to July 2016 it is recommended that all documents submitted by Johnson Property Group for a helipad be rejected.

I have made no contributions to any political party

Signed:

Date :


9-7-18

Name AMANDA GIBSON

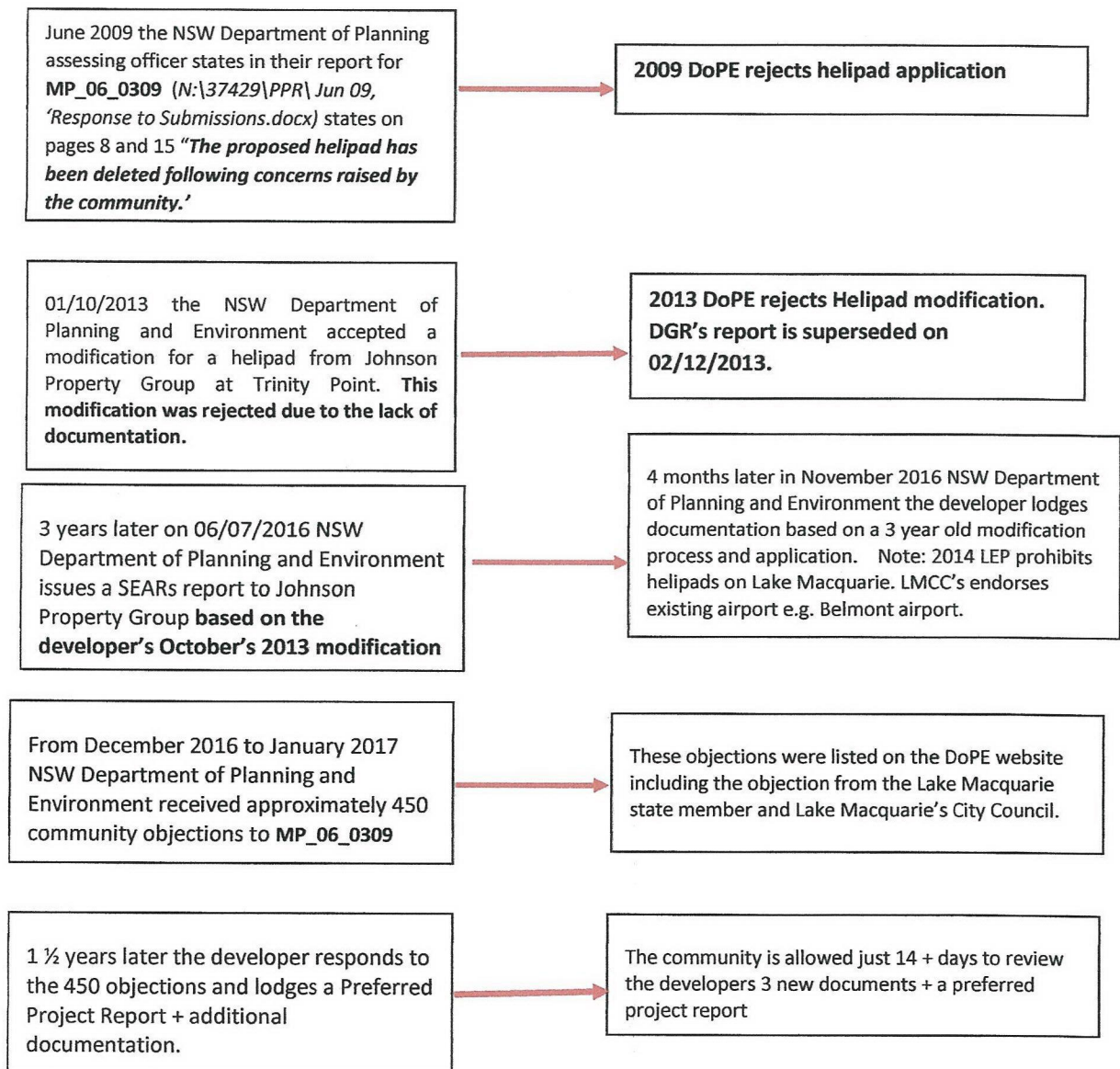
Address 38 PILLAPAI RD

BRIGHTWATERS NSW 2264

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

The current Preferred Project Report (PPR) – Appendix B from Johnson Property Group relates to the NSW Department of Planning and Environment's process for this application.

The current helipad modification MP_06_0309 – Modification 3



I strongly object to the process adopted by the NSW Department of Planning & Environment regarding Johnson Property Group's application for a helipad at Trinity Point.

I base my objections on the substantive facts that

1. The NSW Department of Planning and Environment rejected the developer's helipad in 2008 as it was "*not supported.*"
2. The NSW Department of Planning and Environment allowed the developer to submit a modification application in 2016 under the same requirements which was rejected by DoPE in 2013.
3. The NSW Department of Planning and Environment & Lake Macquarie City Council have collectively received around 1000 objections for this helicopter application and submissions do not include the many hundreds of objections lodged in 2008.

DoPE allowed the developer to progress and submit a SEARs report and modification application under the same application requirements 3 years after DoPE rejected the developer's application. The community relies on State Government agencies to implement 'fair minded' process and protocol.

It is unacceptable for any government agency to issue an ongoing requirement for a SEARs report to a developer 3 years after the Department of Planning and Environment rejected the initial application based on the developer's 3 year old application.

Recommendation

Based on the facts that the NSW Department of Planning and Environment failed to follow fair process from October 2013 to July 2016 it is recommended that all documents submitted by Johnson Property Group for a helipad be rejected.

I have made no contributions to any political party

Signed: 

Date : 7-7-18

Name MR S. GIBSON

Address 38 PILLAPAI RD

BRIGHTWATERS N.S.W. 2264

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

The current Preferred Project Report (PPR) – Appendix B from Johnson Property Group relates to the NSW Department of Planning and Environment's process for this application.

The current helipad modification MP_06_0309 – Modification 3

June 2009 the NSW Department of Planning assessing officer states in their report for **MP_06_0309** (N:\37429\PPR\ Jun 09, 'Response to Submissions.docx') states on pages 8 and 15 **"The proposed helipad has been deleted following concerns raised by the community."**

2009 DoPE rejects helipad application

01/10/2013 the NSW Department of Planning and Environment accepted a modification for a helipad from Johnson Property Group at Trinity Point. **This modification was rejected due to the lack of documentation.**

2013 DoPE rejects Helipad modification. DGR's report is superseded on 02/12/2013.

3 years later on 06/07/2016 NSW Department of Planning and Environment issues a SEARs report to Johnson Property Group **based on the developer's October's 2013 modification**

4 months later in November 2016 NSW Department of Planning and Environment the developer lodges documentation based on a 3 year old modification process and application. Note: 2014 LEP prohibits helipads on Lake Macquarie. LMCC's endorses existing airport e.g. Belmont airport.

From December 2016 to January 2017 NSW Department of Planning and Environment received approximately 450 community objections to **MP_06_0309**

These objections were listed on the DoPE website including the objection from the Lake Macquarie state member and Lake Macquarie's City Council.

1 ½ years later the developer responds to the 450 objections and lodges a Preferred Project Report + additional documentation.

The community is allowed just 14 + days to review the developers 3 new documents + a preferred project report

I strongly object to the process adopted by the NSW Department of Planning & Environment regarding Johnson Property Group's application for a helipad at Trinity Point.

I base my objections on the substantive facts that

1. The NSW Department of Planning and Environment rejected the developer's helipad in 2008 as it was *"not supported."*
2. The NSW Department of Planning and Environment allowed the developer to submit a modification application in 2016 under the same requirements which was rejected by DoPE in 2013.
3. The NSW Department of Planning and Environment & Lake Macquarie City Council have collectively received around 1000 objections for this helicopter application and submissions do not include the many hundreds of objections lodged in 2008.

DoPE allowed the developer to progress and submit a SEARs report and modification application under the same application requirements 3 years after DoPE rejected the developer's application. The community relies on State Government agencies to implement 'fair minded' process and protocol.

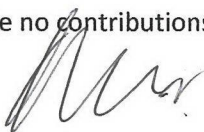
It is unacceptable for any government agency to issue an ongoing requirement for a SEARs report to a developer 3 years after the Department of Planning and Environment rejected the initial application based on the developer's 3 year old application.

Recommendation

Based on the facts that the NSW Department of Planning and Environment failed to follow fair process from October 2013 to July 2016 it is recommended that all documents submitted by Johnson Property Group for a helipad be rejected.

I have made no contributions to any political party

Signed:



Date :

7-7-18

Name MR. S. BARBER

Address 3A GIMBERTS RD

MORISSET NSW 2264

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

The current Preferred Project Report (PPR) – Appendix B from Johnson Property Group relates to the NSW Department of Planning and Environment's process for this application.

The current helipad modification MP_06_0309 – Modification 3

June 2009 the NSW Department of Planning assessing officer states in their report for **MP_06_0309** (N:\37429\PPR\ Jun 09, 'Response to Submissions.docx) states on pages 8 and 15 **"The proposed helipad has been deleted following concerns raised by the community."**

2009 DoPE rejects helipad application

01/10/2013 the NSW Department of Planning and Environment accepted a modification for a helipad from Johnson Property Group at Trinity Point. **This modification was rejected due to the lack of documentation.**

2013 DoPE rejects Helipad modification. DGR's report is superseded on 02/12/2013.

3 years later on 06/07/2016 NSW Department of Planning and Environment issues a SEARs report to Johnson Property Group **based on the developer's October's 2013 modification**

4 months later in November 2016 NSW Department of Planning and Environment the developer lodges documentation based on a 3 year old modification process and application. Note: 2014 LEP prohibits helipads on Lake Macquarie. LMCC's endorses existing airport e.g. Belmont airport.

From December 2016 to January 2017 NSW Department of Planning and Environment received approximately 450 community objections to **MP_06_0309**

These objections were listed on the DoPE website including the objection from the Lake Macquarie state member and Lake Macquarie's City Council.

1 ½ years later the developer responds to the 450 objections and lodges a Preferred Project Report + additional documentation.

The community is allowed just 14 + days to review the developers 3 new documents + a preferred project report

I strongly object to the process adopted by the NSW Department of Planning & Environment regarding Johnson Property Group's application for a helipad at Trinity Point.

I base my objections on the substantive facts that

1. The NSW Department of Planning and Environment rejected the developer's helipad in 2008 as it was *"not supported."*
2. The NSW Department of Planning and Environment allowed the developer to submit a modification application in 2016 under the same requirements which was rejected by DoPE in 2013.
3. The NSW Department of Planning and Environment & Lake Macquarie City Council have collectively received around 1000 objections for this helicopter application and submissions do not include the many hundreds of objections lodged in 2008.

DoPE allowed the developer to progress and submit a SEARs report and modification application under the same application requirements 3 years after DoPE rejected the developer's application. The community relies on State Government agencies to implement 'fair minded' process and protocol.

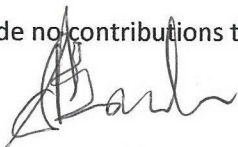
It is unacceptable for any government agency to issue an ongoing requirement for a SEARs report to a developer 3 years after the Department of Planning and Environment rejected the initial application based on the developer's 3 year old application.

Recommendation

Based on the facts that the NSW Department of Planning and Environment failed to follow fair process from October 2013 to July 2016 it is recommended that all documents submitted by Johnson Property Group for a helipad be rejected.

I have made no contributions to any political party

Signed:



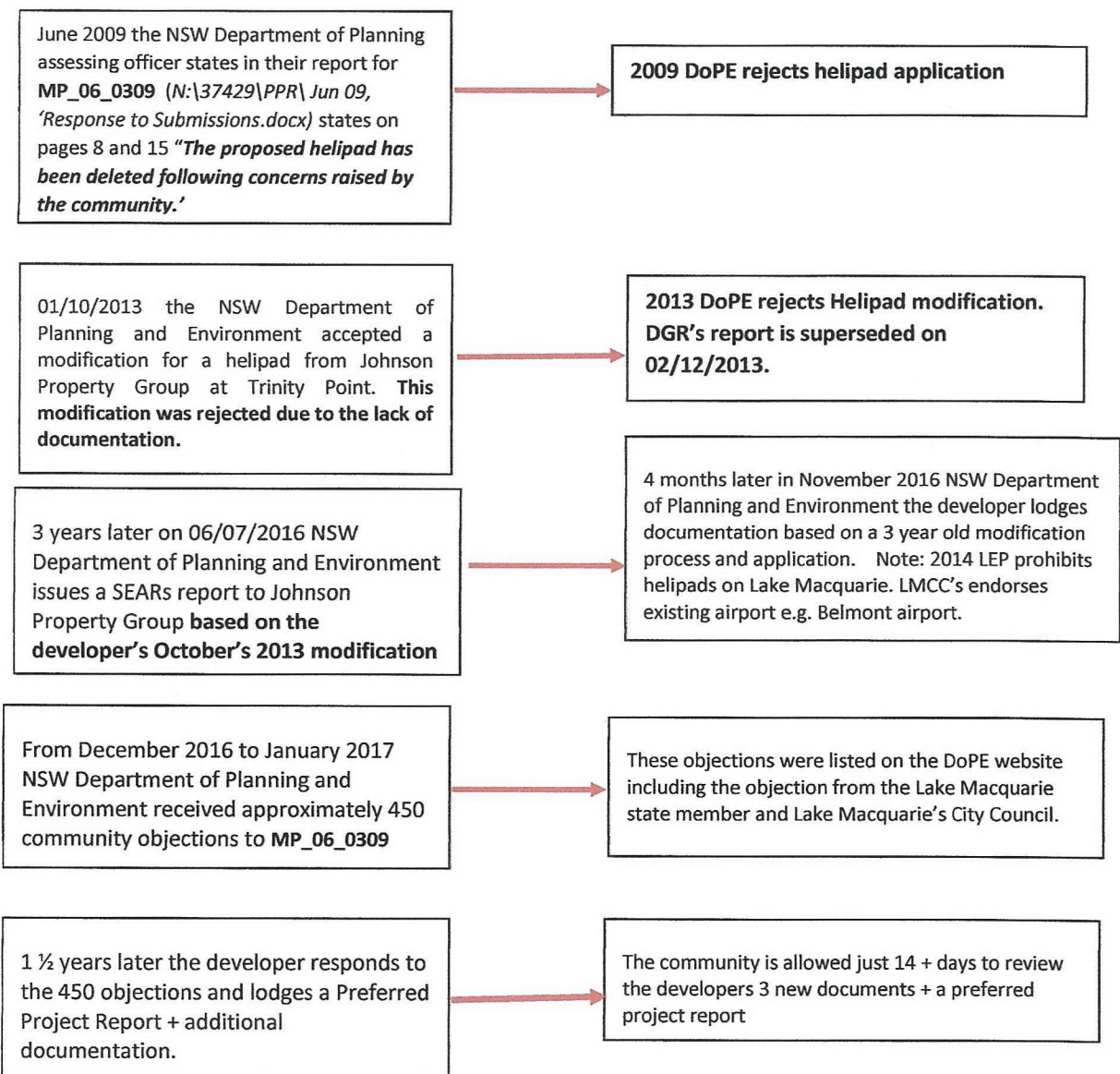
Date : 7-7-18

Name MS. J. RYAN
Address C/O 32 PILLAPAI RD
BRIGHTWATERS NSW 2264

Objection to MP-06__0309 Mod 3. Trinity Point Helipad

The current Preferred Project Report (PPR) – Appendix B from Johnson Property Group relates to the NSW Department of Planning and Environment's process for this application.

The current helipad modification MP_06_0309 – Modification 3



I strongly object to the process adopted by the NSW Department of Planning & Environment regarding Johnson Property Group's application for a helipad at Trinity Point.

I base my objections on the substantive facts that

1. The NSW Department of Planning and Environment rejected the developer's helipad in 2008 as it was *"not supported."*
2. The NSW Department of Planning and Environment allowed the developer to submit a modification application in 2016 under the same requirements which was rejected by DoPE in 2013.
3. The NSW Department of Planning and Environment & Lake Macquarie City Council have collectively received around 1000 objections for this helicopter application and submissions do not include the many hundreds of objections lodged in 2008.

DoPE allowed the developer to progress and submit a SEARs report and modification application under the same application requirements 3 years after DoPE rejected the developer's application. The community relies on State Government agencies to implement 'fair minded' process and protocol.

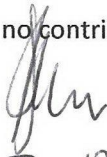
It is unacceptable for any government agency to issue an ongoing requirement for a SEARs report to a developer 3 years after the Department of Planning and Environment rejected the initial application based on the developer's 3 year old application.

Recommendation

Based on the facts that the NSW Department of Planning and Environment failed to follow fair process from October 2013 to July 2016 it is recommended that all documents submitted by Johnson Property Group for a helipad be rejected.

I have made no contributions to any political party

Signed:



Date : 6 - 7 - 18

Name MRS. A. ALEXANDER

Address UNIT 1 / 67 DOWLING ST

BARDWELL VALLEY NSW 2207

Objection to MP-06__0309 Mod 3. Trinity Point Helipad

The current Preferred Project Report (PPR) – Appendix B from Johnson Property Group relates to the NSW Department of Planning and Environment's process for this application.

The current helipad modification MP_06_0309 – Modification 3

June 2009 the NSW Department of Planning assessing officer states in their report for **MP_06_0309** (N:\37429\PPR\ Jun 09, 'Response to Submissions.docx) states on pages 8 and 15 **"The proposed helipad has been deleted following concerns raised by the community."**

2009 DoPE rejects helipad application

01/10/2013 the NSW Department of Planning and Environment accepted a modification for a helipad from Johnson Property Group at Trinity Point. **This modification was rejected due to the lack of documentation.**

2013 DoPE rejects Helipad modification. DGR's report is superseded on 02/12/2013.

3 years later on 06/07/2016 NSW Department of Planning and Environment issues a SEARs report to Johnson Property Group **based on the developer's October's 2013 modification**

4 months later in November 2016 NSW Department of Planning and Environment the developer lodges documentation based on a 3 year old modification process and application. Note: 2014 LEP prohibits helipads on Lake Macquarie. LMCC's endorses existing airport e.g. Belmont airport.

From December 2016 to January 2017 NSW Department of Planning and Environment received approximately 450 community objections to **MP_06_0309**

These objections were listed on the DoPE website including the objection from the Lake Macquarie state member and Lake Macquarie's City Council.

1 ½ years later the developer responds to the 450 objections and lodges a Preferred Project Report + additional documentation.

The community is allowed just 14 + days to review the developers 3 new documents + a preferred project report

I strongly object to the process adopted by the NSW Department of Planning & Environment regarding Johnson Property Group's application for a helipad at Trinity Point.

I base my objections on the substantive facts that

1. The NSW Department of Planning and Environment rejected the developer's helipad in 2008 as it was *"not supported."*
2. The NSW Department of Planning and Environment allowed the developer to submit a modification application in 2016 under the same requirements which was rejected by DoPE in 2013.
3. The NSW Department of Planning and Environment & Lake Macquarie City Council have collectively received around 1000 objections for this helicopter application and submissions do not include the many hundreds of objections lodged in 2008.

DoPE allowed the developer to progress and submit a SEARs report and modification application under the same application requirements 3 years after DoPE rejected the developer's application. The community relies on State Government agencies to implement 'fair minded' process and protocol.

It is unacceptable for any government agency to issue an ongoing requirement for a SEARs report to a developer 3 years after the Department of Planning and Environment rejected the initial application based on the developer's 3 year old application.

Recommendation

Based on the facts that the NSW Department of Planning and Environment failed to follow fair process from October 2013 to July 2016 it is recommended that all documents submitted by Johnson Property Group for a helipad be rejected.

I have made no contributions to any political party

Signed: 

Date : 6-7-18

Name MR. S. GOOLEY

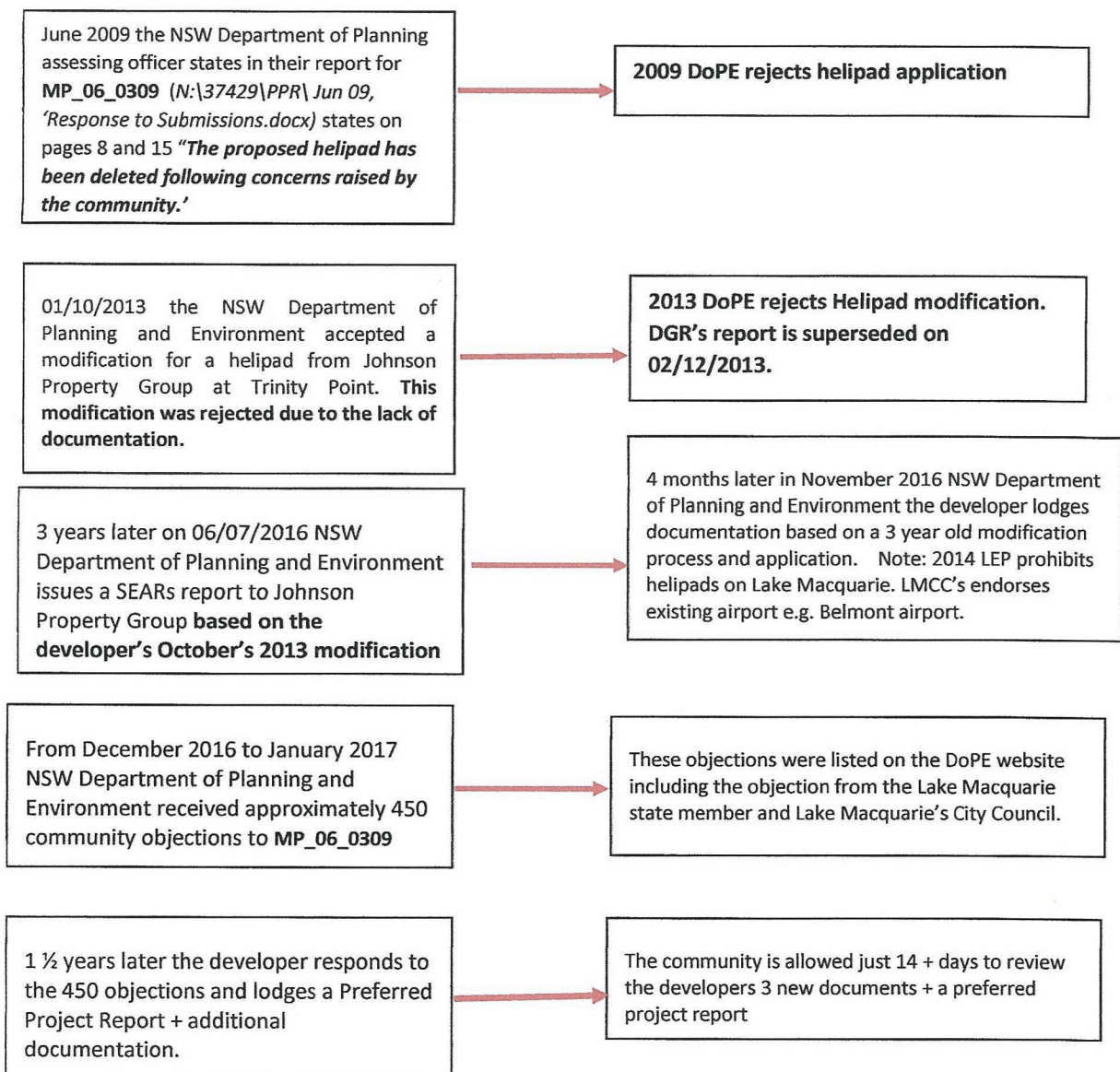
Address c/o 27 TENNANT ST

CASULA NSW 2170

Objection to MP-06__0309 Mod 3. Trinity Point Helipad

The current Preferred Project Report (PPR) – Appendix B from Johnson Property Group relates to the NSW Department of Planning and Environment's process for this application.

The current helipad modification MP_06_0309 – Modification 3



I strongly object to the process adopted by the NSW Department of Planning & Environment regarding Johnson Property Group's application for a helipad at Trinity Point.

I base my objections on the substantive facts that

1. The NSW Department of Planning and Environment rejected the developer's helipad in 2008 as it was *"not supported."*
2. The NSW Department of Planning and Environment allowed the developer to submit a modification application in 2016 under the same requirements which was rejected by DoPE in 2013.
3. The NSW Department of Planning and Environment & Lake Macquarie City Council have collectively received around 1000 objections for this helicopter application and submissions do not include the many hundreds of objections lodged in 2008.

DoPE allowed the developer to progress and submit a SEARs report and modification application under the same application requirements 3 years after DoPE rejected the developer's application. The community relies on State Government agencies to implement 'fair minded' process and protocol.

It is unacceptable for any government agency to issue an ongoing requirement for a SEARs report to a developer 3 years after the Department of Planning and Environment rejected the initial application based on the developer's 3 year old application.

Recommendation

Based on the facts that the NSW Department of Planning and Environment failed to follow fair process from October 2013 to July 2016 it is recommended that all documents submitted by Johnson Property Group for a helipad be rejected.

I have made no contributions to any political party

Signed:

Date : 5-7-18

Name MS. J. CAHILL

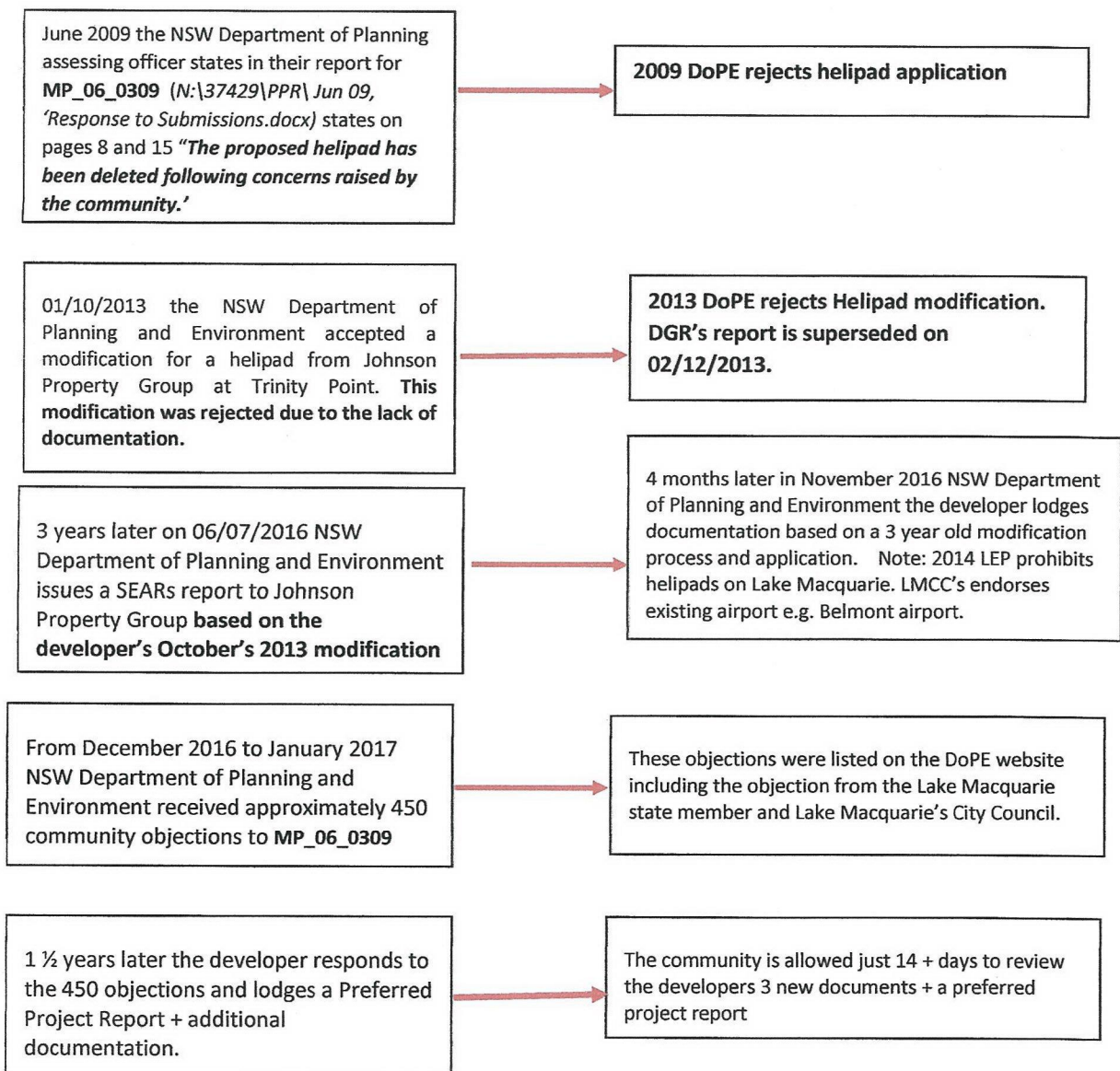
Address 27 TENNANT ST

CASULA NSW 2170

Objection to MP-06__0309 Mod 3. Trinity Point Helipad

The current Preferred Project Report (PPR) – Appendix B from Johnson Property Group relates to the NSW Department of Planning and Environment's process for this application.

The current helipad modification MP_06_0309 – Modification 3



I strongly object to the process adopted by the NSW Department of Planning & Environment regarding Johnson Property Group's application for a helipad at Trinity Point.

I base my objections on the substantive facts that

1. The NSW Department of Planning and Environment rejected the developer's helipad in 2008 as it was *"not supported."*
2. The NSW Department of Planning and Environment allowed the developer to submit a modification application in 2016 under the same requirements which was rejected by DoPE in 2013.
3. The NSW Department of Planning and Environment & Lake Macquarie City Council have collectively received around 1000 objections for this helicopter application and submissions do not include the many hundreds of objections lodged in 2008.

DoPE allowed the developer to progress and submit a SEARs report and modification application under the same application requirements 3 years after DoPE rejected the developer's application. The community relies on State Government agencies to implement 'fair minded' process and protocol.

It is unacceptable for any government agency to issue an ongoing requirement for a SEARs report to a developer 3 years after the Department of Planning and Environment rejected the initial application based on the developer's 3 year old application.

Recommendation

Based on the facts that the NSW Department of Planning and Environment failed to follow fair process from October 2013 to July 2016 it is recommended that all documents submitted by Johnson Property Group for a helipad be rejected.

I have made no contributions to any political party

Signed:



Date : 5-7-18

Name MRS. C. GIBSON

Address 38 PILLAPAI RD

BRIGHTWATERS N.S.W. 2264

Objection to MP-06__0309 Mod 3. Trinity Point Helipad

The current Preferred Project Report (PPR) – Appendix B from Johnson Property Group relates to the NSW Department of Planning and Environment's process for this application.

The current helipad modification MP_06_0309 – Modification 3

June 2009 the NSW Department of Planning assessing officer states in their report for **MP_06_0309** (N:\37429\PPR\ Jun 09, 'Response to Submissions.docx) states on pages 8 and 15 **"The proposed helipad has been deleted following concerns raised by the community."**

2009 DoPE rejects helipad application

01/10/2013 the NSW Department of Planning and Environment accepted a modification for a helipad from Johnson Property Group at Trinity Point. **This modification was rejected due to the lack of documentation.**

2013 DoPE rejects Helipad modification. DGR's report is superseded on 02/12/2013.

3 years later on 06/07/2016 NSW Department of Planning and Environment issues a SEARs report to Johnson Property Group **based on the developer's October's 2013 modification**

4 months later in November 2016 NSW Department of Planning and Environment the developer lodges documentation based on a 3 year old modification process and application. Note: 2014 LEP prohibits helipads on Lake Macquarie. LMCC's endorses existing airport e.g. Belmont airport.

From December 2016 to January 2017 NSW Department of Planning and Environment received approximately 450 community objections to **MP_06_0309**

These objections were listed on the DoPE website including the objection from the Lake Macquarie state member and Lake Macquarie's City Council.

1 ½ years later the developer responds to the 450 objections and lodges a Preferred Project Report + additional documentation.

The community is allowed just 14 + days to review the developers 3 new documents + a preferred project report

I strongly object to the process adopted by the NSW Department of Planning & Environment regarding Johnson Property Group's application for a helipad at Trinity Point.

I base my objections on the substantive facts that

1. The NSW Department of Planning and Environment rejected the developer's helipad in 2008 as it was *"not supported."*
2. The NSW Department of Planning and Environment allowed the developer to submit a modification application in 2016 under the same requirements which was rejected by DoPE in 2013.
3. The NSW Department of Planning and Environment & Lake Macquarie City Council have collectively received around 1000 objections for this helicopter application and submissions do not include the many hundreds of objections lodged in 2008.

DoPE allowed the developer to progress and submit a SEARs report and modification application under the same application requirements 3 years after DoPE rejected the developer's application. The community relies on State Government agencies to implement 'fair minded' process and protocol.

It is unacceptable for any government agency to issue an ongoing requirement for a SEARs report to a developer 3 years after the Department of Planning and Environment rejected the initial application based on the developer's 3 year old application.

Recommendation

Based on the facts that the NSW Department of Planning and Environment failed to follow fair process from October 2013 to July 2016 it is recommended that all documents submitted by Johnson Property Group for a helipad be rejected.

I have made no contributions to any political party

Signed: *C Gibson*

Date : *7-7-18*

Name MR. S. ALEXANDER

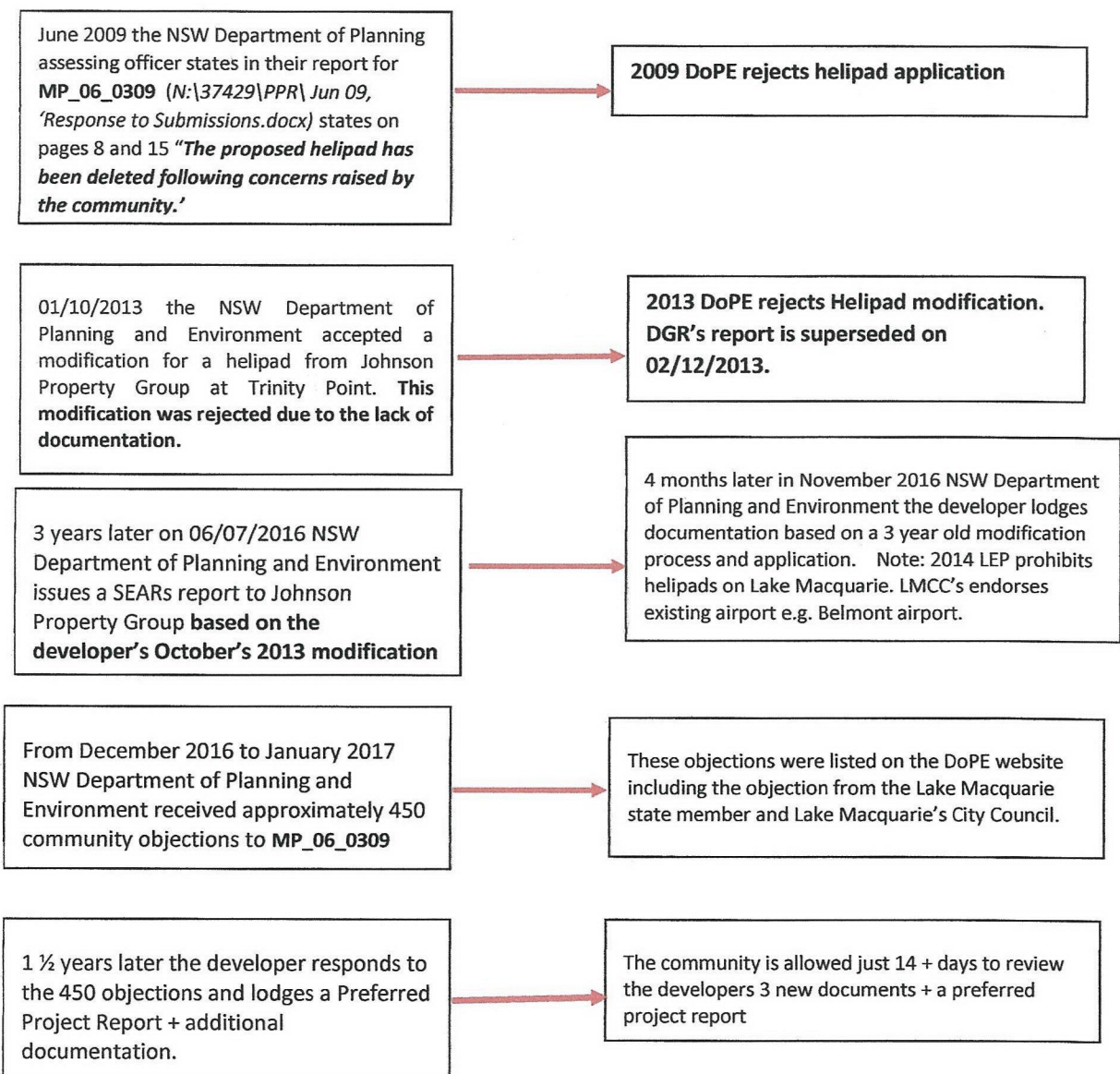
Address UNIT 1 / 67 DOWLING ST

BARDWELL VALLEY NSW 2207

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

The current Preferred Project Report (PPR) – Appendix B from Johnson Property Group relates to the NSW Department of Planning and Environment's process for this application.

The current helipad modification MP_06_0309 – Modification 3



I strongly object to the process adopted by the NSW Department of Planning & Environment regarding Johnson Property Group's application for a helipad at Trinity Point.

I base my objections on the substantive facts that

1. The NSW Department of Planning and Environment rejected the developer's helipad in 2008 as it was *"not supported."*
2. The NSW Department of Planning and Environment allowed the developer to submit a modification application in 2016 under the same requirements which was rejected by DoPE in 2013.
3. The NSW Department of Planning and Environment & Lake Macquarie City Council have collectively received around 1000 objections for this helicopter application and submissions do not include the many hundreds of objections lodged in 2008.

DoPE allowed the developer to progress and submit a SEARs report and modification application under the same application requirements 3 years after DoPE rejected the developer's application. The community relies on State Government agencies to implement 'fair minded' process and protocol.

It is unacceptable for any government agency to issue an ongoing requirement for a SEARs report to a developer 3 years after the Department of Planning and Environment rejected the initial application based on the developer's 3 year old application.

Recommendation

Based on the facts that the NSW Department of Planning and Environment failed to follow fair process from October 2013 to July 2016 it is recommended that all documents submitted by Johnson Property Group for a helipad be rejected.

I have made no contributions to any political party

Signed:

Date : 6-7-18

Name MRS. M. ALEXANDER

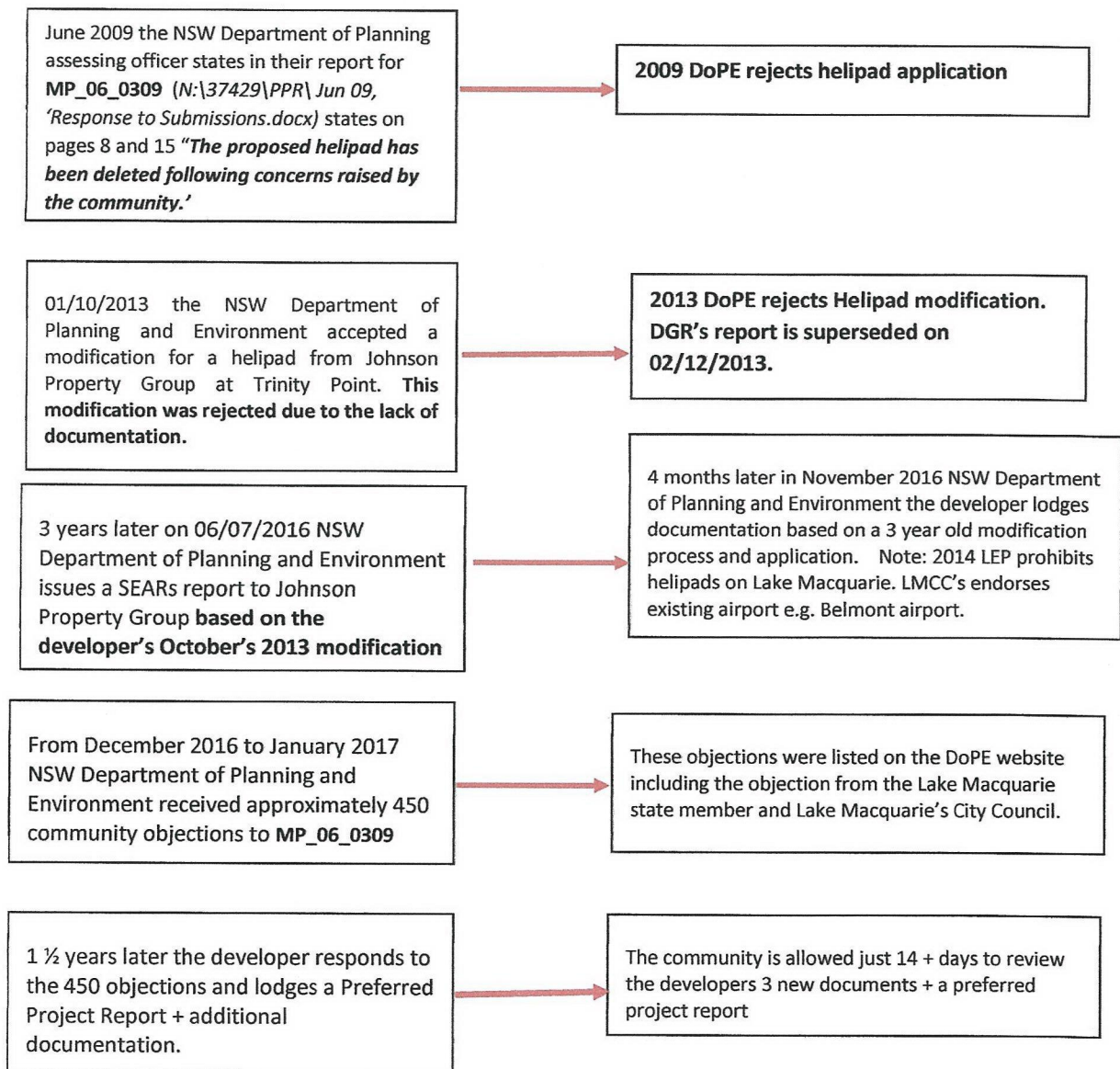
Address 32 PILLAPAI ROAD

BRIGHTWATERS N.S.W. 2264

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

The current Preferred Project Report (PPR) – Appendix B from Johnson Property Group relates to the NSW Department of Planning and Environment's process for this application.

The current helipad modification MP_06_0309 – Modification 3



I strongly object to the process adopted by the NSW Department of Planning & Environment regarding Johnson Property Group's application for a helipad at Trinity Point.

I base my objections on the substantive facts that

1. The NSW Department of Planning and Environment rejected the developer's helipad in 2008 as it was *"not supported."*
2. The NSW Department of Planning and Environment allowed the developer to submit a modification application in 2016 under the same requirements which was rejected by DoPE in 2013.
3. The NSW Department of Planning and Environment & Lake Macquarie City Council have collectively received around 1000 objections for this helicopter application and submissions do not include the many hundreds of objections lodged in 2008.

DoPE allowed the developer to progress and submit a SEARs report and modification application under the same application requirements 3 years after DoPE rejected the developer's application. The community relies on State Government agencies to implement 'fair minded' process and protocol.

It is unacceptable for any government agency to issue an ongoing requirement for a SEARs report to a developer 3 years after the Department of Planning and Environment rejected the initial application based on the developer's 3 year old application.

Recommendation

Based on the facts that the NSW Department of Planning and Environment failed to follow fair process from October 2013 to July 2016 it is recommended that all documents submitted by Johnson Property Group for a helipad be rejected.

I have made no contributions to any political party

Signed: *MAlexander*

Date : *9-7-18*

Name ROBERT GIBSON

Address 38 PILLAPAI RD

BRIGHTWATERS NSW 2264

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

The current Preferred Project Report (PPR) – Appendix B from Johnson Property Group relates to the NSW Department of Planning and Environment's process for this application.

The current helipad modification MP_06_0309 – Modification 3

June 2009 the NSW Department of Planning assessing officer states in their report for **MP_06_0309** (N:\37429\PPR\ Jun 09, 'Response to Submissions.docx) states on pages 8 and 15 **"The proposed helipad has been deleted following concerns raised by the community."**

2009 DoPE rejects helipad application

01/10/2013 the NSW Department of Planning and Environment accepted a modification for a helipad from Johnson Property Group at Trinity Point. **This modification was rejected due to the lack of documentation.**

2013 DoPE rejects Helipad modification. DGR's report is superseded on 02/12/2013.

3 years later on 06/07/2016 NSW Department of Planning and Environment issues a SEARs report to Johnson Property Group **based on the developer's October's 2013 modification**

4 months later in November 2016 NSW Department of Planning and Environment the developer lodges documentation based on a 3 year old modification process and application. Note: 2014 LEP prohibits helipads on Lake Macquarie. LMCC's endorses existing airport e.g. Belmont airport.

From December 2016 to January 2017 NSW Department of Planning and Environment received approximately 450 community objections to **MP_06_0309**

These objections were listed on the DoPE website including the objection from the Lake Macquarie state member and Lake Macquarie's City Council.

1 ½ years later the developer responds to the 450 objections and lodges a Preferred Project Report + additional documentation.

The community is allowed just 14 + days to review the developers 3 new documents + a preferred project report

I strongly object to the process adopted by the NSW Department of Planning & Environment regarding Johnson Property Group's application for a helipad at Trinity Point.

I base my objections on the substantive facts that

1. The NSW Department of Planning and Environment rejected the developer's helipad in 2008 as it was "*not supported.*"
2. The NSW Department of Planning and Environment allowed the developer to submit a modification application in 2016 under the same requirements which was rejected by DoPE in 2013.
3. The NSW Department of Planning and Environment & Lake Macquarie City Council have collectively received around 1000 objections for this helicopter application and submissions do not include the many hundreds of objections lodged in 2008.

DoPE allowed the developer to progress and submit a SEARs report and modification application under the same application requirements 3 years after DoPE rejected the developer's application. The community relies on State Government agencies to implement 'fair minded' process and protocol.

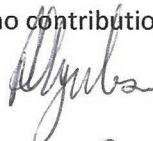
It is unacceptable for any government agency to issue an ongoing requirement for a SEARs report to a developer 3 years after the Department of Planning and Environment rejected the initial application based on the developer's 3 year old application.

Recommendation

Based on the facts that the NSW Department of Planning and Environment failed to follow fair process from October 2013 to July 2016 it is recommended that all documents submitted by Johnson Property Group for a helipad be rejected.

I have made no contributions to any political party

Signed:



Date : 7 - 7 - 18

Name MRS R. BARBER

Address 3A GIMBERTS RD

MORISSET NSW 2264

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

The current Preferred Project Report (PPR) – Appendix B from Johnson Property Group relates to the NSW Department of Planning and Environment's process for this application.

The current helipad modification MP_06_0309 – Modification 3

June 2009 the NSW Department of Planning assessing officer states in their report for **MP_06_0309** (N:\37429\PPR\ Jun 09, 'Response to Submissions.docx) states on pages 8 and 15 **"The proposed helipad has been deleted following concerns raised by the community."**

2009 DoPE rejects helipad application

01/10/2013 the NSW Department of Planning and Environment accepted a modification for a helipad from Johnson Property Group at Trinity Point. **This modification was rejected due to the lack of documentation.**

2013 DoPE rejects Helipad modification. DGR's report is superseded on 02/12/2013.

3 years later on 06/07/2016 NSW Department of Planning and Environment issues a SEARs report to Johnson Property Group **based on the developer's October's 2013 modification**

4 months later in November 2016 NSW Department of Planning and Environment the developer lodges documentation based on a 3 year old modification process and application. Note: 2014 LEP prohibits helipads on Lake Macquarie. LMCC's endorses existing airport e.g. Belmont airport.

From December 2016 to January 2017 NSW Department of Planning and Environment received approximately 450 community objections to **MP_06_0309**

These objections were listed on the DoPE website including the objection from the Lake Macquarie state member and Lake Macquarie's City Council.

1 ½ years later the developer responds to the 450 objections and lodges a Preferred Project Report + additional documentation.

The community is allowed just 14 + days to review the developers 3 new documents + a preferred project report

I strongly object to the process adopted by the NSW Department of Planning & Environment regarding Johnson Property Group's application for a helipad at Trinity Point.

I base my objections on the substantive facts that

1. The NSW Department of Planning and Environment rejected the developer's helipad in 2008 as it was "*not supported.*"
2. The NSW Department of Planning and Environment allowed the developer to submit a modification application in 2016 under the same requirements which was rejected by DoPE in 2013.
3. The NSW Department of Planning and Environment & Lake Macquarie City Council have collectively received around 1000 objections for this helicopter application and submissions do not include the many hundreds of objections lodged in 2008.

DoPE allowed the developer to progress and submit a SEARs report and modification application under the same application requirements 3 years after DoPE rejected the developer's application. The community relies on State Government agencies to implement 'fair minded' process and protocol.

It is unacceptable for any government agency to issue an ongoing requirement for a SEARs report to a developer 3 years after the Department of Planning and Environment rejected the initial application based on the developer's 3 year old application.

Recommendation

Based on the facts that the NSW Department of Planning and Environment failed to follow fair process from October 2013 to July 2016 it is recommended that all documents submitted by Johnson Property Group for a helipad be rejected.

I have made no contributions to any political party

Signed:



Date: 7-7-18