

Since 2015 we have spent time in the beautiful Lake Macquarie area, and have enjoyed the times there.

We think the area is quiet, peaceful, full of fauna & flora that need to be protected. We don't want anything to change that dramatically.

We also understand that the helipad is for guests to the proposed hotel development, therefore it is for 1% (high flyers who can afford the luxury) of the population, and the other 99% and the environment of flora & fauna would be dealing with the noise.

Today, as I write this email a police helicopter was circling overhead and the noise was quite loud & invasive, that is a one off, but if it was all the time, I certainly wouldn't appreciate it.

Property values in the area would decrease due to increase in noise pollution.

We have looked at some of the other submissions, and this submission below pretty much summed up what we would be saying . . .

We confirm our objections as nearby affected residents of Bonnells bay, include:-

1. A non-compliant acoustic report
2. Twin engine helicopters at Trinity Point.
3. Fuel & fire risk not considered or catered for.
4. Flight path conflict with existing float plane users at below 500'
5. Rotor downwash upon kayak users and bird life.

6. Lack of environmental impact study and statement in particular wildlife/birdlife and noise impact. Items 1 and 2 have been addressed in your Objections document under items 1 and 2.

FUEL STORAGE AND FIRE. Where will this helicopter upload fuel when Pelican Swansea Airfield is in the wrong direction to Sydney and Warnervale Airfield under Wyong council is under threat of closure in 2021. The local Morisset fire station is not trained or equipped to deal with aviation AVGAS fuel fires and foam drenching. The response time for fire would be too short and services need to be on hand as with all airports dealing with the public. A fuel load of 230kgs is considerable and double a 4 seater general aviation aircraft like a Piper Archer or Cessna 172/182. The fire damage could be considerable

FLOAT PLANES. There are a number of float planes on the lake and more at Warnervale using this lake and in particular this bay, Sugar Bay and over by Summerland Point opposite. Co-ordination of flight paths/track is needed during daylight hours. Daylight hours is aviation law are defined as half an hour after sunrise and before sunset.

KAYAKS AND OTHER WATER USERS. Downwash has to be considered as well as noise in relation to other lake users such as Kayakers, canoers and sailing boats of all sizes.

ENVIRONMENT AND WILDLIFE/BIRDS. Is there a report? The noise will impact our beautiful black swan and pelican population for sure. Has there been a study?

INSURANCE PROVISIONS. What insurance provisions does the developer plan to put in place for third party and public liability risks. What is the impact on the nearby owners home insurance and premiums? I conclude that I am a private pilot with an instrument rating and therefore support all

aviation but in my opinion there is no place here for helicopter transport in and out of the lakeside apart from emergency and evacuation flights. The number of intended flight movements per week are likely to occur over the weekend period and not be evenly spread over the week.

Hopefully, these observations will be helpful to you.