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- 6 SEP 2022

BOROUGH OF QUEENSCLIFF

[redacted]

Attention Brydon King
Planning Department
Borough of Queenscliff

Dear Sir

Helicopter Landing Site

Further to my planning application I write to provide additional information in support of the proposal

1. Acoustic report by Clarity Acoustics Consultants

2. Planning Practice Note 75 "Planning Requirements for heliports and helicopter landing sites.

   With particular note Helicopters and airspace - Once a helicopter is in the air, it is beyond planning control

3. HELICOPTER STARTUP AND INITIAL FLIGHT AND LANDING PROCEDURES and

4. GENERAL INFORMATION (AMENDED TO PROVIDE ADDITIONAL INFORMATION)

Also, please find below a short comment on the decision guidelines relevant to Helicopter Landing Sites.

Decision Guidelines
Clause 52.15-3 states:

> Before deciding on an application to use land for a heliport or a helicopter landing site, in addition to the decision guidelines in Clause 65, the responsible authority must consider, as appropriate:
>
> - Whether the proposal achieves a suitable separation distance from a nearby sensitive use, having regard to the Noise Control Guidelines (Environment Protection Authority, 2008).
> - The effect of the proposal on nearby sensitive uses in terms of the proposed frequency of flight movements and hours of operation.

Clause 65 of the planning scheme referred to above requires Council to consider, as appropriate the effect of the proposed use on the environment. It should be remembered that the proposed use is a 'helicopter landing site' and not the flying of helicopters over Swan Bay or Ramsar sites.

As to noise control guidelines referenced in the first dot point of clause 52.15-3 the Clarity Acoustics report dated 26 August 2022, assesses the take-off and landing noise impacts and reports that it complies with Noise Control Guidelines (Environment Protection Authority, 2008) (now superseded) as well as its replacement EPA Publication *Noise control guidelines* dated May 2021 (EPA Publication 1254.2)

The second dot point of the decision guidelines also requires Council to consider the effect on nearby sensitive uses, frequency of flight movements and hours of operation. These are also considered in the Clarity Acoustic report at section 6 and concludes that;

> *As such, relying on the separation distances and limited number of take-off and landing events, the environmental noise assessment findings are that there will be no unreasonable noise impacts due to the operation of the proposed helicopter landing site.*

Having regard for the above and all of the application materials, the limited number of flights and the separation distances to sensitive uses we ask that a planning permit be granted.

Yours Faithfully

[redacted]