

Council Reference: PP10/0001
Your Reference:



TWEED
SHIRE COUNCIL

23 July 2010

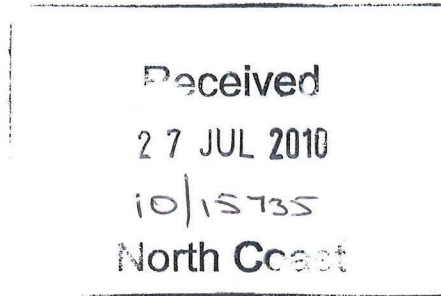
Customer Service | 1300 292 872 | (02) 6670 2400

Regional Director
Department of Planning
Locked Bag 9022
Grafton NSW 2460

ATTENTION: Jim Clark

Dear Jim,

Planning Proposal for amendment of Tweed Local Environmental Plan 2000 - Lot 10 DP 1084319 Tweed Heads; Seeking Gateway Determination in accordance with Section 56 of the Environmental Planning and Assessment Act 1979



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Please address all communications
to the General Manager

ABN: 90 178 732 496

On Tuesday 20 July 2010 Tweed Shire Council resolved to commence the process of amending the Tweed Local Environmental Plan 2000 by rezoning land at Lot 10 DP 1084319 Tweed Heads, with in principle support for a rezoning from Rural 1(a) to 3(c) Commerce and Trade, and that the applicant be advised that the actual rezoning classification of the land, if supported by Council, will be determined following assessment of any detailed site studies required after receipt of the initial gateway determination to proceed.

The attached Planning Proposal has been prepared for the proposed LEP amendment by Planit Consulting in accordance with section 55 of the Environmental Planning and Assessment Act 1979 and the Department of Planning's guides titled "*A guide to preparing local environmental plans*", and "*A guide to preparing planning proposals*".

Tweed Shire Council requests that this planning proposal be referred to the LEP Review Panel for a Gateway Determination in accordance with section 56 of the EPAA.

Any enquiries should be directed to Stuart Russell on (02) 6670 2455, or by email at srussell@tweed.nsw.gov.au

Yours Faithfully

for

Iain Lonsdale
Coordinator Planning Reform Unit

Attachments

1. Council report and resolution to request a Gateway Determination, and
2. Planning Proposal.

9 [PR-CM] Planning Proposal PP10/0001 - Lot 10 DP 1084319 Boyds Bay Garden World Site

ORIGIN:

Planning Reforms

FILE NO: PP10/0001

SUMMARY OF REPORT:

This report seeks Council's consideration of a planning proposal for rezoning of Lot 10 DP 1084319 – "Boyd's Bay Garden World Site", Tweed Heads West, and a recommendation endorsing referral of the proposal to the Department of Planning for a "Gateway" Determination.

The Boyds Bay Garden World Site lies immediately to the west of the Pacific Highway Tweed Heads West, and has been identified as potential employment lands in the Tweed Urban and Employment Land Release Strategy 2009 (TUELRs) with timing for commencement of rezoning of medium term; 10 to 20 years.

At its meeting of 15 December 2009 Council resolved to bring forward the timing of commencement of rezoning of the site from medium term (10 – 20 years) to short term, 0 – 10 years, following consideration of a request from Planit Consulting Pty Ltd.

The report identifies several challenges to the development of the site and in particular in the determination of the ultimate use and zoning of the land. In concluding it is clear that there is a need for greater detail and assessment of the constraints and limitation of the site to cater for the capacity of the development and ultimately the zoning sought. The report also highlights the necessity for greenfield sites to be master-planned prior to planning proposals (rezoning) occurring. This latter point will form the basis of a future report to Council.

RECOMMENDATION:

That:

- 1. Planning Proposal PP10/0001 for a change of land-use zone classification from Rural 1(a) to 3(c) Commerce and Trade rezoning be supported in principle on Lot 10 DP 1084319 Parkes Drive, Tweed Heads West and that the proposal be referred to the Department of Planning for a gateway determination under section 56 of the *Environmental Planning and Assessment Act 1979*.**
- 2. The applicant of planning proposal PP10/0001 be advised that the actual rezoning classification of the land, if supported by Council, will be determined following assessment of any detailed site studies required after receipt of the initial gateway determination to proceed.**

REPORT:

BACKGROUND

On 1 July 2009 the Environmental Planning and Assessment Amendment Act 2008 and Environmental Planning and Assessment Amendment (Plan Making) Regulation 2009 implemented procedural changes to the way local environmental plans are prepared and among other things broadened the Minister's power to delegate plan making functions to authorities other than councils.

A detailed report on the legislative (Plan Making) amendments was reported to the Council Meeting of 21 July 2009. For the purposes of this report the following definitions are provided for assistance:

Planning Proposal - refers to the document that explains the intended effect of a proposed LEP.

Gateway – refers to the process whereby the Minister considers a planning proposal; whether it should proceed or not, and provides a determination on the process, including level of public consultation required, type and scope of specialist studies, and referrals to other public authorities.

The amendments fundamentally do not change the level of assessment required, but rather the timing of when reports should be prepared and assessment required. The new system is designed to speed-up the time it takes for a Council to resolve to amend the LEP, and reduces the level of detailed investigation (and cost) required for that initial determination, also referred to as "Stage 1". Like the superseded system, there are three main steps in the process, as summarised below:

Stage 1 *Submission and Preliminary Assessment:* Council resolves to prepare a draft LEP Amendment – based on assessment of essential information, not necessarily detailed studies and reports, sufficient to demonstrate; A) a strategic justification, and; B) a relative degree of certainty that the proposal will likely proceed.

Stage 2 *Report, Further Assessment and Community Consultation:* The completion of detailed investigations and / or preparation of studies by the proponent; assessment by Council staff, and public exhibition. It is the work undertaken in this Stage, with the exception of public exhibition, that previously occurred 'up-front' prior to a Council resolution to amend the LEP. The purpose of the change in process is to avoid unnecessary expense and time on proposals that have little chance of securing a recommendation in support of the proposed amendment.

Stage 3 *Final Planning Proposal to be Made:* This is largely an administrative and short duration component of the process. By this stage all assessment, public consultation and reporting has been finalised. The remaining tasks include the gazettal of the Plan by the Minister through the NSW Government Gazette, and internal administrative tasks updating the LEP and section 149 processes.

The Planning Reforms Unit has adopted a new approach to the management and processing of planning proposals which takes into account, and is consistent with the legislative amendments to Part 3 (Plan Making) of the *Environmental Planning and Assessment Act 1979*.

This new process is essentially aimed at streamlining LEP amendments with the intent of reducing the time and costs involved. This is achieved in several ways most notably by the requirement to limit the information pertinent to the specific proposal at lodgement, and the deferral of expensive investigations and detailed studies, where appropriate, to Stage 2, which follows on from a resolution of the Council to amend the LEP. The following diagram illustrates the Stage 1 Planning Proposal process adopted by the Planning Reforms Unit.

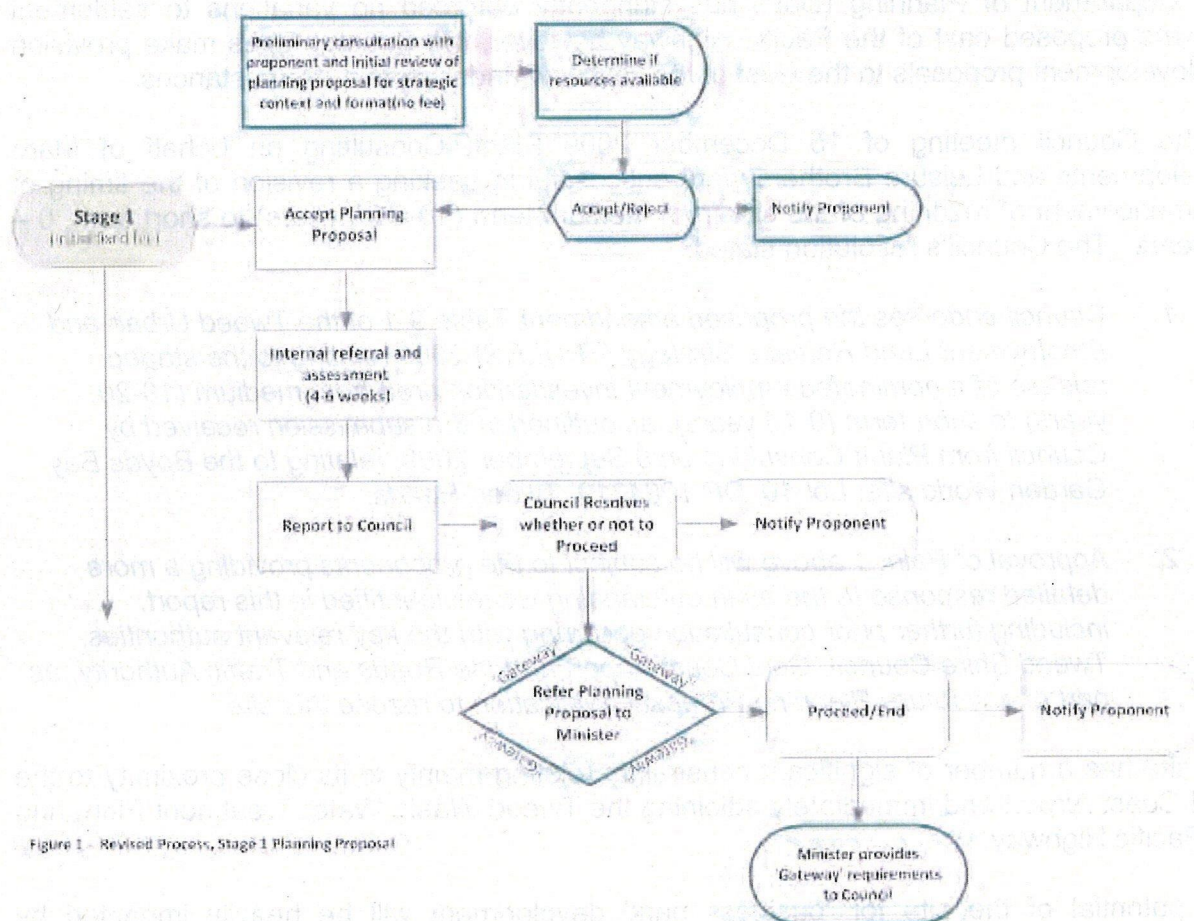


Figure 1 – Revised Process, Stage 1 Planning Proposal

Planning proposals are meant to be a concise statement of the intended effect of a proposal and set out the justification for making that plan without the need to prepare the full range of technical reports up-front. This does not mean however that they need not be technically competent, but unlike the superseded process, planning proposals will have greater flexibility and adaptability enabling them to 'evolve' during the course of processing the proposed LEP, in line with the Department of Planning's Guidelines on preparing planning proposals.

This and future Council reports on Planning Proposals will follow the format and use the headings provided by the legislation and DOP guidelines.

SITE AND PLANNING HISTORY - BOYDS BAY GARDEN WORLD

This application represents one of the first planning proposals to be lodged with Council since the implementation of the 'Gateway' process.

The Boyds Bay Garden World Site lies immediately to the west of the Pacific Highway Tweed Heads West, and has been identified as potential employment lands in the Tweed Urban and Employment Land Release Strategy 2009 (TUELRs) with timing for commencement of rezoning of medium term; 10 to 20 years.

The site is identified within the 'Town and Village Growth Boundary' of the Far North Coast Regional Strategy 2006 (FNCRS) although not specifically identified as employment land. The Department of Planning (DoP) has stringently enforced no variations to settlement patterns proposed east of the Pacific Highway however, the Strategy does make provision for development proposals to the west of the Highway under certain circumstances.

At the Council meeting of 15 December 2009 Planit Consulting on behalf of Maro Developments and Leisure Brothers were successful in seeking a revision of the timing of commencement of rezoning of the site from medium term (10 – 20 years) to short term, 0 – 10 years. The Council's resolution stated:

1. *Council endorses the proposed amendment Table 9-1 of the Tweed Urban and Employment Land Release Strategy (TEULRS) 2009 relating to the staged release of a nominated employment investigation area from medium (10-20 years) to short term (0-10 years), as outlined in the submission received by Council from Planit Consulting on 9 September 2009, relating to the Boyds Bay Garden World site, Lot 10, DP 1084319, Tweed Heads.*
2. *Approval of Point 1 above will be subject to the proponents providing a more detailed response to the main outstanding issues identified in this report, including further prior consultation occurring with the key relevant authorities, Tweed Shire Council, Gold Coast Airport and the Roads and Traffic Authority, as part of any future Planning Proposal application to rezone this site.*

The site has a number of significant constraints relating mainly to its close proximity to the Gold Coast Airport and immediately adjoining the Tweed Waste Water Treatment Plant and the Pacific Highway.

The potential of the site for 'business park' development will be heavily impacted by constraints mentioned above, and will require particular attention to ensure that the layout of the site, and landuses proposed fully address these constraints to the satisfaction of Council post receipt of a gateway determination to proceed.

THE PLANNING PROPOSAL

On 5 May 2010 Planit Consulting lodged a Planning Proposal for the site seeking to have the site rezoned from Rural 1(a) to B5 Business Development under draft Tweed LEP 2010, or 3(c) Commerce and Trade under Tweed LEP 2000.

The site, formerly a 'drive-in' picture theatre is currently utilised as a retail and wholesale plant nursery known as the Boyds Bay Garden World (See Figures 1 and 2 below). The site is heavily disturbed and adjoins Council's Tweed Heads Waste Water Treatment Plant and is located at the southern end of the Gold Coast Airport and within the 25-30 ANEF aircraft noise zones.

A concept plan has been prepared for the site as seen in Figure 3; however this concept does not at this stage represent the final concept which will more than likely be modified once detailed studies are undertaken as suggested in the planning proposal and this report.

FIGURE 1: SUBJECT SITE AND LOCAL CONTEXT ADJOINING COUNCIL'S WASTE WATER TREATMENT PLANT AND PROXIMITY TO GOLD COAST AIRPORT



FIGURE 2: SUBJECT SITE AND LEP 2000 ZONING

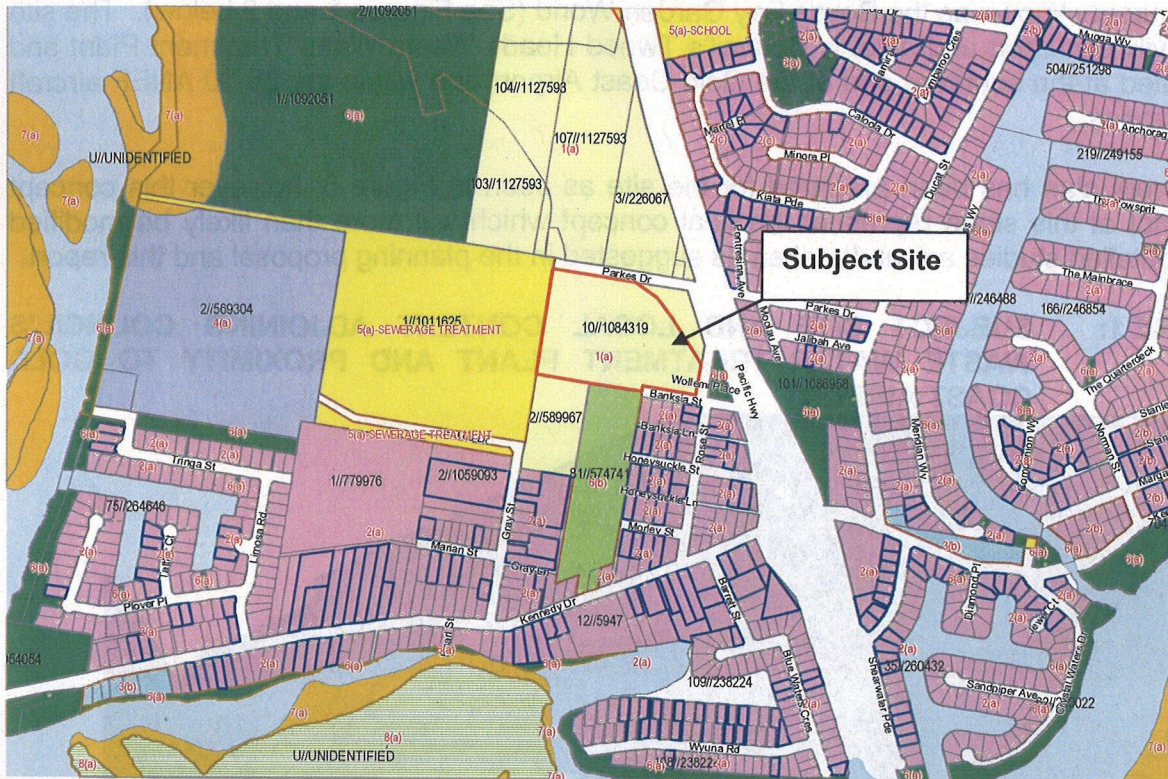


FIGURE 3: CONCEPT PLAN



Council has advised all proponents that the format for all planning proposals are to be set out using the same headings and language / terms provided the legislation and the Department of Planning's guidelines, as indicated below:

- **Part 1:** Objectives or Intended Outcomes,
- **Part 2:** Explanation of Provisions,
- **Part 3:** Justification,
- **Part 4:** Community Consultation.

The DOP guidelines clearly identify the requirements of each section, which Council will utilise in determining completeness of the initial proposal. All information relevant to this proposal should be presented under one of these 4 parts, and where appropriate supported by relevant attachments.

PART 1: OBJECTIVES OR INTENDED OUTCOMES

This is intended to be a concise statement of what is planned to be achieved, and will eventually form the basis for the drafting of the LEP.

The planning proposal for the site seeking to have the site rezoned from Rural 1(a) to B5 Business Development under draft LEP 2010, or 3(c) Commerce and Trade under Tweed LEP 2000.

At this stage, the proposal has not provided sufficient information to determine the most suitable zoning for the site; however, the substantial nature of constraints affecting the site will make it difficult for the site to be developed fully for commercial and trade purposes.

Detailed studies and preparation of site plans identifying the composition and location of proposed land-uses will be essential in satisfying Council that site constraints have been fully and adequately addressed, and the zoning sought is the most appropriate zoning for the site.

PART 2: EXPLANATION OF PROVISIONS

This is intended to be a full and clearly expressed statement of how the objectives or intended outcomes are to be achieved by means of new controls on development imposed by the LEP.

Commercial and industrial uses commensurate with a Business Park are not permissible in the 1(a) zone under Tweed LEP 2000. As such the proponent is seeking the introduction of the B5 Business Development zone under Draft Tweed LEP 2010.

The IN1 industrial zone under Draft Tweed LEP 2010 has been considered by the proponent but determined to be not acceptable because office development typical in Business Parks is prohibited. However, given the constraints of the site, and the lack of sufficient detail regarding the types of 'business' proposed it is difficult at this stage to determine whether B5 Business Development, or IN1 General Industrial, or a combination of both would be more appropriate.

Need for a Masterplan

Given the complex nature of constraints on the site, the potential for these constraints to have a defining influence on the nature of development possible on the site, and the diversity of adjoining land-uses, including as yet un-determined uses on other land in the Airport Precinct Area 2, there is a greater need for the preparation of a masterplan for the Airport Precinct. The Tweed Urban and Employment Land Release Strategy 2009 (TUELRS) states that Council is supportive of master-planned business and employment parks. Development of a masterplan for the Airport Precinct Area 2 will be an essential component in the final justification of the proposal, and will be a requirement of post-gateway determination in Stage 2.

Where rezoning for additional commercial development is proposed, the TUELRS requires consideration of the Tweed Retail Strategy as well as the Employment Lands Strategy; given that retail and office development are typically both permitted in commercial or business zones. A retail economic analysis will be required providing an assessment of the impact of any further commercial development on other established commercial centres in the Tweed.

The following table lists a sample of the land-uses permissible or prohibited within B5 and IN1 zones under Draft LEP 2010 which may be considered under the current proposal.

Table 1: Comparison of a sample of 'permissible with consent' and 'prohibited' development within proposed B5 and IN1 zones under Draft Tweed LEP 2010.

Draft LEP 2010		
B5 Business Development	Zone	IN1 General Industrial
Light industries; Passenger transport facilities, Self storage facilities, Take-away food and drink premises, and Warehouse or distribution centres.	Permissible with consent	Industries, Kiosks, Light industries, Storage premises, Take-away food and drink premises, and Warehouse or distribution centres.
Air transport facilities, food and drink premises, Freight transport facilities, Storage premises, and Wholesale supplies.	Prohibited	Bulky goods premises, business premises, Office premises, Passenger transport facilities, Retail premises, and Self storage units.

Given the mixed-use nature of business parks, the proponent will need to demonstrate how a range of landuses such as those suggested above will be accommodated in the final concept plan and planning proposal.

The proponent is seeking to pursue rezoning of the land concurrent with the preparation of a Development Control Plan (DCP) that addresses all relevant matters with a focus on future development forms however there has been no agreement reached on the scope of a draft DCP or as to who will be drafting the Plan.

PART 3: JUSTIFICATION FOR THE PLANNING PROPOSAL

The justification, as required by the *Environmental Planning and Assessment Act 1979*, sets out the case for changing the zone and development controls on the land affected by the proposed LEP. While it is not envisaged, in the majority of cases, that technical studies will be undertaken prior to the gateway determination, it is however essential that major site constraints be identified and where necessary studies and investigations undertaken to justify different aspects of the planning proposal. The four key components to justifying the proposal in accordance with the legislation are:

- i. Need for the planning proposal;
- ii. Relationship to strategic planning framework;
- iii. Environmental, social and economic impact, and
- iv. State and Commonwealth interests.

i. Need for the Planning Proposal

The objective of the planning proposal is *"to permit the redevelopment of the Boyd's Bay Garden World Site for the purposes of a Business Park that satisfactorily addresses matters relating to residential amenity, airport operations and conflicts and the needs of adjoining owners."*

Alternative uses for the site and adjoining land within Airport Precinct (Areas 1 and 2) have previously been investigated, as reported in the TUELRs which noted that the TEDC had commissioned a report in 2001 which specifically assessed the options for land in Airport Precinct (Areas 1 and 2), in a local and regional context and concluded that the site had potential for development and particularly for boat building, food and beverage manufacturing, storage and distribution, herbal industries, airport parts and manufacturing, and turf farming. The proposal is generally consistent with the potential future uses identified for the site, however, the potential for development of a business park incorporating commercial uses cognisant of site constraints will require further substantiation.

ii. Relationship to strategic planning framework

While no specific study has been completed addressing this site, the site is within the Town and Village Growth Boundary for Tweed Heads as identified within the FNCRS, and has been identified as potential employment lands in the TUELRs as mentioned above.

Under both LEP 2000 the 3 (c) Commerce and Trade zone, and Draft LEP 2010 B5 Business Development, light industry development is permissible, but may not be the most appropriate use of the site given the nature of constraints affecting the site.

The proposal has not adequately addressed the local and regional significance of the site and will need to undertake further studies and report on the ability of the site to fit in with existing strategies and not compete with other established commercial and retail centres in the Tweed.

iii. Environmental, social and economic impact

While a number of significant constraints have been identified affecting the site, the justification on environmental grounds is sufficient to recommend referral to the Department of Planning for an initial gateway determination.

Of those constraints identified during initial consultation within Council and externally with the Gold Coast Airport Limited, and the Roads and Traffic Authority, the following issues have been identified as having potential significant impacts upon the site:

1. Proximity to Council's Tweed Heads Waste Water treatment Plant:

The site adjoins the eastern boundary of Council's Tweed Heads Waste Water Treatment Plant (WWTP). Council's DCP A5 Subdivisions Manual has a general recommendation for the size of a buffer zone surrounding a sewage treatment plant. It provides for a buffer of 400m from primary and secondary process units for housing, tourism and community facilities and an absolute buffer of 200m in which no development should be allowed other than open air uses like car parking and open storage yards. Buildings between 200m and 400m associated with industrial, commerce or trade must be designed with ventilation facing away from the sewage treatment plant and office or retail components should be air conditioned.

Virtually the whole of the subject site is within the 400m buffer of the old treatment plant's process units and about half of the site is within the 200m buffer. On this criterion, the western end of the site does not appear to be suitable for development except for open air uses requiring only limited occupation of any work stations in that area. The eastern end of the site could be suitable for appropriately designed buildings with suitable treatment of office and retail areas. The site may not be suitable for food preparation businesses.

The DOP's Draft NSW Best Practice Odour Guideline (April 2010), for treatment of odour from sewage systems has changed the way in which the impact of WWTPs is assessed, and rather than placing a buffer, a setback around the plant, now seeks to have odour controlled on site and indicates that the design of the treatment plant should be such that the odour level at the boundary of the containing industrial zone should be no more than 2 Odour Units. If the treatment plant boundary is the edge of the industrial zone as proposed, the level of treatment required may be prohibitive.

On the basis of DoP Guidelines, it would seem that an industrial zoning such as IN1 would be more appropriate than the proposed B5 Business Development zoning.

While the proponent's report and concept plan show potential road linkages into Council's WWTP, suggesting a change in use of Council's land in the future, it has the WWTP is scheduled to be recommissioned and retained as a waste water treatment plant.

2. Proximity to Gold Coast Airport:

Correspondence from GCAL, provided with the proposal, states that in view of the extremely close proximity of the airport runway and flight path to the subject land, there are several mandatory restrictions (defined as "controlled activity") which would necessitate securing approval from the Secretary of the Department of Infrastructure, Transport, Regional Development and Local Government, with any such application being subject to assessment by GCAPL, CASA and Airservices Australia. Given the proximity of the site to the runway,

no relaxation could realistically be anticipated in this instance. GCAL conclude that the site is severely constrained, and raise the following issues:

Heights: Preliminary height limits (including any structures) within the airport's operational airspace on the site's western boundary cannot exceed 14.46 metres AHD (for Air Navigation Services – Airport Operations), and 13.75 metres AHD (for Obstacle Limitation Surface). Filling of the site will have potential impact upon the type of buildings ultimately developed.

Light emissions: Localities within the airport's prescribed airspace in close proximity to the runway are subject to mandatory and severe limitations on levels of illumination which are allowed to be emitted. Reflected sunlight can also constitute a controlled activity in the Lighting Zone area which will require all roofs of buildings and other elements that could adversely reflect sunlight to be entirely constructed of non-reflective materials, across the whole site.

Emissions, Turbulence: Activities which may result in air turbulence capable of affecting normal flight of aircraft (exceeding 4.3 metres per second), or emit smoke, dust or other particulate matter, or steam or other gas would not be permissible.

Public safety: A Public Safety Zone (PSZ) extends from the end of the runway for a distance of 1 kilometre will impact the site; the site is just 50 metres outside the southern limit of the zone it has been suggested that restrictions relevant to the PSZ be borne in mind when considering development of the site. It would not be appropriate for land in this locality to be used for hazardous purposes, such as storage of fuel, explosives or chemicals etc. Activities which would attract large numbers of people, such as businesses with high workforce numbers or which attract substantial numbers of customers such as major retail facilities or places of assembly, sporting venues and the like should be discouraged.

Aircraft noise: the site is almost entirely within the ANEF 25-30 zone for aircraft noise. Within this zone the land use of "light industry" is acceptable, thus requiring no acoustic treatment. However, land-uses falling within the category of "commercial buildings" (e.g. Offices, retail) are defined as "conditionally acceptable", indicating that measures should be taken in the design and construction to minimise indoor sound levels.

Reports addressing each of these issues will be required.

3. Traffic:

The site adjoins the Tugun Bypass (Pacific Highway) and is expected to impact traffic movements associated with the intersection with the Pacific Highway and local road network.

The Roads and Traffic Authority has advised that the road network in the vicinity of the site is sensitive to increases in traffic generation and that a traffic study will be required addressing the surrounding traffic network and that the site is not considered in isolation.

4. Engineering and infrastructure:

The provision of water, sewerage and drainage infrastructure is believed to be possible; however a detailed engineering and infrastructure assessment and report will be required post gateway determination.

5. Flooding:

The site is typically 1.0 to 3.0 metres AHD and will require filling to the nominated height of approximately 3.0 metres AHD. The extent of fill will impact both adjoining land and potential building heights permissible on the site, as related to height limitations imposed by Gold Coast Airport Limited. A detailed flood impact assessment will be required.

6. Contamination:

The site has been heavily disturbed and previously utilised as a drive-in picture theatre, but is now the site for an extensive gardening retail and wholesale centre. The potential for past land-uses to generate contamination of the soil has not been investigated. A site contamination investigation and remediation strategy if appropriate will be required post gateway determination.

7. Ecological:

The proponent reports that the site presents little in the way of ecological constraints given its previous history of use, however they have advised that a detailed ecological assessment will be undertaken in accord with the requirements of council and the Department of Environment, Climate Change and Water.

8. Social and economic impacts:

While the site lies within the Town and Village Growth Boundary it was not specifically identified as Employment Lands in the Far North Coast Regional Strategy 2006. The proponent has acknowledged that a socio economic assessment will be undertaken.

As previously mentioned, a retail economic analysis will be required. Of particular concern is the strategic context of the site and potential impacts on established commercial or industrial centres in the Tweed Heads (West and South) area.

iv. State and Commonwealth interests

Gold Coast Airport Limited has identified a number of agencies who will required notification, including The Department of Infrastructure, Transport, Regional Development and Local Government, Gold Coast Airport Limited, the Civil Aviation Safety Authority (CASA), and Airservices Australia. Any future proposal should also be referred to the Roads and Traffic Authority.

PART 4: COMMUNITY CONSULTATION

The gateway determination by the Minister will specify the community consultation that must be undertaken on the planning proposal. The consultation will be tailored to the specific nature of the proposal; for low impact planning proposals which are consistent with the pattern of surrounding land use zones, strategic planning frameworks and present on issues with regard to infrastructure servicing the exhibition period will normally be 14 days.

This proposal does not fall within the broad definition of 'low impact' and is likely to incur an exhibition period of at least 28 days.

CONCLUSION:

The site is heavily constrained with absolute restrictions which at this stage have not been fully considered in preparing the concept plan presented with this planning proposal. However, the site has been identified as being potentially suitable for a range of development activities ranging from low intensity turf farming to manufacturing, storage and distribution.

The potential of the site for development as a Business Park cannot be fully assessed and appropriate zoning determined until such time as detailed investigations, studies and reporting have considered how site constraints will be addressed in finalising the composition of development on the site. Proximity to Council's waste water treatment plant, Gold Coast Airport and the Pacific Highway will require particular attention and will need to be fully addressed to the satisfaction of Council post receipt of a gateway determination to proceed.

The planning proposal must undertake a range of studies as identified in this report and demonstrate an ability to accommodate constraints and opportunities within both local and regional contexts without adversely impacting existing commercial and retail centres within the Tweed.

It is recommended that Planning Proposal PP10/0001 be referred to the Department of Planning for a gateway determination.

LEGAL/RESOURCE/FINANCIAL IMPLICATIONS:

If adopted, the recommendation contained within this report would result in a resource implication for the Planning Reforms Unit, however Council has a fees and charges structure to enable the application to be managed internally or through external consultants and ensures cost recovery.

POLICY IMPLICATIONS:

Nil.

UNDER SEPARATE COVER/FURTHER INFORMATION:

To view any **"non confidential"** attachments listed below, access the meetings link on Council's website www.tweed.nsw.gov.au (from 8.00pm Wednesday the week before the meeting) or visit Council's offices at Tweed Heads or Murwillumbah (from 8.00am Thursday the week before the meeting) or Council's libraries (from 10.00am Thursday the week of the meeting).

1. Aerial photograph showing boundary of ANEF 2020 aircraft noise zones, and buffers from the Tweed Waste Water Treatment Plant (ECM 18881302)
2. Letter from Gold Coast Airport Pty Ltd (ECM 18881303)