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From: DOROCINSKA Ania  
Sent: Friday, 8 January 2016 8:15 AM  
To: 'Hayley Beaton'  
Subject: 59 Woodgee Street Currumbin  
Attachments: 160106 ANEF Woodgee Street.jpg

**MCU201501893 PN338/01/DA2**

Good Morning Hayley,

Further to discussions yesterday regarding the sewer infrastructure on site I have had the application referred to the relevant representative from Gold Coast Airport, please see following comments from GCAPL;

The application documents suggest that the site is between the 20 and 25 ANEF contours. However, that was indeed the case at the time of the previous application in 2007-2009, but in the current 2013 ANEF which has been in place since May 2012, the site is between the 25 and 30 contours, and hence subject to potentially increased intensity of aircraft noise. An image showing the site's position within the ANEF is attached for your information (the green area being the 25-30 zone).

It is purported in the application documents that the acoustic report prepared for the earlier application has been "approved", and that it is appropriate for it to be taken into consideration for the current application. In response to question 20 on the Risksmart form, it is further claimed that it "demonstrates compliance with PC2", a statement we would question.

As stated in the document, the July 2007 acoustic report related to a proposal to "refurbish and extend the existing single storey residential dwelling", and the recommended treatments for the building were deemed to be appropriate for that proposal. However, the current application is for an entirely new dwelling, of a different style and utilising different materials, and unless it is not possible for legal reasons associated with the P&E Court consent order approving the earlier application to reassess the question of aircraft noise, we believe that a fresh acoustic report should be provided.

Clearly, given the different nature of the currently proposed building, and changed ANEF effects and aircraft types, etc in the meantime, the recommendations of the original acoustic report will not be adequate to cater for the current aircraft noise environment. That is a situation we believe points to the need for a proposal-specific acoustic report to be carried out.

Further, in view of the obvious high cost and quality of the proposed dwelling, we believe it would be unlikely that the residents would wish to deliberately minimise the extent of noise attenuation with the consequence of continuing exposure to severe aircraft noise, as put forward on their behalf by the acoustic consultant (page 3 of acoustic report). This proposal does not fall into the category of impracticality of achieving suitable acoustic treatment or creation of hardship (Note 2 in PC2 of the Code).

Therefore, it is suggested that the topic of aircraft noise be referred to the applicants with a view to having a fresh assessment of noise insulation requirements for the currently proposed building.

Please let me know how long it will take you to obtain an updated Acoustic Report.

Thank you.

If you have any queries, please do not hesitate to contact me on the below details.

Regards,

**Ania Dorocinska**  
BUrbanEnvPlan

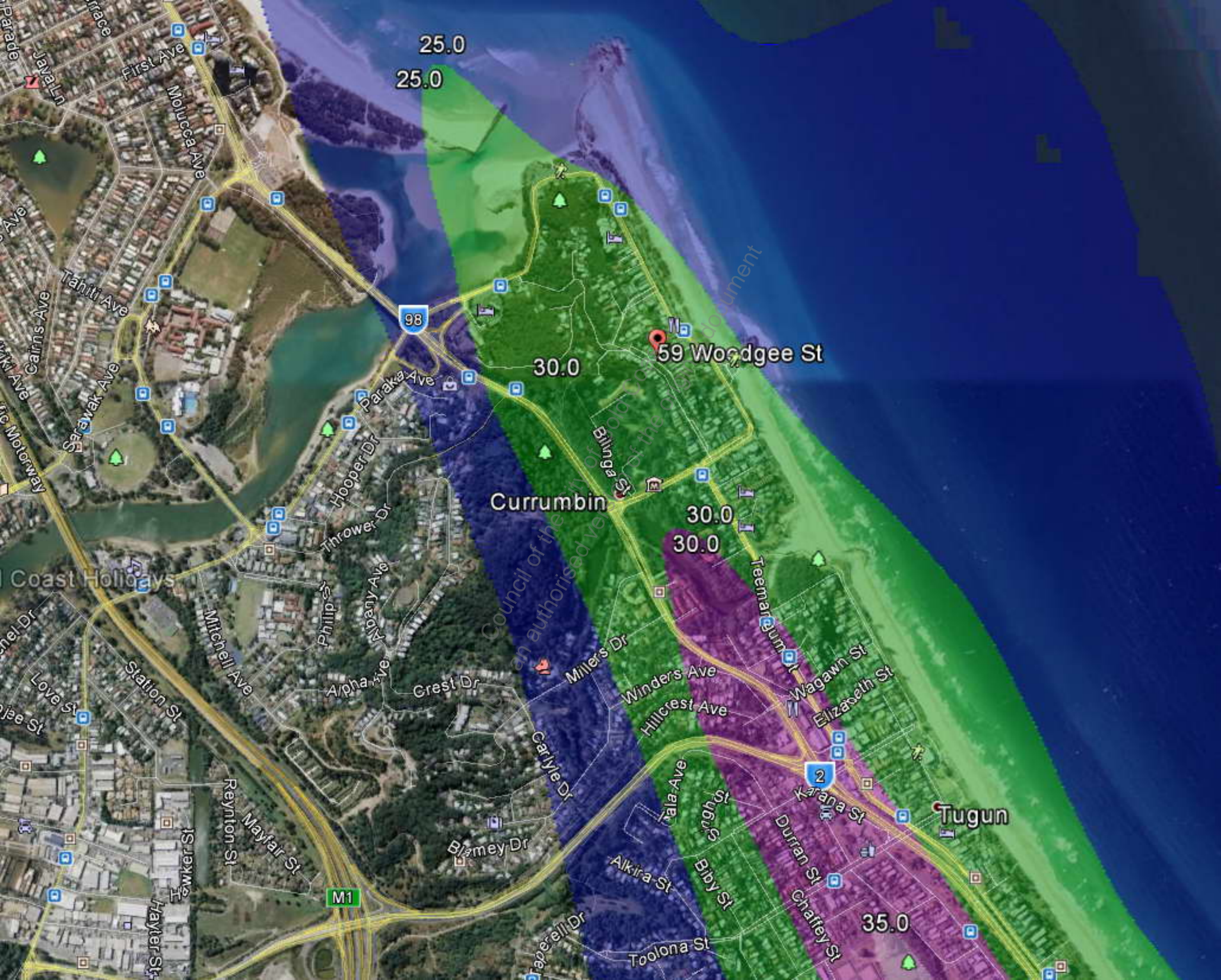
**Town Planner**

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