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Flagstone Development, Context Area 3 South, Stages 10 and 12

Road Traffic Noise Intrusion Assessment

Peet Flagstone City Pty Ltd

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SLR Project No.: 620.v10512.02011

Client Reference No.: NA

16 March 2026

Revision: 2.0

Revision Record

Revision	Date	Prepared By	Checked By	Authorised By
2.0	16 March 2026	Matthew Keylock	Rodrigo Olavarria	Rodrigo Olavarria
1.0	5 August 2025	Rodrigo Olavarria	Jamie Conomos	Jamie Conomos

Basis of Report

This report has been prepared by SLR Consulting Australia (SLR) with all reasonable skill, care and diligence, and taking account of the timescale and resources allocated to it by agreement with Peet Flagstone City Pty Ltd (the Client). Information reported herein is based on the interpretation of data collected, which has been accepted in good faith as being accurate and valid.

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1.0 Introduction

SLR Consulting Australia Pty Ltd (SLR) was commissioned by Peet Flagstone City Pty Ltd (PEET) to conduct a road traffic noise intrusion assessment for Stage 10 and Stage 12 of the Flagstone Context Area 3 (CA3) South Subdivision, referred hereto as 'The Project'.

North South Arterial Road (NSAR) is forecast to carry a large traffic volume in future; therefore, consideration for the reduction of road traffic noise is considered warranted.

The purpose of this assessment is to present a revised set of noise prediction results and applicable Queensland Development Code Mandatory Part 4.4 (QDC MP4.4) Noise Categories for the lots, following detailed noise modelling, based upon the latest plan of subdivision (reproduced in **Appendix A**) and the revised elevation model for Stage 10 and Stage 12 received by this office on 18 February 2026.

The noise predictions integrate the latest digital elevation model as per above, with the latest available road traffic volume forecasts as at date of issue of this report, for the period coinciding 10 years after the estimated project completion.

The objective of this report is to support the application for Reconfiguration of Lot (ROL) by advising on the effectiveness of the implementation of noise barriers and the QDC MP4.4 Noise Categories applicable to the construction of the dwellings after the implementation of noise barriers.

The following documents are relevant to this assessment:

- Department of Transport and Main Roads (TMR) Transport Management Code of Practice Volume 1: Road traffic noise (CoP Vol 1).
- UK Department of Transport Welsh Office Calculation of Road Traffic Noise 1988 (CoRTN).
- Previous PDA development conditions set out in the PDA Decision Notice (dated 10 Dec 2020) for Stages 2-5 located on the opposite side of NSAR, which was used to inform the noise assessment criteria applied in this report for CA3.

This assessment excludes the following:

- Assessment of road traffic noise onto other residential stages within CA3 South, which are subject to further design.
- Road traffic noise intrusion and environmental noise emission from non-residential uses within CA3 South as it is understood that these will be subject to a separate Development application (DA).
- Railway noise intrusion, as this is of no significance at CA3 South.

This report (report v2.0) addresses the road traffic noise intrusion onto Stage 10 and Stage 12 only, following changes to the design, and supersedes SLR report 620.10512-R15-v1.0-20240805.

A previous report was prepared for the road noise intrusion assessment for Stages 8-14, which included stages 10 and 12 (SLR report 620.10512-R11-v2.0-20240318). Stages 8, 9, 11 and 14 addressed in this report will undergo further design changes in future. Separate reports will also be required to be prepared in due course to address the road traffic noise intrusion onto these. Therefore, SLR report 620.10512-R11-v2.0-20240318 (report v2.0) is now superseded.

A glossary of terms used in this report are detailed in **Appendix E**.



2.0 Noise Assessment Criteria

Flagstone CA3 South will be part of the Greater Flagstone Urban Development Area (UDA); therefore, is to meet the requirements of the Flagstone Development Scheme (FDS). The FDS Community Safety and Community Constraints indicates that residents and other sensitive uses are to be protected from the impacts of noise from regional transport corridors. However, the FDS document does not provide a set of objective criteria for the assessment of these corridors.

The current acoustic requirements applied by Economic Development Queensland (EDQ) for a number of lots within the Flagstone UDA are contained in the EDQ PDA development Condition 35 of 11 October 2024, EDQ reference DEV2012/403/171.

Condition 35 of the abovementioned Decision Notice is relevant to Acoustic Compliance and is reproduced in **Table 1**. This report assumes that the same conditions are to be applied for consistency in the assessment of other CA3 South roads carrying relevant volumes of traffic, as CA3 South pertains the same PDA.

Table 1 PDA Development Condition 35

Condition	Timing
<p>a) Except where identified in Condition 35A¹, submit to EDQ Development Assessment DSDI for compliance assessment a Noise Mitigation Report, certified by a RPEQ, for all lots within 100m from Flagstonian Drive Extension (excluding Lot 50021), the future North-South Arterial road and 200m from the railway corridor achieving a $\leq 35\text{dBA}$ for 1 hour max, over a 24 hour period for all habitable rooms.</p> <p>Where a $\leq 35\text{dBA}$ for 1 hour max, over a 24 hour period for all habitable rooms cannot be achieved, the Noise Mitigation Report is to provide the proposed noise mitigation measures generally in accordance with QDC MP4.4 – Buildings in a Noise Transport Corridor. If any noise barriers are proposed, the detailed design/construction plans certified by a RPEQ are to be provided including how passive surveillance of the streetscape can be maintained.</p> <p>Note: For lots fronting Flagstonian Drive (excluding Lot 50021), the acoustic fence must be no higher than that specified in the approved plan of development.</p> <p>Note: an acoustic report may address the acoustic needs of multiple stages/sub-stages in one report.</p>	<p>a) Prior to the commencement of site works for the relevant sub-stage.</p>
<p>b) Construct barrier(s) works generally in accordance with the certified plans submitted under part a) of this condition.</p>	<p>b) Prior to survey plan endorsement for each relevant sub-stage.</p>
<p>c) Submit to EDQ IS 'as constructed' plans, certified by a RPEQ, an asset register in a format acceptable to Council and 'Issued For Construction' plans for noise barriers within the relevant sub-stage.</p>	<p>c) Prior to survey plan endorsement for each relevant sub-stage.</p>
<p>Note 1: Condition 35A is in relation to the certification of noise walls specific to sub-stages 3G, 3Fi, 3H, 5Ai, 5Aii, 5Bi, 5Bii, 5C, 5D, 5Ei, 5Eii, 5Eiii, 5F, 5G, 5H, 5Ki, 5Kii, 5L, 5M, 5Qii, 5R and 5S. Therefore, it is not considered further.</p>	



From **Table 1**, it is understood that EDQ considers the application of *QDC MP4.4* at residential lots to achieve the acoustic requirements of Condition 35. Under *QDC MP4.4*, when building in a Transport Noise Corridor, a residential building needs to achieve certain levels of noise reduction which can be achieved through incorporating appropriate building materials to the building envelope to achieve the required noise reduction in habitable rooms.

QDC MP4.4 applies to residential buildings that are constructed within designated Transport Noise Corridors. It is then assumed that, for the purpose of assessing transport noise, New Beith Road, North-South Arterial Road and Trunk Connector Road are to be treated as a “Transport Noise Corridor”.

Whilst *QDC MP4.4* does not provide internal noise limits or targets, the minimum building constructions in *QDC MP4.4* would typically achieve an internal transport noise level of approximately 35 dBA within habitable rooms where the appropriate QDC Noise Category (NC) building façade treatments are incorporated.

Reproduced from *QDC MP4.4*, the Noise Categories and associated minimum noise reduction requirements and minimum Weighted Sound Reduction Index (R_w) for external building elements are shown in **Table 2**. The R_w is a measure of the sound insulation properties of a specific building material element.

As remedy, *QDC MP4.4* provides acceptable forms of construction for the external elements of the building to assist in achieving a building design and construction which meets the required noise reduction for each Noise Category. The acceptable forms of construction in *QDC MP4.4* are reproduced in **Appendix C**, noting that other forms of construction are acceptable where they are demonstrated to achieve the required R_w rating.

Table 2 QDC MP4.4 Noise Categories and Minimum Noise Reduction for Road Transport Noise

Noise Category	Transport Noise Level, Facade Corrected	Minimum Transport Noise Reduction for Habitable Rooms	Building External Envelope Component	Minimum R_w Required for Each Component	
4	Road traffic noise ≥73 dBA LA10(18hour)	40 dBA	Glazing	43	
			External Walls	52	
			Roof	45	
			Floors	51	
			Entry doors	35	
3	Road traffic noise 68 – 72 dBA LA10(18hour)	35 dBA	Glazing	38	where total area of glazing for a habitable room is greater than 1.8 m ²
				35	where total area of glazing for a habitable room is less than or equal to than 1.8 m ²
			External walls	47	
			Roof	41	
			Floors	45	
			Entry doors	33	
2		30 dBA	Glazing	35	where total area of glazing for a habitable room is greater than 1.8 m ²



Noise Category	Transport Noise Level, Facade Corrected	Minimum Transport Noise Reduction for Habitable Rooms	Building External Envelope Component	Minimum Rw Required for Each Component	
	Road traffic noise 63 – 67 dBA LA10(18hour)			32	where total area of glazing for a habitable room is less than or equal to than 1.8 m ²
			External walls	41	
			Roof	38	
			Floors	45	
			Entry doors	33	
1	Road traffic noise 58 – 62 dBA LA10(18hour)	25 dBA	Glazing	27	where total area of glazing for a habitable room is greater than 1.8 m ²
				24	where total area of glazing for a habitable room is less than or equal to than 1.8 m ²
			External walls	35	
			Roof	35	
			Entry doors	28	
0	Road traffic noise ≤57 dBA LA10(18hour)	No additional acoustic treatment required – standard building assessment provisions apply.			



3.0 Noise Assessment Methodology

For this report assessment, a revised three-dimensional noise model for Flagstone was developed to incorporate the CA3 South Stage 10 and Stage 12 sites and surrounding roads, incorporating the latest terrain and Lot plan layouts. The model was developed within SoundPLAN v8.1 acoustic software to predict transportation noise intrusion.

The computer model was created as a representation of the future noise intrusion, which incorporates the following inputs:

- Calculation algorithms. SoundPLAN implementation of the following accepted standards and methodologies:
 - UK Department of Transport Welsh Office Calculation of Road Traffic Noise 1988 (CoRTN). CoRTN is widely accepted in Australia for the calculation of road traffic noise and its use is recommended in the CoP Vol 1.
- Site layout. As shown in the Appendix A drawings and digitised in the computer model from the following file:
 - 110056 - 639H CA3 SOUTH STAGES 8-14 OVERALL 16022026.DWG
- Terrain elevation. Digital Elevation Model (DEM) built from:
 - Earthworks model supplied by the Project civil consultant in files:
 - MGA 2020 Design 20260218.dwg
 - Other previous elevation models pertaining the adjoining roads and Flagstone stages.
 - 3D LiDAR file representing existing contours outside the study area.
- Noise barriers. Where implemented in Stages 10 & 12, these have been digitised at the top of a retaining wall.
- Road traffic volumes. Provided by the traffic consultant as the best estimate at the time of this assessment for the 10-year after construction traffic volumes (year 2041), assuming a Project completion date of 2031.
- Ground surface corrections – Areas of soft (absorptive) and hard (reflective) ground.
- Sensitive receptors – Locations where the transportation noise levels are to be assessed.

3.1 Road Traffic Noise Modelling

Road traffic noise was modelled following general guidance from the CoP Vol 1.

Road traffic volumes have been provided by the Project traffic consultant and are presented in **Table 3** and **Figure 1**. The traffic forecasts for the Year 2041 have been used, which are adopted as a 10-year after construction scenario.

The 18-hour traffic volume has further been estimated from the Annual Average Daily Traffic (AADT) traffic volume provided by the project consultant assuming 94% of traffic occurs between 6am-12am (midnight).

All road surfaces were assumed to be Dense Graded Asphalt (DGA). On this basis, a road surface correction factor of 0 dBA was applied for all road traffic noise predictions, in accordance with published corrections in *Table 4.3.4.1, Chapter 4 of TMR CoP Vol 1 (2013)*.

A -0.7 dBA (free field) or -1.7 dBA (1m from façade) road traffic calibration factor was applied, where applicable, in accordance with published corrections in *Table 4.3.2.1*,



Chapter 4 the *TMR CoP Vol 1 (2013)* with a further +2.5 dB facade correction factor in accordance with the CoRTN.

The QDC MP4.4 Noise Categories were determined from the noise contour maps calculated at 1.8 m and 4.6 m above ground level as per the DEM, for the ground floor and first floor of two storey dwellings assumed for the development, respectively. The highest Noise Category predicted onto the lot is reported.

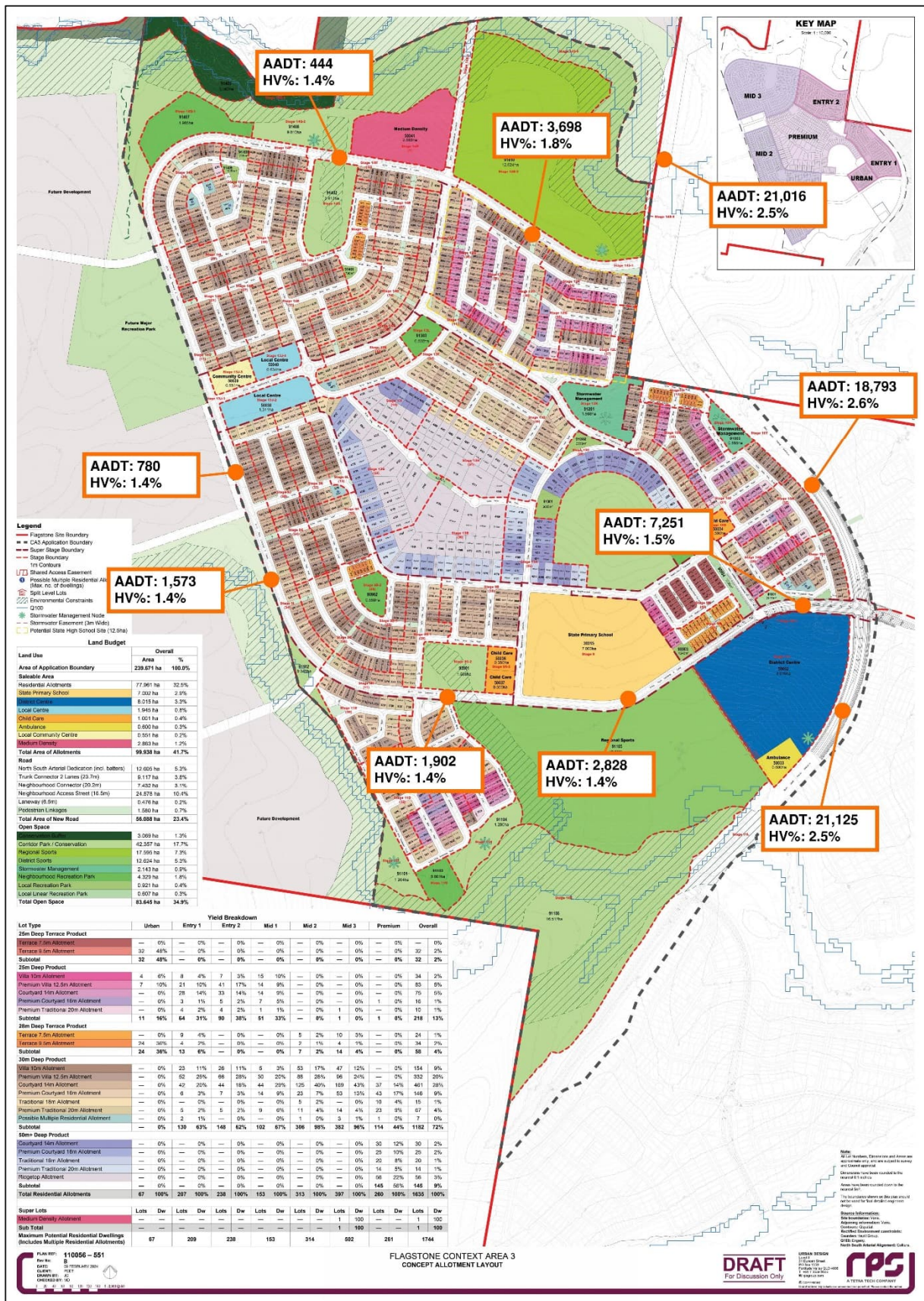
Road traffic noise contours were generated from noise predictions using a grid spacing of 0.5 m.

Table 3 2041 Road Traffic Forecasts

Road	Segment	AADT	18hr traffic volume	% Heavy Vehicles	Posted Speed, Km/h
North-South Arterial Road	N of Trunk Collector	21,016	19,755	2.5	70
	N of Flagstonian Drive	18,793	17,665	2.6	70
	S of Flagstonian Drive	21,125	19,858	2.5	70
Flagstonian Drive	E of North-South Arterial Road	14,193	13,341	2.4	60
Trunk Connector	1	7,251	6,816	1.5	60
	2	2,828	2,658	1.4	60
	3	1,902	1,788	1.4	60
	4	1,573	1,479	1.4	60
	5	780	733	1.4	60
	6	444	417	1.4	60
	7	3,698	3,476	1.8	60



Figure 1 2041 Traffic volume estimates (Source: Project traffic consultant)



3.2 Road Traffic Noise Model Verification

It is acknowledged that, according to the CoP Vol 1, a road traffic noise model is deemed to be verified if the average difference between the measured and calculated values of the noise descriptors is no more than ± 2.0 dBA.

A road traffic model verification for new roads to be built as part of the project is not possible at this stage as the roads are non-existing. However, past experience has shown that noise predictions using CoRTN typically result in conservative predictions of levels at receptors.



4.0 Noise Assessment Results

4.1 QDC MP4.4 Noise Categories

Noise assessment results are provided in the form of noise contours, shown **Figure 2** to **Figure 9**, which depict the noise levels “with” and “without” the introduction of 2.0m high noise barriers. The contours show the predicted LA_{10,18hr} noise level descriptor and the applicable QDC MP4.4 Category(s) relevant to predicted noise level.

QDC MP4.4 Categories applicable to all lots of Stage 10 and Stage 12 of Precinct CA3 South, related to road traffic noise are presented in **Appendix C (Table C-1)**. The results present the lot number, stage, modelled ground elevation at the (approximate) centre of the lot and the QDC MP4.4 Noise Category for Ground Floor and First Floor noise levels, as determined from the resulting noise contour maps where shown as the highest Noise Category within developable areas within the lot, with and without noise mitigation.

The QDC MP4.4 noise category to be applied to the design of the dwelling for each of the lots is derived from the residual noise level after the implementation of the recommended noise barriers. Note, Lots predicted to achieve Noise Category “0” do not require further noise treatment to the dwelling facades.

Table 4 presents the QDC MP4.4 Categories applicable to first row lots of CA3 South Stage 10 and 12 where a noise barrier is recommended in front of the lot. The results present the lot number, and the QDC MP4.4 Noise Category for Ground Floor and First Floor noise levels with and without noise mitigation, i.e. noise barriers.

The modelled ground elevation at the approximate centre of the lot, as well as the mid span elevation of the barrier and the approximate elevation of the road section immediately in front are also presented for information.

Table 4 Road Traffic Noise Predictions on Lots with a Noise Barrier

Lot	Floor	QDC MP4.4 Noise Category		Approximate Ground Elevation at Centre of Lot, m			Elevation at Base of Barrier (mid span), m	Approximate Elevation of Road in Front of Lot, m	Lot in Cut /Fill
		No Barrier	2.0m Barrier	Easting	Northing	Elevation			
3442	GF	3	2	494070.6	6925823.0	68.4	68.3	65.8	Fill
3442	FF	3	3	494070.6	6925823.0	68.4	-	-	Fill
3443	GF	3	2	494068.8	6925835.8	68.8	68.7	65.9	Fill
3443	FF	3	3	494068.8	6925835.8	68.8	-	-	Fill
3444	GF	3	1	494066.3	6925848.9	68.9	68.8	66.0	Fill
3444	FF	3	3	494066.3	6925848.9	68.9	-	-	Fill
3445	GF	3	1	494063.6	6925861.6	68.6	68.4	66.0	Fill
3445	FF	3	3	494063.6	6925861.6	68.6	-	-	Fill
3446	GF	3	1	494061.2	6925872.9	68.4	68.2	66.0	Fill
3446	FF	3	3	494061.2	6925872.9	68.4	-	-	Fill
3447	GF	3	1	494058.4	6925884.1	68.3	68.1	65.9	Fill
3447	FF	3	3	494058.4	6925884.1	68.3	-	-	Fill
3448	GF	3	1	494054.8	6925896.4	68.2	68.0	65.8	Fill



Lot	Floor	QDC MP4.4 Noise Category		Approximate Ground Elevation at Centre of Lot, m			Elevation at Base of Barrier (mid span), m	Approximate Elevation of Road in Front of Lot, m	Lot in Cut /Fill
		No Barrier	2.0m Barrier	Easting	Northing	Elevation			
3448	FF	3	3	494054.8	6925896.4	68.2	-	-	Fill
3449	GF	3	1	494051.3	6925907.6	68.0	67.9	65.6	Fill
3449	FF	3	3	494051.3	6925907.6	68.0	-	-	Fill
3450	GF	3	1	494047.8	6925917.7	68.0	67.8	65.5	Fill
3450	FF	3	3	494047.8	6925917.7	68.0	-	-	Fill
3451	GF	3	1	494043.8	6925929.7	67.8	67.7	65.2	Fill
3451	FF	3	3	494043.8	6925929.7	67.8	-	-	Fill
3452	GF	3	1	494039.0	6925941.9	67.7	67.6	65.0	Fill
3452	FF	3	3	494039.0	6925941.9	67.7	-	-	Fill
3453	GF	3	1	494033.5	6925954.6	67.6	67.5	64.8	Fill
3453	FF	3	3	494033.5	6925954.6	67.6	-	-	Fill
3454	GF	3	1	494023.1	6925975.5	67.4	67.3	64.5	Fill
3454	FF	3	3	494023.1	6925975.5	67.4	-	-	Fill
3455	GF	3	1	494017.3	6925986.8	67.2	67.0	64.2	Fill
3455	FF	3	3	494017.3	6925986.8	67.2	-	-	Fill
3456	GF	3	1	494011.3	6925997.1	66.9	66.8	64.0	Fill
3456	FF	3	3	494011.3	6925997.1	66.9	-	-	Fill
3457	GF	3	1	494005.9	6926006.2	66.7	66.6	63.8	Fill
3457	FF	3	3	494005.9	6926006.2	66.7	-	-	Fill
3458	GF	3	1	493999.7	6926016.2	66.5	66.4	63.6	Fill
3458	FF	3	3	493999.7	6926016.2	66.5	-	-	Fill
3459	GF	3	1	493992.1	6926027.2	66.3	66.1	63.4	Fill
3459	FF	3	3	493992.1	6926027.2	66.3	-	-	Fill
3460	GF	3	1	493985.6	6926036.8	66.0	65.9	63.2	Fill
3460	FF	3	3	493985.6	6926036.8	66.0	-	-	Fill
3461	GF	3	1	493978.6	6926045.7	65.8	65.7	63.1	Fill
3461	FF	3	3	493978.6	6926045.7	65.8	-	-	Fill
3462	GF	3	1	493971.7	6926054.7	65.6	65.5	62.9	Fill
3462	FF	3	3	493971.7	6926054.7	65.6	-	-	Fill
3463	GF	3	1	493962.6	6926065.7	65.4	65.3	62.6	Fill
3463	FF	3	3	493962.6	6926065.7	65.4	-	-	Fill
3464	GF	3	1	493954.6	6926074.8	65.0	64.8	62.4	Fill
3464	FF	3	3	493954.6	6926074.8	65.0	-	-	Fill
3465	GF	3	1	493947.1	6926082.7	64.8	64.7	62.3	Fill
3465	FF	3	3	493947.1	6926082.7	64.8	-	-	Fill
3466	GF	3	1	493938.6	6926091.6	64.6	64.5	62.1	Fill



Lot	Floor	QDC MP4.4 Noise Category		Approximate Ground Elevation at Centre of Lot, m			Elevation at Base of Barrier (mid span), m	Approximate Elevation of Road in Front of Lot, m	Lot in Cut /Fill
		No Barrier	2.0m Barrier	Easting	Northing	Elevation			
3466	FF	3	3	493938.6	6926091.6	64.6	-	-	Fill
3467	GF	3	1	493930.4	6926099.8	64.4	64.2	61.9	Fill
3467	FF	3	3	493930.4	6926099.8	64.4	-	-	Fill
3468	GF	3	1	493923.1	6926106.8	64.3	64.1	61.7	Fill
3468	FF	3	3	493923.1	6926106.8	64.3	-	-	Fill
3469	GF	3	1	493914.6	6926114.9	64.1	63.9	61.6	Fill
3469	FF	3	3	493914.6	6926114.9	64.1	-	-	Fill
3470	GF	3	1	493905.4	6926123.7	63.9	63.8	61.4	Fill
3470	FF	3	3	493905.4	6926123.7	63.9	-	-	Fill
3471	GF	3	1	493897.1	6926131.7	63.8	63.7	61.2	Fill
3471	FF	3	3	493897.1	6926131.7	63.8	-	-	Fill
3472	GF	3	1	493888.4	6926140.0	63.8	63.6	61.0	Fill
3472	FF	3	3	493888.4	6926140.0	63.8	-	-	Fill
3473	GF	3	1	493878.6	6926149.4	63.7	63.6	60.8	Fill
3473	FF	3	3	493878.6	6926149.4	63.7	-	-	Fill
3474	GF	3	1	493864.2	6926163.3	63.6	63.3	60.5	Fill
3474	FF	3	3	493864.2	6926163.3	63.6	-	-	Fill
3740	GF	0	0	493556.1	6926337.3	67.6	64.8	61.2	Fill
3740	FF	0	0	493556.1	6926337.3	67.6	-	-	Fill
3741	GF	0	0	493557.6	6926348.5	67.6	64.9	61.3	Fill
3741	FF	1	1	493557.6	6926348.5	67.6	-	-	Fill
3742	GF	0	0	493559.0	6926358.7	67.7	65.0	61.4	Fill
3742	FF	1	1	493559.0	6926358.7	67.7	-	-	Fill
3743	GF	0	0	493560.7	6926370.5	68.1	65.3	61.6	Fill
3743	FF	1	1	493560.7	6926370.5	68.1	-	-	Fill
3744	GF	1	1	493562.5	6926382.9	68.5	65.7	61.8	Fill
3744	FF	1	1	493562.5	6926382.9	68.5	-	-	Fill
3745	GF	1	1	493564.2	6926395.2	68.8	66.1	61.9	Fill
3745	FF	1	1	493564.2	6926395.2	68.8	-	-	Fill
3746	GF	1	1	493565.8	6926406.4	69.3	66.5	62.0	Fill
3746	FF	1	1	493565.8	6926406.4	69.3	-	-	Fill
3747	GF	1	1	493567.3	6926416.6	70.1	67.4	62.2	Fill
3747	FF	1	1	493567.3	6926416.6	70.1	-	-	Fill
3748	GF	1	1	493568.9	6926427.8	70.6	67.9	62.4	Fill
3748	FF	1	1	493568.9	6926427.8	70.6	-	-	Fill
3749	GF	1	1	493570.6	6926440.1	71.1	68.4	62.5	Fill



Lot	Floor	QDC MP4.4 Noise Category		Approximate Ground Elevation at Centre of Lot, m			Elevation at Base of Barrier (mid span), m	Approximate Elevation of Road in Front of Lot, m	Lot in Cut /Fill
		No Barrier	2.0m Barrier	Easting	Northing	Elevation			
3749	FF	1	1	493570.6	6926440.1	71.1	-	-	Fill
3750	GF	1	1	493572.3	6926452.5	71.6	68.9	62.6	Fill
3750	FF	2	2	493572.3	6926452.5	71.6	-	-	Fill
3751	GF	1	1	493574.0	6926464.1	72.0	69.3	62.8	Fill
3751	FF	2	2	493574.0	6926464.1	72.0	-	-	Fill
3752	GF	1	1	493575.4	6926474.2	72.3	69.6	62.9	Fill
3752	FF	2	2	493575.4	6926474.2	72.3	-	-	Fill
3753	GF	2	1	493577.0	6926485.7	72.6	69.9	63.0	Fill
3753	FF	2	2	493577.0	6926485.7	72.6	-	-	Fill
3754	GF	2	1	493578.7	6926498.1	72.8	70.0	63.1	Fill
3754	FF	2	2	493578.7	6926498.1	72.8	-	-	Fill
3755	GF	2	1	493580.3	6926509.2	72.9	70.2	63.2	Fill
3755	FF	2	2	493580.3	6926509.2	72.9	-	-	Fill
3756	GF	2	1	493581.8	6926519.4	73.1	70.4	63.2	Fill
3756	FF	2	2	493581.8	6926519.4	73.1	-	-	Fill
3757	GF	2	1	493583.4	6926531.2	72.7	70.5	63.1	Fill
3757	FF	2	2	493583.4	6926531.2	72.7	-	-	Fill
3758	GF	2	1	493584.9	6926542.0	71.9	70.2	63.1	Fill
3758	FF	2	2	493584.9	6926542.0	71.9	-	-	Fill
3759	GF	2	1	493586.2	6926552.0	70.9	69.8	63.0	Fill
3759	FF	3	3	493586.2	6926552.0	70.9	-	-	Fill
3761	GF	2	1	493545.5	6926548.7	72.9	72.7	69.8	Fill
3761	FF	2	2	493545.5	6926548.7	72.9	-	-	Fill
3762	GF	2	1	493531.5	6926551.2	73.4	73.2	71.0	Fill
3762	FF	2	2	493531.5	6926551.2	73.3	-	-	Fill
3763	GF	2	1	493520.6	6926552.7	73.7	73.5	71.8	Fill
3763	FF	2	2	493520.6	6926552.7	73.7	-	-	Fill
3764	GF	2	1	493510.0	6926554.1	74.2	74.1	72.5	Fill
3764	FF	2	2	493510.0	6926554.1	74.2	-	-	Fill
3765	GF	2	1	493496.7	6926555.3	74.7	74.6	73.2	Fill
3765	FF	2	2	493496.7	6926555.3	74.7	-	-	Fill
3766	GF	2	1	493482.6	6926558.0	75.5	75.4	73.9	Fill
3766	FF	2	2	493482.6	6926558.0	75.5	-	-	Fill
3767	GF	2	1	493469.1	6926561.6	76.3	76.1	74.5	Fill
3767	FF	2	2	493469.1	6926561.6	76.3	-	-	Fill
3768	GF	2	1	493456.2	6926566.3	76.8	76.6	75.0	Fill



Lot	Floor	QDC MP4.4 Noise Category		Approximate Ground Elevation at Centre of Lot, m			Elevation at Base of Barrier (mid span), m	Approximate Elevation of Road in Front of Lot, m	Lot in Cut /Fill
		No Barrier	2.0m Barrier	Easting	Northing	Elevation			
3768	FF	2	2	493456.2	6926566.3	76.8	-	-	Fill
3769	GF	2	1	493446.1	6926571.0	77.1	76.9	75.3	Fill
3769	FF	2	2	493446.1	6926571.0	77.1	-	-	Fill
3770	GF	2	0	493435.5	6926577.3	77.5	77.3	75.7	Fill
3770	FF	2	2	493435.5	6926577.3	77.5	-	-	Fill
3771	GF	2	0	493424.0	6926584.9	77.7	77.6	76.0	Fill
3771	FF	2	2	493424.0	6926584.9	77.7	-	-	Fill
3772	GF	2	0	493414.3	6926591.7	78.0	77.8	76.2	Fill
3772	FF	2	2	493414.3	6926591.7	78.0	-	-	Fill
3773	GF	2	0	493405.6	6926597.5	78.2	78.1	76.4	Fill
3773	FF	2	2	493405.6	6926597.5	78.2	-	-	Fill
3774	GF	2	0	493396.2	6926603.7	78.4	78.3	76.5	Fill
3774	FF	2	2	493396.2	6926603.7	78.4	-	-	Fill
3775	GF	2	0	493385.8	6926610.6	78.8	78.7	76.5	Fill
3775	FF	2	2	493385.8	6926610.6	78.8	-	-	Fill
3776	GF	2	0	493374.5	6926620.5	79.0	78.8	76.6	Fill
3776	FF	2	2	493374.5	6926620.5	79.0	-	-	Fill
3894	GF	2	1	493187.0	6926745.9	78.9	78.9	77.7	Fill
3894	FF	2	2	493187.0	6926745.9	78.9	-	-	Fill
3895	GF	2	1	493212.8	6926727.0	78.8	78.7	77.6	Fill
3895	FF	2	2	493212.8	6926727.0	78.8	-	-	Fill
3966	GF	2	0	493349.2	6926636.1	79.2	79.0	76.8	Fill
3966	FF	2	2	493349.2	6926636.1	79.2	-	-	Fill
3967	GF	2	0	493338.4	6926643.6	79.2	79.0	76.8	Fill
3967	FF	2	2	493338.4	6926643.6	79.2	-	-	Fill
3968	GF	2	0	493329.6	6926649.4	79.2	79.0	76.9	Fill
3968	FF	2	2	493329.6	6926649.4	79.2	-	-	Fill
3969	GF	2	0	493320.3	6926655.6	79.2	79.1	76.9	Fill
3969	FF	2	2	493320.3	6926655.6	79.2	-	-	Fill
3970	GF	2	0	493310.9	6926661.8	79.2	79.0	77.0	Fill
3970	FF	2	2	493310.9	6926661.8	79.2	-	-	Fill
3971	GF	2	0	493301.7	6926667.9	79.1	79.0	77.0	Fill
3971	FF	2	2	493301.7	6926667.9	79.1	-	-	Fill
3972	GF	2	0	493292.4	6926674.2	79.1	78.9	77.1	Fill
3972	FF	2	2	493292.4	6926674.2	79.1	-	-	Fill
3973	GF	2	0	493282.0	6926681.1	79.0	78.8	77.2	Fill



Lot	Floor	QDC MP4.4 Noise Category		Approximate Ground Elevation at Centre of Lot, m			Elevation at Base of Barrier (mid span), m	Approximate Elevation of Road in Front of Lot, m	Lot in Cut /Fill
		No Barrier	2.0m Barrier	Easting	Northing	Elevation			
3973	FF	2	2	493282.0	6926681.1	79.0	-	-	Fill
3974	GF	2	0	493272.2	6926687.6	78.9	78.8	77.2	Fill
3974	FF	2	2	493272.2	6926687.6	78.9	-	-	Fill
3975	GF	2	0	493263.5	6926693.4	78.9	78.7	77.3	Fill
3975	FF	2	2	493263.5	6926693.4	78.9	-	-	Fill
3976	GF	2	0	493254.1	6926699.6	78.8	78.6	77.3	Fill
3976	FF	2	2	493254.1	6926699.6	78.8	-	-	Fill
3977	GF	2	0	493242.6	6926708.8	78.6	78.5	77.4	Fill
3977	FF	2	2	493242.6	6926708.8	78.6	-	-	Fill

1 The QDC MP4.4 Noise Category applicable to the ground floor of these lots is considered to be Category 1, as it is unlikely that any future buildings will be built in the portion of the lot affected by noise equivalent to Category 2.






Figure 2 - QDC MP4.4 Noise Categories
 2041 Road Traffic Noise Levels
 Ground floor noise prediction at 1.8m above
 the ground without noise barriers

Project engineer: RO
 Created: 11/03/2026
 SoundPLAN 8.1, Update 27/04/2020

$L_{A10,18hr}$ dBA	QDC MP4.4
≤ 57.4	Noise Category 0
$57.4 < \leq 62.4$	Noise Category 1
$62.4 < \leq 67.4$	Noise Category 2
$67.4 < \leq 72.4$	Noise Category 3
$72.4 <$	Noise Category 4

Signs and symbols

 Noise barriers,
 other sites

Scale 1:3000

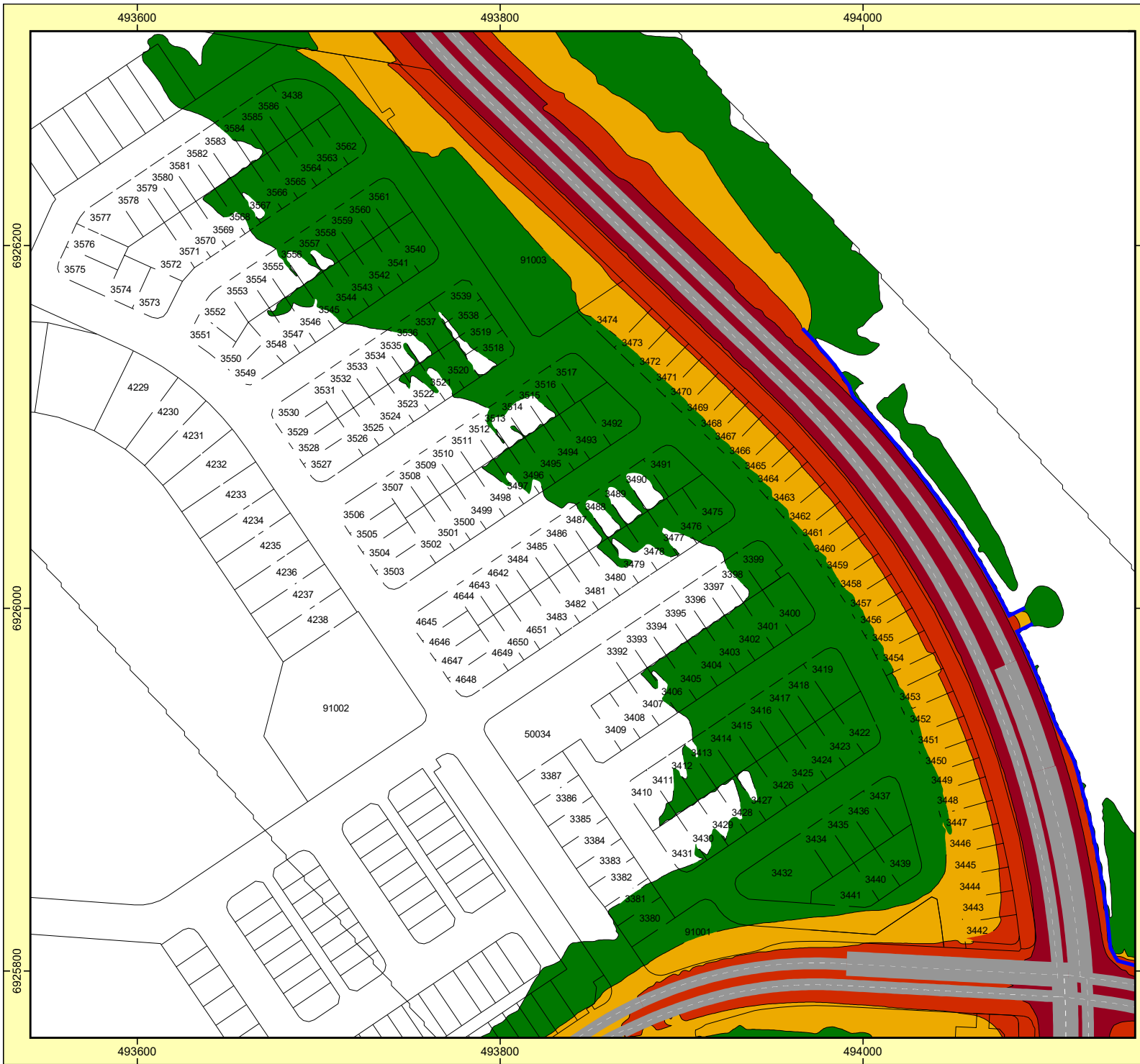
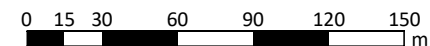






Figure 3 - QDC MP4.4 Noise Categories
2041 Road Traffic Noise Levels
Ground floor noise prediction at 1.8m above
the ground with 2.0m high noise barriers

Project engineer: RO
Created: 10/03/2026
SoundPLAN 8.1, Update 27/04/2020

$L_{A10,18hr}$ dBA	QDC MP4.4
≤ 57.4	Noise Category 0
$57.4 <$	≤ 62.4 Noise Category 1
$62.4 <$	≤ 67.4 Noise Category 2
$67.4 <$	≤ 72.4 Noise Category 3
$72.4 <$	Noise Category 4

Signs and symbols

-  CA3 South, Stage 10
2.0m high noise barriers
-  Noise barriers
other sites

Scale 1:3000

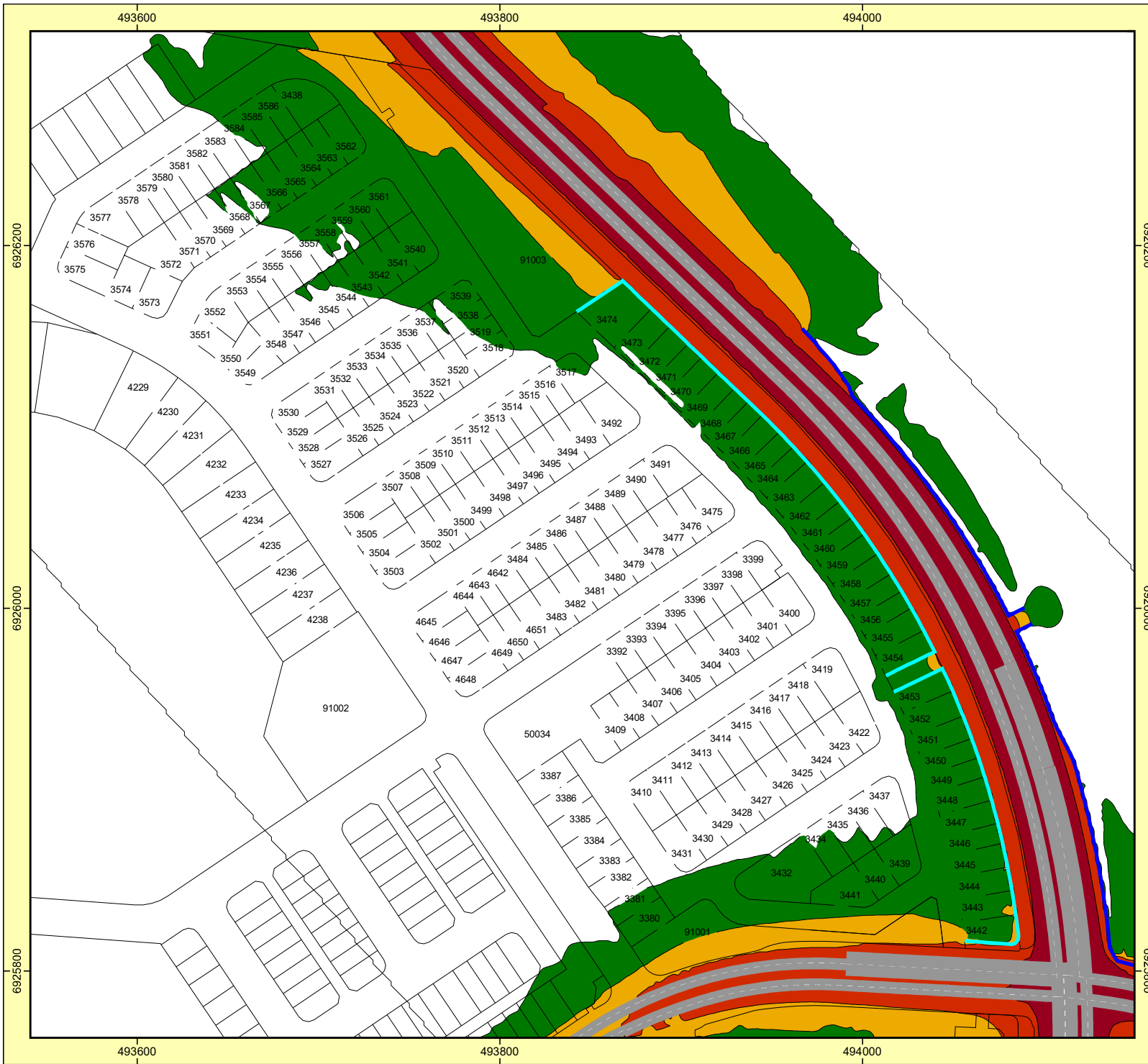
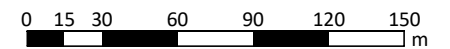






Figure 4 - QDC MP4.4 Noise Categories
2041 Road Traffic Noise Levels
First floor noise prediction at 4.6m above
the ground without noise barriers

Project engineer: RO
Created: 10/03/2026
SoundPLAN 8.1, Update 27/04/2020

$L_{A10,18hr}$ dBA	QDC MP4.4
≤ 57.4	Noise Category 0
$57.4 <$	≤ 62.4 Noise Category 1
$62.4 <$	≤ 67.4 Noise Category 2
$67.4 <$	≤ 72.4 Noise Category 3
$72.4 <$	Noise Category 4

Signs and symbols

 Noise barriers
 other sites

Scale 1:3000

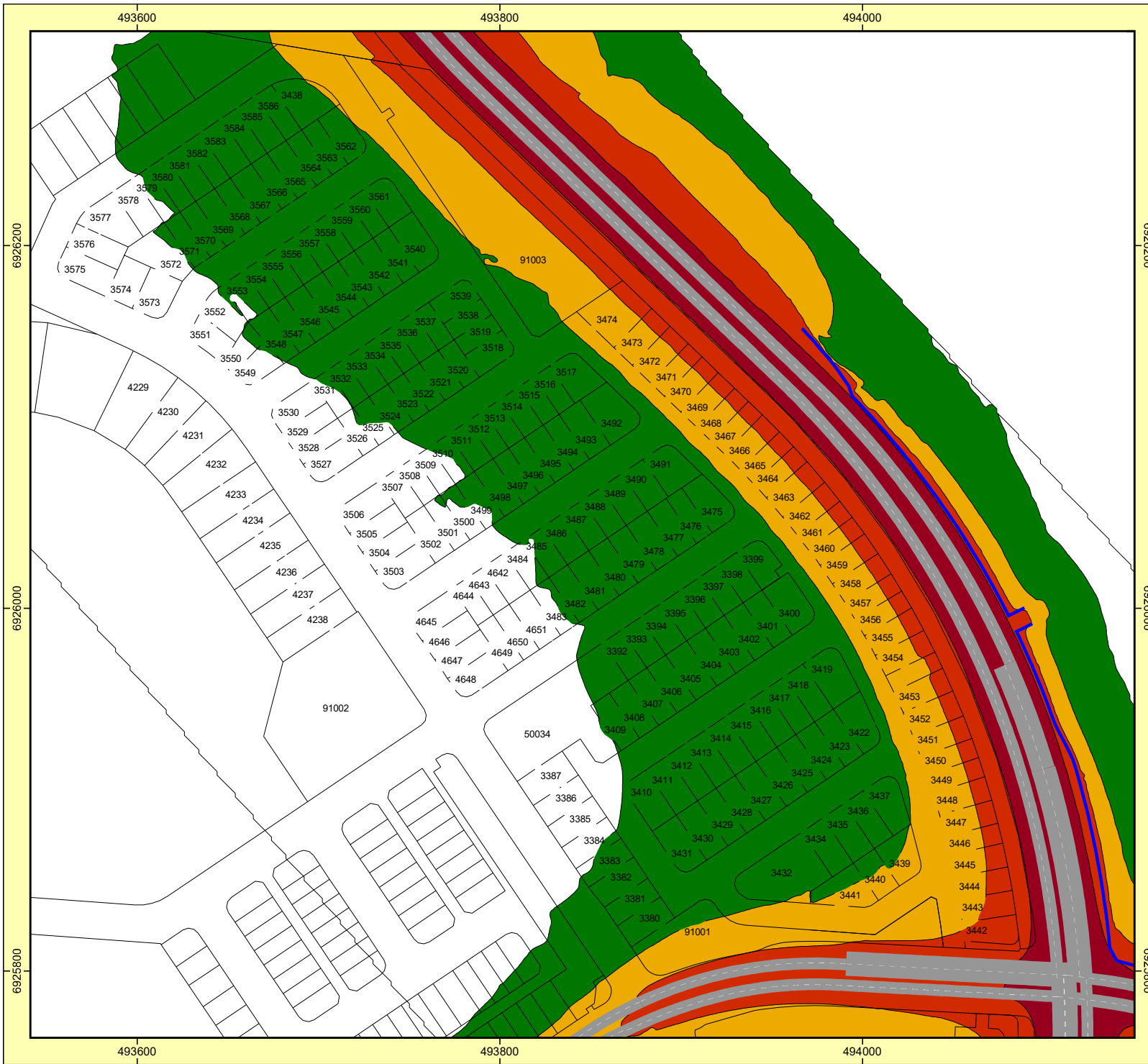
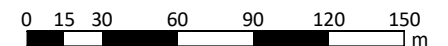






Figure 5 - QDC MP4.4 Noise Categories
 2041 Road Traffic Noise Levels
 First floor noise prediction at 4.6m above
 the ground with 2.0m high noise barriers

Project engineer: RO
 Created: 10/03/2026
 SoundPLAN 8.1, Update 27/04/2020

$L_{A10,18hr}$ dBA	QDC MP4.4
≤ 57.4	Noise Category 0
$57.4 <$	≤ 62.4 Noise Category 1
$62.4 <$	≤ 67.4 Noise Category 2
$67.4 <$	≤ 72.4 Noise Category 3
$72.4 <$	Noise Category 4

Signs and symbols

-  CA3 South, Stage 10
-  Noise barriers other sites

Scale 1:3000

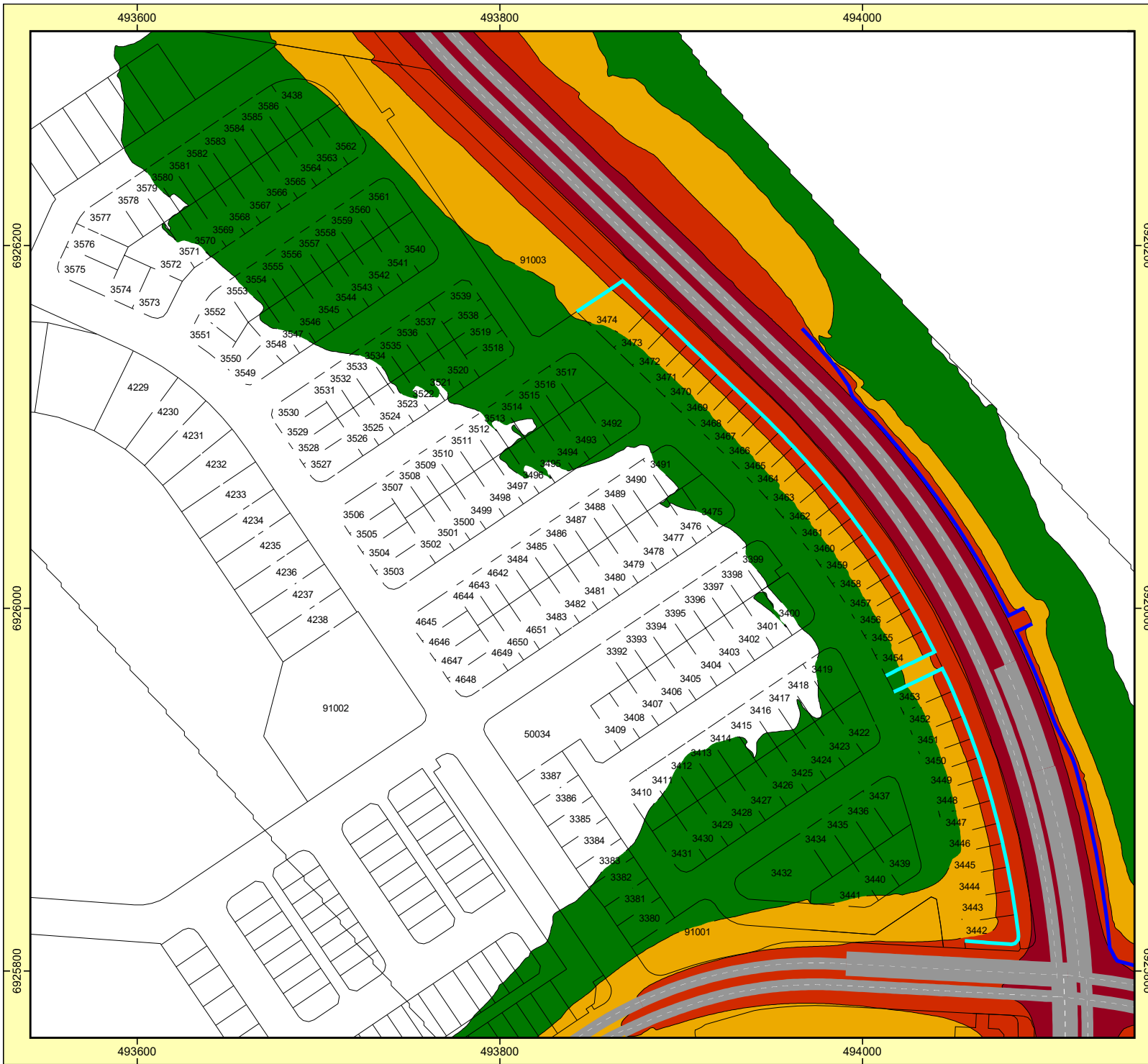
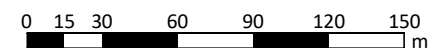





Figure 6 - QDC MP4.4 Noise Categories
 2041 Road Traffic Noise Levels
 Ground floor noise prediction at 1.8m above
 the ground without noise barriers

Project engineer: RO
 Created: 10/03/2026
 SoundPLAN 8.1, Update 27/04/2020

$L_{A10,18hr}$ dBA	QDC MP4.4
≤ 57.4	Noise Category 0
$57.4 <$	≤ 62.4 Noise Category 1
$62.4 <$	≤ 67.4 Noise Category 2
$67.4 <$	≤ 72.4 Noise Category 3
$72.4 <$	Noise Category 4

Signs and symbols

 Noise barriers,
 other sites

Scale 1:3000

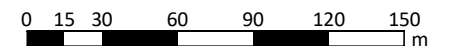







Figure 7 - QDC MP4.4 Noise Categories
 2041 Road Traffic Noise Levels
 Ground floor noise prediction at 1.8m above
 the ground with 2.0m high noise barriers

Project engineer: RO
 Created: 11/03/2026
 SoundPLAN 8.1, Update 27/04/2020

$L_{A10,18hr}$ dBA	QDC MP4.4
≤ 57.4	Noise Category 0
$57.4 < \leq 62.4$	Noise Category 1
$62.4 < \leq 67.4$	Noise Category 2
$67.4 < \leq 72.4$	Noise Category 3
$72.4 <$	Noise Category 4

Signs and symbols

-  CA3 South, Stage 12
-  2.0m high noise barriers
-  Noise barriers other sites

Scale 1:3000

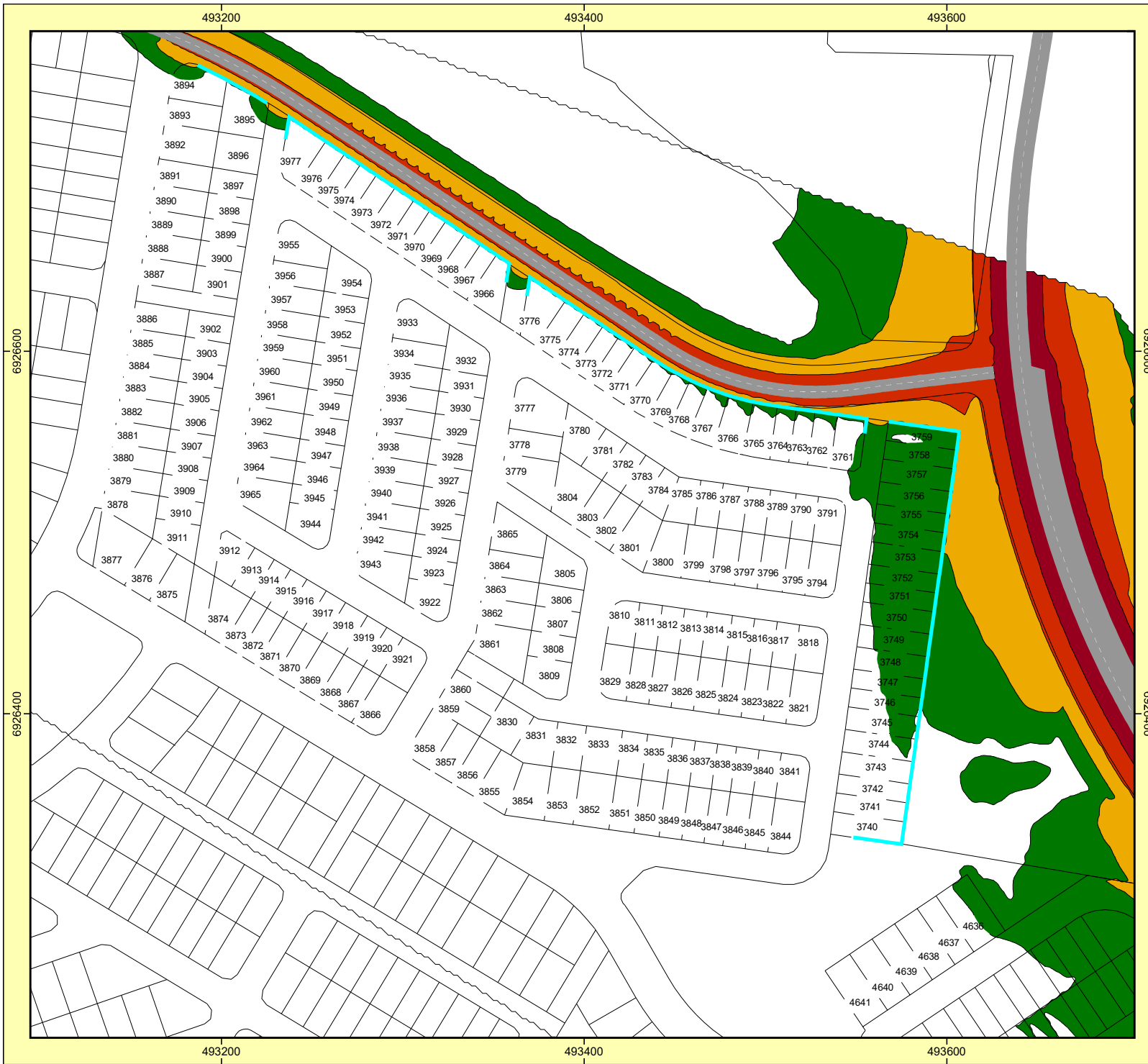
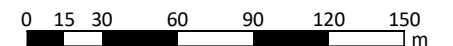





Figure 8 - QDC MP4.4 Noise Categories
2041 Road Traffic Noise Levels
First floor noise prediction at 4.6m above
the ground without noise barriers

Project engineer: RO
Created: 11/03/2026
SoundPLAN 8.1, Update 27/04/2020

$L_{A10,18hr}$ dBA	QDC MP4.4
≤ 57.4	Noise Category 0
$57.4 <$	≤ 62.4 Noise Category 1
$62.4 <$	≤ 67.4 Noise Category 2
$67.4 <$	≤ 72.4 Noise Category 3
$72.4 <$	Noise Category 4

Signs and symbols

 Noise barriers,
other sites

Scale 1:3000

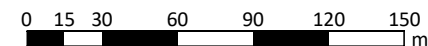







Figure 9 - QDC MP4.4 Noise Categories
 2041 Road Traffic Noise Levels
 First floor noise prediction at 4.6m above
 the ground with 2.0m high noise barriers

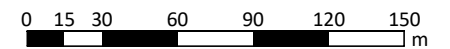
Project engineer: RO
 Created: 11/03/2026
 SoundPLAN 8.1, Update 27/04/2020

$L_{A10,18hr}$ dBA	QDC MP4.4
≤ 57.4	Noise Category 0
$57.4 < \leq 62.4$	Noise Category 1
$62.4 < \leq 67.4$	Noise Category 2
$67.4 < \leq 72.4$	Noise Category 3
$72.4 <$	Noise Category 4

Signs and symbols

-  CA3 South, Stage 12
-  2.0m high noise barriers
-  Noise barriers other sites

Scale 1:3000



5.0 Recommendations

5.1 Noise Barriers

For the external noise levels to meet the predicted *QDC MP4.4* noise categories detailed in **Section 4.0**, noise barriers are recommended to be built as follows:

- The location of the modelled 2.0 m high noise barriers is shown in **Figure 10** and **Figure 11**.
- The noise barriers must be built on top of any retaining walls. This applies regardless of whether the lot is in a cut or in fill (i.e. lot a at a lower elevation than the assessed road immediately adjoining, and vice versa).

Table 4 shows the approximate ground elevation at the base of the barrier at mid span of the respective lot, the ground elevation at the approximate centre of the lot and the approximate elevation of the closest road lane.

- The barriers must be installed without gaps between panels and posts.
- Small gaps between the bottom of the noise fences are permissible if required for drainage. However, these must be minimised.
- The noise barriers must have a minimum surface density of 12.5 kg/m² (excluding structural components):
 - Overlapped timber barriers are suitable. Brisbane City Council drawing [BSD-7021](#) and Moreton Bay Regional Council drawing [SF-1520](#) are provided for reference (also reproduced in **Appendix D**). Note the noise barriers must be built to the minimum height indicated in **Figure 10** and **Figure 11**.
 - Other construction materials are also suitable where the panels meet the minimum surface density.
- The design life of the noise barriers is to be 40 years unless otherwise agreed upon in writing with MEDQ.





Figure 10
CA3 South, Stage 10
Recommended 2.0m High Noise Barriers

Project engineer: RO
Created: 11/03/2026
SoundPLAN 8.1, Update 27/04/2020

Signs and symbols
— CA3 South, Stage 10
2.0m high noise barriers



Scale 1:3000

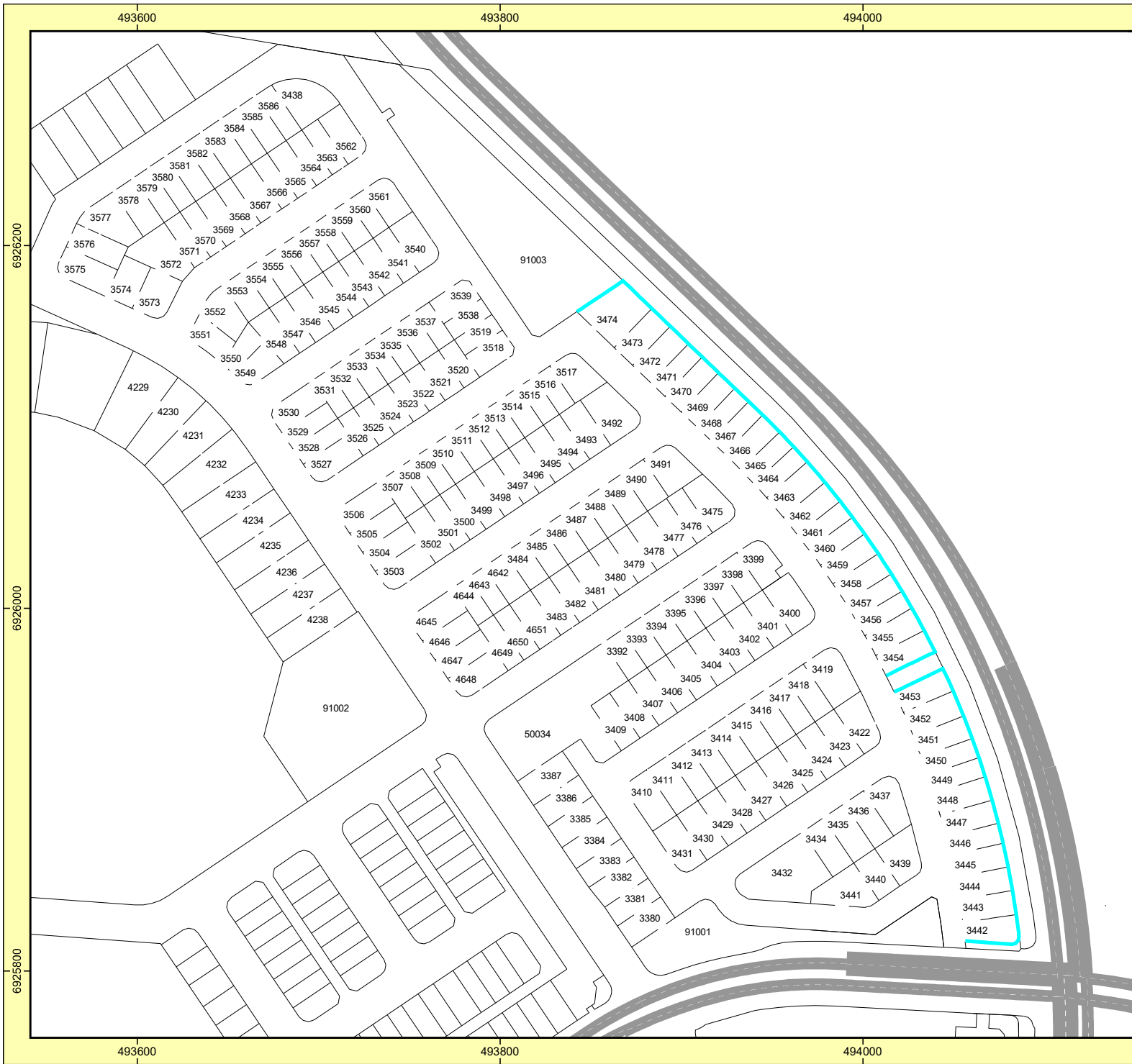
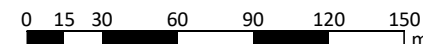





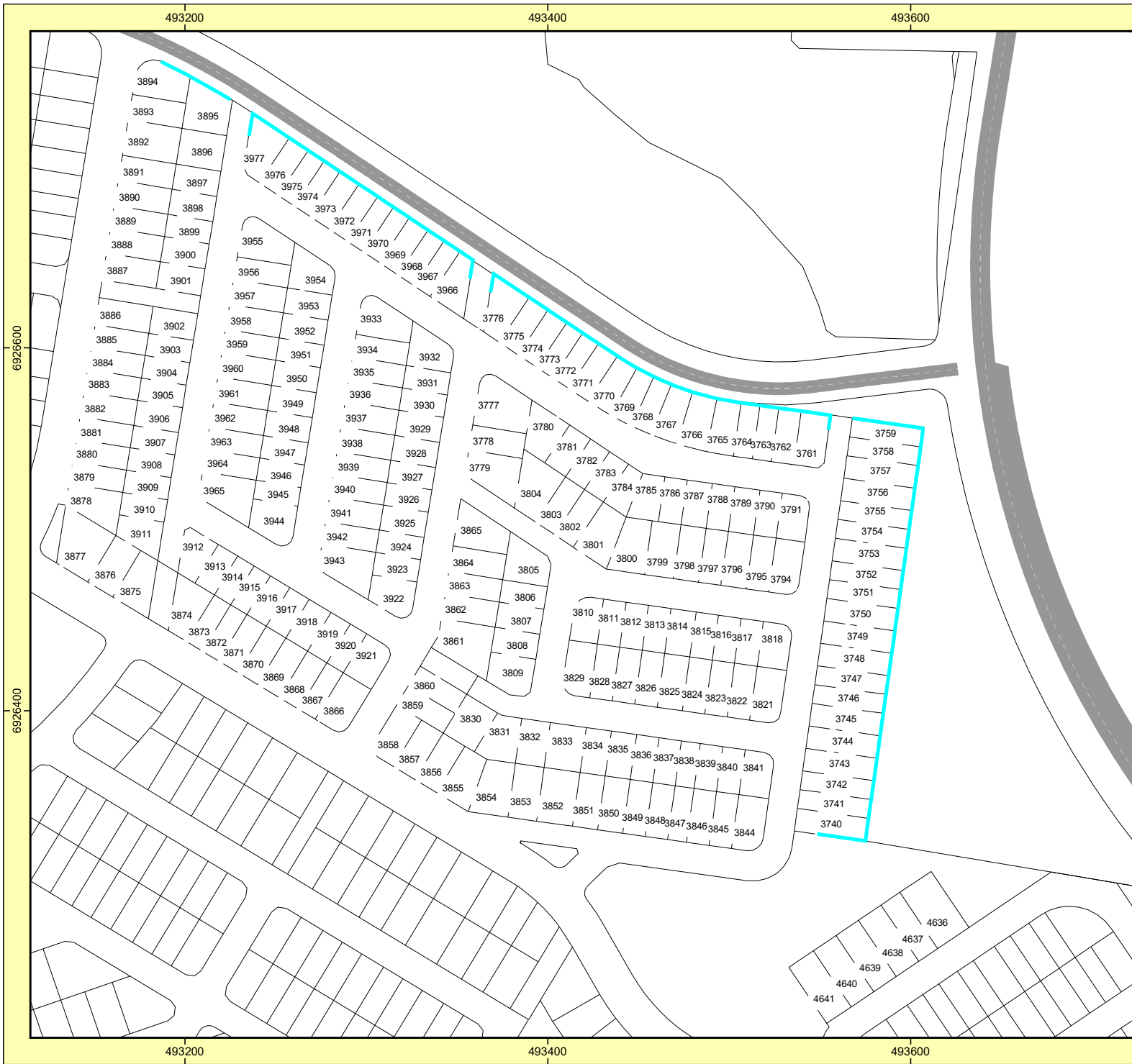
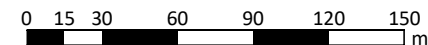
Figure 11
CA3 South, Stage 12
Recommended 2.0m High Noise Barriers

Project engineer: RO
Created: 10/03/2026
SoundPLAN 8.1, Update 27/04/2020

Signs and symbols
 CA3 South, Stage 12
2.0m high noise barriers



Scale 1:3000



5.2 QDC MP4.4 Noise Category Requirements

QDC MP4.4 Categories applicable to the relevant lots pertaining the assessed CA3 South Stages 10 and Stage 12 after the implementation of 2.0 m high noise barriers as specified in **Section 5.1** were presented in **Section 4.1**.

A full list of *QDC MP4.4* Noise Categories applicable to all lots within CA3 South Stage 10 and Stage 12 is provided in **Table C-1 (Appendix C)**.

The Rw rating applicable to the dwelling facade elements for each of the *QDC MP4.4* Categories are presented in **Table 2**. Acceptable forms of construction are reproduced from Schedule 2 of *QDC MP4.4* in **Appendix B**, noting that other forms of construction are acceptable where they meet the required Rw rating.

The noise attenuation provided by the dwelling facade will be largely controlled by the window elements; therefore, it is recommended that facade glazing systems (window + frame + seals) required to achieve a minimum Rw performance are supplied with an acoustic test report conducted in Australia by a qualified consultant who is a member of the Australian Acoustical Society (AAS), or an acoustic consultant who works for a member firm of the Association of Australasian Acoustical Consultants (AAAC).

The acoustic test report should address the requirements in the following standards:

- AS 1191-2002 *Acoustics – Method for laboratory measurement of airborne sound transmission insulation of building elements*
- ISO 717-1:2013 *Acoustics – Rating of sound insulation in buildings and of building elements – Part 1: Airborne sound insulation*

It should be noted that as stated in *QDC MP4.4*:

- “the part applies to building work for the construction or renovation of a residential building in a designated transport noise corridor”;

Therefore, it is only relevant at the Building Application stage of the individual lots being the building owner responsible for obtaining certification.

A lower Noise Category should be acceptable at specific facades of the future dwellings depending on the layout of these within the lots, pending demonstration of the road traffic noise levels onto specific habitable spaces within a dwelling via a lot specific noise assessment based on architectural drawings, presented by the lot owner.



6.0 Conclusion

SLR Consulting Pty Ltd (SLR) have completed a revised road traffic noise assessment of the proposed Flagstone Context Area 3 (CA3) South Subdivision.

This report addresses the road traffic noise intrusion onto Stages 10 and 12.

The assessment was conducted following guidance from the Queensland Department of Transport and Main Roads (DTMR) – Transport Noise Management: Code of Practice Volume 1 - Road Traffic Noise, dated November 2013 (CoP Vol 1).

A computational noise model was used to predict the noise levels from North South Arterial Road, which is to be built as part of the Flagstone development.

For the external noise levels to meet the predicted noise categories detailed in this report, noise barriers are recommended to be built as follows:

- 2.0 m high noise barriers at the locations shown in **Figure 10** and **Figure 11**.
- The noise barriers must be built on top of any retaining walls.
- This applies regardless of whether the lot is in a cut or in fill (i.e. lot a at a lower elevation than the assessed road immediately adjoining, and vice versa).

Table 4 shows the approximate ground elevation at the base of the barrier at mid span of the respective lot, the ground elevation at the approximate centre of the lot and the approximate elevation of the closest road lane.

- The barriers must be installed without gaps between panels and posts.
- Small gaps between the bottom of the noise fences are permissible if required for drainage. However, these must be minimised.
- The noise barriers must have a minimum surface density of 12.5 kg/m² (excluding structural components):
 - Overlapped timber barriers are suitable. Brisbane City Council drawings [BSD-7021](#) and Moreton Bay Regional Council drawings [SF-1520](#) are provided for reference (also reproduced in **Appendix D**). Note the noise barriers must be built to the minimum height indicated in **Figure 10** and **Figure 11**.
 - Other construction materials are also suitable where the panels meet the minimum surface density.

The residual noise levels after the implementation of 2.0 m high noise barriers were assessed against noise criteria derived from the Queensland Development Code Mandatory Part 4.4 (QDC MP4.4).

QDC MP4.4 Categories applicable to all the lots pertaining to the assessed Context Area 3 South Stage 10 and Stage 12 are presented in **Appendix C**.

The R_w rating applicable to the dwelling facade elements are presented in **Table 2**. Acceptable forms of construction are reproduced from *Schedule 2* of *QDC MP4.4* in **Appendix B**, noting that other forms of construction are acceptable where they meet the required R_w rating.

The predicted *QDC MP4.4* Noise Categories presented in this report represent the highest Noise Category for any part of the Lot (rather than on the building envelope). A lower Noise Category may be applicable depending on the position and layout of the building on the Lot. The constructed dwellings and other lot fences will also screen road noise. For these reasons, the Noise Categories are considered a conservative assessment of transport noise.



A lower Noise Category should be acceptable at specific facades of the future dwellings depending on the layout of these within the lots, pending demonstration of the road traffic noise levels onto specific habitable spaces within a dwelling via a lot-specific noise assessment based on architectural drawings, presented by the lot owner.





Appendix A CA3 South Stage 10 & 12 Layout Plans

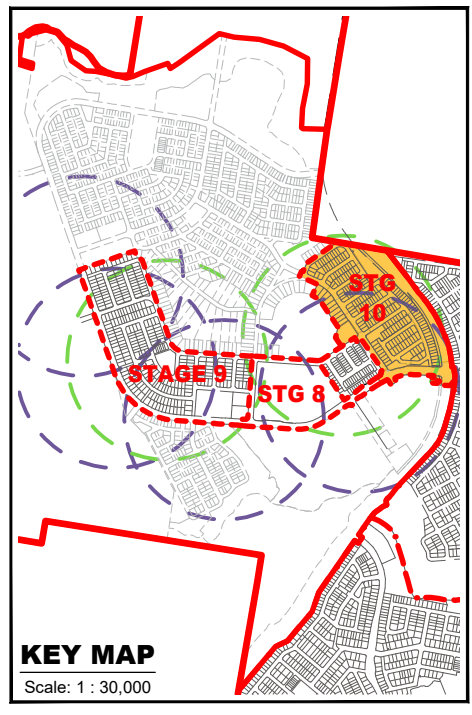
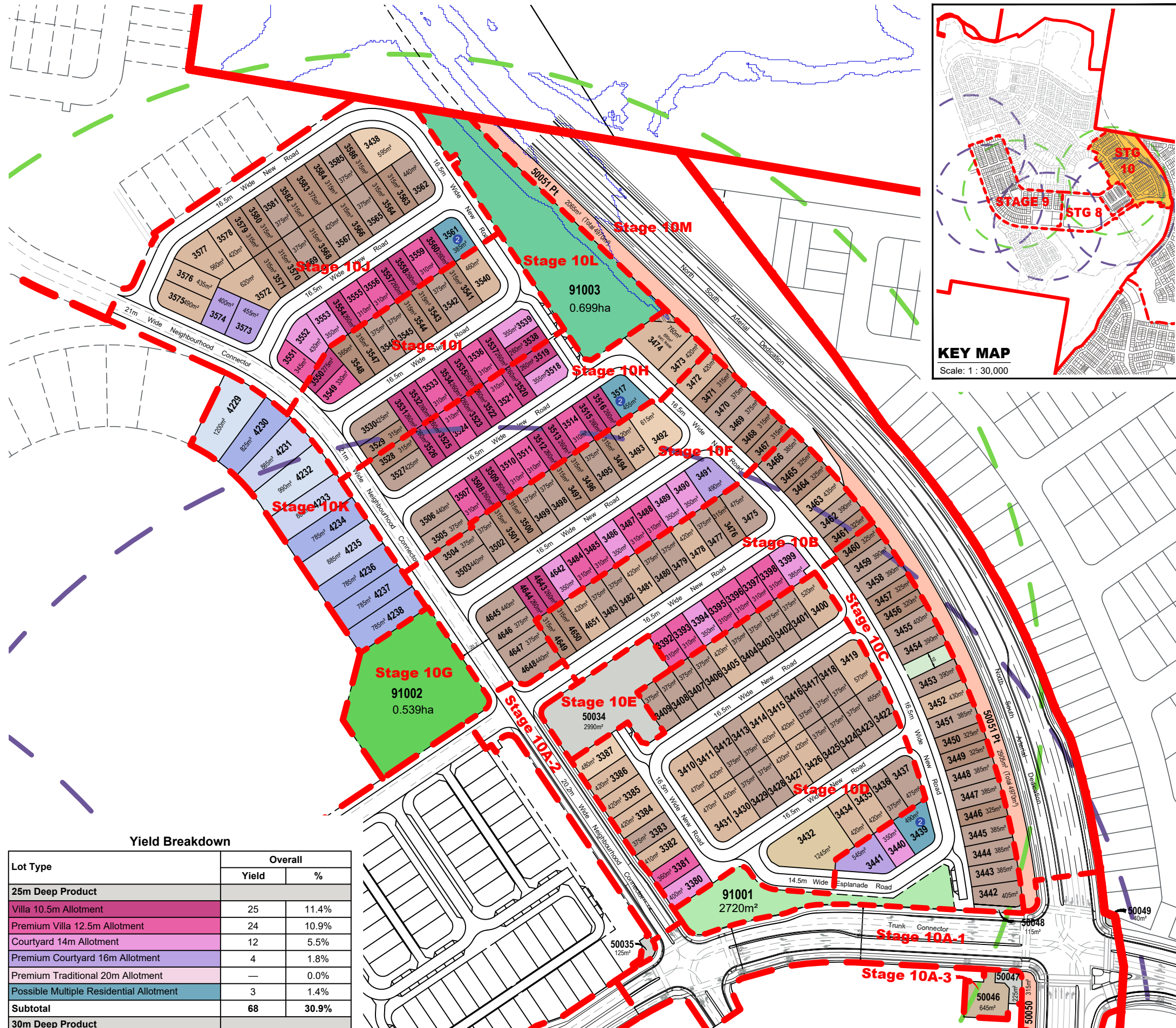
Flagstone Development, Context Area 3 South, Stages 10 and 12

Road Traffic Noise Intrusion Assessment

Peet Flagstone City Pty Ltd

SLR Project No.: 620.v10512.02011

16 March 2026



Yield Breakdown

Lot Type	Overall	
	Yield	%
25m Deep Product		
Villa 10.5m Allotment	25	11.4%
Premium Villa 12.5m Allotment	24	10.9%
Courtyard 14m Allotment	12	5.5%
Premium Courtyard 16m Allotment	4	1.8%
Premium Traditional 20m Allotment	—	0.0%
Possible Multiple Residential Allotment	3	1.4%
Subtotal	68	30.9%
30m Deep Product		
Villa 10.5m Allotment	39	17.7%
Premium Villa 12.5m Allotment	67	30.5%
Courtyard 14m Allotment	32	14.5%
Premium Courtyard 16m Allotment	3	1.4%
Traditional 18m Allotment	—	0.0%
Premium Traditional 20m Allotment	1	0.5%
Possible Multiple Residential Allotment	—	0.0%
Subtotal	142	64.5%
50m+ Deep Product		
Premium Courtyard 16m Allotment	5	2.3%
Traditional 18m Allotment	3	1.4%
Premium Traditional 20m Allotment	2	0.9%
Subtotal	10	4.5%
Total Residential Allotments	220	100.0%
Residential Net Density	14.9 dw/ha	
Super Lots		
Balance Lot	5	
Management Lot	2	
Sub Total	7	
Utilities		
Water Booster Pump Station	1	
Sub Total	1	
Total Allotments	228	
Maximum Potential Residential Dwellings (Includes Multiple Residential Allotments)	223	

Land Budget

Land Use	Overall	
	Area	%
Stage Area	19.675 ha	100.0%
Saleable Area		
Residential Allotments	8.721 ha	44.3%
Balance Lot	0.350 ha	1.8%
Management Lot	0.528 ha	2.7%
Total Area of Allotments	9.599 ha	48.8%
Utilities		
Water Booster Pump Station	0.065 ha	0.3%
Total Area of Utilities	0.065 ha	0.3%
Road		
North South Arterial Dedication (incl. batters)	3.011 ha	15.3%
Trunk Connector 2 Lanes (23.7m)	0.907 ha	4.6%
Neighbourhood Connector (20.2m-21m)	1.085 ha	5.5%
Neighbourhood Access Street (16.5m)	3.468 ha	17.6%
Pedestrian Linkages	0.030 ha	0.2%
Total Area of New Road	8.501 ha	43.2%
Open Space		
Conservation Buffer	—	0.0%
Corridor Park / Conservation	—	0.0%
Stormwater Management	0.699 ha	3.6%
Regional Sports	—	0.0%
District Sports	—	0.0%
Neighbourhood Recreation Park	0.539 ha	2.7%
Local Recreation Park	—	0.0%
Local Linear Recreation Park	0.272 ha	1.4%
Total Open Space	1.510 ha	7.7%

Legend

- General**
- Application Boundary
 - Stage Boundary
 - Sub Stage Boundary
 - Possible Multiple Residential Allotment (Max. no. of dwellings)
 - Entry Statements - Lease
 - Existing Q100
 - Bus Stop Catchment (400m)
 - Indicative Indented Bus Stop Location
 - Neighbourhood Park Catchment (400m)

Note:

All Lot Numbers, Dimensions and Areas are approximate only, and are subject to survey and Council approval. Dimensions have been rounded to the nearest 0.1 metres. Areas have been rounded down to the nearest 5m². The boundaries shown on this plan should not be used for final detailed engineers design.

Source Information:
 Site boundaries: Veris.
 Adjoining information: Veris.
 Design Contours: Colliers (29-08-2024).
 Environment constraints: Saunders Havill Group.
 Q100: Engeny.
 North South Arterial Alignment: Colliers.

TO BE READ IN CONJUNCTION WITH 110056-574H STAGE 10 OVERALL STATISTICS

PLAN REF: **110056 – 573**
 Rev No: **H**
 DATE: 17 FEBRUARY 2026
 CLIENT: PEET
 DRAWN BY: JC / MM
 CHECKED BY: CK

**FLAGSTONE CA3 SOUTH
 STAGE 10 OVERALL
 PLAN OF SUBDIVISION**

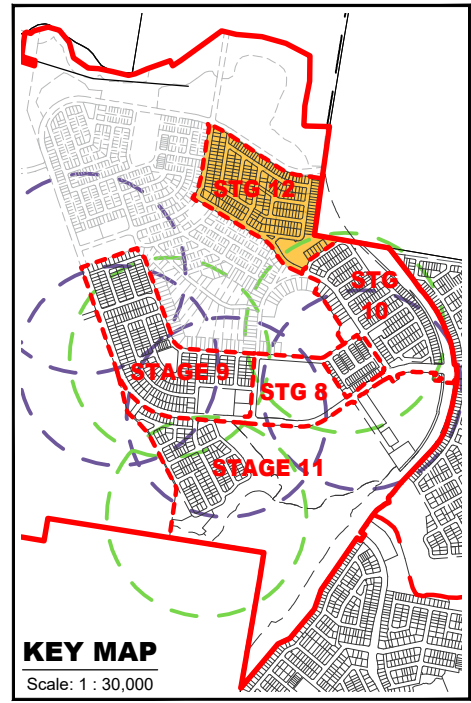


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TO BE READ IN CONJUNCTION WITH 110056-597H STAGE 12 OVERALL STATISTICS

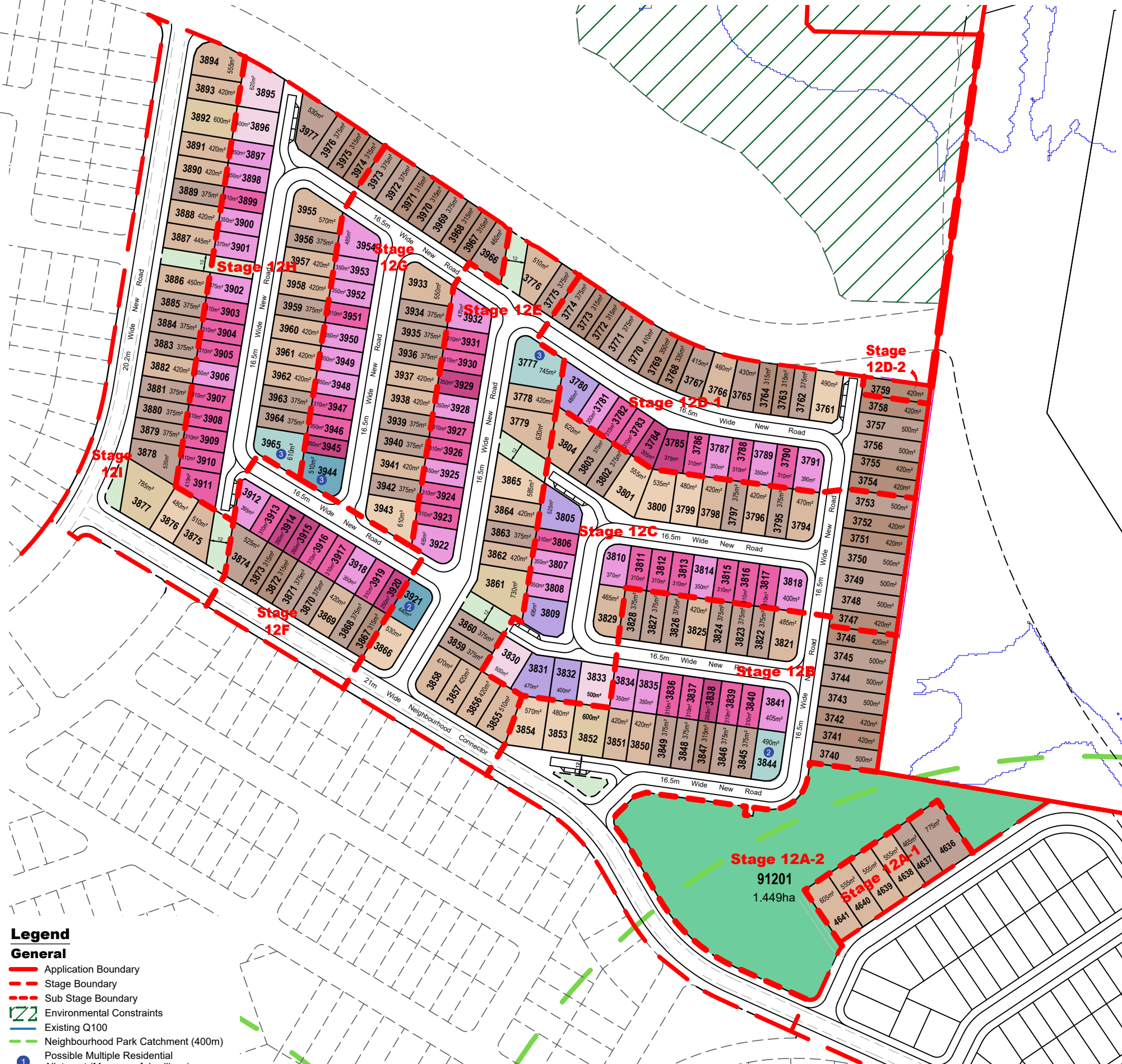


Land Budget

Land Use	Overall	
	Area	%
Area of Application Boundary	16.262 ha	100.0%
Saleable Area		
Residential Allotments	9.663 ha	59.4%
Total Area of Allotments	9.663 ha	59.4%
Road		
North South Arterial Dedication (incl. batters)	—	0.0%
Trunk Connector 2 Lanes (23.7m)	—	0.0%
Neighbourhood Connector (20.2m-21m)	1.715 ha	10.5%
Neighbourhood Access Street (16.5m)	3.181 ha	19.6%
Laneway (6.5m)	—	0.0%
Pedestrian Linkages	0.254 ha	1.6%
Total Area of New Road	5.150 ha	31.7%
Open Space		
Conservation Buffer	—	0.0%
Corridor Park / Conservation	—	0.0%
Stormwater Management	1.449 ha	8.9%
Regional Sports	—	0.0%
District Sports	—	0.0%
Neighbourhood Recreation Park	—	0.0%
Local Recreation Park	—	0.0%
Local Linear Recreation Park	—	0.0%
Total Open Space	1.449 ha	8.9%

Yield Breakdown

Lot Type	Overall	
25m Deep Product		
Villa 10.5m Allotment	8	3%
Premium Villa 12.5m Allotment	38	16%
Courtyard 14m Allotment	30	13%
Premium Courtyard 16m Allotment	5	2%
Premium Traditional 20m Allotment	4	2%
Premium Traditional 20m Allotment	2	1%
Subtotal	87	36%
30m Deep Product		
Villa 10.5m Allotment	26	11%
Premium Villa 12.5m Allotment	64	27%
Courtyard 14m Allotment	43	18%
Premium Courtyard 16m Allotment	10	4%
Traditional 18m Allotment	—	0%
Premium Traditional 20m Allotment	4	2%
Possible Multiple Residential Allotment	3	1%
Subtotal	150	63%
Total Residential Allotments	237	99%
Residential Net Density	16.0 dw/ha	
Maximum Potential Residential Dwellings (Includes Multiple Residential Allotments)	245	
Maximum Potential Net Residential Density	16.5 dw/ha	



Legend

General

- Application Boundary
- - - Stage Boundary
- · - · - Sub Stage Boundary
- ▨ Environmental Constraints
- Existing Q100
- Neighbourhood Park Catchment (400m)
- ① Possible Multiple Residential Allotment (Max. no. of dwellings)

Note:
 All Lot Numbers, Dimensions and Areas are approximate only, and are subject to survey and Council approval.
 Dimensions have been rounded to the nearest 0.1 metres.
 Areas have been rounded down to the nearest 5m².
 The boundaries shown on this plan should not be used for final detailed engineers design.
Source Information:
 Site boundaries: Veris.
Adjoining information: Veris.
 Environment constraints: Saunders Havill Group.
 Existing Q100: Engeny.
 North South Arterial Alignment: Colliers.

PLAN REF: 110056 – 596

Rev No: H
 DATE: 17 FEBRUARY 2026
 CLIENT: PEET
 DRAWN BY: JC
 CHECKED BY: MD



0 20 40 60 80 100 120 140 1:2,500 @ A3

FLAGSTONE CA3 SOUTH
 STAGE 12 OVERALL
 PLAN OF SUBDIVISION



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Appendix B Schedule 2 of QDC MP4.4

**Flagstone Development, Context Area 3 South, Stages 10
and 12**

Road Traffic Noise Intrusion Assessment

Peet Flagstone City Pty Ltd

SLR Project No.: 620.v10512.02011

16 March 2026

Table B-1 Schedule 2 of QDC MP4.4

Component of Building's External Envelope	Minimum R_w	Acceptable Forms of Construction
Glazing	43	Double glazing consisting of two panes of minimum 5mm thick glass with at least 100mm air gap and full perimeter <i>acoustically rated seals</i> .
	38	Minimum 14.38mm thick laminated glass, with full perimeter <i>acoustically rated seals</i> ; or Double glazing consisting of one pane of minimum 5mm thick glass and one pane of minimum 6mm thick glass with at least 44mm air gap, and full perimeter <i>acoustically rated seals</i>
	35	Minimum 10.38mm thick laminated glass, with full perimeter <i>acoustically rated seals</i> .
	32	Minimum 6.38mm thick laminated glass with full perimeter <i>acoustically rated seals</i> .
	27	Minimum 4mm thick glass with full perimeter <i>acoustically rated seals</i>
	24	Minimum 4mm thick glass with standard weather seals
External Walls	52	Two leaves of clay brick masonry, at least 270mm in total, with subfloor vents fitted with noise attenuators.
	47	Two leaves of clay brick masonry at least 110mm thick with: (i) cavity not less than 50mm between leaves; and (ii) 50mm thick mineral insulation or 50mm thick glass wool insulation with a density of 11kg/m ³ or 50mm thick polyester insulation with a density of 20kg/m ³ in the cavity. or Two leaves of clay brick masonry at last 110mm thick with: (i) cavity not less than 50mm between leaves; and (ii) at least 13mm thick cement render on each face or Single leaf of clay brick masonry at least 110mm thick with: (i) a row of at least 70mm x 35mm timber studs or 64mm steel studs at 600mm centres, spaced at least 20mm from the masonry wall; and (ii) Mineral insulation or glass wool insulation at least 50mm thick with a density of at least 11 kg/m ³ positioned between studs; and (iii) One layer of plasterboard at least 13mm thick fixed to outside face of studs. or Single leaf of minimum 150mm thick masonry of hollow, dense concrete blocks, with mortar joints laid to prevent moisture bridging.
	41	Two leaves of clay brick masonry at least 110mm thick with cavity not less than 50mm between leaves



Component of Building's External Envelope	Minimum R_w	Acceptable Forms of Construction
		or Single leaf of clay brick masonry at least 110mm thick with: (i) a row of at least 70mm x 35mm timber studs or 64mm steel studs at 600mm centres, spaced at least 20mm from the masonry wall; and (ii) mineral insulation or glass wool insulation at least 50mm thick with a density of at least 11 kg/m ³ positioned between studs; and (iii) One layer of plasterboard at least 10mm thick fixed to outside face of studs or Single leaf of brick masonry at least 110mm thick with at least 13mm thick render on each face or Concrete brickwork at least 110mm thick or In-situ concrete at least 100mm thick or Precast concrete at least 100mm thick and without joints.
	35	Single leaf of clay brick masonry at least 110mm thick with: (i) a row of at least 70mm x 35mm timber studs or 64mm steel studs at 600mm centres, spaced at least 20mm from the masonry wall; and (ii) One layer of plasterboard at least 10mm thick fixed to outside face of studs or Minimum 6mm thick fibre cement sheeting or weatherboards or plank cladding externally, minimum 90mm deep timber stud or 92mm metal stud, standard plasterboard at least 13mm thick internally.
Roof	45	Concrete or terracotta tile or sheet metal roof with sarking, <i>acoustically rated plasterboard</i> ceiling at least 13mm thick fixed to ceiling joists, cellulose fibre insulation at least 100mm thick with a density of at least 45kg/m ³ in the cavity. or Concrete or terracotta tile or sheet metal roof with sarking, 2 layers of <i>acoustically rated plasterboard</i> at least 16mm thick fixed to ceiling joists, glass wool insulation at least 50mm thick with a density of at least 11kg/m ³ or polyester insulation at least 50mm thick with a density of at least 20kg/m ³ in the cavity.
	41	Concrete or terracotta tile or metal sheet roof with sarking, plasterboard ceiling at least 10mm thick fixed to ceiling joists, glass wool insulation at least 50mm thick with a density of at least 11kg/m ³ or polyester insulation at least 50mm thick with a density of at least 20kg/m ³ in the cavity. or Concrete suspended slab at least 100mm thick.



Component of Building's External Envelope	Minimum R_w	Acceptable Forms of Construction
	38	Concrete or terracotta tile or metal sheet roof with sarking, plasterboard ceiling at least 10mm thick fixed to ceiling cavity, mineral insulation or glass wool insulation at least 50mm thick with a density of at least 11 kg/m ³ .
	35	Concrete or terracotta tile or metal sheet roof with sarking, plasterboard ceiling at least 10mm thick fixed to ceiling cavity.
Floors	51	Concrete slab at least 150mm thick.
	45	Concrete slab at least 100mm thick or Tongued and grooved boards at least 19mm thick with: (i) timber joists not less than 175mm x 50mm; and (ii) mineral insulation or glass wool insulation at least 75mm thick with a density of at least 11kg/m ³ positioned between joists and laid on plasterboard at least 10mm thick fixed to underside of joists; and (iii) mineral insulation or glass wool insulation at least 25mm thick with a density of at least 11kg/m ³ laid over entire floor, including tops of joists before flooring is laid; and (iv) secured to battens at least 75mm x 50mm; and (v) the assembled flooring laid over the joists, but not fixed to them, with battens lying between the joists.



Component of Building's External Envelope	Minimum R_w	Acceptable Forms of Construction
Entry Doors	35	Solid core timber not less than 45mm thick, fixed so as to overlap the frame or rebate of the frame by not less than 10mm, with full perimeter acoustically rated seals.
	33	Fixed so as to overlap the frame or rebate of the frame by not less than 10mm, fitted with full perimeter acoustically rated seals and constructed of - (i) solid core, wood, particleboard or blockboard not less than 45mm thick; and/or (ii) acoustically laminated glass not less than 10.38mm thick.
	28	Fixed so as to overlap the frame or rebate of the frame, constructed of - (i) Wood, particleboard or blockboard not less than 33mm thick; or (ii) Compressed fibre reinforced sheeting not less than 9mm thick; or (iii) Other suitable material with a mass per unit area not less than 24.4kg/m ² ; or (iv) Solid core timber door not less than 35mm thick fitted with full perimeter <i>acoustically rated seals</i> .





Appendix C QDC MP4.4 Noise Predictions

Flagstone Development, Context Area 3 South, Stages 10 and 12

Road Traffic Noise Intrusion Assessment

Peet Flagstone City Pty Ltd

SLR Project No.: 620.v10512.02011

16 March 2026

Table C-1 ODC MP4.4 Noise Predictions

Lot	Floor	ODC MP4.4 Road Traffic Noise Category		Approximate Coordinates at Centre of Lot, m		
		No Barrier	2.0m Noise Barrier	Easting	Northing	Elevation
3380	GF	1	1	493880.1	6925827.6	76.8
3380	FF	1	1	493880.1	6925827.6	76.8
3381	GF	1	1	493872.7	6925838.5	77.1
3381	FF	1	1	493872.7	6925838.5	77.1
3382	GF	0	0	493865.6	6925849.1	77.4
3382	FF	1	1	493865.6	6925849.1	77.4
3383	GF	0	0	493857.9	6925860.5	78.0
3383	FF	1	1	493857.9	6925860.5	78.0
3384	GF	0	0	493851.2	6925870.5	78.3
3384	FF	1	0	493851.2	6925870.5	78.3
3385	GF	0	0	493844.1	6925880.9	78.6
3385	FF	0	0	493844.1	6925880.9	78.6
3386	GF	0	0	493836.8	6925891.9	78.9
3386	FF	0	0	493836.8	6925891.9	78.9
3387	GF	0	0	493828.5	6925904.1	79.6
3387	FF	0	0	493828.5	6925904.1	79.6
3392	GF	0	0	493869.0	6925974.2	73.8
3392	FF	1	0	493869.0	6925974.2	73.8
3393	GF	0	0	493879.2	6925981.1	72.5
3393	FF	1	0	493879.2	6925981.1	72.5
3394	GF	0	0	493890.5	6925988.7	70.9
3394	FF	1	0	493890.5	6925988.7	70.9
3395	GF	0	0	493901.3	6925996.0	69.4
3395	FF	1	0	493901.3	6925996.0	69.4
3396	GF	0	0	493911.2	6926002.7	68.1
3396	FF	1	0	493911.2	6926002.7	68.1
3397	GF	0	0	493921.9	6926009.9	67.0
3397	FF	1	0	493921.9	6926009.9	67.0
3398	GF	1	0	493932.3	6926016.9	66.5
3398	FF	1	0	493932.3	6926016.9	66.5
3399	GF	1	0	493944.0	6926024.8	66.4
3399	FF	1	1	493944.0	6926024.8	66.4
3400	GF	1	0	493959.3	6926002.0	67.0
3400	FF	1	1	493959.3	6926002.0	67.0
3401	GF	1	0	493947.6	6925994.1	68.0
3401	FF	1	1	493947.6	6925994.1	68.0
3402	GF	1	0	493937.3	6925987.1	69.3
3402	FF	1	0	493937.3	6925987.1	69.3
3403	GF	1	0	493926.5	6925979.9	70.7
3403	FF	1	0	493926.5	6925979.9	70.7
3404	GF	1	0	493916.7	6925973.2	72.0
3404	FF	1	0	493916.7	6925973.2	72.0
3405	GF	1	0	493905.8	6925965.9	73.6
3405	FF	1	0	493905.8	6925965.9	73.6

Lot	Floor	ODC MP4.4 Road Traffic Noise Category		Approximate Coordinates at Centre of Lot, m		
		No Barrier	2.0m Noise Barrier	Easting	Northing	Elevation
3406	GF	1	0	493894.6	6925958.3	75.0
3406	FF	1	0	493894.6	6925958.3	75.0
3407	GF	1	0	493884.3	6925951.4	76.1
3407	FF	1	0	493884.3	6925951.4	76.1
3408	GF	0	0	493874.0	6925944.4	77.0
3408	FF	1	0	493874.0	6925944.4	77.0
3409	GF	0	0	493863.6	6925937.4	77.6
3409	FF	1	0	493863.6	6925937.4	77.6
3410	GF	1	0	493882.5	6925894.1	78.0
3410	FF	1	1	493882.5	6925894.1	78.0
3411	GF	1	0	493894.9	6925902.5	77.3
3411	FF	1	1	493894.9	6925902.5	77.3
3412	GF	1	0	493905.6	6925909.7	76.5
3412	FF	1	1	493905.6	6925909.7	76.5
3413	GF	1	0	493916.2	6925916.8	75.5
3413	FF	1	1	493916.2	6925916.8	75.5
3414	GF	1	0	493927.3	6925924.4	74.0
3414	FF	1	1	493927.3	6925924.4	74.0
3415	GF	1	0	493939.3	6925932.4	72.5
3415	FF	1	1	493939.3	6925932.4	72.5
3416	GF	1	0	493949.4	6925939.2	71.3
3416	FF	1	1	493949.4	6925939.2	71.3
3417	GF	1	0	493960.1	6925946.4	69.9
3417	FF	1	1	493960.1	6925946.4	69.9
3418	GF	1	0	493970.2	6925953.2	68.5
3418	FF	1	1	493970.2	6925953.2	68.5
3419	GF	1	0	493983.5	6925962.2	67.9
3419	FF	1	1	493983.5	6925962.2	67.9
3422	GF	1	0	493998.8	6925936.4	68.5
3422	FF	1	1	493998.8	6925936.4	68.5
3423	GF	1	0	493987.0	6925928.5	68.9
3423	FF	1	1	493987.0	6925928.5	68.9
3424	GF	1	0	493976.9	6925921.6	70.0
3424	FF	1	1	493976.9	6925921.6	70.0
3425	GF	1	0	493966.6	6925914.7	71.0
3425	FF	1	1	493966.6	6925914.7	71.0
3426	GF	1	0	493955.8	6925907.4	71.9
3426	FF	1	1	493955.8	6925907.4	71.9
3427	GF	1	0	493943.9	6925899.4	72.9
3427	FF	1	1	493943.9	6925899.4	72.9
3428	GF	1	0	493932.7	6925891.8	73.8
3428	FF	1	1	493932.7	6925891.8	73.8
3429	GF	1	0	493922.1	6925884.7	74.7
3429	FF	1	1	493922.1	6925884.7	74.7
3430	GF	1	0	493911.6	6925877.6	75.4

Lot	Floor	ODC MP4.4 Road Traffic Noise Category		Approximate Coordinates at Centre of Lot, m		
		No Barrier	2.0m Noise Barrier	Easting	Northing	Elevation
3430	FF	1	1	493911.6	6925877.6	75.4
3431	GF	1	0	493899.5	6925869.4	76.2
3431	FF	1	1	493899.5	6925869.4	76.2
3432	GF	1	1	493951.0	6925848.2	73.4
3432	FF	2	1	493951.0	6925848.2	73.4
3434	GF	1	1	493980.8	6925868.2	71.8
3434	FF	1	1	493980.8	6925868.2	71.8
3435	GF	1	1	493992.5	6925876.1	70.7
3435	FF	1	1	493992.5	6925876.1	70.7
3436	GF	1	1	494003.6	6925883.6	69.6
3436	FF	1	1	494003.6	6925883.6	69.6
3437	GF	1	1	494015.7	6925891.7	68.9
3437	FF	1	1	494015.7	6925891.7	68.9
3438	GF	1	1	493691.2	6926282.5	65.0
3438	FF	2	2	493691.2	6926282.5	65.0
3439	GF	1	1	494021.8	6925862.7	69.4
3439	FF	2	1	494021.8	6925862.7	69.4
3440	GF	1	1	494007.8	6925853.3	70.5
3440	FF	2	2	494007.8	6925853.3	70.5
3441	GF	1	1	493993.2	6925843.4	71.1
3441	FF	2	2	493993.2	6925843.4	71.1
3442	GF	3	2	494070.6	6925823.0	68.4
3442	FF	3	3	494070.6	6925823.0	68.4
3443	GF	3	2	494068.8	6925835.8	68.8
3443	FF	3	3	494068.8	6925835.8	68.8
3444	GF	3	1	494066.3	6925848.9	68.9
3444	FF	3	3	494066.3	6925848.9	68.9
3445	GF	3	1	494063.6	6925861.6	68.6
3445	FF	3	3	494063.6	6925861.6	68.6
3446	GF	3	1	494061.2	6925872.9	68.4
3446	FF	3	3	494061.2	6925872.9	68.4
3447	GF	3	1	494058.4	6925884.1	68.3
3447	FF	3	3	494058.4	6925884.1	68.3
3448	GF	3	1	494054.8	6925896.4	68.2
3448	FF	3	3	494054.8	6925896.4	68.2
3449	GF	3	1	494051.3	6925907.6	68.0
3449	FF	3	3	494051.3	6925907.6	68.0
3450	GF	3	1	494047.8	6925917.7	68.0
3450	FF	3	3	494047.8	6925917.7	68.0
3451	GF	3	1	494043.8	6925929.7	67.8
3451	FF	3	3	494043.8	6925929.7	67.8
3452	GF	3	1	494039.0	6925941.9	67.7
3452	FF	3	3	494039.0	6925941.9	67.7
3453	GF	3	1	494033.5	6925954.6	67.6
3453	FF	3	3	494033.5	6925954.6	67.6

Lot	Floor	ODC MP4.4 Road Traffic Noise Category		Approximate Coordinates at Centre of Lot, m		
		No Barrier	2.0m Noise Barrier	Easting	Northing	Elevation
3454	GF	3	1	494023.1	6925975.5	67.4
3454	FF	3	3	494023.1	6925975.5	67.4
3455	GF	3	1	494017.3	6925986.8	67.2
3455	FF	3	3	494017.3	6925986.8	67.2
3456	GF	3	1	494011.3	6925997.1	66.9
3456	FF	3	3	494011.3	6925997.1	66.9
3457	GF	3	1	494005.9	6926006.2	66.7
3457	FF	3	3	494005.9	6926006.2	66.7
3458	GF	3	1	493999.7	6926016.2	66.5
3458	FF	3	3	493999.7	6926016.2	66.5
3459	GF	3	1	493992.1	6926027.2	66.3
3459	FF	3	3	493992.1	6926027.2	66.3
3460	GF	3	1	493985.6	6926036.8	66.0
3460	FF	3	3	493985.6	6926036.8	66.0
3461	GF	3	1	493978.6	6926045.7	65.8
3461	FF	3	3	493978.6	6926045.7	65.8
3462	GF	3	1	493971.7	6926054.7	65.6
3462	FF	3	3	493971.7	6926054.7	65.6
3463	GF	3	1	493962.6	6926065.7	65.4
3463	FF	3	3	493962.6	6926065.7	65.4
3464	GF	3	1	493954.6	6926074.8	65.0
3464	FF	3	3	493954.6	6926074.8	65.0
3465	GF	3	1	493947.1	6926082.7	64.8
3465	FF	3	3	493947.1	6926082.7	64.8
3466	GF	3	1	493938.6	6926091.6	64.6
3466	FF	3	3	493938.6	6926091.6	64.6
3467	GF	3	1	493930.4	6926099.8	64.4
3467	FF	3	3	493930.4	6926099.8	64.4
3468	GF	3	1	493923.1	6926106.8	64.3
3468	FF	3	3	493923.1	6926106.8	64.3
3469	GF	3	1	493914.6	6926114.9	64.1
3469	FF	3	3	493914.6	6926114.9	64.1
3470	GF	3	1	493905.4	6926123.7	63.9
3470	FF	3	3	493905.4	6926123.7	63.9
3471	GF	3	1	493897.1	6926131.7	63.8
3471	FF	3	3	493897.1	6926131.7	63.8
3472	GF	3	1	493888.4	6926140.0	63.8
3472	FF	3	3	493888.4	6926140.0	63.8
3473	GF	3	1	493878.6	6926149.4	63.7
3473	FF	3	3	493878.6	6926149.4	63.7
3474	GF	3	1	493864.2	6926163.3	63.6
3474	FF	3	3	493864.2	6926163.3	63.6
3475	GF	1	0	493915.5	6926058.7	65.6
3475	FF	1	1	493915.5	6926058.7	65.6
3476	GF	1	0	493904.1	6926050.9	66.5

Lot	Floor	ODC MP4.4 Road Traffic Noise Category		Approximate Coordinates at Centre of Lot, m		
		No Barrier	2.0m Noise Barrier	Easting	Northing	Elevation
3476	FF	1	1	493904.1	6926050.9	66.5
3477	GF	1	0	493894.7	6926044.6	67.0
3477	FF	1	1	493894.7	6926044.6	67.0
3478	GF	1	0	493883.9	6926037.3	68.4
3478	FF	1	0	493883.9	6926037.3	68.4
3479	GF	1	0	493872.8	6926029.9	69.7
3479	FF	1	0	493872.8	6926029.9	69.7
3480	GF	1	0	493862.4	6926022.9	71.3
3480	FF	1	0	493862.4	6926022.9	71.3
3481	GF	0	0	493851.8	6926015.7	72.8
3481	FF	1	0	493851.8	6926015.7	72.8
3482	GF	0	0	493840.2	6926007.8	74.4
3482	FF	1	0	493840.2	6926007.8	74.4
3483	GF	0	0	493830.3	6926001.2	76.0
3483	FF	1	0	493830.3	6926001.2	76.0
3484	GF	0	0	493815.2	6926024.2	75.0
3484	FF	1	0	493815.2	6926024.2	75.0
3485	GF	0	0	493825.1	6926030.8	73.6
3485	FF	1	0	493825.1	6926030.8	73.6
3486	GF	0	0	493836.4	6926038.5	72.0
3486	FF	1	0	493836.4	6926038.5	72.0
3487	GF	1	0	493847.1	6926045.7	70.4
3487	FF	1	0	493847.1	6926045.7	70.4
3488	GF	1	0	493857.5	6926052.7	68.7
3488	FF	1	0	493857.5	6926052.7	68.7
3489	GF	1	0	493868.5	6926060.1	67.1
3489	FF	1	0	493868.5	6926060.1	67.1
3490	GF	1	0	493879.9	6926067.8	65.6
3490	FF	1	0	493879.9	6926067.8	65.6
3491	GF	1	0	493893.8	6926077.2	65.2
3491	FF	1	1	493893.8	6926077.2	65.2
3492	GF	1	0	493861.5	6926108.5	65.2
3492	FF	1	1	493861.5	6926108.5	65.2
3493	GF	1	0	493846.6	6926098.4	66.8
3493	FF	1	1	493846.6	6926098.4	66.8
3494	GF	1	0	493836.6	6926091.7	68.3
3494	FF	1	1	493836.6	6926091.7	68.3
3495	GF	1	0	493827.4	6926085.5	69.6
3495	FF	1	1	493827.4	6926085.5	69.6
3496	GF	1	0	493817.9	6926079.0	71.0
3496	FF	1	1	493817.9	6926079.0	71.0
3497	GF	1	0	493808.6	6926072.8	72.3
3497	FF	1	1	493808.6	6926072.8	72.3
3498	GF	1	0	493799.5	6926066.7	73.6
3498	FF	1	0	493799.5	6926066.7	73.6

Lot	Floor	ODC MP4.4 Road Traffic Noise Category		Approximate Coordinates at Centre of Lot, m		
		No Barrier	2.0m Noise Barrier	Easting	Northing	Elevation
3499	GF	0	0	493789.3	6926059.8	75.0
3499	FF	1	0	493789.3	6926059.8	75.0
3500	GF	0	0	493779.5	6926053.2	76.5
3500	FF	1	0	493779.5	6926053.2	76.5
3501	GF	0	0	493771.1	6926047.5	77.9
3501	FF	1	0	493771.1	6926047.5	77.9
3502	GF	0	0	493761.3	6926040.9	79.4
3502	FF	0	0	493761.3	6926040.9	79.4
3503	GF	0	0	493747.7	6926022.9	81.2
3503	FF	0	0	493747.7	6926022.9	81.2
3504	GF	0	0	493740.0	6926034.3	81.3
3504	FF	0	0	493740.0	6926034.3	81.3
3505	GF	0	0	493732.9	6926044.8	80.3
3505	FF	0	0	493732.9	6926044.8	80.3
3506	GF	0	0	493725.3	6926056.0	80.1
3506	FF	0	0	493725.3	6926056.0	80.1
3507	GF	0	0	493745.8	6926063.6	77.4
3507	FF	0	0	493745.8	6926063.6	77.4
3508	GF	0	0	493755.5	6926070.1	75.9
3508	FF	0	0	493755.5	6926070.1	75.9
3509	GF	0	0	493764.1	6926075.9	74.4
3509	FF	1	0	493764.1	6926075.9	74.4
3510	GF	0	0	493773.8	6926082.4	72.9
3510	FF	1	0	493773.8	6926082.4	72.9
3511	GF	0	0	493784.0	6926089.3	71.3
3511	FF	1	0	493784.0	6926089.3	71.3
3512	GF	1	0	493793.5	6926095.8	70.1
3512	FF	1	1	493793.5	6926095.8	70.1
3513	GF	1	0	493802.2	6926101.6	68.7
3513	FF	1	1	493802.2	6926101.6	68.7
3514	GF	1	0	493811.5	6926107.9	67.0
3514	FF	1	1	493811.5	6926107.9	67.0
3515	GF	1	0	493821.1	6926114.4	65.8
3515	FF	1	1	493821.1	6926114.4	65.8
3516	GF	1	0	493829.7	6926120.2	65.1
3516	FF	1	1	493829.7	6926120.2	65.1
3517	GF	1	1	493842.3	6926128.6	64.8
3517	FF	1	1	493842.3	6926128.6	64.8
3518	GF	1	1	493794.2	6926141.7	65.9
3518	FF	1	1	493794.2	6926141.7	65.9
3519	GF	1	1	493787.7	6926151.3	66.0
3519	FF	1	1	493787.7	6926151.3	66.0
3520	GF	1	0	493777.2	6926135.1	68.6
3520	FF	1	1	493777.2	6926135.1	68.6
3521	GF	1	0	493767.7	6926128.7	70.0

Lot	Floor	ODC MP4.4 Road Traffic Noise Category		Approximate Coordinates at Centre of Lot, m		
		No Barrier	2.0m Noise Barrier	Easting	Northing	Elevation
3521	FF	1	1	493767.7	6926128.7	70.0
3522	GF	1	0	493758.0	6926122.1	71.6
3522	FF	1	1	493758.0	6926122.1	71.6
3523	GF	1	0	493749.6	6926116.4	73.0
3523	FF	1	1	493749.6	6926116.4	73.0
3524	GF	0	0	493739.7	6926109.7	74.3
3524	FF	1	0	493739.7	6926109.7	74.3
3525	GF	0	0	493730.3	6926103.4	75.9
3525	FF	1	0	493730.3	6926103.4	75.9
3526	GF	0	0	493721.9	6926097.8	77.3
3526	FF	1	0	493721.9	6926097.8	77.3
3527	GF	0	0	493707.7	6926082.1	79.3
3527	FF	0	0	493707.7	6926082.1	79.3
3528	GF	0	0	493700.8	6926092.3	79.5
3528	FF	0	0	493700.8	6926092.3	79.5
3529	GF	0	0	493694.9	6926101.1	79.3
3529	FF	0	0	493694.9	6926101.1	79.3
3530	GF	0	0	493688.3	6926111.0	79.2
3530	FF	0	0	493688.3	6926111.0	79.2
3531	GF	0	0	493708.0	6926118.4	76.5
3531	FF	1	0	493708.0	6926118.4	76.5
3532	GF	0	0	493716.4	6926124.1	74.9
3532	FF	1	0	493716.4	6926124.1	74.9
3533	GF	0	0	493725.7	6926130.4	73.3
3533	FF	1	1	493725.7	6926130.4	73.3
3534	GF	0	0	493735.6	6926137.1	71.8
3534	FF	1	1	493735.6	6926137.1	71.8
3535	GF	1	0	493744.1	6926142.8	70.5
3535	FF	1	1	493744.1	6926142.8	70.5
3536	GF	1	0	493753.7	6926149.3	68.9
3536	FF	1	1	493753.7	6926149.3	68.9
3537	GF	1	1	493763.3	6926155.8	67.5
3537	FF	1	1	493763.3	6926155.8	67.5
3538	GF	1	1	493781.9	6926159.8	66.0
3538	FF	1	1	493781.9	6926159.8	66.0
3539	GF	1	1	493775.2	6926169.8	65.8
3539	FF	1	1	493775.2	6926169.8	65.8
3540	GF	1	1	493752.5	6926203.7	65.2
3540	FF	1	1	493752.5	6926203.7	65.2
3541	GF	1	1	493741.9	6926196.5	66.6
3541	FF	1	1	493741.9	6926196.5	66.6
3542	GF	1	1	493732.1	6926189.9	68.0
3542	FF	1	1	493732.1	6926189.9	68.0
3543	GF	1	1	493722.5	6926183.5	69.7
3543	FF	1	1	493722.5	6926183.5	69.7

Lot	Floor	ODC MP4.4 Road Traffic Noise Category		Approximate Coordinates at Centre of Lot, m		
		No Barrier	2.0m Noise Barrier	Easting	Northing	Elevation
3544	GF	1	1	493713.8	6926177.6	71.1
3544	FF	1	1	493713.8	6926177.6	71.1
3545	GF	1	1	493704.4	6926171.3	72.5
3545	FF	1	1	493704.4	6926171.3	72.5
3546	GF	1	1	493694.0	6926164.2	74.1
3546	FF	1	1	493694.0	6926164.2	74.1
3547	GF	1	0	493684.3	6926157.6	75.8
3547	FF	1	1	493684.3	6926157.6	75.8
3548	GF	1	0	493675.3	6926151.6	77.2
3548	FF	1	1	493675.3	6926151.6	77.2
3549	GF	0	0	493666.3	6926133.9	79.1
3549	FF	1	0	493666.3	6926133.9	79.1
3550	GF	0	0	493657.7	6926142.3	79.2
3550	FF	1	0	493657.7	6926142.3	79.2
3551	GF	0	0	493641.4	6926149.1	78.6
3551	FF	0	0	493641.4	6926149.1	78.6
3552	GF	0	0	493648.2	6926162.3	76.9
3552	FF	1	0	493648.2	6926162.3	76.9
3553	GF	0	0	493659.9	6926172.5	75.1
3553	FF	1	1	493659.9	6926172.5	75.1
3554	GF	0	0	493670.1	6926179.3	73.5
3554	FF	1	1	493670.1	6926179.3	73.5
3555	GF	1	0	493679.5	6926185.7	71.9
3555	FF	1	1	493679.5	6926185.7	71.9
3556	GF	1	0	493690.0	6926192.7	70.3
3556	FF	1	1	493690.0	6926192.7	70.3
3557	GF	1	1	493699.3	6926199.0	69.0
3557	FF	1	1	493699.3	6926199.0	69.0
3558	GF	1	1	493708.1	6926204.9	67.8
3558	FF	1	1	493708.1	6926204.9	67.8
3559	GF	1	1	493717.6	6926211.4	66.3
3559	FF	1	1	493717.6	6926211.4	66.3
3560	GF	1	1	493727.2	6926217.8	64.8
3560	FF	1	1	493727.2	6926217.8	64.8
3561	GF	1	1	493738.0	6926225.1	64.3
3561	FF	1	1	493738.0	6926225.1	64.3
3562	GF	1	1	493714.1	6926261.6	64.5
3562	FF	1	1	493714.1	6926261.6	64.5
3563	GF	1	1	493703.4	6926254.4	65.1
3563	FF	1	1	493703.4	6926254.4	65.1
3564	GF	1	1	493694.6	6926248.5	66.1
3564	FF	1	1	493694.6	6926248.5	66.1
3565	GF	1	1	493685.3	6926242.2	67.5
3565	FF	1	1	493685.3	6926242.2	67.5
3566	GF	1	1	493675.8	6926235.7	69.0

Lot	Floor	ODC MP4.4 Road Traffic Noise Category		Approximate Coordinates at Centre of Lot, m		
		No Barrier	2.0m Noise Barrier	Easting	Northing	Elevation
3566	FF	1	1	493675.8	6926235.7	69.0
3567	GF	1	1	493665.8	6926229.0	69.4
3567	FF	1	1	493665.8	6926229.0	69.4
3568	GF	1	1	493655.4	6926222.0	71.0
3568	FF	1	1	493655.4	6926222.0	71.0
3569	GF	1	1	493645.8	6926215.5	72.2
3569	FF	1	1	493645.8	6926215.5	72.2
3570	GF	0	0	493636.3	6926209.1	73.7
3570	FF	1	1	493636.3	6926209.1	73.7
3571	GF	0	0	493627.8	6926203.4	74.8
3571	FF	1	1	493627.8	6926203.4	74.8
3572	GF	0	0	493616.3	6926195.6	75.9
3572	FF	1	1	493616.3	6926195.6	75.9
3573	GF	0	0	493610.3	6926173.2	78.2
3573	FF	0	0	493610.3	6926173.2	78.2
3574	GF	0	0	493595.9	6926181.0	78.3
3574	FF	0	0	493595.9	6926181.0	78.3
3575	GF	0	0	493571.6	6926186.1	76.2
3575	FF	0	0	493571.6	6926186.1	76.2
3576	GF	0	0	493578.2	6926199.7	75.8
3576	FF	0	0	493578.2	6926199.7	75.8
3577	GF	0	0	493588.5	6926213.2	74.3
3577	FF	0	0	493588.5	6926213.2	74.3
3578	GF	0	0	493600.9	6926221.6	73.0
3578	FF	0	0	493600.9	6926221.6	73.0
3579	GF	0	0	493610.9	6926228.3	71.8
3579	FF	1	1	493610.9	6926228.3	71.8
3580	GF	0	0	493619.5	6926234.1	70.7
3580	FF	1	1	493619.5	6926234.1	70.7
3581	GF	0	0	493629.0	6926240.5	69.2
3581	FF	1	1	493629.0	6926240.5	69.2
3582	GF	0	0	493638.6	6926247.0	68.0
3582	FF	1	1	493638.6	6926247.0	68.0
3583	GF	1	0	493649.2	6926254.1	66.9
3583	FF	1	1	493649.2	6926254.1	66.9
3584	GF	1	1	493658.6	6926260.5	66.5
3584	FF	1	1	493658.6	6926260.5	66.5
3585	GF	1	1	493668.2	6926267.0	66.0
3585	FF	1	1	493668.2	6926267.0	66.0
3586	GF	1	1	493677.8	6926273.4	65.7
3586	FF	1	1	493677.8	6926273.4	65.7
3740	GF	0	0	493556.1	6926337.3	67.6
3740	FF	0	0	493556.1	6926337.3	67.6
3741	GF	0	0	493557.6	6926348.5	67.6
3741	FF	1	1	493557.6	6926348.5	67.6

Lot	Floor	ODC MP4.4 Road Traffic Noise Category		Approximate Coordinates at Centre of Lot, m		
		No Barrier	2.0m Noise Barrier	Easting	Northing	Elevation
3742	GF	0	0	493559.0	6926358.7	67.7
3742	FF	1	1	493559.0	6926358.7	67.7
3743	GF	0	0	493560.7	6926370.5	68.1
3743	FF	1	1	493560.7	6926370.5	68.1
3744	GF	1	1	493562.5	6926382.9	68.5
3744	FF	1	1	493562.5	6926382.9	68.5
3745	GF	1	1	493564.2	6926395.2	68.8
3745	FF	1	1	493564.2	6926395.2	68.8
3746	GF	1	1	493565.8	6926406.4	69.3
3746	FF	1	1	493565.8	6926406.4	69.3
3747	GF	1	1	493567.3	6926416.6	70.1
3747	FF	1	1	493567.3	6926416.6	70.1
3748	GF	1	1	493568.9	6926427.8	70.6
3748	FF	1	1	493568.9	6926427.8	70.6
3749	GF	1	1	493570.6	6926440.1	71.1
3749	FF	1	1	493570.6	6926440.1	71.1
3750	GF	1	1	493572.3	6926452.5	71.6
3750	FF	2	2	493572.3	6926452.5	71.6
3751	GF	1	1	493574.0	6926464.1	72.0
3751	FF	2	2	493574.0	6926464.1	72.0
3752	GF	1	1	493575.4	6926474.2	72.3
3752	FF	2	2	493575.4	6926474.2	72.3
3753	GF	2	1	493577.0	6926485.7	72.6
3753	FF	2	2	493577.0	6926485.7	72.6
3754	GF	2	1	493578.7	6926498.1	72.8
3754	FF	2	2	493578.7	6926498.1	72.8
3755	GF	2	1	493580.3	6926509.2	72.9
3755	FF	2	2	493580.3	6926509.2	72.9
3756	GF	2	1	493581.8	6926519.4	73.1
3756	FF	2	2	493581.8	6926519.4	73.1
3757	GF	2	1	493583.4	6926531.2	72.7
3757	FF	2	2	493583.4	6926531.2	72.7
3758	GF	2	1	493584.9	6926542.0	71.9
3758	FF	2	2	493584.9	6926542.0	71.9
3759	GF	2	1	493586.2	6926552.0	70.9
3759	FF	3	3	493586.2	6926552.0	70.9
3761	GF	2	1	493545.5	6926548.7	72.9
3761	FF	2	2	493545.5	6926548.7	72.9
3762	GF	2	1	493531.5	6926551.2	73.4
3762	FF	2	2	493531.5	6926551.2	73.3
3763	GF	2	1	493520.6	6926552.7	73.7
3763	FF	2	2	493520.6	6926552.7	73.7
3764	GF	2	1	493510.0	6926554.1	74.2
3764	FF	2	2	493510.0	6926554.1	74.2
3765	GF	2	1	493496.7	6926555.3	74.7

Lot	Floor	ODC MP4.4 Road Traffic Noise Category		Approximate Coordinates at Centre of Lot, m		
		No Barrier	2.0m Noise Barrier	Easting	Northing	Elevation
3765	FF	2	2	493496.7	6926555.3	74.7
3766	GF	2	1	493482.6	6926558.0	75.5
3766	FF	2	2	493482.6	6926558.0	75.5
3767	GF	2	1	493469.1	6926561.6	76.3
3767	FF	2	2	493469.1	6926561.6	76.3
3768	GF	2	1	493456.2	6926566.3	76.8
3768	FF	2	2	493456.2	6926566.3	76.8
3769	GF	2	1	493446.1	6926571.0	77.1
3769	FF	2	2	493446.1	6926571.0	77.1
3770	GF	2	0	493435.5	6926577.3	77.5
3770	FF	2	2	493435.5	6926577.3	77.5
3771	GF	2	0	493424.0	6926584.9	77.7
3771	FF	2	2	493424.0	6926584.9	77.7
3772	GF	2	0	493414.3	6926591.7	78.0
3772	FF	2	2	493414.3	6926591.7	78.0
3773	GF	2	0	493405.6	6926597.5	78.2
3773	FF	2	2	493405.6	6926597.5	78.2
3774	GF	2	0	493396.2	6926603.7	78.4
3774	FF	2	2	493396.2	6926603.7	78.4
3775	GF	2	0	493385.8	6926610.6	78.8
3775	FF	2	2	493385.8	6926610.6	78.8
3776	GF	2	0	493374.5	6926620.5	79.0
3776	FF	2	2	493374.5	6926620.5	79.0
3777	GF	0	0	493375.5	6926567.0	81.4
3777	FF	0	0	493375.5	6926567.0	81.4
3778	GF	0	0	493372.7	6926546.7	81.7
3778	FF	0	0	493372.7	6926546.7	81.7
3779	GF	0	0	493370.6	6926532.2	83.0
3779	FF	0	0	493370.6	6926532.2	83.0
3780	GF	0	0	493397.4	6926553.5	79.2
3780	FF	0	0	493397.4	6926553.5	79.2
3781	GF	0	0	493410.4	6926542.3	79.0
3781	FF	0	0	493410.4	6926542.3	79.0
3782	GF	0	0	493421.5	6926534.9	78.7
3782	FF	0	0	493421.5	6926534.9	78.7
3783	GF	0	0	493431.9	6926528.0	78.5
3783	FF	0	0	493431.9	6926528.0	78.5
3784	GF	0	0	493441.0	6926520.4	78.3
3784	FF	0	0	493441.0	6926520.4	78.3
3785	GF	0	0	493455.3	6926516.1	77.9
3785	FF	1	0	493455.3	6926516.1	77.9
3786	GF	0	0	493468.5	6926514.8	77.3
3786	FF	1	0	493468.5	6926514.8	77.3
3787	GF	0	0	493481.6	6926513.0	76.6
3787	FF	1	0	493481.6	6926513.0	76.6

Lot	Floor	ODC MP4.4 Road Traffic Noise Category		Approximate Coordinates at Centre of Lot, m		
		No Barrier	2.0m Noise Barrier	Easting	Northing	Elevation
3788	GF	1	0	493494.8	6926511.1	75.9
3788	FF	1	1	493494.8	6926511.1	75.9
3789	GF	1	0	493507.7	6926509.2	75.3
3789	FF	1	1	493507.7	6926509.2	75.3
3790	GF	1	0	493520.7	6926507.4	74.7
3790	FF	1	1	493520.7	6926507.4	74.7
3791	GF	1	0	493535.5	6926505.4	73.9
3791	FF	1	1	493535.5	6926505.4	73.9
3794	GF	0	0	493530.8	6926478.9	72.4
3794	FF	1	1	493530.8	6926478.9	72.4
3795	GF	0	0	493517.3	6926480.6	73.1
3795	FF	1	1	493517.3	6926480.6	73.1
3796	GF	0	0	493503.8	6926482.6	74.2
3796	FF	1	0	493503.8	6926482.6	74.2
3797	GF	0	0	493490.6	6926484.6	75.5
3797	FF	1	0	493490.6	6926484.6	75.5
3798	GF	0	0	493477.5	6926486.4	76.8
3798	FF	1	0	493477.5	6926486.4	76.8
3799	GF	0	0	493462.6	6926488.5	78.0
3799	FF	0	0	493462.6	6926488.5	78.0
3800	GF	0	0	493445.8	6926490.2	79.5
3800	FF	0	0	493445.8	6926490.2	79.5
3801	GF	0	0	493429.4	6926495.5	80.5
3801	FF	0	0	493429.4	6926495.5	80.5
3802	GF	0	0	493416.5	6926505.3	81.2
3802	FF	0	0	493416.5	6926505.3	81.2
3803	GF	0	0	493406.1	6926512.2	81.4
3803	FF	0	0	493406.1	6926512.2	81.4
3804	GF	0	0	493395.1	6926523.3	81.7
3804	FF	0	0	493395.1	6926523.3	81.7
3805	GF	0	0	493388.9	6926478.4	82.4
3805	FF	0	0	493388.9	6926478.4	82.4
3806	GF	0	0	493386.9	6926463.5	82.4
3806	FF	0	0	493386.9	6926463.5	82.4
3807	GF	0	0	493384.8	6926450.5	82.5
3807	FF	0	0	493384.8	6926450.5	82.5
3808	GF	0	0	493382.6	6926436.6	82.4
3808	FF	0	0	493382.6	6926436.6	82.4
3809	GF	0	0	493380.2	6926421.8	82.3
3809	FF	0	0	493380.2	6926421.8	82.3
3810	GF	0	0	493421.1	6926450.4	81.3
3810	FF	0	0	493421.1	6926450.4	81.3
3811	GF	0	0	493435.1	6926447.0	80.2
3811	FF	0	0	493435.1	6926447.0	80.2
3812	GF	0	0	493447.5	6926445.3	79.0

Lot	Floor	ODC MP4.4 Road Traffic Noise Category		Approximate Coordinates at Centre of Lot, m		
		No Barrier	2.0m Noise Barrier	Easting	Northing	Elevation
3812	FF	0	0	493447.5	6926445.3	79.0
3813	GF	0	0	493460.6	6926443.4	77.9
3813	FF	0	0	493460.6	6926443.4	77.9
3814	GF	0	0	493473.1	6926442.0	76.6
3814	FF	0	0	493473.1	6926442.0	76.6
3815	GF	0	0	493486.1	6926439.9	75.5
3815	FF	0	0	493486.1	6926439.9	75.5
3816	GF	0	0	493498.9	6926438.3	74.0
3816	FF	0	0	493498.9	6926438.3	74.0
3817	GF	0	0	493510.6	6926436.9	72.8
3817	FF	0	0	493510.6	6926436.9	72.8
3818	GF	0	0	493525.4	6926435.4	71.8
3818	FF	0	0	493525.4	6926435.4	71.8
3821	GF	0	0	493521.2	6926410.6	70.0
3821	FF	0	0	493521.2	6926410.6	70.0
3822	GF	0	0	493506.7	6926412.6	70.8
3822	FF	0	0	493506.7	6926412.6	70.8
3823	GF	0	0	493495.1	6926414.3	72.1
3823	FF	0	0	493495.1	6926414.3	72.1
3824	GF	0	0	493482.1	6926416.1	73.4
3824	FF	0	0	493482.1	6926416.1	73.4
3825	GF	0	0	493469.7	6926417.8	74.8
3825	FF	0	0	493469.7	6926417.8	74.8
3826	GF	0	0	493456.6	6926419.7	76.3
3826	FF	0	0	493456.6	6926419.7	76.3
3827	GF	0	0	493443.5	6926421.5	77.7
3827	FF	0	0	493443.5	6926421.5	77.7
3828	GF	0	0	493431.1	6926423.2	79.0
3828	FF	0	0	493431.1	6926423.2	79.0
3829	GF	0	0	493418.3	6926424.9	80.2
3829	FF	0	0	493418.3	6926424.9	80.2
3830	GF	0	0	493357.8	6926393.4	84.1
3830	FF	0	0	493357.8	6926393.4	84.1
3831	GF	0	0	493375.4	6926384.0	82.5
3831	FF	0	0	493375.4	6926384.0	82.5
3832	GF	0	0	493392.0	6926381.5	81.4
3832	FF	0	0	493392.0	6926381.5	81.4
3833	GF	0	0	493409.8	6926379.0	80.0
3833	FF	0	0	493409.8	6926379.0	80.0
3834	GF	0	0	493426.6	6926377.0	78.8
3834	FF	0	0	493426.6	6926377.0	78.8
3835	GF	0	0	493440.5	6926375.0	77.2
3835	FF	0	0	493440.5	6926375.0	77.2
3836	GF	0	0	493453.8	6926372.8	75.7
3836	FF	0	0	493453.8	6926372.8	75.7

Lot	Floor	ODC MP4.4 Road Traffic Noise Category		Approximate Coordinates at Centre of Lot, m		
		No Barrier	2.0m Noise Barrier	Easting	Northing	Elevation
3837	GF	0	0	493466.1	6926370.7	74.5
3837	FF	0	0	493466.1	6926370.7	74.5
3838	GF	0	0	493477.3	6926369.2	73.3
3838	FF	0	0	493477.3	6926369.2	73.3
3839	GF	0	0	493489.0	6926367.8	72.0
3839	FF	0	0	493489.0	6926367.8	72.0
3840	GF	0	0	493500.9	6926366.1	70.6
3840	FF	0	0	493500.9	6926366.1	70.6
3841	GF	0	0	493515.3	6926364.5	69.4
3841	FF	0	0	493515.3	6926364.5	69.4
3844	GF	0	0	493511.2	6926338.8	69.1
3844	FF	0	0	493511.2	6926338.8	69.1
3845	GF	0	0	493496.8	6926340.9	70.3
3845	FF	0	0	493496.8	6926340.9	70.3
3846	GF	0	0	493484.9	6926342.5	71.8
3846	FF	0	0	493484.9	6926342.5	71.8
3847	GF	0	0	493473.0	6926344.2	73.3
3847	FF	0	0	493473.0	6926344.2	73.3
3848	GF	0	0	493461.8	6926345.8	74.6
3848	FF	0	0	493461.8	6926345.8	74.6
3849	GF	0	0	493449.5	6926347.5	76.1
3849	FF	0	0	493449.5	6926347.5	76.1
3850	GF	0	0	493436.3	6926349.3	77.6
3850	FF	0	0	493436.3	6926349.3	77.6
3851	GF	0	0	493422.5	6926351.3	79.1
3851	FF	0	0	493422.5	6926351.3	79.1
3852	GF	0	0	493405.7	6926353.6	80.7
3852	FF	0	0	493405.7	6926353.6	80.7
3853	GF	0	0	493387.8	6926356.1	82.1
3853	FF	0	0	493387.8	6926356.1	82.1
3854	GF	0	0	493370.3	6926356.9	83.7
3854	FF	0	0	493370.3	6926356.9	83.7
3855	GF	0	0	493351.8	6926361.9	85.0
3855	FF	0	0	493351.8	6926361.9	85.0
3856	GF	0	0	493339.8	6926370.7	86.4
3856	FF	0	0	493339.8	6926370.7	86.4
3857	GF	0	0	493327.8	6926378.0	87.9
3857	FF	0	0	493327.8	6926378.0	87.9
3858	GF	0	0	493316.1	6926385.7	88.7
3858	FF	0	0	493316.1	6926385.7	88.7
3859	GF	0	0	493333.8	6926400.0	86.6
3859	FF	0	0	493333.8	6926400.0	86.6
3860	GF	0	0	493340.2	6926410.7	86.0
3860	FF	0	0	493340.2	6926410.7	86.0
3861	GF	0	0	493355.0	6926435.8	85.3

Lot	Floor	ODC MP4.4 Road Traffic Noise Category		Approximate Coordinates at Centre of Lot, m		
		No Barrier	2.0m Noise Barrier	Easting	Northing	Elevation
3861	FF	0	0	493355.0	6926435.8	85.3
3862	GF	0	0	493356.1	6926452.9	85.3
3862	FF	0	0	493356.1	6926452.9	85.3
3863	GF	0	0	493358.2	6926466.0	85.2
3863	FF	0	0	493358.2	6926466.0	85.2
3864	GF	0	0	493360.4	6926479.0	85.0
3864	FF	0	0	493360.4	6926479.0	85.0
3865	GF	0	0	493364.6	6926496.6	84.7
3865	FF	0	0	493364.6	6926496.6	84.7
3866	GF	0	0	493287.7	6926403.8	90.6
3866	FF	0	0	493287.7	6926403.8	90.6
3867	GF	0	0	493275.5	6926411.3	90.7
3867	FF	0	0	493275.5	6926411.3	90.7
3868	GF	0	0	493265.6	6926417.3	91.4
3868	FF	0	0	493265.6	6926417.3	91.4
3869	GF	0	0	493254.2	6926424.1	92.1
3869	FF	0	0	493254.2	6926424.1	92.1
3870	GF	0	0	493242.9	6926431.0	92.9
3870	FF	0	0	493242.9	6926431.0	92.9
3871	GF	0	0	493232.2	6926437.4	93.7
3871	FF	0	0	493232.2	6926437.4	93.7
3872	GF	0	0	493222.6	6926443.3	94.5
3872	FF	0	0	493222.6	6926443.3	94.5
3873	GF	0	0	493213.2	6926448.9	95.1
3873	FF	0	0	493213.2	6926448.9	95.1
3874	GF	0	0	493203.5	6926457.9	95.6
3874	FF	0	0	493203.5	6926457.9	95.6
3875	GF	0	0	493174.2	6926470.3	95.8
3875	FF	0	0	493174.2	6926470.3	95.8
3876	GF	0	0	493160.4	6926479.1	95.9
3876	FF	0	0	493160.4	6926479.1	95.9
3877	GF	0	0	493143.8	6926489.6	96.0
3877	FF	0	0	493143.8	6926489.6	96.0
3878	GF	0	0	493150.3	6926514.4	94.7
3878	FF	0	0	493150.3	6926514.4	94.7
3879	GF	0	0	493152.0	6926527.8	93.8
3879	FF	0	0	493152.0	6926527.8	93.8
3880	GF	0	0	493153.5	6926540.2	93.0
3880	FF	0	0	493153.5	6926540.2	93.0
3881	GF	0	0	493156.0	6926552.4	92.2
3881	FF	0	0	493156.0	6926552.4	92.2
3882	GF	0	0	493158.1	6926565.5	91.3
3882	FF	0	0	493158.1	6926565.5	91.3
3883	GF	0	0	493160.2	6926578.6	90.4
3883	FF	0	0	493160.2	6926578.6	90.4

Lot	Floor	ODC MP4.4 Road Traffic Noise Category		Approximate Coordinates at Centre of Lot, m		
		No Barrier	2.0m Noise Barrier	Easting	Northing	Elevation
3884	GF	0	0	493162.2	6926590.9	89.5
3884	FF	0	0	493162.2	6926590.9	89.5
3885	GF	0	0	493164.2	6926603.2	88.5
3885	FF	0	0	493164.2	6926603.2	88.5
3886	GF	0	0	493166.4	6926616.8	87.2
3886	FF	0	0	493166.4	6926616.8	87.2
3887	GF	0	0	493170.4	6926641.4	85.2
3887	FF	0	0	493170.4	6926641.4	85.2
3888	GF	0	0	493172.7	6926655.7	84.0
3888	FF	0	0	493172.7	6926655.7	84.0
3889	GF	0	0	493174.9	6926668.8	83.0
3889	FF	0	0	493174.9	6926668.8	83.0
3890	GF	0	0	493177.0	6926681.9	82.1
3890	FF	0	0	493177.0	6926681.9	82.1
3891	GF	0	0	493179.2	6926695.7	81.1
3891	FF	0	0	493179.2	6926695.7	81.1
3892	GF	0	0	493181.9	6926712.5	80.0
3892	FF	0	0	493181.9	6926712.5	80.0
3893	GF	1	0	493184.7	6926729.2	79.5
3893	FF	1	0	493184.7	6926729.2	79.5
3894	GF	2	1	493187.0	6926745.9	78.9
3894	FF	2	2	493187.0	6926745.9	78.9
3895	GF	2	1	493212.8	6926727.0	78.8
3895	FF	2	2	493212.8	6926727.0	78.8
3896	GF	0	0	493209.4	6926707.1	79.0
3896	FF	1	0	493209.4	6926707.1	79.0
3897	GF	0	0	493206.7	6926690.3	79.8
3897	FF	0	0	493206.7	6926690.3	79.8
3898	GF	0	0	493204.5	6926676.5	80.2
3898	FF	0	0	493204.5	6926676.5	80.2
3899	GF	0	0	493202.3	6926663.4	80.6
3899	FF	0	0	493202.3	6926663.4	80.6
3900	GF	0	0	493200.2	6926650.4	81.5
3900	FF	0	0	493200.2	6926650.4	81.5
3901	GF	0	0	493197.9	6926636.1	82.9
3901	FF	0	0	493197.9	6926636.1	82.9
3902	GF	0	0	493194.1	6926611.4	85.3
3902	FF	0	0	493194.1	6926611.4	85.3
3903	GF	0	0	493191.9	6926597.8	86.8
3903	FF	0	0	493191.9	6926597.8	86.8
3904	GF	0	0	493189.9	6926585.5	88.0
3904	FF	0	0	493189.9	6926585.5	88.0
3905	GF	0	0	493187.9	6926573.2	89.2
3905	FF	0	0	493187.9	6926573.2	89.2
3906	GF	0	0	493185.8	6926560.1	90.5

Lot	Floor	ODC MP4.4 Road Traffic Noise Category		Approximate Coordinates at Centre of Lot, m		
		No Barrier	2.0m Noise Barrier	Easting	Northing	Elevation
3906	FF	0	0	493185.8	6926560.1	90.5
3907	GF	0	0	493183.7	6926547.0	91.7
3907	FF	0	0	493183.7	6926547.0	91.7
3908	GF	0	0	493181.7	6926534.7	92.5
3908	FF	0	0	493181.7	6926534.7	92.5
3909	GF	0	0	493179.7	6926522.3	93.1
3909	FF	0	0	493179.7	6926522.3	93.1
3910	GF	0	0	493177.7	6926510.0	93.3
3910	FF	0	0	493177.7	6926510.0	93.3
3911	GF	0	0	493175.8	6926496.5	94.0
3911	FF	0	0	493175.8	6926496.5	94.0
3912	GF	0	0	493205.5	6926485.2	93.1
3912	FF	0	0	493205.5	6926485.2	93.1
3913	GF	0	0	493216.5	6926476.5	92.9
3913	FF	0	0	493216.5	6926476.5	92.9
3914	GF	0	0	493226.1	6926470.7	92.4
3914	FF	0	0	493226.1	6926470.7	92.4
3915	GF	0	0	493235.5	6926465.0	91.8
3915	FF	0	0	493235.5	6926465.0	91.8
3916	GF	0	0	493245.2	6926459.2	91.0
3916	FF	0	0	493245.2	6926459.2	91.0
3917	GF	0	0	493255.9	6926452.7	90.2
3917	FF	0	0	493255.9	6926452.7	90.2
3918	GF	0	0	493267.2	6926445.9	89.4
3918	FF	0	0	493267.2	6926445.9	89.4
3919	GF	0	0	493278.5	6926439.0	88.7
3919	FF	0	0	493278.5	6926439.0	88.7
3920	GF	0	0	493288.5	6926433.0	88.0
3920	FF	0	0	493288.5	6926433.0	88.0
3921	GF	0	0	493300.8	6926425.4	87.9
3921	FF	0	0	493300.8	6926425.4	87.9
3922	GF	0	0	493315.0	6926461.6	86.5
3922	FF	0	0	493315.0	6926461.6	86.5
3923	GF	0	0	493317.1	6926477.8	86.3
3923	FF	0	0	493317.1	6926477.8	86.3
3924	GF	0	0	493319.1	6926490.1	86.0
3924	FF	0	0	493319.1	6926490.1	86.0
3925	GF	0	0	493321.3	6926503.2	85.6
3925	FF	0	0	493321.3	6926503.2	85.6
3926	GF	0	0	493323.4	6926516.2	85.2
3926	FF	0	0	493323.4	6926516.2	85.2
3927	GF	0	0	493325.4	6926528.6	84.6
3927	FF	0	0	493325.4	6926528.6	84.6
3928	GF	0	0	493327.5	6926541.6	83.8
3928	FF	0	0	493327.5	6926541.6	83.8

Lot	Floor	ODC MP4.4 Road Traffic Noise Category		Approximate Coordinates at Centre of Lot, m		
		No Barrier	2.0m Noise Barrier	Easting	Northing	Elevation
3929	GF	0	0	493329.7	6926555.5	83.3
3929	FF	0	0	493329.7	6926555.5	83.3
3930	GF	0	0	493331.9	6926568.5	82.3
3930	FF	0	0	493331.9	6926568.5	82.3
3931	GF	0	0	493333.9	6926580.9	81.7
3931	FF	0	0	493333.9	6926580.9	81.7
3932	GF	0	0	493335.0	6926594.8	81.1
3932	FF	0	0	493335.0	6926594.8	81.1
3933	GF	0	0	493309.7	6926613.2	81.5
3933	FF	0	0	493309.7	6926613.2	81.5
3934	GF	0	0	493308.0	6926598.7	82.6
3934	FF	0	0	493308.0	6926598.7	82.6
3935	GF	0	0	493306.0	6926586.4	83.7
3935	FF	0	0	493306.0	6926586.4	83.7
3936	GF	0	0	493304.0	6926574.0	84.6
3936	FF	0	0	493304.0	6926574.0	84.6
3937	GF	0	0	493301.9	6926560.9	85.7
3937	FF	0	0	493301.9	6926560.9	85.7
3938	GF	0	0	493299.6	6926547.1	85.8
3938	FF	0	0	493299.6	6926547.1	85.8
3939	GF	0	0	493297.5	6926534.1	86.9
3939	FF	0	0	493297.5	6926534.1	86.9
3940	GF	0	0	493295.5	6926521.7	87.7
3940	FF	0	0	493295.5	6926521.7	87.7
3941	GF	0	0	493293.4	6926508.7	88.1
3941	FF	0	0	493293.4	6926508.7	88.1
3942	GF	0	0	493291.3	6926495.6	88.7
3942	FF	0	0	493291.3	6926495.6	88.7
3943	GF	0	0	493289.7	6926482.3	89.1
3943	FF	0	0	493289.7	6926482.3	89.1
3944	GF	0	0	493249.2	6926504.6	89.7
3944	FF	0	0	493249.2	6926504.6	89.7
3945	GF	0	0	493251.4	6926519.0	89.3
3945	FF	0	0	493251.4	6926519.0	89.3
3946	GF	0	0	493253.1	6926529.3	88.5
3946	FF	0	0	493253.1	6926529.3	88.5
3947	GF	0	0	493255.2	6926542.4	87.9
3947	FF	0	0	493255.2	6926542.4	87.9
3948	GF	0	0	493257.3	6926555.4	87.0
3948	FF	0	0	493257.3	6926555.4	87.0
3949	GF	0	0	493259.6	6926569.2	85.8
3949	FF	0	0	493259.6	6926569.2	85.8
3950	GF	0	0	493261.8	6926583.1	84.5
3950	FF	0	0	493261.8	6926583.1	84.5
3951	GF	0	0	493263.9	6926596.1	83.4

Lot	Floor	ODC MP4.4 Road Traffic Noise Category		Approximate Coordinates at Centre of Lot, m		
		No Barrier	2.0m Noise Barrier	Easting	Northing	Elevation
3951	FF	0	0	493263.9	6926596.1	83.4
3952	GF	0	0	493266.1	6926609.2	82.1
3952	FF	0	0	493266.1	6926609.2	82.1
3953	GF	0	0	493268.3	6926623.0	80.8
3953	FF	0	0	493268.3	6926623.0	80.8
3954	GF	0	0	493270.1	6926639.8	80.4
3954	FF	0	0	493270.1	6926639.8	80.4
3955	GF	0	0	493244.9	6926658.5	80.6
3955	FF	0	0	493244.9	6926658.5	80.6
3956	GF	0	0	493242.9	6926641.5	80.7
3956	FF	0	0	493242.9	6926641.5	80.7
3957	GF	0	0	493240.8	6926628.4	81.9
3957	FF	0	0	493240.8	6926628.4	81.9
3958	GF	0	0	493238.6	6926614.6	83.2
3958	FF	0	0	493238.6	6926614.6	83.2
3959	GF	0	0	493236.4	6926601.5	84.6
3959	FF	0	0	493236.4	6926601.5	84.6
3960	GF	0	0	493234.3	6926588.5	85.8
3960	FF	0	0	493234.3	6926588.5	85.8
3961	GF	0	0	493232.1	6926574.6	87.1
3961	FF	0	0	493232.1	6926574.6	87.1
3962	GF	0	0	493229.8	6926560.8	88.5
3962	FF	0	0	493229.8	6926560.8	88.5
3963	GF	0	0	493227.7	6926547.8	89.8
3963	FF	0	0	493227.7	6926547.8	89.8
3964	GF	0	0	493225.8	6926536.0	90.8
3964	FF	0	0	493225.8	6926536.0	90.8
3965	GF	0	0	493223.7	6926520.7	91.8
3965	FF	0	0	493223.7	6926520.7	91.8
3966	GF	2	0	493349.2	6926636.1	79.2
3966	FF	2	2	493349.2	6926636.1	79.2
3967	GF	2	0	493338.4	6926643.6	79.2
3967	FF	2	2	493338.4	6926643.6	79.2
3968	GF	2	0	493329.6	6926649.4	79.2
3968	FF	2	2	493329.6	6926649.4	79.2
3969	GF	2	0	493320.3	6926655.6	79.2
3969	FF	2	2	493320.3	6926655.6	79.2
3970	GF	2	0	493310.9	6926661.8	79.2
3970	FF	2	2	493310.9	6926661.8	79.2
3971	GF	2	0	493301.7	6926667.9	79.1
3971	FF	2	2	493301.7	6926667.9	79.1
3972	GF	2	0	493292.4	6926674.2	79.1
3972	FF	2	2	493292.4	6926674.2	79.1
3973	GF	2	0	493282.0	6926681.1	79.0
3973	FF	2	2	493282.0	6926681.1	79.0

Lot	Floor	ODC MP4.4 Road Traffic Noise Category		Approximate Coordinates at Centre of Lot, m		
		No Barrier	2.0m Noise Barrier	Easting	Northing	Elevation
3974	GF	2	0	493272.2	6926687.6	78.9
3974	FF	2	2	493272.2	6926687.6	78.9
3975	GF	2	0	493263.5	6926693.4	78.9
3975	FF	2	2	493263.5	6926693.4	78.9
3976	GF	2	0	493254.1	6926699.6	78.8
3976	FF	2	2	493254.1	6926699.6	78.8
3977	GF	2	0	493242.6	6926708.8	78.6
3977	FF	2	2	493242.6	6926708.8	78.6
4229	GF	0	0	493597.0	6926113.3	84.1
4229	FF	0	0	493597.0	6926113.3	84.1
4230	GF	0	0	493613.3	6926099.7	84.4
4230	FF	0	0	493613.3	6926099.7	84.4
4231	GF	0	0	493627.1	6926086.7	84.6
4231	FF	0	0	493627.1	6926086.7	84.6
4232	GF	0	0	493639.3	6926071.2	84.7
4232	FF	0	0	493639.3	6926071.2	84.7
4233	GF	0	0	493648.4	6926057.1	84.9
4233	FF	0	0	493648.4	6926057.1	84.9
4234	GF	0	0	493658.0	6926042.9	85.1
4234	FF	0	0	493658.0	6926042.9	85.1
4235	GF	0	0	493667.5	6926029.1	85.4
4235	FF	0	0	493667.5	6926029.1	85.4
4236	GF	0	0	493676.4	6926014.3	85.8
4236	FF	0	0	493676.4	6926014.3	85.8
4237	GF	0	0	493685.6	6926001.7	86.3
4237	FF	0	0	493685.6	6926001.7	86.3
4238	GF	0	0	493693.5	6925987.9	86.9
4238	FF	0	0	493693.5	6925987.9	86.9
4636	GF	1	1	493611.7	6926291.0	67.0
4636	FF	1	1	493611.7	6926291.0	67.0
4637	GF	0	0	493598.2	6926281.8	67.8
4637	FF	1	1	493598.2	6926281.8	67.8
4638	GF	0	0	493587.1	6926274.3	68.5
4638	FF	1	1	493587.1	6926274.3	68.5
4639	GF	0	0	493574.7	6926266.0	69.2
4639	FF	1	0	493574.7	6926266.0	69.2
4640	GF	0	0	493561.7	6926257.3	69.9
4640	FF	0	0	493561.7	6926257.3	69.9
4641	GF	0	0	493549.3	6926248.8	70.4
4641	FF	0	0	493549.3	6926248.8	70.4
4642	GF	0	0	493803.5	6926016.3	76.7
4642	FF	0	0	493803.5	6926016.3	76.7
4643	GF	0	0	493793.6	6926009.6	78.2
4643	FF	0	0	493793.6	6926009.6	78.2
4644	GF	0	0	493784.9	6926003.7	79.9

Lot	Floor	ODC MP4.4 Road Traffic Noise Category		Approximate Coordinates at Centre of Lot, m		
		No Barrier	2.0m Noise Barrier	Easting	Northing	Elevation
4644	FF	0	0	493784.9	6926003.7	79.9
4645	GF	0	0	493765.0	6925995.8	82.7
4645	FF	0	0	493765.0	6925995.8	82.7
4646	GF	0	0	493772.5	6925984.5	82.9
4646	FF	0	0	493772.5	6925984.5	82.9
4647	GF	0	0	493779.3	6925974.4	83.1
4647	FF	0	0	493779.3	6925974.4	83.1
4648	GF	0	0	493787.1	6925962.9	83.3
4648	FF	0	0	493787.1	6925962.9	83.3
4649	GF	0	0	493800.8	6925981.3	80.6
4649	FF	0	0	493800.8	6925981.3	80.6
4650	GF	0	0	493809.2	6925986.9	79.0
4650	FF	0	0	493809.2	6925986.9	79.0
4651	GF	0	0	493818.9	6925993.5	77.5
4651	FF	0	0	493818.9	6925993.5	77.5



Appendix D Reference Noise Barrier Designs

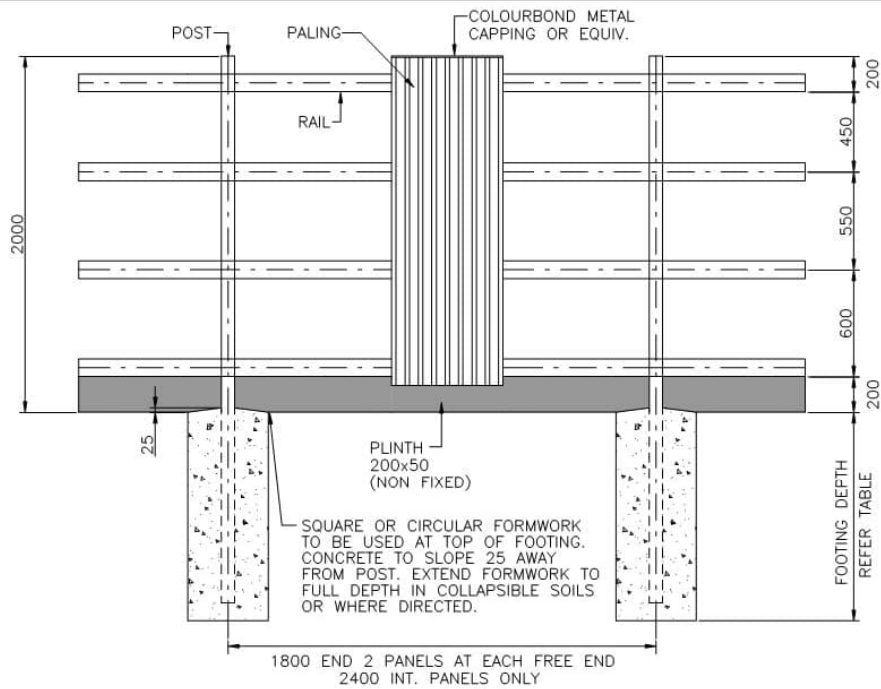
**Flagstone Development, Context Area 3 South, Stages 10
and 12**

Road Traffic Noise Intrusion Assessment

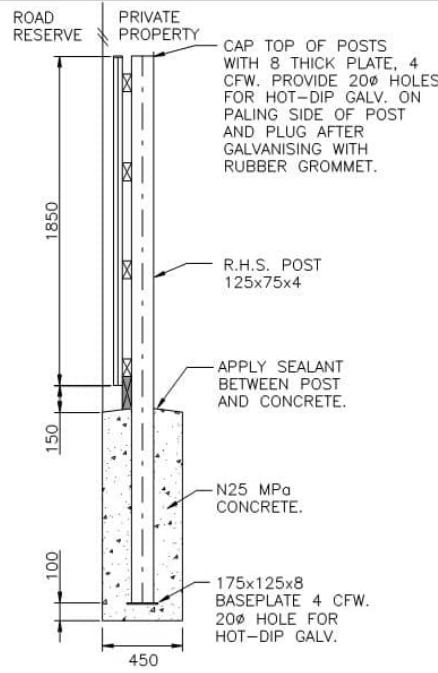
Peet Flagstone City Pty Ltd

SLR Project No.: 620.v10512.02011

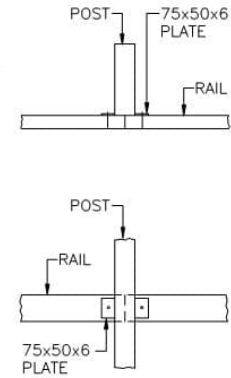
16 March 2026



ELEVATION



SECTION

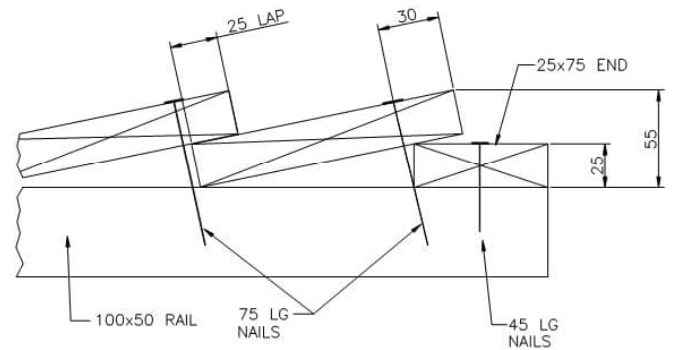


POST & RAIL CONNECTION

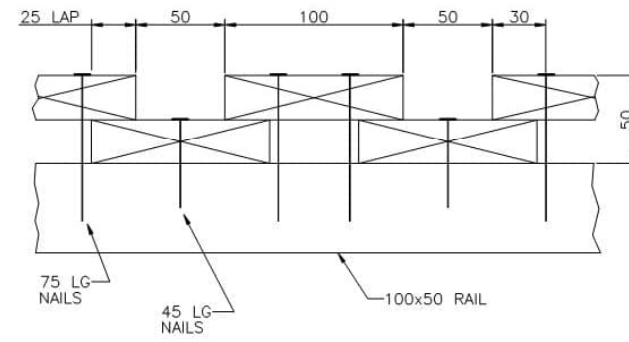
FOOTING DEPTH	
SOIL TYPE	FOOTING DEPTH
SOFT CLAY (Cu = 25 kPa)	1600
FIRM CLAY (Cu = 50 kPa)	1300
STIFF CLAY (Cu = 100 kPa)	1100
MEDIUM DENSE NON-COHESIVE SOIL	1200

NOTES:

- THIS DRAWING DEPICTS A TYPICAL 2000 HIGH ACOUSTIC BARRIER AND DOES NOT NECESSARILY REPRESENT A NOISE ATTENUATION SOLUTION FOR ALL DEVELOPMENTS. NOISE ATTENUATION SOLUTION FOR EACH DEVELOPMENT IS SITE SPECIFIC AND SHALL BE ADDRESSED IN ACCORDANCE WITH THE "NOISE IMPACT ASSESSMENT PLANNING SCHEME POLICY" OF THE BRISBANE CITY PLAN.
- MAXIMUM PERMISSIBLE STRESS DESIGN WIND VELOCITY IS 33m/s (W33) WHICH CORRESPONDS TO A SUBURBAN ENVIRONMENT WITH NO EXPOSURE TO OPEN AREAS AND NOT LOCATED IN CLOSE PROXIMITY TO HILLS, RIDGES OR ESCARPMENTS, AS THE NATURAL SURFACE 2m EITHER SIDE OF THE FENCE IS ASSUMED FLAT FOR DESIGN OF FOOTING. IF THESE CONDITIONS ARE NOT MET AN ALTERNATIVE CERTIFIED ENGINEERING DESIGN MUST BE SUBMITTED FOR APPROVAL.
- FOR NEW SUBDIVISIONS/DEVELOPMENTS, THE ENTIRE FENCE SHALL BE CONTAINED WITHIN THE PRIVATE PROPERTY AND MAINTAINED BY THE PROPERTY OWNER.
- ALL PALINGS, RAILS AND PLINTH SHALL BE C.C.A TREATED PINE TO H5 LEVEL IN ACCORDANCE WITH AS 1604.
- ALL FIXINGS SHALL BE HOT-DIP GALVANISED OR EQUIVALENT.
- CAPPING: COLOURBOND METAL, 30 DEEP WITH OVERFOLDED EDGES. FIX WITH No.10 x 12 LONG GALV. TYPE 17 SCREWS AT 300 CRS AND STAGGERED EACH SIDE. CAPPING TO FIT SNUGLY OVER PALINGS.
- PALINGS: F5 TREATED PINE. REFER PALING DETAILS FOR SIZES. NAILS SHALL BE 2.8Ø HOT-DIP GALVANISED FLAT HEAD CLOUTS (OR SIMILAR GUN-DRIVEN NAILS). STAGGER NAIL PATTERN ALONG LENGTH OF PALING TO AVOID SPLITTING AND DRIVE NAILS SQUARE TO FACE OF BOARD. RING SHANK NAILS TO BE USED.
- RAILS: 100 x 50 F5 TREATED PINE. FIX WITH No.14-10 x 50 GALVANISED HEX HD TYPE 17 SCREW.
- POSTS: 125 x 75 x 4 R.H.S. HOT-DIP GALVANISED AFTER FABRICATION.
- PLINTH: 200 x 50 F5 TREATED PINE (NON FIXED).
- DIMENSIONS IN MILLIMETRES (UNO).



SYSTEM 1 (150x25)



SYSTEM 2 (100x25)

TREATED PINE PALING

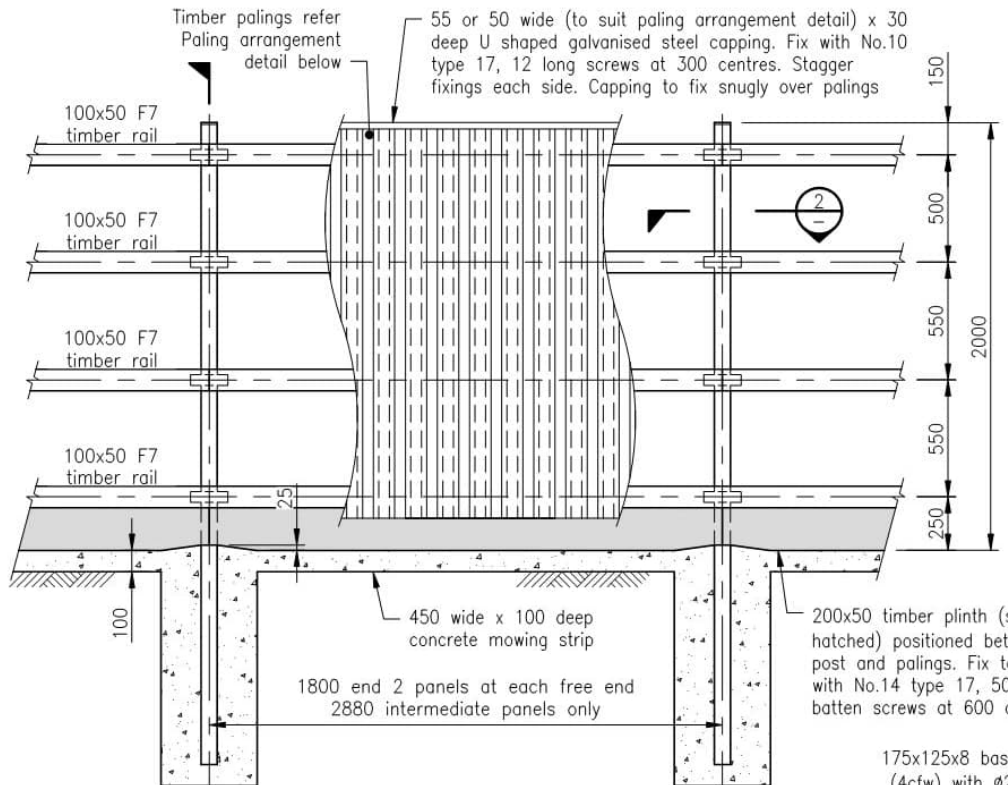
ISSUE	AMENDMENT	DRAWN DATE	CHK'D DATE	APPR'D DATE
B	Drawing Title Amended	FEB '16	JUL '16	JUL '16
A	Drawing Converted from UMS Series April 2014	APR '14	APR '14	APR '14

DESIGN	Std Dwgs Group	DATE	APRIL '01
DRAWN	CITY DESIGN	DATE	APRIL '01
CHECKED	M. STEER	DATE	MAY '01
DRAWING FILENAME	BSD-7021 (B) Noise barrier fence 2.0m high - Post and paling.dwg		
ASSOCIATED PLANS	SUPERSEDES UMS-245		

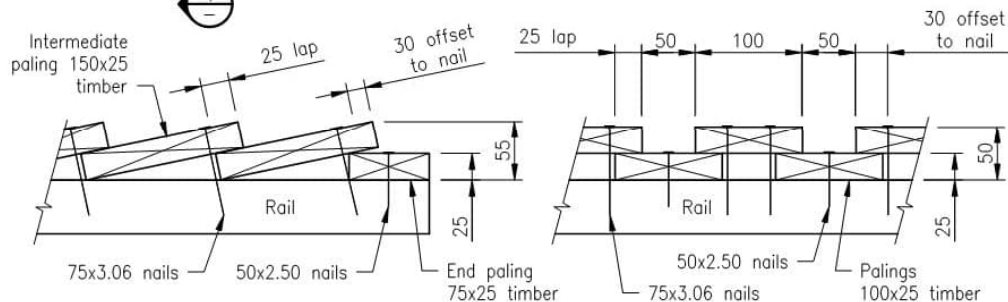
BRISBANE CITY COUNCIL STANDARD DRAWING

**NOISE BARRIER FENCE
2.0m HIGH
POST AND PALING**

SCALE: NOT TO SCALE
DWG NO: **BSD-7021**
ORIGINAL SIZE: A3
REVISION: B

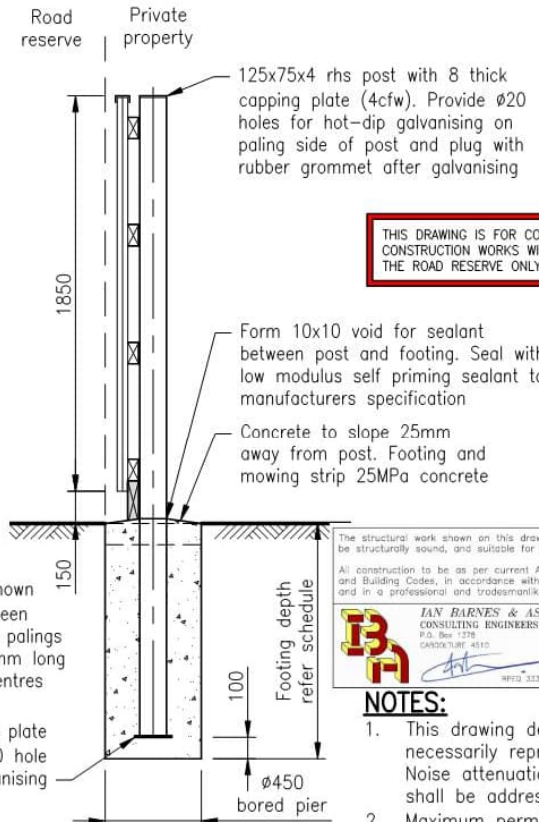


ELEVATION
Scale A

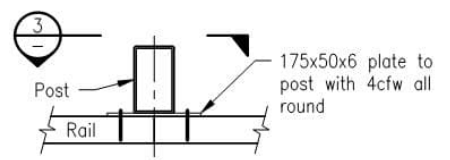


PALING ARRANGEMENT DETAILS

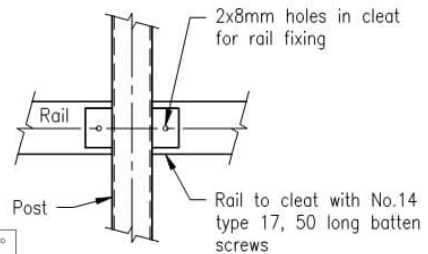
Scale C



SECTION 1
Scale A



SECTION 2
Scale B



SECTION 3
Scale B

THIS DRAWING IS FOR COUNCIL CONSTRUCTION WORKS WITHIN THE ROAD RESERVE ONLY

The structural work shown on this drawing is considered to be structurally sound, and suitable for the design loads.
All construction to be as per current Australian Standards and Building Codes, in accordance with MBRC requirements, and in a professional and tradesmanlike manner.
IAN BARNES & ASSOCIATES P/Ltd
CONSULTING ENGINEERS
P.O. Box 1278 CAROLURIE 4510
ABN 70 057802490
PHONE 07 5483 8444
MOBILE 0418 873 330
RPE0 6872 Date: 13/09/2017

NOTES:

- This drawing depicts a typical 2000 high acoustic barrier and does not necessarily represent a noise attenuation solution for all developments. Noise attenuation solution for each development is site specific and shall be addressed by a qualified acoustic engineer.
- Maximum permissible stress design wind velocity is 33m/s (w33) which corresponds to a suburban environment with no exposure to open areas and not located in close proximity to hills, ridges or escarpments, as the natural surface 2m either side of the fence is assumed flat for design of footing. If these conditions are not met an alternative certified engineering design must be submitted for approval.
- For new subdivisions/developments, the entire fence shall be contained within the private property and maintained by the property owner.
- All palings, rails and plinths shall be ACQ or CCA treated pine to H5 level in accordance with AS 1604. Rails min. F7 Stress Grade.
- All fixings (apart from nails) shall be 'Zenith-Tufcote' or 'Buildex-Climacoat' or approved equivalent (unless noted otherwise).
- All nails shall be ring shank type and hot dipped galvanised.
- Stagger nail pattern along length of paling to avoid splitting and drive nails square to face of board.
- Posts shall be hot-dip galvanised after fabrication.
- Noise barrier fence shall be screened with vegetation.
- Dimensions are in millimetres unless stated otherwise.

FOOTING DEPTH SCHEDULE

SOIL TYPE	FOOTING DEPTH
Soft clay (Cu = 25kPa)	1600
Firm clay (Cu = 50kPa)	1300
Stiff clay (Cu = 100kPa)	1100
Medium dense non-cohesive soil medium	1200

REVISIONS	INT	DATE
E		
D		
C	Approved by Structural Engineer	TC 7/17
B	Structural Design Note Changed	RH 12/16
A	Add note - For council construction works only, change landscape note	BW 08/16
X	ORIGINAL ISSUE	BW 07/16

SCALES
A 0mm 100 200 300 400 500 1:25
B 0mm 50 100 150 200 1:10
C 0mm 25 50 75 100 1:5

Drawn	BW	Date	07/16
Coordinator	PP	Date	07/16
AUTHORISED			
SYD JERRAM			
07/07/16			
Manager Integrated Transport Planning & Design RPE0 6872			

**NOISE BARRIER FENCE
2.0m HIGH POST AND PALING**

Moreton Bay
Regional Council

DRG No. **SF-1520**

ORIGINAL SIZE **A3** REVISION **C**



Appendix E Glossary of Terms

Flagstone Development, Context Area 3 South, Stages 10 and 12

Road Traffic Noise Intrusion Assessment

Peet Flagstone City Pty Ltd

SLR Project No.: 620.v10512.02011

16 March 2026

Sound Level (or Noise Level)

The terms sound and noise are almost interchangeable, except that in common usage noise is often used to refer to unwanted sound.

Sound (or noise) consists of minute fluctuations in atmospheric pressure capable of evoking the sense of hearing. The human ear (and those of other species) responds to changes in sound pressure over a very wide range. The loudest sound pressure to which the human ear responds is ten million times greater than the softest. The decibel (dB or dBL) scale reduces this ratio to a more manageable size by the use of logarithms.

A-weighted Sound Pressure Level

The overall level of a sound is usually expressed in terms of dBA, which is measured using a sound level meter with an 'A-weighting' filter. This is an electronic filter having a frequency response corresponding approximately to human hearing.

Change in Sound Pressure Levels

For human perception, a change of 1 dBA or 2 dBA in the level of a sound is considered to be indiscernible, while a 3 dBA to 5 dBA change corresponds to a small but noticeable change in loudness. A 10 dBA change corresponds to an approximate doubling or halving in loudness. As noted in Section 2.4 of the TMR CoP Vol 1, while the above noted changes in sound pressure level are *not precisely verifiable for road traffic noise, it is useful in understanding the significance of change in environmental noise exposure.*

Additional facts about road traffic noise as stated in Section 2.4 of the TMR CoP Vol 1:

- A 3 dBA change in noise level is equivalent to halving or doubling the traffic volumes.
- A 10 dBA change in noise level is equivalent to halving or doubling the subjective or perceived loudness or a tenfold increase or decrease in traffic volume.
- A 10 km/h increase in speed will increase the noise level by approximately 1 dBA.
- A 3.5% compound annual growth rate in traffic will increase the noise level by approximately 1.5 dBA over a 10-year horizon.
- An 8% compound annual growth rate in traffic will increase the noise level by approximately 3.0 dBA over a 10-year horizon.

Typical Sound Pressure Levels

The table below lists examples of typical sound pressure levels.

Table D-1 Examples of Perceived Sound Pressure Levels

Sound pressure level (dBA)	Typical Example
130	Threshold of pain
120	Metal hammering
110	Grinding on steel
100	Loud car horn at 3 metres (m)
90	Dog bark at 1 m
80	Cicadas at 1 m
70	Noise level directly adjacent to a busy main road
60	Ambient noise level in urban area close to main roads



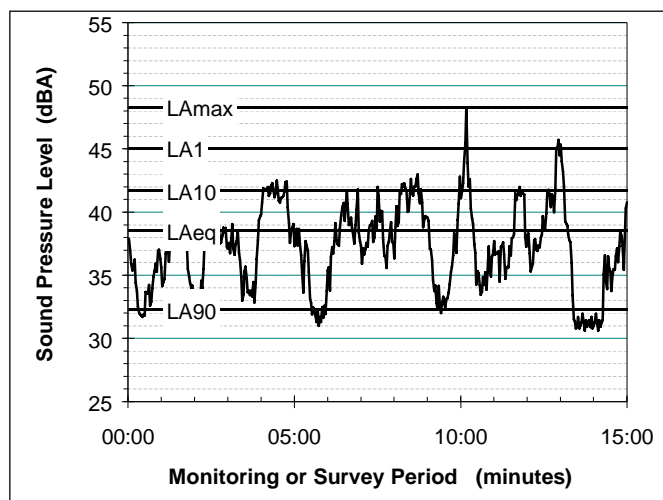
Sound pressure level (dBA)	Typical Example
50	Day time in a quiet suburban environment with background or distant road traffic noise
40	Night-time in a quiet suburban environment with background or distant road traffic noise Ambient noise level in rural to semi-rural environments with light breezes and some noise from insects, birds and distant traffic
30	Ambient noise level in a typical rural noise environment in the absence of insect noise and wind. Inside bedroom
20	Ambient noise level in remote rural environment away from main roads with no wind and no insect noise

Statistical Noise Levels

Sounds that vary in level over time, such as road traffic noise and most community noise, are commonly described in terms of the statistical exceedance levels (LAN), where LAN is the A-weighted sound pressure level exceeded for N% of a given measurement period. For example, the LA1 is the noise level exceeded for 1% of the time and LA10 the noise exceeded for 10% of the time.

Figure D-1 below presents a hypothetical 15-minute noise measurement, illustrating various common statistical indices of interest.

Figure D-1 Hypothetical 15-minute Noise Measurement



Of particular relevance to this study, are:

- LA10: The A-weighted noise level exceeded for 10% during any given measurement period. This is commonly referred to as the average maximum noise level.

Additionally;

- LA10(18hour) Road Traffic Noise Level: the level exceeded for 10% of any measurement period; the usual period of measurement is 1 hour. The hourly LA10 level, therefore, is the traffic noise level exceeded for 6 minutes in the hour. The 18-hour LA10 level



(LA_{10(18hour)}) is the arithmetic average of 18, hourly LA₁₀ traffic noise levels measured in consecutive hours between 6:00 am and 12:00 midnight.

- LA_{10(12hour)} Road Traffic Noise Level – is the arithmetic average of 12 hourly LA₁₀ traffic noise levels measured in consecutive hours between 6:00 am and 6:00 pm.
- LA_{1(1hour)} Road Traffic Noise Level – the level exceeded for n% of a 1-hour period.

Noise Propagation

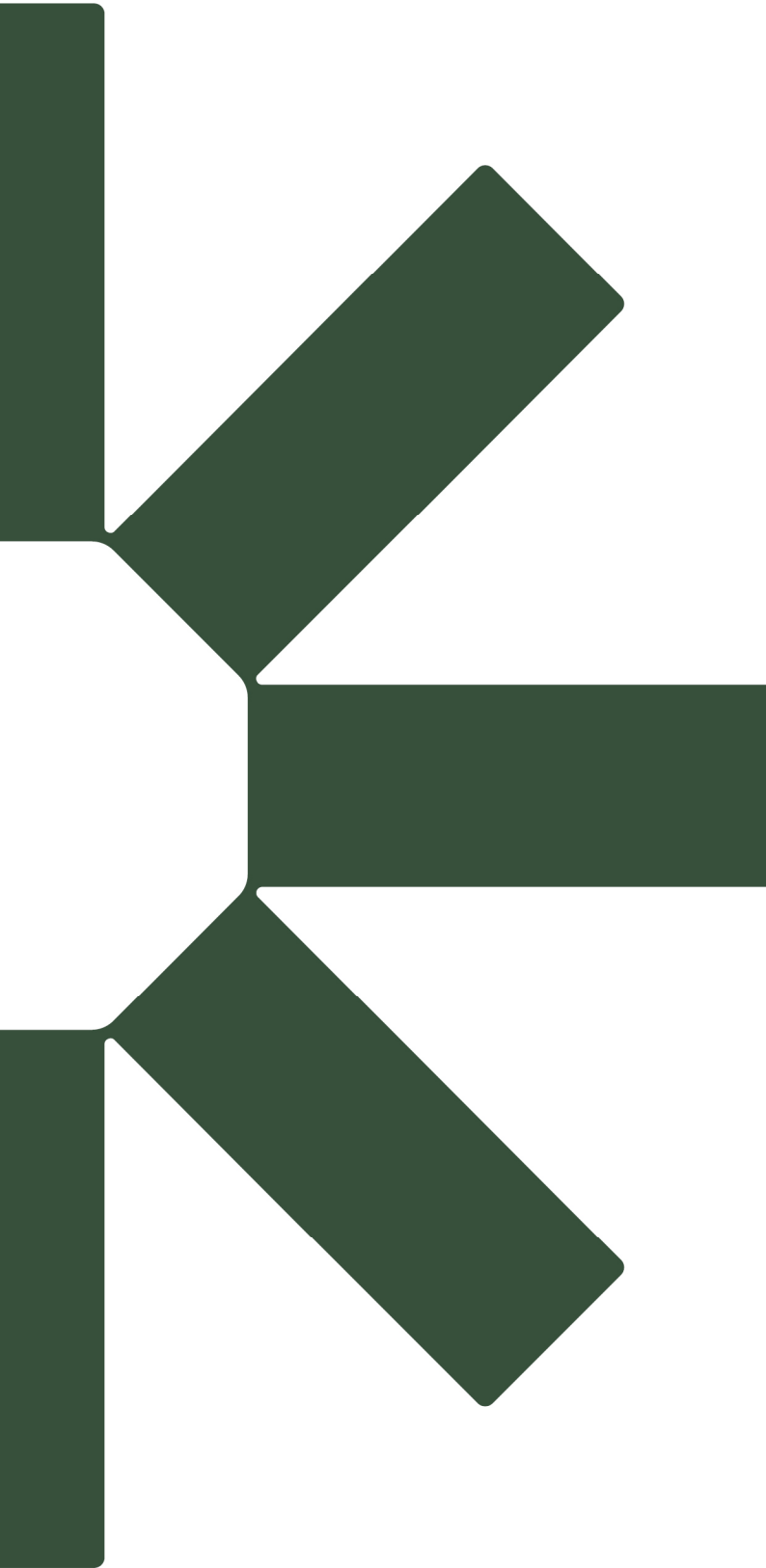
Provided the receptor is in the far-field of the noise source, noise levels will reduce as a receptor moves further away from the source. This is due to spreading of the noise source energy over distance. For a simple point source (for example, a motor) the theoretical reduction in noise levels is 6 dBA per doubling of distance. For a line source (for example, a busy road) the theoretical reduction is 3 dBA per doubling of distance. In reality however other factors affect noise propagation. These include ground absorption, air absorption, acoustic screening, and meteorological effects.

Facade Corrected versus Free field

A 'facade corrected' measurement/monitoring location is a location which is influenced by facade reflections. Measurements at facades are typically taken at a distance of 1 m away and the measured noise level generally regarded as being +2.5 dB higher than in the 'free field'.

A 'free field' measurement/monitoring location is a location where the microphone is positioned sufficiently far from nearby surfaces for the measured data to not be influenced by reflected noise. This is typically regarded as a position 3.5 m or greater from a reflective surface.





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