Technical Memorandum

To:	Maximilian Smile	**From:**	Rodrigo Olavarria
Company:	Peet Flagstone City Pty Ltd	**SLR Consulting Australia Pty Ltd**	
cc:	Jordan Pyne	**Date:**	11 May 2026
		Project No.	620.043287.00004

RE: Flagstone Stage 1P and Stage 1T, Lots 709-712 and 727-724 Road Traffic Noise Intrusion Assessment

Confidentiality
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1.0 Introduction

SLR Consulting Pty Ltd (SLR) was commissioned by Peet Flagstone City Pty Ltd to conduct a road traffic noise assessment for Lots 709-712 and 727-724 pertaining Stages 1P ant 1T of the Flagstone development following the relocation of the existing retaining walls since the lots were constructed in 2019.

The road traffic noise assessment was conducted broadly as follows:

- A noise model was developed based on the lates (2023) LiDAR data available from the QLD Government and a 3D model of the subject lots and North South Arterial Road provided by Colliers.
- A road noise source was digitised in the computer model to predict road traffic noise for year 2041 road traffic volume forecasts to maintain consistency with the previous road traffic noise assessments conducted for by SLR for the adjoining Flagstone Stages, namely CA5 North and CA3 South.
- Noise maps were calculated to depict the Queensland Development Code Mandatory Part MP4.4 (QDC MP4.4) requirements applicable to the construction of the dwellings within the above mentioned lots, with and without the implementation of 2.0m high noise barriers.

The following sections provide a summary of the inputs to the noise model, the results of noise predictions and recommendations to reduce road traffic noise.

2.0 Noise Assessment Criteria

QDC MP4.4 has been applied in this assessment, as applied in the previous SLR Flagstone reports.

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".

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 1**. 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. Acceptable forms of construction in QDC MP4.4 are provided within this document, noting that other forms of construction are acceptable where they are demonstrated to achieve the required R_w rating.

Table 1 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 Rw Required for Each Component	
4	Road traffic noise ≥73 dBA $L_{A10(18hour)}$	40 dBA	Glazing	43	
			External Walls	52	
			Roof	45	
			Floors	51	
			Entry doors	35	
3	Road traffic noise 68 – 72 dBA $L_{A10(18hour)}$	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	Road traffic noise 63 – 67 dBA $L_{A10(18hour)}$	30 dBA	Glazing	35	where total area of glazing for a habitable room is greater than 1.8 m^2
				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 $L_{A10(18hour)}$	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 $L_{A10(18hour)}$	No additional acoustic treatment required – standard building assessment provisions apply.			

3.0 Noise Model Details

3.1 Calculation Algorithm

Calculations were conducted using the SoundPLAN v8.2 implementation of 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 *TMR CoP Vol 1* (*2013*)[1].

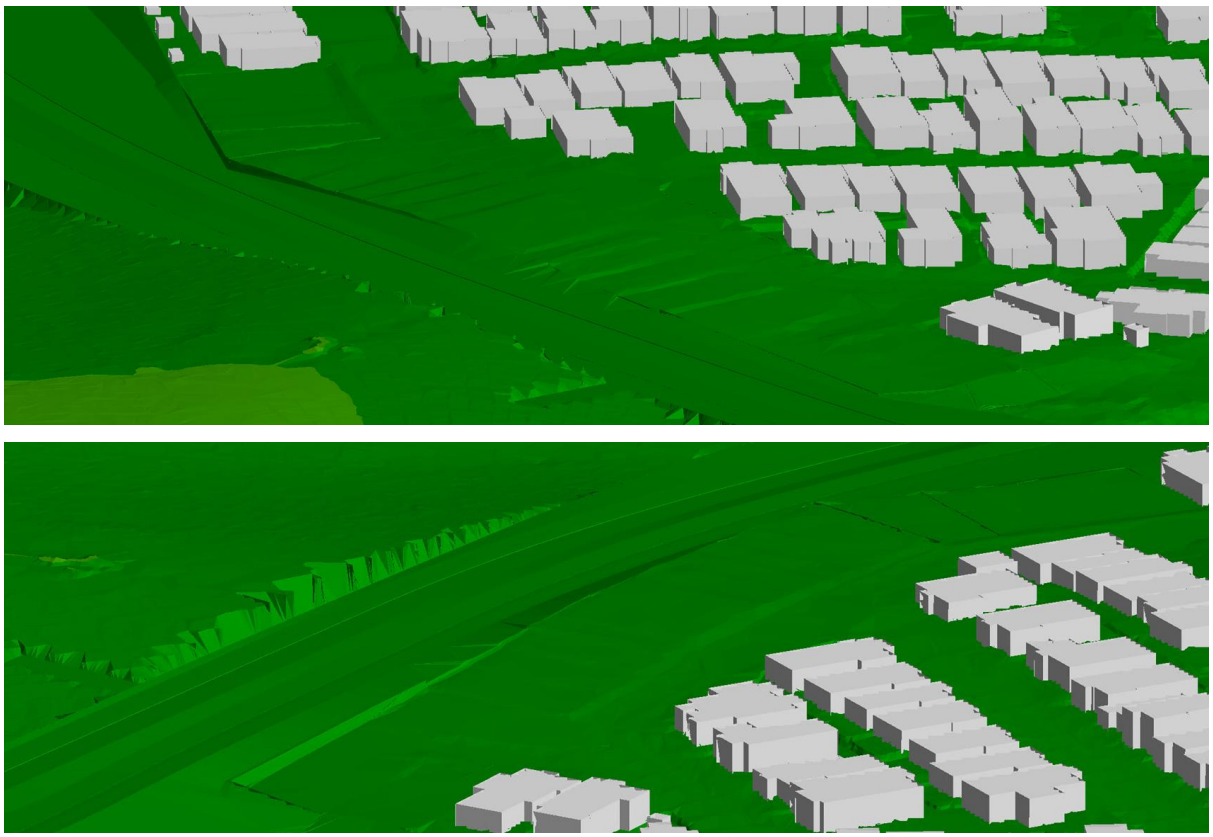
3.2 Digital Elevation Model, DEM

A DEM was developed from the following inputs:

- *3D model of the subject Lots and NS Arterial Road, contained in layer TMP_TIN_SUPER_STAGE_1P_NBRV2* of file *MGA 2020 STAGE 1P 20260427.dwg*
- 3D LiDAR file representing existing ground elevation contours outside the study area obtained from a QLD Government website.
- Lot numbers shown in file *copy of 26-0082-0100-[BEW] (30-04-2026).dwg*

The 3D model is shown in **Figure 1**.

Figure 1 3D Model Without Noise Barriers



[1] Noise Department of Transport and Main Roads (TMR) Transport Management Code of Practice Volume 1: Road traffic noise (CoP Vol 1).

3.3 Road Traffic Noise Modelling

The 18hr traffic volumes in **Table 2** have been utilised, as provided previously by Bitzios for the North-South Arterial Road section closest to the lots, extracted from SLR report 620.10512-R15-v2.0-20260316 (CA3 South).

The 18-hour traffic volume applied to the noise model was estimated from the Vehicles Per Day (VPD) traffic volume provided by Bitzios assuming 94% of traffic occurs between 6am and 12am (midnight).

Table 2 2041 Road Traffic Forecasts

Road	Segment	AADT (Two-way)	18hr traffic volume (Two-way)	% Heavy Vehicles (Two-way)	Posted Speed, Km/h
North-South Arterial Road	South of Flagstonian Drive	21,125	19,858	2.5	70

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[2].

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 revised terrain model (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 at ground floor and first floor is conservatively reported.

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

3.4 Noise Barriers

2.0m high noise barriers have been considered to reduce road traffic noise levels. There are retaining walls along lot boundaries in some locations, as provided in the files listed above. Where required, noise barriers have been positioned on top of these retaining walls with the bottom RL of the barrier reflected in **Section 4.1** (**Table 3**).

4.0 Noise Assessment Results

4.1 QDC MP4.4 Noise Categories

Noise assessment results are provided in the form of noise contours, shown in **Figure 2** to **Figure 5** which depict the noise levels “with” and “without” the introduction of 2.0m high noise barriers. The contours show the predicted $L_{A10(18hour)}$ noise level descriptor and the applicable *QDC MP4.4* Category(s) relevant to predicted noise level.

[2] UK Department of Transport Welsh Office - Calculation of Road Traffic Noise 1988 (CoRTN)

Table 3 presents the QDC MP4.4 Categories applicable to the lots**.** 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.

Table 3 Road Traffic Noise Predictions

Lot	Floor	Approximate coordinates and ground elevation at centre of lot, m			QDC MP4.4 Road Traffic Noise Category		Approximate elevation at base of noise barrier (mid span), m	Approximate elevation of road in front of lot (mid span of lot noise barrier), m	Lot in Cut/Fill
		Easting	Northing	Ground elevation, m	No Barrier	2.0m Barrier			
711	GF	493333.20	6924548.86	66.7	2	1	66.4	64.1	Fill
711	FF	493333.20	6924548.86	66.7	3	3	-	-	-
712	GF	493321.24	6924537.20	67.2	3	1	66.9	64.7	Fill
712	FF	493321.24	6924537.20	67.2	3	3	-	-	-
727	GF	493314.35	6924527.13	67.7	3	1	67.4	65.5	Fill
727	FF	493314.35	6924527.13	67.7	3	3	-	-	-
728	GF	493303.19	6924515.09	68.6	3	2	68.5	66.6	Fill
728	FF	493303.19	6924515.09	68.6	3	3	-	-	-
729	GF	493295.89	6924498.46	70.2	3	2	70.2	67.8	Fill
729	FF	493295.89	6924498.46	70.2	3	3	-	-	-
730	GF	493293.66	6924482.64	70.5	3	2	70.7	68.6	Fill
730	FF	493293.66	6924482.64	70.5	3	3	-	-	-
731	GF	493292.04	6924471.89	71.1	3	2	71.4	69.1	Fill
731	FF	493292.04	6924471.89	71.1	3	3	-	-	-
732	GF	493290.74	6924461.72	71.6	3	2	71.9	69.4	Fill
732	FF	493290.74	6924461.72	71.6	3	3	-	-	-
733	GF	493289.27	6924450.82	72.2	3	1	72.5	69.8	Fill
733	FF	493289.27	6924450.82	72.2	3	3	-	-	-
734	GF	493285.62	6924437.03	72.6	3	1	72.8	70.2	Fill
734	FF	493285.62	6924437.03	72.6	3	3	-	-	-
735	GF	493283.44	6924423.18	72.6	3	2	72.7	70.5	Fill
735	FF	493283.44	6924423.18	72.6	3	3	-	-	-
736	GF	493281.49	6924412.67	72.2	3	2	74.4	70.7	Fill
736	FF	493281.49	6924412.67	72.2	3	3	-	-	-
737	GF	493279.66	6924402.53	71.8	3	2	72.0	70.9	Fill
737	FF	493279.66	6924402.53	71.8	3	3	-	-	-
738	GF	493277.64	6924391.58	71.2	2	1	71.9	71.1	Fill

Lot	Floor	Approximate coordinates and ground elevation at centre of lot, m			QDC MP4.4 Road Traffic Noise Category		Approximate elevation at base of noise barrier (mid span), m	Approximate elevation of road in front of lot (mid span of lot noise barrier), m	Lot in Cut/Fill
		Easting	Northing	Ground elevation, m	No Barrier	2.0m Barrier			
738	FF	493277.64	6924391.58	71.2	3	3	-	-	-
739	GF	493275.00	6924377.99	70.5	2	1	71.9	71.3	Cut
739	FF	493275.00	6924377.99	70.5	3	3	-	-	-
740	GF	493272.16	6924362.98	69.8	2	1	71.8	71.6	Cut
740	FF	493272.16	6924362.98	69.8	3	3	-	-	-
741	GF	493259.79	6924329.72	68.7	2	1	71.3	72.2	Cut
741	FF	493259.79	6924329.72	68.7	3	3	-	-	-
742	GF	493278.45	6924319.17	68.0	1	1	71.3	72.2	Cut
742	FF	493278.45	6924319.17	68.0	2	1	-	-	-

Flagstone Stage 1P and 1T
(Lots 709-712, 727-742)
Road Traffic Noise Impact Assessment

SLR

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

LA10,18hr dBA			QDC MP4.4
		<= 57	Noise Category 0
57 <		<= 62	Noise Category 1
62 <		<= 67	Noise Category 2
67 <		<= 72	Noise Category 3
72 <			Noise Category 4

N

Scale 1:2000

0 15 30 60 90 m

Flagstone Stage 1P and 1T
(Lots 709-712, 727-742)
Road Traffic Noise Impact Assessment

SLR

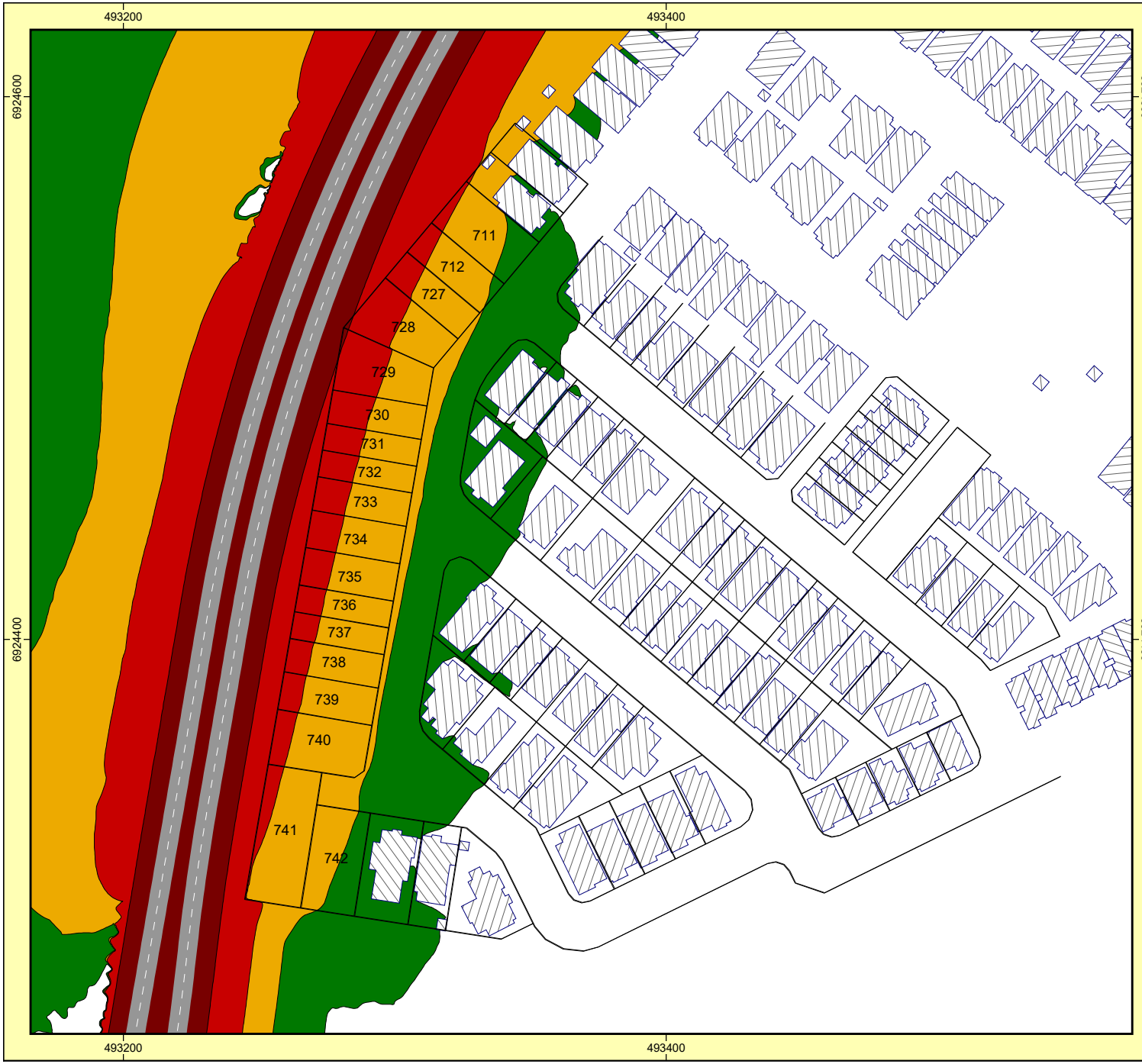
Figure 3 - QDC MP4.4 Noise Categories
2041 Road Traffic Noise Levels
Ground floor noise prediction at 1.8m above the ground with 2.0m high noise barriers

LA10,18hr dBA			QDC MP4.4
	<=	57	Noise Category 0
57 <	<=	62	Noise Category 1
62 <	<=	67	Noise Category 2
67 <	<=	72	Noise Category 3
72 <			Noise Category 4

Signs and symbols
2.0m high noise barrier

N

Scale 1:2000
0 15 30 60 90 m



Flagstone Stage 1P and 1T
(Lots 709-712, 727-742)
Road Traffic Noise Impact Assessment

SLR

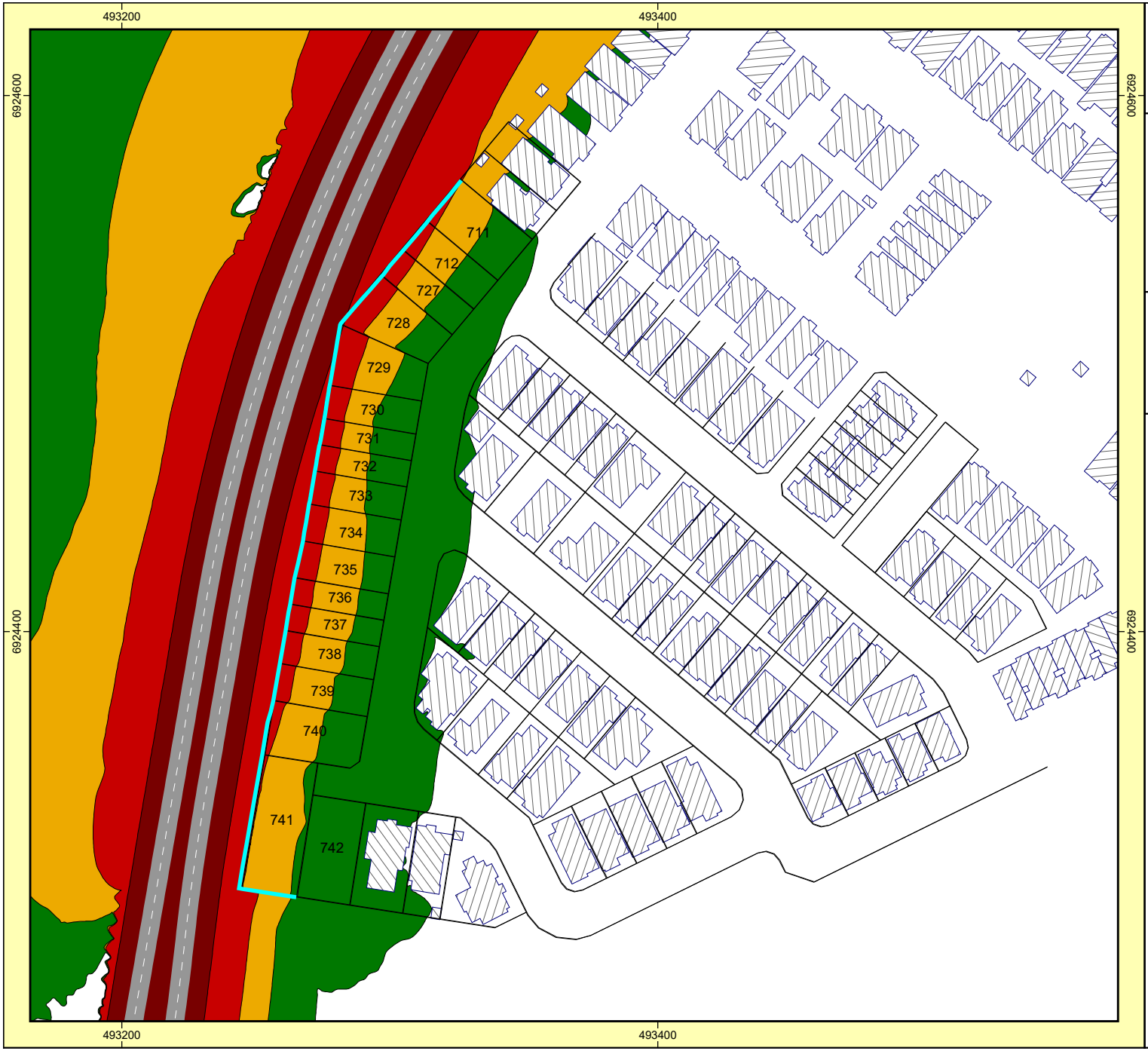
Figure 4 - QDC MP4.4 Noise Categories
2041 Road Traffic Noise Levels
First floor noise prediction at 4.6m above the ground without noise barriers

LA10,18hr dBA		QDC MP4.4
	<= 57	Noise Category 0
57 <	<= 62	Noise Category 1
62 <	<= 67	Noise Category 2
67 <	<= 72	Noise Category 3
72 <		Noise Category 4

N

Scale 1:2000

0 15 30 60 90 m



Flagstone Stage 1P and 1T
(Lots 709-712, 727-742)
Road Traffic Noise Impact Assessment

SLR

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

LA10,18hr dBA		QDC MP4.4
	<= 57	Noise Category 0
57 <	<= 62	Noise Category 1
62 <	<= 67	Noise Category 2
67 <	<= 72	Noise Category 3
72 <		Noise Category 4

Signs and symbols
2.0m high noise barrier

N

Scale 1:2000
0 15 30 60 90 m

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 in line with the previous stagesof this development, as follows:

- The location of the modelled 2.0 m high noise barriers is shown in **Figure 3** and **Figure 5**.
- Where noise barriers are recommended, these are to be positioned on top of the retaining walls with the bottom RL of the noise barrier reflected in **Table 3**.

  It is noted that where the retaining wall design, or road and lot elevations change, a revised acoustic assessment is required.
- The noise barriers must be installed without gaps between panels, and between panels and posts.

  Small gaps between at the bottom of the noise barriers 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):
  - Notwithstanding the design life requirement mentioned further below, overlapped timber paling barriers would be considered suitable for a developer fence where palings are of sufficient thickness to meet the minimum surface density requirement. Timber density is species specific and to be assessed at air dry moisture content. Brisbane City Council drawings BSD-7021 and Moreton Bay Regional Council drawings SF-1520 are provided for reference (also reproduced at the end of this document). The noise barriers must be built to the minimum height of 2.0m above finished pad level as assessed in this report.
  - Other construction materials are also suitable where the panels meet the minimum surface density.
- As requested MEDQ, the design life of the noise barrier is to be 40 years unless otherwise agreed upon in writing with MEDQ.

5.2 QDC MP4.4 Noise Category Requirements

QDC MP4.4 Categories applicable to the relevant lots pertaining the assessed Lots with and without the implementation of 2.0 m high noise barriers as recommended in **Section 5.1** were presented in **Section 4.1.**

The Rw rating applicable to the dwelling facade elements for each of the QDC MP4.4 Categories are presented in **Table 1**. Acceptable forms of construction can be obtained from Schedule 2 of QDC MP4.4, 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 Closure

We trust the above assessment satisfies your current requirements.

Should you have any queries, please contact the undersigned on 07 5669 1617.

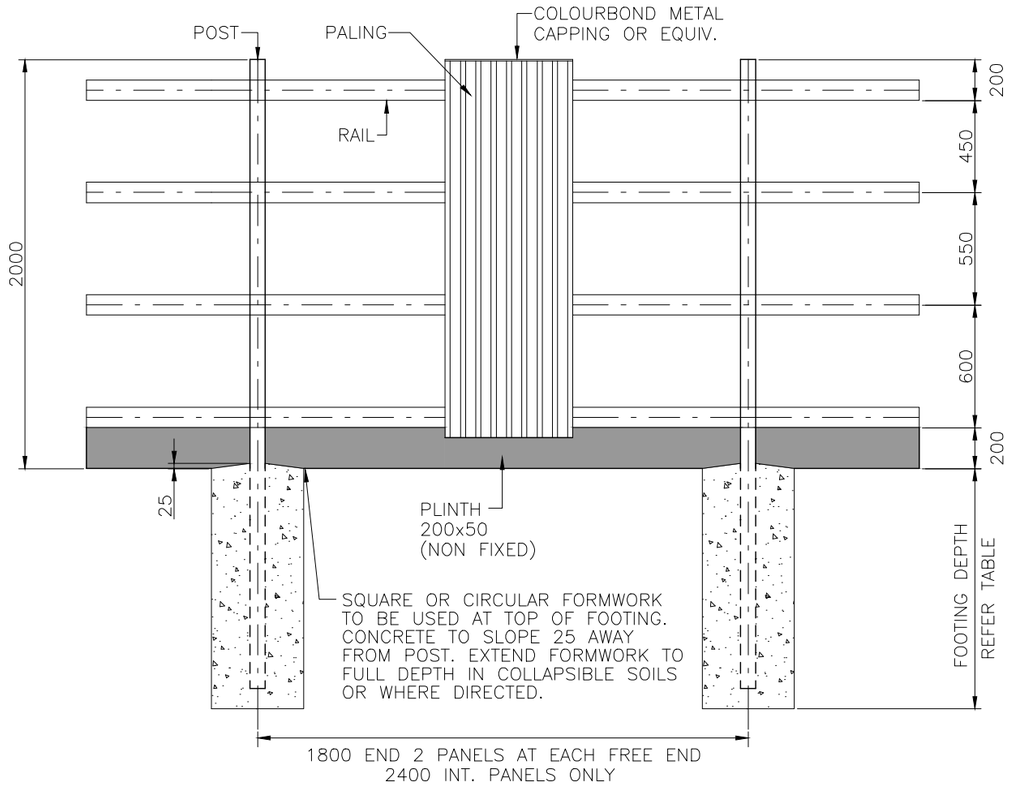
Regards,

SLR Consulting Australia Pty Ltd

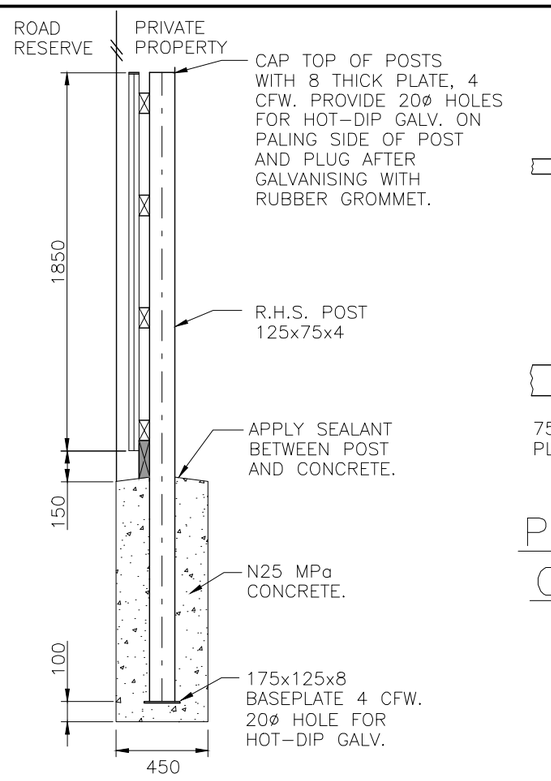
Rodrigo Olavarria, Practice Manager QLD
Principal Consultant – Acoustics and Vibration

Submission Details
Reviewed by: TT
Reviewed date: 6-5-2026

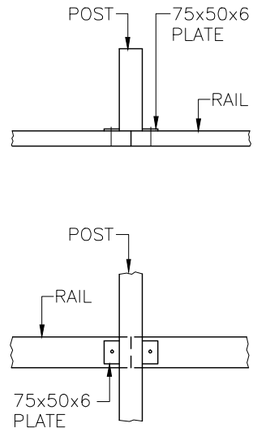
Attachments BCC and MBRC Standard Noise Fence drawings



ELEVATION



SECTION

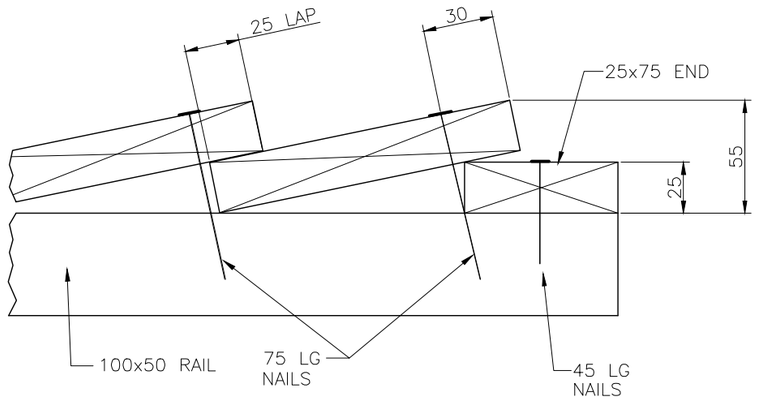


POST & RAIL CONNECTION

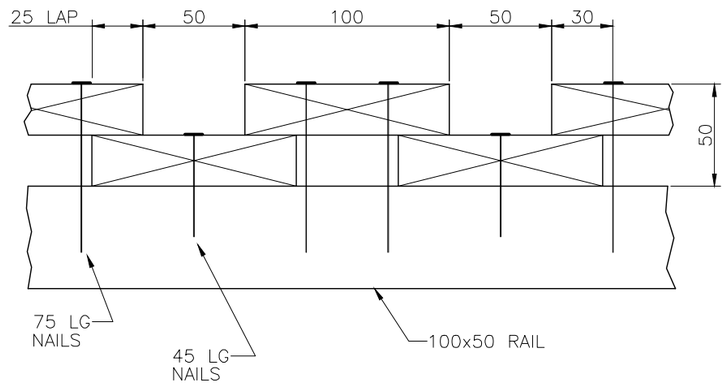
FOOTING DEPTH	
SOIL TYPE	FOOTING DEPTH
SOFT CLAY (Cu = 25 kPa)	1600
FIRM CLAY (Cu = 50 kPa)	1300
STIFF CLAY (Cu = 100 kPa)	1100
MEDIUM DENSE NON-COHESIVE SOIL	1200

NOTES:

1. 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.
2. 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.
3. FOR NEW SUBDIVISIONS/DEVELOPMENTS, THE ENTIRE FENCE SHALL BE CONTAINED WITHIN THE PRIVATE PROPERTY AND MAINTAINED BY THE PROPERTY OWNER.
4. ALL PALINGS, RAILS AND PLINTH SHALL BE C.C.A TREATED PINE TO H5 LEVEL IN ACCORDANCE WITH AS 1604.
5. ALL FIXINGS SHALL BE HOT-DIP GALVANISED OR EQUIVALENT.
6. 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.
7. 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.
8. RAILS: 100 x 50 F5 TREATED PINE. FIX WITH No.14-10 x 50 GALVANISED HEX HD TYPE 17 SCREW.
9. POSTS: 125 x 75 x 4 R.H.S. HOT-DIP GALVANISED AFTER FABRICATION.
10. PLINTH: 200 x 50 F5 TREATED PINE (NON FIXED).
11. 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

DRAWING AUTHORISED FOR PUBLICATION
B.BALL SIGNATURE ON ORIGINAL
DATED 29/06/01 R.P.E.Q 3852
ASSET ENGINEERING MANAGER
STRATEGIC ASSET MANAGEMENT

DESIGN APPROVED
B.HANSEN SIGNATURE ON ORIGINAL
DATED 27/06/01
PRINCIPAL ASSET OFFICER
ROADS & DRAINAGE

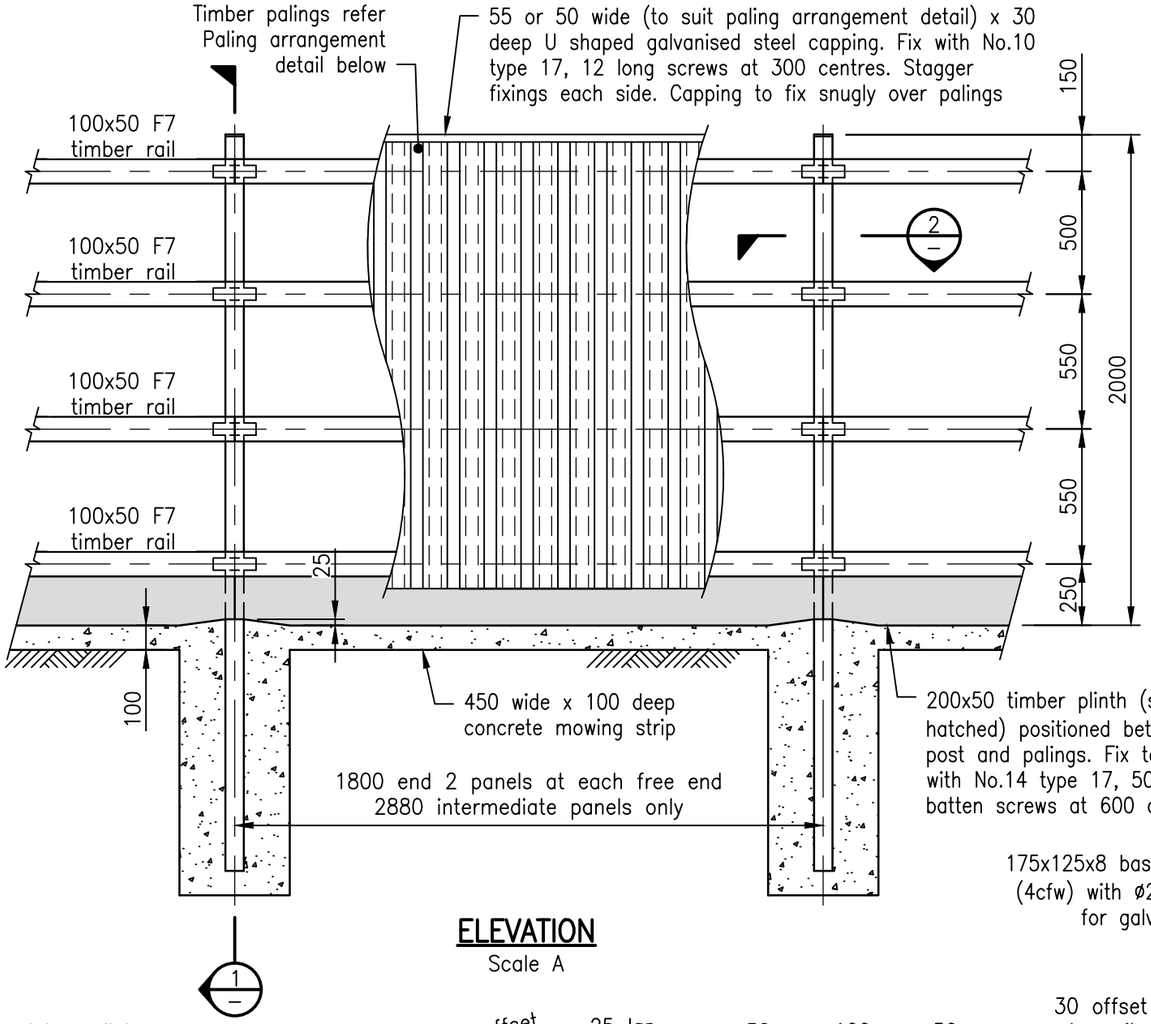
DESIGN	Std Dwgs Group	DATE	APRIL '01
DRAWN	CITY DESIGN	DATE	APRIL '01
CHECKED	M. STEER	DATE	MAY '01
DRAWING FILENAME	BSD-7021 (B) Noise barrier fence 2.0m high - Post and paling.dwg		
ASSOCIATED PLANS	SUPERSEDES UMS-245		

BRISBANE CITY

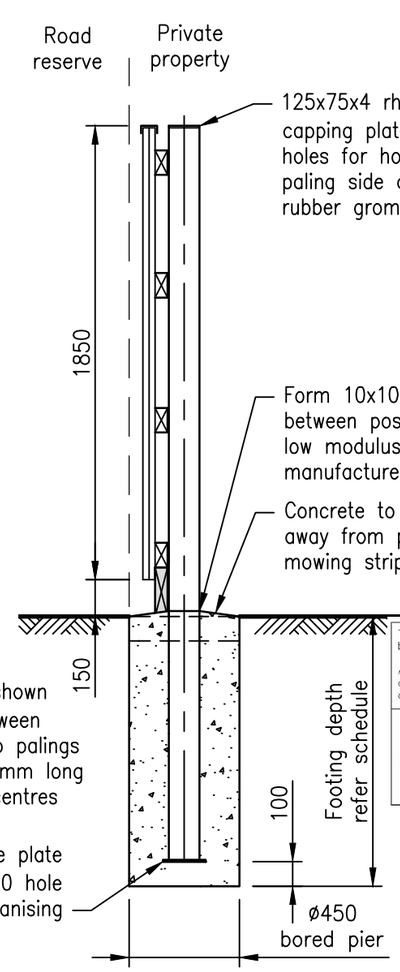
BRISBANE CITY COUNCIL STANDARD DRAWING

NOISE BARRIER FENCE 2.0m HIGH POST AND PALING

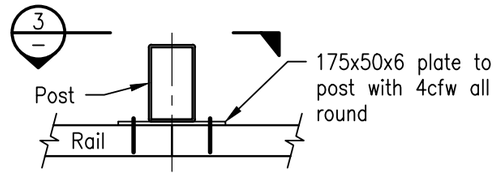
SCALE: NOT TO SCALE
DWG No.: BSD-7021
ORIGINAL SIZE: A3
REVISION: B



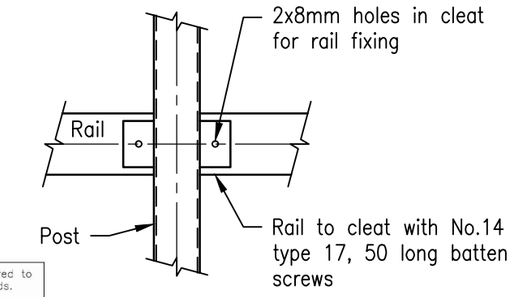
ELEVATION
Scale A



SECTION
Scale A



SECTION
Scale B



SECTION
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

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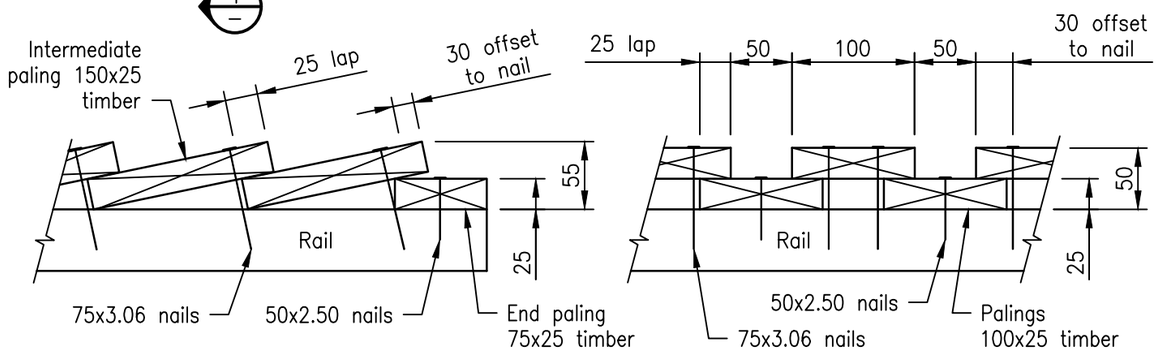
RPEQ 3333 Date : 13/09/2017

NOTES:

1. 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.
2. 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.
3. For new subdivisions/developments, the entire fence shall be contained within the private property and maintained by the property owner.
4. 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.
5. All fixings (apart from nails) shall be 'Zenith-Tufcote' or 'Buildex-Climacoat' or approved equivalent (unless noted otherwise).
6. All nails shall be ring shank type and hot dipped galvanised.
7. Stagger nail pattern along length of paling to avoid splitting and drive nails square to face of board.
8. Posts shall be hot-dip galvanised after fabrication.
9. Noise barrier fence shall be screened with vegetation.
10. Dimensions are in millimetres unless stated otherwise.



PALING ARRANGEMENT DETAILS
Scale C

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		INIT	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 1:25
B 1:10
C 1:5

Drawn	BW	Date	07/16
Coordinator	PP	Date	07/16

AUTHORISED
SYD JERRAM
07/07/16
Manager Integrated Transport Planning & Design
RPEQ 6872

NOISE BARRIER FENCE
2.0m HIGH POST AND PALING

Moreton Bay Regional Council

DRG No. SF-1520

ORIGINAL SIZE A3

REVISION C

File name: I:\User_Group\Design_Services\Projects\MBRC Standard Drawings\AutoCAD Files\04 - Street Furniture Including Fences\SF-1520C - Noise Barrier Fence 2.0m high - Post and Paling.dwg Date: Sep 28, 2017 - 12:02pm