



Traffic Noise Impact Assessment Everleigh, Greenbank

RoL 7 Application

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Executive Summary

ATP Consulting Engineers (ATP) was engaged by Mirvac to prepare a traffic noise impact assessment in support of the RoL 7 application for the *Everleigh* development in Greenbank.

The following report presents the results of the detailed road traffic noise propagation modelling considering Greenbank Road, the major noise source adjacent to the *Everleigh* Development and Everleigh Drive and Anderson Drive which are major internal arterial road within the boundaries of the development.

Based on the results of the traffic noise impact assessment for Precinct 3 of the *Everleigh* development, the following is concluded:

- No noise control measures are required along Greenbank Road, provided that dwellings have minimum setback distance of 5m for low-set buildings and 10m for high-set buildings.
- All the other allotments with RoL 7 of *Everleigh* development are not affected by road traffic noise and the houses on these allotments do not require acoustic design to the façade

Provided the recommended planning and design noise control measures are implemented in the construction of *Everleigh* development Precinct 3, road traffic noise will not impose any further constraints on the establishment of this stage of the development.

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1. Introduction

1.1 Project Background

ATP Consulting Engineers (ATP) was engaged by Mirvac to prepare a traffic noise impact assessment in support of the RoL 7 application for the *Everleigh* development in Greenbank.

The following report presents the results of the detailed road traffic noise propagation modelling considering Greenbank Road, the major noise source adjacent to the *Everleigh* Development and Everleigh Drive and Anderson Drive which are major internal arterial road within the boundaries of the development.

1.2 Study Objectives

Study objectives are as follows:

- Site specific noise measurements near Teviot Road to obtain information about the existing noise levels.
- Development of a 3D traffic noise propagation model using SoundPLAN software considering the development layout and civil engineering design of RoL 7. The traffic flows Greenbank Road and higher order internal roads Everleigh Drive and Anderson Drive to the year 2044 will be considered in the SoundPLAN model.
- Calculation of the traffic noise levels at the facades and private open spaces of the future dwellings to be constructed at Precinct 5.
- Based on the calculated traffic noise levels ATP Consulting will provide recommendations for noise control measures (i.e., acoustic barriers and advice on the architectural treatments to the building facades) to ensure compliance with the relevant external and internal noise criteria.
- Provision of a detailed acoustic report (traffic noise impact assessment) in a format required by EDQ and Logan City Council (LCC). The report will present the traffic noise assessment methodology, tabulated measured noise levels, calculated traffic noise levels, and recommendations for noise control measures.

1.3 Development Plan

The approved *Everleigh* development is a master-planned community in Greenbank with frontage to Teviot Road to the west and Greenbank Road to the south. The subject site has a total area of 482.1 Ha. The site is located within the Greater Flagstone priority development area (PDA).

The development layout for RoL 7 is presented in Appendix A.

2. Existing Noise Amenity

2.1 Site-specific Noise Measurements

Noise monitoring was carried out adjacent to Teviot Road, to obtain information about the existing traffic and background noise levels.

The noise measurement methodology is summarised in Table 2.1.

Table 2.1 Noise measurements

Relevant legislation, standards, and guidelines	The noise measurements were carried out in accordance with: - Australian Standard AS 1055:2018 (<i>Acoustics – Description and measurement of environmental noise</i>); and - Australian Standard AS 2702-1984 (<i>Acoustics – Methods for measurement of road traffic noise</i>).
Measurement location	The noise monitoring was carried out at the south-western boundary of the existing Lot 3 on SP297192. The measurement location was approximately 20m setback from Teviot Road. The noise measurement location is presented in Figure 2.1, and the photos are presented in Appendix B.
Measurement period	Continuous noise monitoring was carried out 24 hours a day from 5 to 18 March 2020.
Measurement equipment	The following noise measurement equipment was used: - Environmental noise logger – ARL EL-315 (serial no. 15-203-537); and - Calibration – RION NC-74 Sound Level Calibrator (serial no. 34615224). The noise measurement instruments conform to Australian Standard AS IEC61672.1-2004. Calibration was performed during set up and download of the data from the noise logger. The calibration drift was <0.1 dB(A).
Meteorological conditions	Rainfall occurred on 6, 9, 10 and 12 March 2020. Noise data affected by periods of rainfall was excluded from the results. Full meteorological data for the monitoring period is presented in Appendix C.
Analysis of data	The noise measurement data was analysed to determine the following noise descriptor: L_{10,18hr}: L₁₀ is the level of noise exceeded for 10% of any time period; L_{10,18hr} is the typical traffic noise descriptor, and is the arithmetic average of 18 hourly L_{10,1hr} levels over consecutive hours between 6am and 12am.



Figure 2.1 Noise measurement location

2.2 Measurement Results

The results of the noise measurements undertaken from 5 to 18 March 2020 are presented in Table 2.2 and Appendix D.

Table 2.2 Noise measurement results

Date	Traffic Noise Levels		Background Noise Levels	
	L _{10,18hr} (6am-12am)	L _{10,1hr max} (6am-12am)	L _{90,18hr} (6am-12am)	L _{90,8hr} (10pm-6am)
5 Mar 2020 (Thu)	—	—	—	39
6 Mar 2020 (Fri)	64	67	52	36
7 Mar 2020 (Sat)	64	65	51	37
8 Mar 2020 (Sun)	62	65	49	38
9 Mar 2020 (Mon)	66	68	54	39
10 Mar 2020 (Tue)	64	68	53	39
11 Mar 2020 (Wed)	64	68	54	40
12 Mar 2020 (Thu)	65	68	55	41
13 Mar 2020 (Fri)	65	68	55	38
14 Mar 2020 (Sat)	64	66	52	39
15 Mar 2020 (Sun)	64	67	51	38
16 Mar 2020 (Mon)	64	68	52	39
17 Mar 2020 (Tue)	64	70	53	38
18 Mar 2020 (Wed)	63	67	52	39
Arithmetic Mean	64	67	52	39
Weekdays Only	64	68	53	39

Noise data disregarded due to rainfall.

3. Traffic Noise Criteria

3.1 External Noise Criteria

The development site is located within the Greater Flagstone PDA, a priority development area designated by Economic Development Queensland (EDQ).

There are no traffic noise criteria specific to the Greater Flagstone PDA. Traffic noise impact assessment for the Everleigh development should be carried out in accordance with the Department of Transport and Main Roads (TMR) *Road Traffic Noise Management: Code of Practice*.

The relevant traffic noise criteria are provided in the following documents:

- Department of State Development, Manufacturing, Infrastructure and Planning (DSDMIP), *State Development Assessment Provisions (SDAP) version 3.5 (December 2025), State code 1: Development in state-controlled road environment*; and
- Department of Transport and Main Roads (TMR), *Policy for Development on Land Affected by Environmental Emissions from Transport and Transport Infrastructure Version 4 (October 2017)*.

The applicable criteria from the TMR Policy and the SDAP are presented in Table 3.1.

Table 3.1 External noise criteria for new residential development

Transport infrastructure	Development type	Location within development	Environmental criteria
State-controlled Road	Accommodation activities ¹	All facades	≤60dB(A) L _{10,18hr} facade corrected (measured L _{90,8hr} free field between 10pm and 6am ≤ 40dB(A))
			≤63dB(A) L _{10,18hr} facade corrected (measured L _{90,8hr} free field between 10pm and 6am > 40dB(A))
		Outdoor spaces for passive recreation	≤57dB(A) L _{10,18hr} free field (measured L _{90,18hr} free field between 6am and 10pm ≤ 45dB(A))
			≤60dB(A) L _{10,18hr} free field (measured L _{90,18hr} free field between 6am and 10pm > 45dB(A))

The relevant façade adjusted² road traffic noise criterion for the building facades is 63dB(A)L_{10,18hr}³.

The designated private open spaces (outdoor living areas) have to comply with the free-field traffic noise criterion of 60dB(A)L_{10,18hr}.

¹ Includes caretaker's accommodation, community residence, dual occupancy, dwelling house, dwelling unit, multiple dwelling, relocatable home park, residential care facility, resort complex, retirement facility, rooming accommodation, short-term accommodation, and tourist park.

² The façade adjusted noise criteria contains +2.5dB(A) adjustment factor for the sound energy that is result of the reflection of the sound wave from the hard surface of typical buildings. This adjustment is applicable for areas within 3m from a hard reflective vertical surface.

³ Within a 10 year planning horizon, as the development is established, background noise levels in the vicinity of Teviot Road and Greenbank Road are expected to be greater than 40dB(A) L_{90,8hr} between 10pm and 6am.

In case of exceedance of the external traffic noise criteria, architectural treatment has to be applied to the external facade of the building to protect the internal noise amenity of the residential dwellings.

3.2 Internal Noise Criteria

Where the external noise criteria cannot be met, the residential dwellings must be designed to mitigate intrusion of traffic noise into habitable rooms. At the building approval stage, the dwellings at the affected allotments should be designed and constructed as per AS3671-1989 (floor-plan specific acoustic design) or acceptable forms of construction from QDC MP4.4.

When carrying out acoustic design as per AS3671, it is recommended to adopt the internal noise criteria specified in AS/NZS 2107:2016 as presented in Table 3.2.

Table 3.2 Internal noise criteria (dwellings)

Type of occupancy	Maximum L _{Aeq}
Living areas	45 dB(A)
Sleeping areas	40 dB(A)

4. Traffic Noise Calculation Methodology

The traffic noise from Greenbank Road, Everleigh Drive and Anderson Drive was calculated using SoundPLAN noise propagation modelling software as per the procedure specified in the UK Department of Transport Welsh Office *Method of Calculation of Road Traffic Noise* (CoRTN'88). This is an accepted traffic noise calculation procedure applied widely in Australia⁴.

The 10-year traffic forecast (2044) after completion of Everleigh Master Planned Community was considered in the traffic noise propagation modelling. Detailed road traffic noise propagation modelling was carried out for the allotments located within RoL 7.

4.1 Traffic Noise Model – Planning Horizon (Year 2044)

Traffic noise calculations were carried out for a 10-year planning horizon upon completion of the Everleigh Master Planned Community (2044). Traffic volumes for Greenbank Road, Everleigh Drive and Anderson Drive, were sourced from the Everleigh Traffic Model by Premise dated 18 March 2024.

The daily traffic volumes for 2044 are presented in Table 4.1 and in Appendix E.

Table 4.1 Traffic flow data – 2044 planning horizon

Road	Road Segment	2044 Traffic Flow AADT	Heavy Vehicles (%)
Greenbank Road	South of Precinct 3	5,726	8
Everleigh Drive	Ivory Parkway to Anderson Drive	932	5
Anderson Drive	Greenbank Road to Everleigh Drive	3,780	5
Anderson Drive	North of Everleigh Drive	6,800	5

⁴ CoRTN (Calculation of Road Traffic Noise) is a widely accepted procedure in Australia for calculation of traffic noise and it is specifically recommended in QLD TMR's Code of Practice Volume 1, Section 4.3.2, Page 29.

The various factors considered in the model are presented in Table 4.2.

Table 4.2 Data and assumptions – Planning horizon model

Parameter	Data/Assumptions
Mean vehicle speed	• Greenbank Road: 80 km/h • Everleigh Drive: 50 km/h • Guroman Drive: 50 km/h
Calculation procedure	• CoRTN (Calculation of Road Traffic Noise) • SoundPLAN grid spacing is 3m while the increment for angle of view is 1°
Road traffic volume for CoRTN procedure	• The CoRTN procedure requires 18 hours traffic volume data. Traffic volume for 18-hours (6:00am to midnight) was considered as 94% of the 24-hour AADT.
Road type and alignment	• Greenbank Road: One lane in each direction. • Everleigh Drive: One lane in each direction. • Guroman Drive: One lane in each direction. • Source: - <i>Civil CAD Base File “260127_Everleigh ROL07 (P3)_UD BASE”</i>
Road surface	• Greenbank Road: Dense graded asphalt. • Everleigh Drive: Dense graded asphalt. • Guroman Drive: Dense graded asphalt. Dense graded asphalt requires no adjustment factor.
Development layout	• Source: - <i>Civil CAD Base File “260127_Everleigh ROL07 (P3)_UD BASE”</i>
Buildings	• Residential buildings on all lots were considered as one storey high with total height of 4.0m.
Receivers	Façade noise levels • Although buildings were considered as single-storey, receivers were allocated to ground (1.8m AGL) as well as upper floor (4.6m AGL) to calculate noise levels at potential two-storey houses. Note: <i>AGL: above ground level</i> • SoundPLAN adds +2.5dB(A) to the calculated noise levels when the receivers are attached to the buildings, thus the tabulated traffic noise levels are façade adjusted. Private open spaces • Receivers were placed at the outdoor living areas which are located at the ground floor at the rear of each dwelling (i.e., backyards). • Receivers were placed at a free-field location 4m from the building façades. • Receivers were placed at 1.5m AGL.
CoRTN correction factor	• Application of CoRTN correction factor of –1.7dB for receivers located 1m from building façades is considered in Australia, and –0.7dB for free-field receivers, as recommended by <i>TMR Code of Practice</i>.
Terrain	• Sourced from earthworks drawings by Premise: - <i>“260223 MIR-1700 P3 Earthworks 3d Triangles”</i> from Premise, received 23 February 2026
Noise control measures	• Traffic noise levels were calculated with the noise control measures recommended in Section 6 of this report.

Overview of the SoundPLAN traffic noise model for RoL 7 is presented in Figure 4.1.

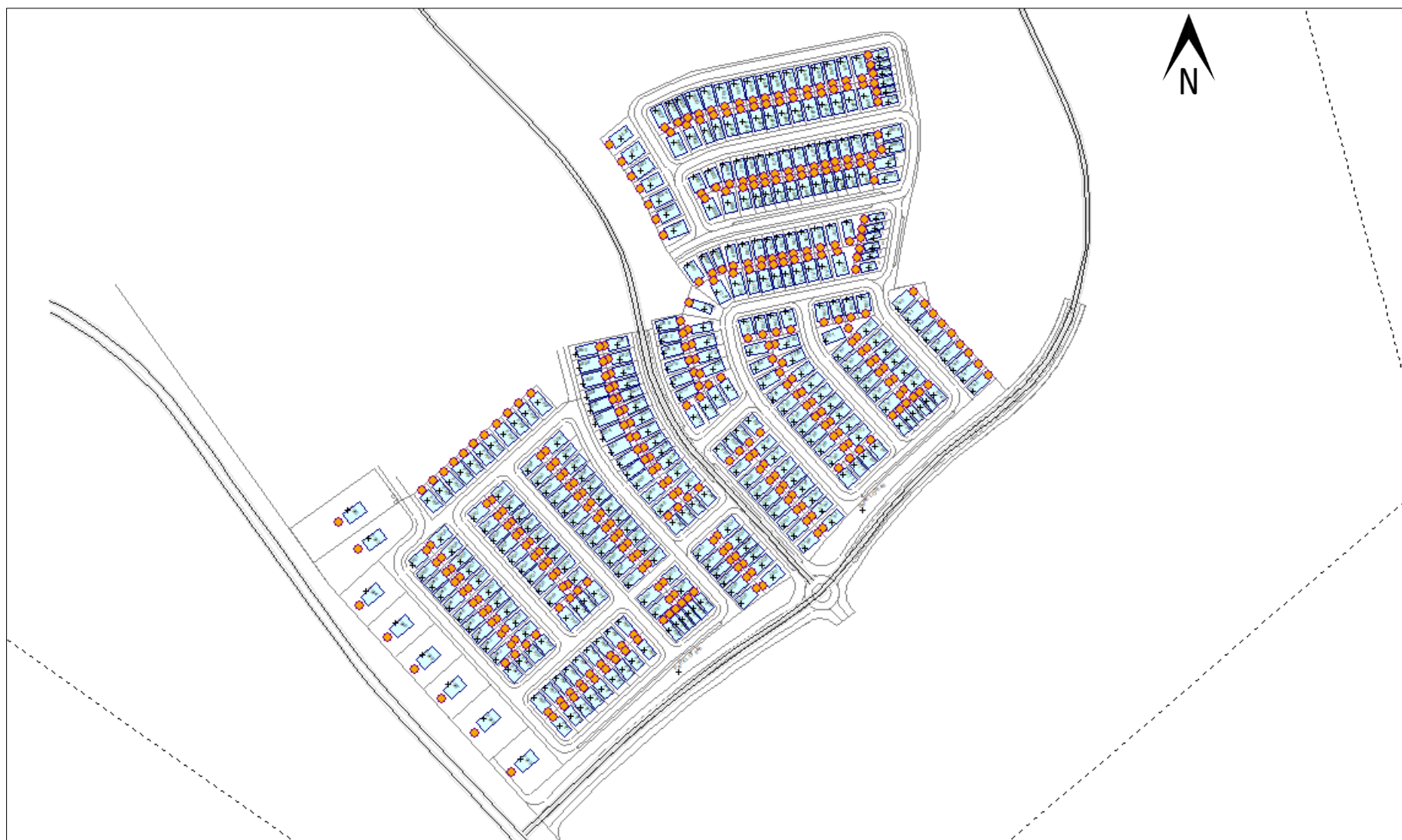


Figure 4.1 SoundPLAN traffic noise model – RoL 7

5. Calculated Traffic Noise Levels

The road traffic noise levels were calculated at the facades (ground and upper floors) and private open space (ground floor outdoor living area) of each dwelling.

The calculated noise levels were then assessed against the traffic noise criteria ($\leq 63\text{dB(A)}$ $L_{10,18\text{hr}}$ facade adjusted for building facades; and $\leq 60\text{dB(A)}$ $L_{10,18\text{hr}}$ free field for private open spaces).

The calculated traffic noise levels at the allotments located within RoL 7 are presented in Table 5.1.

Table 5.1 Calculated traffic noise levels – RoL 7 Lots

Lot No.	Building Facades				Private Open Space	
	Ground Floor		Upper Floor		$L_{10,18\text{hr}}$ dB(A) free-field	Compliance $\leq 60\text{dB(A)}$ $L_{10,18\text{hr}}$
	$L_{10,18\text{hr}}$ dB(A) facade-adjusted	Compliance $\leq 63\text{dB(A)}$ $L_{10,18\text{hr}}$	$L_{10,18\text{hr}}$ dB(A) facade-adjusted	Compliance $\leq 63\text{dB(A)}$ $L_{10,18\text{hr}}$		
RoL 7 Lot 5620	48	Yes	51	Yes	44	Yes
RoL 7 Lot 5621	47	Yes	51	Yes	44	Yes
RoL 7 Lot 5622	47	Yes	51	Yes	44	Yes
RoL 7 Lot 5623	47	Yes	51	Yes	44	Yes
RoL 7 Lot 5624	47	Yes	51	Yes	44	Yes
RoL 7 Lot 5625	47	Yes	51	Yes	44	Yes
RoL 7 Lot 5626	47	Yes	51	Yes	44	Yes
RoL 7 Lot 5627	44	Yes	48	Yes	41	Yes
RoL 7 Lot 5628	43	Yes	47	Yes	41	Yes
RoL 7 Lot 5629	43	Yes	47	Yes	40	Yes
RoL 7 Lot 5630	43	Yes	47	Yes	40	Yes
RoL 7 Lot 5631	43	Yes	47	Yes	40	Yes
RoL 7 Lot 5632	43	Yes	47	Yes	40	Yes
RoL 7 Lot 5633	44	Yes	48	Yes	41	Yes
RoL 7 Lot 5634	44	Yes	48	Yes	41	Yes
RoL 7 Lot 5635	44	Yes	48	Yes	41	Yes
RoL 7 Lot 5636	44	Yes	48	Yes	41	Yes
RoL 7 Lot 5637	45	Yes	49	Yes	41	Yes
RoL 7 Lot 5638	45	Yes	49	Yes	41	Yes
RoL 7 Lot 5639	46	Yes	50	Yes	41	Yes
RoL 7 Lot 5640	46	Yes	50	Yes	42	Yes
RoL 7 Lot 5641	47	Yes	51	Yes	42	Yes
RoL 7 Lot 5642	47	Yes	51	Yes	42	Yes
RoL 7 Lot 5643	52	Yes	53	Yes	42	Yes
RoL 7 Lot 5644	52	Yes	53	Yes	41	Yes
RoL 7 Lot 5645	52	Yes	53	Yes	41	Yes
RoL 7 Lot 5646	52	Yes	53	Yes	40	Yes
RoL 7 Lot 5647	52	Yes	53	Yes	41	Yes
RoL 7 Lot 5648	52	Yes	53	Yes	41	Yes
RoL 7 Lot 5649	47	Yes	51	Yes	43	Yes
RoL 7 Lot 5650	46	Yes	51	Yes	43	Yes
RoL 7 Lot 5651	46	Yes	50	Yes	43	Yes
RoL 7 Lot 5652	46	Yes	50	Yes	43	Yes
RoL 7 Lot 5653	46	Yes	50	Yes	43	Yes
RoL 7 Lot 5654	45	Yes	49	Yes	43	Yes
RoL 7 Lot 5655	45	Yes	49	Yes	43	Yes
RoL 7 Lot 5656	45	Yes	48	Yes	43	Yes
RoL 7 Lot 5657	44	Yes	48	Yes	43	Yes
RoL 7 Lot 5658	44	Yes	48	Yes	43	Yes
RoL 7 Lot 5659	44	Yes	48	Yes	42	Yes
RoL 7 Lot 5660	44	Yes	48	Yes	42	Yes
RoL 7 Lot 5661	44	Yes	48	Yes	42	Yes
RoL 7 Lot 5662	44	Yes	48	Yes	42	Yes

Lot No.	Building Facades				Private Open Space	
	Ground Floor		Upper Floor		L _{10,18hr} dB(A) free-field	Compliance ≤60dB(A) L _{10,18hr}
	L _{10,18hr} dB(A) facade-adjusted	Compliance ≤63dB(A) L _{10,18hr}	L _{10,18hr} dB(A) facade-adjusted	Compliance ≤63dB(A) L _{10,18hr}		
RoL 7 Lot 5663	44	Yes	48	Yes	43	Yes
RoL 7 Lot 5664	43	Yes	48	Yes	42	Yes
RoL 7 Lot 5665	43	Yes	48	Yes	41	Yes
RoL 7 Lot 5666	43	Yes	47	Yes	41	Yes
RoL 7 Lot 5667	43	Yes	48	Yes	40	Yes
RoL 7 Lot 5668	43	Yes	48	Yes	41	Yes
RoL 7 Lot 5669	43	Yes	48	Yes	41	Yes
RoL 7 Lot 5670	44	Yes	48	Yes	41	Yes
RoL 7 Lot 5671	44	Yes	49	Yes	41	Yes
RoL 7 Lot 5672	44	Yes	49	Yes	42	Yes
RoL 7 Lot 5673	44	Yes	49	Yes	42	Yes
RoL 7 Lot 5674	45	Yes	50	Yes	42	Yes
RoL 7 Lot 5675	45	Yes	50	Yes	42	Yes
RoL 7 Lot 5676	45	Yes	50	Yes	43	Yes
RoL 7 Lot 5677	46	Yes	51	Yes	43	Yes
RoL 7 Lot 5678	46	Yes	51	Yes	43	Yes
RoL 7 Lot 5679	51	Yes	52	Yes	40	Yes
RoL 7 Lot 5680	51	Yes	52	Yes	41	Yes
RoL 7 Lot 5681	50	Yes	52	Yes	40	Yes
RoL 7 Lot 5682	51	Yes	52	Yes	42	Yes
RoL 7 Lot 5683	47	Yes	51	Yes	43	Yes
RoL 7 Lot 5684	47	Yes	50	Yes	43	Yes
RoL 7 Lot 5685	47	Yes	50	Yes	43	Yes
RoL 7 Lot 5686	46	Yes	50	Yes	43	Yes
RoL 7 Lot 5687	46	Yes	50	Yes	43	Yes
RoL 7 Lot 5688	46	Yes	49	Yes	43	Yes
RoL 7 Lot 5689	46	Yes	49	Yes	43	Yes
RoL 7 Lot 5690	46	Yes	49	Yes	43	Yes
RoL 7 Lot 5691	46	Yes	49	Yes	44	Yes
RoL 7 Lot 5692	45	Yes	49	Yes	44	Yes
RoL 7 Lot 5693	45	Yes	49	Yes	43	Yes
RoL 7 Lot 5694	45	Yes	49	Yes	43	Yes
RoL 7 Lot 5695	46	Yes	49	Yes	43	Yes
RoL 7 Lot 5696	47	Yes	51	Yes	45	Yes
RoL 7 Lot 5697	46	Yes	50	Yes	45	Yes
RoL 7 Lot 5698	46	Yes	49	Yes	45	Yes
RoL 7 Lot 5699	46	Yes	49	Yes	44	Yes
RoL 7 Lot 5700	46	Yes	49	Yes	44	Yes
RoL 7 Lot 5701	45	Yes	49	Yes	43	Yes
RoL 7 Lot 5702	45	Yes	49	Yes	43	Yes
RoL 7 Lot 5703	45	Yes	49	Yes	43	Yes
RoL 7 Lot 5704	45	Yes	49	Yes	43	Yes
RoL 7 Lot 5705	45	Yes	49	Yes	43	Yes
RoL 7 Lot 5706	46	Yes	50	Yes	44	Yes
RoL 7 Lot 5707	47	Yes	50	Yes	44	Yes
RoL 7 Lot 5708	47	Yes	50	Yes	43	Yes
RoL 7 Lot 5709	50	Yes	51	Yes	42	Yes
RoL 7 Lot 5710	49	Yes	51	Yes	42	Yes
RoL 7 Lot 5711	49	Yes	51	Yes	42	Yes
RoL 7 Lot 5712	49	Yes	51	Yes	42	Yes
RoL 7 Lot 5713	49	Yes	51	Yes	41	Yes
RoL 7 Lot 5714	49	Yes	51	Yes	42	Yes
RoL 7 Lot 5715	48	Yes	50	Yes	44	Yes
RoL 7 Lot 5716	46	Yes	50	Yes	43	Yes
RoL 7 Lot 5717	46	Yes	50	Yes	43	Yes
RoL 7 Lot 5718	46	Yes	49	Yes	43	Yes

Lot No.	Building Facades				Private Open Space	
	Ground Floor		Upper Floor		L _{10,18hr} dB(A) free-field	Compliance ≤60dB(A) L _{10,18hr}
	L _{10,18hr} dB(A) facade-adjusted	Compliance ≤63dB(A) L _{10,18hr}	L _{10,18hr} dB(A) facade-adjusted	Compliance ≤63dB(A) L _{10,18hr}		
RoL 7 Lot 5719	46	Yes	49	Yes	42	Yes
RoL 7 Lot 5720	46	Yes	49	Yes	42	Yes
RoL 7 Lot 5721	45	Yes	49	Yes	42	Yes
RoL 7 Lot 5722	45	Yes	49	Yes	41	Yes
RoL 7 Lot 5723	45	Yes	49	Yes	41	Yes
RoL 7 Lot 5724	45	Yes	49	Yes	42	Yes
RoL 7 Lot 5725	44	Yes	49	Yes	42	Yes
RoL 7 Lot 5726	44	Yes	49	Yes	42	Yes
RoL 7 Lot 5727	45	Yes	49	Yes	42	Yes
RoL 7 Lot 5728	44	Yes	49	Yes	42	Yes
RoL 7 Lot 5729	46	Yes	49	Yes	42	Yes
RoL 7 Lot 5730	47	Yes	51	Yes	43	Yes
RoL 7 Lot 5731	47	Yes	50	Yes	42	Yes
RoL 7 Lot 5732	46	Yes	49	Yes	43	Yes
RoL 7 Lot 5733	46	Yes	49	Yes	44	Yes
RoL 7 Lot 5734	47	Yes	50	Yes	45	Yes
RoL 7 Lot 5735	47	Yes	50	Yes	45	Yes
RoL 7 Lot 5736	46	Yes	50	Yes	44	Yes
RoL 7 Lot 5737	46	Yes	50	Yes	44	Yes
RoL 7 Lot 5738	46	Yes	50	Yes	44	Yes
RoL 7 Lot 5739	48	Yes	51	Yes	45	Yes
RoL 7 Lot 5740	51	Yes	53	Yes	49	Yes
RoL 7 Lot 5741	51	Yes	53	Yes	50	Yes
RoL 7 Lot 5742	52	Yes	54	Yes	50	Yes
RoL 7 Lot 5743	52	Yes	54	Yes	51	Yes
RoL 7 Lot 5744	53	Yes	55	Yes	51	Yes
RoL 7 Lot 5745	53	Yes	56	Yes	52	Yes
RoL 7 Lot 5746	54	Yes	57	Yes	53	Yes
RoL 7 Lot 5747	55	Yes	58	Yes	54	Yes
RoL 7 Lot 5748	62	Yes	63	Yes	57	Yes
RoL 7 Lot 5749	58	Yes	60	Yes	45	Yes
RoL 7 Lot 5750	58	Yes	60	Yes	45	Yes
RoL 7 Lot 5751	59	Yes	60	Yes	45	Yes
RoL 7 Lot 5752	59	Yes	60	Yes	45	Yes
RoL 7 Lot 5753	59	Yes	60	Yes	45	Yes
RoL 7 Lot 5754	59	Yes	60	Yes	45	Yes
RoL 7 Lot 5755	49	Yes	54	Yes	45	Yes
RoL 7 Lot 5756	47	Yes	52	Yes	44	Yes
RoL 7 Lot 5757	47	Yes	52	Yes	43	Yes
RoL 7 Lot 5758	46	Yes	51	Yes	43	Yes
RoL 7 Lot 5759	46	Yes	51	Yes	42	Yes
RoL 7 Lot 5760	47	Yes	50	Yes	42	Yes
RoL 7 Lot 5761	46	Yes	50	Yes	45	Yes
RoL 7 Lot 5762	47	Yes	51	Yes	45	Yes
RoL 7 Lot 5763	47	Yes	51	Yes	45	Yes
RoL 7 Lot 5764	47	Yes	52	Yes	45	Yes
RoL 7 Lot 5765	48	Yes	52	Yes	45	Yes
RoL 7 Lot 5766	49	Yes	53	Yes	46	Yes
RoL 7 Lot 5767	50	Yes	55	Yes	46	Yes
RoL 7 Lot 5768	59	Yes	60	Yes	45	Yes
RoL 7 Lot 5769	59	Yes	60	Yes	45	Yes
RoL 7 Lot 5770	58	Yes	60	Yes	45	Yes
RoL 7 Lot 5771	58	Yes	59	Yes	45	Yes
RoL 7 Lot 5772	50	Yes	54	Yes	44	Yes
RoL 7 Lot 5773	49	Yes	53	Yes	44	Yes
RoL 7 Lot 5774	47	Yes	52	Yes	43	Yes

Lot No.	Building Facades				Private Open Space	
	Ground Floor		Upper Floor		L _{10,18hr} dB(A) free-field	Compliance ≤60dB(A) L _{10,18hr}
	L _{10,18hr} dB(A) facade-adjusted	Compliance ≤63dB(A) L _{10,18hr}	L _{10,18hr} dB(A) facade-adjusted	Compliance ≤63dB(A) L _{10,18hr}		
RoL 7 Lot 5775	47	Yes	51	Yes	43	Yes
RoL 7 Lot 5776	46	Yes	50	Yes	42	Yes
RoL 7 Lot 5777	46	Yes	50	Yes	42	Yes
RoL 7 Lot 5778	45	Yes	50	Yes	42	Yes
RoL 7 Lot 5779	45	Yes	49	Yes	41	Yes
RoL 7 Lot 5780	45	Yes	49	Yes	41	Yes
RoL 7 Lot 5781	45	Yes	50	Yes	43	Yes
RoL 7 Lot 5782	46	Yes	50	Yes	44	Yes
RoL 7 Lot 5783	47	Yes	50	Yes	44	Yes
RoL 7 Lot 5784	46	Yes	50	Yes	44	Yes
RoL 7 Lot 5785	47	Yes	50	Yes	44	Yes
RoL 7 Lot 5786	47	Yes	51	Yes	45	Yes
RoL 7 Lot 5787	47	Yes	52	Yes	45	Yes
RoL 7 Lot 5788	48	Yes	52	Yes	45	Yes
RoL 7 Lot 5789	48	Yes	53	Yes	46	Yes
RoL 7 Lot 5790	49	Yes	55	Yes	46	Yes
RoL 7 Lot 5791	61	Yes	62	Yes	54	Yes
RoL 7 Lot 5792	55	Yes	57	Yes	49	Yes
RoL 7 Lot 5793	51	Yes	55	Yes	47	Yes
RoL 7 Lot 5794	50	Yes	54	Yes	46	Yes
RoL 7 Lot 5795	48	Yes	53	Yes	45	Yes
RoL 7 Lot 5796	47	Yes	52	Yes	45	Yes
RoL 7 Lot 5797	47	Yes	51	Yes	45	Yes
RoL 7 Lot 5798	47	Yes	51	Yes	44	Yes
RoL 7 Lot 5799	60	Yes	61	Yes	54	Yes
RoL 7 Lot 5800	57	Yes	59	Yes	49	Yes
RoL 7 Lot 5801	57	Yes	58	Yes	47	Yes
RoL 7 Lot 5802	57	Yes	58	Yes	46	Yes
RoL 7 Lot 5803	57	Yes	58	Yes	45	Yes
RoL 7 Lot 5804	57	Yes	58	Yes	45	Yes
RoL 7 Lot 5805	57	Yes	58	Yes	45	Yes
RoL 7 Lot 5806	57	Yes	58	Yes	44	Yes
RoL 7 Lot 5807	48	Yes	51	Yes	46	Yes
RoL 7 Lot 5808	48	Yes	52	Yes	47	Yes
RoL 7 Lot 5809	49	Yes	53	Yes	48	Yes
RoL 7 Lot 5810	57	Yes	58	Yes	51	Yes
RoL 7 Lot 5811	50	Yes	53	Yes	45	Yes
RoL 7 Lot 5812	56	Yes	58	Yes	48	Yes
RoL 7 Lot 5813	56	Yes	58	Yes	45	Yes
RoL 7 Lot 5814	56	Yes	58	Yes	45	Yes
RoL 7 Lot 5815	56	Yes	57	Yes	45	Yes
RoL 7 Lot 5816	56	Yes	57	Yes	45	Yes
RoL 7 Lot 5817	56	Yes	57	Yes	44	Yes
RoL 7 Lot 5818	56	Yes	57	Yes	45	Yes
RoL 7 Lot 5819	55	Yes	57	Yes	42	Yes
RoL 7 Lot 5820	56	Yes	57	Yes	41	Yes
RoL 7 Lot 5821	56	Yes	57	Yes	41	Yes
RoL 7 Lot 5822	56	Yes	57	Yes	41	Yes
RoL 7 Lot 5823	56	Yes	57	Yes	42	Yes
RoL 7 Lot 5824	56	Yes	57	Yes	42	Yes
RoL 7 Lot 5825	56	Yes	57	Yes	42	Yes
RoL 7 Lot 5826	56	Yes	57	Yes	43	Yes
RoL 7 Lot 5827	56	Yes	57	Yes	43	Yes
RoL 7 Lot 5828	56	Yes	57	Yes	44	Yes
RoL 7 Lot 5829	56	Yes	57	Yes	44	Yes
RoL 7 Lot 5830	56	Yes	58	Yes	44	Yes

Lot No.	Building Facades				Private Open Space	
	Ground Floor		Upper Floor		L _{10,18hr} dB(A) free-field	Compliance ≤60dB(A) L _{10,18hr}
	L _{10,18hr} dB(A) facade-adjusted	Compliance ≤63dB(A) L _{10,18hr}	L _{10,18hr} dB(A) facade-adjusted	Compliance ≤63dB(A) L _{10,18hr}		
RoL 7 Lot 5831	57	Yes	58	Yes	45	Yes
RoL 7 Lot 5832	57	Yes	58	Yes	44	Yes
RoL 7 Lot 5833	57	Yes	58	Yes	44	Yes
RoL 7 Lot 5834	57	Yes	58	Yes	45	Yes
RoL 7 Lot 5835	57	Yes	58	Yes	45	Yes
RoL 7 Lot 5836	57	Yes	59	Yes	46	Yes
RoL 7 Lot 5837	59	Yes	61	Yes	50	Yes
RoL 7 Lot 5838	59	Yes	60	Yes	53	Yes
RoL 7 Lot 5839	53	Yes	56	Yes	48	Yes
RoL 7 Lot 5840	51	Yes	55	Yes	47	Yes
RoL 7 Lot 5841	50	Yes	54	Yes	46	Yes
RoL 7 Lot 5842	49	Yes	53	Yes	46	Yes
RoL 7 Lot 5843	48	Yes	52	Yes	46	Yes
RoL 7 Lot 5844	56	Yes	58	Yes	48	Yes
RoL 7 Lot 5845	50	Yes	53	Yes	45	Yes
RoL 7 Lot 5846	49	Yes	51	Yes	44	Yes
RoL 7 Lot 5847	48	Yes	51	Yes	43	Yes
RoL 7 Lot 5848	48	Yes	51	Yes	44	Yes
RoL 7 Lot 5849	47	Yes	50	Yes	44	Yes
RoL 7 Lot 5850	47	Yes	50	Yes	43	Yes
RoL 7 Lot 5851	47	Yes	50	Yes	43	Yes
RoL 7 Lot 5852	47	Yes	50	Yes	43	Yes
RoL 7 Lot 5853	47	Yes	50	Yes	43	Yes
RoL 7 Lot 5854	47	Yes	50	Yes	44	Yes
RoL 7 Lot 5855	47	Yes	50	Yes	44	Yes
RoL 7 Lot 5856	47	Yes	50	Yes	44	Yes
RoL 7 Lot 5857	47	Yes	51	Yes	44	Yes
RoL 7 Lot 5858	47	Yes	51	Yes	44	Yes
RoL 7 Lot 5859	47	Yes	51	Yes	45	Yes
RoL 7 Lot 5860	47	Yes	51	Yes	46	Yes
RoL 7 Lot 5861	45	Yes	50	Yes	42	Yes
RoL 7 Lot 5862	45	Yes	50	Yes	42	Yes
RoL 7 Lot 5863	46	Yes	50	Yes	43	Yes
RoL 7 Lot 5864	46	Yes	50	Yes	43	Yes
RoL 7 Lot 5865	46	Yes	50	Yes	44	Yes
RoL 7 Lot 5866	47	Yes	50	Yes	44	Yes
RoL 7 Lot 5867	46	Yes	50	Yes	44	Yes
RoL 7 Lot 5868	46	Yes	50	Yes	43	Yes
RoL 7 Lot 5869	46	Yes	50	Yes	43	Yes
RoL 7 Lot 5870	46	Yes	50	Yes	43	Yes
RoL 7 Lot 5871	46	Yes	50	Yes	43	Yes
RoL 7 Lot 5872	47	Yes	51	Yes	44	Yes
RoL 7 Lot 5873	47	Yes	52	Yes	44	Yes
RoL 7 Lot 5874	48	Yes	53	Yes	44	Yes
RoL 7 Lot 5875	55	Yes	57	Yes	45	Yes
RoL 7 Lot 5876	55	Yes	57	Yes	45	Yes
RoL 7 Lot 5877	56	Yes	57	Yes	44	Yes
RoL 7 Lot 5878	56	Yes	58	Yes	44	Yes
RoL 7 Lot 5879	56	Yes	58	Yes	45	Yes
RoL 7 Lot 5880	56	Yes	58	Yes	46	Yes
RoL 7 Lot 5881	50	Yes	54	Yes	45	Yes
RoL 7 Lot 5882	49	Yes	53	Yes	44	Yes
RoL 7 Lot 5883	49	Yes	52	Yes	44	Yes
RoL 7 Lot 5884	49	Yes	51	Yes	44	Yes
RoL 7 Lot 5885	49	Yes	51	Yes	44	Yes
RoL 7 Lot 5886	48	Yes	51	Yes	43	Yes

Lot No.	Building Facades				Private Open Space	
	Ground Floor		Upper Floor		L _{10,18hr} dB(A) free-field	Compliance ≤60dB(A) L _{10,18hr}
	L _{10,18hr} dB(A) facade-adjusted	Compliance ≤63dB(A) L _{10,18hr}	L _{10,18hr} dB(A) facade-adjusted	Compliance ≤63dB(A) L _{10,18hr}		
RoL 7 Lot 5887	48	Yes	51	Yes	43	Yes
RoL 7 Lot 5888	48	Yes	51	Yes	43	Yes
RoL 7 Lot 5889	48	Yes	51	Yes	43	Yes
RoL 7 Lot 5890	48	Yes	51	Yes	43	Yes
RoL 7 Lot 5891	48	Yes	51	Yes	43	Yes
RoL 7 Lot 5892	48	Yes	51	Yes	43	Yes
RoL 7 Lot 5893	48	Yes	51	Yes	43	Yes
RoL 7 Lot 5894	49	Yes	51	Yes	43	Yes
RoL 7 Lot 5895	46	Yes	49	Yes	43	Yes
RoL 7 Lot 5896	46	Yes	50	Yes	43	Yes
RoL 7 Lot 5897	46	Yes	50	Yes	43	Yes
RoL 7 Lot 5898	48	Yes	50	Yes	43	Yes
RoL 7 Lot 5899	47	Yes	51	Yes	43	Yes
RoL 7 Lot 5900	47	Yes	51	Yes	44	Yes
RoL 7 Lot 5901	48	Yes	52	Yes	44	Yes
RoL 7 Lot 5902	48	Yes	52	Yes	44	Yes
RoL 7 Lot 5903	49	Yes	53	Yes	45	Yes
RoL 7 Lot 5904	50	Yes	53	Yes	45	Yes
RoL 7 Lot 5905	50	Yes	54	Yes	46	Yes
RoL 7 Lot 5906	48	Yes	52	Yes	44	Yes
RoL 7 Lot 5907	47	Yes	52	Yes	44	Yes
RoL 7 Lot 5908	47	Yes	52	Yes	44	Yes
RoL 7 Lot 5909	47	Yes	52	Yes	44	Yes
RoL 7 Lot 5910	46	Yes	51	Yes	43	Yes
RoL 7 Lot 5911	46	Yes	51	Yes	43	Yes
RoL 7 Lot 5912	47	Yes	51	Yes	44	Yes
RoL 7 Lot 5913	47	Yes	51	Yes	44	Yes
RoL 7 Lot 5914	49	Yes	52	Yes	46	Yes
RoL 7 Lot 5915	48	Yes	52	Yes	44	Yes
RoL 7 Lot 5916	48	Yes	52	Yes	44	Yes
RoL 7 Lot 5917	48	Yes	52	Yes	44	Yes
RoL 7 Lot 5918	49	Yes	52	Yes	45	Yes
RoL 7 Lot 5919	50	Yes	53	Yes	44	Yes
RoL 7 Lot 5920	50	Yes	53	Yes	44	Yes
RoL 7 Lot 5921	50	Yes	53	Yes	44	Yes
RoL 7 Lot 5922	50	Yes	53	Yes	44	Yes
RoL 7 Lot 5923	50	Yes	53	Yes	44	Yes
RoL 7 Lot 5924	50	Yes	53	Yes	43	Yes
RoL 7 Lot 5925	50	Yes	53	Yes	43	Yes
RoL 7 Lot 5926	50	Yes	53	Yes	43	Yes
RoL 7 Lot 5927	50	Yes	53	Yes	43	Yes
RoL 7 Lot 5928	53	Yes	55	Yes	49	Yes
RoL 7 Lot 5929	52	Yes	55	Yes	49	Yes
RoL 7 Lot 5930	52	Yes	55	Yes	49	Yes
RoL 7 Lot 5931	52	Yes	55	Yes	49	Yes
RoL 7 Lot 5932	52	Yes	55	Yes	49	Yes
RoL 7 Lot 5933	52	Yes	55	Yes	49	Yes
RoL 7 Lot 5934	52	Yes	55	Yes	48	Yes
RoL 7 Lot 5935	51	Yes	55	Yes	48	Yes
RoL 7 Lot 5936	51	Yes	55	Yes	47	Yes
RoL 7 Lot 5937	50	Yes	54	Yes	47	Yes
RoL 7 Lot 5938	49	Yes	54	Yes	45	Yes
RoL 7 Lot 5939	50	Yes	54	Yes	46	Yes
RoL 7 Lot 5940	50	Yes	55	Yes	47	Yes
RoL 7 Lot 5941	53	Yes	56	Yes	49	Yes
RoL 7 Lot 5942	53	Yes	56	Yes	45	Yes

Lot No.	Building Facades				Private Open Space	
	Ground Floor		Upper Floor		L _{10,18hr} dB(A) free-field	Compliance ≤60dB(A) L _{10,18hr}
	L _{10,18hr} dB(A) facade-adjusted	Compliance ≤63dB(A) L _{10,18hr}	L _{10,18hr} dB(A) facade-adjusted	Compliance ≤63dB(A) L _{10,18hr}		
RoL 7 Lot 5943	53	Yes	56	Yes	45	Yes
RoL 7 Lot 5944	53	Yes	56	Yes	45	Yes
RoL 7 Lot 5945	53	Yes	56	Yes	44	Yes
RoL 7 Lot 5946	54	Yes	56	Yes	44	Yes
RoL 7 Lot 5947	54	Yes	57	Yes	44	Yes
RoL 7 Lot 5948	55	Yes	57	Yes	44	Yes
RoL 7 Lot 5949	55	Yes	57	Yes	44	Yes
RoL 7 Lot 5950	55	Yes	57	Yes	44	Yes
RoL 7 Lot 5951	53	Yes	57	Yes	44	Yes
RoL 7 Lot 5952	55	Yes	57	Yes	55	Yes
RoL 7 Lot 5953	55	Yes	58	Yes	55	Yes
RoL 7 Lot 5954	59	Yes	61	Yes	60	Yes
RoL 7 Lot 5955	59	Yes	61	Yes	59	Yes
RoL 7 Lot 5956	59	Yes	61	Yes	59	Yes
RoL 7 Lot 5957	59	Yes	61	Yes	59	Yes
RoL 7 Lot 5958	59	Yes	61	Yes	59	Yes
RoL 7 Lot 5959	60	Yes	62	Yes	59	Yes
RoL 7 Lot 5960	54	Yes	56	Yes	51	Yes
RoL 7 Lot 5961	50	Yes	55	Yes	47	Yes
RoL 7 Lot 5962	49	Yes	54	Yes	47	Yes
RoL 7 Lot 5963	49	Yes	54	Yes	47	Yes
RoL 7 Lot 5964	49	Yes	54	Yes	46	Yes
RoL 7 Lot 5965	49	Yes	54	Yes	46	Yes
RoL 7 Lot 5966	49	Yes	54	Yes	46	Yes
RoL 7 Lot 5967	49	Yes	53	Yes	47	Yes
RoL 7 Lot 5968	50	Yes	54	Yes	47	Yes
RoL 7 Lot 5969	56	Yes	58	Yes	46	Yes
RoL 7 Lot 5970	56	Yes	58	Yes	46	Yes
RoL 7 Lot 5971	56	Yes	58	Yes	46	Yes
RoL 7 Lot 5972	56	Yes	58	Yes	46	Yes
RoL 7 Lot 5973	57	Yes	59	Yes	47	Yes
RoL 7 Lot 5974	57	Yes	59	Yes	47	Yes
RoL 7 Lot 5975	57	Yes	59	Yes	48	Yes
RoL 7 Lot 5976	57	Yes	60	Yes	49	Yes
RoL 7 Lot 5977	57	Yes	60	Yes	51	Yes

Noise contour maps showing the traffic noise levels across RoL 7 are presented in Appendix F.

6. Discussion and Recommendations

Traffic noise propagation modelling was carried out considering the future traffic flows for a planning horizon of 2044. The results of the noise propagation modelling indicate that, without noise mitigation measures, the proposed development site will be impacted by traffic noise from Greenbank Road

A noise control strategy has been adopted in the planning of the Everleigh development. The general objectives of the noise control strategy are as follows:

1. Ensure that at all allotments, there is at least one private open space (outdoor living area) which complies with the traffic noise criterion of 60dB(A) $L_{10,18hr}$ (free-field).
2. Ensure compliance with the façade traffic noise criterion of 63dB(A) $L_{10,18hr}$ at all allotments where it is practical to do so (i.e. where a noise barrier or acoustic setback is feasible). Typically, for traffic noise levels of 63dB(A) or lesser, standard construction of the building envelope is acceptable.
3. At allotments where a noise barrier or acoustic setback is not feasible and traffic noise criterion of 63dB(A) $L_{10,18hr}$ is exceeded, the building envelope should be constructed in accordance with QDC MP4.4 or AS 3671-1989 to ensure compliance with the internal noise criteria from AS/NZS 2107:2016.

The proposed noise mitigation measures for RoL 7 are as follows:

- Acoustic setback along Greenbank Road;
- Acoustic design to be carried out at the building approval stage for any dwellings where the traffic noise criterion is exceeded. This may include upper floors of two storey houses and houses on front loaded allotments facing Greenbank Road.

Summary of the recommended noise control measures is presented in Figure 6.1



Figure 6.1 Noise control measures – RoL 7

6.1 Acoustic setbacks along Greenbank Road

- Interface Lots along Greenbank Road:

Acoustic buffer zone of 5m (for low-set dwellings) and 10m (for high-set dwellings) is the preferred noise control strategy and will eliminate the need for a noise barrier along Greenbank Road. Outside the buffer zone no acoustic design is required.

Buildings located within 5m buffer from the site boundary require acoustic design to the ground and upper floors. Buildings located 5 to 10m from the site boundary require acoustic design to the upper floors only. Beyond 10m no acoustic design will be required.

6.2 Summary of lots requiring acoustic design

The results of the noise propagation modelling indicate that the proposed noise control strategy is effective at minimising the traffic noise impacts on the development.

Private Open Spaces – Compliance with the traffic noise criterion for private open spaces is achieved at all allotments without any need for further noise mitigation measures.

Building Facades – Any allotments which are predicted to exceed the traffic noise criterion of 63dB(A) $L_{10,18hr}$ will require acoustic design as per AS 3671-1989 (floor-plan specific acoustic design) or should utilise acceptable forms of construction from QDC MP4.4. The following is concluded:

Ground floors

The traffic noise levels at the ground floors of the future dwellings will be compliant at all allotments, except the lots within the 5m buffer along Greenbank Road.

Upper floors

The traffic noise levels at the upper floors of the future dwellings will be compliant at all allotments, except the lots within the 10m buffer along Greenbank Road.

For any dwellings where the traffic noise criterion is exceeded, the most practical approach is acoustic treatment to the building envelope (external walls, windows and roof/ceiling). At the building approval stage, the houses on the affected allotments should be designed and constructed as per AS 3671-1989 (floor-plan specific acoustic design) or acceptable forms of construction from QDC MP4.4 to mitigate intrusion of traffic noise into habitable rooms.

All the other allotments within Precinct 3 of the *Everleigh* development are not affected by road traffic noise and the houses on these allotments do not require acoustic design to be façade.

Provided the recommended planning and design noise control measures are implemented in the construction of *Everleigh* development Precinct 3, road traffic noise will not impose any further constraints on the establishment of this stage of the development.

7. Conclusions

Based on the results of the traffic noise impact assessment for Precinct 3 of the *Everleigh* development, the following is concluded:

- No noise control measures are required along Greenbank Road, provided that dwellings have minimum setback distance of 5m for low-set buildings and 10m for high-set buildings.
- All the other allotments with RoL 7 of *Everleigh* development are not affected by road traffic noise and the houses on these allotments do not require acoustic design to the façade

Provided the recommended planning and design noise control measures are implemented in the construction of *Everleigh* development Precinct 3, road traffic noise will not impose any further constraints on the establishment of this stage of the development.

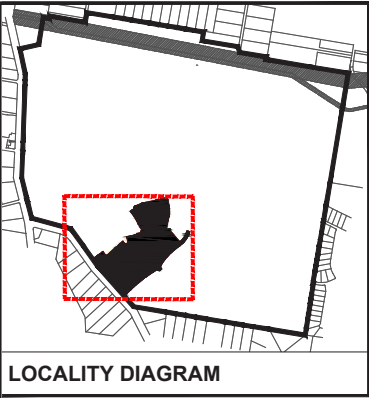
9. References

- Australian Standard AS 1055.1:2018 (*Acoustics - Description and Measurement of Environmental Noise Part 1: General Procedures*)
- Australian Standard AS 1055.2:2018 (*Acoustics - Description and Measurement of Environmental Noise Part 2: Application to Specific Situations*)
- Australian Standard AS/NZS 2107:2016 (*Acoustics – Recommended design sound levels and reverberation times for building interiors*)
- Australian Standard ASIEC61672.1-2004 (*Electroacoustics - Sound level meters – Specifications*)
- Australian Standard AS 3671-1989 (*Acoustics – Road Traffic Noise Intrusion – Building siting and construction*)
- Department of State Development Infrastructure and Planning, *State Development Assessment Provisions* (Version 3.5), December 2025
- Department of Transport and Main Roads, 2013, *Transport Noise Management: Code of Practice, Volume 1 – Road Traffic Noise*
- Department of Transport and Main Roads, *Development on land affected by environmental emissions*, Version 4, October 2017
- Logan City Council, 2015, *Logan Planning Scheme 2015*
- Queensland Government, 2015, 'Queensland Development Code (QDC) MP4.4 (Buildings in a Transport Noise Corridor)'

Appendices

- Appendix A – RoL 7 Development Layout
- Appendix B – Site photos
- Appendix C – Meteorological data
- Appendix D – Noise measurement results
- Appendix E – Traffic volumes, 2044
- Appendix F – Traffic noise levels

Appendix A – RoL 7 Development Layout



LOCALITY DIAGRAM

LEGEND
GENERAL

- ROL 07 Boundary
- Proposed Lot Boundaries
- Proposed Road Carriageways
- Major Linear Park
- Pedestrian Link
- Regional Recreation Park (Wetland Area)
- Regional Recreation Park (Adjacent)

RESIDENTIAL - STANDARD LOTS

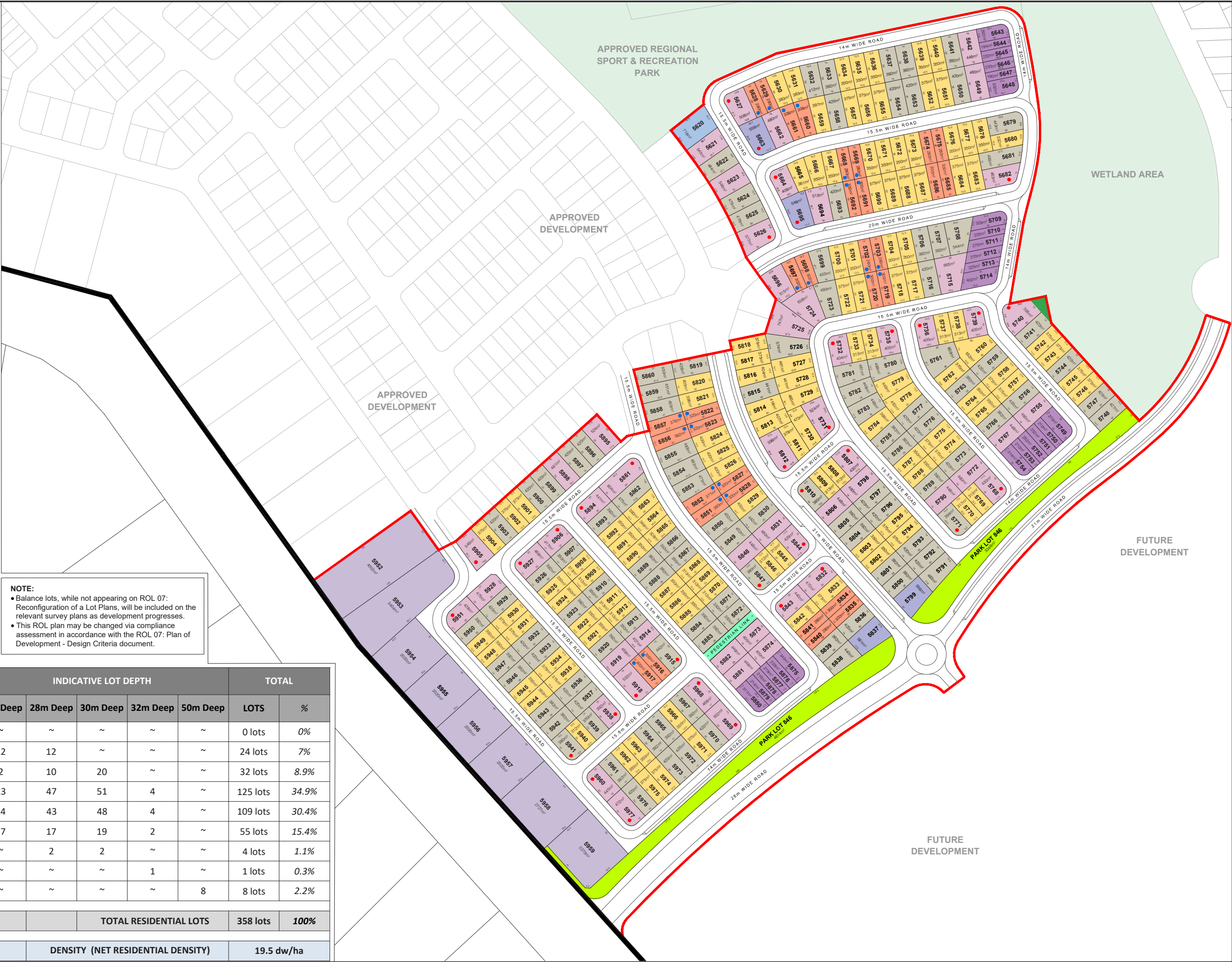
- HOUSE (ATTACHED)
- Front Loaded Terrace
 - Potential Attached Dwelling (refer to House (Attached) Design Criteria which prevails to the extent of any inconsistency with this plan)

HOUSE (DETACHED)

- Villa
- Premium Villa
- Courtyard
- Premium Courtyard
- Traditional
- Premium Traditional

MULTIPLE RESIDENTIAL

- Potential Duplex Dwelling (35 sites)



NOTE:

- Balance lots, while not appearing on ROL 07: Reconfiguration of a Lot Plans, will be included on the relevant survey plans as development progresses.
- This ROL plan may be changed via compliance assessment in accordance with the ROL 07: Plan of Development - Design Criteria document.

ROL 07 - YIELD SUMMARY

LOT TYPE	INDICATIVE LOT FRONTAGE	INDICATIVE LOT DEPTH					TOTAL	
		25m Deep	28m Deep	30m Deep	32m Deep	50m Deep	LOTS	%
Rear Loaded Terrace	7.5m wide	~	~	~	~	~	0 lots	0%
Front Loaded Terrace	7.5m wide	12	12	~	~	~	24 lots	7%
Villa	10m wide	2	10	20	~	~	32 lots	8.9%
Premium Villa	12.5m wide	23	47	51	4	~	125 lots	34.9%
Courtyard	14m wide	14	43	48	4	~	109 lots	30.4%
Premium Courtyard	16m wide	17	17	19	2	~	55 lots	15.4%
Traditional	18m wide	~	2	2	~	~	4 lots	1.1%
Premium Traditional	20m wide	~	~	~	1	~	1 lots	0.3%
Interface Lots	40m wide	~	~	~	~	8	8 lots	2.2%
TOTAL RESIDENTIAL LOTS							358 lots	100%
DENSITY (NET RESIDENTIAL DENSITY)							19.5 dw/ha	

Appendix B – Site photos



Photo 1 – Noise monitoring location (Greenbank Road)

Appendix C – Meteorological data

Greenbank (Defence), Queensland

March 2020 Daily Weather Observations



Australian Government
Bureau of Meteorology

Date	Day	Temps		Rain	Evap	Sun	Max wind gust			9am						3pm					
		Min	Max				Dirn	Spd	Time	Temp	RH	Cld	Dirn	Spd	MSLP	Temp	RH	Cld	Dirn	Spd	MSLP
		°C	°C					km/h	local	°C	%	eighths		km/h	hPa	°C	%	eighths		km/h	hPa
1	Su	17.6	32.5	0			NE	19	15:08	26.6	62		SW	7		32.4	45		NNE	4	
2	Mo	18.2	35.8	0			NNE	22	16:50	27.1	67		W	6		34.9	30		SSE	6	
3	Tu	18.7	33.5	0			NE	28	16:24	27.7	68		NE	2		32.3	46		ENE	11	
4	We	22.0	29.6	23.2			SE	28	12:05	22.8	99			Calm		28.5	61		E	11	
5	Th	20.0	31.0	1.2			NE	33	12:20	26.8	72		NE	4		29.8	51		NNE	15	
6	Fr	23.5	32.1	0.6			NNE	20	16:00	27.4	79		N	6		30.0	65		NNE	7	
7	Sa	23.2	30.6	4.0			SSE	24	17:34	27.9	76		S	6		28.1	66		SSE	9	
8	Su	19.9	29.4	0			SSE	31	11:09	25.3	57		S	7		27.8	49		SE	11	
9	Mo	19.9	21.5	5.2			ESE	26	14:29	20.3	98		S	2		20.3	97		SSE	4	
10	Tu	18.1	23.9	39.6			SE	26	17:07	21.1	87		S	7		22.5	78		SE	9	
11	We	17.3	27.3	2.8			SE	35	11:58	23.0	70		S	9		25.6	53		SE	7	
12	Th	17.5	24.7	0.2			SSE	30	11:48	23.4	64		S	11		23.3	69		SSE	7	
13	Fr	17.0	27.1	4.4			ESE	33	16:53	23.2	67		S	9		26.2	53		ESE	11	
14	Sa	14.7	28.8	0			SE	22	15:17	23.7	59		S	6		26.8	49		ESE	7	
15	Su	16.6	27.4	0			SSW	35	12:57	23.3	65		SSW	11		26.4	52		S	17	
16	Mo	16.1	27.7	0			SSE	33	09:49	22.8	53		SSW	9		27.0	41		SSW	9	
17	Tu	16.3	26.6	0			SE	33	14:04	22.6	61		S	9		26.1	45		SSE	9	
18	We	13.4	28.6	0			ESE	28	16:15	22.7	56		S	7		28.2	38		E	7	
19	Th	12.4	30.0	0			N	20	11:32	23.1	57		SW	6		28.5	39		E	2	
20	Fr	13.2	31.0	0			NNE	26	17:14	23.5	67		W	4		30.1	37		N	7	
21	Sa	14.7	33.4	0			E	28	15:28	24.5	65		WNW	9		32.2	38		ENE	11	
22	Su	17.8		0						26.4	66		ESE	4							
Statistics for the first 22 days of March 2020																					
Mean		17.6	29.2							24.3	68			6		28.0	52			8	
Lowest		12.4	21.5							20.3	53			Calm		20.3	30		E	2	
Highest		23.5	35.8	39.6			#	35		27.9	99		#	11		34.9	97		S	17	
Total				81.2																	

Appendix D – Noise measurement results

Unattended Noise Measurements
Everleigh, Greenbank - Location 1
 Noise Levels - 18hr Day (Traffic Noise)

**Logger Location - Southern-western boundary
 of existing Lot 3 on SP297192, approx. 20m
 setback from Teviot Road**

ARL Environmental Noise Logger

Logger Serial Number 15-203-537
 Measurement Title Everleigh - RoL 5
 Measurement started at 05/03/2020 11:09 AM
 Measurement stopped at 19/03/2020 06:34 AM
 Frequency Weighting A
 Time Averaging Fast
 Statistical Interval 15 min
 Pre-measurement Ref. 94.0
 Post-measurement Ref. 94.0
 Engineering Units dB SPL

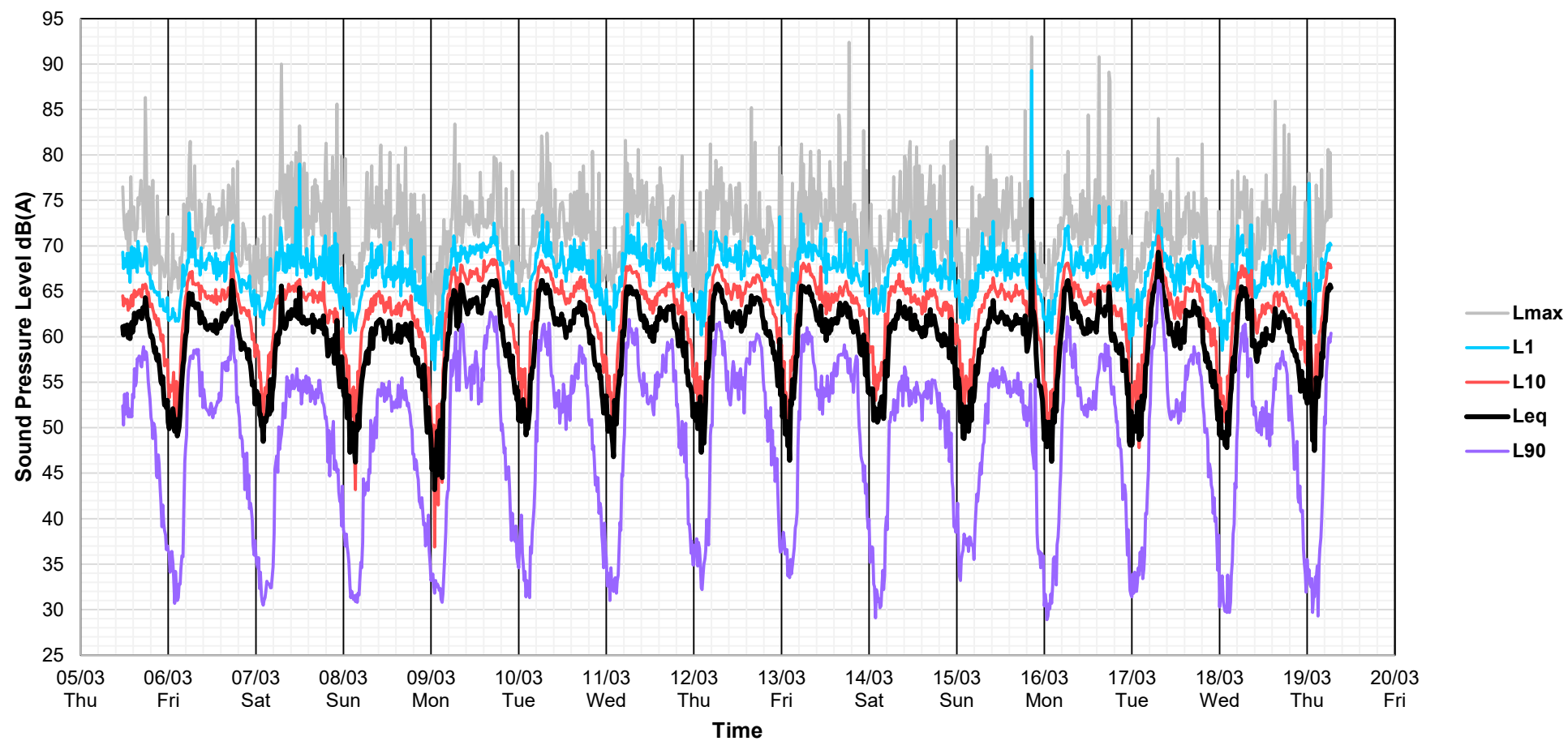
Note

— No noise data available

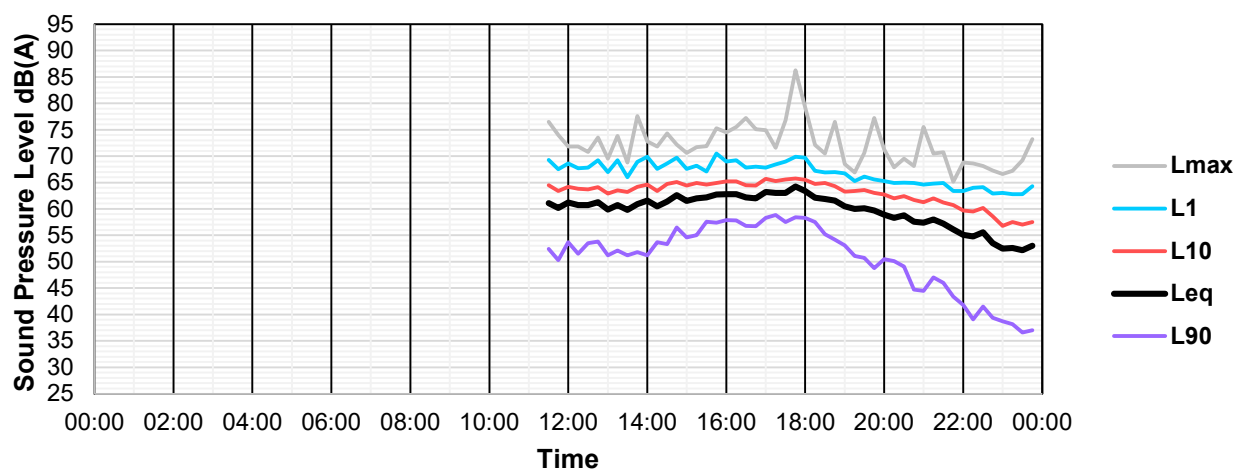
■ Rainfall recorded on this day

Date	Day	L _{A10,T}			L _{Aeq,T}		L _{A90,T}	
		18hr day 6am-12am	1hr max 6am-12am	Time for 1hr max	18hr day 6am-12am	8hr night 10pm-6am	18hr day 6am-12am	8hr night 10pm-6am
5/03/2020	Thursday	—	—	—	—	54	—	39
6/03/2020	Friday	64	67	17:00	61	54	52	36
7/03/2020	Saturday	64	65	11:00	61	53	51	37
8/03/2020	Sunday	62	65	09:00	59	53	49	38
9/03/2020	Monday	66	68	16:00	62	55	54	39
10/03/2020	Tuesday	64	68	06:00	61	55	53	39
11/03/2020	Wednesday	64	68	06:00	61	55	54	40
12/03/2020	Thursday	65	68	06:00	62	56	55	41
13/03/2020	Friday	65	68	06:00	62	55	55	38
14/03/2020	Saturday	64	66	08:00	61	54	52	39
15/03/2020	Sunday	64	67	20:00	61	54	51	38
16/03/2020	Monday	64	68	06:00	61	54	52	39
17/03/2020	Tuesday	64	70	07:00	61	54	53	38
18/03/2020	Wednesday	63	67	06:00	60	56	52	39
Average		64	67		61	54	52	39
Average (weekdays only)		64	68		61	55	53	39

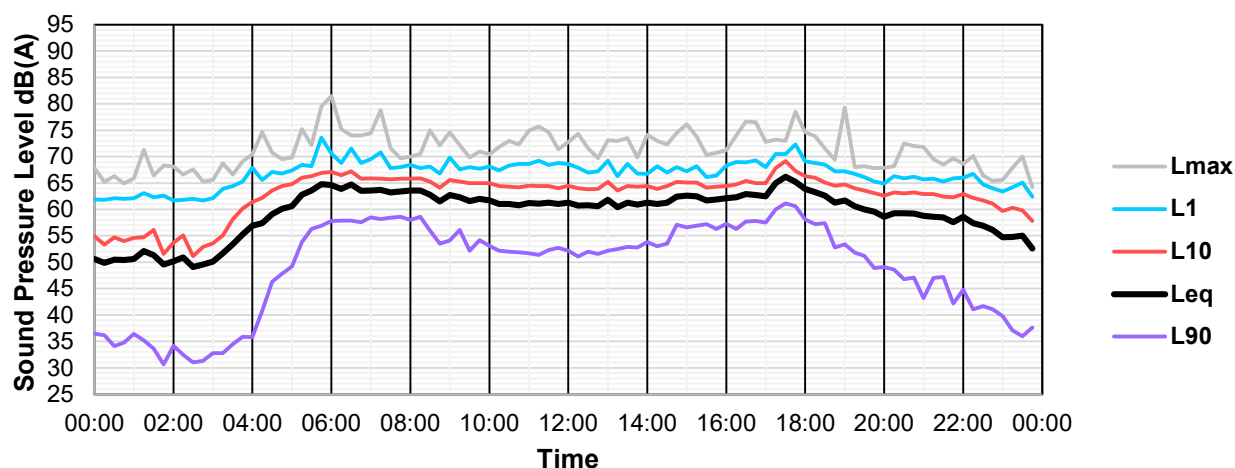
Unattended Noise Measurements 5 to 19 March 2020



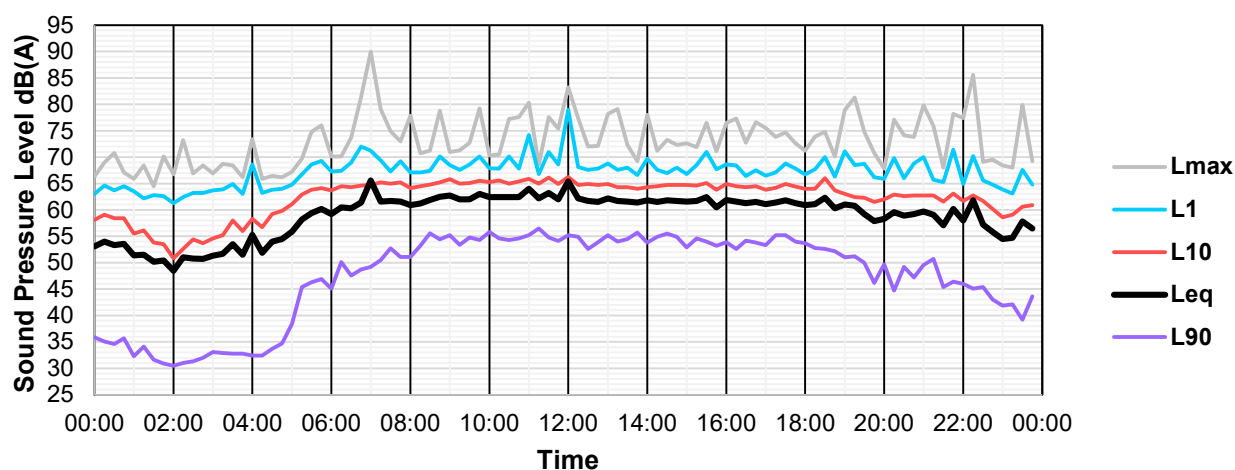
Unattended Noise Measurements Thursday 5 March 2020



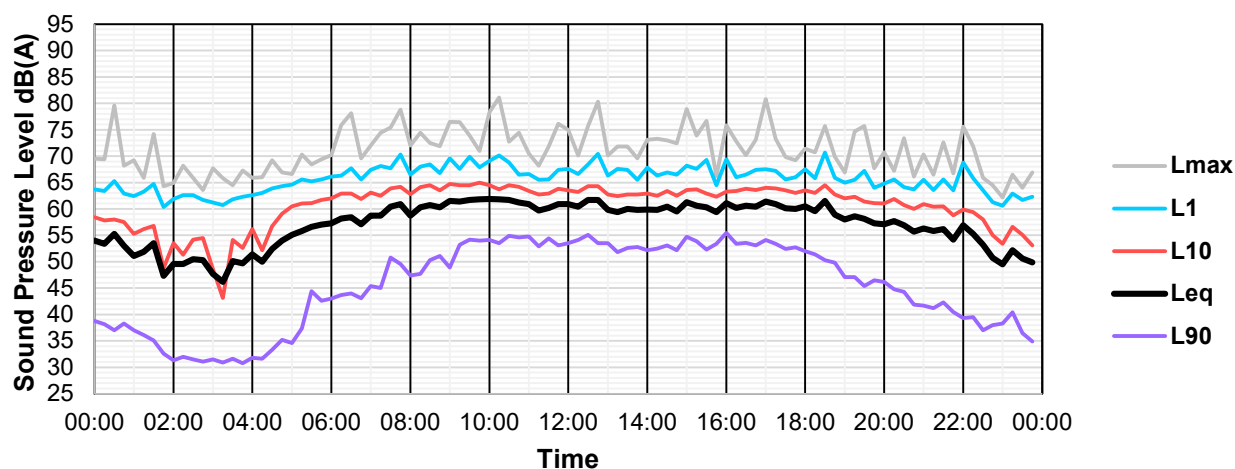
Unattended Noise Measurements Friday 6 March 2020



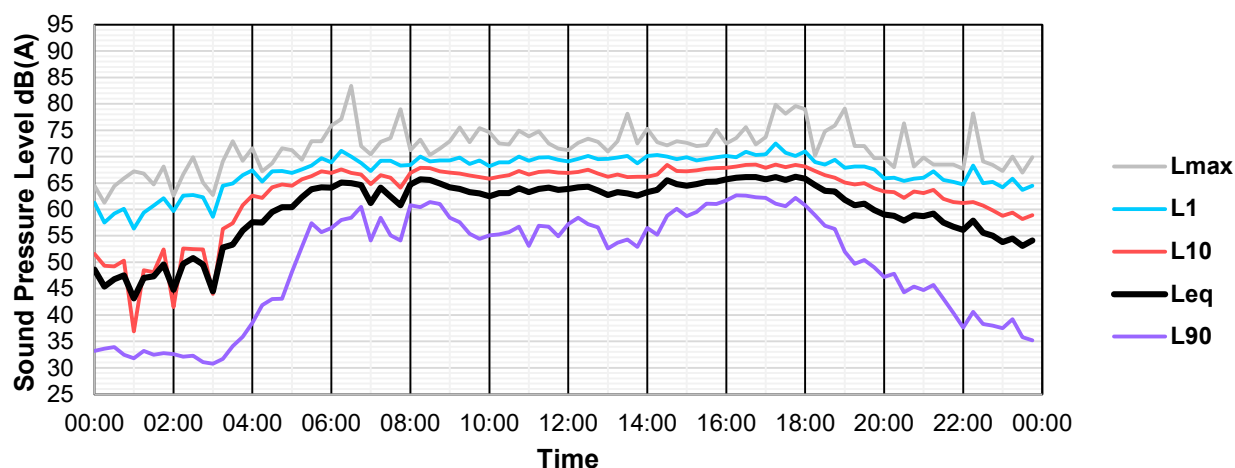
Unattended Noise Measurements Saturday 7 March 2020



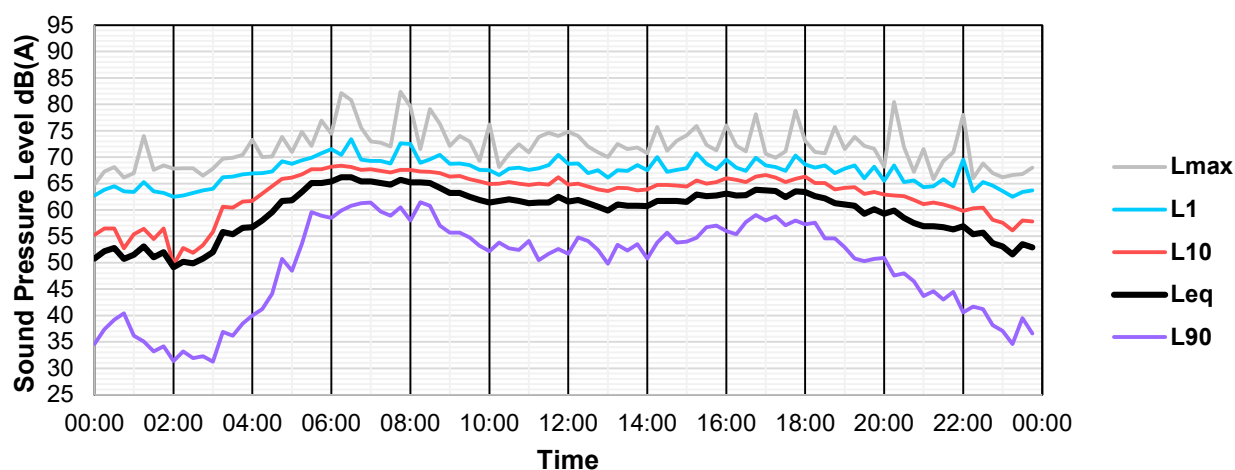
Unattended Noise Measurements Sunday 8 March 2020



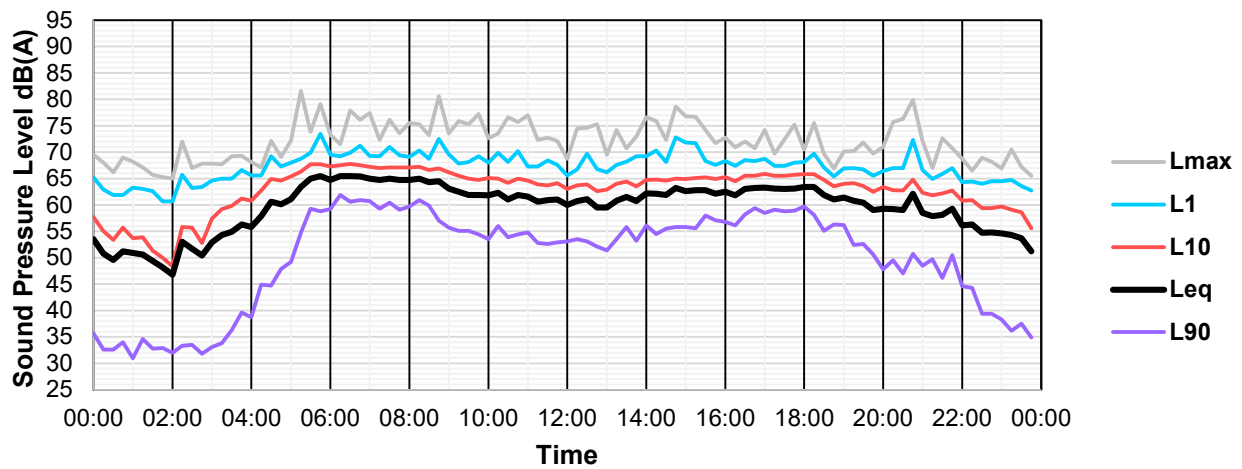
Unattended Noise Measurements Monday 9 March 2020



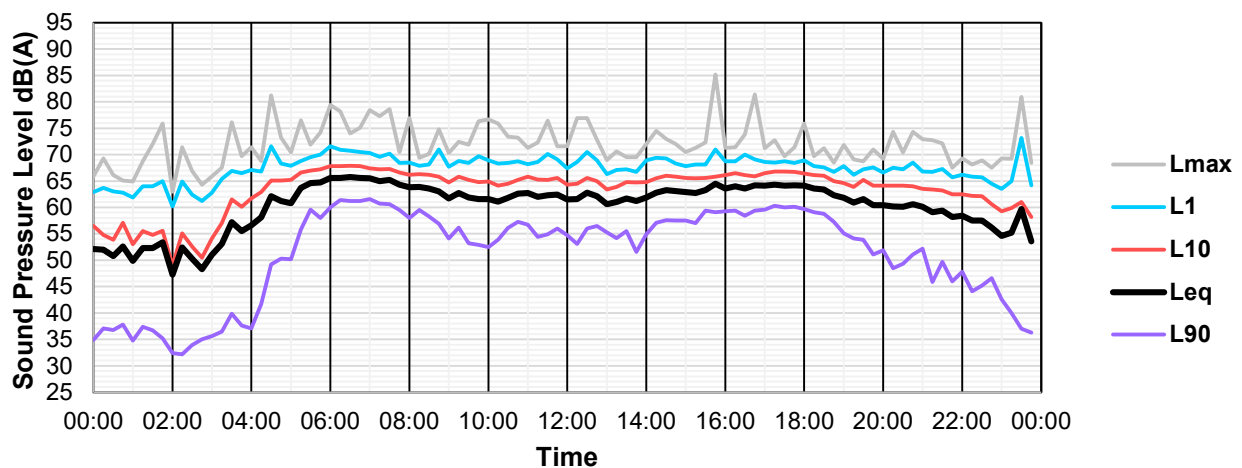
Unattended Noise Measurements Tuesday 10 March 2020



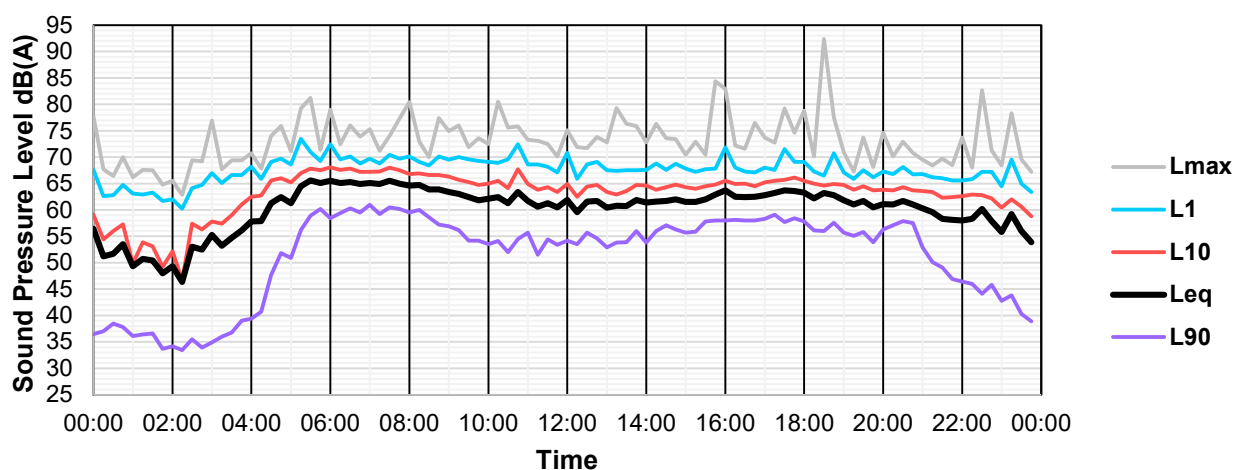
Unattended Noise Measurements Wednesday 11 March 2020



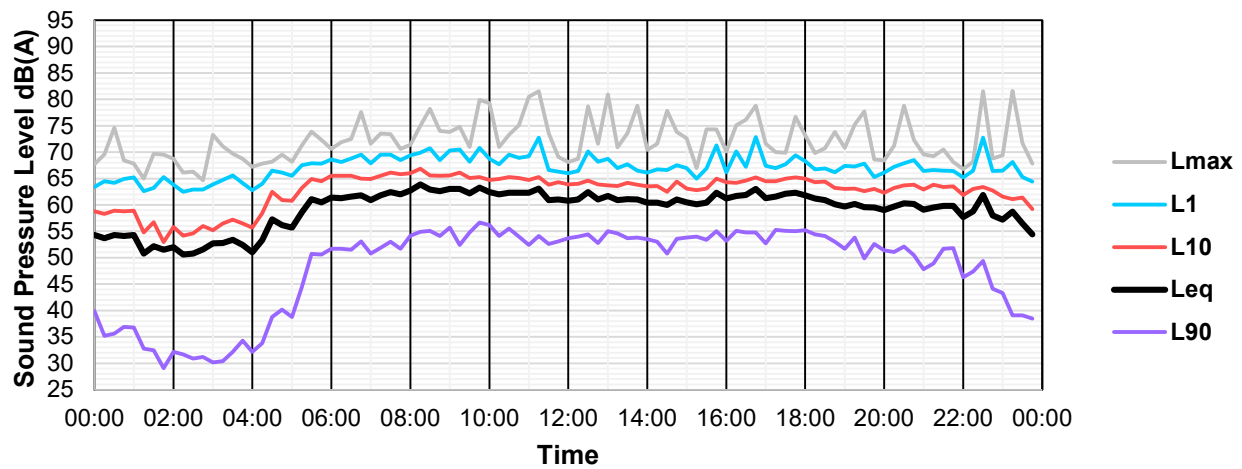
Unattended Noise Measurements Thursday 12 March 2020



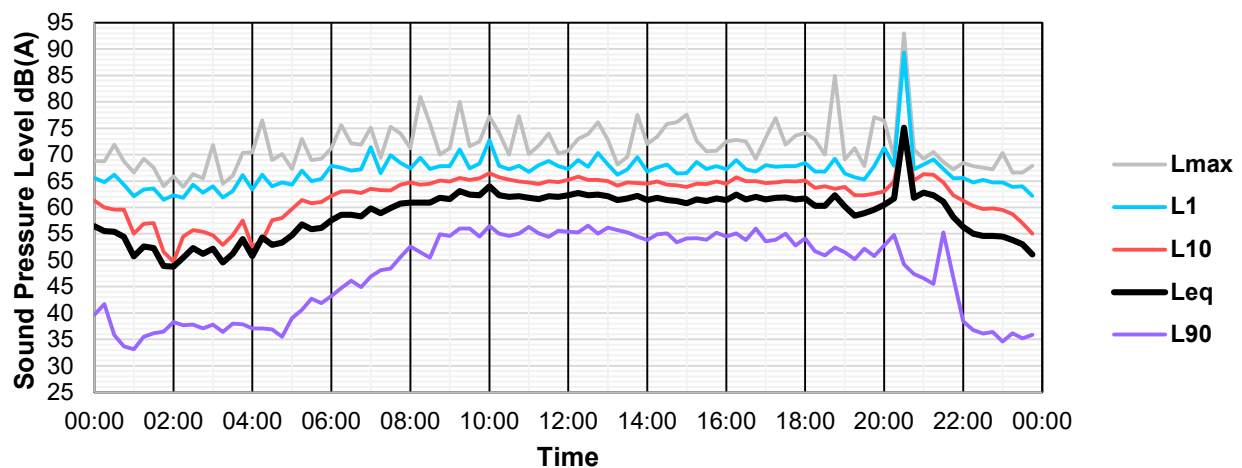
Unattended Noise Measurements Friday 13 March 2020



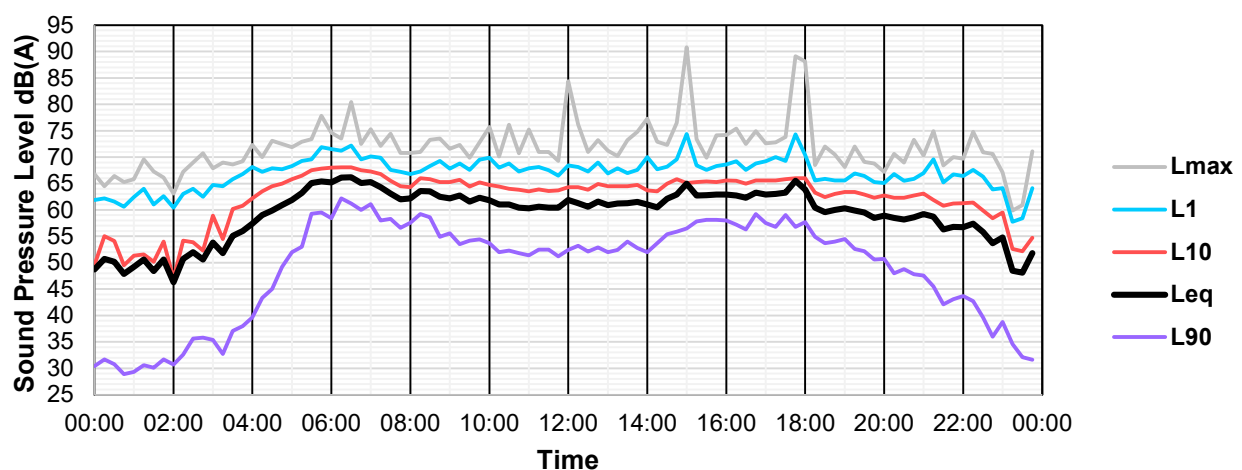
Unattended Noise Measurements Saturday 14 March 2020



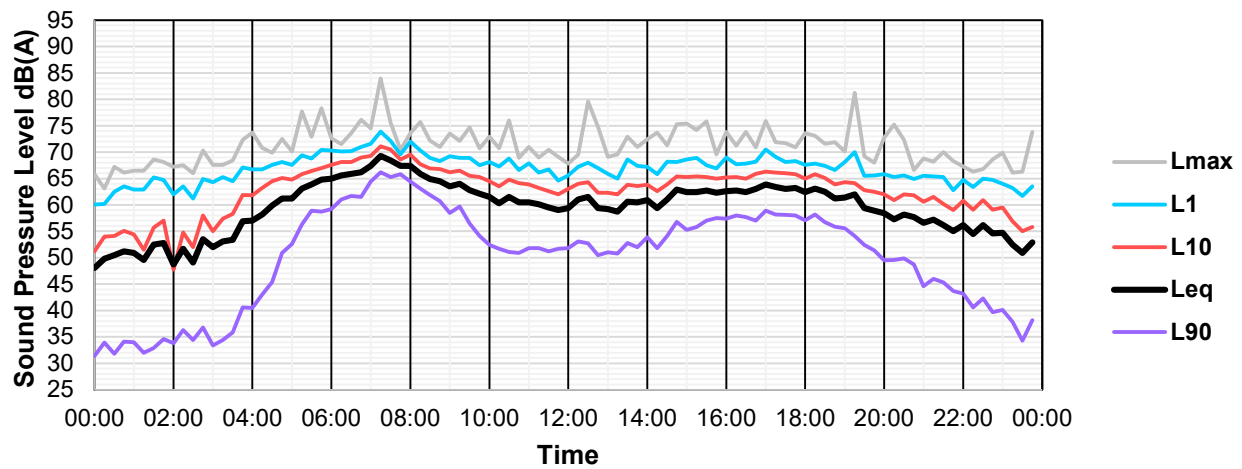
Unattended Noise Measurements Sunday 15 March 2020



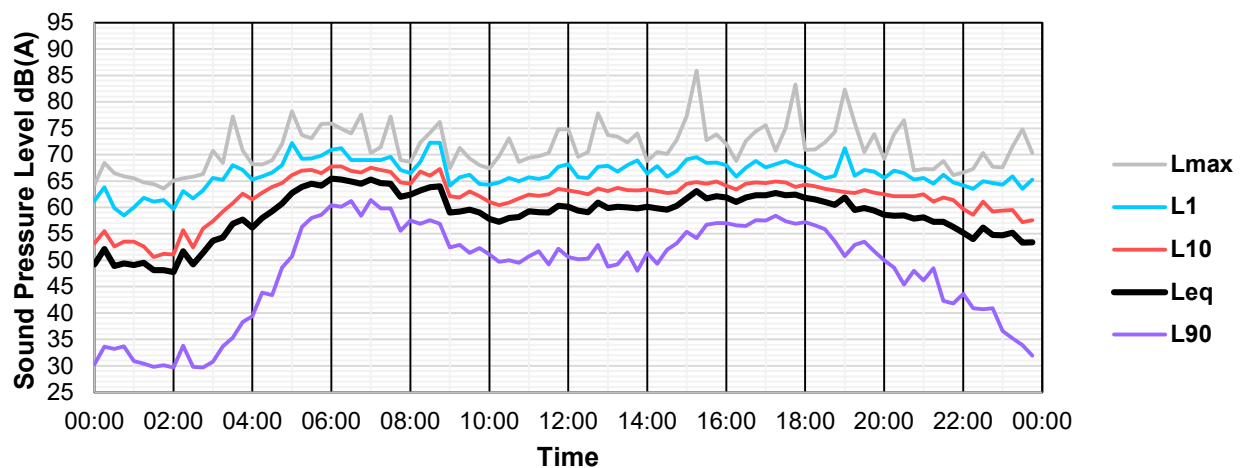
Unattended Noise Measurements Monday 16 March 2020



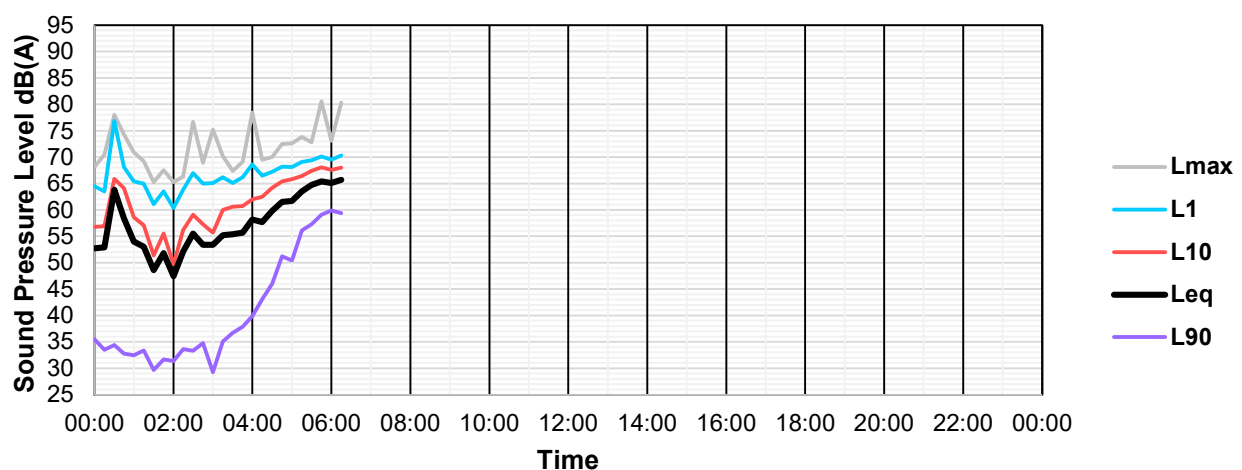
Unattended Noise Measurements Tuesday 17 March 2020



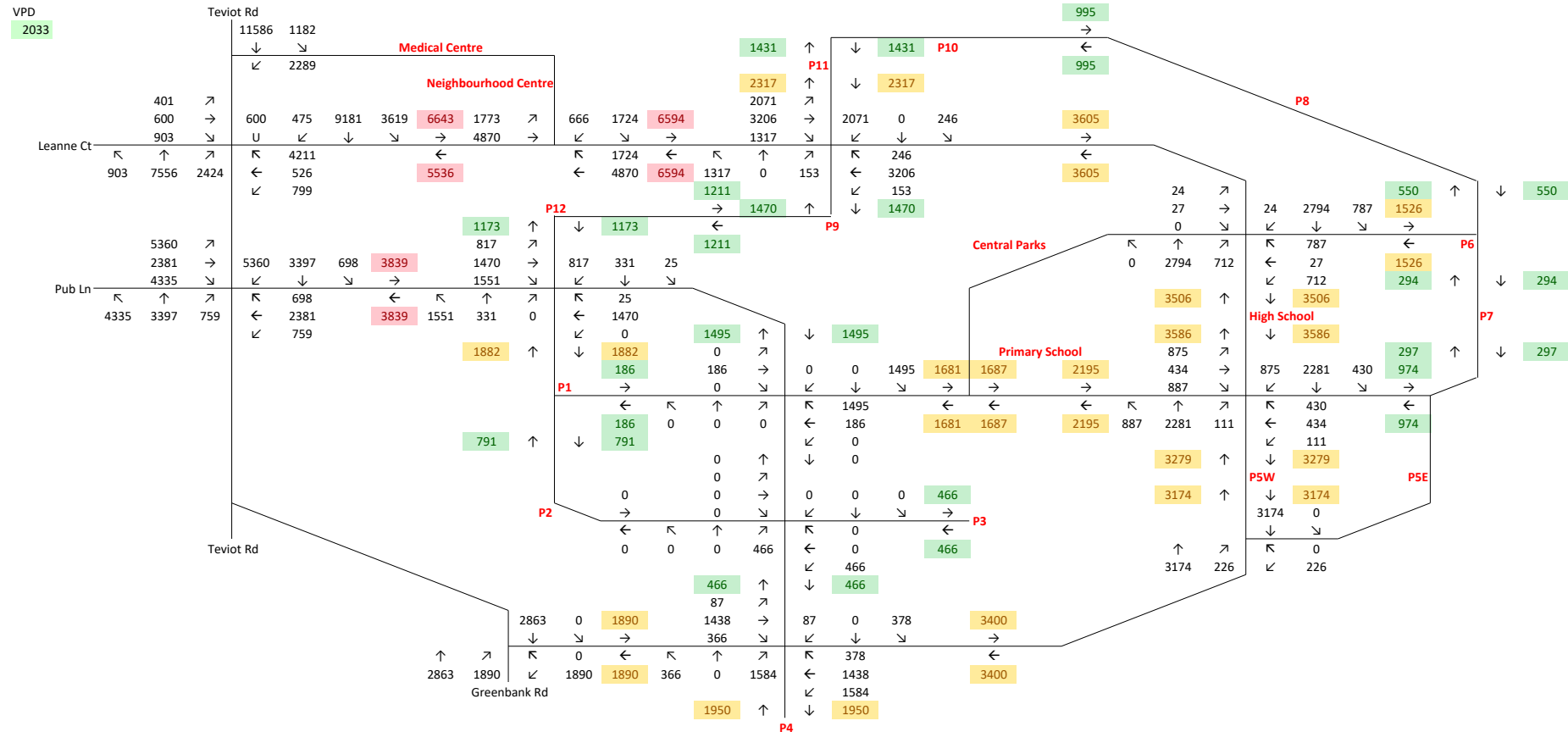
Unattended Noise Measurements Wednesday 18 March 2020



Unattended Noise Measurements Thursday 19 March 2020

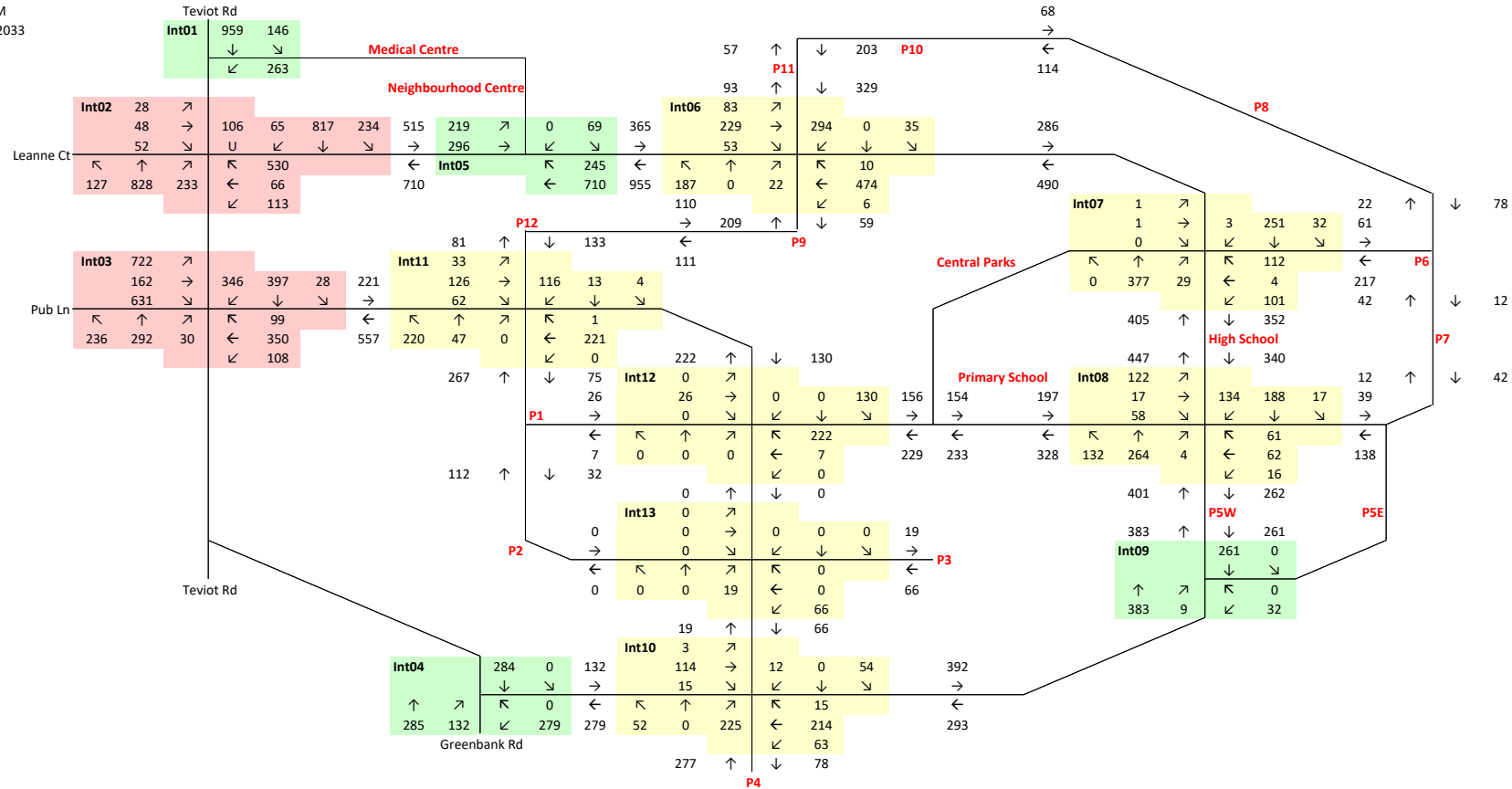


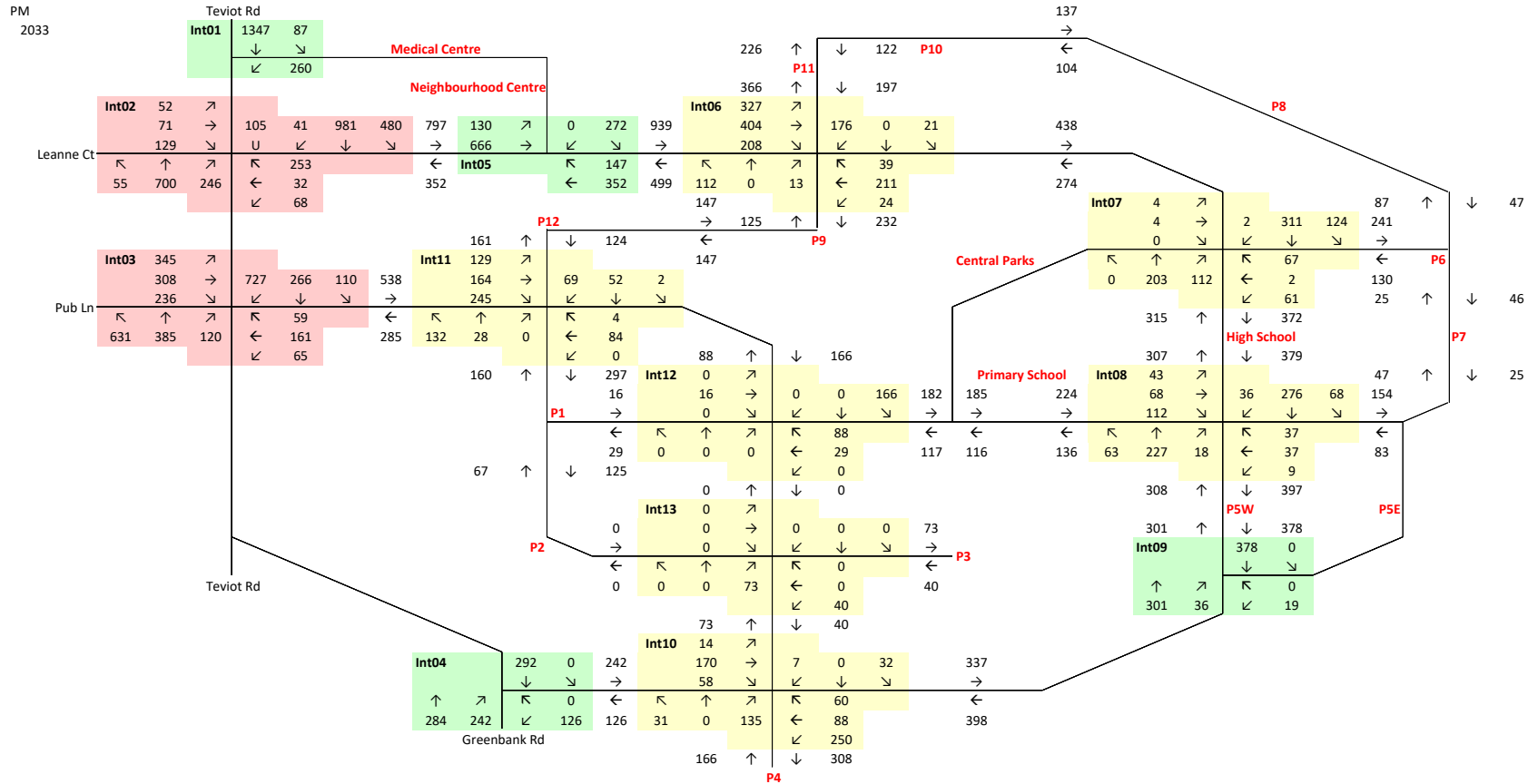
Appendix E – Traffic volumes, 2044



Greenbank Drive access	Y
P1	365 100%
P2	226 100%
P3	133 100%
P4	557 100%
P5W	48 100%
P6	195 100%
P7	169 100%
P8	286 100%
P9	423 100%
P10	280 100%
P11	253 100%
P12	143 100%
P5E	258 100%
Primary	1400 100%
Medical	8000 100%
Retail	8000 100%
Secondary	1800 100%
Background	Y

AM
2033





Appendix F – Traffic noise levels – Grid Noise Maps



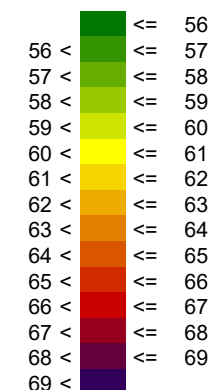
ATP230238

Everleigh, Greenbank - RoL 7

Traffic Noise Modelling
Year 2044

Ground Floor Private Open Spaces
Residential Lots
(1.5m AGL)

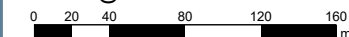
Traffic noise level
Free field
 $L_{10}(18hr)dB(A)$



Legend

- Limit line - 60dB(A) criteria
- Road noise emission line
- Road surface
- Building
- Auxiliary building
- * Private open space

SCALE @ A4 1:4000



Grid Spacing: 3m
Project Engineer: Aldrich Ang
Created: 4/03/2026
Processed with SoundPLAN 9.1



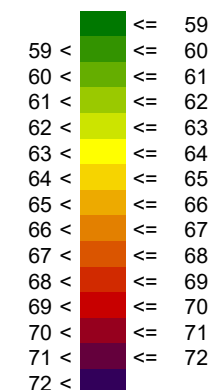
ATP230238

Everleigh, Greenbank - RoL 7

Traffic Noise Modelling Year 2044

Ground Floor Residential Lots (1.8m AGL)

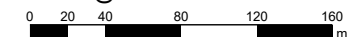
Traffic noise level
Facade adjusted
 $L_{10(18hr)}dB(A)$



Legend

- Limit line - 63dB(A) criteria
- Road noise emission line
- Road surface
- Building
- Auxiliary building
- * Private open space

SCALE @ A4 1:4000



Grid Spacing: 3m
Project Engineer: Aldrich Ang
Created: 4/03/2026
Processed with SoundPLAN 9.1



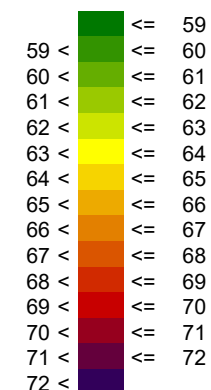
ATP230238

Everleigh, Greenbank - RoL 7

Traffic Noise Modelling Year 2044

First Floor Residential Lots (4.6m AGL)

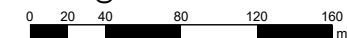
Traffic noise level
Facade adjusted
L_{10(18hr)}dB(A)



Legend

- Limit line - 63dB(A)
- Road noise emission line
- Road surface
- Building
- Auxiliary building
- * Private open space

SCALE @ A4 1:4000



Grid Spacing: 3m
Project Engineer: Aldrich Ang
Created: 4/03/2026
Processed with SoundPLAN 9.1

