



Flagstone Development, Context Area 5 (CA5) North, Stages 16-20

Road Traffic Noise Intrusion Assessment

Peet Flagstone City Pty Ltd

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Brisbane QLD 4000

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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 to conduct a road traffic noise intrusion assessment for the Flagstone Context Area 5 North, Stages 16-20 (CA5 North).

The purpose of this assessment is to present a set of preliminary noise prediction results including Queensland Development Code Mandatory Part 4.4 – *Buildings in a Transport Noise Corridor* (QDC MP4.4) Noise Categories for the development lots, following detailed noise modelling of the Digital Elevation Model (DEM) of the Project site, the Preliminary Reconfiguration of Lot (ROL) Layout (reproduced in **Appendix A**) and the road traffic volume forecasts for the period coinciding with 10 years after the estimated project completion of 2030.

Results of noise intrusion predictions are presented in this report with and without the implementation of 2.0m height noise barriers to demonstrate the achievable noise reductions using reasonable and feasible road traffic noise mitigation measures.

Applicable Noise Categories (NC) as per the QDC MP4.4 were subsequently derived from the noise predictions for each lot with and without the aforementioned noise barriers.

The outcomes presented in this report are based on the inputs available at the time of this assessment and are subject to change as the project design progresses; therefore, the objective of this report is to support the application for ROL by assessing the effectiveness of noise barriers and the likely residual QDC MP4.4 Noise Categories applicable to the dwellings.

The following Codes 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).
- Queensland Development Code Mandatory Part 4.4 (QDC MP4.4) – *Buildings in a Transport Noise Corridor*.

Supporting material:

- UK Department of Transport Welsh Office - *Calculation of Road Traffic Noise* 1988 (CoRTN)

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



2.0 Noise Assessment Criteria

Flagstone CA5 North will be part of the Greater Flagstone Urban Development Area (UDA) and 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.

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 CA5 North roads carrying relevant volumes of traffic, as CA5 North pertains the same PDA.

Table 1 PDA Development Condition 35

Condition	Timing
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. 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. 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. Note: an acoustic report may address the acoustic needs of multiple stages/sub-stages in one report.	a) Prior to the commencement of site works for the relevant sub-stage.
b) Construct barrier(s) works generally in accordance with the certified plans submitted under part a) of this condition.	b) Prior to survey plan endorsement for each relevant sub-stage.
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.	c) Prior to survey plan endorsement for each relevant sub-stage.
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.	



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, 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.

QDC MP4.4 also 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 R_w values relevant to 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	



Noise Category	Transport Noise Level, Facade Corrected	Minimum Transport Noise Reduction for Habitable Rooms	Building External Envelope Component	Minimum Rw Required for Each Component	
			Entry doors	33	
2	Road traffic noise 63 – 67 dBA LA10(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 LA10(18hour)	25 dBA
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 CA5 North site and surrounding roads, incorporating the latest terrain and Lot plan layouts. The model was developed within SoundPLAN v8.2 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 *TMR CoP Vol 1 (2013)*.
- Terrain elevation - Digital Elevation Model (DEM) built from:
 - *Flag CA5 North DA - Design Tin in GDA 2020 - 26 03 2026.dwg* (earthworks model supplied by the Project civil consultant).
 - *New Beith Road - Design Tin in GDA 2020 - 31 03 2026.dwg* (preliminary road design of North-South Arterial, A.K.A New Beith Road).
 - 3D LiDAR file representing existing ground elevation contours outside the study area obtained from a QLD Government website.
- Project Concept Plans:
 - *110056-691E CA5_North Lot Layout_DRAFT ROL.pdf*
 - *Flag CA5 - Lots in GDA 2020 - 27 03 2026.dwg*
- Noise barriers – 2.0m high noise barriers have been considered in various places to reduce road traffic noise levels. There are retaining walls along lot boundaries in some locations, as provided in the DEM 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 **Table 4**.

It is noted that where the retaining wall design or road and lot elevations change, a revised acoustic assessment is required.

- Road traffic volumes - Provided by the traffic consultant for the 10-year after estimated construction completion date of 2030.
- 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 the general principles outlined in *TMR 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 have been provided as the closest traffic volume estimate for the 10-year after the Context Area 5 North completion year of 2030.



The 18-hour traffic volume has been further estimated from the Vehicles Per Day (VPD) traffic volume provided by the project consultant assuming 94% of traffic occurs between 6am and 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 of 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 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.

Table 3 2041 Road Traffic Forecasts

Road	Segment	Vehicles per day (two-way traffic)	18hr traffic volume estimate	% Heavy Vehicles	Posted Speed, Km/h
North-South Arterial (New Beith Road)	North of Road 3	15,080	14,175	2.1	70
	South of Road 3	18,669	17,549	1.5	70
Road 1	Trunk Connector Road (no name)	3,119	2,932	1.0	60
Road 2	Neighbourhood Connector Road (no name)	2,647	2,488	0.7	60
Road 3	(no name)	5,784	5,436	0.8	50

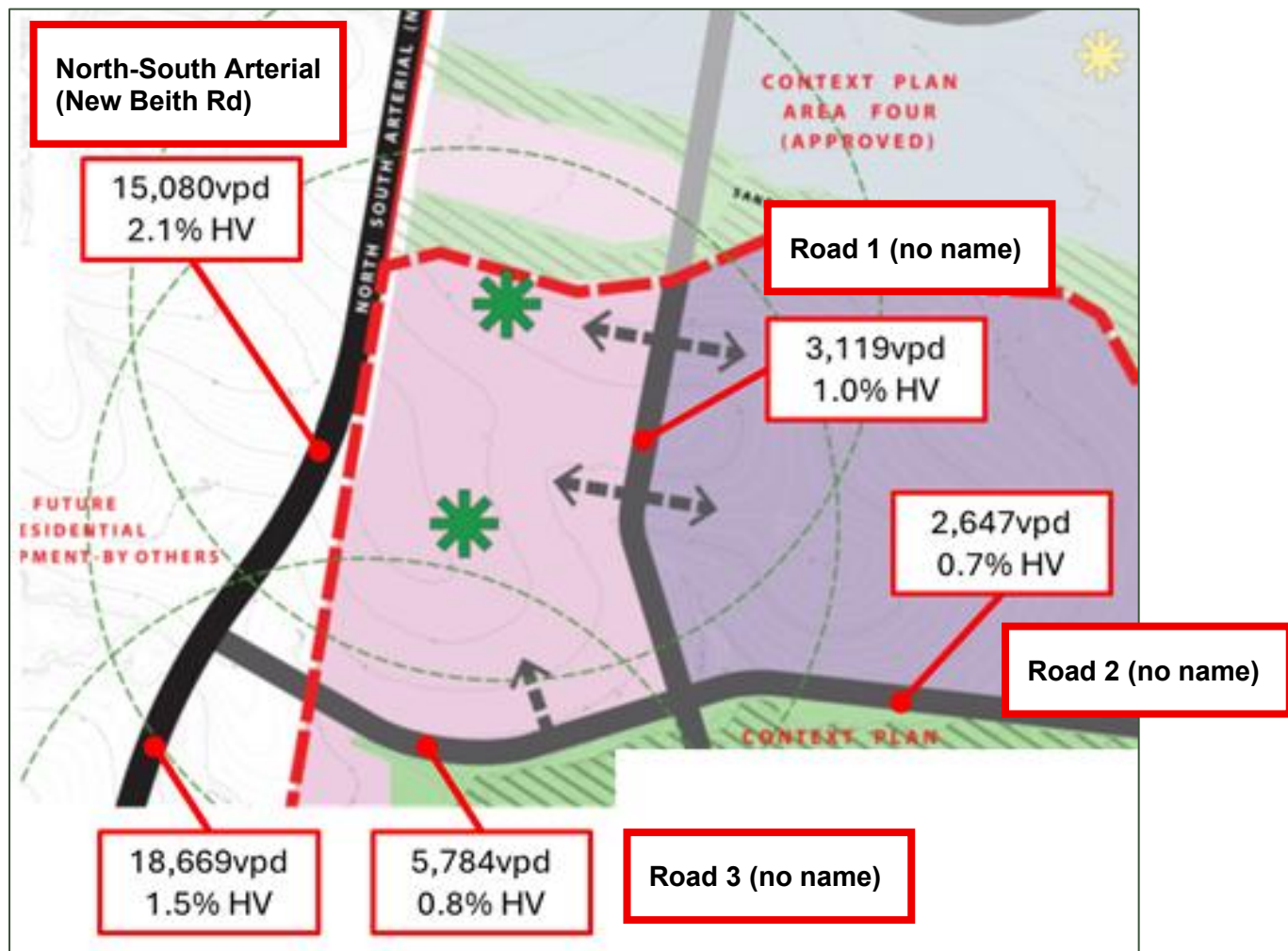
3.1.1 Road Traffic Noise Model Verification

It is acknowledged that, according to the *TMR CoP Vol 1 (2013)*, 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 predictions using CoRTN typically result in conservative predictions of road traffic noise levels at receptors.



Figure 1 2041 Traffic Volume Estimates (Source: Project traffic consultant)



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 LA_{10(18hour)} 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 CA5 North, 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 barriers.

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

Table 4 presents an extract of **Table C-1** (refer **Appendix C**) showing QDC MP4.4 Categories applicable to the first row (i.e. most exposed) lots within the CA5 North project area, adjacent to the assessed roads, 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 levels – “with” and “without” noise mitigation, i.e. noise barriers. The modelled ground elevation at the approximate centre of the lot, 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	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			
6001	GF	493485.66	6923471.86	57.9	2	0	58.0	57.4	Fill
6001	FF	493485.66	6923471.86	57.9	2	2	58.0	57.4	Fill
6002	GF	493488.43	6923489.80	57.9	2	0	58.0	57.1	Fill
6002	FF	493488.43	6923489.80	57.9	2	2	58.0	57.1	Fill
6003	GF	493493.08	6923514.61	58.0	2	0	58.1	56.6	Fill
6003	FF	493493.08	6923514.61	58.0	2	2	58.1	56.6	Fill
6071	GF	493147.95	6923630.60	66.9	2	0	68.9	68.2	Cut
6071	FF	493147.95	6923630.60	66.9	3	0	68.9	68.2	Cut
6072	GF	493144.27	6923607.88	66.9	2	0	69.0	67.4	Cut



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			
6072	FF	493144.27	6923607.88	66.9	3	0	69.0	67.4	Cut
6073	GF	493142.01	6923594.82	66.9	2	0	68.9	67.0	Cut
6073	FF	493142.01	6923594.82	66.9	3	0	68.9	67.0	Cut
6074	GF	493139.88	6923582.50	66.7	2	0	68.5	66.5	Fill
6074	FF	493139.88	6923582.50	66.7	3	0	68.5	66.5	Fill
6075	GF	493137.63	6923569.45	66.4	2	0	68.2	66.0	Fill
6075	FF	493137.63	6923569.45	66.4	3	0	68.2	66.0	Fill
6076	GF	493135.38	6923556.39	66.0	2	0	67.5	65.6	Fill
6076	FF	493135.38	6923556.39	66.0	3	0	67.5	65.6	Fill
6077	GF	493133.12	6923543.33	65.6	3	0	66.6	65.3	Fill
6077	FF	493133.12	6923543.33	65.6	3	0	66.6	65.3	Fill
6078	GF	493129.44	6923522.00	65.4	3	0	65.6	65.0	Fill
6078	FF	493129.44	6923522.00	65.4	3	0	65.6	65.0	Fill
6079	GF	493460.98	6923296.29	60.3	2	0	61.4	61.1	Cut
6079	FF	493460.98	6923296.29	60.3	2	0	61.4	61.1	Cut
6102	GF	493453.08	6923276.85	61.8	2	0	62.2	62.0	Cut
6102	FF	493453.08	6923276.85	61.8	2	0	62.2	62.0	Cut
6103	GF	493450.26	6923260.49	62.9	2	0	63.0	62.9	Fill
6103	FF	493450.26	6923260.49	62.9	2	0	63.0	62.9	Fill
6104	GF	493447.71	6923245.71	63.9	2	0	64.0	63.5	Fill
6104	FF	493447.71	6923245.71	63.9	2	0	64.0	63.5	Fill
6105	GF	493445.45	6923232.66	64.2	2	0	64.4	64.2	Fill
6105	FF	493445.45	6923232.66	64.2	2	0	64.4	64.2	Fill
6106	GF	493443.33	6923220.34	64.6	2	0	64.7	64.8	Cut
6106	FF	493443.33	6923220.34	64.6	2	0	64.7	64.8	Cut
6107	GF	493441.37	6923209.01	65.3	2	0	65.4	65.4	Cut
6107	FF	493441.37	6923209.01	65.3	2	0	65.4	65.4	Cut
6108	GF	493439.58	6923198.66	66.0	2	0	66.1	65.9	Fill
6108	FF	493439.58	6923198.66	66.0	2	0	66.1	65.9	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			
6109	GF	493437.63	6923187.33	66.7	2	0	66.8	66.4	Fill
6109	FF	493437.63	6923187.33	66.7	2	0	66.8	66.4	Fill
6110	GF	493435.37	6923174.27	67.3	2	0	67.5	66.7	Fill
6110	FF	493435.37	6923174.27	67.3	2	0	67.5	66.7	Fill
6111	GF	493433.12	6923161.21	67.9	2	0	68.1	67.0	Fill
6111	FF	493433.12	6923161.21	67.9	2	0	68.1	67.0	Fill
6112	GF	493431.16	6923149.88	68.3	2	0	68.5	67.1	Fill
6112	FF	493431.16	6923149.88	68.3	2	0	68.5	67.1	Fill
6113	GF	493429.38	6923139.53	68.5	2	0	68.7	67.1	Fill
6113	FF	493429.38	6923139.53	68.5	2	0	68.7	67.1	Fill
6114	GF	493427.42	6923128.20	68.5	2	0	68.7	67.1	Fill
6114	FF	493427.42	6923128.20	68.5	2	0	68.7	67.1	Fill
6115	GF	493425.46	6923116.87	68.5	2	0	68.7	66.8	Fill
6115	FF	493425.46	6923116.87	68.5	2	0	68.7	66.8	Fill
6116	GF	493423.68	6923106.52	68.4	2	0	68.6	66.6	Fill
6116	FF	493423.68	6923106.52	68.4	2	0	68.6	66.6	Fill
6117	GF	493421.72	6923095.19	67.6	2	0	67.8	66.2	Fill
6117	FF	493421.72	6923095.19	67.6	2	0	67.8	66.2	Fill
6118	GF	493419.42	6923081.89	66.7	2	0	66.8	65.7	Fill
6118	FF	493419.42	6923081.89	66.7	2	0	66.8	65.7	Fill
6119	GF	493420.86	6923060.20	64.2	2	0	64.8	64.7	Cut
6119	FF	493420.86	6923060.20	64.2	2	0	64.8	64.7	Cut
6264	GF	493107.08	6923371.54	66.2	2	0	67.1	69.6	Cut
6264	FF	493107.08	6923371.54	66.2	3	0	67.1	69.6	Cut
6265	GF	493104.74	6923357.37	66.2	1	0	68.2	70.5	Cut
6265	FF	493104.74	6923357.37	66.2	3	0	68.2	70.5	Cut
6266	GF	493102.62	6923345.05	66.8	1	0	69.0	71.1	Cut
6266	FF	493102.62	6923345.05	66.8	3	0	69.0	71.1	Cut
6267	GF	493100.66	6923333.72	67.3	1	0	69.7	71.7	Cut



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			
6267	FF	493100.66	6923333.72	67.3	3	0	69.7	71.7	Cut
6268	GF	493098.87	6923323.37	68.0	1	0	70.4	72.2	Cut
6268	FF	493098.87	6923323.37	68.0	3	0	70.4	72.2	Cut
6269	GF	493096.92	6923312.04	68.6	2	0	70.9	72.6	Cut
6269	FF	493096.92	6923312.04	68.6	3	0	70.9	72.6	Cut
6270	GF	493094.79	6923299.72	69.3	2	0	71.6	73.2	Cut
6270	FF	493094.79	6923299.72	69.3	3	0	71.6	73.2	Cut
6271	GF	493092.54	6923286.67	70.1	2	0	72.4	73.6	Cut
6271	FF	493092.54	6923286.67	70.1	3	0	72.4	73.6	Cut
6272	GF	493090.28	6923273.61	70.9	2	0	73.3	74.0	Cut
6272	FF	493090.28	6923273.61	70.9	3	0	73.3	74.0	Cut
6273	GF	493088.16	6923261.29	71.6	2	0	73.8	74.3	Cut
6273	FF	493088.16	6923261.29	71.6	3	0	73.8	74.3	Cut
6274	GF	493086.20	6923249.96	72.3	2	0	74.4	74.5	Cut
6274	FF	493086.20	6923249.96	72.3	3	0	74.4	74.5	Cut
6275	GF	493084.41	6923239.61	72.7	2	0	75.2	74.7	Cut
6275	FF	493084.41	6923239.61	72.7	3	0	75.2	74.7	Cut
6276	GF	493082.46	6923228.28	73.2	1	0	75.8	74.9	Cut
6276	FF	493082.46	6923228.28	73.2	3	0	75.8	74.9	Cut
6277	GF	493080.33	6923215.96	73.7	1	0	76.6	75.0	Cut
6277	FF	493080.33	6923215.96	73.7	3	0	76.6	75.0	Cut
6278	GF	493078.08	6923202.91	74.1	1	0	77.3	75.1	Cut
6278	FF	493078.08	6923202.91	74.1	3	0	77.3	75.1	Cut
6279	GF	493075.82	6923189.85	74.6	1	0	77.6	75.1	Cut
6279	FF	493075.82	6923189.85	74.6	3	0	77.6	75.1	Cut
6280	GF	493073.69	6923177.53	75.1	1	0	78.0	75.0	Fill
6280	FF	493073.69	6923177.53	75.1	3	0	78.0	75.0	Fill
6281	GF	493071.74	6923166.20	75.3	1	0	78.3	74.9	Fill
6281	FF	493071.74	6923166.20	75.3	3	0	78.3	74.9	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			
6282	GF	493069.95	6923155.85	75.9	1	0	78.4	74.8	Fill
6282	FF	493069.95	6923155.85	75.9	3	0	78.4	74.8	Fill
6283	GF	493067.99	6923144.52	76.0	1	0	78.3	74.6	Fill
6283	FF	493067.99	6923144.52	76.0	3	0	78.3	74.6	Fill
6284	GF	493065.87	6923132.20	76.2	2	0	78.1	74.4	Fill
6284	FF	493065.87	6923132.20	76.2	3	0	78.1	74.4	Fill
6285	GF	493063.61	6923119.15	76.2	2	0	77.7	74.1	Fill
6285	FF	493063.61	6923119.15	76.2	3	0	77.7	74.1	Fill
6286	GF	493061.06	6923104.36	76.0	2	0	77.3	73.7	Fill
6286	FF	493061.06	6923104.36	76.0	2	0	77.3	73.7	Fill
6287	GF	493046.03	6923074.19	75.8	2	0	75.8	72.3	Fill
6287	FF	493046.03	6923074.19	75.8	2	0	75.8	72.3	Fill
6302	GF	493041.64	6923048.75	73.4	1	0	74.8	71.2	Fill
6302	FF	493041.64	6923048.75	73.4	2	0	74.8	71.2	Fill
6303	GF	493042.63	6923011.72	72.4	1	0	73.2	69.1	Fill
6303	FF	493042.63	6923011.72	72.4	2	0	73.2	69.1	Fill
6304	GF	493040.07	6922996.94	71.9	1	0	72.4	68.3	Fill
6304	FF	493040.07	6922996.94	71.9	2	0	72.4	68.3	Fill
6305	GF	493037.82	6922983.88	71.4	1	0	71.8	67.6	Fill
6305	FF	493037.82	6922983.88	71.4	2	0	71.8	67.6	Fill
6306	GF	493035.69	6922971.56	70.9	1	0	71.3	66.8	Fill
6306	FF	493035.69	6922971.56	70.9	1	0	71.3	66.8	Fill
6307	GF	493033.74	6922960.23	70.3	1	0	70.6	66.3	Fill
6307	FF	493033.74	6922960.23	70.3	1	0	70.6	66.3	Fill
6308	GF	493031.95	6922949.89	69.8	1	0	70.0	65.9	Fill
6308	FF	493031.95	6922949.89	69.8	1	0	70.0	65.9	Fill
6309	GF	493029.99	6922938.55	69.2	1	0	69.4	65.7	Fill
6309	FF	493029.99	6922938.55	69.2	1	0	69.4	65.7	Fill
6310	GF	493027.87	6922926.24	68.6	1	0	68.7	65.4	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			
6310	FF	493027.87	6922926.24	68.6	1	0	68.7	65.4	Fill
6311	GF	493025.61	6922913.18	68.0	1	0	68.2	65.2	Fill
6311	FF	493025.61	6922913.18	68.0	1	0	68.2	65.2	Fill
6312	GF	493023.36	6922900.12	67.4	1	0	67.6	65.2	Fill
6312	FF	493023.36	6922900.12	67.4	1	0	67.6	65.2	Fill
6313	GF	493021.23	6922887.80	66.7	1	0	66.9	65.4	Fill
6313	FF	493021.23	6922887.80	66.7	1	0	66.9	65.4	Fill
6314	GF	493019.27	6922876.47	66.0	1	0	66.2	65.5	Fill
6314	FF	493019.27	6922876.47	66.0	1	0	66.2	65.5	Fill
6315	GF	493017.49	6922866.13	65.2	1	0	65.4	65.6	Cut
6315	FF	493017.49	6922866.13	65.2	1	0	65.4	65.6	Cut
6316	GF	493013.18	6922847.56	64.2	1	0	64.4	63.0	Fill
6316	FF	493013.18	6922847.56	64.2	1	0	64.4	63.0	Fill
6317	GF	493016.58	6922831.56	63.7	1	0	63.9	61.3	Fill
6317	FF	493016.58	6922831.56	63.7	1	0	63.9	61.3	Fill
6318	GF	493020.31	6922821.74	63.1	1	0	63.3	60.2	Fill
6318	FF	493020.31	6922821.74	63.1	2	0	63.3	60.2	Fill
6319	GF	493024.39	6922810.99	62.8	2	0	63.0	59.8	Fill
6319	FF	493024.39	6922810.99	62.8	2	0	63.0	59.8	Fill
6320	GF	493028.48	6922800.24	62.7	2	0	62.9	60.0	Fill
6320	FF	493028.48	6922800.24	62.7	2	0	62.9	60.0	Fill
6321	GF	493036.10	6922784.97	62.4	2	0	62.4	59.9	Fill
6321	FF	493036.10	6922784.97	62.4	2	0	62.4	59.9	Fill
6322	GF	493054.75	6922778.37	62.2	2	0	62.3	59.6	Fill
6322	FF	493054.75	6922778.37	62.2	2	0	62.3	59.6	Fill
6323	GF	493062.11	6922775.15	62.1	2	0	62.2	59.5	Fill
6323	FF	493062.11	6922775.15	62.1	2	0	62.2	59.5	Fill
6324	GF	493068.75	6922771.38	62.1	2	0	62.1	59.5	Fill
6324	FF	493068.75	6922771.38	62.1	2	0	62.1	59.5	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			
6325	GF	493075.87	6922768.01	62.0	2	0	62.1	59.4	Fill
6325	FF	493075.87	6922768.01	62.0	2	0	62.1	59.4	Fill
6326	GF	493082.64	6922765.25	62.0	2	0	62.0	59.4	Fill
6326	FF	493082.64	6922765.25	62.0	2	0	62.0	59.4	Fill
6327	GF	493090.28	6922762.21	61.9	2	0	62.0	59.5	Fill
6327	FF	493090.28	6922762.21	61.9	2	0	62.0	59.5	Fill
6495	GF	493409.98	6923008.94	63.9	2	0	64.1	62.6	Fill
6495	FF	493409.98	6923008.94	63.9	2	0	64.1	62.6	Fill
6496	GF	493413.34	6922997.95	63.8	2	0	63.9	62.0	Fill
6496	FF	493413.34	6922997.95	63.8	2	0	63.9	62.0	Fill
6497	GF	493416.42	6922987.91	63.6	2	0	63.7	61.6	Fill
6497	FF	493416.42	6922987.91	63.6	2	0	63.7	61.6	Fill
6498	GF	493419.27	6922978.58	63.4	2	0	63.6	61.2	Fill
6498	FF	493419.27	6922978.58	63.4	2	0	63.6	61.2	Fill
6499	GF	493421.69	6922970.70	63.3	2	0	63.4	61.0	Fill
6499	FF	493421.69	6922970.70	63.3	2	0	63.4	61.0	Fill
6500	GF	493423.88	6922963.52	63.1	2	0	63.3	60.7	Fill
6500	FF	493423.88	6922963.52	63.1	2	0	63.3	60.7	Fill
6501	GF	493426.30	6922955.64	62.9	2	0	63.0	60.5	Fill
6501	FF	493426.30	6922955.64	62.9	2	0	63.0	60.5	Fill
6502	GF	493429.45	6922945.36	62.7	2	0	62.8	60.2	Fill
6502	FF	493429.45	6922945.36	62.7	2	0	62.8	60.2	Fill
6503	GF	493433.11	6922933.40	62.5	2	0	62.6	60.0	Fill
6503	FF	493433.11	6922933.40	62.5	2	0	62.6	60.0	Fill
6504	GF	493436.99	6922920.74	62.3	2	0	62.4	59.9	Fill
6504	FF	493436.99	6922920.74	62.3	2	0	62.4	59.9	Fill
6505	GF	493440.87	6922908.07	62.1	2	0	62.2	59.7	Fill
6505	FF	493440.87	6922908.07	62.1	2	0	62.2	59.7	Fill
6506	GF	493444.53	6922896.11	61.7	2	0	61.9	59.6	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			
6506	FF	493444.53	6922896.11	61.7	2	0	61.9	59.6	Fill
6507	GF	493447.68	6922885.84	61.4	2	0	61.5	59.5	Fill
6507	FF	493447.68	6922885.84	61.4	2	0	61.5	59.5	Fill
6508	GF	493450.09	6922877.95	61.0	2	0	61.2	59.4	Fill
6508	FF	493450.09	6922877.95	61.0	2	0	61.2	59.4	Fill
6509	GF	493452.29	6922870.78	60.9	2	0	61.1	59.2	Fill
6509	FF	493452.29	6922870.78	60.9	2	0	61.1	59.2	Fill
6510	GF	493454.70	6922862.89	60.7	2	0	60.9	58.9	Fill
6510	FF	493454.70	6922862.89	60.7	2	0	60.9	58.9	Fill
6511	GF	493457.85	6922852.61	60.5	2	0	60.6	58.6	Fill
6511	FF	493457.85	6922852.61	60.5	2	0	60.6	58.6	Fill
6512	GF	493461.51	6922840.66	60.3	2	0	60.5	58.0	Fill
6512	FF	493461.51	6922840.66	60.3	2	0	60.5	58.0	Fill
6513	GF	493465.17	6922828.70	59.7	2	0	59.8	57.6	Fill
6513	FF	493465.17	6922828.70	59.7	2	0	59.8	57.6	Fill
6514	GF	493469.21	6922815.52	59.1	2	0	59.2	57.0	Fill
6514	FF	493469.21	6922815.52	59.1	2	0	59.2	57.0	Fill
6515	GF	493479.03	6922796.21	57.0	2	0	57.0	55.9	Fill
6515	FF	493479.03	6922796.21	57.0	2	0	57.0	55.9	Fill



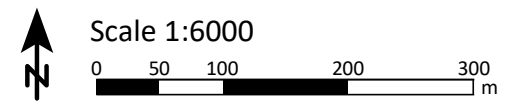


Flagstone Context Area 5 North Road Traffic Noise Impact Assessment



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





Flagstone Context Area 5 North Road Traffic Noise Impact Assessment



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

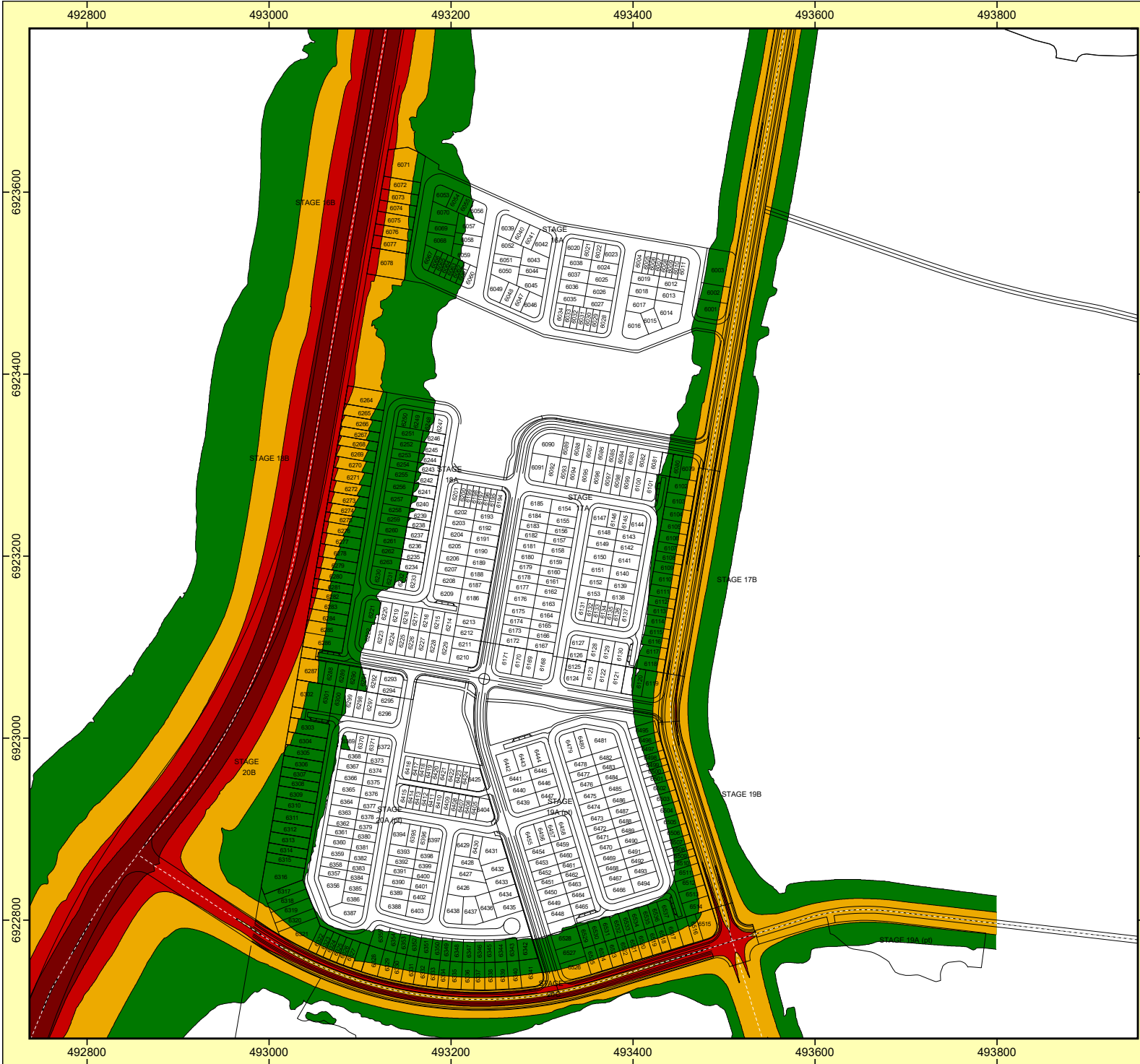
Signs and symbols

2.0m high Noise Barrier



Scale 1:6000





Flagstone Context Area 5 North
Road Traffic Noise Impact Assessment



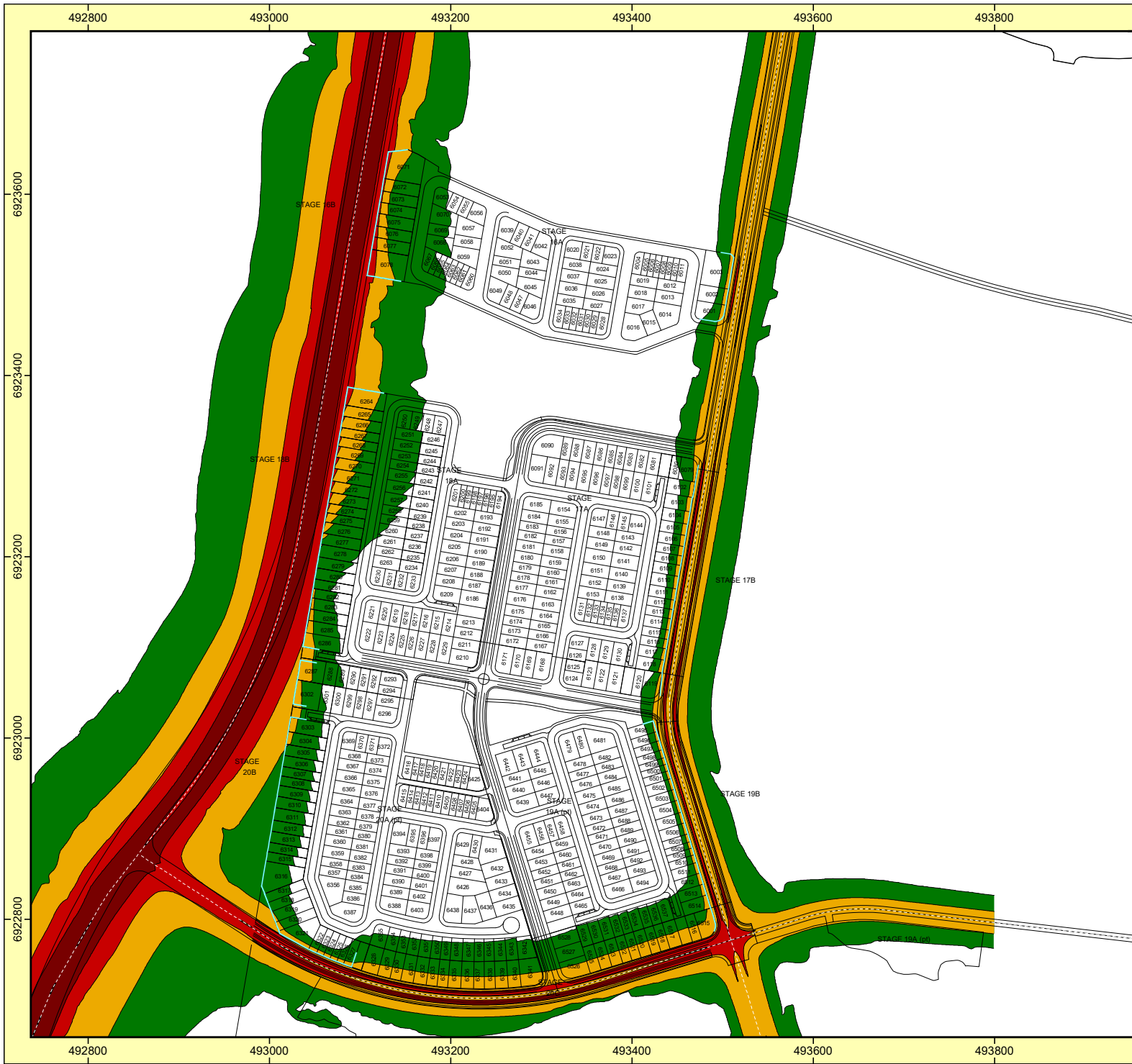
Figure 4 - QDC MP4.4 Noise Categories
2041 Road Traffic Noise Levels
First floor noise prediction at 4.6m above
the ground without noise barriers

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



Scale 1:6000





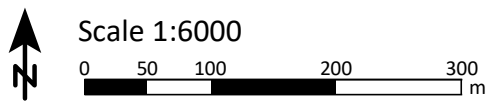
Flagstone Context Area 5 North Road Traffic Noise Impact Assessment



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



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 6**.

- 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 4**.

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):
 - 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**). The noise barriers must be built to the minimum height of 2.0m as assessed in this report.
 - 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.



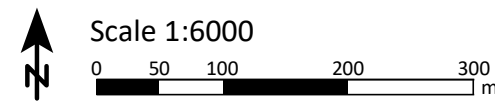


Flagstone Context Area 5 North
Road Traffic Noise Impact Assessment



Figure 6
Recommended Noise Barriers

Signs and symbols
— 2.0m high Noise Barrier



5.2 QDC MP4.4 Noise Category requirements

QDC MP4.4 Categories applicable to the relevant lots pertaining the assessed CA5 North stages 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 CA5 North is provided in **Table C-1 (Appendix C)**.

The R_w 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 R_w 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 R_w 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 5, Stages 16-20 (CA5 North).

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 (*TMR CoP Vol 1 (2013)*).

A computational noise model was developed to predict future road traffic noise levels from roads that will be built as part of the Flagstone development and are considered noise relevant.

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

- The location of the modelled 2.0 m high noise barriers is shown in **Figure 6**.
- 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 4**.

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):
 - 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**). The noise barriers must be built to the minimum height of 2.0m as assessed in this report.
 - 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.

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 the CA5 North stages 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 CA5 North (Stages 16-20) Preliminary ROL Lot Layout

Flagstone Development, Context Area 5 (CA5) North, Stages 16-20

Road Traffic Noise Intrusion Assessment

Peet Flagstone City Pty Ltd

SLR Project No.: 620.043287.00003

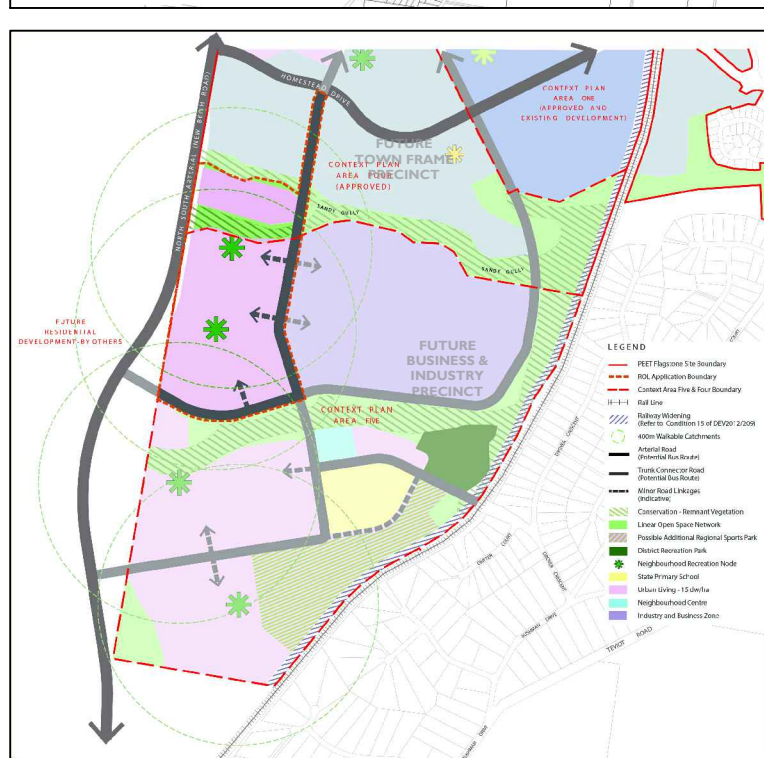
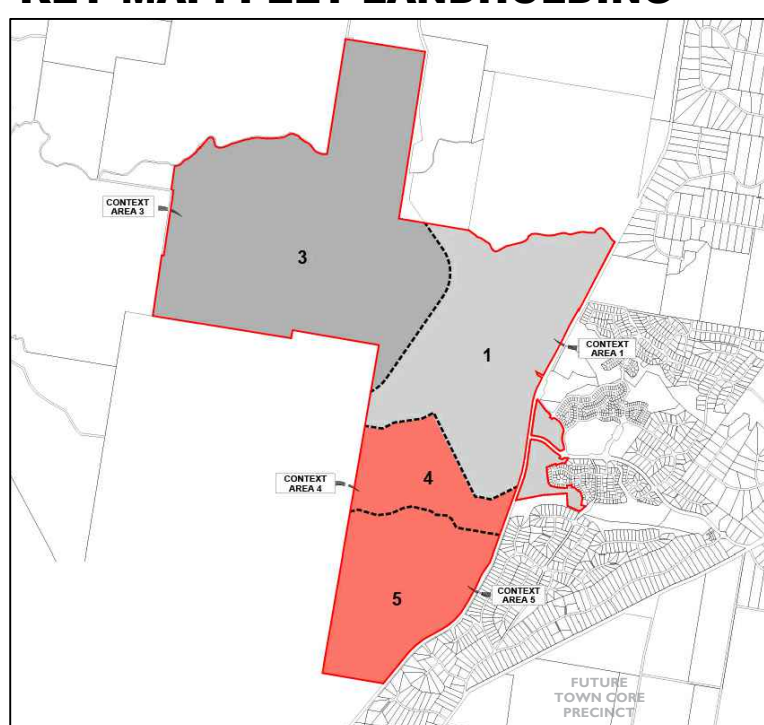
8 May 2026



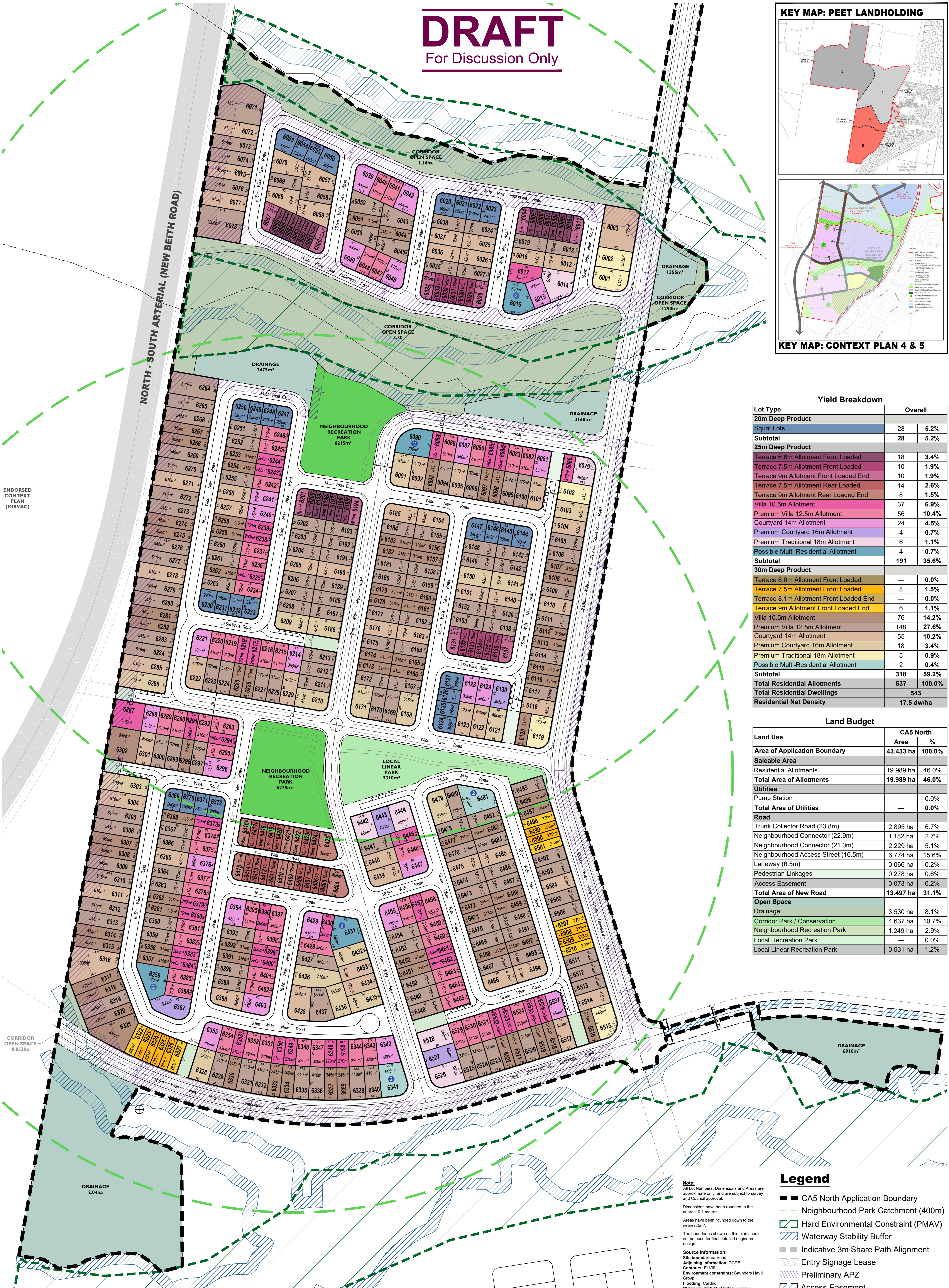
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For Discussion Only

KEY MAP: PEET LANDHOLDING



KEY MAP: CONTEXT PLAN 4 & 5



ENDORSED
CONTEXT
PLAN
(MIRVAC)

Yield Breakdown

Lot Type	Overall	
20m Deep Product		
Squat Lots	28	5.2%
Subtotal	28	5.2%
25m Deep Product		
Terrace 6.5m Allotment Front Loaded	18	3.4%
Terrace 7.5m Allotment Front Loaded	10	1.9%
Terrace 9m Allotment Front Loaded End	10	1.9%
Terrace 7.5m Allotment Rear Loaded	14	2.6%
Terrace 9m Allotment Rear Loaded End	8	1.5%
Villa 10.5m Allotment	37	6.9%
Premium Villa 12.5m Allotment	56	10.4%
Courtyard 14m Allotment	24	4.5%
Premium Courtyard 16m Allotment	4	0.7%
Premium Traditional 18m Allotment	6	1.1%
Possible Multi-Residential Allotment	4	0.7%
Subtotal	191	35.8%
30m Deep Product		
Terrace 6.5m Allotment Front Loaded	—	0.0%
Terrace 7.5m Allotment Front Loaded	8	1.5%
Terrace 8.1m Allotment Front Loaded End	—	0.0%
Terrace 9m Allotment Front Loaded End	6	1.1%
Villa 10.5m Allotment	76	14.2%
Premium Villa 12.5m Allotment	148	27.6%
Courtyard 14m Allotment	55	10.2%
Premium Courtyard 16m Allotment	18	3.4%
Premium Traditional 18m Allotment	5	0.9%
Possible Multi-Residential Allotment	2	0.4%
Subtotal	318	59.2%
Total Residential Allotments	537	100.0%
Total Residential Dwellings	543	
Residential Net Density	17.5 dw/ha	

Land Budget

Land Use	CA5 North	
	Area	%
Area of Application Boundary	43.433 ha	100.0%
Saleable Area		
Residential Allotments	19.989 ha	46.0%
Total Area of Allotments	19.989 ha	46.0%
Utilities		
Pump Station	—	0.0%
Total Area of Utilities	—	0.0%
Road		
Trunk Collector Road (23.8m)	2.895 ha	6.7%
Neighbourhood Connector (22.9m)	1.182 ha	2.7%
Neighbourhood Connector (21.0m)	2.229 ha	5.1%
Neighbourhood Access Street (16.5m)	6.774 ha	15.6%
Lane (6.5m)	0.066 ha	0.2%
Pedestrian Linkages	0.278 ha	0.6%
Access Easement	0.073 ha	0.2%
Total Area of New Road	13.497 ha	31.1%
Open Space		
Drainage	3.530 ha	8.1%
Corridor Park / Conservation	4.637 ha	10.7%
Neighbourhood Recreation Park	1.249 ha	2.9%
Local Recreation Park	—	0.0%
Local Linear Recreation Park	0.531 ha	1.2%

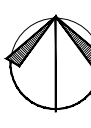
Legend

- CA5 North Application Boundary
- Neighbourhood Park Catchment (400m)
- Hard Environmental Constraint (PMAV)
- Waterway Stability Buffer
- Indicative 3m Share Path Alignment
- Entry Signage Lease
- Preliminary APZ
- Access Easement

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: DCDB
Contours: ELVIS
Environment constraints: Saunders Havill Group
Flooding: Cartho
Waterway Stability Buffer: Engery.

FLAGSTONE CONTEXT AREA 5 NORTH PRELIMINARY ROL LOT LAYOUT

PLAN REF: 110056 – 691
Rev No: E
DATE: 5 MARCH 2026
CLIENT: PEET
DRAWN BY: CB/MD/CK
CHECKED BY: CK



0 20 40 60 80 100 1:1,500 @ A1

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Appendix B Schedule 2 of QDC MP4.4

Flagstone Development, Context Area 5 (CA5) North, Stages 16-20

Road Traffic Noise Intrusion Assessment

Peet Flagstone City Pty Ltd

SLR Project No.: 620.043287.00003

8 May 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/m³ 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/m³ 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/m³ or polyester insulation at least 50mm thick with a density of at least 20kg/m³ 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/m³ or polyester insulation at least 50mm thick with a density of at least 20kg/m³ in the cavity. or Concrete suspended slab at least 100mm thick.

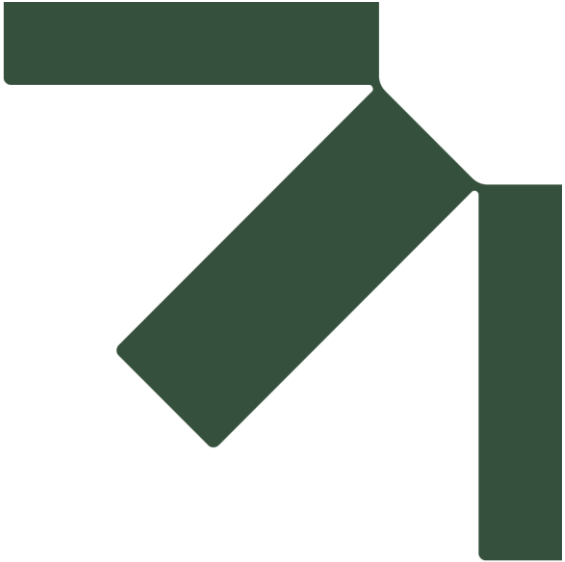


Component of Building's External Envelope	Minimum R_w	Acceptable Forms of Construction
	38	Concrete or terracotta tile or metal sheet roof with sarking, plasterboard ceiling at least 10mm thick fixed to ceiling cavity, mineral insulation or glass wool insulation at least 50mm thick with a density of 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 5 (CA5) North,
Stages 16-20**

Road Traffic Noise Intrusion Assessment

Peet Flagstone City Pty Ltd

SLR Project No.: 620.043287.00003

8 May 2026

Table C-1 QDC MP4.4 Noise Predictions

Lot	Floor	Approximate coordinates and ground elevation at centre of lot, m			QDC MP4.4 Road Traffic Noise Category (worst-case on lot)	
		Easting	Northing	Ground elevation, m	No Mitigation	2.0m high noise barrier
6001	GF	493485.66	6923471.86	57.9	2	0
6001	FF	493485.66	6923471.86	57.9	2	2
6002	GF	493488.43	6923489.80	57.9	2	0
6002	FF	493488.43	6923489.80	57.9	2	2
6003	GF	493493.08	6923514.61	58.0	2	0
6003	FF	493493.08	6923514.61	58.0	2	2
6004	GF	493406.16	6923524.30	59.0	0	0
6004	FF	493406.16	6923524.30	59.0	0	0
6005	GF	493414.87	6923522.55	58.9	0	0
6005	FF	493414.87	6923522.55	58.9	0	0
6006	GF	493421.37	6923521.43	58.7	0	0
6006	FF	493421.37	6923521.43	58.7	0	0
6007	GF	493427.88	6923520.31	58.6	0	0
6007	FF	493427.88	6923520.31	58.6	0	0
6008	GF	493434.38	6923519.18	58.5	0	0
6008	FF	493434.38	6923519.18	58.5	0	0
6009	GF	493440.89	6923518.06	58.4	0	0
6009	FF	493440.89	6923518.06	58.4	0	0
6010	GF	493447.39	6923516.94	58.3	0	0
6010	FF	493447.39	6923516.94	58.3	0	0
6011	GF	493454.45	6923516.40	58.3	0	0
6011	FF	493454.45	6923516.40	58.3	0	0
6012	GF	493441.83	6923499.62	58.0	0	0
6012	FF	493441.83	6923499.62	58.0	0	0
6013	GF	493439.57	6923486.56	58.0	0	0
6013	FF	493439.57	6923486.56	58.0	0	0
6014	GF	493436.76	6923467.84	58.0	0	0
6014	FF	493436.76	6923467.84	58.0	0	0
6015	GF	493418.97	6923459.24	58.5	0	0



Lot	Floor	Approximate coordinates and ground elevation at centre of lot, m			QDC MP4.4 Road Traffic Noise Category (worst-case on lot)	
		Easting	Northing	Ground elevation, m	No Mitigation	2.0m high noise barrier
6015	FF	493418.97	6923459.24	58.5	0	0
6016	GF	493401.46	6923453.13	58.6	0	0
6016	FF	493401.46	6923453.13	58.6	0	0
6017	GF	493406.89	6923476.43	58.6	0	0
6017	FF	493406.89	6923476.43	58.6	0	0
6018	GF	493409.90	6923491.68	58.8	0	0
6018	FF	493409.90	6923491.68	58.8	0	0
6019	GF	493412.15	6923504.74	58.9	0	0
6019	FF	493412.15	6923504.74	58.9	0	0
6020	GF	493334.75	6923538.82	61.2	0	0
6020	FF	493334.75	6923538.82	61.2	0	0
6021	GF	493349.53	6923536.74	60.8	0	0
6021	FF	493349.53	6923536.74	60.8	0	0
6022	GF	493361.85	6923534.61	60.3	0	0
6022	FF	493361.85	6923534.61	60.3	0	0
6023	GF	493376.17	6923532.06	59.9	0	0
6023	FF	493376.17	6923532.06	59.9	0	0
6024	GF	493367.79	6923517.47	59.2	0	0
6024	FF	493367.79	6923517.47	59.2	0	0
6025	GF	493365.54	6923504.42	59.1	0	0
6025	FF	493365.54	6923504.42	59.1	0	0
6026	GF	493363.16	6923490.62	58.9	0	0
6026	FF	493363.16	6923490.62	58.9	0	0
6027	GF	493360.90	6923477.56	58.8	0	0
6027	FF	493360.90	6923477.56	58.8	0	0
6028	GF	493367.18	6923457.91	58.8	0	0
6028	FF	493367.18	6923457.91	58.8	0	0
6029	GF	493357.95	6923459.04	59.1	0	0
6029	FF	493357.95	6923459.04	59.1	0	0
6030	GF	493350.56	6923460.31	59.3	0	0



Lot	Floor	Approximate coordinates and ground elevation at centre of lot, m			QDC MP4.4 Road Traffic Noise Category (worst-case on lot)	
		Easting	Northing	Ground elevation, m	No Mitigation	2.0m high noise barrier
6030	FF	493350.56	6923460.31	59.3	0	0
6031	GF	493343.16	6923461.59	59.4	0	0
6031	FF	493343.16	6923461.59	59.4	0	0
6032	GF	493335.77	6923462.86	59.6	0	0
6032	FF	493335.77	6923462.86	59.6	0	0
6033	GF	493328.38	6923464.14	59.8	0	0
6033	FF	493328.38	6923464.14	59.8	0	0
6034	GF	493319.61	6923465.74	60.0	0	0
6034	FF	493319.61	6923465.74	60.0	0	0
6035	GF	493330.73	6923482.77	60.6	0	0
6035	FF	493330.73	6923482.77	60.6	0	0
6036	GF	493332.98	6923495.83	60.8	0	0
6036	FF	493332.98	6923495.83	60.8	0	0
6037	GF	493335.36	6923509.63	61.0	0	0
6037	FF	493335.36	6923509.63	61.0	0	0
6038	GF	493337.62	6923522.68	61.2	0	0
6038	FF	493337.62	6923522.68	61.2	0	0
6039	GF	493262.49	6923560.20	63.6	0	0
6039	FF	493262.49	6923560.20	63.6	0	0
6040	GF	493275.17	6923554.54	63.1	0	0
6040	FF	493275.17	6923554.54	63.1	0	0
6041	GF	493286.58	6923549.43	62.7	0	0
6041	FF	493286.58	6923549.43	62.7	0	0
6042	GF	493299.49	6923542.97	62.2	0	0
6042	FF	493299.49	6923542.97	62.2	0	0
6043	GF	493290.84	6923525.54	61.4	0	0
6043	FF	493290.84	6923525.54	61.4	0	0
6044	GF	493289.15	6923513.25	61.2	0	0
6044	FF	493289.15	6923513.25	61.2	0	0
6045	GF	493287.97	6923497.81	60.9	0	0



Lot	Floor	Approximate coordinates and ground elevation at centre of lot, m			QDC MP4.4 Road Traffic Noise Category (worst-case on lot)	
		Easting	Northing	Ground elevation, m	No Mitigation	2.0m high noise barrier
6045	FF	493287.97	6923497.81	60.9	0	0
6046	GF	493287.54	6923476.02	60.9	0	0
6046	FF	493287.54	6923476.02	60.9	0	0
6047	GF	493274.86	6923481.68	61.3	0	0
6047	FF	493274.86	6923481.68	61.3	0	0
6048	GF	493263.45	6923486.79	61.8	0	0
6048	FF	493263.45	6923486.79	61.8	0	0
6049	GF	493249.74	6923493.48	62.2	0	0
6049	FF	493249.74	6923493.48	62.2	0	0
6050	GF	493259.50	6923513.46	62.8	0	0
6050	FF	493259.50	6923513.46	62.8	0	0
6051	GF	493260.53	6923525.82	63.1	0	0
6051	FF	493260.53	6923525.82	63.1	0	0
6052	GF	493262.50	6923540.98	63.3	0	0
6052	FF	493262.50	6923540.98	63.3	0	0
6053	GF	493191.21	6923596.60	66.3	1	0
6053	FF	493191.21	6923596.60	66.3	1	1
6054	GF	493204.18	6923591.07	65.9	1	0
6054	FF	493204.18	6923591.07	65.9	1	0
6055	GF	493215.59	6923585.96	65.5	0	0
6055	FF	493215.59	6923585.96	65.5	1	0
6056	GF	493228.62	6923579.72	65.0	0	0
6056	FF	493228.62	6923579.72	65.0	1	0
6057	GF	493219.73	6923563.18	63.9	0	0
6057	FF	493219.73	6923563.18	63.9	1	0
6058	GF	493217.85	6923547.72	63.5	0	0
6058	FF	493217.85	6923547.72	63.5	1	0
6059	GF	493214.14	6923531.43	63.1	0	0
6059	FF	493214.14	6923531.43	63.1	1	0
6060	GF	493220.88	6923505.59	63.1	0	0



Lot	Floor	Approximate coordinates and ground elevation at centre of lot, m			QDC MP4.4 Road Traffic Noise Category (worst-case on lot)	
		Easting	Northing	Ground elevation, m	No Mitigation	2.0m high noise barrier
6060	FF	493220.88	6923505.59	63.1	0	0
6061	GF	493212.73	6923509.98	63.4	0	0
6061	FF	493212.73	6923509.98	63.4	1	0
6062	GF	493206.71	6923512.68	63.6	0	0
6062	FF	493206.71	6923512.68	63.6	1	0
6063	GF	493200.68	6923515.38	63.7	1	0
6063	FF	493200.68	6923515.38	63.7	1	1
6064	GF	493194.66	6923518.07	64.0	1	0
6064	FF	493194.66	6923518.07	64.0	1	1
6065	GF	493188.64	6923520.77	64.2	1	0
6065	FF	493188.64	6923520.77	64.2	1	1
6066	GF	493182.61	6923523.47	64.3	1	0
6066	FF	493182.61	6923523.47	64.3	1	1
6067	GF	493174.89	6923528.05	64.5	1	0
6067	FF	493174.89	6923528.05	64.5	1	1
6068	GF	493187.82	6923546.67	65.8	1	0
6068	FF	493187.82	6923546.67	65.8	1	1
6069	GF	493189.22	6923560.56	66.1	1	0
6069	FF	493189.22	6923560.56	66.1	1	1
6070	GF	493191.49	6923577.49	66.4	1	0
6070	FF	493191.49	6923577.49	66.4	1	1
6071	GF	493147.95	6923630.60	66.9	2	1
6071	FF	493147.95	6923630.60	66.9	3	3
6072	GF	493144.27	6923607.88	66.9	2	1
6072	FF	493144.27	6923607.88	66.9	3	3
6073	GF	493142.01	6923594.82	66.9	2	1
6073	FF	493142.01	6923594.82	66.9	3	3
6074	GF	493139.88	6923582.50	66.7	2	1
6074	FF	493139.88	6923582.50	66.7	3	3
6075	GF	493137.63	6923569.45	66.4	2	1



Lot	Floor	Approximate coordinates and ground elevation at centre of lot, m			QDC MP4.4 Road Traffic Noise Category (worst-case on lot)	
		Easting	Northing	Ground elevation, m	No Mitigation	2.0m high noise barrier
6075	FF	493137.63	6923569.45	66.4	3	3
6076	GF	493135.38	6923556.39	66.0	2	1
6076	FF	493135.38	6923556.39	66.0	3	3
6077	GF	493133.12	6923543.33	65.6	3	1
6077	FF	493133.12	6923543.33	65.6	3	3
6078	GF	493129.44	6923522.00	65.4	3	1
6078	FF	493129.44	6923522.00	65.4	3	3
6079	GF	493460.98	6923296.29	60.3	2	1
6079	FF	493460.98	6923296.29	60.3	2	2
6080	GF	493447.91	6923298.09	60.3	1	1
6080	FF	493447.91	6923298.09	60.3	1	1
6081	GF	493423.08	6923302.96	60.2	0	0
6081	FF	493423.08	6923302.96	60.2	0	0
6082	GF	493410.02	6923305.22	60.3	0	0
6082	FF	493410.02	6923305.22	60.3	0	0
6083	GF	493397.71	6923307.34	60.3	0	0
6083	FF	493397.71	6923307.34	60.3	0	0
6084	GF	493386.80	6923308.62	60.4	0	0
6084	FF	493386.80	6923308.62	60.4	0	0
6085	GF	493376.45	6923310.41	60.4	0	0
6085	FF	493376.45	6923310.41	60.4	0	0
6086	GF	493364.70	6923313.04	60.6	0	0
6086	FF	493364.70	6923313.04	60.6	0	0
6087	GF	493351.64	6923315.30	60.8	0	0
6087	FF	493351.64	6923315.30	60.8	0	0
6088	GF	493338.58	6923317.55	60.6	0	0
6088	FF	493338.58	6923317.55	60.6	0	0
6089	GF	493326.09	6923318.69	60.7	0	0
6089	FF	493326.09	6923318.69	60.7	0	0
6090	GF	493306.91	6923322.60	60.8	0	0



Lot	Floor	Approximate coordinates and ground elevation at centre of lot, m			QDC MP4.4 Road Traffic Noise Category (worst-case on lot)	
		Easting	Northing	Ground elevation, m	No Mitigation	2.0m high noise barrier
6090	FF	493306.91	6923322.60	60.8	0	0
6091	GF	493295.51	6923297.56	62.9	0	0
6091	FF	493295.51	6923297.56	62.9	0	0
6092	GF	493310.57	6923294.88	62.9	0	0
6092	FF	493310.57	6923294.88	62.9	0	0
6093	GF	493323.84	6923292.28	63.0	0	0
6093	FF	493323.84	6923292.28	63.0	0	0
6094	GF	493333.97	6923290.84	63.1	0	0
6094	FF	493333.97	6923290.84	63.1	0	0
6095	GF	493347.03	6923288.58	63.2	0	0
6095	FF	493347.03	6923288.58	63.2	0	0
6096	GF	493360.08	6923286.33	63.2	0	0
6096	FF	493360.08	6923286.33	63.2	0	0
6097	GF	493372.30	6923284.26	62.8	0	0
6097	FF	493372.30	6923284.26	62.8	0	0
6098	GF	493382.65	6923282.47	62.8	0	0
6098	FF	493382.65	6923282.47	62.8	0	0
6099	GF	493393.09	6923280.63	62.8	0	0
6099	FF	493393.09	6923280.63	62.8	0	0
6100	GF	493405.41	6923278.50	62.7	0	0
6100	FF	493405.41	6923278.50	62.7	0	0
6101	GF	493418.47	6923276.50	62.7	0	0
6101	FF	493418.47	6923276.50	62.7	1	0
6102	GF	493453.08	6923276.85	61.8	2	1
6102	FF	493453.08	6923276.85	61.8	2	2
6103	GF	493450.26	6923260.49	62.9	2	1
6103	FF	493450.26	6923260.49	62.9	2	2
6104	GF	493447.71	6923245.71	63.9	2	1
6104	FF	493447.71	6923245.71	63.9	2	2
6105	GF	493445.45	6923232.66	64.2	2	1



Lot	Floor	Approximate coordinates and ground elevation at centre of lot, m			QDC MP4.4 Road Traffic Noise Category (worst-case on lot)	
		Easting	Northing	Ground elevation, m	No Mitigation	2.0m high noise barrier
6105	FF	493445.45	6923232.66	64.2	2	2
6106	GF	493443.33	6923220.34	64.6	2	1
6106	FF	493443.33	6923220.34	64.6	2	2
6107	GF	493441.37	6923209.01	65.3	2	1
6107	FF	493441.37	6923209.01	65.3	2	2
6108	GF	493439.58	6923198.66	66.0	2	1
6108	FF	493439.58	6923198.66	66.0	2	2
6109	GF	493437.63	6923187.33	66.7	2	1
6109	FF	493437.63	6923187.33	66.7	2	2
6110	GF	493435.37	6923174.27	67.3	2	1
6110	FF	493435.37	6923174.27	67.3	2	2
6111	GF	493433.12	6923161.21	67.9	2	1
6111	FF	493433.12	6923161.21	67.9	2	2
6112	GF	493431.16	6923149.88	68.3	2	0
6112	FF	493431.16	6923149.88	68.3	2	2
6113	GF	493429.38	6923139.53	68.5	2	0
6113	FF	493429.38	6923139.53	68.5	2	2
6114	GF	493427.42	6923128.20	68.5	2	0
6114	FF	493427.42	6923128.20	68.5	2	2
6115	GF	493425.46	6923116.87	68.5	2	0
6115	FF	493425.46	6923116.87	68.5	2	2
6116	GF	493423.68	6923106.52	68.4	2	1
6116	FF	493423.68	6923106.52	68.4	2	2
6117	GF	493421.72	6923095.19	67.6	2	1
6117	FF	493421.72	6923095.19	67.6	2	2
6118	GF	493419.42	6923081.89	66.7	2	1
6118	FF	493419.42	6923081.89	66.7	2	2
6119	GF	493420.86	6923060.20	64.2	2	1
6119	FF	493420.86	6923060.20	64.2	2	2
6120	GF	493407.05	6923062.00	64.2	1	0



Lot	Floor	Approximate coordinates and ground elevation at centre of lot, m			QDC MP4.4 Road Traffic Noise Category (worst-case on lot)	
		Easting	Northing	Ground elevation, m	No Mitigation	2.0m high noise barrier
6120	FF	493407.05	6923062.00	64.2	1	0
6121	GF	493381.20	6923066.27	65.0	0	0
6121	FF	493381.20	6923066.27	65.0	0	0
6122	GF	493366.42	6923068.83	65.6	0	0
6122	FF	493366.42	6923068.83	65.6	0	0
6123	GF	493352.62	6923071.21	66.0	0	0
6123	FF	493352.62	6923071.21	66.0	0	0
6124	GF	493333.60	6923065.58	66.9	0	0
6124	FF	493333.60	6923065.58	66.9	0	0
6125	GF	493335.47	6923079.13	67.2	0	0
6125	FF	493335.47	6923079.13	67.2	0	0
6126	GF	493337.60	6923091.45	67.6	0	0
6126	FF	493337.60	6923091.45	67.6	0	0
6127	GF	493339.94	6923104.53	67.8	0	0
6127	FF	493339.94	6923104.53	67.8	0	0
6128	GF	493357.06	6923096.89	68.2	0	0
6128	FF	493357.06	6923096.89	68.2	0	0
6129	GF	493370.85	6923094.51	68.2	0	0
6129	FF	493370.85	6923094.51	68.2	0	0
6130	GF	493385.38	6923091.96	67.6	0	0
6130	FF	493385.38	6923091.96	67.6	0	0
6131	GF	493343.61	6923142.83	67.9	0	0
6131	FF	493343.61	6923142.83	67.9	0	0
6132	GF	493352.38	6923141.24	67.9	0	0
6132	FF	493352.38	6923141.24	67.9	0	0
6133	GF	493359.77	6923139.96	68.0	0	0
6133	FF	493359.77	6923139.96	68.0	0	0
6134	GF	493367.16	6923138.69	68.1	0	0
6134	FF	493367.16	6923138.69	68.1	0	0
6135	GF	493374.55	6923137.41	68.1	0	0



Lot	Floor	Approximate coordinates and ground elevation at centre of lot, m			QDC MP4.4 Road Traffic Noise Category (worst-case on lot)	
		Easting	Northing	Ground elevation, m	No Mitigation	2.0m high noise barrier
6135	FF	493374.55	6923137.41	68.1	0	0
6136	GF	493381.94	6923136.13	68.2	0	0
6136	FF	493381.94	6923136.13	68.2	0	0
6137	GF	493391.18	6923135.01	68.3	0	0
6137	FF	493391.18	6923135.01	68.3	0	0
6138	GF	493384.09	6923154.81	68.5	0	0
6138	FF	493384.09	6923154.81	68.5	0	0
6139	GF	493386.27	6923167.47	68.1	0	0
6139	FF	493386.27	6923167.47	68.1	0	0
6140	GF	493388.53	6923180.53	67.5	0	0
6140	FF	493388.53	6923180.53	67.5	0	0
6141	GF	493391.08	6923195.31	66.7	0	0
6141	FF	493391.08	6923195.31	66.7	0	0
6142	GF	493393.50	6923209.35	65.8	0	0
6142	FF	493393.50	6923209.35	65.8	0	0
6143	GF	493395.63	6923221.67	65.0	0	0
6143	FF	493395.63	6923221.67	65.0	0	0
6144	GF	493405.09	6923235.03	63.8	0	0
6144	FF	493405.09	6923235.03	63.8	0	0
6145	GF	493390.77	6923237.58	63.7	0	0
6145	FF	493390.77	6923237.58	63.7	0	0
6146	GF	493378.46	6923239.71	63.6	0	0
6146	FF	493378.46	6923239.71	63.6	0	0
6147	GF	493363.68	6923241.79	63.4	0	0
6147	FF	493363.68	6923241.79	63.4	0	0
6148	GF	493368.47	6923225.79	64.0	0	0
6148	FF	493368.47	6923225.79	64.0	0	0
6149	GF	493366.35	6923213.47	65.0	0	0
6149	FF	493366.35	6923213.47	65.0	0	0
6150	GF	493363.92	6923199.43	66.1	0	0



Lot	Floor	Approximate coordinates and ground elevation at centre of lot, m			QDC MP4.4 Road Traffic Noise Category (worst-case on lot)	
		Easting	Northing	Ground elevation, m	No Mitigation	2.0m high noise barrier
6150	FF	493363.92	6923199.43	66.1	0	0
6151	GF	493361.37	6923184.65	67.1	0	0
6151	FF	493361.37	6923184.65	67.1	0	0
6152	GF	493359.12	6923171.59	67.9	0	0
6152	FF	493359.12	6923171.59	67.9	0	0
6153	GF	493356.93	6923158.93	68.4	0	0
6153	FF	493356.93	6923158.93	68.4	0	0
6154	GF	493325.02	6923252.79	63.2	0	0
6154	FF	493325.02	6923252.79	63.2	0	0
6155	GF	493323.13	6923239.14	63.6	0	0
6155	FF	493323.13	6923239.14	63.6	0	0
6156	GF	493321.17	6923227.81	64.5	0	0
6156	FF	493321.17	6923227.81	64.5	0	0
6157	GF	493319.39	6923217.46	65.3	0	0
6157	FF	493319.39	6923217.46	65.3	0	0
6158	GF	493317.43	6923206.13	66.1	0	0
6158	FF	493317.43	6923206.13	66.1	0	0
6159	GF	493315.31	6923193.81	67.1	0	0
6159	FF	493315.31	6923193.81	67.1	0	0
6160	GF	493313.35	6923182.48	67.8	0	0
6160	FF	493313.35	6923182.48	67.8	0	0
6161	GF	493311.56	6923172.14	68.2	0	0
6161	FF	493311.56	6923172.14	68.2	0	0
6162	GF	493309.61	6923160.80	68.5	0	0
6162	FF	493309.61	6923160.80	68.5	0	0
6163	GF	493307.35	6923147.75	68.5	0	0
6163	FF	493307.35	6923147.75	68.5	0	0
6164	GF	493305.10	6923134.69	68.3	0	0
6164	FF	493305.10	6923134.69	68.3	0	0
6165	GF	493303.14	6923123.36	68.0	0	0



Lot	Floor	Approximate coordinates and ground elevation at centre of lot, m			QDC MP4.4 Road Traffic Noise Category (worst-case on lot)	
		Easting	Northing	Ground elevation, m	No Mitigation	2.0m high noise barrier
6165	FF	493303.14	6923123.36	68.0	0	0
6166	GF	493301.35	6923113.01	67.8	0	0
6166	FF	493301.35	6923113.01	67.8	0	0
6167	GF	493299.40	6923101.68	67.6	0	0
6167	FF	493299.40	6923101.68	67.6	0	0
6168	GF	493300.67	6923080.81	67.7	0	0
6168	FF	493300.67	6923080.81	67.7	0	0
6169	GF	493285.89	6923082.89	68.4	0	0
6169	FF	493285.89	6923082.89	68.4	0	0
6170	GF	493273.57	6923085.02	68.9	0	0
6170	FF	493273.57	6923085.02	68.9	0	0
6171	GF	493259.26	6923087.57	69.3	0	0
6171	FF	493259.26	6923087.57	69.3	0	0
6172	GF	493268.37	6923106.95	70.1	0	0
6172	FF	493268.37	6923106.95	70.1	0	0
6173	GF	493270.33	6923118.28	70.2	0	0
6173	FF	493270.33	6923118.28	70.2	0	0
6174	GF	493272.11	6923128.63	70.4	0	0
6174	FF	493272.11	6923128.63	70.4	0	0
6175	GF	493274.07	6923139.96	70.5	0	0
6175	FF	493274.07	6923139.96	70.5	0	0
6176	GF	493276.32	6923153.02	70.5	0	0
6176	FF	493276.32	6923153.02	70.5	0	0
6177	GF	493278.58	6923166.08	70.1	0	0
6177	FF	493278.58	6923166.08	70.1	0	0
6178	GF	493280.53	6923177.41	69.6	0	0
6178	FF	493280.53	6923177.41	69.6	0	0
6179	GF	493282.32	6923187.76	69.0	0	0
6179	FF	493282.32	6923187.76	69.0	0	0
6180	GF	493284.28	6923199.09	68.2	0	0



Lot	Floor	Approximate coordinates and ground elevation at centre of lot, m			QDC MP4.4 Road Traffic Noise Category (worst-case on lot)	
		Easting	Northing	Ground elevation, m	No Mitigation	2.0m high noise barrier
6180	FF	493284.28	6923199.09	68.2	0	0
6181	GF	493286.40	6923211.41	67.3	0	0
6181	FF	493286.40	6923211.41	67.3	0	0
6182	GF	493288.36	6923222.74	66.6	0	0
6182	FF	493288.36	6923222.74	66.6	0	0
6183	GF	493290.15	6923233.09	65.8	0	0
6183	FF	493290.15	6923233.09	65.8	0	0
6184	GF	493292.10	6923244.42	64.9	0	0
6184	FF	493292.10	6923244.42	64.9	0	0
6185	GF	493294.46	6923257.60	63.9	0	0
6185	FF	493294.46	6923257.60	63.9	0	0
6186	GF	493224.12	6923154.02	70.6	0	0
6186	FF	493224.12	6923154.02	70.6	0	0
6187	GF	493226.56	6923168.16	70.3	0	0
6187	FF	493226.56	6923168.16	70.3	0	0
6188	GF	493228.69	6923180.48	69.9	0	0
6188	FF	493228.69	6923180.48	69.9	0	0
6189	GF	493230.81	6923192.79	69.2	0	0
6189	FF	493230.81	6923192.79	69.2	0	0
6190	GF	493233.07	6923205.85	68.3	0	0
6190	FF	493233.07	6923205.85	68.3	0	0
6191	GF	493235.32	6923218.91	67.4	0	0
6191	FF	493235.32	6923218.91	67.4	0	0
6192	GF	493237.45	6923231.22	66.5	0	0
6192	FF	493237.45	6923231.22	66.5	0	0
6193	GF	493239.57	6923243.54	65.6	0	0
6193	FF	493239.57	6923243.54	65.6	0	0
6194	GF	493253.16	6923260.34	63.0	0	0
6194	FF	493253.16	6923260.34	63.0	0	0
6195	GF	493245.35	6923261.77	63.3	0	0



Lot	Floor	Approximate coordinates and ground elevation at centre of lot, m			QDC MP4.4 Road Traffic Noise Category (worst-case on lot)	
		Easting	Northing	Ground elevation, m	No Mitigation	2.0m high noise barrier
6195	FF	493245.35	6923261.77	63.3	0	0
6196	GF	493238.84	6923262.90	63.9	0	0
6196	FF	493238.84	6923262.90	63.9	0	0
6197	GF	493232.34	6923264.02	64.7	0	0
6197	FF	493232.34	6923264.02	64.7	0	0
6198	GF	493225.84	6923265.14	65.4	0	0
6198	FF	493225.84	6923265.14	65.4	0	0
6199	GF	493219.33	6923266.26	65.7	0	0
6199	FF	493219.33	6923266.26	65.7	0	0
6200	GF	493212.83	6923267.39	66.0	0	0
6200	FF	493212.83	6923267.39	66.0	0	0
6201	GF	493204.55	6923268.35	66.2	0	0
6201	FF	493204.55	6923268.35	66.2	0	0
6202	GF	493210.77	6923248.51	68.0	0	0
6202	FF	493210.77	6923248.51	68.0	0	0
6203	GF	493208.65	6923236.20	68.9	0	0
6203	FF	493208.65	6923236.20	68.9	0	0
6204	GF	493206.52	6923223.88	69.5	0	0
6204	FF	493206.52	6923223.88	69.5	0	0
6205	GF	493204.27	6923210.82	70.3	0	0
6205	FF	493204.27	6923210.82	70.3	0	0
6206	GF	493202.01	6923197.77	71.1	0	0
6206	FF	493202.01	6923197.77	71.1	0	0
6207	GF	493199.89	6923185.45	71.8	0	0
6207	FF	493199.89	6923185.45	71.8	0	0
6208	GF	493197.76	6923173.13	72.5	0	0
6208	FF	493197.76	6923173.13	72.5	0	0
6209	GF	493195.57	6923158.99	73.1	0	0
6209	FF	493195.57	6923158.99	73.1	0	0
6210	GF	493212.83	6923089.10	70.2	0	0



Lot	Floor	Approximate coordinates and ground elevation at centre of lot, m			QDC MP4.4 Road Traffic Noise Category (worst-case on lot)	
		Easting	Northing	Ground elevation, m	No Mitigation	2.0m high noise barrier
6210	FF	493212.83	6923089.10	70.2	0	0
6211	GF	493215.38	6923103.42	70.2	0	0
6211	FF	493215.38	6923103.42	70.2	0	0
6212	GF	493217.51	6923115.73	70.4	0	0
6212	FF	493217.51	6923115.73	70.4	0	0
6213	GF	493219.63	6923128.05	70.5	0	0
6213	FF	493219.63	6923128.05	70.5	0	0
6214	GF	493197.45	6923124.65	72.2	0	0
6214	FF	493197.45	6923124.65	72.2	0	0
6215	GF	493184.40	6923126.90	72.9	0	0
6215	FF	493184.40	6923126.90	72.9	0	0
6216	GF	493172.08	6923129.03	73.4	0	0
6216	FF	493172.08	6923129.03	73.4	0	0
6217	GF	493160.53	6923130.51	73.7	0	0
6217	FF	493160.53	6923130.51	73.7	0	0
6218	GF	493150.18	6923132.30	74.0	0	0
6218	FF	493150.18	6923132.30	74.0	0	0
6219	GF	493139.07	6923134.73	74.4	0	0
6219	FF	493139.07	6923134.73	74.4	0	0
6220	GF	493126.75	6923136.86	74.7	0	0
6220	FF	493126.75	6923136.86	74.7	0	0
6221	GF	493112.46	6923138.86	75.0	0	0
6221	FF	493112.46	6923138.86	75.0	0	0
6222	GF	493108.48	6923113.57	75.0	0	0
6222	FF	493108.48	6923113.57	75.0	0	0
6223	GF	493122.30	6923111.10	74.5	0	0
6223	FF	493122.30	6923111.10	74.5	0	0
6224	GF	493134.62	6923108.97	74.0	0	0
6224	FF	493134.62	6923108.97	74.0	0	0
6225	GF	493145.73	6923106.54	73.6	0	0



Lot	Floor	Approximate coordinates and ground elevation at centre of lot, m			QDC MP4.4 Road Traffic Noise Category (worst-case on lot)	
		Easting	Northing	Ground elevation, m	No Mitigation	2.0m high noise barrier
6225	FF	493145.73	6923106.54	73.6	0	0
6226	GF	493156.08	6923104.76	73.2	0	0
6226	FF	493156.08	6923104.76	73.2	0	0
6227	GF	493167.63	6923103.27	72.7	0	0
6227	FF	493167.63	6923103.27	72.7	0	0
6228	GF	493179.95	6923101.15	72.1	0	0
6228	FF	493179.95	6923101.15	72.1	0	0
6229	GF	493193.01	6923098.89	71.6	0	0
6229	FF	493193.01	6923098.89	71.6	0	0
6230	GF	493119.38	6923178.25	74.8	1	0
6230	FF	493119.38	6923178.25	74.8	1	0
6231	GF	493132.46	6923175.91	74.5	1	0
6231	FF	493132.46	6923175.91	74.5	1	0
6232	GF	493144.78	6923173.79	74.2	0	0
6232	FF	493144.78	6923173.79	74.2	1	0
6233	GF	493158.33	6923171.91	73.8	0	0
6233	FF	493158.33	6923171.91	73.8	0	0
6234	GF	493156.60	6923187.82	72.2	0	0
6234	FF	493156.60	6923187.82	72.2	0	0
6235	GF	493158.61	6923199.45	71.6	0	0
6235	FF	493158.61	6923199.45	71.6	0	0
6236	GF	493160.56	6923210.78	70.9	0	0
6236	FF	493160.56	6923210.78	70.9	0	0
6237	GF	493162.69	6923223.10	70.2	0	0
6237	FF	493162.69	6923223.10	70.2	0	0
6238	GF	493164.65	6923234.43	69.6	0	0
6238	FF	493164.65	6923234.43	69.6	1	0
6239	GF	493166.43	6923244.78	69.0	0	0
6239	FF	493166.43	6923244.78	69.0	1	0
6240	GF	493168.52	6923256.85	68.2	0	0



Lot	Floor	Approximate coordinates and ground elevation at centre of lot, m			QDC MP4.4 Road Traffic Noise Category (worst-case on lot)	
		Easting	Northing	Ground elevation, m	No Mitigation	2.0m high noise barrier
6240	FF	493168.52	6923256.85	68.2	1	0
6241	GF	493170.90	6923270.64	67.4	0	0
6241	FF	493170.90	6923270.64	67.4	1	0
6242	GF	493173.15	6923283.70	66.7	0	0
6242	FF	493173.15	6923283.70	66.7	1	0
6243	GF	493175.11	6923295.03	66.1	0	0
6243	FF	493175.11	6923295.03	66.1	1	0
6244	GF	493176.90	6923305.38	65.6	0	0
6244	FF	493176.90	6923305.38	65.6	1	0
6245	GF	493178.85	6923316.71	65.1	0	0
6245	FF	493178.85	6923316.71	65.1	1	0
6246	GF	493180.98	6923329.03	64.4	0	0
6246	FF	493180.98	6923329.03	64.4	1	0
6247	GF	493187.57	6923343.45	63.4	0	0
6247	FF	493187.57	6923343.45	63.4	0	0
6248	GF	493174.49	6923345.79	64.0	0	0
6248	FF	493174.49	6923345.79	64.0	1	1
6249	GF	493162.17	6923347.92	64.4	1	0
6249	FF	493162.17	6923347.92	64.4	1	1
6250	GF	493148.62	6923349.79	65.0	1	1
6250	FF	493148.62	6923349.79	65.0	1	1
6251	GF	493153.21	6923334.97	66.6	1	1
6251	FF	493153.21	6923334.97	66.6	1	1
6252	GF	493151.09	6923322.66	67.3	1	1
6252	FF	493151.09	6923322.66	67.3	1	1
6253	GF	493149.13	6923311.32	67.9	1	1
6253	FF	493149.13	6923311.32	67.9	1	1
6254	GF	493147.34	6923300.98	68.5	1	1
6254	FF	493147.34	6923300.98	68.5	1	1
6255	GF	493145.39	6923289.64	69.1	1	0



Lot	Floor	Approximate coordinates and ground elevation at centre of lot, m			QDC MP4.4 Road Traffic Noise Category (worst-case on lot)	
		Easting	Northing	Ground elevation, m	No Mitigation	2.0m high noise barrier
6255	FF	493145.39	6923289.64	69.1	1	1
6256	GF	493143.13	6923276.59	69.9	1	0
6256	FF	493143.13	6923276.59	69.9	1	1
6257	GF	493140.75	6923262.79	70.7	1	0
6257	FF	493140.75	6923262.79	70.7	1	1
6258	GF	493138.67	6923250.72	71.5	1	0
6258	FF	493138.67	6923250.72	71.5	1	1
6259	GF	493136.88	6923240.37	72.0	1	0
6259	FF	493136.88	6923240.37	72.0	1	1
6260	GF	493134.92	6923229.04	72.4	1	0
6260	FF	493134.92	6923229.04	72.4	1	1
6261	GF	493132.80	6923216.72	73.0	1	0
6261	FF	493132.80	6923216.72	73.0	1	1
6262	GF	493130.84	6923205.39	73.5	1	0
6262	FF	493130.84	6923205.39	73.5	1	0
6263	GF	493128.83	6923193.76	73.9	1	0
6263	FF	493128.83	6923193.76	73.9	1	0
6264	GF	493107.08	6923371.54	66.2	2	1
6264	FF	493107.08	6923371.54	66.2	3	3
6265	GF	493104.74	6923357.37	66.2	1	1
6265	FF	493104.74	6923357.37	66.2	3	3
6266	GF	493102.62	6923345.05	66.8	1	1
6266	FF	493102.62	6923345.05	66.8	3	3
6267	GF	493100.66	6923333.72	67.3	1	1
6267	FF	493100.66	6923333.72	67.3	3	3
6268	GF	493098.87	6923323.37	68.0	1	1
6268	FF	493098.87	6923323.37	68.0	3	3
6269	GF	493096.92	6923312.04	68.6	2	1
6269	FF	493096.92	6923312.04	68.6	3	3
6270	GF	493094.79	6923299.72	69.3	2	1



Lot	Floor	Approximate coordinates and ground elevation at centre of lot, m			QDC MP4.4 Road Traffic Noise Category (worst-case on lot)	
		Easting	Northing	Ground elevation, m	No Mitigation	2.0m high noise barrier
6270	FF	493094.79	6923299.72	69.3	3	3
6271	GF	493092.54	6923286.67	70.1	2	1
6271	FF	493092.54	6923286.67	70.1	3	3
6272	GF	493090.28	6923273.61	70.9	2	1
6272	FF	493090.28	6923273.61	70.9	3	3
6273	GF	493088.16	6923261.29	71.6	2	1
6273	FF	493088.16	6923261.29	71.6	3	3
6274	GF	493086.20	6923249.96	72.3	2	1
6274	FF	493086.20	6923249.96	72.3	3	3
6275	GF	493084.41	6923239.61	72.7	2	1
6275	FF	493084.41	6923239.61	72.7	3	3
6276	GF	493082.46	6923228.28	73.2	1	1
6276	FF	493082.46	6923228.28	73.2	3	3
6277	GF	493080.33	6923215.96	73.7	1	0
6277	FF	493080.33	6923215.96	73.7	3	2
6278	GF	493078.08	6923202.91	74.1	1	0
6278	FF	493078.08	6923202.91	74.1	3	2
6279	GF	493075.82	6923189.85	74.6	1	0
6279	FF	493075.82	6923189.85	74.6	3	1
6280	GF	493073.69	6923177.53	75.1	1	0
6280	FF	493073.69	6923177.53	75.1	3	1
6281	GF	493071.74	6923166.20	75.3	1	0
6281	FF	493071.74	6923166.20	75.3	3	1
6282	GF	493069.95	6923155.85	75.9	1	0
6282	FF	493069.95	6923155.85	75.9	3	2
6283	GF	493067.99	6923144.52	76.0	1	0
6283	FF	493067.99	6923144.52	76.0	3	2
6284	GF	493065.87	6923132.20	76.2	2	0
6284	FF	493065.87	6923132.20	76.2	3	3
6285	GF	493063.61	6923119.15	76.2	2	0



Lot	Floor	Approximate coordinates and ground elevation at centre of lot, m			QDC MP4.4 Road Traffic Noise Category (worst-case on lot)	
		Easting	Northing	Ground elevation, m	No Mitigation	2.0m high noise barrier
6285	FF	493063.61	6923119.15	76.2	3	3
6286	GF	493061.06	6923104.36	76.0	2	0
6286	FF	493061.06	6923104.36	76.0	2	2
6287	GF	493046.03	6923074.19	75.8	2	1
6287	FF	493046.03	6923074.19	75.8	2	2
6288	GF	493066.85	6923070.59	75.6	1	0
6288	FF	493066.85	6923070.59	75.6	1	1
6289	GF	493079.91	6923068.34	75.5	1	0
6289	FF	493079.91	6923068.34	75.5	1	1
6290	GF	493092.23	6923066.21	75.2	0	0
6290	FF	493092.23	6923066.21	75.2	1	0
6291	GF	493103.56	6923064.25	74.8	0	0
6291	FF	493103.56	6923064.25	74.8	1	0
6292	GF	493114.89	6923062.30	74.3	0	0
6292	FF	493114.89	6923062.30	74.3	0	0
6293	GF	493133.68	6923064.67	73.0	0	0
6293	FF	493133.68	6923064.67	73.0	0	0
6294	GF	493132.02	6923052.35	73.0	0	0
6294	FF	493132.02	6923052.35	73.0	0	0
6295	GF	493130.06	6923041.02	73.2	0	0
6295	FF	493130.06	6923041.02	73.2	0	0
6296	GF	493127.51	6923026.71	73.4	0	0
6296	FF	493127.51	6923026.71	73.4	0	0
6297	GF	493110.50	6923036.86	73.0	0	0
6297	FF	493110.50	6923036.86	73.0	0	0
6298	GF	493099.17	6923038.82	72.9	0	0
6298	FF	493099.17	6923038.82	72.9	0	0
6299	GF	493087.84	6923040.77	72.8	0	0
6299	FF	493087.84	6923040.77	72.8	1	0
6300	GF	493075.52	6923042.90	72.9	0	0



Lot	Floor	Approximate coordinates and ground elevation at centre of lot, m			QDC MP4.4 Road Traffic Noise Category (worst-case on lot)	
		Easting	Northing	Ground elevation, m	No Mitigation	2.0m high noise barrier
6300	FF	493075.52	6923042.90	72.9	1	0
6301	GF	493062.46	6923045.15	73.1	0	0
6301	FF	493062.46	6923045.15	73.1	1	1
6302	GF	493041.64	6923048.75	73.4	1	0
6302	FF	493041.64	6923048.75	73.4	2	2
6303	GF	493042.63	6923011.72	72.4	1	0
6303	FF	493042.63	6923011.72	72.4	2	2
6304	GF	493040.07	6922996.94	71.9	1	0
6304	FF	493040.07	6922996.94	71.9	2	2
6305	GF	493037.82	6922983.88	71.4	1	0
6305	FF	493037.82	6922983.88	71.4	2	2
6306	GF	493035.69	6922971.56	70.9	1	0
6306	FF	493035.69	6922971.56	70.9	1	1
6307	GF	493033.74	6922960.23	70.3	1	0
6307	FF	493033.74	6922960.23	70.3	1	1
6308	GF	493031.95	6922949.89	69.8	1	1
6308	FF	493031.95	6922949.89	69.8	1	1
6309	GF	493029.99	6922938.55	69.2	1	0
6309	FF	493029.99	6922938.55	69.2	1	1
6310	GF	493027.87	6922926.24	68.6	1	0
6310	FF	493027.87	6922926.24	68.6	1	1
6311	GF	493025.61	6922913.18	68.0	1	0
6311	FF	493025.61	6922913.18	68.0	1	1
6312	GF	493023.36	6922900.12	67.4	1	0
6312	FF	493023.36	6922900.12	67.4	1	1
6313	GF	493021.23	6922887.80	66.7	1	0
6313	FF	493021.23	6922887.80	66.7	1	1
6314	GF	493019.27	6922876.47	66.0	1	0
6314	FF	493019.27	6922876.47	66.0	1	1
6315	GF	493017.49	6922866.13	65.2	1	0



Lot	Floor	Approximate coordinates and ground elevation at centre of lot, m			QDC MP4.4 Road Traffic Noise Category (worst-case on lot)	
		Easting	Northing	Ground elevation, m	No Mitigation	2.0m high noise barrier
6315	FF	493017.49	6922866.13	65.2	1	1
6316	GF	493013.18	6922847.56	64.2	1	0
6316	FF	493013.18	6922847.56	64.2	1	1
6317	GF	493016.58	6922831.56	63.7	1	0
6317	FF	493016.58	6922831.56	63.7	1	1
6318	GF	493020.31	6922821.74	63.1	1	0
6318	FF	493020.31	6922821.74	63.1	2	1
6319	GF	493024.39	6922810.99	62.8	2	0
6319	FF	493024.39	6922810.99	62.8	2	2
6320	GF	493028.48	6922800.24	62.7	2	1
6320	FF	493028.48	6922800.24	62.7	2	2
6321	GF	493036.10	6922784.97	62.4	2	1
6321	FF	493036.10	6922784.97	62.4	2	2
6322	GF	493054.75	6922778.37	62.2	2	0
6322	FF	493054.75	6922778.37	62.2	2	2
6323	GF	493062.11	6922775.15	62.1	2	0
6323	FF	493062.11	6922775.15	62.1	2	2
6324	GF	493068.75	6922771.38	62.1	2	0
6324	FF	493068.75	6922771.38	62.1	2	2
6325	GF	493075.87	6922768.01	62.0	2	0
6325	FF	493075.87	6922768.01	62.0	2	2
6326	GF	493082.64	6922765.25	62.0	2	0
6326	FF	493082.64	6922765.25	62.0	2	2
6327	GF	493090.28	6922762.21	61.9	2	1
6327	FF	493090.28	6922762.21	61.9	2	2
6328	GF	493114.99	6922755.34	60.3	2	2
6328	FF	493114.99	6922755.34	60.3	2	2
6329	GF	493129.78	6922751.05	60.4	2	2
6329	FF	493129.78	6922751.05	60.4	2	2
6330	GF	493140.49	6922748.10	60.5	2	2



Lot	Floor	Approximate coordinates and ground elevation at centre of lot, m			QDC MP4.4 Road Traffic Noise Category (worst-case on lot)	
		Easting	Northing	Ground elevation, m	No Mitigation	2.0m high noise barrier
6330	FF	493140.49	6922748.10	60.5	2	2
6331	GF	493156.21	6922745.19	60.5	2	2
6331	FF	493156.21	6922745.19	60.5	2	2
6332	GF	493168.86	6922742.97	60.6	2	2
6332	FF	493168.86	6922742.97	60.6	2	2
6333	GF	493180.11	6922740.88	60.7	2	2
6333	FF	493180.11	6922740.88	60.7	2	2
6334	GF	493191.35	6922739.48	60.9	2	2
6334	FF	493191.35	6922739.48	60.9	2	2
6335	GF	493203.82	6922738.87	61.0	2	2
6335	FF	493203.82	6922738.87	61.0	2	2
6336	GF	493218.04	6922738.37	61.1	2	2
6336	FF	493218.04	6922738.37	61.1	2	2
6337	GF	493229.66	6922738.70	61.1	2	2
6337	FF	493229.66	6922738.70	61.1	2	2
6338	GF	493243.27	6922738.72	61.2	2	2
6338	FF	493243.27	6922738.72	61.2	2	2
6339	GF	493256.72	6922739.13	61.3	2	2
6339	FF	493256.72	6922739.13	61.3	2	2
6340	GF	493270.74	6922739.91	61.3	2	2
6340	FF	493270.74	6922739.91	61.3	2	2
6341	GF	493287.58	6922742.07	61.4	2	2
6341	FF	493287.58	6922742.07	61.4	2	2
6342	GF	493281.58	6922768.46	62.8	1	1
6342	FF	493281.58	6922768.46	62.8	1	1
6343	GF	493267.06	6922767.24	63.6	1	1
6343	FF	493267.06	6922767.24	63.6	1	1
6344	GF	493254.69	6922766.53	63.5	1	1
6344	FF	493254.69	6922766.53	63.5	1	1
6345	GF	493242.08	6922766.19	63.4	1	1



Lot	Floor	Approximate coordinates and ground elevation at centre of lot, m			QDC MP4.4 Road Traffic Noise Category (worst-case on lot)	
		Easting	Northing	Ground elevation, m	No Mitigation	2.0m high noise barrier
6345	FF	493242.08	6922766.19	63.4	1	1
6346	GF	493231.49	6922765.91	63.3	1	1
6346	FF	493231.49	6922765.91	63.3	1	1
6347	GF	493219.62	6922765.69	63.1	1	1
6347	FF	493219.62	6922765.69	63.1	1	1
6348	GF	493206.34	6922766.41	63.0	1	1
6348	FF	493206.34	6922766.41	63.0	1	1
6349	GF	493194.92	6922767.28	62.8	1	1
6349	FF	493194.92	6922767.28	62.8	1	1
6350	GF	493184.99	6922768.78	62.7	1	1
6350	FF	493184.99	6922768.78	62.7	1	1
6351	GF	493172.82	6922770.92	62.6	1	1
6351	FF	493172.82	6922770.92	62.6	1	1
6352	GF	493159.72	6922773.07	62.4	1	1
6352	FF	493159.72	6922773.07	62.4	1	1
6353	GF	493147.86	6922774.81	62.3	1	1
6353	FF	493147.86	6922774.81	62.3	1	1
6354	GF	493136.67	6922778.45	62.1	1	1
6354	FF	493136.67	6922778.45	62.1	1	1
6355	GF	493122.75	6922782.46	62.1	1	1
6355	FF	493122.75	6922782.46	62.1	1	1
6356	GF	493070.54	6922838.13	62.6	0	0
6356	FF	493070.54	6922838.13	62.6	0	0
6357	GF	493071.62	6922851.12	64.7	0	0
6357	FF	493071.62	6922851.12	64.7	0	0
6358	GF	493073.41	6922861.47	65.6	0	0
6358	FF	493073.41	6922861.47	65.6	0	0
6359	GF	493075.36	6922872.80	66.3	0	0
6359	FF	493075.36	6922872.80	66.3	0	0
6360	GF	493077.49	6922885.12	67.1	0	0



Lot	Floor	Approximate coordinates and ground elevation at centre of lot, m			QDC MP4.4 Road Traffic Noise Category (worst-case on lot)	
		Easting	Northing	Ground elevation, m	No Mitigation	2.0m high noise barrier
6360	FF	493077.49	6922885.12	67.1	0	0
6361	GF	493079.45	6922896.45	67.7	0	0
6361	FF	493079.45	6922896.45	67.7	0	0
6362	GF	493081.23	6922906.80	68.2	0	0
6362	FF	493081.23	6922906.80	68.2	0	0
6363	GF	493083.19	6922918.13	68.7	0	0
6363	FF	493083.19	6922918.13	68.7	0	0
6364	GF	493085.32	6922930.45	69.3	0	0
6364	FF	493085.32	6922930.45	69.3	0	0
6365	GF	493087.57	6922943.50	69.9	0	0
6365	FF	493087.57	6922943.50	69.9	0	0
6366	GF	493089.82	6922956.56	70.6	0	0
6366	FF	493089.82	6922956.56	70.6	0	0
6367	GF	493091.95	6922968.88	71.2	0	0
6367	FF	493091.95	6922968.88	71.2	0	0
6368	GF	493093.91	6922980.21	71.7	0	0
6368	FF	493093.91	6922980.21	71.7	0	0
6369	GF	493087.21	6922997.00	72.4	0	0
6369	FF	493087.21	6922997.00	72.4	1	0
6370	GF	493100.76	6922995.12	72.8	0	0
6370	FF	493100.76	6922995.12	72.8	0	0
6371	GF	493113.07	6922993.00	73.0	0	0
6371	FF	493113.07	6922993.00	73.0	0	0
6372	GF	493126.16	6922990.66	73.1	0	0
6372	FF	493126.16	6922990.66	73.1	0	0
6373	GF	493119.09	6922975.64	73.0	0	0
6373	FF	493119.09	6922975.64	73.0	0	0
6374	GF	493117.14	6922964.31	72.6	0	0
6374	FF	493117.14	6922964.31	72.6	0	0
6375	GF	493115.01	6922951.99	72.1	0	0



Lot	Floor	Approximate coordinates and ground elevation at centre of lot, m			QDC MP4.4 Road Traffic Noise Category (worst-case on lot)	
		Easting	Northing	Ground elevation, m	No Mitigation	2.0m high noise barrier
6375	FF	493115.01	6922951.99	72.1	0	0
6376	GF	493112.76	6922938.94	71.5	0	0
6376	FF	493112.76	6922938.94	71.5	0	0
6377	GF	493110.50	6922925.88	71.0	0	0
6377	FF	493110.50	6922925.88	71.0	0	0
6378	GF	493108.37	6922913.56	70.5	0	0
6378	FF	493108.37	6922913.56	70.5	0	0
6379	GF	493106.42	6922902.23	70.0	0	0
6379	FF	493106.42	6922902.23	70.0	0	0
6380	GF	493104.63	6922891.88	69.4	0	0
6380	FF	493104.63	6922891.88	69.4	0	0
6381	GF	493102.67	6922880.55	68.5	0	0
6381	FF	493102.67	6922880.55	68.5	0	0
6382	GF	493100.55	6922868.23	67.4	0	0
6382	FF	493100.55	6922868.23	67.4	0	0
6383	GF	493098.59	6922856.90	66.3	0	0
6383	FF	493098.59	6922856.90	66.3	0	0
6384	GF	493096.80	6922846.55	65.3	0	0
6384	FF	493096.80	6922846.55	65.3	0	0
6385	GF	493094.85	6922835.22	64.0	0	0
6385	FF	493094.85	6922835.22	64.0	0	0
6386	GF	493092.72	6922822.90	62.9	0	0
6386	FF	493092.72	6922822.90	62.9	0	0
6387	GF	493089.19	6922808.12	62.2	0	0
6387	FF	493089.19	6922808.12	62.2	0	0
6388	GF	493138.12	6922815.46	62.9	0	0
6388	FF	493138.12	6922815.46	62.9	0	0
6389	GF	493139.97	6922830.02	64.4	0	0
6389	FF	493139.97	6922830.02	64.4	0	0
6390	GF	493142.10	6922842.34	65.5	0	0



Lot	Floor	Approximate coordinates and ground elevation at centre of lot, m			QDC MP4.4 Road Traffic Noise Category (worst-case on lot)	
		Easting	Northing	Ground elevation, m	No Mitigation	2.0m high noise barrier
6390	FF	493142.10	6922842.34	65.5	0	0
6391	GF	493144.06	6922853.67	66.8	0	0
6391	FF	493144.06	6922853.67	66.8	0	0
6392	GF	493145.84	6922864.02	67.8	0	0
6392	FF	493145.84	6922864.02	67.8	0	0
6393	GF	493147.80	6922875.35	68.7	0	0
6393	FF	493147.80	6922875.35	68.7	0	0
6394	GF	493143.29	6922894.30	70.2	0	0
6394	FF	493143.29	6922894.30	70.2	0	0
6395	GF	493158.07	6922892.14	69.9	0	0
6395	FF	493158.07	6922892.14	69.9	0	0
6396	GF	493169.40	6922890.18	69.1	0	0
6396	FF	493169.40	6922890.18	69.1	0	0
6397	GF	493181.33	6922888.05	68.7	0	0
6397	FF	493181.33	6922888.05	68.7	0	0
6398	GF	493173.38	6922870.39	66.6	0	0
6398	FF	493173.38	6922870.39	66.6	0	0
6399	GF	493171.42	6922859.05	65.7	0	0
6399	FF	493171.42	6922859.05	65.7	0	0
6400	GF	493169.63	6922848.71	65.0	0	0
6400	FF	493169.63	6922848.71	65.0	0	0
6401	GF	493167.68	6922837.37	64.1	0	0
6401	FF	493167.68	6922837.37	64.1	0	0
6402	GF	493165.55	6922825.06	63.2	0	0
6402	FF	493165.55	6922825.06	63.2	0	0
6403	GF	493163.03	6922810.65	62.7	0	0
6403	FF	493163.03	6922810.65	62.7	0	0
6404	GF	493235.52	6922920.91	69.8	0	0
6404	FF	493235.52	6922920.91	69.8	0	0
6405	GF	493225.31	6922923.28	70.0	0	0



Lot	Floor	Approximate coordinates and ground elevation at centre of lot, m			QDC MP4.4 Road Traffic Noise Category (worst-case on lot)	
		Easting	Northing	Ground elevation, m	No Mitigation	2.0m high noise barrier
6405	FF	493225.31	6922923.28	70.0	0	0
6406	GF	493217.92	6922924.55	70.2	0	0
6406	FF	493217.92	6922924.55	70.2	0	0
6407	GF	493210.53	6922925.83	70.4	0	0
6407	FF	493210.53	6922925.83	70.4	0	0
6408	GF	493203.14	6922927.10	70.7	0	0
6408	FF	493203.14	6922927.10	70.7	0	0
6409	GF	493195.01	6922928.51	70.9	0	0
6409	FF	493195.01	6922928.51	70.9	0	0
6410	GF	493186.14	6922930.04	71.1	0	0
6410	FF	493186.14	6922930.04	71.1	0	0
6411	GF	493178.01	6922931.44	71.4	0	0
6411	FF	493178.01	6922931.44	71.4	0	0
6412	GF	493170.62	6922932.72	71.5	0	0
6412	FF	493170.62	6922932.72	71.5	0	0
6413	GF	493163.23	6922933.99	71.8	0	0
6413	FF	493163.23	6922933.99	71.8	0	0
6414	GF	493155.84	6922935.27	72.0	0	0
6414	FF	493155.84	6922935.27	72.0	0	0
6415	GF	493147.68	6922936.50	72.2	0	0
6415	FF	493147.68	6922936.50	72.2	0	0
6416	GF	493152.50	6922967.50	72.2	0	0
6416	FF	493152.50	6922967.50	72.2	0	0
6417	GF	493160.87	6922966.01	72.0	0	0
6417	FF	493160.87	6922966.01	72.0	0	0
6418	GF	493168.26	6922964.74	71.8	0	0
6418	FF	493168.26	6922964.74	71.8	0	0
6419	GF	493175.65	6922963.46	71.6	0	0
6419	FF	493175.65	6922963.46	71.6	0	0
6420	GF	493183.04	6922962.18	71.4	0	0



Lot	Floor	Approximate coordinates and ground elevation at centre of lot, m			QDC MP4.4 Road Traffic Noise Category (worst-case on lot)	
		Easting	Northing	Ground elevation, m	No Mitigation	2.0m high noise barrier
6420	FF	493183.04	6922962.18	71.4	0	0
6421	GF	493191.17	6922960.78	71.1	0	0
6421	FF	493191.17	6922960.78	71.1	0	0
6422	GF	493200.04	6922959.25	70.9	0	0
6422	FF	493200.04	6922959.25	70.9	0	0
6423	GF	493208.17	6922957.85	70.7	0	0
6423	FF	493208.17	6922957.85	70.7	0	0
6424	GF	493215.56	6922956.57	70.4	0	0
6424	FF	493215.56	6922956.57	70.4	0	0
6425	GF	493225.93	6922954.38	69.9	0	0
6425	FF	493225.93	6922954.38	69.9	0	0
6426	GF	493213.47	6922835.44	64.3	0	0
6426	FF	493213.47	6922835.44	64.3	0	0
6427	GF	493216.13	6922850.87	65.6	0	0
6427	FF	493216.13	6922850.87	65.6	0	0
6428	GF	493218.26	6922863.19	66.6	0	0
6428	FF	493218.26	6922863.19	66.6	0	0
6429	GF	493213.47	6922882.18	68.3	0	0
6429	FF	493213.47	6922882.18	68.3	0	0
6430	GF	493226.99	6922880.24	68.1	0	0
6430	FF	493226.99	6922880.24	68.1	0	0
6431	GF	493244.55	6922876.24	67.2	0	0
6431	FF	493244.55	6922876.24	67.2	0	0
6432	GF	493251.30	6922856.46	66.4	0	0
6432	FF	493251.30	6922856.46	66.4	0	0
6433	GF	493255.70	6922842.12	65.8	0	0
6433	FF	493255.70	6922842.12	65.8	0	0
6434	GF	493259.80	6922828.73	65.2	0	0
6434	FF	493259.80	6922828.73	65.2	0	0
6435	GF	493264.19	6922814.39	64.5	0	0



Lot	Floor	Approximate coordinates and ground elevation at centre of lot, m			QDC MP4.4 Road Traffic Noise Category (worst-case on lot)	
		Easting	Northing	Ground elevation, m	No Mitigation	2.0m high noise barrier
6435	FF	493264.19	6922814.39	64.5	0	0
6436	GF	493239.41	6922813.48	63.6	0	0
6436	FF	493239.41	6922813.48	63.6	0	0
6437	GF	493221.80	6922809.66	63.3	0	0
6437	FF	493221.80	6922809.66	63.3	0	0
6438	GF	493202.48	6922810.41	63.1	0	0
6438	FF	493202.48	6922810.41	63.1	0	0
6439	GF	493279.46	6922929.10	68.1	0	0
6439	FF	493279.46	6922929.10	68.1	0	0
6440	GF	493274.99	6922942.94	68.6	0	0
6440	FF	493274.99	6922942.94	68.6	0	0
6441	GF	493271.04	6922955.85	68.7	0	0
6441	FF	493271.04	6922955.85	68.7	0	0
6442	GF	493261.70	6922970.25	68.5	0	0
6442	FF	493261.70	6922970.25	68.5	0	0
6443	GF	493278.68	6922975.45	67.5	0	0
6443	FF	493278.68	6922975.45	67.5	0	0
6444	GF	493295.65	6922980.21	66.1	0	0
6444	FF	493295.65	6922980.21	66.1	0	0
6445	GF	493298.48	6922964.13	65.8	0	0
6445	FF	493298.48	6922964.13	65.8	0	0
6446	GF	493302.44	6922951.22	65.8	0	0
6446	FF	493302.44	6922951.22	65.8	0	0
6447	GF	493306.16	6922936.64	65.7	0	0
6447	FF	493306.16	6922936.64	65.7	0	0
6448	GF	493317.21	6922806.83	63.4	0	0
6448	FF	493317.21	6922806.83	63.4	0	0
6449	GF	493313.40	6922819.26	64.1	0	0
6449	FF	493313.40	6922819.26	64.1	0	0
6450	GF	493309.74	6922831.22	64.6	0	0



Lot	Floor	Approximate coordinates and ground elevation at centre of lot, m			QDC MP4.4 Road Traffic Noise Category (worst-case on lot)	
		Easting	Northing	Ground elevation, m	No Mitigation	2.0m high noise barrier
6450	FF	493309.74	6922831.22	64.6	0	0
6451	GF	493306.37	6922842.21	65.2	0	0
6451	FF	493306.37	6922842.21	65.2	0	0
6452	GF	493303.30	6922852.25	65.6	0	0
6452	FF	493303.30	6922852.25	65.6	0	0
6453	GF	493299.93	6922863.25	66.1	0	0
6453	FF	493299.93	6922863.25	66.1	0	0
6454	GF	493296.27	6922875.20	66.6	0	0
6454	FF	493296.27	6922875.20	66.6	0	0
6455	GF	493285.80	6922889.84	67.1	0	0
6455	FF	493285.80	6922889.84	67.1	0	0
6456	GF	493299.40	6922894.23	66.3	0	0
6456	FF	493299.40	6922894.23	66.3	0	0
6457	GF	493310.40	6922897.60	65.6	0	0
6457	FF	493310.40	6922897.60	65.6	0	0
6458	GF	493322.35	6922900.51	65.6	0	0
6458	FF	493322.35	6922900.51	65.6	0	0
6459	GF	493322.74	6922883.26	64.8	0	0
6459	FF	493322.74	6922883.26	64.8	0	0
6460	GF	493326.40	6922871.31	64.5	0	0
6460	FF	493326.40	6922871.31	64.5	0	0
6461	GF	493329.77	6922860.32	64.1	0	0
6461	FF	493329.77	6922860.32	64.1	0	0
6462	GF	493332.84	6922850.28	63.8	0	0
6462	FF	493332.84	6922850.28	63.8	0	0
6463	GF	493336.21	6922839.28	63.4	0	0
6463	FF	493336.21	6922839.28	63.4	0	0
6464	GF	493339.87	6922827.33	63.1	0	0
6464	FF	493339.87	6922827.33	63.1	0	0
6465	GF	493343.67	6922814.90	62.8	0	0



Lot	Floor	Approximate coordinates and ground elevation at centre of lot, m			QDC MP4.4 Road Traffic Noise Category (worst-case on lot)	
		Easting	Northing	Ground elevation, m	No Mitigation	2.0m high noise barrier
6465	FF	493343.67	6922814.90	62.8	0	0
6466	GF	493384.92	6922833.33	62.6	0	0
6466	FF	493384.92	6922833.33	62.6	0	0
6467	GF	493380.74	6922846.20	63.1	0	0
6467	FF	493380.74	6922846.20	63.1	0	0
6468	GF	493377.38	6922857.20	63.5	0	0
6468	FF	493377.38	6922857.20	63.5	0	0
6469	GF	493374.01	6922868.20	63.8	0	0
6469	FF	493374.01	6922868.20	63.8	0	0
6470	GF	493370.35	6922880.15	64.2	0	0
6470	FF	493370.35	6922880.15	64.2	0	0
6471	GF	493366.98	6922891.14	64.5	0	0
6471	FF	493366.98	6922891.14	64.5	0	0
6472	GF	493363.91	6922901.18	64.8	0	0
6472	FF	493363.91	6922901.18	64.8	0	0
6473	GF	493360.54	6922912.18	65.0	0	0
6473	FF	493360.54	6922912.18	65.0	0	0
6474	GF	493356.88	6922924.13	65.1	0	0
6474	FF	493356.88	6922924.13	65.1	0	0
6475	GF	493353.00	6922936.80	65.2	0	0
6475	FF	493353.00	6922936.80	65.2	0	0
6476	GF	493349.12	6922949.47	65.4	0	0
6476	FF	493349.12	6922949.47	65.4	0	0
6477	GF	493345.75	6922960.47	65.5	0	0
6477	FF	493345.75	6922960.47	65.5	0	0
6478	GF	493342.39	6922971.46	65.6	0	0
6478	FF	493342.39	6922971.46	65.6	0	0
6479	GF	493329.88	6922990.81	65.3	0	0
6479	FF	493329.88	6922990.81	65.3	0	0
6480	GF	493343.48	6922995.17	65.0	0	0



Lot	Floor	Approximate coordinates and ground elevation at centre of lot, m			QDC MP4.4 Road Traffic Noise Category (worst-case on lot)	
		Easting	Northing	Ground elevation, m	No Mitigation	2.0m high noise barrier
6480	FF	493343.48	6922995.17	65.0	0	0
6481	GF	493364.60	6922997.59	64.0	0	0
6481	FF	493364.60	6922997.59	64.0	0	0
6482	GF	493370.08	6922978.96	63.8	0	0
6482	FF	493370.08	6922978.96	63.8	0	0
6483	GF	493373.45	6922967.96	63.5	0	0
6483	FF	493373.45	6922967.96	63.5	0	0
6484	GF	493376.82	6922956.97	63.4	0	0
6484	FF	493376.82	6922956.97	63.4	0	0
6485	GF	493380.70	6922944.30	63.1	0	0
6485	FF	493380.70	6922944.30	63.1	0	0
6486	GF	493384.58	6922931.63	62.9	0	0
6486	FF	493384.58	6922931.63	62.9	0	0
6487	GF	493388.24	6922919.68	62.7	0	0
6487	FF	493388.24	6922919.68	62.7	0	0
6488	GF	493391.60	6922908.68	62.5	0	0
6488	FF	493391.60	6922908.68	62.5	0	0
6489	GF	493394.68	6922898.64	62.3	0	0
6489	FF	493394.68	6922898.64	62.3	0	0
6490	GF	493398.04	6922887.65	62.1	0	0
6490	FF	493398.04	6922887.65	62.1	0	0
6491	GF	493401.71	6922875.69	61.7	0	0
6491	FF	493401.71	6922875.69	61.7	0	0
6492	GF	493405.07	6922864.70	61.3	0	0
6492	FF	493405.07	6922864.70	61.3	0	0
6493	GF	493408.44	6922853.70	61.1	0	0
6493	FF	493408.44	6922853.70	61.1	0	0
6494	GF	493411.87	6922840.08	60.8	0	0
6494	FF	493411.87	6922840.08	60.8	0	0
6495	GF	493409.98	6923008.94	63.9	2	0



Lot	Floor	Approximate coordinates and ground elevation at centre of lot, m			QDC MP4.4 Road Traffic Noise Category (worst-case on lot)	
		Easting	Northing	Ground elevation, m	No Mitigation	2.0m high noise barrier
6495	FF	493409.98	6923008.94	63.9	2	2
6496	GF	493413.34	6922997.95	63.8	2	0
6496	FF	493413.34	6922997.95	63.8	2	2
6497	GF	493416.42	6922987.91	63.6	2	0
6497	FF	493416.42	6922987.91	63.6	2	2
6498	GF	493419.27	6922978.58	63.4	2	0
6498	FF	493419.27	6922978.58	63.4	2	2
6499	GF	493421.69	6922970.70	63.3	2	0
6499	FF	493421.69	6922970.70	63.3	2	2
6500	GF	493423.88	6922963.52	63.1	2	0
6500	FF	493423.88	6922963.52	63.1	2	2
6501	GF	493426.30	6922955.64	62.9	2	0
6501	FF	493426.30	6922955.64	62.9	2	2
6502	GF	493429.45	6922945.36	62.7	2	0
6502	FF	493429.45	6922945.36	62.7	2	2
6503	GF	493433.11	6922933.40	62.5	2	0
6503	FF	493433.11	6922933.40	62.5	2	2
6504	GF	493436.99	6922920.74	62.3	2	0
6504	FF	493436.99	6922920.74	62.3	2	2
6505	GF	493440.87	6922908.07	62.1	2	0
6505	FF	493440.87	6922908.07	62.1	2	2
6506	GF	493444.53	6922896.11	61.7	2	0
6506	FF	493444.53	6922896.11	61.7	2	2
6507	GF	493447.68	6922885.84	61.4	2	0
6507	FF	493447.68	6922885.84	61.4	2	2
6508	GF	493450.09	6922877.95	61.0	2	0
6508	FF	493450.09	6922877.95	61.0	2	2
6509	GF	493452.29	6922870.78	60.9	2	0
6509	FF	493452.29	6922870.78	60.9	2	2
6510	GF	493454.70	6922862.89	60.7	2	0



Lot	Floor	Approximate coordinates and ground elevation at centre of lot, m			QDC MP4.4 Road Traffic Noise Category (worst-case on lot)	
		Easting	Northing	Ground elevation, m	No Mitigation	2.0m high noise barrier
6510	FF	493454.70	6922862.89	60.7	2	2
6511	GF	493457.85	6922852.61	60.5	2	0
6511	FF	493457.85	6922852.61	60.5	2	2
6512	GF	493461.51	6922840.66	60.3	2	1
6512	FF	493461.51	6922840.66	60.3	2	2
6513	GF	493465.17	6922828.70	59.7	2	1
6513	FF	493465.17	6922828.70	59.7	2	2
6514	GF	493469.21	6922815.52	59.1	2	1
6514	FF	493469.21	6922815.52	59.1	2	2
6515	GF	493479.03	6922796.21	57.0	2	2
6515	FF	493479.03	6922796.21	57.0	2	2
6516	GF	493467.68	6922791.15	57.0	2	2
6516	FF	493467.68	6922791.15	57.0	2	2
6517	GF	493442.97	6922785.59	58.2	2	2
6517	FF	493442.97	6922785.59	58.2	2	2
6518	GF	493432.51	6922781.34	59.0	2	2
6518	FF	493432.51	6922781.34	59.0	2	2
6519	GF	493422.47	6922778.26	59.5	2	2
6519	FF	493422.47	6922778.26	59.5	2	2
6520	GF	493410.22	6922775.56	60.0	2	2
6520	FF	493410.22	6922775.56	60.0	2	2
6521	GF	493400.48	6922771.53	60.5	2	2
6521	FF	493400.48	6922771.53	60.5	2	2
6522	GF	493390.44	6922768.45	60.8	2	2
6522	FF	493390.44	6922768.45	60.8	2	2
6523	GF	493378.19	6922765.75	61.1	2	2
6523	FF	493378.19	6922765.75	61.1	2	2
6524	GF	493366.24	6922762.09	61.3	2	2
6524	FF	493366.24	6922762.09	61.3	2	2
6525	GF	493354.29	6922758.46	61.5	2	2



Lot	Floor	Approximate coordinates and ground elevation at centre of lot, m			QDC MP4.4 Road Traffic Noise Category (worst-case on lot)	
		Easting	Northing	Ground elevation, m	No Mitigation	2.0m high noise barrier
6525	FF	493354.29	6922758.46	61.5	2	2
6526	GF	493335.72	6922748.01	61.1	2	2
6526	FF	493335.72	6922748.01	61.1	2	2
6527	GF	493330.31	6922764.05	61.3	1	1
6527	FF	493330.31	6922764.05	61.3	1	1
6528	GF	493325.33	6922780.30	62.1	1	1
6528	FF	493325.33	6922780.30	62.1	1	1
6529	GF	493346.91	6922782.50	62.7	1	1
6529	FF	493346.91	6922782.50	62.7	1	1
6530	GF	493358.87	6922786.16	62.6	1	1
6530	FF	493358.87	6922786.16	62.6	1	1
6531	GF	493370.82	6922789.82	62.5	1	1
6531	FF	493370.82	6922789.82	62.5	1	1
6532	GF	493383.06	6922792.53	62.1	1	1
6532	FF	493383.06	6922792.53	62.1	1	1
6533	GF	493393.10	6922795.60	61.7	1	1
6533	FF	493393.10	6922795.60	61.7	1	1
6534	GF	493402.85	6922799.63	61.2	1	1
6534	FF	493402.85	6922799.63	61.2	1	1
6535	GF	493415.10	6922802.34	60.8	1	1
6535	FF	493415.10	6922802.34	60.8	1	1
6536	GF	493425.14	6922805.41	60.4	1	1
6536	FF	493425.14	6922805.41	60.4	1	1
6537	GF	493435.60	6922809.22	60.4	1	1
6537	FF	493435.60	6922809.22	60.4	1	1





Appendix D Reference Noise Barrier Designs

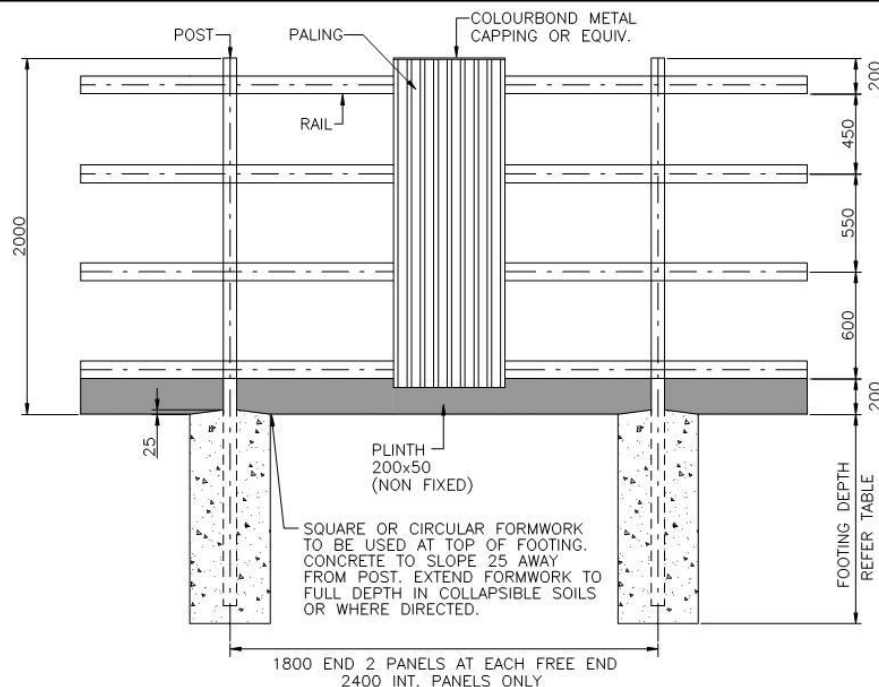
**Flagstone Development, Context Area 5 (CA5) North,
Stages 16-20**

Road Traffic Noise Intrusion Assessment

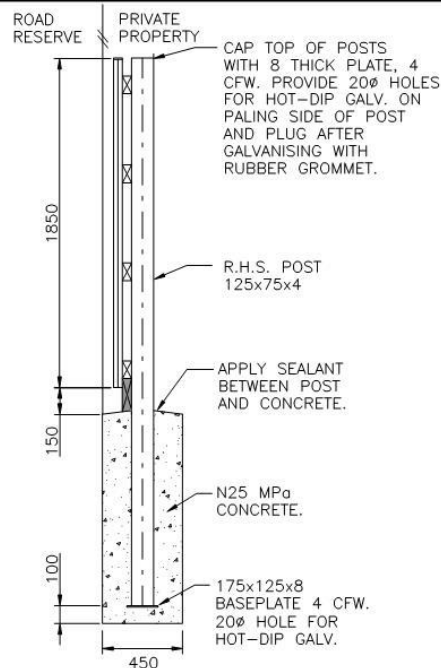
Peet Flagstone City Pty Ltd

SLR Project No.: 620.043287.00003

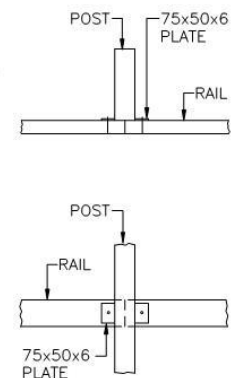
8 May 2026



ELEVATION



SECTION

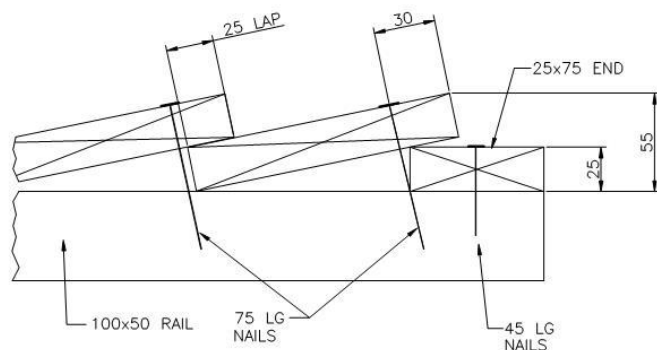


POST & RAIL CONNECTION

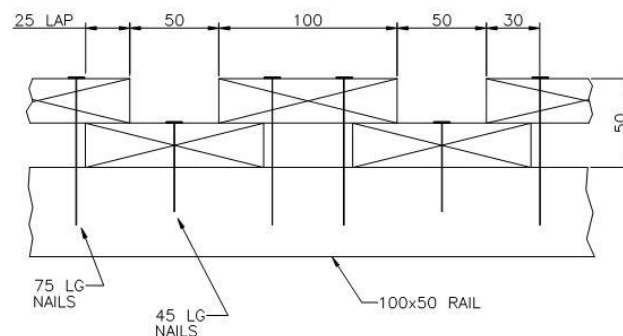
FOOTING DEPTH		
SOIL TYPE		FOOTING DEPTH
SOFT CLAY ($C_u = 25 \text{ kPa}$)		1600
FIRM CLAY ($C_u = 50 \text{ kPa}$)		1300
STIFF CLAY ($C_u = 100 \text{ kPa}$)		1100
MEDIUM DENSE NON-COHESIVE SOIL		1200

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

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

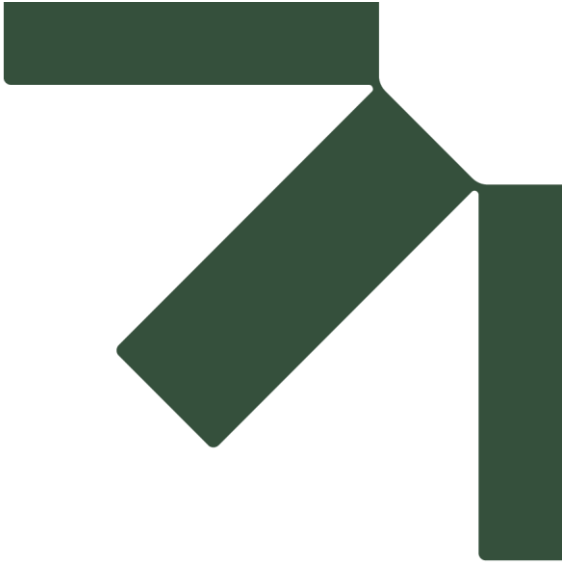
DESIGN	Std Dwgs Group	DATE	APRIL '01
DRAWN	CITY DESIGN	DATE	APRIL '01
CHECKED	M. STEER	DATE	MAY '01
DRAWING FILENAME	BSD-7021 (B) Noise barrier fence 2.0m high - Post and paling dwg		
ASSOCIATED PLANS	SUPERSEDES UMS-245		



BRISBANE CITY 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



Appendix E Glossary of Terms

**Flagstone Development, Context Area 5 (CA5) North,
Stages 16-20**

Road Traffic Noise Intrusion Assessment

Peet Flagstone City Pty Ltd

SLR Project No.: 620.043287.00003

8 May 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



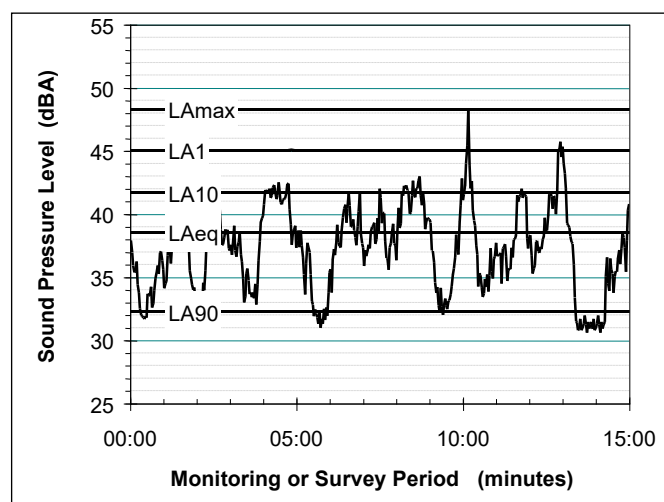
Sound pressure level (dBA)	Typical Example
50	Day time in a quiet suburban environment with background or distant road traffic noise
40	Night-time in a quiet suburban environment with background or distant road traffic noise Ambient noise level in rural to semi-rural environments with light breezes and 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



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

- LA₁₀(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.
- LA₁(1hour) Road Traffic Noise Level – the level exceeded for n% of a 1-hour period.

Noise Propagation

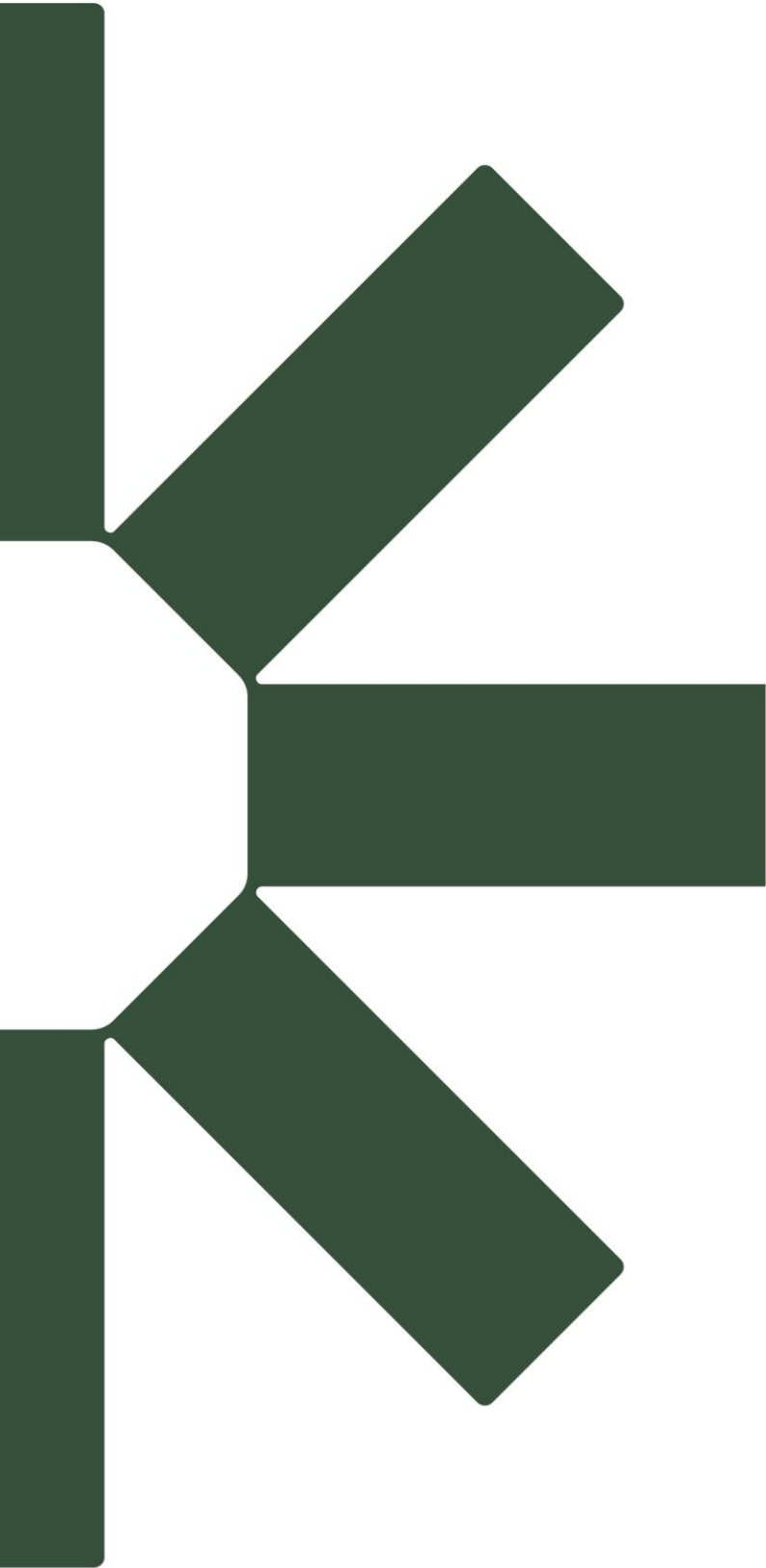
Provided the receptor is in the far-field of the noise source, noise levels will reduce as a receptor moves further away from the source. This is due to spreading of the noise source energy over distance. For a simple point source (for example, a motor) the theoretical reduction in noise levels is 6 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.





To: Jordan Pyne, Senior Development Manager
From: Rodrigo Olavarria
Company: Peet Flagstone City Pty Ltd
SLR Consulting Australia Pty Ltd
cc: Nick Meadows, Principal Planner
Date: 15 May 2026
 RPS Consulting
Project No. 620.043287.00003

**RE: Flagstone CA5 North
 EDQ Prelodgement advice – Acoustic Comments**

Confidentiality

This document is confidential and may contain legally privileged information. If you are not a named or authorised recipient, you must not read, copy, distribute or act in reliance on it. If you have received this document in error, please notify us immediately and delete or destroy the document.

Jordan,

SLR Consulting Australia Pty Ltd (SLR) was commissioned by Peet Flagstone City Pty Ltd (PEET) to conduct a road traffic noise intrusion assessment for the Flagstone Context Area 5 North, Stages 16-20 (CA5 North). SLR provided the assessment in SLR report 620.043287.00003-R1-v2.0-20260508 (referred hereto as ‘the noise report’).

Following a Prelodgement meeting with EDQ on 30 April 2026, SLR has received the Prelodgement Advice with reference PRE-2026-FLA-4685.

The following sections of this memorandum address the engineering matters in relation to acoustic attenuation. SLR provides commentary as considered required to address the matters raised by EDQ in **Table 1**.

Table 1: Prelodgement meeting advice – Response to engineering matters in relation to acoustic attenuation

EDQ advice	SLR comment
The assessment relies on 2041 traffic forecasts based on a “10 year post 2030 completion” assumption. According to the Flagstone City Movement Network IMP (R24/6857, DEV2012/209/10), the road traffic forecast (AAWDT or VPD) should extend up to the time horizon of 2066. The applicant also needs to justify that the proposed traffic volume estimates for 2041 at New Beith Road (Figure 1, left snip below) and the eastern arterial road are comparable with the daily traffic volume included in Figure 5-4 (right snip below) of the approved Movement IMP.	The noise report provides an assessment of QDC MP4.4¹ Noise Categories applicable to the construction of the dwellings with and without the implementation of recommended 2.0m noise barriers. According to QDC MP4.4, “future volumes a minimum of 10 years from the date of the assessment must be used for design purposes”. Noting the year of the noise report of 2026, assessment of traffic noise levels for year 2036 would be allowable. Instead, a 10 year after CA5 North completion traffic volume has been adopted, as this is the industry accepted practice for the prediction of road traffic noise in QLD and is a requirement in other QLD codes such as the DTMR CoP Vol 1². It is noted that

¹ Queensland Development Code Mandatory Part MP 4.4 – *Buildings in a Transport Noise Corridor* (QDC MP4.4)

² Department of Transport and Main Roads – *Transport Noise Management Code of Practice Volume 1 – Road Traffic Noise (CoP Vol1)*,

EDQ advice	SLR comment
 It is not explicitly demonstrated that these traffic volumes, HV percentages, and speed environments: - align with approved PDA assumptions, or - are consistent with the traffic reports previously accepted by EDQ for Flagstone CA5 / surrounding context. Need to confirm: - Noise model inputs are aligned with EDQ endorsed traffic assumptions for CA5 and the North–South Arterial Where misalignment; there needs to be suitable justification of any departures from approved assumptions. Section 3.1.1 indicates that 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. We have the master plan in place, and we know the traffic volume. The assessment is to consider those elements in the report.	these other codes are not applicable in this instance, however. It is understood that the 2066 traffic volumes in the IMP Flagstone City Movement Network IMP refer to the potential ultimate traffic volume carrying capacities for the roads. Hence, the roads are currently being designed to be able to carry those potential road volumes. However, the 2066 volumes are likely conservative estimate which may not eventuate. Furthermore, it is not industry practise nor it a request by DTMR, that noise assessments for road projects are conducted for ultimate traffic volumes. Whilst it is acknowledged that road traffic volumes and road noise are expected to increase over the years, it is understood that the design of noise attenuation for 10 year road volume forecasts is used by industry as a compromise between the financial viability of the development (dwelling building cost) and the reasonable protection of the community against the impacts of road traffic noise. As such, the noise report presents road traffic volume forecasts (by the Project traffic consultant) and the predicted road traffic noise levels for year 2041 (10 years after the estimated construction completion of CA5 North in 2030), as considered reasonable in consideration of the above. This assessment methodology has been adopted in the various noise reports approved by EDQ for other Flagstone stages to date. With regards to Section 3.1.1 of the noise report, knowledge of the future traffic volume alone does not allow for the verification of a road noise model. Whilst some stages of Flagstone have already been built, CA5 North has not. Therefore, the verification of the CA5 North road traffic noise model is not possible at this stage. Furthermore, road volumes in the constructed Flagstone may be limited to local traffic only due to the main arterial roads not being fully constructed and as such, the road noise levels in 2026 may not be representative of the masterplan.
Heavy vehicle percentages adopted are relatively low (generally ~0.7–2.1%). HV (%) values should be as per the approved Movement Network IMP (Appendix D). Report should explain how these values are appropriate for the future function of the arterial and connector roads, or acknowledge sensitivity where HV	The heavy vehicle percentages used are relevant to the traffic volumes adopted for the 2041 traffic forecasts. Refer to the above explanation of the selected traffic forecast year and volumes.



EDQ advice	SLR comment				
percentages increase over time and aligning HV percentages with road hierarchy and intended freight function Need to confirm that the assumed heavy vehicle proportions are appropriate for the ultimate function of the road network and consistent with EDQ-endorsed transport outcomes.					
First-floor noise categories remain Category 2–3 for numerous lots adjacent to the North–South Arterial (New Beith Road, Figure 5), even with barriers in place. The assessment demonstrates that compliance is only achievable through 2.0m noise barriers and enhanced dwelling façade treatments. However, Table 6.1 - Planning strategies for noise attenuation of TMR CoP Vol 1 prioritises to explore other solutions, prior to adopting any specific engineering solutions. Explain why other solutions are not appropriate for the site. The report appropriately notes this but does not clearly articulate how first-floor exposure will be managed without over-reliance on barriers. Need to confirm if exposure is anticipated to be addressed at building approval stage through façade treatments under QDC MP4.4, and that additional estate-level mitigation is not proposed or required. Section 5.2 of the report indicated that compliance is deferred to future lot-by-lot building certification, creating a risk that required façade treatments may not be implemented or correctly certified. Note that the risks and responsibilities are to be clearly established at the planning stage with all mitigation measures identified, and without leaving the mitigation responsibility for the individual lot users. The proposed strategy contradicts the requirements of condition 35b and QDC MP4.4. Applicant should provide: - Confirmation (even at concept level) that proposed noise barrier locations and heights can be accommodated within the approved road corridor design without adverse CPTED, access, or streetscape impacts. - Confirmation on intended ownership and - maintenance of noise barriers (i.e. Body Corporate, Council, Developer, QR?) - Confirmation on clearly defined re-assessment triggers (i.e. change in road vertical re-alignment) and when additional	Compliance with a specific QDC MP4.4 Noise Category via the implementation of noise mitigation at the source or within the propagation medium has not been requested by EDQ previously. Noise mitigation measures in accordance with QDC MP4.4 has. Noise mitigation in accordance with QDC MP4.4 involves the construction of the dwellings to meet minimum acoustic performances for the façade elements, relevant to the predicted QDC MP4.4 Noise Category on the individual lot. The noise report demonstrates the QDC MP4.4³ Noise Categories applicable to the construction of the dwellings with and without the implementation of recommended 2.0m noise barriers, the latter considered a reasonable and feasible noise mitigation measure within the context of a residential subdivision to reduce the QDC MP4.4 Noise Category. The CoP Vol 1 Table 6.1 planning strategies for noise attenuation are as follows: <table> <tr> <th>CoP Vol 1 strategy</th><th>SLR comment</th></tr> <tr> <td>Noise Sensitive Use Exclusion Zone (Buffer) or Building Location Envelope</td><td> The QDC MP4.4 Noise Category has been conservatively adopted as the highest predicted Noise Category within the lot, where the most road noise exposed dwelling facade may sit and has been applied for the full dwelling. This is conservative. Further noise exclusion and buffering between the road and the dwelling is not considered possible in all cases for the size of the lots. </td></tr> </table>	CoP Vol 1 strategy	SLR comment	Noise Sensitive Use Exclusion Zone (Buffer) or Building Location Envelope	The QDC MP4.4 Noise Category has been conservatively adopted as the highest predicted Noise Category within the lot, where the most road noise exposed dwelling facade may sit and has been applied for the full dwelling. This is conservative. Further noise exclusion and buffering between the road and the dwelling is not considered possible in all cases for the size of the lots.
CoP Vol 1 strategy	SLR comment				
Noise Sensitive Use Exclusion Zone (Buffer) or Building Location Envelope	The QDC MP4.4 Noise Category has been conservatively adopted as the highest predicted Noise Category within the lot, where the most road noise exposed dwelling facade may sit and has been applied for the full dwelling. This is conservative. Further noise exclusion and buffering between the road and the dwelling is not considered possible in all cases for the size of the lots.				

³ Queensland Development Code Mandatory Part MP 4.4 – *Buildings in a Transport Noise Corridor* (QDC MP4.4)



EDQ advice	SLR comment	
or updated acoustic assessment would be required. - Many noise barriers are proposed on top of retaining walls, with explicit acknowledgement that design changes would invalidate the assessment (creates a delivery risk where layouts change). - Confirmation of those identified lots or barrier segments where noise outcomes are particularly sensitive to retaining wall location or height and confirm how changes will be managed through subsequent design stages.	Earth mound (landscaped)	Noise screening in the form of noise barriers has been recommended for the proposed Context Area designs in lieu of earth mounds, which are intended to reduce noise whilst maximising the developable area of the lots. In practice, noise barriers provide the same noise attenuation of an earth mound of the same height with a smaller footprint. A combination of noise fence and QDC MP4.4 Noise Category, as applicable to the dwelling construction for the residual noise after the noise fence has been adopted generally, except where the access to the road impacting the lot is not access-controlled, i.e. the lot has a driveway to the road. Therefore, a continuous noise barrier is impractical. In this instance, a higher QDC MP4.4 Noise Category without a noise fence has been adopted for ground floor.
	Noise fence and earth mound (landscaped)	
	Noise fence (only)	
	Noise barrier and building design	
	Building design (only)	
	Pavement surface treatment	There is a limitation to the use of 'acoustic pavements' in terms of product durability, maintenance and cost. Therefore, this solution is typically implemented by the relevant State Transport departments only. Instead, an equivalent or better



EDQ advice	SLR comment		
	<table border="1" data-bbox="810 277 1388 501"> <tr> <td data-bbox="810 277 1098 501"></td><td data-bbox="1098 277 1388 501">noise mitigation strategy using reasonable and feasible noise fences, and QDC MP4.4 Noise Categories has been adopted.</td></tr> </table> In summary, due consideration of the CoP Vol 1 planning strategies for noise attenuation is implicit and the reasonable noise strategies in the CoP Vol 1 Table 6.1 have been explicitly implemented in the noise assessment. First floor road noise exposure is managed mainly via the implementation of QDC MP4.4 Noise Categories. Taller than 2.0m noise barriers would be required otherwise. Noise barriers have been intended to reduce the noise levels mainly on the ground floor of the lots for the following reasons: • Ground floors typically include operable glass doors to access private open areas such as backyards. Achieving high performance sliding glass doors is difficult, required heavier doors that increase in weight, thus become more difficult to operate, and are more expensive. Noise barriers are a good mitigation measure that reduces the acoustic performance. Thus, the drawbacks. • Conversely, upper floor windows are typically small in size, require a lighter glass pane for the same performance of the sliding door, and are less expensive. Whilst estate-level mitigation has been proposed and implemented in other stages in the form of noise barriers, road noise exposure is also currently being addressed at building approval stage, whereby the prospective lot buyers are been informed of the required QDC MP4.4 for their lot. Noteworthy, Section 5.2 indicates that, according to QDC MP4.4, <i>'This QDC part applies to building work for a relevant residential building if the work is the subject of a building development application made on or after 17 August 2015.'</i> As such, it is the responsibility of the dwelling builder to ensure that the façade treatments are adequately implemented. As such, the noise mitigation strategy does not contradict the requirements of Condition 35b)⁴ and QDC MP4.4.		noise mitigation strategy using reasonable and feasible noise fences, and QDC MP4.4 Noise Categories has been adopted.
	noise mitigation strategy using reasonable and feasible noise fences, and QDC MP4.4 Noise Categories has been adopted.		

⁴ Refer to attachment



EDQ advice	SLR comment
	SLR has ongoing involvement in the assessment of road noise for the various Flagstone stages, for which SLR has provided subsequent revisions of the noise reports to maintain alignment of the noise requirements with the subsequent design iterations, regardless of the extent of the change. As such, SLR understands that the noise reports are being reviewed by the relevant Project experts to confirm that: • The proposed noise barrier locations and heights can be accommodated within the approved road corridor design without adverse CPTED, access, or streetscape impacts. • The intended ownership and maintenance of noise barriers remains the responsibility of the lot owner (or the Body corporate in the case of an LLC⁵, however not applicable to CA5 North) SLR further confirms that: • Re-assessment of road traffic noise is required and is being conducted when material design changes are identified (e.g. due to a change in road vertical re-alignment, Context Area changes or other assumption change). • Noise barriers, including those recommended to be placed on top of retaining walls, are being re-assessed as the project design evolves. • Identified lots or barrier segments where noise outcomes are particularly sensitive to retaining wall location or height subject to design changes are being managed with via updated acoustic modelling and noise reporting. SLR understands that the noise report revisions are being submitted as part of Change applications.

⁵ Land Lease Community or similar development.



We trust that this letter provides the required clarification in relation to acoustic attenuation to support the formal lodgement of the Flagstone CA5 North application.

Should you have any queries regarding this memorandum, please contact the undersigned below.

Regards,

SLR Consulting Australia Pty Ltd



Reviewed by: JC Reviewed date: 13-5-2026

Rodrigo Olavarria, Principal Consultant
Practice Manager (Acoustics and Vibration), QLD

Attachments EDQ PDA development condition 35 of 11 October 2014, EDQ reference
DEV2012/403/171.



Attachment - Flagstone CA5 North Road Traffic Noise Assessment Criteria (reproduced from the CA5 North noise report)

Flagstone CA5 North will be part of the Greater Flagstone Urban Development Area (UDA) and 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.

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 2**. This report assumes that the same conditions are to be applied for consistency in the assessment of other CA5 North roads carrying relevant volumes of traffic, as CA5 North pertains the same PDA.

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.

Table 2 PDA Development Condition 35

Condition	Timing
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. 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. 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. Note: an acoustic report may address the acoustic needs of multiple stages/sub-stages in one report.	a) Prior to the commencement of site works for the relevant sub-stage.
b) Construct barrier(s) works generally in accordance with the certified plans submitted under part a) of this condition.	b) Prior to survey plan endorsement for each relevant sub-stage.
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.	c) Prior to survey plan endorsement for each relevant sub-stage.
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.	

