



Noise Impact Assessment

Proposed Townhouse Development 35 University Drive, Meadowbrook

Azure Project 48 Pty Ltd

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Acoustics Glossary

A-weighting	Correction to sound levels to mimic the response of the human ear at low sound frequencies.
AADT	Annual average daily traffic. The total traffic flow over a 24-hour period along a specific segment of road.
Broadband sound	Sound distributed across the whole audible frequency range.
Decibel (dB)	(1) Degree of loudness (2) A unit for expressing the relative intensity of sounds on a scale from zero for the average least perceptible sound to about 130 for the average pain level. A unit used to express relative difference in power or intensity, between two acoustic signals, equal to ten times the common logarithm of the ratio of the two levels, one of which is a standard reference value.
dB(A)	The A-weighted sound pressure level.
Façade adjusted	The noise level at 1m from a building façade is calculated by adding 2.5dB to the free-field noise level to account for sound reflected from the building façade. The external noise levels at the building façades are “façade-adjusted”.
Free-field	Noise level without any reflected sound from buildings or other hard, reflective surfaces (except for the ground plane).
Hz (Hertz)	Hertz is the standard measure of the frequency of oscillations in a wave motion. The frequency is most often measured in cycles per second (cps) or Hertz (Hz). Frequency of 1 Hz is one cycle per second.
Impulsive noise and impulsiveness adjustment	Noise having a high peak of short duration or a sequence of such peaks. Impulsive noise is present if the difference in A-weighted maximum noise levels between fast response and impulse response is greater than 2dB. Impulsiveness adjustment (penalty) of up to 5dB should be applied to the component noise level.
$L_{Amax,T}$	The maximum A-weighted sound pressure level occurring in a specified time period T in seconds.
$L_{Aeq,T}$	“Average-energy” sound level used in situations where sound varies over time. $L_{Aeq,T}$ is the A-weighted sound pressure level that has the same energy as the fluctuating sound over the time period T sec.
$L_{A01,T}$	Measure of the maximum sound level. $L_{A01,T}$ is a statistical parameter that is the A-weighted sound pressure level that is exceeded for 1% of the measurement time T.
$L_{A10,T}$	$L_{A10,T}$ is a statistical parameter that is the A-weighted sound pressure level that is exceeded for 10% of the measurement time T. Used as a traffic noise descriptor in Queensland.
$L_{A90,T}$	Background sound level. $L_{A90,T}$ is a statistical parameter that is the A-weighted sound pressure level that is exceeded for 90% of the measurement time T.
$L_{A10,18hr}$	The arithmetic average of the 18 individual $L_{A10,1hr}$ values between 6:00am and 12:00am (midnight). It is a derived descriptor which is used as a main traffic noise descriptor in the Calculation of Road Traffic Noise (CoRTN) procedure developed by the UK Department of Environment, Welsh Office, HMSO, 1988
Noise	Unwanted sound.

Octave bands and 1/3 octave bands	A range of frequencies whose upper frequency limit is twice that of its lower frequency limit. In acoustics, the audible spectrum (20Hz to 20kHz) is divided into 10 parts (octaves) with centre frequencies of 31.5Hz, 63Hz, 125Hz, 250Hz, 500Hz, 1kHz, 2kHz, 4kHz, 8kHz and 16kHz. For more detailed frequency analysis, octave bands are further divided into more discrete bands. For examples, 1/3 octaves bands are where each octave band is divided into three parts. IEC 61260:1995, <i>Electroacoustics — Octave-band and fractional-octave band filters</i>
Sound power	The sound energy radiated per unit time by a sound source, measured in Watts (W).
Sound Power Level, L_w (SWL)	Logarithmic measure of sound power on a decibel scale, referenced to the human hearing threshold of 1×10^{-12} W.
Sound pressure	The fluctuations in air, measured in Pascals (Pa).
Sound Pressure Level, L_p (SPL)	Logarithmic measure of sound pressure on a decibel scale, referenced to the human hearing threshold of 2×10^{-5} Pa.
Tonal noise, tonality, and tonality adjustment	Tonal noise is characterised by one or more distinct frequency components (“tones”) that emerge audibly from the total sound. For example, distinct tones may be emitted by fans, saws, grinders, and other equipment. Tonal noise is generally far more annoying than non-tonal noise. Presence of tonal sound (“tonality”) can be identified by analysing the sound levels in adjacent 1/3 octave bands. AS1055.1-1997 and the DEHP Noise Measurement Manual 2013 provides guidance on how tonality should be assessed. If tonal components are clearly audible and they can be detected by 1/3 octave analysis (1/3 octave band exceeds neighbouring bands by at least 5dB), tonality adjustment (penalty) of up to 5dB should be applied to the component noise level.
Weighted Sound Reduction Index (R_w)	A single-number quantity which characterises the airborne sound insulation of a material or building element over a range of frequencies.

1. Introduction

1.1 Project Background

ATP Consulting Engineers (ATP) was engaged to prepare a noise impact assessment report in support of the Material Change of Use (MCU) application for the proposed townhouse development at 35 University Drive in Meadowbrook.

The proposed townhouse development is part of the EDQ Land Activation Program (SEQ Tranche 1) Provisional Priority Development Area (PPDA) within Logan City Council (LCC). As such, the development application will be assessed and decided under the Economic Development Act 2012 (ED Act).

The broader 35 University Drive site was previously considered as part of a Reconfiguring a Lot (ROL) application. A noise assessment prepared for that application (report 304702139, dated 26 June 2025) assessed traffic noise from the Logan Motorway, motorway ramps, University Drive and the surrounding local road network. The monitoring data and relevant traffic inputs from that report have been reviewed and incorporated, where applicable, into this MCU stage assessment.

This report presents the road traffic noise assessment for the current townhouse development layout, considering road traffic noise from the Logan Motorway and Logan Motorway entry/exit ramps within a 10-year planning horizon to 2036.

The purpose of this report is to provide information regarding the acoustic design principles and the extent of road traffic noise control measures required for the design and construction of the proposed townhouse development.

1.2 Study Objectives

Study objectives are as follows:

- Review the ROL-stage noise assessment (report 304702139, dated 26 June 2025), the current townhouse development layout and the approved/available acoustic barrier fence design information for the site;
- Develop a three-dimensional traffic noise propagation model using SoundPLAN software, with consideration of the current MCU townhouse layout, site levels, relevant surrounding topography/buildings and the road network surrounding the site;
- Use the unattended road traffic noise monitoring data from report 304702139, dated 26 June 2025 to verify the SoundPLAN traffic noise model;
- Calculation of the traffic noise levels ($L_{10,18hr}$) at the façades and private open spaces of the proposed townhouse development within a 10-year planning horizon and recommendations of traffic noise mitigation measures;
- Identification of the QDCMP4.4 Noise Categories as applicable to the proposed residential units to inform the acoustic design requirements to prevent road traffic noise intrusion in the units; and

- Recommendation of noise mitigation measures to prevent road traffic noise impacts from the Logan Motorway and its associated ramps on the private and communal open spaces of the proposed development.

1.3 Subject Site

The proposed development is located at 35 University Drive, Meadowbrook, on land described in the ROL-stage assessment as Lot 3 of subdivision of Lot 100 on SP312822. The site is within the Logan City Council local government area and has an area of approximately 3.5 hectares.

The site is generally bounded by University Drive to the north, the Logan Motorway (M6) to the south, Logan Motorway entry/exit ramps and Meadowbrook Drive to the west, and Lake Ellerslie to the east. Griffith University Logan Campus is located further east of Lake Ellerslie. The ROL-stage assessment also notes an existing 3.6 metre high noise barrier to the east of the site, which terminates approximately 126 metres short of the eastern site boundary.

The ROL-stage proposal related to subdivision of the broader site into three lots, with two lots on the western portion intended for future mid-rise mixed-use development and the balance of the site intended for medium-density residential development. The current MCU assessment relates to the proposed townhouse development shown on the current site plan.

The location of the proposed development site is presented in Figure 1.1.



Figure 1.1 Site Location

1.4 Proposed Development

The proposed development comprises a two-storey townhouse development with communal amenities. The current site plan identifies a total of 145 townhouses with the following dwelling mix:

- Type A - 3 bedroom / 2.5 bath - 22 units;
- Type B - 3 bedroom / 2.5 bath - 24 units;
- Type D - 2 bedroom / 2 bath - 10 units;
- Type E - 2 bedroom / 2 bath - 8 units;
- Type F - 1 bedroom / 1 bath - 10 units;
- Type G - 1 bedroom / 1 bath - 8 units;
- Type X – 3 bedroom / 2.5 bath – 74 units.

The development also includes internal roadways, resident and visitor parking, swimming pool and surrounding lounge / landscaped amenity. The current site plan shows a communal area including a swimming pool and surrounding lounge / landscaped amenity, with access to the site via University Drive.

The site plan identifies an approximate acoustic fence location along the southern boundary/interface with the Logan Motorway. The latest proposed acoustic barrier fence design prepared by SLR has been reviewed and incorporated into the model for the purpose of establishing the mitigation assumptions.

The site, floor plans and elevations of the proposed concept plan are presented in Appendix A.

2. Existing Noise Amenity

2.1 Noise Measurement Locations

The existing traffic noise environment has been reviewed using unattended noise monitoring data from the ROL stage acoustic report 304702139, dated 26 June 2025. The data was collected during the ROL stage and is relevant to the current MCU assessment because it was measured on the same broader site which is influenced by the Logan Motorway, University Drive and surrounding road network.

The noise measurement methodology is summarised in the approved ROL stage acoustic report by Stantec.

2.2 Unattended Noise Measurement Results

The unattended noise measurement results relevant to the road traffic noise assessment are summarised in Table 2.2. The measured $L_{A10,18hr}$ levels will be used to verify the current SoundPLAN road traffic noise model.

Table 2.2 Traffic Noise Measurement Results

Measurement Location	Traffic noise level		Background noise level	
	Description	$L_{A10,18hr}$ dB(A)	$L_{A90,8hr}$ dB(A)	$L_{A90,18hr}$ dB(A)
Logger 1	Eastern site - near Logan Motorway	66.5	46.6	57.2
Logger 2	Western site - near Logan Motorway / motorway ramp	64.4	47.0	55.7
Logger 3	Eastern site - near University Drive	57.2	46.2	50.9

Detailed time-history charts for the noise monitoring data are provided in Stantec's report 304702139, dated 26 June 2025.

3. Road Traffic Noise Impact Assessment

3.1 Road Traffic Noise Criteria

The proposed development is located adjacent to the Logan Motorway, which is a state-controlled transport noise corridor under the administration of the Department of Transport and Main Roads (TMR). University Drive also bounds the site to the north. Traffic noise impacts from the Logan Motorway and its ramps have been considered in this assessment.

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

- Department of State Development, Infrastructure and Planning (DSDIP), *State Development Assessment Provisions (SDAP) version 3.6 (27 April 2026), State code 1: Development in state-controlled road environment*; and
- Department of Transport and Main Roads (TMR), *Policy for Development on Land Affected by Environmental Emissions from Transport and Transport Infrastructure Version 4 (October 2017)*.

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

Table 3.1 External Traffic Noise Criteria

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

The relevant performance outcomes from the SDAP are presented in Table 3.2.

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

Table 3.2 Performance and Acceptable Outcomes (SDAP State Code 1)

Performance outcome	Acceptable outcome
Material change of use (accommodation activity)	
Ground floor level requirements adjacent to a state-controlled road or type 1 multi-modal corridor	
PO39 Development minimises noise intrusion from a state-controlled road in private open space.	AO39.1 Development provides a noise barrier or earth mound which is designed, sited, and constructed: 1. to achieve the maximum free field acoustic levels in reference table 2 (item 2.2) for private open space at the ground floor level; 2. in accordance with: a. Chapter 7 integrated noise barrier design of the Transport Noise Management Code of Practice: Volume 1 (Road Traffic Noise), Department of Transport and Main Roads, 2013; b. Technical Specification-MRTS15 Noise Fences, Transport and Main Roads, 2019; c. Technical Specification-MRTS04 General Earthworks, Transport and Main Roads, 2020. OR AO39.2 Development achieves the maximum free field acoustic level in reference table 2 (item 2.2) for private open space by alternative noise attenuation measures where it is not practical to provide a noise barrier or earth mound.
PO40 Development (excluding a relevant residential building or relocated building) minimises noise intrusion from a state-controlled road in habitable rooms at the facade.	AO40.1 Development (excluding a relevant residential building or relocated building) provides a noise barrier or earth mound which is designed, sited, and constructed: 1. to achieve the maximum building façade acoustic level in reference table 1 (item 1.1) for habitable rooms; 2. in accordance with: a. Chapter 7 integrated noise barrier design of the Transport Noise Management Code of Practice: Volume 1 (Road Traffic Noise), Department of Transport and Main Roads, 2013; b. Technical Specification-MRTS15 Noise Fences, Transport and Main Roads, 2019; c. Technical Specification-MRTS04 General Earthworks, Transport and Main Roads, 2020. OR AO40.2 Development (excluding a relevant residential building or relocated building) achieves the maximum building façade acoustic level in reference table 1 (item 1.1) for habitable rooms by alternative noise attenuation measures where it is not practical to provide a noise barrier or earth mound.
PO41 Habitable rooms (excluding a relevant residential building or relocated building) are designed and constructed using materials to achieve the maximum internal acoustic level in reference table 3 (item 3.1).	No acceptable outcome is provided.

Performance outcome	Acceptable outcome
Above ground floor level requirements adjacent to a state-controlled road or type 1 multi-modal corridor	
PO42 Balconies, podiums, and roof decks include: a continuous solid gap-free structure or balustrade (excluding gaps required for drainage purposes to comply with the Building Code of Australia); highly acoustically absorbent material treatment for the total area of the soffit above balconies, podiums, and roof decks.	PO42 Balconies, podiums, and roof decks include: a continuous solid gap-free structure or balustrade (excluding gaps required for drainage purposes to comply with the Building Code of Australia); highly acoustically absorbent material treatment for the total area of the soffit above balconies, podiums, and roof decks.

The background noise levels at night-time, in terms of the $L_{90,8hr}$ noise descriptor, range from 46.2 to 47.0 dB(A), while the background noise levels during daytime, in terms of the $L_{90,18hr}$ noise descriptor, range from 50.9 to 57.2 dB(A).

Therefore, the applicable traffic noise criteria are:

- Building façades (façade adjusted²): $\leq 63\text{dB(A)} L_{10,18hr}$; and
- Private open spaces (free-field³): $\leq 60\text{dB(A)} L_{10,18hr}$.

3.2 Queensland Development Code (QDC) MP4.4

In case of exceedance of the external traffic noise criteria, architectural treatment must be applied to the noise affected building façades to protect the internal noise amenity.

The architectural treatments are specified in *Mandatory Part 4.4 (Buildings in a Transport Noise Corridor)* of the *Queensland Development Code*. Depending on the calculated 10-year planning horizon road traffic noise, under the *MP4.4*, there are five road traffic noise categories and corresponding acceptable form of construction, as presented in Table 3.3.

Table 3.3 QDC Noise Categories

Noise Category	Level of transport noise* $L_{A10,18hr}$ for State-controlled and designated local government roads
Category 4	$\geq 73 \text{ dB(A)}$
Category 3	68 – 72 dB(A)
Category 2	63 – 67 dB(A)
Category 1	58 – 62 dB(A)
Category 0	$\leq 57 \text{ dB(A)}$

*Measured at 1m from building façade

QDCMP4.4 specifies acceptable forms of construction for the external walls, windows, and roof/ceiling.

² The façade adjusted noise criterion contains +2.5dB(A) adjustment factor for the sound energy reflected from the hard surface of a typical building. This adjustment factor is applicable for areas within 3m from a hard-reflective vertical surface.

³ "Free-field" refers to open space with no reflected noise.

The noise categories applicable to the proposed development will be determined in this report.

As an alternative to the deemed-to-comply construction specifications from QDCMP4.4, the buildings can be constructed as per the advice of a qualified acoustical engineer. The engineer can carry out floor plan specific acoustic design in accordance with AS3671-1989 and provide acoustic design specifications for the external walls, windows, and roof/ceilings.

3.3 Traffic Noise Calculation Methodology

The road traffic noise levels from the Logan Motorway and its associated ramps, within a 10-year planning horizon (year 2036), were calculated using SoundPLAN noise propagation modelling software.

SoundPLAN calculates traffic noise as per the procedure specified in the UK Department of Transport Welsh Office *Method of Calculation of Road Traffic Noise* (CoRTN'88). This is an accepted traffic noise calculation procedure applied widely in Australia.

The assumptions and data used in development of the traffic noise propagation model are presented in Table 3.4.

Table 3.4 Data and Assumptions – Traffic Noise Model

Terrain	- Elevation data for the development site and surroundings were obtained from Department of Natural Resources and Mines Airborne Laser Scanning (LiDAR) 1 metre elevation data. - Ground surface absorption factor of 0 was applied to all paved surfaces and 1 for all grassed areas. - The RLs considered in the traffic noise propagation model were based on the supplied site/civil information by DEQ Consulting Engineers.
Buildings	- The proposed development was included in the model along with all neighbouring buildings. - Development plans are included in Appendix A.
Road Traffic	- Logan Motorway was included in the modelling, with alignment determined based on aerial imagery. The length of the road considered in the traffic noise modelling spans 300m either side of the proposed development site. - The Logan Motorway eastbound/westbound carriageways, Logan Motorway ramps, and University Drive were included in the model. Traffic volumes are based on report 304702139, dated 26 June 2025, unless superseded traffic engineering advice is provided. Speeds are 100 km/h for Logan Motorway, 60 km/h for ramps, and 60 km/h for University Drive. Pavement surfaces are to be modelled as acoustically neutral unless updated road surface information is provided. Only Logan Motorway and - The CoRTN procedure requires traffic volume data input for 18 hours. Traffic volume for 18-hour period (6:00am to midnight) was considered as 94% of the 24-hour AADT.
Receivers	Building Façades: Receivers were attached to the façades of the proposed buildings. Receivers are placed at a height of 1.5m above each floor level. - SoundPLAN adds +2.5dB(A) to the calculated noise levels when the receivers are attached to the buildings, thus the tabulated traffic noise levels are façade adjusted. Private Open Spaces: Receivers were placed at 1.5m above ground level within the private balconies and rooftop areas at a free-field location.

Calculation Procedure	- CoRTN 88 Calibration Factors for Australian conditions were considered in this assessment, as per the procedure from the TMR Code of Practice Volume 1⁴: - Adjustment of -1.7 dB was applied to the calculated façade traffic noise levels; - Adjustment of -0.7 dB was applied to the calculated free-field traffic noise levels. 2m grid spacing was used for calculation of noise contour maps.
Noise Mitigation Measures	The proposed/available acoustic barrier fence design is to be incorporated into the model. The supplied drawings identify proposed acoustic fence segments along the Logan Motorway / ramp interface and connection toward the existing acoustic fence, with prestressed concrete panel wall construction in accordance with TMR Standard Drawing SD1608 and MRTS15, using 90 mm thick panels. The proposed design of the acoustic fence is provided in Appendix D of the report.

3.4 Traffic Flow Data

Traffic flow data, as considered in the SoundPLAN model, is presented in Table 3.5.

Table 3.5 Traffic Flow Data

Road	Traffic Volumes		Heavy Vehicles (%)
	Existing AADT (2025)	Predicted AADT (2036)	
Logan Motorway - westbound (100 km/h)	33,598	49,052	15%
Logan Motorway - eastbound (100 km/h)	33,598	49,052	15%
Logan Motorway ramps - southbound (40-60 km/h)	2,055	3,000	5%
Logan Motorway ramps - northbound (40-60 km/h)	4,515	6,592	5%

Notes:

- AADT – Average Annual Daily Traffic.
- Traffic data has been adopted from report 304702139, dated 26 June 2025. That report used traffic counts for the relevant local road links and Queensland Government mapping for the Logan Motorway. A 3.5% annual compounding growth rate was applied in that report to project traffic volumes to the 2036 planning horizon.

⁴ Source: Australian Road Research Board, 1982, *An Evaluation of the UK DoE Traffic Noise Prediction* (Report No. 122, ARRB – NAASRA Planning Group). Referenced in the TMR *Transport Noise Management Code of Practice, Volume 1: Road Traffic Noise*.

3.5 Road Traffic Noise Model Verification

The noise data collected during the monitoring period (as presented in Table 2.2) was used to verify the accuracy of the SoundPLAN model prior to undertaking calculations of the future road traffic noise levels.

The results of the SoundPLAN model validation are presented in Table 3.6 and in Appendix E.

Table 3.6 SoundPLAN Validation Results

Measurement Location	Measured* LA10,18hr dB(A)	Modelled* LA10,18hr dB(A)	Difference dB
Logger 1 - near Logan Motorway	66.5	66.8	+0.3
Logger 2 - near Logan Motorway / ramp	64.5	65.3	+0.8
Logger 3 - near University Drive	57.2	60.2	+3.0

*Free field

The reference verification results indicate that the model was within +/-2 dB(A) at the two Logan Motorway logger locations. Logger 3, near University Drive, was over-predicted by approximately 3 dB(A). On this basis, the current MCU assessment will use the motorway logger locations as the primary validation reference for the dominant road traffic noise source, while also considering the University Drive logger as a benchmarking location.

3.6 Road Traffic Noise Model (Year 2036)

For the purpose of this MCU-stage road traffic noise assessment, the acoustic assessment has been focused on noise emissions from the Logan Motorway, including the associated on-ramps and off-ramps adjacent to the site. The Logan Motorway is a state-controlled road and is considered to be the dominant transport noise source affecting the proposed development as shown in the approved ROL stage acoustic report by Stantec.

While University Drive and Meadowbrook Drive form part of the surrounding local road network, these roads are of a lower-order road function and are not expected to materially influence the acoustic design outcomes for the development when compared with the Logan Motorway corridor. Accordingly, detailed modelling of University Drive and Meadowbrook Drive has not been undertaken as part of this MCU-stage assessment.

The assessment has therefore been prepared on the basis that the critical road traffic noise exposure to the proposed townhouse development is associated with the Logan Motorway and its associated ramps.

Excerpts from the 3D SoundPLAN traffic noise model, including the model verification scenario (year 2025) and the 10-year planning horizon scenario (year 2036), are presented in Figures 3.1 and 3.2, respectively. The figures show the Logan Motorway alignment adjacent to the development site.

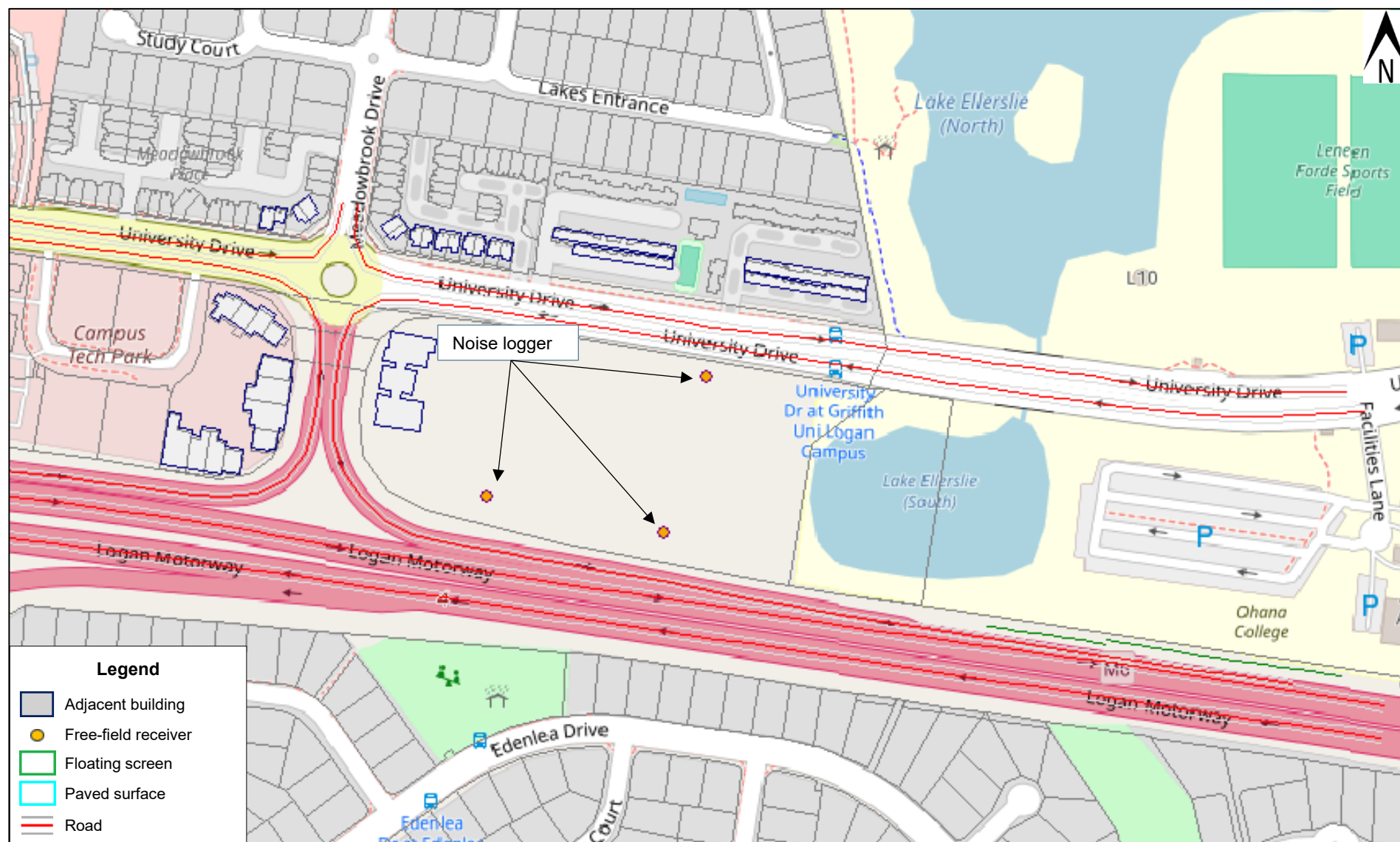
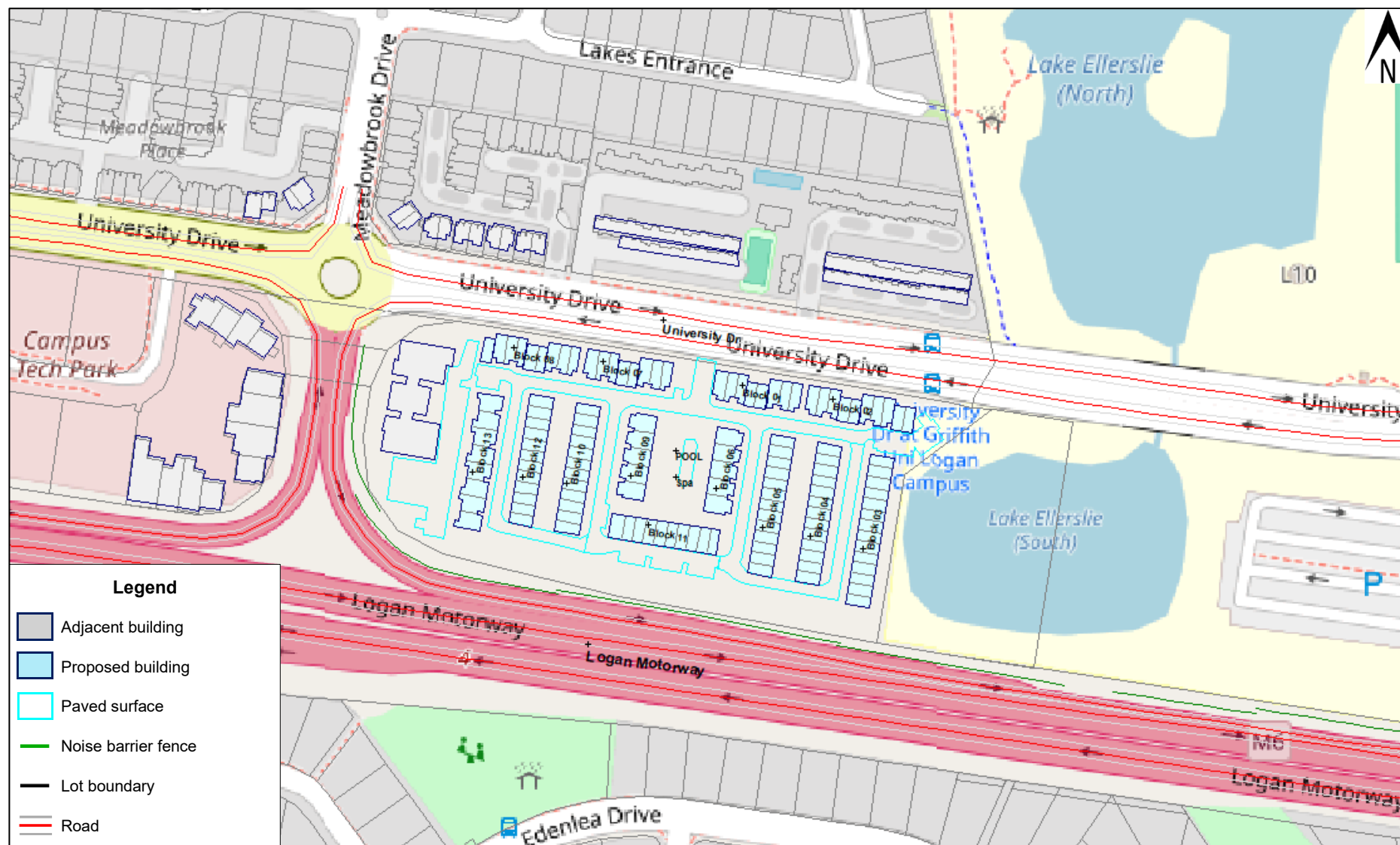


Figure 3.1 3D Traffic Noise Model – SoundPLAN Excerpt – Model Verification



3.7 Traffic Noise Calculation Results

Based on the road traffic noise modelling results, the applicable QDC MP4.4 Noise Categories for the proposed townhouses range from Noise Category 0 to Noise Category 2. The results reflect the proposed acoustic barrier fence incorporated in the model.

The applicable QDC MP4.4 Noise Categories for each proposed block (Blocks 1 to 13) are summarised in Tables 3.7 to 3.19. Noise contours illustrating the propagation of road traffic noise across the development site are provided in Appendix C.

Table 3.7 QDCMP4.4 Noise Categories – Buildings façades (Block 01)

Building Type & Location	Unit Number	Floor	Façade Orientation	Noise Category QDC MP4.4
Block 01	TH 01 to TH 08	Ground	N	Noise Category 0
			E	
			S	
			W	
		Level 01	N	Noise Category 0
			E	
			S	
			W	

Table 3.8 QDCMP4.4 Noise Categories – Buildings façades (Block 02)

Building Type & Location	Unit Number	Floor	Façade Orientation	Noise Category QDC MP4.4
Block 02	TH 09 to TH 18	Ground	N	Noise Category 0
			E	
			S	
			W	
		Level 01	N	Noise Category 0
			E	
			S	
			W	

Table 3.9 QDCMP4.4 Noise Categories – Buildings façades (Building 3)

Building Type & Location	Unit Number	Floor	Façade Orientation	Noise Category QDC MP4.4
Block 03	TH 19 to TH 28	Ground	N	Noise Category 0
			E	
			S	
			W	

	TH 29 to TH 30		N	Noise Category 0
			E	Noise Category 1
			S	Noise Category 1
			W	Noise Category 0
	TH 31 to TH 32		N	Noise Category 0
			E	Noise Category 1
			S	Noise Category 1
			W	Noise Category 1
	TH 19 to TH 21	Level 01	N	Noise Category 0
			E	
			S	
			W	
	TH 22 to TH 25		N	N/A
			E	Noise Category 1
			S	N/A
			W	Noise Category 1
	TH 26 to TH 31		N	N/A
			E	Noise Category 1
			S	N/A
			W	Noise Category 1
TH 32	N		N/A	
	E		Noise Category 1	
	S		N/A	
	W		Noise Category 2	

Table 3.10 QDCMP4.4 Noise Categories – Buildings façades (Block 04)

Building Type & Location	Unit Number	Floor	Façade Orientation	Noise Category QDC MP4.4
Block 04	TH 33 to TH 40	Ground	N	Noise Category 0
			E	
			S	N/A
			W	Noise Category 0
	TH 41 to TH 44		N	N/A
			E	Noise Category 1
			S	N/A
			W	Noise Category 1
	TH 45	Level 01	N	N/A
			E	Noise Category 1
			S	Noise Category 2
			W	Noise Category 1

Table 3.11 QDCMP4.4 Noise Categories – Buildings façades (Block 05)

Building Type & Location	Unit Number	Floor	Façade Orientation	Noise Category QDC MP4.4
Block 05	TH 46 to TH 52	Ground	N	Noise Category 0
			E	
			S	
			W	
	TH 53 to TH 56		N	N/A
			E	Noise Category 0
			S	N/A
			W	Noise Category 0
	TH 57		N	N/A
			E	Noise Category 0
			S	N/A
			W	Noise Category 1
	TH 58		N	N/A
			E	Noise Category 1
			S	Noise Category 1
			W	Noise Category 1
	TH 46 to TH 52	Level 01	N	Noise Category 0
			E	Noise Category 0
			S	Noise Category 0
			W	Noise Category 0
	TH 53 to TH 57		N	N/A
			E	Noise Category 1
			S	N/A
			W	Noise Category 1
	TH 58		N	N/A
			E	Noise Category 1
			S	Noise Category 2
			W	Noise Category 1

Table 3.12 QDCMP4.4 Noise Categories – Buildings façades (Block 06)

Building Type & Location	Unit Number	Floor	Façade Orientation	Noise Category QDC MP4.4
Block 06	TH 59 to TH 68	Ground	N	Noise Category 0
			E	
			S	
			W	
	TH 60, 62, 64, and 66	Level 01	N	Noise Category 0
			E	
			S	
			W	
	TH 68	Level 01	N	N/A
			E	Noise Category 1
			S	
			W	

Table 3.13 QDCMP4.4 Noise Categories – Buildings façades (Block 07)

Building Type & Location	Unit Number	Floor	Façade Orientation	Noise Category QDC MP4.4
Block 07	TH 69 to TH 76	Ground	N	Noise Category 0
			E	
			S	
			W	
		Level 01	N	Noise Category 0
			E	
			S	
			W	

Table 3.14 QDCMP4.4 Noise Categories – Buildings façades (Block 08)

Building Type & Location	Unit Number	Floor	Façade Orientation	Noise Category QDC MP4.4
Block 08	TH 77 to TH 85	Ground	N	Noise Category 0
			E	
			S	
			W	
		Level 01	N	Noise Category 0
			E	
			S	
			W	

Table 3.15 QDCMP4.4 Noise Categories – Buildings façades (Block 09)

Building Type & Location	Unit Number	Floor	Façade Orientation	Noise Category QDC MP4.4
Block 09	TH 86 to TH 95	Ground	N	Noise Category 0
			E	
			S	
			W	
	TH 87, 89, and 91	Level 01	N	Noise Category 0
			E	
			S	
			W	
	TH 93		N	N/A
			E	Noise Category 0
			S	Noise Category 1
			W	
	TH 95		N	N/A
			E	Noise Category 1
			S	
			W	

Table 3.16 QDCMP4.4 Noise Categories – Buildings façades (Block 10)

Building Type & Location	Unit Number	Floor	Façade Orientation	Noise Category QDC MP4.4
Block 10	TH 96 to TH 106	Ground	N	Noise Category 0
			E	
			S	
			W	
	TH 107		N	N/A
			E	Noise Category 1
			S	
			W	
	TH 96 to TH 102	Level 01	N	Noise Category 0
			E	
			S	
			W	
	TH 103 to TH 106		N	N/A
			E	Noise Category 1
			S	
			W	

			N	N/A
	TH 107		E	Noise Category 1
			S	Noise Category 2
			W	Noise Category 1

Table 3.17 QDCMP4.4 Noise Categories – Buildings façades (Block 11)

Building Type & Location	Unit Number	Floor	Façade Orientation	Noise Category QDCMP4.4
Block 11	TH 108 to TH 117	Ground	N	Noise Category 0
			E	Noise Category 1 (TH117 only) all others n/a
			S	Noise Category 1
			W	Noise Category 1 (TH108 only) all others n/a
	TH 108 to TH 117	Level 01	N	Noise Category 0
			E	Noise Category 1 (TH117 only) all others n/a
			S	Noise Category 2
			W	Noise Category 1 (TH108 only) all others n/a

Table 3.18 QDCMP4.4 Noise Categories – Buildings façades (Block 12)

Building Type & Location	Unit Number	Floor	Façade Orientation	Noise Category QDC MP4.4
Block 12	TH 118 to TH 128	Ground	N	Noise Category 0
			E	
			S	
			W	
	TH 129	Ground	N	N/A
			E	Noise Category 1
			S	
			W	
	TH 118 to TH 123	Level 01	N	Noise Category 0
			E	
			S	
			W	
	TH 124 to TH 128	Level 01	N	N/A
			E	Noise Category 1
			S	
			W	

	TH 129		N	N/A
			E	Noise Category 1
			S	Noise Category 2
			W	Noise Category 1

Table 3.19 QDCMP4.4 Noise Categories – Buildings façades (Block 13)

Building Type & Location	Unit Number	Floor	Façade Orientation	Noise Category QDC MP4.4
Block 13	TH 130, 132, and 134	Ground	N	Noise Category 0
			E	
			S	
			W	
	TH 136		N	N/A
			E	Noise Category 1
			S	N/A
			W	Noise Category 0
	TH 138, 140, and 142		N	Noise Category 1
			E	Noise Category 0
			S	N/A
			W	Noise Category 1
	TH 144		N	N/A
			E	Noise Category 1
			S	
			W	
	TH 131 and TH 133	Level 01	N	Noise Category 0
			E	
			S	
			W	
	TH 135 and TH 137		N	N/A
			E	Noise Category 0
			S	N/A
			W	Noise Category 1
TH 139, TH 141, and TH 143	N		N/A	
	E		Noise Category 1	
	S		N/A	
	W		Noise Category 2	
TH 145	N		N/A	
	E		Noise Category 1	
	S		Noise Category 2	
	W		Noise Category 2	

With the proposed acoustic barrier fence incorporated, the predicted road traffic noise levels at the private open spaces of all townhouses comply with the applicable 60 dB(A) $L_{10,18hr}$ free-field criterion. The acoustic barrier fence design adopted in the assessment is based on the latest SLR proposal and is required to achieve this outcome.

4. Discussion and Recommendations

The road traffic noise assessment has considered the 2036 traffic scenario for the Logan Motorway and its associated ramps, which are the dominant road traffic noise sources affecting the proposed development. The assessment incorporates the latest proposed acoustic barrier fence design prepared by SLR as a model input and mitigation measure.

4.1 Mitigation Measures

- The proposed acoustic barrier fence is an integral component of the assessed mitigation strategy. The alignment, height and construction assumptions adopted in the model are based on the latest SLR proposal for the acoustic barrier fence design, including the fence sections along the Logan Motorway and ramp interface and the connection to the existing acoustic fence.
- The acoustic barrier fence must be constructed in accordance with the latest SLR acoustic barrier fence design and maintained as a continuous, gap-free barrier. Any change to its alignment, height, construction or interface with the existing fence should be reviewed by a suitably qualified acoustic consultant before construction.

4.1.1 Private Open Spaces (POS)

With the proposed acoustic barrier fence incorporated, the predicted traffic noise levels at the private open spaces of all townhouses comply with the applicable 60 dB(A) $L_{10,18hr}$ free-field criterion. The fence is therefore required to achieve the assessed private open space outcome.

4.1.2 Architectural Treatment of Building Envelope

The predicted facade noise levels and applicable QDC MP4.4 Noise Categories are presented in Tables 3.7 to 3.19 and Appendix F. The results indicate that Blocks 1, 2, 7 and 8 are within Noise Category 0, while the remaining blocks include facade exposures ranging from Noise Category 0 to Noise Category 2.

All habitable rooms adjoining facades assessed above Noise Category 0 must be designed and constructed in accordance with the applicable QDC MP4.4 Noise Category. The applicable facade category should be confirmed against the relevant block, dwelling, floor and orientation in Tables 3.7 to 3.19 during detailed design and building approval.

There are two options available for architectural treatment to the building façades, as follows:

- **Option 1:** Implementation of the 'acceptable forms of construction' specified in Queensland Development Code (QDC) Mandatory Part 4.4 (*Buildings in a Transport Noise Corridor*) as per the noise categories presented in Tables 3.7 to 3.19 of this report.
- **Option 2:** Floor plan specific acoustic design, in accordance with AS3671-1989, to ensure compliance with the internal noise criteria for habitable rooms in accommodation activity (≤ 35 dB(A) $L_{eq,1hr}$) as specified in *Table 3: Maximum internal acoustic levels of SDAP State Code 1: Development in a state-controlled road environment*.

Subject to implementation of the proposed acoustic barrier fence in accordance with the latest SLR design and the applicable facade treatments, road traffic noise from the Logan Motorway and associated ramps will not impose further acoustic constraints on the proposed development.

5. References

- Australian Standard AS1055-2018 (*Acoustics – Description and Measurement of Environmental Noise*)
- Australian Standard AS/NZS2107 - 2016 (*Acoustics – Recommended design sound levels and reverberation times for building interiors*)
- Australian Standard AS2702-1984 (*Acoustics – Methods for the measurement of road traffic noise*)
- Australian Standard AS3671-1989 (*Acoustics – Road Traffic Noise Intrusion – Building sitting and construction*)
- Australian Standard AS/NZS IEC61672.1-2019 (*Electroacoustics – Sound level meters – Specifications*)
- Department of Environment and Science, 2019, *Environmental Protection (Noise) Policy*
- Department of Housing and Public Works Queensland Government, 2015, *Queensland Development Code – Mandatory Part 4.4 (Buildings in a Transport Noise Corridor)*
- Department of State Development, Infrastructure and Planning, April 2026, *State Development Assessment Provisions (Version 3.6), State code 1: Development in a state-controlled road environment*
- Department of Transport and Main Roads, 2017, *Policy for Development on Land Affected by Environmental Emissions from Transport and Transport Infrastructure (Version 4)*
- Department of Transport and Main Roads, 2023, *Transport Noise Management Code of Practice: Volume 1 – Road Traffic Noise*
- Department of Transport and Main Roads, 2020, *Traffic Census Data*
- *Parklands PDA Development Scheme*, December 2023

6. Appendices

Appendix A – Development Plan

Appendix B – Validation of CoRTN Traffic Noise Model

Appendix C – Traffic Noise Contour Maps

Appendix D – Acoustic Barrier Fence Design

Appendix A – Development Plan

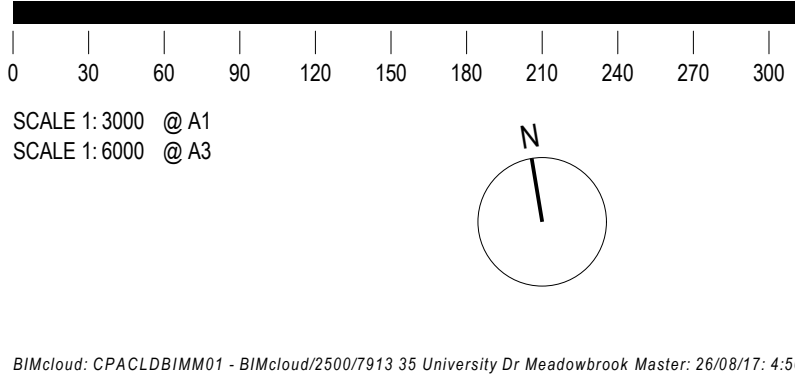


1 LOCATION PLAN
SCALE 1:3000 @ A1
SCALE 1:6000 @ A3

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COTTEE PARKER ARCHITECTS PTY LTD
ABN 77 010 924 106
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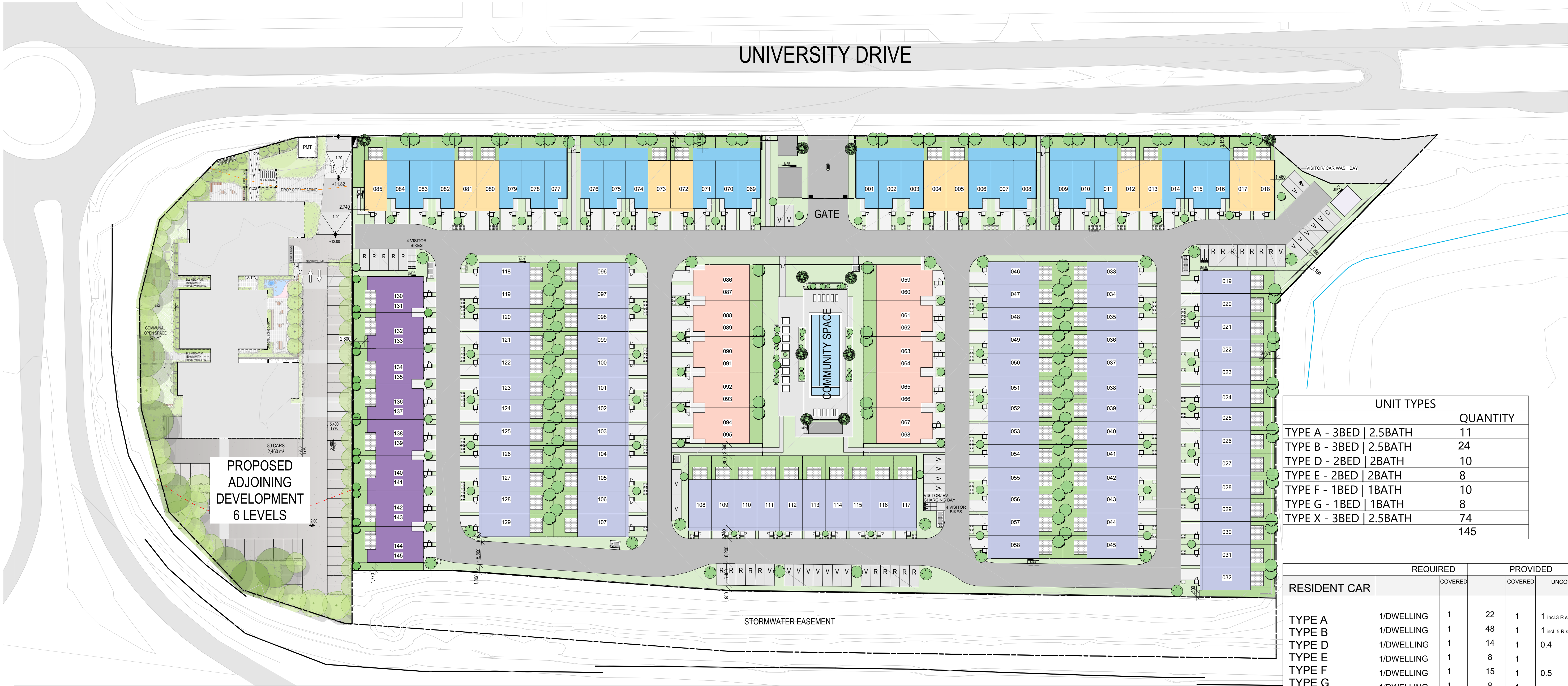


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ISSUE PURPOSE
DATE D C A
DEVELOPMENT APPLICATION

JOB No
7913

35 UNIVERSITY DRIVE
35 UNIVERSITY DRIVE, MEADOWBROOK
CLIENT - AZURE PROPERTY
DRAWING TITLE
LOCATION PLAN
DRAWING No
SD1001
ISSUE
A



UNIT TYPES		QUANTITY
TYPE A - 3BED 2.5BATH		11
TYPE B - 3BED 2.5BATH		24
TYPE D - 2BED 2BATH		10
TYPE E - 2BED 2BATH		8
TYPE F - 1BED 1BATH		10
TYPE G - 1BED 1BATH		8
TYPE X - 3BED 2.5BATH		74
		145

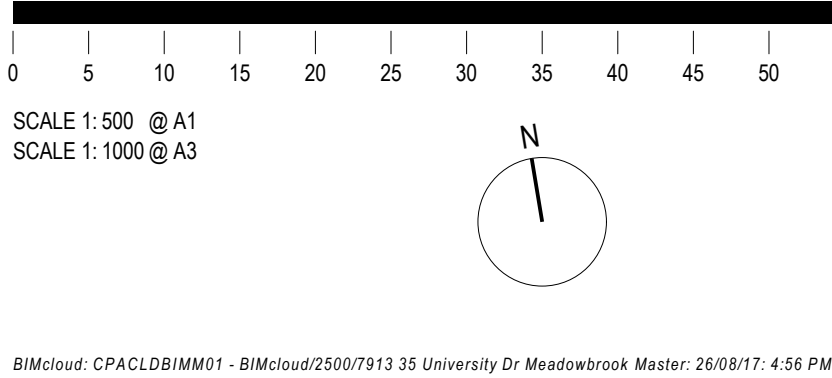
		REQUIRED		PROVIDED	
			COVERED	COVERED	UNCOVERED
RESIDENT CAR					
TYPE A	1/DWELLING	1	22	1	1 incl. 3 R street car bay
TYPE B	1/DWELLING	1	48	1	1 incl. 5 R street car bay
TYPE D	1/DWELLING	1	14	1	0.4
TYPE E	1/DWELLING	1	8	1	
TYPE F	1/DWELLING	1	15	1	0.5
TYPE G	1/DWELLING	1	8	1	
TYPE X	1/DWELLING	1	148	1	1 incl. 14 R street car bay
TOTAL		145	145	263	145
VISITOR CAR CARETAKER WASHING BAY EV				1/6 DWELLING (INCL. 2 AT MANAGERS)	
				1	
				1	
TOTAL				26	
VISITOR BIKE	1/12 DWELLING				
TOTAL		12		12	

1 SITE PLAN - MASTER PLAN
SCALE 1:500 @ A1
SCALE 1:1000 @ A3

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LOGAN MOTORWAY

UNIVERSITY DRIVE

35 UNIVERSITY DRIVE

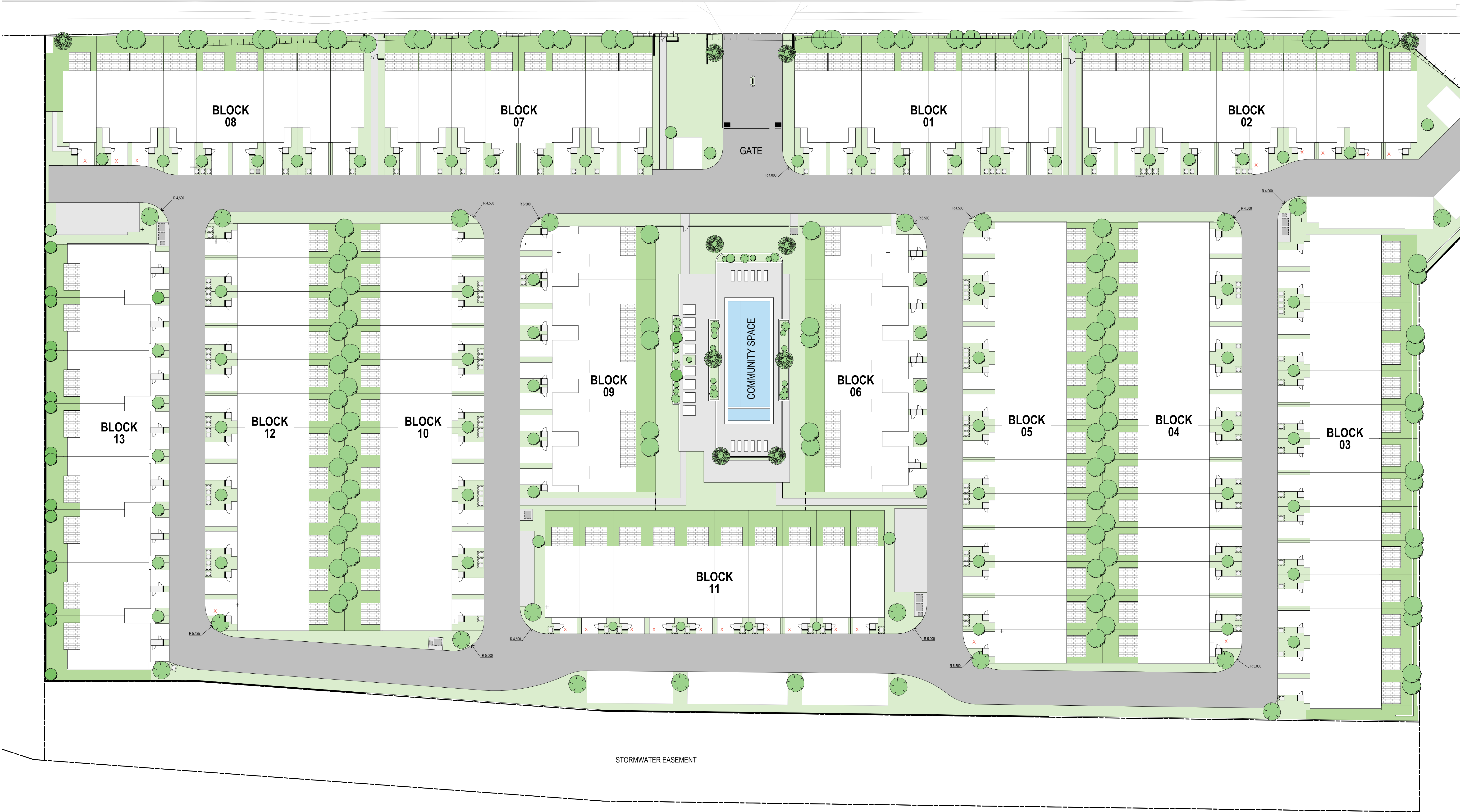
35 UNIVERSITY DRIVE, MEADOWBROOK
CLIENT - AZURE PROPERTY

MASTERPLAN AND DEVELOPMENT SUMMARY

ISSUE PURPOSE
DATE D C A
DEVELOPMENT APPLICATION

JOB No
7913

DRAWING No
SD1002
ISSUE
A

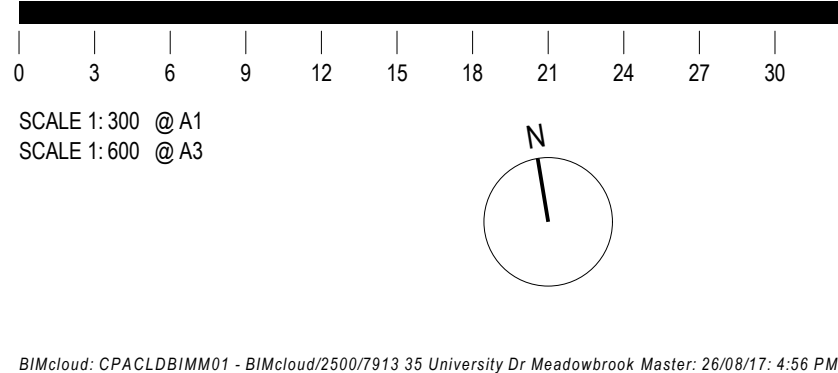


1 BLOCK LOCATION PLAN
SCALE 1:300 @ A1
SCALE 1:600 @ A3

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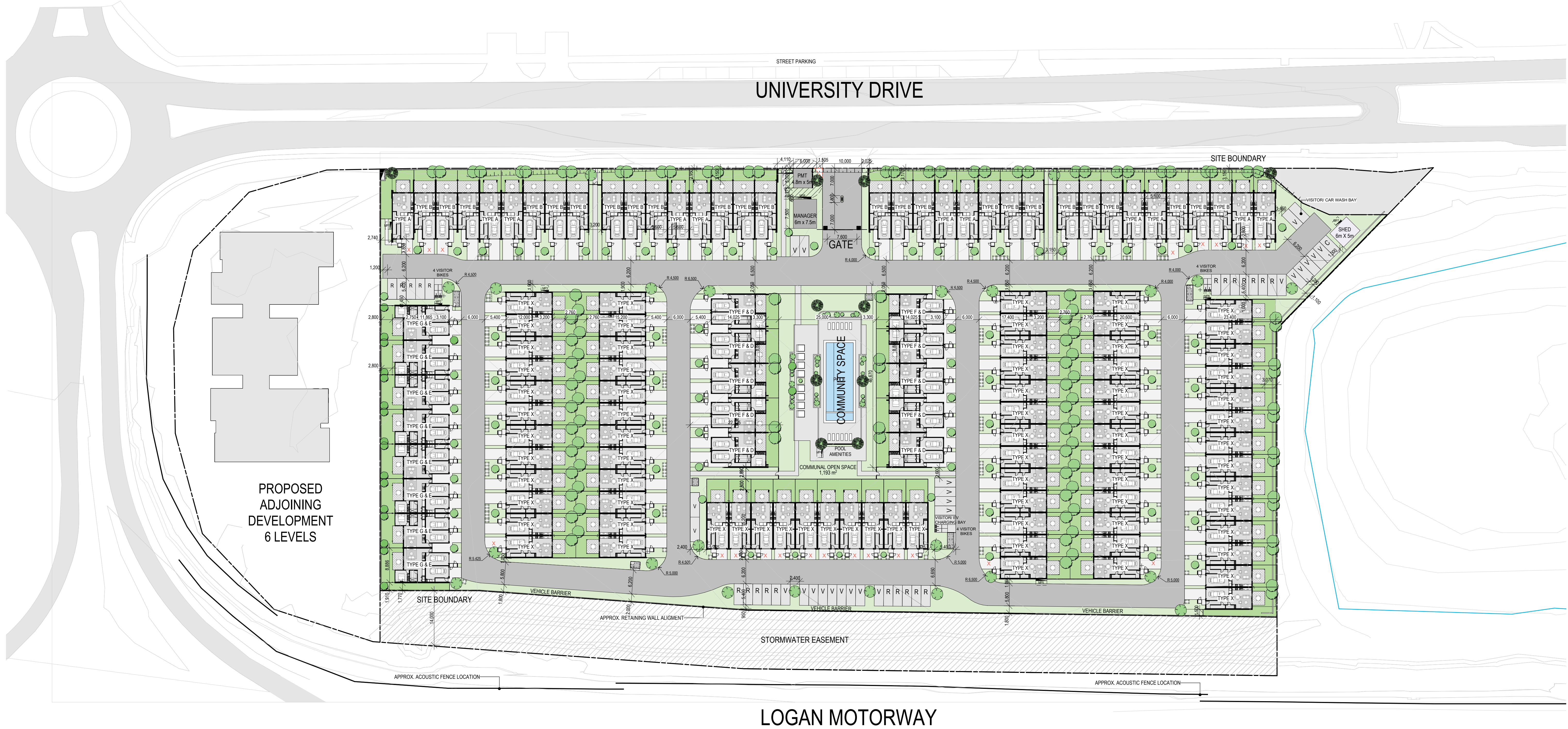
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A - DA ISSUE
ISSUE PURPOSE
DATE D C A
DEVELOPMENT APPLICATION

35 UNIVERSITY DRIVE
35 UNIVERSITY DRIVE, MEADOWBROOK
CLIENT - AZURE PROPERTY
DRAWING TITLE
BLOCK LOCATION PLAN
JOB No 7913
ISSUE SD1003
A



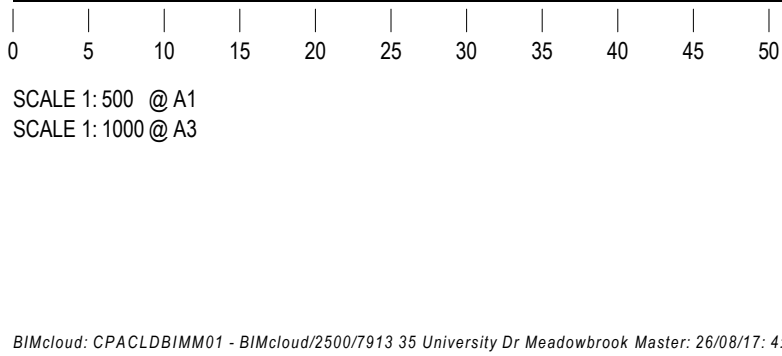
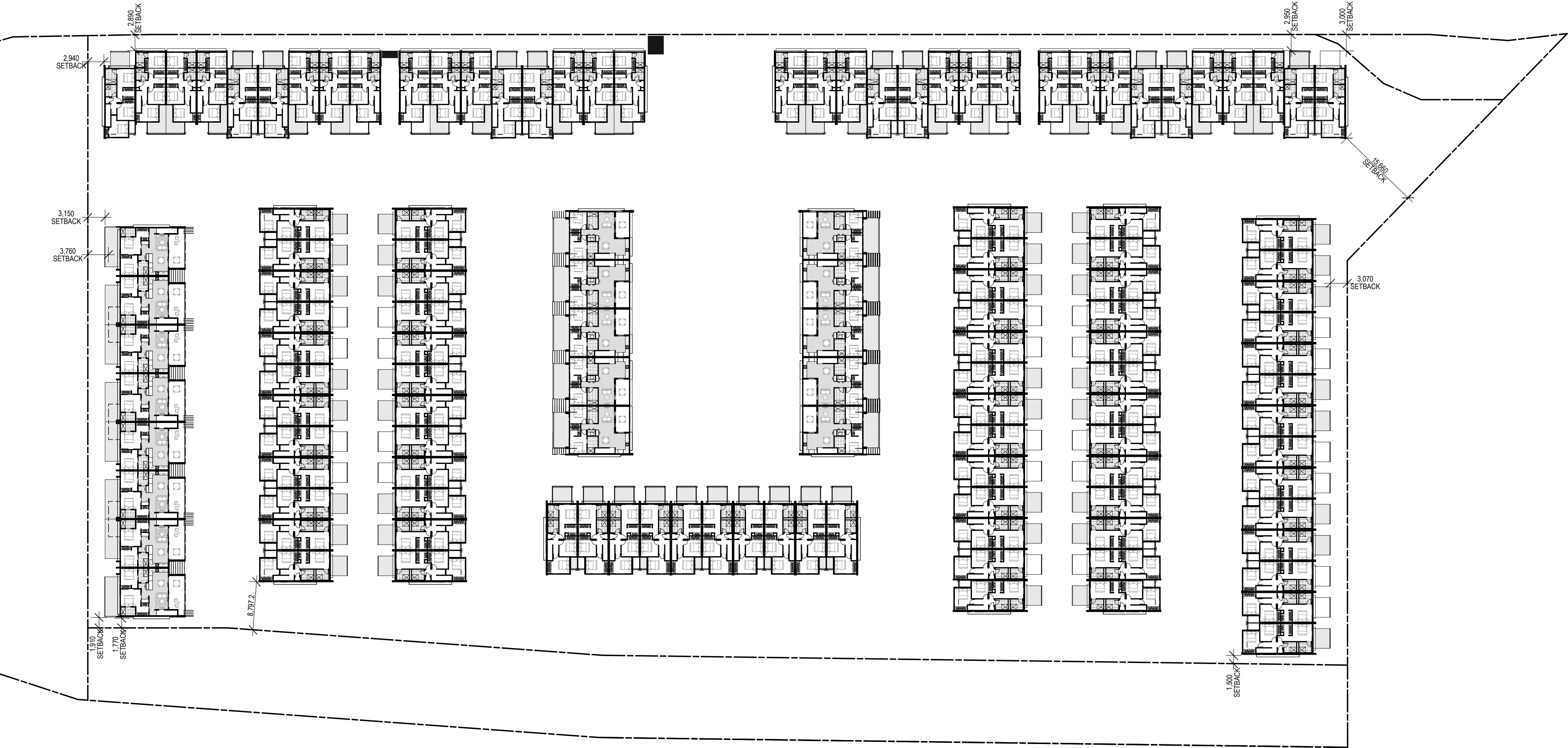
1 FLOOR PLAN - LEVEL GROUND FLOOR
SCALE 1:500 @ A1
SCALE 1:1000 @ A3

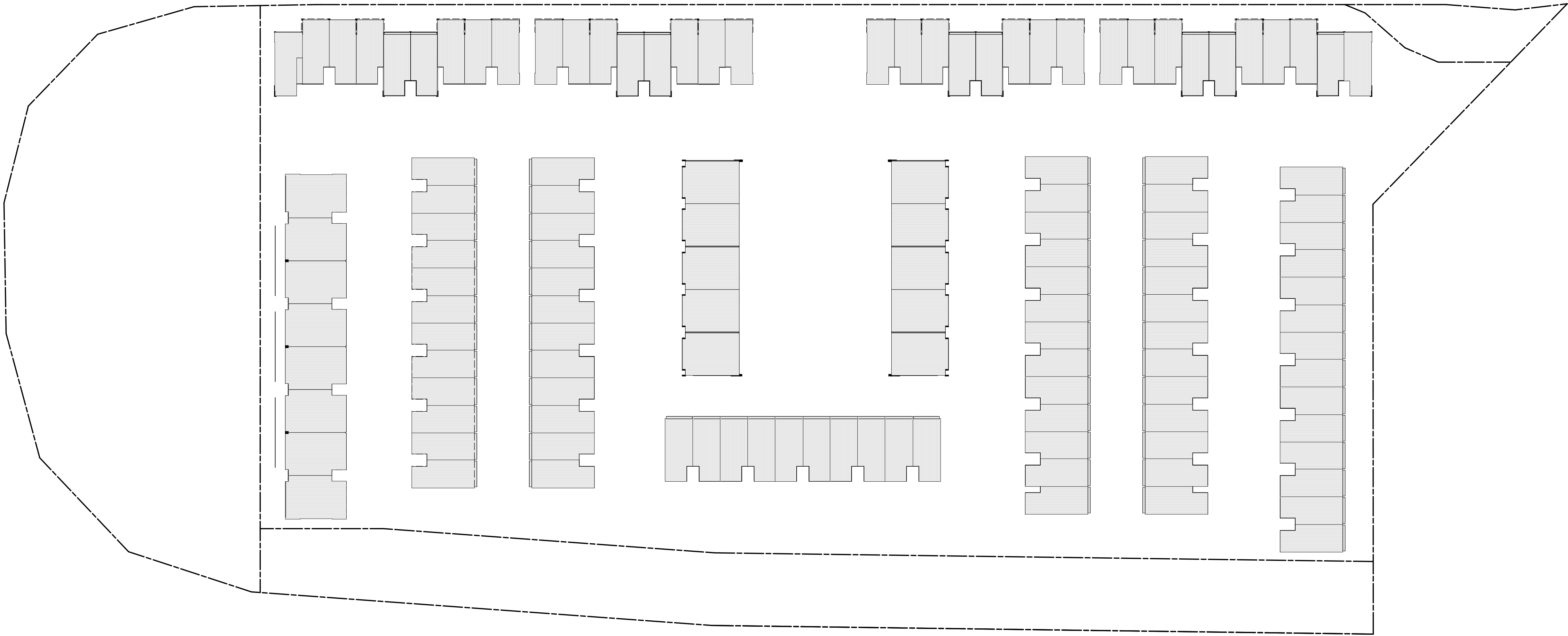
1 FLOOR PLAN - LEVEL 01
SCALE 1:500 @ A1
SCALE 1:1000 @ A3

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1 FLOOR PLAN - ROOF LEVEL
SCALE 1:500 @ A1
SCALE 1:1000 @ A3

Appendix B – Validation of CoRTN Traffic Noise Model

Proposed Subdivision 35 University Drive, Meadowbrook Calculated Traffic Noise Levels RTNA Validation

Receiver Name	L10(18h) dB(A)
Logger 1	66.8
Logger 2	65.3
Logger 3	60.2



ATP Consulting Engineers

Appendix C – Traffic Noise Contour Maps



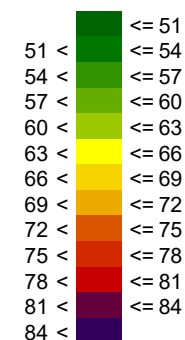
ATP250946

Proposed Development
35 University Drive, Meadowbrook

Traffic Noise Modelling
Year 2036

Private Open Spaces
Ground Floor
(1.5m AGL)

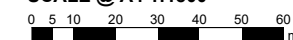
Traffic noise level
Free-field
Adjusted for Queensland Conditions¹
L₁₀(18hr) dB(A)



Legend

- Adjacent buildings
- Ground absorption
- Proposed Townhouses
- Noise barrier fence
- Emission line
- Limit line - 60dB(A)
- Line

SCALE @ A4 1:1800



Grid Spacing: 2m
Project Engineer: Bojan Todorovski
Created: 17/08/2026
Processed with SoundPLAN 9.1

¹ As per procedure of TMR Code of Practice Volume 1





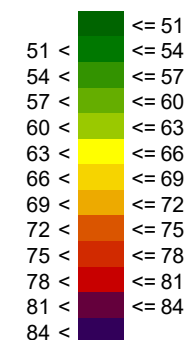
ATP250946

Proposed Development
35 University Drive, Meadowbrook

Traffic Noise Modelling
Year 2036

External Facades
Ground Floor
(1.8m AGL)

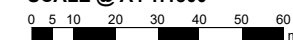
Traffic noise level
Facade-adjusted
Adjusted for Queensland Conditions¹
L_{10(18hr)} dB(A)



Legend

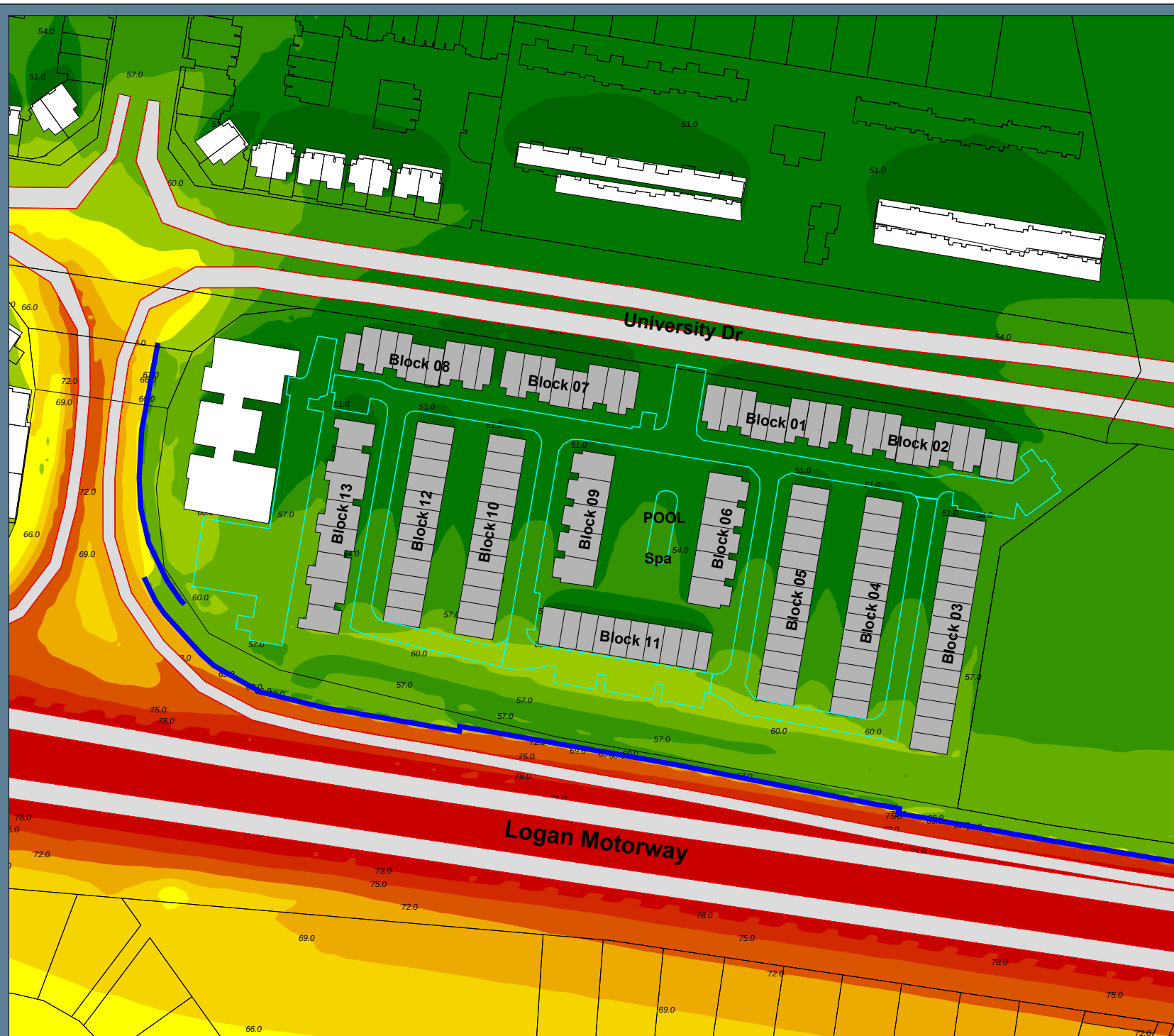
- Adjacent buildings
- Ground absorption
- Proposed Townhouses
- Noise barrier fence
- Emission line
- Limit line - 60dB(A)
- Line

SCALE @ A4 1:1800



Grid Spacing: 2m
Project Engineer: Bojan Todorovski
Created: 17/08/2026
Processed with SoundPLAN 9.1

¹ As per procedure of TMR Code of Practice Volume 1





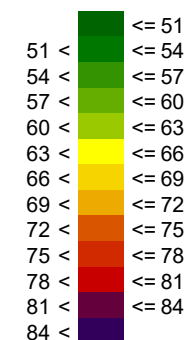
ATP250946

Proposed Development
35 University Drive, Meadowbrook

Traffic Noise Modelling
Year 2036

External Facades
First Floor
(4.6m AGL)

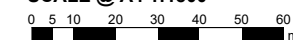
Traffic noise level
Facade-adjusted
Adjusted for Queensland Conditions¹
L₁₀(18hr) dB(A)



Legend

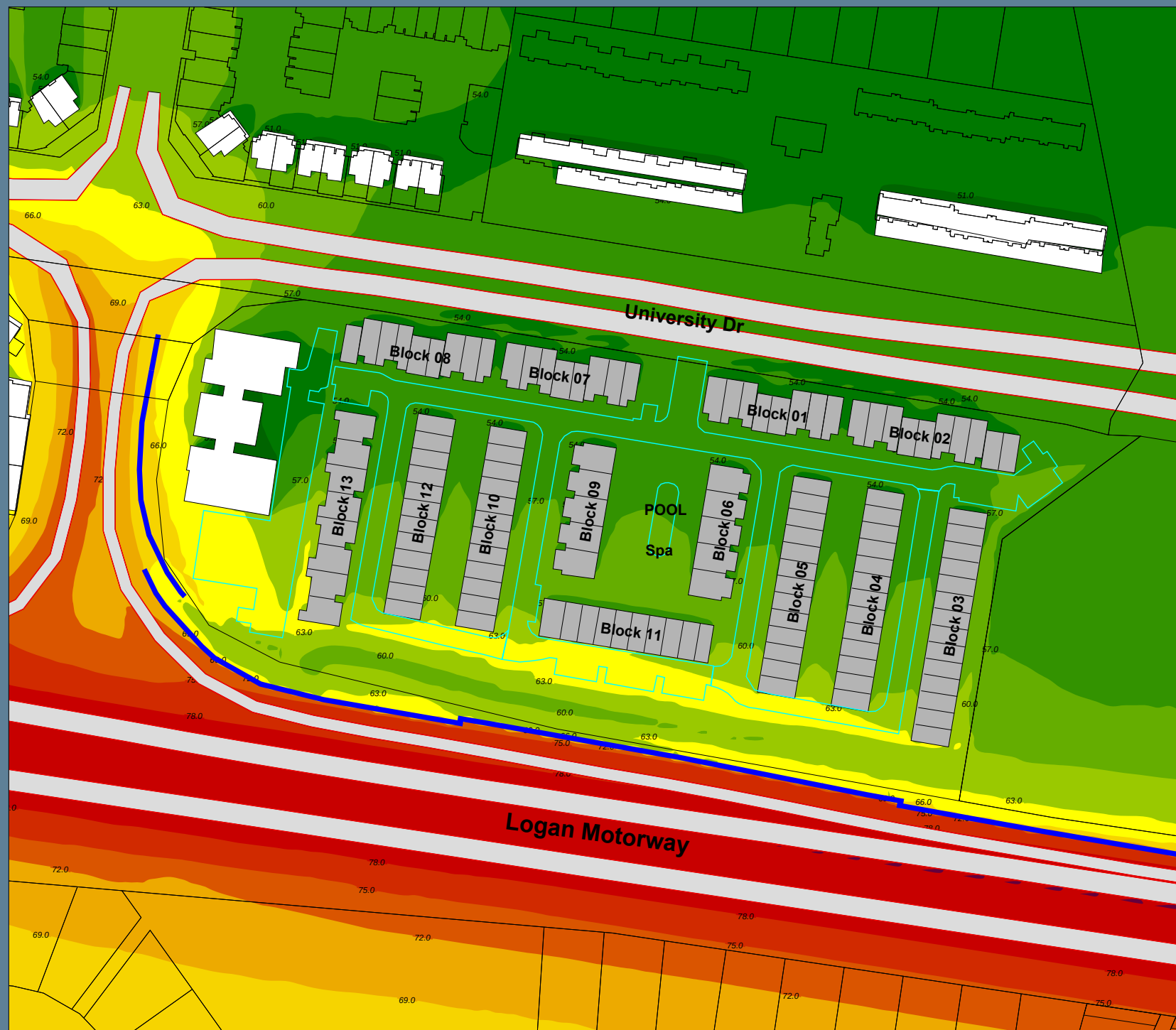
- Adjacent buildings
- Ground absorption
- Proposed Townhouses
- Noise barrier fence
- Emission line
- Limit line - 60dB(A)
- Line

SCALE @ A4 1:1800



Grid Spacing: 2m
Project Engineer: Bojan Todorovski
Created: 17/08/2026
Processed with SoundPLAN 9.1

¹ As per procedure of TMR Code of Practice Volume 1





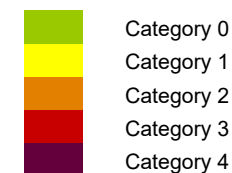
ATP250946

Proposed Development
35 University Drive, Meadowbrook

Traffic Noise Modelling
Year 2036

External Facades
Ground Floor
(1.8m AGL)

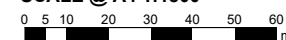
QDC MP4.4 Noise Category
Facade adjusted
Adjusted for Queensland Conditions¹



Legend

- Adjacent buildings
- Ground absorption
- Proposed Townhouses
- Noise barrier fence
- Line
- Emission line

SCALE @ A4 1:1800



Grid Spacing: 2m
Project Engineer: Bojan Todorovski
Created: 17/08/2026
Processed with SoundPLAN 9.1

¹ As per procedure of TMR Code of Practice Volume 1





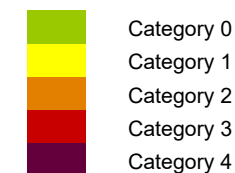
ATP250946

Proposed Development
35 University Drive, Meadowbrook

Traffic Noise Modelling
Year 2036

External Facades
First Floor
(4.6m AGL)

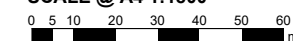
QDC MP4.4 Noise Category
Facade adjusted
Adjusted for Queensland Conditions¹



Legend

- Adjacent buildings
- Ground absorption
- Proposed Townhouses
- Noise barrier fence
- Line
- Emission line

SCALE @ A4 1:1800



Grid Spacing: 2m
Project Engineer: Bojan Todorovski
Created: 17/08/2026
Processed with SoundPLAN 9.1

¹ As per procedure of TMR Code of Practice Volume 1



Appendix D– Acoustic Barrier Fence Design

ACOUSTIC BARRIER FENCE DESIGN

FOR

ECONOMIC DEVELOPMENT QUEENSLAND (EDQ)

35 UNIVERSITY DRIVE, MEADOWBROOK QLD 4131



LOCALITY PLAN
SCALE 1:5000

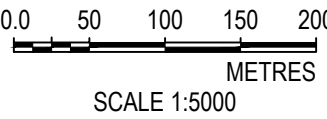
PROJECT DRAWING SCHEDULE	
SHEET NO.	SHEET DESCRIPTION
GENERAL	
620.043009-CI-1000	LOCALITY PLAN AND DRAWING SCHEDULE
620.043009-CI-1001	GENERAL NOTES
620.043009-CI-1010	GENERAL ARRANGEMENT LAYOUT PLAN
620.043009-CI-1011	FOOTING SETOUT LAYOUT PLAN
620.043009-CI-1012	FOOTING SETOUT TABLES
620.043009-CI-1020	LONGSECTIONS - FENCE 1 AND FENCE 2
620.043009-CI-1021	LONGSECTIONS - FENCE 3 AND FENCE 4
620.043009-CI-1030	TYPICAL SECTIONS AND DETAILS - SHEET 1
620.043009-CI-1031	TYPICAL SECTIONS AND DETAILS - SHEET 2
620.043009-CI-1032	TYPICAL SECTIONS AND DETAILS - SHEET 3
620.043009-CI-1033	TYPICAL SECTIONS AND DETAILS - SHEET 4

PLOT DATE: 31/07/2026 9:41:38 AM

REVISIONS			
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CLIENT: ECONOMIC DEVELOPMENT QUEENSLAND (EDQ)			
PROJECT: ACOUSTIC BARRIER FENCE DESIGN 35 UNIVERSITY DRIVE, MEADOWBROOK QLD 4131		DRAWING TITLE: LOCALITY PLAN AND DRAWING SCHEDULE	SIZE: A1
STATUS: FOR APPROVAL		SCALE: 1:5000 DATUM: GDA2020 Z56	DRAWING NUMBER: 620.043009-CI-1000 REVISION: C

GENERAL NOTES

1. ALL DIMENSIONS WITHIN THIS DRAWING SET ARE IN METRES UNLESS NOTED OTHERWISE.
2. ALL LEVELS SHOWN WITHIN THIS DRAWING SET ARE TO AUSTRALIAN HEIGH DATUM (AHD).
3. DESIGN HAS BEEN PREPARED BASED ON SURVEY FILE 138876-1 Rev F - Jan2026_MGA2020.dwg DATED 11/02/2026. ALL SETOUT POINTS PROVIDED ARE RELATIVE TO THE SURVEY PROVIDED AND THE CONTRACTOR SHALL CONFIRM REFERENCE SURVEY STATION DATA PRIOR TO THE COMMENCEMENT OF WORKS.
4. ALL DIMENSIONS AND SETTING OUT SHALL BE VERIFIED ON SITE BY THE CONTRACTOR PRIOR TO COMMENCING WORKS. DIMENSIONS SHALL NOT BE DERIVED BY SCALING FROM THE DRAWINGS.
5. DRAWINGS ARE TO BE READ IN CONJUNCTION WITH ALL RELEVANT PROJECT DOCUMENTATION INCLUDING:
- CONSTRUCTION ENVIRONMENTAL MANAGEMENT PLANS
 - TMR STANDARD DRAWINGS (INCLUDING STANDARD DRAWING NO. 1608)
 - TMR STANDARD AND SUPPLEMENTARY SPECIFICATIONS (INCLUDING MRTS15)
 - CONDITIONS OF APPROVAL
 - TRANSPORT NOISE MANAGEMENT CODE OF PRACTICE (VERSION 1)
6. THE CONTRACTOR SHALL ENSURE THAT ALL REQUIRED PERMITS ARE IN PLACE PRIOR TO COMMENCEMENT OF ANY WORKS.
7. ALL WORKS UNDERTAKEN BY THE CONTRACTOR SHALL BE IN COMPLIANCE WITH THE REQUIREMENTS OF THE CURRENT REVISION OF THE WORKPLACE HEALTH AND SAFETY ACT.
8. THE CONTRACTOR SHALL ENSURE A TRAFFIC MANAGEMENT PLAN AND TRAFFIC GUIDANCE SCHEME IS APPROVED BY THE RELEVANT AUTHORITY AND IS IMPLEMENTED PRIOR TO THE COMMENCEMENT OF WORKS.
9. ALL WORKS ARE TO BE CARRIED OUT IN ACCORDANCE WITH THE QUEENSLAND DEPARTMENT OF TRANSPORT AND MAIN ROADS (DTMR) GUIDELINES, SPECIFICATIONS AND STANDARDS UNLESS DIRECTED OTHERWISE.
10. ANY WORKS UNDERTAKEN IN THE VICINITY OF PUBLIC ROADS MUST BE APPROPRIATELY SIGNED, LIT AND BARRICADED TO ENSURE THE SAFETY OF THE PEDESTRIAN AND VEHICULAR TRAFFIC IN THEIR VICINITY. WORKS WILL BE SO ORDERED TO ENSURE THAT PUBLIC ACCESS ALONG THE ROADS IS MAINTAINED AT ALL TIMES TO THE SATISFACTION OF THE REGULATORY AUTHORITY.
11. WHERE A CONNECTION IS TO BE MADE TO EXISTING CONSTRUCTION THE CONTRACTOR SHALL CONFIRM THE LOCATION AND LEVELS PRIOR TO THE COMMENCEMENT OF WORK. ANY IDENTIFIED DISCREPANCIES SHALL BE IMMEDIATELY REPORTED TO THE SUPERINTENDENT. LEVELS AND GRADIENTS AT JUNCTIONS MAY BE VARIED BY THE SUPERINTENDENT TO ACHIEVE A SATISFACTORY CONNECTION.
12. THE LOCATION OF EXISTING SERVICES HAS BEEN OBTAINED FROM AVAILABLE AUTHORITY RECORDS. NO GUARANTEE IS GIVEN THAT THE RECORDS ARE ACCURATE OR COMPLETE. THE CONTRACTOR SHALL ASCERTAIN THE LOCATION OF ALL EXISTING SERVICES PRIOR TO THE COMMENCEMENT OF ANY WORKS. ANY IDENTIFIED DISCREPANCIES SHALL BE IMMEDIATELY REPORTED TO THE SUPERINTENDENT.
13. ALL EXISTING SERVICES AND STRUCTURES ARE TO BE MAINTAINED THROUGHOUT THE COURSE OF THE WORKS. WHERE REQUIRED, THE CONTRACTOR SHALL ADJUST EXISTING INFRASTRUCTURE TO SUIT THE PROPOSED NEW FINISHED SURFACE PROFILE.
14. EXISTING PROPERTY ACCESSES ARE TO REMAIN OPEN DURING CONSTRUCTION UNLESS DIRECTED OTHERWISE.
15. EXISTING PEDESTRIAN ROUTES SHALL BE PROVIDED FOR AT ALL TIMES DURING THE WORKS UNLESS DIRECTED OTHERWISE.
16. THE CONTRACTOR SHALL ENSURE THAT THE SITE IS FREE DRAINING AT ALL TIMES THROUGHOUT THE COURSE OF THE WORKS. THE CONTRACTOR IS RESPONSIBLE FOR THE PROTECTION OF ALL SURFACES FOR THE DURATION OF WORKS AND WILL BE REQUIRED TO UNDERTAKE REMEDIAL WORKS AS DEEMED NECESSARY BY THE SUPERINTENDENT, COSTS OF WHICH WILL BE DEEMED TO BE INCLUDED IN THE CONTRACT SUM.
17. ALL AREAS DISTURBED BY CONSTRUCTION ACTIVITIES SHALL BE REINSTATED AND STABILISED UPON COMPLETION OF THE WORKS. DISTURBED SURFACES SHALL BE REVEGETATED OR OTHERWISE TREATED TO PREVENT EROSION AND SEDIMENT TRANSPORT.

EROSION AND SEDIMENT CONTROL NOTES:

18. PRIOR TO ANY WORKS COMMENCING, THE CONTRACTOR SHALL PLAN AND IMPLEMENT AN EROSION AND SEDIMENT CONTROL PLAN FOR THE SITE.
19. ALL CONTROL MEASURES ARE TO MONITORED, MAINTAINED AND MODIFIED AS REQUIRED THROUGHOUT THE COURSE OF THE WORKS.
20. ALL AREAS DISTURBED BY CONSTRUCTION ACTIVITIES SHALL BE REINSTATED AND STABILISED UPON COMPLETION OF THE WORKS. DISTURBED SURFACE SHALL BE REVEGETATED OR OTHERWISE TREATED NTO PREVENT EROSION AND SEDIMENT TRANSPORT.

STRUCTURAL NOTES

21. ALL LOADS TO AS1170.1 AND AS4678.
22. DEAD LOADS ARE AS FOLLOWS:
- SELF WEIGHT OF WALL
23. IMPOSED LOADS ARE AS FOLLOWS:
- W_U =1.3KPA APPLIED TO FENCING
 - WALL HAS BEEN DESIGNED AS A FREE DRAINING STRUCTURE, NO PORE WATER PRESSURE HAS BEEN ALLOWED FOR.
24. ONLY LIGHTWEIGHT / HAND OPERATED MACHINERY IS PERMITTED FOR COMPACTION WITHIN 2m OF THE BACK OF WALL.
25. DESIGN BASED ON STIFF CLAY WITH UNDRAINED SHEAR STRENGTH Cu = 50kPa, IN ACCORDANCE WITH DOUGLAS PARTNERS REPORT, PROJECT 230087.02.R.001.REV0, DATED 9 SEPTEMBER 2025, AND FILL SPECIFICATION MEMORANDUM 230087.02.M.002.REV0, DATED 23 OCTOBER 2025.
26. STRUCTURAL PERFORMANCE CRITERIA SHALL BE AS NOTED IN THE FOLLOWING DOCUMENTS:
- SLR TECHNICAL SPECIFICATIONS (620.043009.00001 TS V1.0)
 - TRANSPORT AND MAIN ROADS SPECIFICATIONS MTRS15 NOISE FENCES
 - DEPARTMENT OF MAIN ROADS STANDARD DRAWING SD1608 - STRUCTURAL DETAIL UNIVERSAL BEAM POSTS CONCRETE PANELS STEEL PANELS
 - DEPARTMENT OF TRANSPORT AND MAIN ROADS - TRANSPORT NOISE MANAGEMENT CODE OF PRACTICE, VOLUME 1 - ROAD TRAFFIC NOISE

EXISTING SERVICES

27. THE SERVICES INFORMATION SHOWN ON THE DRAWINGS HAS BEEN DERIVED FROM THE FOLLOWING SOURCES:
- LOCATIONS PROVIDED BY THE SURVEYOR.
 - PLAN DATA PROVIDED BY SERVICES AUTHORITIES.
 - BEFORE YOU DIG AUSTRALIA (BYDA) INFORMATION
28. ALL BENCHMARKS TO BE LEVEL CHECKED BY THE CONTRACTOR AND THE SUPERINTENDENT NOTIFIED OF ANY DIFFERENCES TO THAT DESCRIBED IN THESE DRAWINGS PRIOR TO COMMENCING CONSTRUCTION.
29. THE CONTRACTOR SHALL VERIFY EXISTING SURFACE LEVELS PRIOR TO COMMENCEMENT OF WORKS ON SITE. WHERE ANY DISCREPANCIES EXIST THE CONTRACTOR SHALL NOTIFY THE SUPERINTENDENT IMMEDIATELY.
30. THE CONTRACTOR SHALL VERIFY THE EXTENT AND ACTUAL LOCATIONS OF ALL EXISTING SERVICES PRIOR TO COMMENCEMENT OF CONSTRUCTION. WHERE DISCREPANCIES ARE IDENTIFIED THE CONTRACTOR SHALL NOTIFY THE SUPERINTENDENT IMMEDIATELY.

PLOT DATE 31/07/2026 11:22:43 AM

REVISIONS					 0.010203040METRESSCALE 1:1000	DRAWN: RMC	DATE: 20/02/2025	 LEVEL 16, 175 EAGLE STREET BRISBANE QUEENSLAND, 4000 AUSTRALIA T: +61 (0)7 3858 4800 www.slrconsulting.com	CLIENT: ECONOMIC DEVELOPMENT QUEENSLAND (EDQ)			SIZE A1	
						DESIGN: SH	DATE: 20/02/2025		PROJECT: ACOUSTIC BARRIER FENCE DESIGN 36 UNIVERSITY DRIVE, MEADOWBROOK QLD 4131		DRAWING TITLE: GENERAL NOTES		
	C	31/07/2026	REVISED ISSUE FOR APPROVAL	AMC		DWG. CHECK: AMC	DATE: 20/02/2025		FOR APPROVAL				
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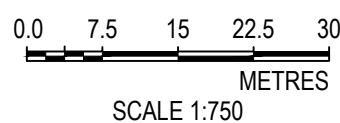


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CLIENT: ECONOMIC DEVELOPMENT QUEENSLAND (EDQ)				
PROJECT: ACOUSTIC BARRIER FENCE DESIGN 37 UNIVERSITY DRIVE, MEADOWBROOK QLD 4131		DRAWING TITLE: GENERAL ARRANGEMENT LAYOUT PLAN		SIZE A1
STATUS: FOR APPROVAL		SCALE: 1:750	DRAWING NUMBER: 620.043009-CI-1010	REVISION C
		DATUM: GDA2020 Z56		



LEGEND

EXISTING GROUND CONTOURS	10
CADASTRAL BOUNDARIES	
EXISTING GUARDRAIL	
EXISTING FENCE LINE	
EXISTING UG ELECTRICAL	E
EXISTING SEWER RISING MAIN	RM
EXISTING STORMWATER	SWD
PROPOSED ACOUSTIC FENCE	
PROPOSED BUILDING DEVELOPMENT	

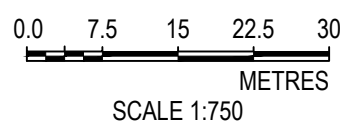
FOOTING SETOUT LAYOUT PLAN
SCALE 1:750

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CLIENT: ECONOMIC DEVELOPMENT QUEENSLAND (EDQ)	DRAWING TITLE: FOOTING SETOUT LAYOUT PLAN	SIZE: A1
PROJECT: ACOUSTIC BARRIER FENCE DESIGN 37 UNIVERSITY DRIVE, MEADOWBROOK QLD 4131	DRAWING NUMBER: 620.043009-CI-1011	REVISION: B
STATUS: FOR APPROVAL	SCALE: 1:750 DATUM: GDA2020 Z56	

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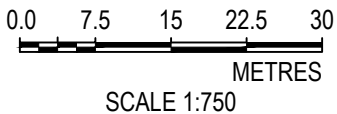
SETOUT POINTS		
NUMBER	EASTING	NORTHING
2	514111.027	6939973.380
3	514110.659	6939971.414
4	514110.290	6939969.448
5	514109.553	6939965.517
#	514108.816	6939961.585
7	514108.079	6939957.654
8	514107.342	6939953.722
9	514106.605	6939949.791
10	514105.867	6939945.861
11	514105.594	6939941.869
12	514105.320	6939937.878
13	514105.046	6939933.887
14	514104.772	6939929.897
15	514104.920	6939925.900
16	514105.068	6939921.902
17	514105.216	6939917.905
18	514106.117	6939914.008
19	514107.019	6939910.111
20	514107.920	6939906.214
21	514109.661	6939902.613
22	514112.273	6939897.212
23	514114.014	6939893.610
24	514116.294	6939890.324
25	514118.578	6939887.032
26	514119.923	6939885.552
27	514106.325	6939894.659
28	514107.215	6939892.874
29	514108.999	6939889.294
30	514112.065	6939884.136

SETOUT POINTS		
NUMBER	EASTING	NORTHING
31	514114.706	6939881.132
32	514118.611	6939876.687
33	514121.251	6939873.682
34	514125.267	6939869.113
35	514129.690	6939865.058
36	514134.916	6939862.112
37	514140.143	6939859.166
38	514145.370	6939856.220
39	514150.610	6939854.915
40	514154.492	6939853.948
41	514156.432	6939853.465
42	514162.289	6939852.006
43	514166.170	6939851.040
44	514170.111	6939850.355
45	514174.052	6939849.670
46	514177.993	6939848.986
47	514181.933	6939848.296
48	514185.874	6939847.614
49	514189.816	6939846.932
50	514193.757	6939846.247
51	514197.698	6939845.563
52	514201.639	6939844.878
53	514205.580	6939844.194
54	514209.521	6939843.509
55	514213.462	6939842.824
56	514210.039	6939845.043
57	514213.978	6939844.344
58	514217.916	6939843.645
59	514221.855	6939842.946
60	514225.793	6939842.248

SETOUT POINTS		
NUMBER	EASTING	NORTHING
61	514229.731	6939841.549
62	514233.671	6939840.850
63	514237.609	6939840.151
64	514241.547	6939839.453
65	514245.486	6939838.754
66	514249.424	6939838.055
67	514253.363	6939837.357
68	514259.270	6939836.309
69	514263.207	6939835.610
70	514267.145	6939834.911
71	514271.084	6939834.213
72	514275.022	6939833.514
73	514278.961	6939832.815
74	514282.899	6939832.117
75	514286.835	6939831.401
76	514290.760	6939830.631
77	514292.722	6939830.246
78	514298.610	6939829.091
79	514302.535	6939828.320
80	514306.460	6939827.550
81	514310.385	6939826.780
82	514314.310	6939826.009
83	514318.235	6939825.239
84	514322.160	6939824.469
85	514326.085	6939823.699
86	514330.011	6939822.928
87	514333.936	6939822.158
88	514337.861	6939821.388
89	514341.786	6939820.618
90	514345.711	6939819.847

SETOUT POINTS		
NUMBER	EASTING	NORTHING
91	514349.636	6939819.077
92	514351.599	6939818.692
93	514355.526	6939817.921
94	514359.449	6939817.151
95	514361.412	6939816.766
96	514357.944	6939815.774
97	514361.880	6939815.064
98	514365.817	6939814.357
99	514369.754	6939813.646
100	514373.690	6939812.937
101	514377.628	6939812.231
102	514381.564	6939811.523
103	514385.501	6939810.814
104	514389.438	6939810.106
105	514393.375	6939809.397
106	514397.311	6939808.689
107	514401.248	6939807.980
108	514405.185	6939807.272
109	514409.125	6939806.581
110	514415.040	6939805.574
111	514418.983	6939804.902
112	514422.926	6939804.231
113	514426.869	6939803.559
114	514430.813	6939802.887
115	514434.756	6939802.216
116	514438.699	6939801.544
117	514442.642	6939800.872
118	514446.585	6939800.201
119	514450.529	6939799.529
120	514454.472	6939798.857
121	514458.415	6939798.186

SETOUT POINTS		
NUMBER	EASTING	NORTHING
122	514462.358	6939797.514
123	514466.301	6939796.843
124	514470.245	6939796.171
125	514474.188	6939795.499
126	514478.131	6939794.828



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ECONOMIC DEVELOPMENT QUEENSLAND (EDQ)

PROJECT:
ACOUSTIC BARRIER FENCE DESIGN
37 UNIVERSITY DRIVE, MEADOWBROOK QLD 4131

DRAWING TITLE:
FOOTING SETOUT TABLES

SIZE
A1

FOR APPROVAL

SCALE:
1:NTS
DATUM:
GDA2020 Z56

DRAWING NUMBER:
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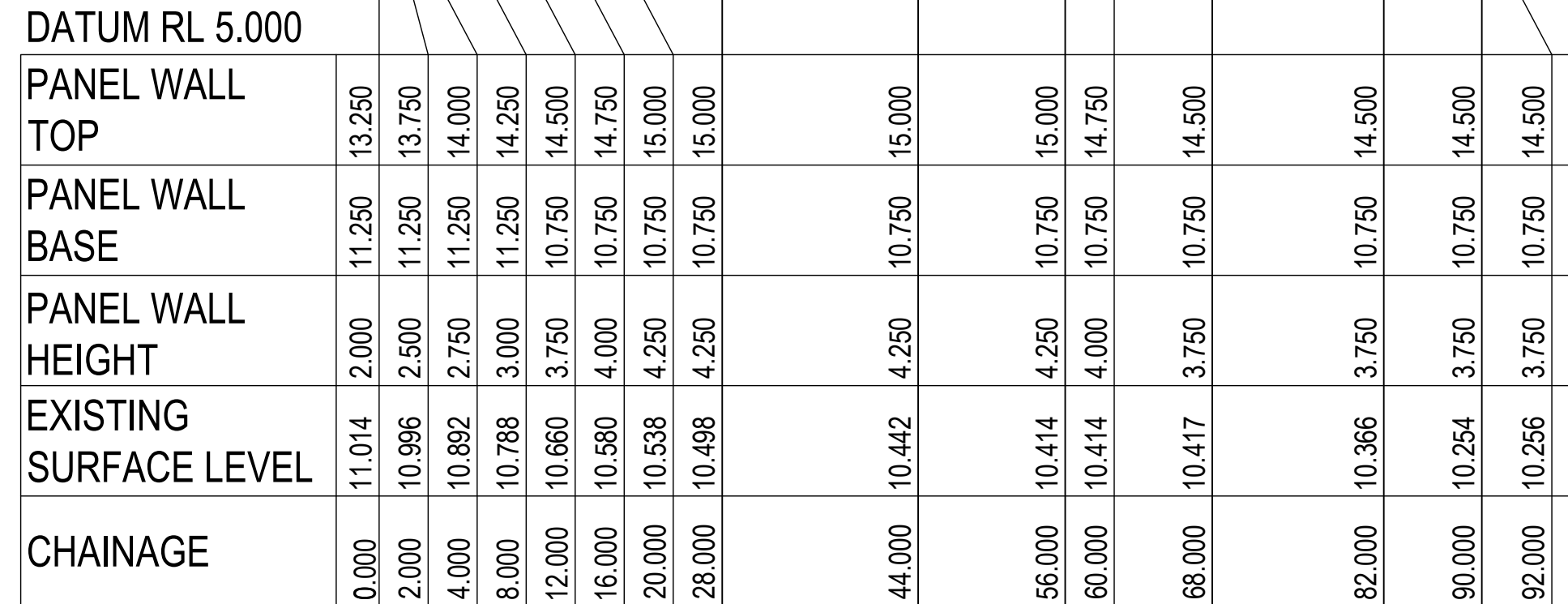
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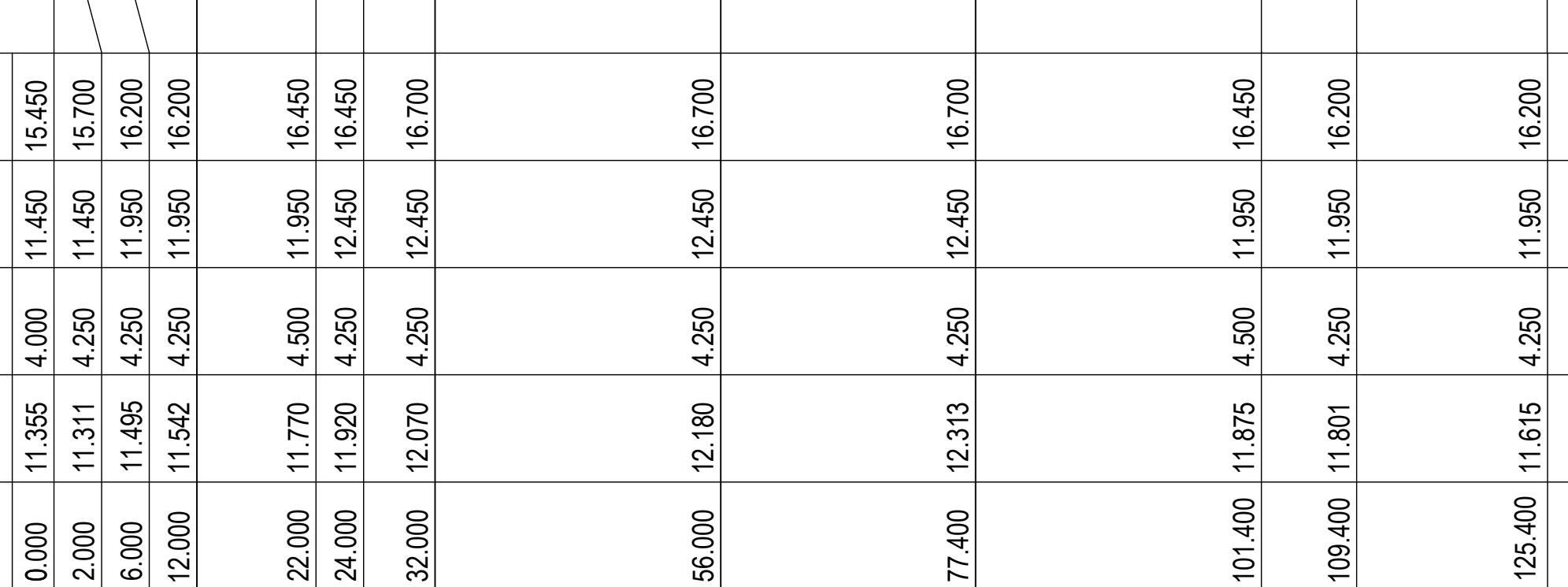
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ACOUSTIC FENCE 1 LONGITUDINAL SECTION

HORZ SCALE 1:500
VERT SCALE 1:100



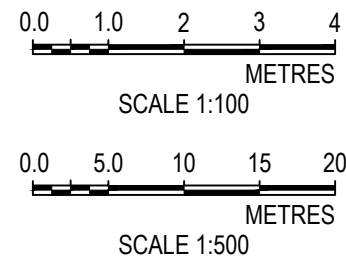
ACOUSTIC FENCE 2 LONGITUDINAL SECTION

HORZ SCALE 1:500
VERT SCALE 1:100

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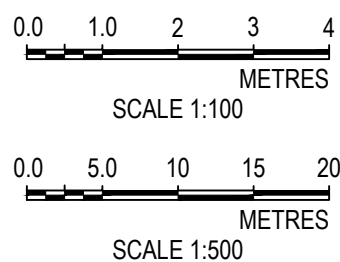
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CLIENT:				ECONOMIC DEVELOPMENT QUEENSLAND (EDQ)			
PROJECT: ACOUSTIC BARRIER FENCE DESIGN 38 UNIVERSITY DRIVE, MEADOWBROOK QLD 4131				DRAWING TITLE: LONGSECTIONS - FENCE 1 AND FENCE 2			SIZE A1
STATUS: FOR APPROVAL			SCALE: 1:500 DATUM: GDA2020 Z56		DRAWING NUMBER: 620.043009-CI-1020		REVISION C

PLOT DATE 31/07/2026 9:41:41 AM

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	DATE		DESCRIPTION	APPROVED



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ECONOMIC DEVELOPMENT QUEENSLAND (EDQ)			
PROJECT: ACOUSTIC BARRIER FENCE DESIGN 38 UNIVERSITY DRIVE, MEADOWBROOK QLD 4131		DRAWING TITLE: LONGSECTIONS - FENCE 3 AND FENCE 4	SIZE A1
STATUS: FOR APPROVAL		SCALE: 1:500 DATUM: GDA2020 Z56	DRAWING NUMBER: 620.043009-CI-1021
			REVISION C

DATUM RL 5.000

PANEL WALL TOP	16.200				15.950
PANEL WALL BASE	11.200		11.200		11.200
PANEL WALL HEIGHT	5.000		5.000		4.750
EXISTING SURFACE LEVEL	11.093		10.809		10.873
CHAINAGE	0.000		78.000		154.000

ACOUSTIC FENCE 3 LONGITUDINAL SECTION

HORZ SCALE 1:500

VERT SCALE 1:100

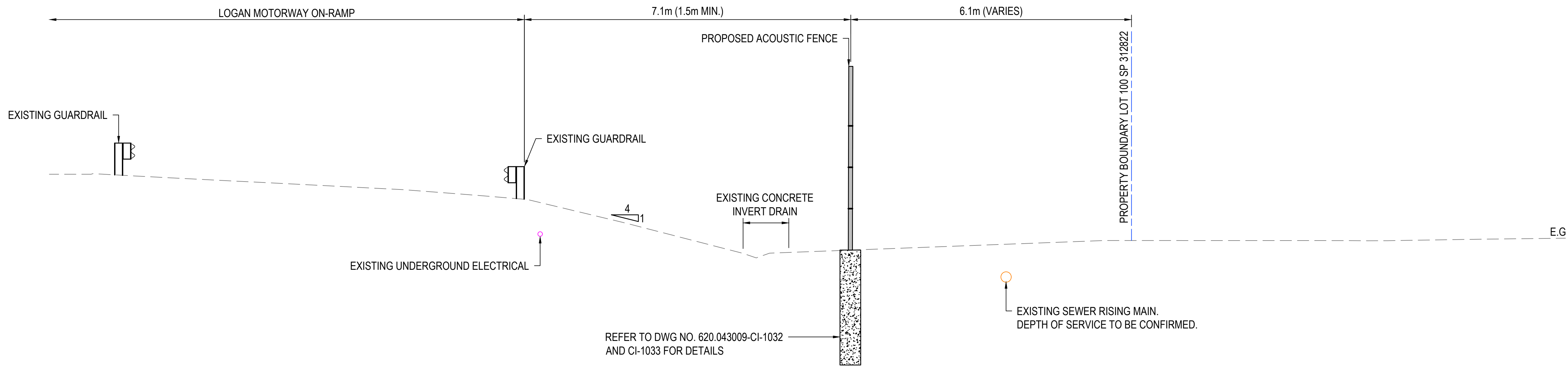
DATUM RL 5.000

PANEL WALL TOP	15.950				15.950
PANEL WALL BASE	11.200		11.200		11.200
PANEL WALL HEIGHT	4.250		4.250		4.250
EXISTING SURFACE LEVEL	11.318		11.550		11.549
CHAINAGE	0.000		78.000		122.000

ACOUSTIC FENCE 4 LONGITUDINAL SECTION

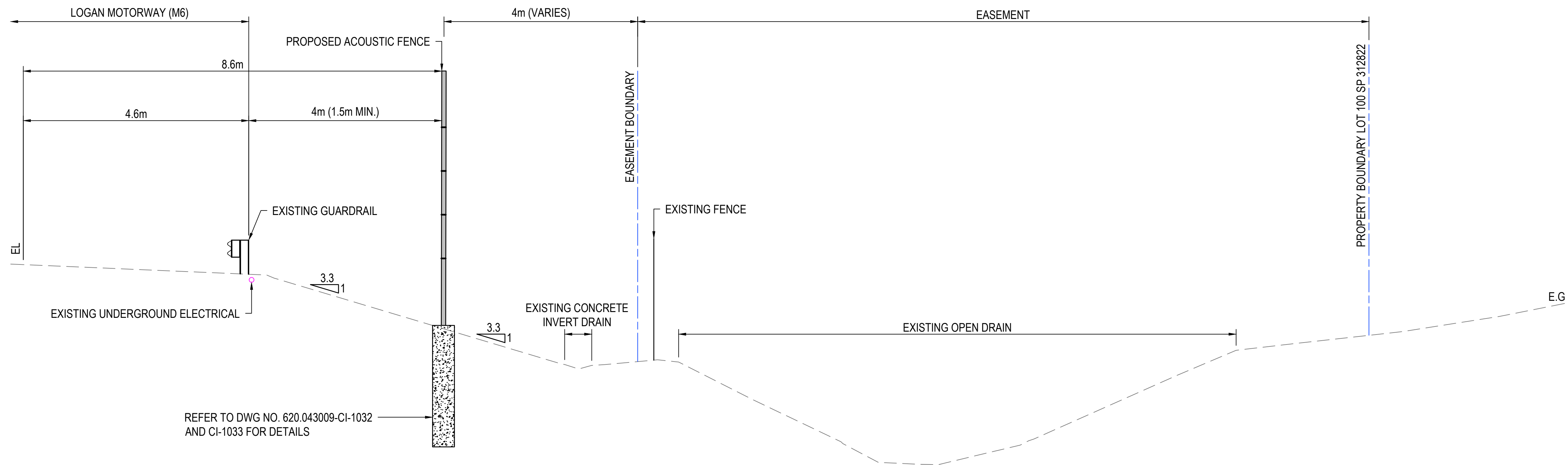
HORZ SCALE 1:500

VERT SCALE 1:100



DATUM 7.5m AHD

SECTION 1
SCALE 1:50
CI-1010

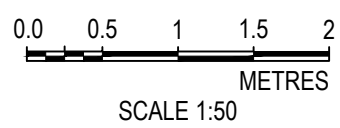


DATUM 7.5m AHD

SECTION 2
SCALE 1:50
CI-1010

PLOT DATE: 31/07/2026 9:41:48 AM

REVISIONS			
C	31/07/2026	REVISED ISSUE FOR APPROVAL	AMC
B	14/04/2026	ISSUE FOR APPROVAL	AMC
A	27/02/2026	ISSUE FOR REVIEW	AMC
	DATE	DESCRIPTION	APPROVED



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DRAWN: RMC	DATE: 20/02/2025
DESIGN: SH	DATE: 20/02/2025
DWG. CHECK: AMC	DATE: 20/02/2025
DES. CHECK: GL	DATE: 20/02/2025
RESPONSIBLE PRINCIPAL SIGNATURE:	DATE:
RPEQ:	



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CLIENT: ECONOMIC DEVELOPMENT QUEENSLAND (EDQ)			
PROJECT: ACOUSTIC BARRIER FENCE DESIGN 38 UNIVERSITY DRIVE, MEADOWBROOK QLD 4131		DRAWING TITLE: TYPICAL SECTIONS AND DETAILS - SHEET 1	SIZE: A1
STATUS: FOR APPROVAL		DRAWING NUMBER: 620.043009-CI-1030	REVISION: C
SCALE: 1:50 DATUM: GDA2020 Z56			