

SUBDIVISION (PRECINCT 2 & 3), CABOOLTURE WEST

Caboolture River Road, Upper Caboolture, QLD, 4510

Road Traffic Noise Assessment

Stockland

PLANS AND DOCUMENTS
referred to in the PDA
DEVELOPMENT APPROVAL

Approval no: DEV-2026-WAR-4925

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Government

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2 June 2026

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1. INTRODUCTION

Trinity Consultants Australia was commissioned by Stockland to undertake a road traffic noise assessment for Precinct 2 and 3 of the residential subdivision proposed for Caboolture West, adjacent to Caboolture River Road.

The purpose of this report is as follows:

- Outline the relevant project noise criteria.
- Predict and assess the road traffic noise impact onto Precinct 2 and 3, as well as at a retirement facility area between Precinct 2 and 3.
- Describe noise mitigation requirements.

To aid in the understanding of the terms in this report, a glossary is included in **Appendix A**.

2. STUDY AREA DESCRIPTION

The proposed development is to be located at Caboolture West, immediately west of Caboolture River and Caboolture River Road. The approximate site location of Precinct 2 and 3 is shown in **Figure 2.1** (source: Queensland Globe).

Figure 2.1 Site Location



The site is currently vacant and generally consists of cleared land. The proposed development is surrounded by the following uses (refer **Figure 2.1**):

- Clear/bush land to the north, west, east and south.
- Caboolture River Road to the east.
- Residential dwellings to the east and southeast on the opposite side of Caboolture River Road.
- Litherland Road, passing through the Precinct 2 & 3.

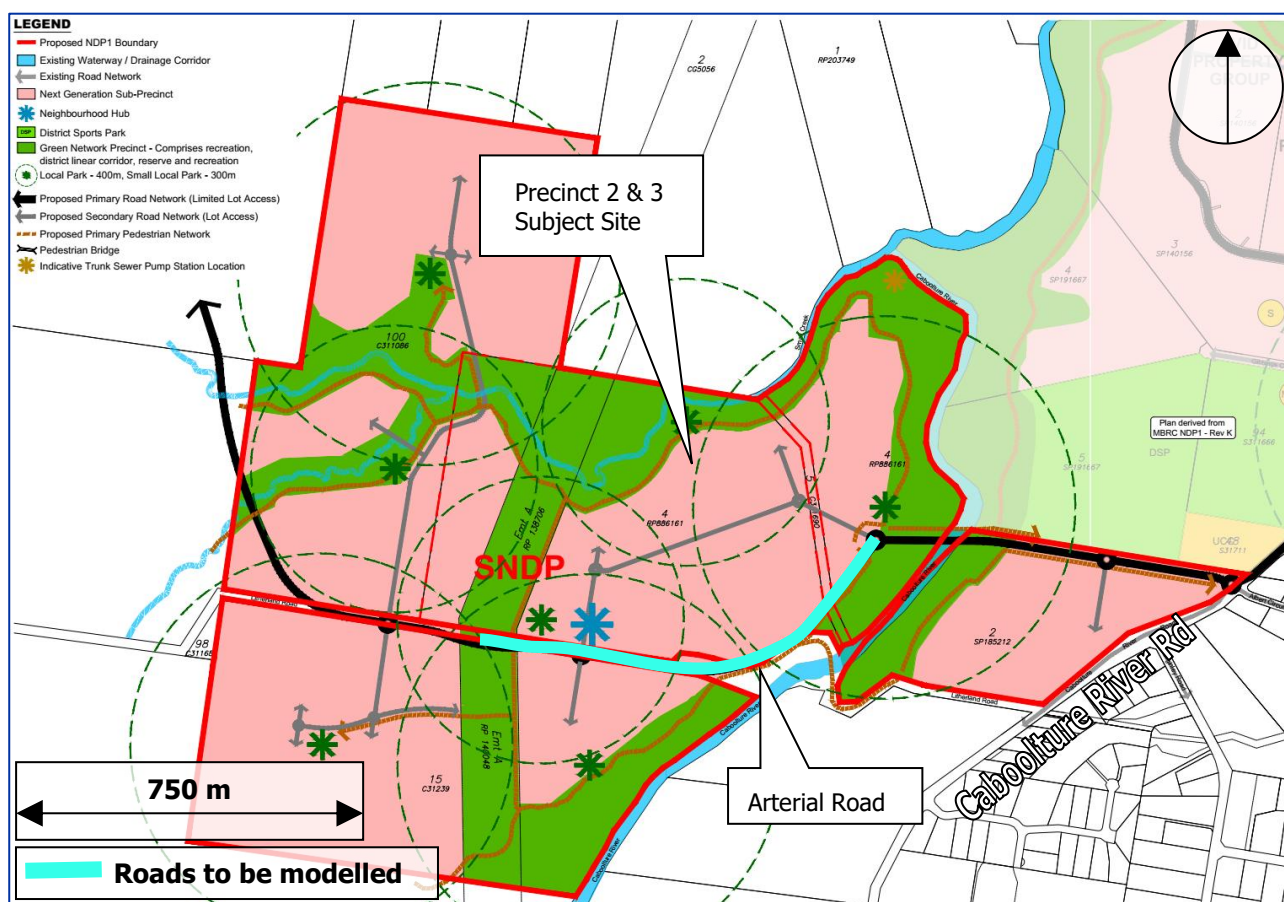
The development forms part of a larger residential subdivision which will include a new roads. Precincts 2 and 3 will be affected by road traffic noise from future roads proposed to be constructed within the precincts, and

impacts must be considered in the project design. According to the Caboolture West Structure Plan (**Figure 2.2**), Precincts 2 and 3 are located west of the Caboolture River, between other proposed precincts.

The proposed primary road network consists of an arterial road. The arterial road passes along the southern side of Precincts 2, and is expected to carry traffic generated from the surrounding precincts. The traffic on the proposed road is proposed to connect to the existing Caboolture River Road.

Sections of the proposed road located within Precincts 2 and 3 were included in the road traffic noise modelling.

Figure 2.2: Caboolture West Structure Plan



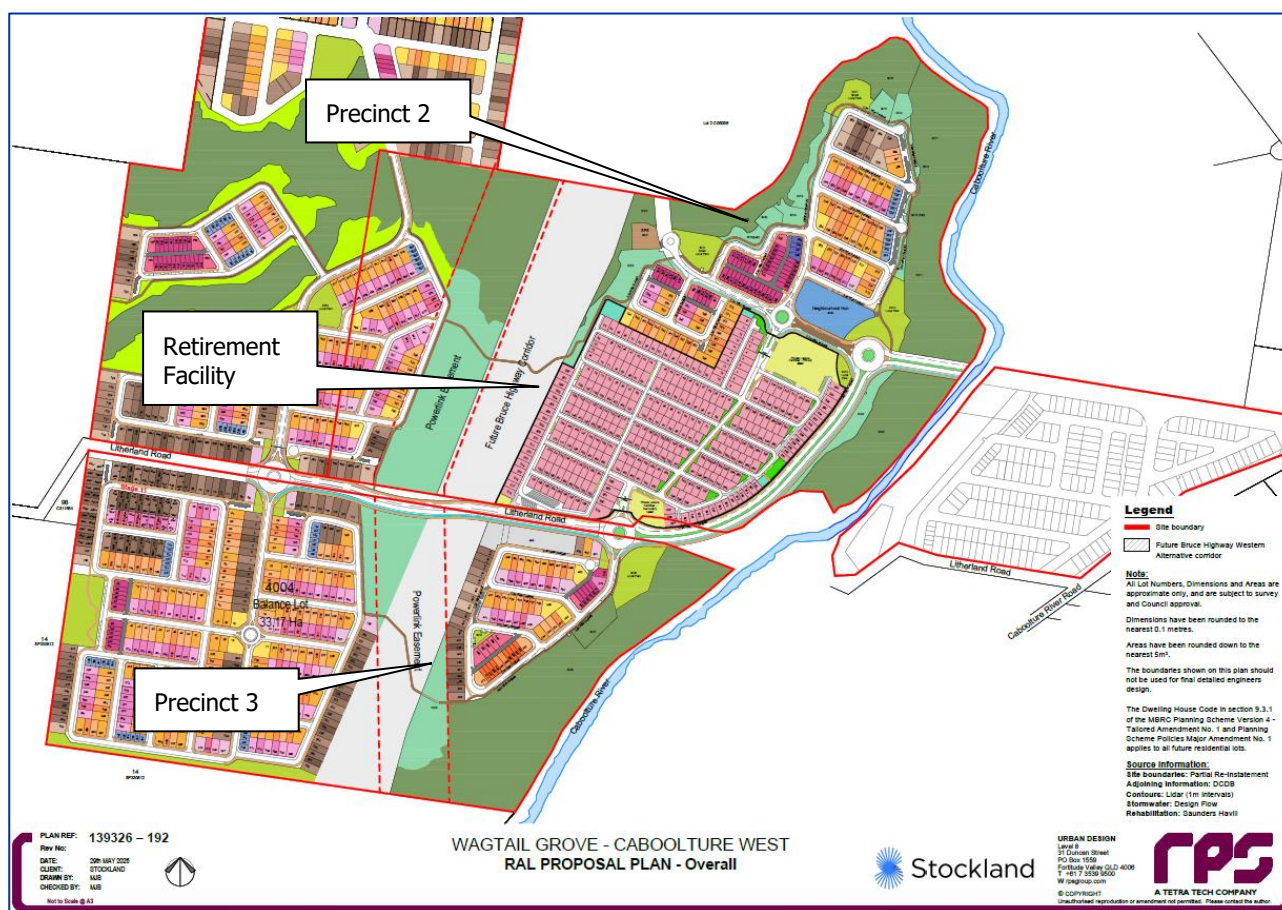
3. PROPOSED DEVELOPMENT

The proposed Precinct 2 & 3 development includes the following components:

- 11 stages.
- Total 256 residential allotments.
- Total 6 small local parks.
- A neighbourhood hub (retail uses).
- A retirement facility with 315 allotments.
- Open space and conservation areas.

The site plan of Precinct 2, 3 and the retirement facility is shown in **Figure 3.1**. Full-size site layouts are also included in **Appendix B**.

Figure 3.1: Site Layout – Precinct 2 and 3



4. NOISE CRITERIA

4.1 Overview

The site is located within the Moreton Bay Regional Council (MBRC) area and therefore is required to comply with the requirements of the MBRC Planning Scheme Policy and associated Planning Scheme Policy - Noise.

As required by the MBRC noise planning scheme policy, the road noise assessment will consider noise criteria from the Department of Transport and Main Roads Policy for Development on land affected by Environmental Emissions from Transport and Transport Infrastructure Version 4 and the Department of Housing and Public Works (HPW) – Queensland Development Code (QDC) Mandatory Part 4.4 (MP4.4) 'Buildings in transport noise corridors.

4.2 Department of Transport and Main Roads

The relevant noise criteria in the Department of Transport and Main Roads Policy for Development on Land Affected by Environmental Emissions from Transport and Transport Infrastructure Version 4 are presented in **Table 4.1**.

Table 4.1: Primary (External) Noise Criteria for New Sensitive Development

#	Location	Noise Criteria
1	All facades	≤ 60 dBA $L_{10(18\text{hour})}$ facade corrected (measured $L_{90(8\text{hour})}$ free field between 10pm and 6am ≤ 40 dBA)
2		≤ 63 dBA $L_{10(18\text{hour})}$ facade corrected (measured $L_{90(8\text{hour})}$ free field between 10pm and 6am > 40 dBA)
3	Private and communal open spaces	≤ 57 dBA $L_{10(18\text{hour})}$ free field (measured $L_{90(18\text{hour})}$ free field between 6 am and midnight ≤ 45 dBA)
4		≤ 60 dBA $L_{10(18\text{hour})}$ free field (measured $L_{90(18\text{hour})}$ free field between 10pm and 6am > 45 dBA)

The noise criteria for private and communal open spaces (Criteria #3 and #4 in **Table 4.1**) are 3 dBA lower than the criteria applied at facades. The predicted noise levels in private and communal open spaces will be approximately 3 dBA lower as they do not include façade reflection and will receive greater shielding from proposed noise barriers due to the lower calculation height (1.5m versus 1.8m at a façade). Therefore, a predicted ground floor road traffic noise level complying with Criteria #1 and #2 can be deemed to be comply with Criteria #3 and #4, too.

Overall, only compliance with the criteria at facades (Criteria #1 and #2 in **Table 4.1**) will be considered further in this report.

4.3 Department of Housing and Public Works (HPW) – Queensland Development Code (QDC) Mandatory Part 4.4 (MP4.4) 'Buildings in transport noise corridors'

The Department of Housing and Public Works (HPW) has a number of mandatory codes that must be complied with at the building application stage. These are referred to as Queensland Development Codes (QDC).

QDC Mandatory Part (MP) 4.4 relates to new buildings in transport noise corridors. This mandatory Code deals with buildings within residential developments close to gazetted roads and railways. MP 4.4 sets mandatory construction standards for new residential development, or additions to existing residential development, within a Transport Noise Corridor.

The noise level categories extend out to 57 dBA $L_{10}(18 \text{ hour})$ for road traffic noise. The road noise categories and corresponding noise levels from Schedule 3, Table 1 of MP4.4 as follows:

- Category 0: $\leq 57 \text{ dBA } L_{10}(18 \text{ hour})$
- Category 1: $58 - 62 \text{ dBA } L_{10}(18 \text{ hour})$
- Category 2: $63 - 67 \text{ dBA } L_{10}(18 \text{ hour})$
- Category 3: $68 - 72 \text{ dBA } L_{10}(18 \text{ hour})$
- Category 4: $\geq 73 \text{ dBA } L_{10}(18 \text{ hour})$

5. BACKGROUND NOISE LEVELS

As the roads considered in this assessment have not yet been constructed, no road traffic noise monitoring was undertaken as part of this road traffic noise impact assessment.

Given that no significant industrial or commercial premises are present in the vicinity of the proposed Precincts 2 and 3, low background noise levels are expected. For the purpose of deriving noise criteria as per **Table 4.1**, the following assumption regarding background noise levels has been adopted:

- $L_{90(8\text{hour})}$ free field between 10pm and 6am $\leq 40\text{dBA}$

To support this assumption, noise monitoring was undertaken as part of the road traffic noise assessment¹ for Precinct 1 (located just east of Precincts 2 and 3) in 2021, at the northeast corner of Precinct 1. The measured $L_{90(8\text{ hour})}$ noise levels ranged from 27 to 34 dBA, with an average of 31 dBA. Considering the location of Precincts 2 and 3, similar or lower background noise levels can reasonably be expected.

It should be noted that roads and other infrastructure are generally constructed before the development of residential buildings and noise barriers. There may be a suitable period between the completion of infrastructure and the commencement of residential building construction during which the above assumption can be validated through on-site noise monitoring. It is recommended that noise monitoring be conducted during this period.

Furthermore, noise monitoring results from the site with statistically meaningful road traffic noise can also be used to verify noise model prepared for this assessment.

¹ Trinity Report 217401.0127.R01V04, Dated 11 September 2024.

6. ROAD TRAFFIC NOISE ASSESSMENT

6.1 Overview

Road noise from future Council-controlled roads have been assessed onto the proposed development. The relevant assessment criteria are presented in **Section 4**.

6.2 Noise Modelling

For the purposes of the assessment, predictions were undertaken in accordance with the methodology described in the United Kingdom, Department of Transport (1988) procedure, Calculation of Road Traffic Noise (CoRTN). CoRTN is commonly adopted in Australia for the assessment of road traffic noise impacts and has been subject to scientific studies to determine its performance in Queensland conditions (see Section 4.3.2.1 of the TMR Code of Practice).

The calculation method considers the influence of various elements of the road design including traffic flows, traffic fleet composition, road gradient, acoustic shielding by other buildings and elevations, and road surface type. The method predicts $L_{10(18\text{hour})}$ noise levels which are the noise levels exceeded 10 % of the time between the hours of 6:00 am and midnight.

The SoundPLAN 9.1 (Computer Aided Noise Abatement Model) interface has been used to undertake the noise predictions in accordance with the CoRTN methodology. The following sections discuss the modelling inputs, assumptions and results.

6.3 Model Input Data

Traffic data for a 10-year construction horizon (Year 2037) has been modelled based on estimates provided by Stockland (refer **Table 6.1** and **Figure 6.1**).

Figure 6.1: Modelled Road Sections

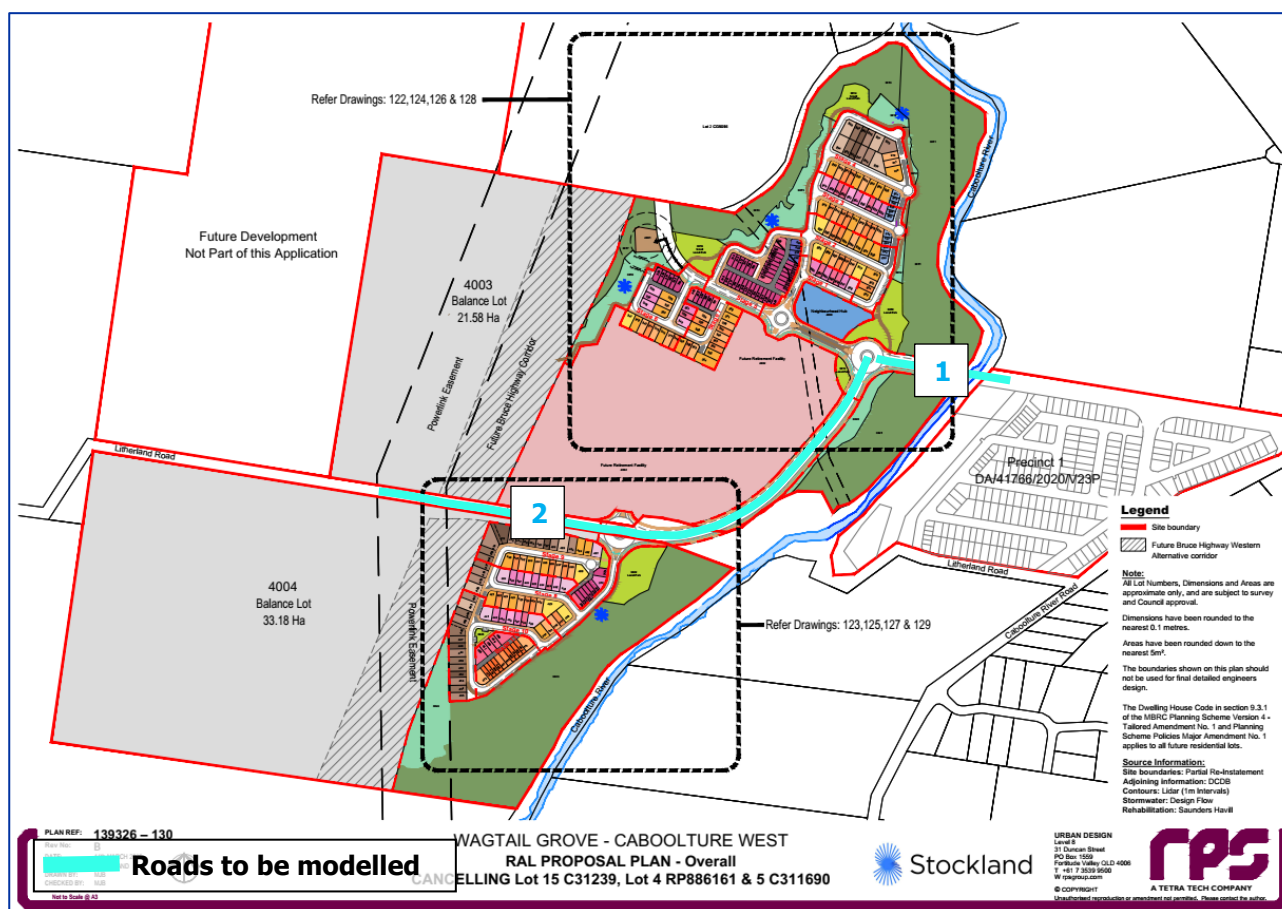


Table 6.1: Future (2037) Model Traffic Data

Road / Section	Direction	Road Surface	Traffic Volumes (18 Hours)	Speed (km/h)	Percentage of Heavy Vehicles 2037
			Future 2037		
Proposed Primary Road Network / Section 1	2-way combined	DGA	11280	60	4%
Proposed Primary Road Network (Arterial Road) / Section 2	2-way combined	DGA	11280	60	4%

In addition to traffic flow data given above, the following assumptions and inputs were considered:

- The 18-hour traffic flow is taken to be 94% of the average daily traffic flow for the future year.
- Noise source height of 0.5m as per CoRTN methodology.
- Road surface corrections: 0 dBA for Dense Graded Asphalt
- Ground contours for the project site were obtained from EGIS.
- Ground contours for the surrounding area were obtained from Queensland Spatial Catalogue (QSpatial).
- Receiver heights for the proposed lots were 1.8m above ground for ground floors and 4.6 m for the first floors.
- A +2.5 dBA facade reflection allowance is included in the noise level predictions.

- A -1.7 dBA façade calibration factor regarding CoRTN accuracy for Queensland Conditions (as presented in Section 4.3.2.1 of the TMR Code of Practice).

6.4 Future Predictions (2037) without Noise Barriers

The road traffic noise levels for 2037 have been predicted for all residential lots, including the ones within retirement facility, exposed to road traffic. The predicted $L_{10,18 \text{ hour}}$ noise levels for all lots are outlined in **Table C.1** in **Appendix C**.

Predicted noise level contours are shown in **Figure D.1** (ground floor) and **D.2** (first floor) in **Appendix D**. From these contour results it can be seen that a significant number of lots are subject to excessive noise levels (refer to the red external noise 60 dBA limit line).

Based on these results, noise barriers are proposed adjacent modelled roads.

6.5 Future Predictions (2037) with Noise Barriers

The road traffic noise levels for 2037 with barriers have been predicted for all residential lots exposed by road traffic. The predicted $L_{10,18 \text{ hour}}$ noise levels for all lots with MP4.4 Categories are outlined in **Table C.1** in **Appendix C**.

Multiple noise barriers with different heights (from 2.0 to 2.4 m) are proposed. The proposed noise barriers and noise barrier return lengths are shown in **Figure E.1**.

Predicted noise level contours are shown in **Figure E.2** (ground floor) and **E.3** (first floor) in **Appendix E**. From **Figure E.2**, it can be seen that compliance is achieved at all ground floor areas on these allotments, including retirement facility.

From **Figure E.3** it can be seen that upper floor noise levels are mainly above the limit for the front row of lots adjacent to the modelled roads. To achieve compliance at upper floors, excessively high barriers would be required and therefore this has not been investigated further.

6.6 Barrier Construction

The noise barriers may be constructed in accordance with a number of alternative designs including with timber, brick, concrete block, sheet metal or earth mound. The acoustic barrier may comprise a combination of an earth mound or crib lock wall and a timber fence on top. A solid timber barrier with overlapping palings is usually the most economical. The minimum acoustic requirement of the noise barrier is that it be solid and continuous with negligible holes and gaps between palings or panels or near the ground. The barrier is to be constructed with a material with minimum mass of 12.5 kg/m^2 or minimum acoustic rating of $R_w 23$.

6.7 Building Construction (MP4.4) Noise Assessment

The predicted $L_{10, 18 \text{ hour}}$ noise levels for all unit façades with MP4.4 Categories are outlined in **Table C.1** in **Appendix C**.

Further site-specific noise assessments can be conducted for houses in Category 1 to 3 lots with the aim of reducing the requirements through building design.

In accordance with MP4.4, the construction requirements are to be either (i) using construction materials nominated in MP4.4; or (ii) using construction materials and methods that meet the minimum acoustic rating (R_w) requirements in MP4.4, based on the manufacturer's specifications.

MP4.4 construction requirements are publicly available and can be accessed from QLD Government Business Queensland webpage.

Acoustic certification is required to be provided by the window/door supplier. The certification is to be based on acoustic testing of the overall window/door system (i.e. testing of the frame, glass and seals as proposed to be installed).

To achieve the target noise reductions from external noise to internal noise levels in MP4.4 will require the construction details are of an appropriate acoustic standard. All exterior openings are to be closed when these habitable rooms are occupied. Therefore, an air-conditioning/mechanical ventilation system that does not degrade the internal acoustic environment or the building envelope's sound isolation and meets the ventilation requirements of the Building Code of Australia may need to be installed.

7. RECOMMENDATIONS AND CONCLUSION

A road noise assessment has been conducted for Precinct 2 and 3 of the proposed residential subdivision at Caboolture West. The results and recommendations of the assessment are as follows:

- Noise monitoring has not been conducted as roads considered for the assessment have not been constructed yet. Expected background noise levels were reviewed and discussed in **Section 5**.
- Noise levels have been predicted for the future year 2037 and are discussed in **Section 6.4** (no barriers) and **Section 6.5** (with barriers). Noise levels for future have been predicted with (i) without proposed noise barriers and (ii) with proposed noise barriers. Tabulated results are included in **Appendix C**, and related noise contours are given in **Appendix D** (without barriers) and **Appendix E** (with barriers).
- Noise barriers have been proposed to road frontages as per **Figure E.1** in **Appendix E**. The barriers range in height from 2.0m to 2.4m. Barrier heights for lots are relative to the top of the boundary retaining wall, if relevant. The barriers are to be continuous with no air gaps and constructed with a material with minimum mass of 12.5 kg/m² or minimum acoustic rating of Rw 23.
- With the proposed barriers, compliance is achieved at ground floor areas on all allotments. To achieve compliance at upper floors, excessively high barriers are required and this was not investigated further.
- The calculated MP4.4 categories, which affect future building construction, are presented in **Appendix C** and discussed in **Section 6.7**. A Noise Category of up to 3 applies at noise affected lots. MP4.4 construction requirements are publicly available and can be accessed from QLD Government Business Queensland webpage.

APPENDIX A : GLOSSARY

Parameter or Term	Description
dB	The decibel (dB) is the unit measure of sound. Most noises occur in a range of 20 dB (quiet rural area at night) to 120 dB (nightclub dance floor or concert).
dBA	Noise levels are most commonly expressed in terms of the 'A' weighted decibel scale, dBA. This scale closely approximates the response of the human ear, thus providing a measure of the subjective loudness of noise and enabling the intensity of noises with different frequency characteristics (e.g. pitch and tone) to be compared.
Day	The period between 7am and 6pm.
Evening	The period between 6pm and 10pm.
Night	The period between 10pm and 7am.
Free-field	The description of a noise receiver or source location which is away from any significantly reflective objects (e.g. buildings, walls).
L ₁	The noise level exceeded for 1% of the measurement period.
L ₁₀	The noise level exceeded for 10% of the measurement period. It is sometimes referred to as the average maximum noise level.
L ₉₀	The noise level exceeded for 90% of the measurement period. This is commonly referred to as the background noise level.
L _{eq}	The equivalent continuous sound level, which is the constant sound level over a given time period, which is equivalent in total sound energy to the time-varying sound level, measured over the same time period.
L _{eq,1hour}	As for L _{eq} except the measurement intervals are defined as 1 hour duration.
L _{max}	Maximum A-weighted sound pressure level.
L _{eq} (24 hour)	The average L _{eq} noise level over the 24-hour period from midnight to midnight.
L ₁₀ (18 hour)	The arithmetic average of the one-hour L ₁₀ values between 6am and midnight. This parameter is used in the assessment of road traffic noise.
R _w	Weighted Sound Reduction Index – is a single number evaluation of the property of a partition to attenuate sounds. For the majority of partitions, the value of R _w will be similar to the value for STC. Partitions with particularly poor performance at 100 Hz may have lower values for R _w than for STC. Conversely, partitions with poor performance at 4000 Hz may have higher R _w than for STC. (As per AS1276.1-1999).
Habitable Rooms	According to the "Building Code of Australia" a Habitable Room is: " a room used for normal domestic activities and Includes a bedroom, living room, lounge room, music room, television room, kitchen, dining room, sewing room, study, playroom, family room, home theatre, and sunroom, but Excludes a bathroom, laundry, water closet, pantry, walk-in wardrobe, corridor, hallway, lobby, photographic darkroom, clothes drying room, and other spaces of a specialised nature occupied neither frequently nor for extended periods."

APPENDIX B : SITE LAYOUT



Legend

- Site boundary
- Future Bruce Highway Western Alternative corridor

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.

The Dwelling House Code in section 9.3.1 of the MBRC Planning Scheme Version 4 - Tailored Amendment No. 1 and Planning Scheme Policies Major Amendment No. 1 applies to all future residential lots.

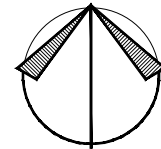
Source Information:

Site boundaries: Partial Re-Instatement
Adjoining information: DCDB
Contours: Lidar (1m Intervals)
Stormwater: Design Flow
Rehabilitation: Saunders Havill

PLAN REF: 139326 – 192

Rev No:
DATE: 29th MAY 2026
CLIENT: STOCKLAND
DRAWN BY: MJB
CHECKED BY: MJB

Not to Scale @ A3



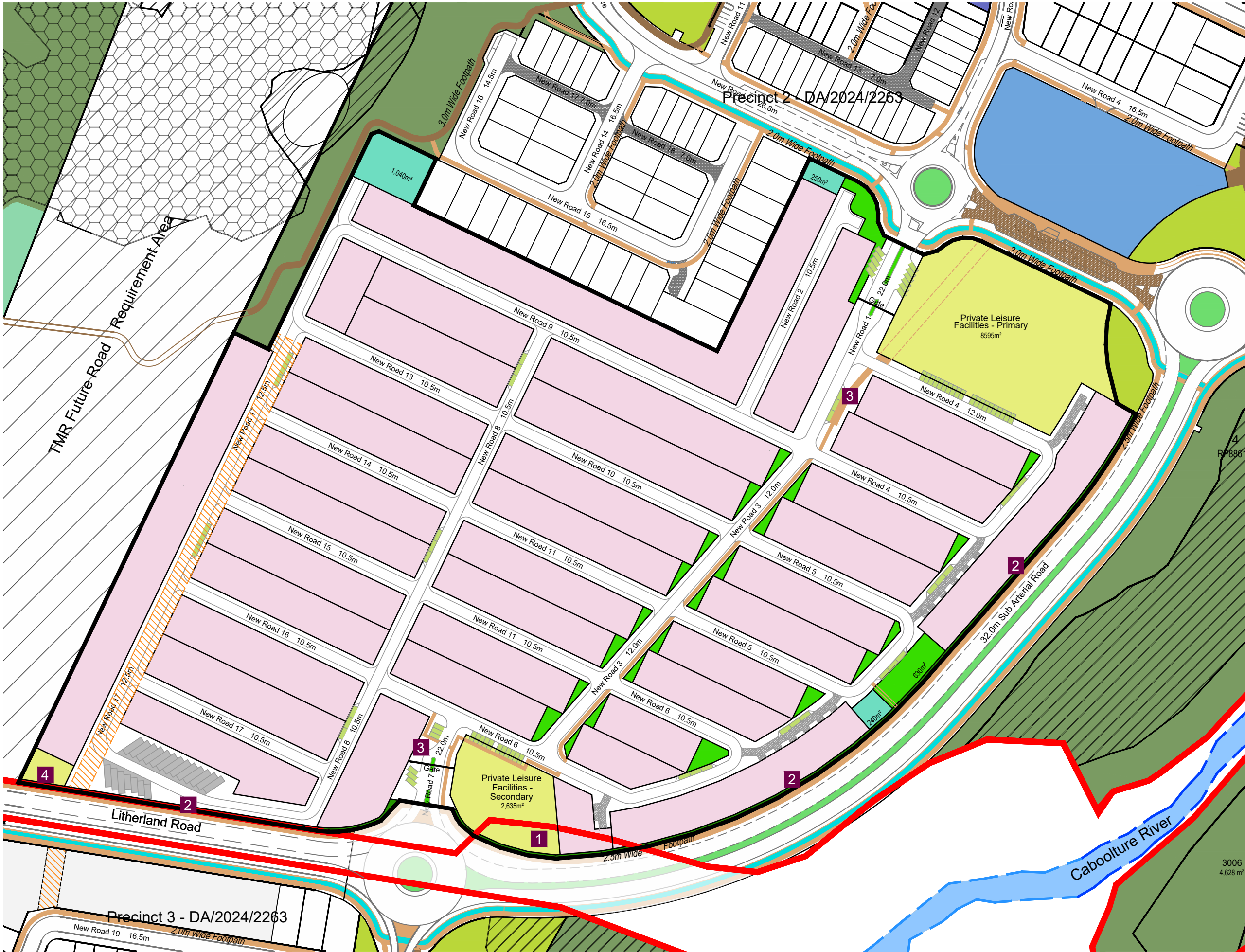
WAGTAIL GROVE - CABOOLTURE WEST
RAL PROPOSAL PLAN - Overall



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Note:
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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: Partial Re-Instatement
Adjoining information: DCDB
Contours: Lidar (1m Intervals)
Geomorphic Stream Channel: Wolters & Saunders Havill
Stormwater: Design Flow
Rehabilitation: Saunders Havill
Bushfire: To be Advised

- Legend**
- Stockland Ownership
 - Precinct 2 - LLC Development Area - 14.76Ha
 - LLC - Lease Areas - 8.54Ha
 - LLC - Private Leisure Facility
 - LLC - 10m Wide Sewer Easement
 - LLC - Open Space
 - LLC - Stormwater Treatment
 - LLC - Carparking: 78 Spaces (Approximate subject to detail design)
 - LLC - Caravan/Boat Storage: 20 Spaces (Approximate subject to detail design)
 - LLC - 1.5m Indicative Pedestrian Path
 - 1 Future Lease lots subject to road closure application DA/2025/4395
 - 2 2m Landscape zone inclusive of retaining wall and acoustic fence
 - 3 Letterboxes
 - 4 Maintenance Shed and Buffer
- Precinct 2 and 3 - Subject to DA/2024/2263
- Neighbourhood Hub
 - Linear and Conservation Open Space
 - Local Park
 - TMR Future Road Requirement Area
 - 2m & 2.5m pedestrian path
 - 3m pedestrian path
 - 3m wide cycle network
 - EPBC regenerating vegetation - potential koala habitat to retain
 - Rehabilitation area

WAGTAIL GROVE - CABOOLTURE WEST
LAND LEASE PRECINCT PLAN
PRECINCT 2



APPENDIX C : TABULATED FUTURE (2037) TRAFFIC NOISE LEVELS

Table C.1: Tabulated Traffic Noise Levels (Future 2037) (+2.5 dBA Façade Corrected, -1.7 dBA CORTN Corrected)

Note: Retirement Facility Lots are identified by "RL" preceding the lot numbers.

Receiver Lot Number	Floor	Predicted Noise Levels at Façade L ₁₀ (18hour) dBA (Limit 60 dBA)		Future (2037) MP4.4 Category With Proposed Barriers
		Future (2037) Without Barriers	Future (2037) With Proposed Barriers	
206	GF	50	50	0
206	F 1	52	51	0
207	GF	51	50	0
207	F 1	52	52	0
208	GF	51	51	0
208	F 1	53	52	0
209	GF	52	51	0
209	F 1	53	53	0
210	GF	52	51	0
210	F 1	53	53	0
211	GF	52	52	0
211	F 1	54	53	0
212	GF	53	53	0
212	F 1	55	54	0
213	GF	55	55	0
213	F 1	56	56	0
214	GF	55	54	0
214	F 1	56	55	0
215	GF	54	54	0
215	F 1	55	55	0
216	GF	54	53	0
216	F 1	55	54	0
217	GF	52	51	0
217	F 1	53	53	0
218	GF	51	51	0
218	F 1	53	52	0
219	GF	51	51	0
219	F 1	52	52	0
220	GF	51	50	0

Receiver Lot Number	Floor	Predicted Noise Levels at Facade L ₁₀ (18hour) dBA (Limit 60 dBA)		Future (2037) MP4.4 Category With Proposed Barriers
		Future (2037) Without Barriers	Future (2037) With Proposed Barriers	
220	F 1	52	52	0
221	GF	50	50	0
221	F 1	52	51	0
222	GF	50	49	0
222	F 1	51	51	0
223	GF	49	49	0
223	F 1	51	50	0
224	GF	48	48	0
224	F 1	50	49	0
225	GF	49	48	0
225	F 1	50	50	0
226	GF	49	49	0
226	F 1	51	50	0
227	GF	50	49	0
227	F 1	51	50	0
228	GF	50	50	0
228	F 1	51	51	0
229	GF	50	50	0
229	F 1	52	51	0
230	GF	51	50	0
230	F 1	52	52	0
231	GF	51	51	0
231	F 1	52	52	0
232	GF	52	51	0
232	F 1	53	53	0
233	GF	53	52	0
233	F 1	54	53	0
234	GF	52	52	0
234	F 1	53	53	0
235	GF	52	51	0
235	F 1	53	52	0
236	GF	52	51	0
236	F 1	53	52	0
237	GF	51	51	0
237	F 1	52	52	0
238	GF	51	50	0
238	F 1	52	51	0

Receiver Lot Number	Floor	Predicted Noise Levels at Facade L ₁₀ (18hour) dBA (Limit 60 dBA)		Future (2037) MP4.4 Category With Proposed Barriers
		Future (2037) Without Barriers	Future (2037) With Proposed Barriers	
239	GF	50	50	0
239	F 1	51	51	0
240	GF	50	49	0
240	F 1	51	51	0
241	GF	50	49	0
241	F 1	51	50	0
242	GF	49	49	0
242	F 1	50	50	0
243	GF	49	49	0
243	F 1	50	50	0
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253	GF	48	47	0
253	F 1	49	49	0
254	GF	48	48	0
254	F 1	49	49	0
255	GF	48	48	0
255	F 1	50	49	0
256	GF	49	48	0
256	F 1	50	49	0
257	GF	49	49	0

Receiver Lot Number	Floor	Predicted Noise Levels at Facade L ₁₀ (18hour) dBA (Limit 60 dBA)		Future (2037) MP4.4 Category With Proposed Barriers
		Future (2037) Without Barriers	Future (2037) With Proposed Barriers	
257	F 1	50	50	0
258	GF	49	49	0
258	F 1	50	50	0
259	GF	50	50	0
259	F 1	51	51	0
260	GF	50	49	0
260	F 1	51	50	0
261	GF	50	49	0
261	F 1	51	50	0
262	GF	49	49	0
262	F 1	50	50	0
263	GF	49	49	0
263	F 1	50	50	0
264	GF	49	49	0
264	F 1	50	49	0
265	GF	48	48	0
265	F 1	49	49	0
266	GF	48	48	0
266	F 1	49	49	0
267	GF	48	47	0
267	F 1	49	48	0
268	GF	47	47	0
268	F 1	49	48	0
269	GF	47	47	0
269	F 1	48	48	0
270	GF	47	46	0
270	F 1	48	47	0
271	GF	47	46	0
271	F 1	48	47	0
272	GF	47	46	0
272	F 1	48	47	0
273	GF	46	46	0
273	F 1	47	47	0
274	GF	46	45	0
274	F 1	47	46	0
275	GF	46	46	0
275	F 1	47	46	0

Receiver Lot Number	Floor	Predicted Noise Levels at Facade L ₁₀ (18hour) dBA (Limit 60 dBA)		Future (2037) MP4.4 Category With Proposed Barriers
		Future (2037) Without Barriers	Future (2037) With Proposed Barriers	
276	GF	46	46	0
276	F 1	47	47	0
277	GF	46	46	0
277	F 1	47	47	0
278	GF	47	46	0
278	F 1	48	47	0
279	GF	47	47	0
279	F 1	48	48	0
280	GF	47	47	0
280	F 1	49	48	0
281	GF	47	47	0
281	F 1	48	48	0
282	GF	46	46	0
282	F 1	48	47	0
283	GF	46	45	0
283	F 1	47	46	0
284	GF	45	45	0
284	F 1	47	46	0
285	GF	45	45	0
285	F 1	46	46	0
286	GF	45	45	0
286	F 1	46	46	0
287	GF	45	45	0
287	F 1	46	46	0
288	GF	45	45	0
288	F 1	46	45	0
289	GF	48	48	0
289	F 1	50	49	0
290	GF	49	48	0
290	F 1	50	49	0
291	GF	49	48	0
291	F 1	50	50	0
292	GF	49	49	0
292	F 1	51	50	0
293	GF	50	49	0
293	F 1	51	50	0
294	GF	50	49	0

Receiver Lot Number	Floor	Predicted Noise Levels at Facade L ₁₀ (18hour) dBA (Limit 60 dBA)		Future (2037) MP4.4 Category With Proposed Barriers
		Future (2037) Without Barriers	Future (2037) With Proposed Barriers	
294	F 1	51	51	0
295	GF	50	49	0
295	F 1	51	51	0
296	GF	50	50	0
296	F 1	52	51	0
297	GF	50	50	0
297	F 1	52	51	0
298	GF	51	50	0
298	F 1	52	51	0
299	GF	51	50	0
299	F 1	52	52	0
300	GF	48	47	0
300	F 1	49	48	0
301	GF	48	47	0
301	F 1	50	49	0
302	GF	48	48	0
302	F 1	50	49	0
303	GF	48	48	0
303	F 1	50	49	0
304	GF	49	48	0
304	F 1	50	49	0
305	GF	49	48	0
305	F 1	50	49	0
306	GF	49	48	0
306	F 1	50	49	0
307	GF	49	48	0
307	F 1	50	49	0
308	GF	49	49	0
308	F 1	51	50	0
309	GF	48	48	0
309	F 1	50	49	0
310	GF	48	47	0
310	F 1	49	49	0
311	GF	48	47	0
311	F 1	49	48	0
312	GF	48	47	0
312	F 1	49	48	0

Receiver Lot Number	Floor	Predicted Noise Levels at Facade L ₁₀ (18hour) dBA (Limit 60 dBA)		Future (2037) MP4.4 Category With Proposed Barriers
		Future (2037) Without Barriers	Future (2037) With Proposed Barriers	
313	GF	47	47	0
313	F 1	49	48	0
314	GF	47	47	0
314	F 1	49	48	0
315	GF	48	48	0
315	F 1	49	49	0
316	GF	48	48	0
316	F 1	50	49	0
317	GF	48	48	0
317	F 1	50	49	0
318	GF	49	48	0
318	F 1	50	49	0
319	GF	49	48	0
319	F 1	50	50	0
320	GF	49	48	0
320	F 1	50	50	0
321	GF	50	49	0
321	F 1	51	50	0
322	GF	50	49	0
322	F 1	51	50	0
323	GF	50	49	0
323	F 1	51	50	0
324	GF	50	49	0
324	F 1	52	51	0
325	GF	50	50	0
325	F 1	52	51	0
326	GF	51	50	0
326	F 1	52	51	0
327	GF	52	51	0
327	F 1	53	52	0
328	GF	51	51	0
328	F 1	53	52	0
329	GF	47	46	0
329	F 1	48	47	0
330	GF	47	46	0
330	F 1	48	48	0
331	GF	47	46	0

Receiver Lot Number	Floor	Predicted Noise Levels at Facade L ₁₀ (18hour) dBA (Limit 60 dBA)		Future (2037) MP4.4 Category With Proposed Barriers
		Future (2037) Without Barriers	Future (2037) With Proposed Barriers	
331	F 1	48	48	0
332	GF	47	46	0
332	F 1	48	48	0
333	GF	47	46	0
333	F 1	48	48	0
334	GF	47	46	0
334	F 1	48	48	0
335	GF	47	46	0
335	F 1	49	48	0
336	GF	47	46	0
336	F 1	49	48	0
337	GF	47	47	0
337	F 1	50	49	0
338	GF	46	46	0
338	F 1	48	48	0
339	GF	46	46	0
339	F 1	48	48	0
340	GF	46	46	0
340	F 1	48	48	0
341	GF	46	46	0
341	F 1	49	49	0
342	GF	47	46	0
342	F 1	50	49	0
343	GF	47	47	0
343	F 1	50	49	0
344	GF	48	47	0
344	F 1	50	50	0
345	GF	47	47	0
345	F 1	50	49	0
346	GF	48	48	0
346	F 1	51	50	0
347	GF	49	48	0
347	F 1	51	50	0
348	GF	49	49	0
348	F 1	51	51	0
349	GF	48	47	0
349	F 1	50	50	0

Receiver Lot Number	Floor	Predicted Noise Levels at Facade L ₁₀ (18hour) dBA (Limit 60 dBA)		Future (2037) MP4.4 Category With Proposed Barriers
		Future (2037) Without Barriers	Future (2037) With Proposed Barriers	
350	GF	47	47	0
350	F 1	49	49	0
351	GF	47	47	0
351	F 1	49	49	0
352	GF	47	47	0
352	F 1	49	48	0
353	GF	47	47	0
353	F 1	49	48	0
354	GF	47	47	0
354	F 1	49	48	0
355	GF	47	47	0
355	F 1	49	49	0
356	GF	47	47	0
356	F 1	50	49	0
357	GF	48	47	0
357	F 1	50	49	0
358	GF	49	48	0
358	F 1	51	50	0
359	GF	50	49	0
359	F 1	52	51	0
360	GF	50	50	0
360	F 1	51	51	0
361	GF	50	50	0
361	F 1	51	51	0
362	GF	50	50	0
362	F 1	52	51	0
363	GF	50	50	0
363	F 1	52	51	0
364	GF	50	50	0
364	F 1	52	51	0
365	GF	51	51	0
365	F 1	53	52	0
366	GF	51	51	0
366	F 1	53	52	0
367	GF	52	52	0
367	F 1	53	52	0
368	GF	51	50	0

Receiver Lot Number	Floor	Predicted Noise Levels at Facade L ₁₀ (18hour) dBA (Limit 60 dBA)		Future (2037) MP4.4 Category With Proposed Barriers
		Future (2037) Without Barriers	Future (2037) With Proposed Barriers	
368	F 1	52	51	0
369	GF	50	50	0
369	F 1	52	51	0
370	GF	51	51	0
370	F 1	53	52	0
371	GF	50	50	0
371	F 1	52	52	0
372	GF	49	49	0
372	F 1	51	51	0
373	GF	59	58	1
373	F 1	61	60	1
374	GF	57	57	0
374	F 1	59	58	1
375	GF	56	56	0
375	F 1	57	57	0
376	GF	55	55	0
376	F 1	57	57	0
377	GF	55	54	0
377	F 1	56	56	0
378	GF	54	54	0
378	F 1	56	56	0
379	GF	54	53	0
379	F 1	56	55	0
380	GF	53	53	0
380	F 1	55	55	0
381	GF	54	53	0
381	F 1	56	56	0
382	GF	54	53	0
382	F 1	56	56	0
383	GF	54	53	0
383	F 1	56	55	0
384	GF	54	54	0
384	F 1	56	56	0
385	GF	54	53	0
385	F 1	56	55	0
386	GF	54	53	0
386	F 1	56	55	0

Receiver Lot Number	Floor	Predicted Noise Levels at Facade L ₁₀ (18hour) dBA (Limit 60 dBA)		Future (2037) MP4.4 Category With Proposed Barriers
		Future (2037) Without Barriers	Future (2037) With Proposed Barriers	
387	GF	54	53	0
387	F 1	56	55	0
388	GF	54	53	0
388	F 1	56	55	0
389	GF	54	54	0
389	F 1	56	56	0
390	GF	58	58	1
390	F 1	60	60	1
391	GF	58	58	1
391	F 1	60	60	1
392	GF	58	58	1
392	F 1	60	60	1
393	GF	58	58	1
393	F 1	60	59	1
394	GF	59	58	1
394	F 1	60	60	1
395	GF	59	58	1
395	F 1	60	60	1
396	GF	59	58	1
396	F 1	60	59	1
397	GF	59	57	0
397	F 1	60	59	1
398	GF	59	57	0
398	F 1	60	59	1
399	GF	59	57	0
399	F 1	60	59	1
400	GF	59	57	0
400	F 1	60	59	1
401	GF	66	58	1
401	F 1	67	66	2
402	GF	66	58	1
402	F 1	68	66	2
403	GF	66	58	1
403	F 1	68	67	2
415	GF	59	59	1
415	F 1	61	61	1
416	GF	58	58	1

Receiver Lot Number	Floor	Predicted Noise Levels at Facade L ₁₀ (18hour) dBA (Limit 60 dBA)		Future (2037) MP4.4 Category With Proposed Barriers
		Future (2037) Without Barriers	Future (2037) With Proposed Barriers	
416	F 1	60	59	1
417	GF	56	56	0
417	F 1	58	58	1
418	GF	55	55	0
418	F 1	57	57	0
419	GF	55	54	0
419	F 1	56	56	0
420	GF	54	53	0
420	F 1	56	55	0
421	GF	53	53	0
421	F 1	55	55	0
422	GF	53	53	0
422	F 1	55	55	0
423	GF	53	53	0
423	F 1	55	54	0
424	GF	53	53	0
424	F 1	55	55	0
425	GF	53	53	0
425	F 1	55	55	0
426	GF	53	53	0
426	F 1	55	54	0
427	GF	53	53	0
427	F 1	55	54	0
428	GF	53	53	0
428	F 1	55	54	0
429	GF	53	53	0
429	F 1	55	54	0
430	GF	53	52	0
430	F 1	54	54	0
431	GF	52	52	0
431	F 1	54	53	0
432	GF	52	51	0
432	F 1	53	53	0
433	GF	52	51	0
433	F 1	53	53	0
434	GF	51	51	0
434	F 1	53	52	0

Receiver Lot Number	Floor	Predicted Noise Levels at Facade L ₁₀ (18hour) dBA (Limit 60 dBA)		Future (2037) MP4.4 Category With Proposed Barriers
		Future (2037) Without Barriers	Future (2037) With Proposed Barriers	
435	GF	51	51	0
435	F 1	53	53	0
436	GF	51	51	0
436	F 1	53	53	0
437	GF	51	51	0
437	F 1	53	53	0
438	GF	51	51	0
438	F 1	53	53	0
439	GF	51	51	0
439	F 1	53	53	0
440	GF	51	51	0
440	F 1	53	53	0
441	GF	51	51	0
441	F 1	53	53	0
442	GF	53	53	0
442	F 1	55	54	0
443	GF	52	52	0
443	F 1	54	54	0
444	GF	51	51	0
444	F 1	53	53	0
445	GF	51	50	0
445	F 1	53	52	0
446	GF	50	50	0
446	F 1	52	51	0
447	GF	50	49	0
447	F 1	51	51	0
448	GF	49	49	0
448	F 1	51	50	0
449	GF	49	49	0
449	F 1	51	50	0
450	GF	49	48	0
450	F 1	50	50	0
451	GF	48	48	0
451	F 1	50	50	0
452	GF	48	48	0
452	F 1	50	49	0
453	GF	47	47	0

Receiver Lot Number	Floor	Predicted Noise Levels at Facade L ₁₀ (18hour) dBA (Limit 60 dBA)		Future (2037) MP4.4 Category With Proposed Barriers
		Future (2037) Without Barriers	Future (2037) With Proposed Barriers	
453	F 1	49	49	0
454	GF	47	47	0
454	F 1	49	48	0
455	GF	47	47	0
455	F 1	48	48	0
456	GF	50	50	0
456	F 1	52	51	0
457	GF	50	50	0
457	F 1	52	51	0
458	GF	50	50	0
458	F 1	52	52	0
459	GF	50	50	0
459	F 1	52	52	0
460	GF	50	50	0
460	F 1	52	52	0
461	GF	50	50	0
461	F 1	52	52	0
462	GF	50	50	0
462	F 1	52	51	0
463	GF	50	50	0
463	F 1	52	51	0
464	GF	50	49	0
464	F 1	51	51	0
465	GF	50	49	0
465	F 1	51	51	0
466	GF	49	49	0
466	F 1	51	51	0
467	GF	49	49	0
467	F 1	50	51	0
468	GF	49	49	0
468	F 1	51	51	0
469	GF	49	49	0
469	F 1	51	50	0
470	GF	49	48	0
470	F 1	50	50	0
471	GF	49	48	0
471	F 1	50	50	0

Receiver Lot Number	Floor	Predicted Noise Levels at Facade L ₁₀ (18hour) dBA (Limit 60 dBA)		Future (2037) MP4.4 Category With Proposed Barriers
		Future (2037) Without Barriers	Future (2037) With Proposed Barriers	
472	GF	48	48	0
472	F 1	50	50	0
RL001	GF	52	51	0
RL001	F 1	53	52	0
RL002	GF	52	52	0
RL002	F 1	53	52	0
RL003	GF	53	53	0
RL003	F 1	54	53	0
RL004	GF	53	52	0
RL004	F 1	54	53	0
RL005	GF	52	52	0
RL005	F 1	54	53	0
RL006	GF	52	51	0
RL006	F 1	54	53	0
RL007	GF	52	51	0
RL007	F 1	53	52	0
RL008	GF	51	51	0
RL008	F 1	53	52	0
RL009	GF	51	50	0
RL009	F 1	53	52	0
RL010	GF	52	51	0
RL010	F 1	53	53	0
RL011	GF	52	52	0
RL011	F 1	53	52	0
RL012	GF	52	51	0
RL012	F 1	53	52	0
RL013	GF	52	52	0
RL013	F 1	53	53	0
RL014	GF	52	52	0
RL014	F 1	54	53	0
RL015	GF	52	52	0
RL015	F 1	53	53	0
RL016	GF	51	51	0
RL016	F 1	53	52	0
RL017	GF	51	51	0
RL017	F 1	53	52	0
RL018	GF	51	50	0

Receiver Lot Number	Floor	Predicted Noise Levels at Facade L ₁₀ (18hour) dBA (Limit 60 dBA)		Future (2037) MP4.4 Category With Proposed Barriers
		Future (2037) Without Barriers	Future (2037) With Proposed Barriers	
RL018	F 1	53	52	0
RL019	GF	51	50	0
RL019	F 1	53	51	0
RL020	GF	50	50	0
RL020	F 1	52	51	0
RL021	GF	50	50	0
RL021	F 1	52	51	0
RL022	GF	50	50	0
RL022	F 1	52	51	0
RL023	GF	50	49	0
RL023	F 1	52	51	0
RL024	GF	50	49	0
RL024	F 1	52	51	0
RL025	GF	49	49	0
RL025	F 1	51	51	0
RL026	GF	49	49	0
RL026	F 1	51	50	0
RL027	GF	49	49	0
RL027	F 1	51	50	0
RL028	GF	49	49	0
RL028	F 1	51	50	0
RL029	GF	49	49	0
RL029	F 1	51	50	0
RL030	GF	49	49	0
RL030	F 1	51	50	0
RL031	GF	49	49	0
RL031	F 1	51	50	0
RL032	GF	49	49	0
RL032	F 1	51	50	0
RL033	GF	49	49	0
RL033	F 1	51	50	0
RL034	GF	49	49	0
RL034	F 1	51	50	0
RL035	GF	49	48	0
RL035	F 1	50	50	0
RL036	GF	48	48	0
RL036	F 1	50	50	0

Receiver Lot Number	Floor	Predicted Noise Levels at Facade L ₁₀ (18hour) dBA (Limit 60 dBA)		Future (2037) MP4.4 Category With Proposed Barriers
		Future (2037) Without Barriers	Future (2037) With Proposed Barriers	
RL037	GF	49	48	0
RL037	F 1	50	50	0
RL038	GF	49	48	0
RL038	F 1	50	50	0
RL039	GF	49	48	0
RL039	F 1	51	50	0
RL040	GF	49	48	0
RL040	F 1	51	50	0
RL041	GF	49	49	0
RL041	F 1	51	50	0
RL042	GF	49	49	0
RL042	F 1	51	50	0
RL043	GF	49	49	0
RL043	F 1	51	50	0
RL044	GF	49	49	0
RL044	F 1	51	50	0
RL045	GF	49	49	0
RL045	F 1	51	51	0
RL046	GF	50	49	0
RL046	F 1	52	51	0
RL047	GF	50	49	0
RL047	F 1	52	51	0
RL048	GF	50	49	0
RL048	F 1	52	51	0
RL049	GF	50	49	0
RL049	F 1	52	51	0
RL050	GF	50	49	0
RL050	F 1	52	51	0
RL051	GF	50	49	0
RL051	F 1	52	51	0
RL052	GF	51	50	0
RL052	F 1	53	51	0
RL053	GF	51	50	0
RL053	F 1	53	51	0
RL054	GF	51	50	0
RL054	F 1	53	52	0
RL055	GF	52	50	0

Receiver Lot Number	Floor	Predicted Noise Levels at Facade L ₁₀ (18hour) dBA (Limit 60 dBA)		Future (2037) MP4.4 Category With Proposed Barriers
		Future (2037) Without Barriers	Future (2037) With Proposed Barriers	
RL055	F 1	54	52	0
RL056	GF	52	51	0
RL056	F 1	54	52	0
RL057	GF	52	50	0
RL057	F 1	54	52	0
RL058	GF	52	50	0
RL058	F 1	54	52	0
RL059	GF	51	50	0
RL059	F 1	53	51	0
RL060	GF	51	50	0
RL060	F 1	53	51	0
RL061	GF	51	50	0
RL061	F 1	53	51	0
RL062	GF	50	50	0
RL062	F 1	52	51	0
RL063	GF	50	50	0
RL063	F 1	52	51	0
RL064	GF	50	49	0
RL064	F 1	52	51	0
RL065	GF	50	49	0
RL065	F 1	52	51	0
RL066	GF	50	49	0
RL066	F 1	52	50	0
RL067	GF	50	49	0
RL067	F 1	51	50	0
RL068	GF	50	49	0
RL068	F 1	51	50	0
RL069	GF	49	49	0
RL069	F 1	51	50	0
RL070	GF	49	49	0
RL070	F 1	51	50	0
RL071	GF	49	49	0
RL071	F 1	51	50	0
RL072	GF	49	49	0
RL072	F 1	51	50	0
RL073	GF	49	48	0
RL073	F 1	50	50	0

Receiver Lot Number	Floor	Predicted Noise Levels at Facade L ₁₀ (18hour) dBA (Limit 60 dBA)		Future (2037) MP4.4 Category With Proposed Barriers
		Future (2037) Without Barriers	Future (2037) With Proposed Barriers	
RL074	GF	49	48	0
RL074	F 1	51	50	0
RL075	GF	49	49	0
RL075	F 1	51	50	0
RL076	GF	49	49	0
RL076	F 1	51	50	0
RL077	GF	49	49	0
RL077	F 1	51	50	0
RL078	GF	50	49	0
RL078	F 1	51	50	0
RL079	GF	50	49	0
RL079	F 1	51	50	0
RL080	GF	50	49	0
RL080	F 1	51	51	0
RL081	GF	50	49	0
RL081	F 1	52	51	0
RL082	GF	50	50	0
RL082	F 1	52	51	0
RL083	GF	50	50	0
RL083	F 1	52	51	0
RL084	GF	51	50	0
RL084	F 1	52	51	0
RL085	GF	51	50	0
RL085	F 1	53	51	0
RL086	GF	51	50	0
RL086	F 1	53	51	0
RL087	GF	51	50	0
RL087	F 1	53	51	0
RL088	GF	52	50	0
RL088	F 1	53	52	0
RL089	GF	52	50	0
RL089	F 1	54	52	0
RL090	GF	52	51	0
RL090	F 1	54	52	0
RL091	GF	53	51	0
RL091	F 1	54	52	0
RL092	GF	53	51	0

Receiver Lot Number	Floor	Predicted Noise Levels at Facade L ₁₀ (18hour) dBA (Limit 60 dBA)		Future (2037) MP4.4 Category With Proposed Barriers
		Future (2037) Without Barriers	Future (2037) With Proposed Barriers	
RL092	F 1	55	53	0
RL093	GF	53	51	0
RL093	F 1	55	52	0
RL094	GF	52	51	0
RL094	F 1	54	52	0
RL095	GF	52	51	0
RL095	F 1	54	52	0
RL096	GF	52	51	0
RL096	F 1	54	52	0
RL097	GF	52	51	0
RL097	F 1	54	52	0
RL098	GF	52	51	0
RL098	F 1	53	52	0
RL099	GF	52	51	0
RL099	F 1	53	52	0
RL100	GF	51	51	0
RL100	F 1	53	52	0
RL101	GF	51	50	0
RL101	F 1	53	51	0
RL102	GF	51	50	0
RL102	F 1	52	51	0
RL103	GF	51	50	0
RL103	F 1	52	51	0
RL104	GF	51	50	0
RL104	F 1	52	51	0
RL105	GF	50	50	0
RL105	F 1	52	51	0
RL106	GF	50	50	0
RL106	F 1	52	51	0
RL107	GF	50	50	0
RL107	F 1	52	51	0
RL108	GF	50	50	0
RL108	F 1	52	51	0
RL109	GF	50	50	0
RL109	F 1	52	51	0
RL110	GF	51	50	0
RL110	F 1	52	51	0

Receiver Lot Number	Floor	Predicted Noise Levels at Facade L ₁₀ (18hour) dBA (Limit 60 dBA)		Future (2037) MP4.4 Category With Proposed Barriers
		Future (2037) Without Barriers	Future (2037) With Proposed Barriers	
RL111	GF	51	50	0
RL111	F 1	52	51	0
RL112	GF	51	50	0
RL112	F 1	52	51	0
RL113	GF	51	50	0
RL113	F 1	53	52	0
RL114	GF	51	50	0
RL114	F 1	53	52	0
RL115	GF	51	50	0
RL115	F 1	53	52	0
RL116	GF	51	51	0
RL116	F 1	53	52	0
RL117	GF	52	51	0
RL117	F 1	53	52	0
RL118	GF	52	51	0
RL118	F 1	54	52	0
RL119	GF	52	51	0
RL119	F 1	54	52	0
RL120	GF	52	51	0
RL120	F 1	54	52	0
RL121	GF	53	51	0
RL121	F 1	54	53	0
RL122	GF	53	51	0
RL122	F 1	54	53	0
RL123	GF	53	51	0
RL123	F 1	54	53	0
RL124	GF	53	51	0
RL124	F 1	55	53	0
RL125	GF	53	51	0
RL125	F 1	55	53	0
RL126	GF	53	52	0
RL126	F 1	55	53	0
RL127	GF	54	53	0
RL127	F 1	56	54	0
RL128	GF	54	52	0
RL128	F 1	56	54	0
RL129	GF	54	52	0

Receiver Lot Number	Floor	Predicted Noise Levels at Facade L ₁₀ (18hour) dBA (Limit 60 dBA)		Future (2037) MP4.4 Category With Proposed Barriers
		Future (2037) Without Barriers	Future (2037) With Proposed Barriers	
RL129	F 1	56	54	0
RL130	GF	54	52	0
RL130	F 1	56	54	0
RL131	GF	54	52	0
RL131	F 1	55	54	0
RL132	GF	53	52	0
RL132	F 1	55	54	0
RL133	GF	53	52	0
RL133	F 1	55	53	0
RL134	GF	53	52	0
RL134	F 1	55	53	0
RL135	GF	53	52	0
RL135	F 1	54	53	0
RL136	GF	52	52	0
RL136	F 1	54	53	0
RL137	GF	52	51	0
RL137	F 1	54	53	0
RL138	GF	52	51	0
RL138	F 1	54	53	0
RL139	GF	52	51	0
RL139	F 1	54	53	0
RL140	GF	52	51	0
RL140	F 1	53	52	0
RL141	GF	52	51	0
RL141	F 1	53	52	0
RL142	GF	52	51	0
RL142	F 1	53	52	0
RL143	GF	51	51	0
RL143	F 1	53	52	0
RL144	GF	52	52	0
RL144	F 1	54	53	0
RL145	GF	52	52	0
RL145	F 1	54	53	0
RL146	GF	52	52	0
RL146	F 1	54	53	0
RL147	GF	52	52	0
RL147	F 1	54	53	0

Receiver Lot Number	Floor	Predicted Noise Levels at Facade L ₁₀ (18hour) dBA (Limit 60 dBA)		Future (2037) MP4.4 Category With Proposed Barriers
		Future (2037) Without Barriers	Future (2037) With Proposed Barriers	
RL148	GF	53	52	0
RL148	F 1	54	53	0
RL149	GF	53	52	0
RL149	F 1	54	53	0
RL150	GF	53	52	0
RL150	F 1	55	53	0
RL151	GF	53	52	0
RL151	F 1	55	54	0
RL152	GF	54	53	0
RL152	F 1	55	54	0
RL153	GF	54	53	0
RL153	F 1	56	54	0
RL154	GF	54	53	0
RL154	F 1	56	54	0
RL155	GF	55	53	0
RL155	F 1	56	54	0
RL156	GF	55	53	0
RL156	F 1	56	55	0
RL157	GF	55	53	0
RL157	F 1	56	55	0
RL158	GF	55	53	0
RL158	F 1	57	55	0
RL159	GF	57	55	0
RL159	F 1	59	57	0
RL160	GF	57	55	0
RL160	F 1	58	57	0
RL161	GF	56	55	0
RL161	F 1	58	57	0
RL162	GF	56	55	0
RL162	F 1	58	56	0
RL163	GF	56	54	0
RL163	F 1	58	56	0
RL164	GF	56	54	0
RL164	F 1	57	56	0
RL165	GF	55	53	0
RL165	F 1	56	55	0
RL166	GF	54	53	0

Receiver Lot Number	Floor	Predicted Noise Levels at Facade L ₁₀ (18hour) dBA (Limit 60 dBA)		Future (2037) MP4.4 Category With Proposed Barriers
		Future (2037) Without Barriers	Future (2037) With Proposed Barriers	
RL166	F 1	56	55	0
RL167	GF	54	53	0
RL167	F 1	56	54	0
RL168	GF	54	53	0
RL168	F 1	56	54	0
RL169	GF	54	53	0
RL169	F 1	55	54	0
RL170	GF	54	53	0
RL170	F 1	55	54	0
RL171	GF	53	53	0
RL171	F 1	55	54	0
RL172	GF	53	53	0
RL172	F 1	55	54	0
RL173	GF	54	54	0
RL173	F 1	56	55	0
RL174	GF	54	54	0
RL174	F 1	56	55	0
RL175	GF	54	54	0
RL175	F 1	56	55	0
RL176	GF	55	54	0
RL176	F 1	56	55	0
RL177	GF	55	54	0
RL177	F 1	56	55	0
RL178	GF	56	54	0
RL178	F 1	57	55	0
RL179	GF	56	54	0
RL179	F 1	57	56	0
RL180	GF	56	54	0
RL180	F 1	58	56	0
RL181	GF	56	54	0
RL181	F 1	58	56	0
RL182	GF	59	56	0
RL182	F 1	61	59	1
RL183	GF	59	56	0
RL183	F 1	61	59	1
RL184	GF	59	55	0
RL184	F 1	61	59	1

Receiver Lot Number	Floor	Predicted Noise Levels at Facade L ₁₀ (18hour) dBA (Limit 60 dBA)		Future (2037) MP4.4 Category With Proposed Barriers
		Future (2037) Without Barriers	Future (2037) With Proposed Barriers	
RL185	GF	58	55	0
RL185	F 1	60	58	1
RL186	GF	58	55	0
RL186	F 1	60	58	1
RL187	GF	58	55	0
RL187	F 1	60	58	1
RL188	GF	58	56	0
RL188	F 1	59	58	1
RL189	GF	58	56	0
RL189	F 1	59	58	1
RL190	GF	57	56	0
RL190	F 1	59	58	1
RL191	GF	60	59	1
RL191	F 1	61	61	1
RL192	GF	60	59	1
RL192	F 1	62	61	1
RL193	GF	60	56	0
RL193	F 1	62	62	1
RL194	GF	60	55	0
RL194	F 1	62	62	1
RL195	GF	61	55	0
RL195	F 1	63	62	1
RL196	GF	61	55	0
RL196	F 1	63	63	2
RL197	GF	63	56	0
RL197	F 1	65	65	2
RL198	GF	63	57	0
RL198	F 1	65	65	2
RL199	GF	64	57	0
RL199	F 1	66	65	2
RL200	GF	49	49	0
RL200	F 1	51	50	0
RL201	GF	50	49	0
RL201	F 1	51	51	0
RL202	GF	50	50	0
RL202	F 1	52	51	0
RL203	GF	50	50	0

Receiver Lot Number	Floor	Predicted Noise Levels at Facade L ₁₀ (18hour) dBA (Limit 60 dBA)		Future (2037) MP4.4 Category With Proposed Barriers
		Future (2037) Without Barriers	Future (2037) With Proposed Barriers	
RL203	F 1	52	51	0
RL204	GF	51	51	0
RL204	F 1	52	52	0
RL205	GF	51	51	0
RL205	F 1	53	52	0
RL206	GF	52	51	0
RL206	F 1	53	52	0
RL207	GF	52	52	0
RL207	F 1	54	53	0
RL208	GF	53	52	0
RL208	F 1	54	53	0
RL209	GF	54	53	0
RL209	F 1	55	54	0
RL210	GF	54	54	0
RL210	F 1	55	55	0
RL211	GF	55	54	0
RL211	F 1	56	55	0
RL212	GF	56	55	0
RL212	F 1	57	56	0
RL213	GF	57	57	0
RL213	F 1	58	58	1
RL214	GF	58	57	0
RL214	F 1	59	59	1
RL215	GF	59	59	1
RL215	F 1	60	60	1
RL216	GF	60	59	1
RL216	F 1	61	61	1
RL217	GF	61	60	1
RL217	F 1	62	63	2
RL218	GF	63	59	1
RL218	F 1	65	65	2
RL219	GF	67	59	1
RL219	F 1	68	67	2
RL220	GF	61	56	0
RL220	F 1	63	62	1
RL221	GF	60	58	1
RL221	F 1	62	61	1

Receiver Lot Number	Floor	Predicted Noise Levels at Facade L ₁₀ (18hour) dBA (Limit 60 dBA)		Future (2037) MP4.4 Category With Proposed Barriers
		Future (2037) Without Barriers	Future (2037) With Proposed Barriers	
RL222	GF	59	57	0
RL222	F 1	60	59	1
RL223	GF	58	56	0
RL223	F 1	59	58	1
RL224	GF	58	55	0
RL224	F 1	60	57	0
RL225	GF	59	55	0
RL225	F 1	61	57	0
RL226	GF	60	55	0
RL226	F 1	62	57	0
RL227	GF	61	58	1
RL227	F 1	63	61	1
RL228	GF	63	56	0
RL228	F 1	65	63	2
RL229	GF	67	57	0
RL229	F 1	68	65	2
RL230	GF	66	57	0
RL230	F 1	68	64	2
RL231	GF	67	57	0
RL231	F 1	68	65	2
RL232	GF	67	57	0
RL232	F 1	68	65	2
RL233	GF	67	57	0
RL233	F 1	68	66	2
RL234	GF	66	56	0
RL234	F 1	68	65	2
RL235	GF	66	56	0
RL235	F 1	68	64	2
RL236	GF	66	56	0
RL236	F 1	68	64	2
RL237	GF	58	54	0
RL237	F 1	60	55	0
RL238	GF	57	53	0
RL238	F 1	59	55	0
RL239	GF	56	53	0
RL239	F 1	58	55	0
RL240	GF	56	53	0

Receiver Lot Number	Floor	Predicted Noise Levels at Facade L ₁₀ (18hour) dBA (Limit 60 dBA)		Future (2037) MP4.4 Category With Proposed Barriers
		Future (2037) Without Barriers	Future (2037) With Proposed Barriers	
RL240	F 1	58	55	0
RL241	GF	55	53	0
RL241	F 1	57	54	0
RL242	GF	55	53	0
RL242	F 1	58	54	0
RL243	GF	56	53	0
RL243	F 1	58	54	0
RL244	GF	56	53	0
RL244	F 1	59	55	0
RL245	GF	57	53	0
RL245	F 1	59	55	0
RL246	GF	59	54	0
RL246	F 1	61	56	0
RL247	GF	67	56	0
RL247	F 1	69	65	2
RL248	GF	66	56	0
RL248	F 1	68	65	2
RL249	GF	66	56	0
RL249	F 1	69	65	2
RL250	GF	65	56	0
RL250	F 1	68	64	2
RL251	GF	66	56	0
RL251	F 1	69	65	2
RL252	GF	65	55	0
RL252	F 1	68	65	2
RL253	GF	58	54	0
RL253	F 1	59	56	0
RL254	GF	57	54	0
RL254	F 1	58	55	0
RL255	GF	56	53	0
RL255	F 1	58	55	0
RL256	GF	55	53	0
RL256	F 1	57	54	0
RL257	GF	54	52	0
RL257	F 1	57	54	0
RL258	GF	54	52	0
RL258	F 1	56	53	0

Receiver Lot Number	Floor	Predicted Noise Levels at Facade L ₁₀ (18hour) dBA (Limit 60 dBA)		Future (2037) MP4.4 Category With Proposed Barriers
		Future (2037) Without Barriers	Future (2037) With Proposed Barriers	
RL259	GF	54	52	0
RL259	F 1	56	53	0
RL260	GF	54	52	0
RL260	F 1	56	53	0
RL261	GF	54	52	0
RL261	F 1	56	53	0
RL262	GF	55	52	0
RL262	F 1	57	54	0
RL263	GF	55	53	0
RL263	F 1	58	55	0
RL264	GF	56	54	0
RL264	F 1	58	55	0
RL265	GF	57	55	0
RL265	F 1	59	57	0
RL266	GF	59	56	0
RL266	F 1	61	59	1
RL267	GF	59	57	0
RL267	F 1	61	59	1
RL268	GF	57	55	0
RL268	F 1	59	57	0
RL269	GF	56	54	0
RL269	F 1	58	55	0
RL270	GF	55	53	0
RL270	F 1	57	55	0
RL271	GF	55	52	0
RL271	F 1	57	54	0
RL272	GF	54	52	0
RL272	F 1	56	53	0
RL273	GF	54	52	0
RL273	F 1	56	53	0
RL274	GF	54	52	0
RL274	F 1	56	53	0
RL275	GF	54	52	0
RL275	F 1	56	54	0
RL276	GF	55	53	0
RL276	F 1	57	54	0
RL277	GF	56	53	0

Receiver Lot Number	Floor	Predicted Noise Levels at Facade L ₁₀ (18hour) dBA (Limit 60 dBA)		Future (2037) MP4.4 Category With Proposed Barriers
		Future (2037) Without Barriers	Future (2037) With Proposed Barriers	
RL277	F 1	57	55	0
RL278	GF	56	54	0
RL278	F 1	58	55	0
RL279	GF	58	55	0
RL279	F 1	59	56	0
RL280	GF	59	56	0
RL280	F 1	61	58	1
RL281	GF	67	58	1
RL281	F 1	68	68	3
RL282	GF	68	58	1
RL282	F 1	69	68	3
RL283	GF	67	58	1
RL283	F 1	69	68	3
RL284	GF	67	58	1
RL284	F 1	69	68	3
RL285	GF	67	58	1
RL285	F 1	68	68	3
RL286	GF	68	58	1
RL286	F 1	69	68	3
RL287	GF	58	54	0
RL287	F 1	60	56	0
RL288	GF	56	53	0
RL288	F 1	58	55	0
RL289	GF	56	53	0
RL289	F 1	58	54	0
RL290	GF	55	52	0
RL290	F 1	57	54	0
RL291	GF	54	52	0
RL291	F 1	56	53	0
RL292	GF	53	51	0
RL292	F 1	56	53	0
RL293	GF	53	51	0
RL293	F 1	55	53	0
RL294	GF	53	51	0
RL294	F 1	55	52	0
RL295	GF	53	51	0
RL295	F 1	56	53	0

Receiver Lot Number	Floor	Predicted Noise Levels at Facade L ₁₀ (18hour) dBA (Limit 60 dBA)		Future (2037) MP4.4 Category With Proposed Barriers
		Future (2037) Without Barriers	Future (2037) With Proposed Barriers	
RL296	GF	54	52	0
RL296	F 1	56	53	0
RL297	GF	55	52	0
RL297	F 1	57	54	0
RL298	GF	56	52	0
RL298	F 1	58	54	0
RL299	GF	57	53	0
RL299	F 1	59	55	0
RL300	GF	59	54	0
RL300	F 1	61	56	0
RL301	GF	67	58	1
RL301	F 1	68	68	3
RL302	GF	67	58	1
RL302	F 1	68	68	3
RL303	GF	67	58	1
RL303	F 1	68	68	3
RL304	GF	67	58	1
RL304	F 1	68	68	3
RL305	GF	68	58	1
RL305	F 1	69	68	3
RL306	GF	67	58	1
RL306	F 1	69	68	3
RL307	GF	67	58	1
RL307	F 1	69	68	3
RL308	GF	67	60	1
RL308	F 1	69	68	3
RL309	GF	59	54	0
RL309	F 1	61	57	0
RL310	GF	57	53	0
RL310	F 1	59	55	0
RL311	GF	56	53	0
RL311	F 1	58	55	0
RL312	GF	55	52	0
RL312	F 1	57	54	0
RL313	GF	54	52	0
RL313	F 1	56	54	0
RL314	GF	53	52	0

Receiver Lot Number	Floor	Predicted Noise Levels at Facade L ₁₀ (18hour) dBA (Limit 60 dBA)		Future (2037) MP4.4 Category With Proposed Barriers
		Future (2037) Without Barriers	Future (2037) With Proposed Barriers	
RL314	F 1	56	54	0
RL315	GF	53	52	0
RL315	F 1	55	53	0

APPENDIX D : FUTURE (2037) TRAFFIC NOISE LEVEL CONTOURS WITHOUT BARRIERS

Scale 1:3000
0 15 30 60 90 120 m



Without Noise Barriers
At 10-Year Horizon Year (2037)
Ground Floor (GF)
Precinct 2 & 3
Calculation Height = 1.8 m

Figure
D 1

Project Number: 247401.0052
Date: 1/06/2026
Drawn By: BA
Prepared For: Stockland

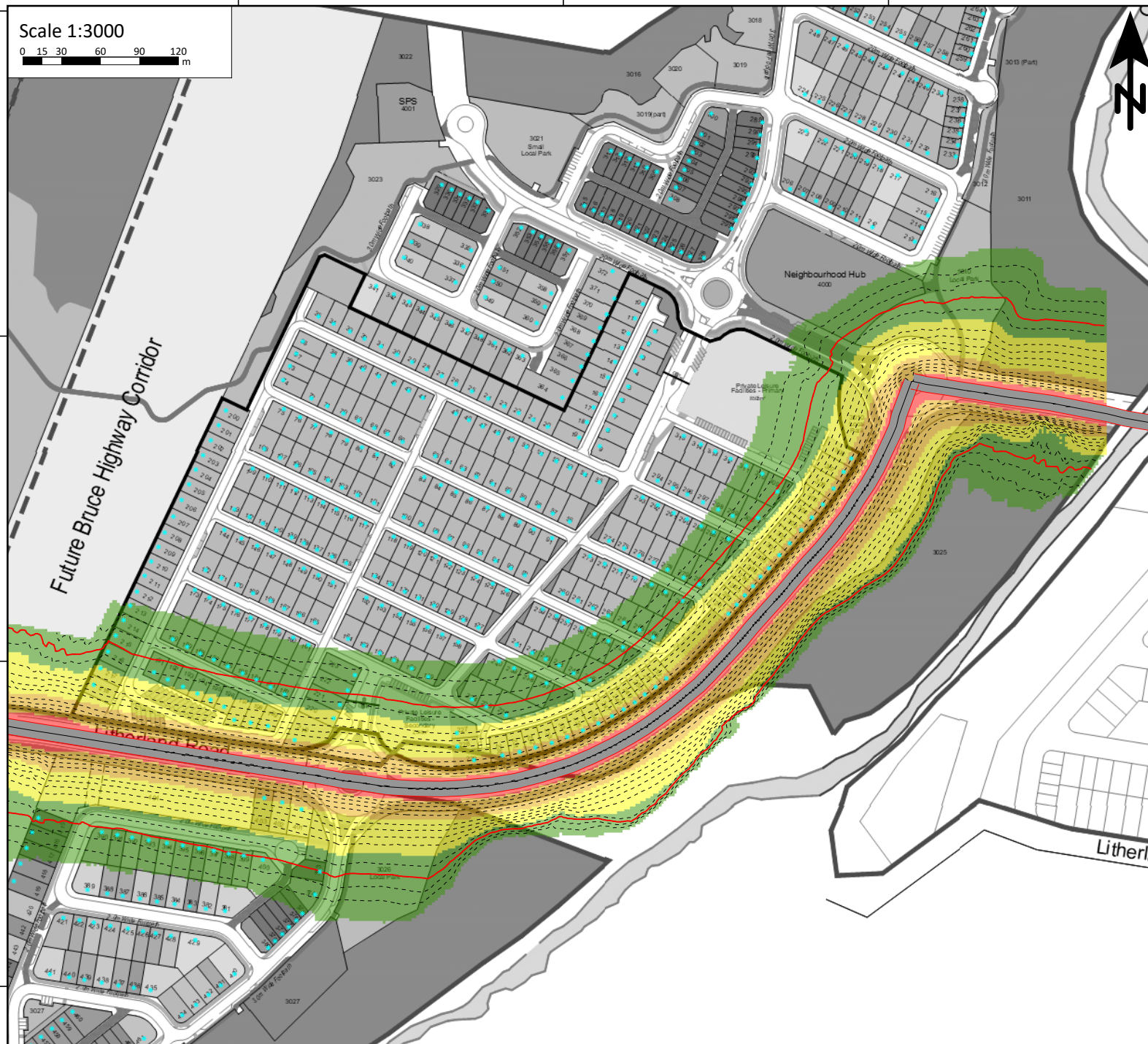
Levels L10 (18 hr)
(Facade Corrected) dB(A)
(+2.5 Facade Correction)
(-1.7 TMR Correction)

58 - 62	[Cat 1]
63 - 67	[Cat 2]
68 - 72	[Cat 3]
= 73	[Cat 4]

Signs and symbols

- Road
- External Noise Limit
(60 dBA L10 (18 Hour))
- Point receiver
- Emission line

Scale 1:3000
0 15 30 60 90 120 m



Without Noise Barriers
At 10-Year Horizon Year (2037)
First Floor (F1)
Precinct 2 & 3
Calculation Height = 4.6 m

Figure
D 2

Project Number: 247401.0052
Date: 1/06/2026
Drawn By: BA
Prepared For: Stockland

Levels L10 (18 hr)
(Facade Corrected) dB(A)
(+2.5 Facade Correction)
(-1.7 TMR Correction)

58 - 62 [Cat 1]
63 - 67 [Cat 2]
68 - 72 [Cat 3]
= 73 [Cat 4]

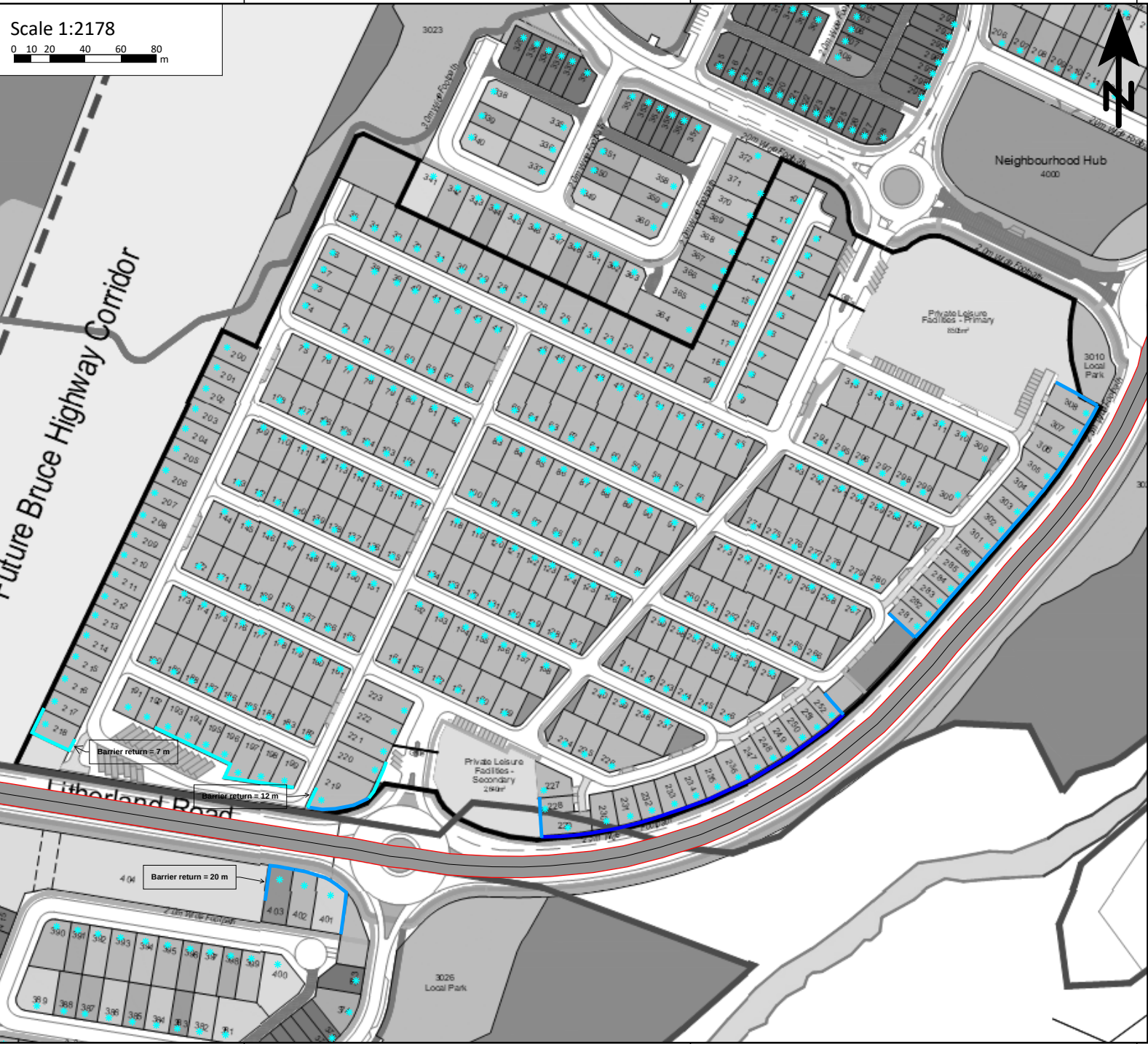
Signs and symbols

— Road
— External Noise Limit
(60 dBA L10 (18 Hour))
• Point receiver

Litherla

APPENDIX E : FUTURE (2037) TRAFFIC NOISE LEVEL CONTOURS WITH BARRIERS

Scale 1:2178
0 10 20 40 60 80 m



Noise Barrier Locations
At 10-Year Horizon Year (2037)
Precinct 2 & 3

Figure
E 1

Project Number: 247401.0052
Date: 1/06/2026
Drawn By: BA
Prepared For: Stockland

Signs and symbols

- Road
- Point receiver
- 2.0m Noise Barrier
- 2.2m Noise Barrier
- 2.4m Noise Barrier

Scale 1:3000
0 15 30 60 90 120 m



With Noise Barriers
At 10-Year Horizon Year (2037)
Ground Floor (GF)
Precinct 2 & 3
Calculation Height = 1.8 m

Figure
E 2

Project Number: 247401.0052
Date: 1/06/2026
Drawn By: BA
Prepared For: Stockland

Levels L10 (18 hr)
(Facade Corrected) dB(A)
(+2.5 Facade Correction)
(-1.7 TMR Correction)

58 - 62 [Cat 1]
63 - 67 [Cat 2]
68 - 72 [Cat 3]
= 73 [Cat 4]

Signs and symbols

Road
External Noise Limit
(60 dBA L10 (18 Hour))
Point receiver
2.0m Noise Barrier
2.2m Noise Barrier
2.4m Noise Barrier

Litherla

Scale 1:3000
0 15 30 60 90 120 m



With Noise Barriers
At 10-Year Horizon Year (2037)
First Floor (F1)
Precinct 2 & 3
Calculation Height = 4.6 m

Figure
E 3

Project Number: 247401.0052
Date: 1/06/2026
Drawn By: BA
Prepared For: Stockland

Levels L10 (18 hr)
(Facade Corrected) dB(A)
(+2.5 Facade Correction)
(-1.7 TMR Correction)

58 - 62 [Cat 1]
63 - 67 [Cat 2]
68 - 72 [Cat 3]
= 73 [Cat 4]

Signs and symbols

Road
External Noise Limit
(60 dBA L10 (18 Hour))
Point receiver
2.0m Noise Barrier
2.2m Noise Barrier
2.4m Noise Barrier

Litherla



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