



NOISE MEASUREMENT SERVICES

**Noise Monitoring Report
Brisbane Motorway Services
Clem Jones Tunnel Monitoring**

Report 5 – April and May 2011

Report No 1529_5 – 10 June 2011

DOCUMENT CONTROL PAGE

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Revision No	Issue Date	Description	Checked By	Issued By
0	07/06/2011	Fifth Report Survey June 2011		MT
1	10/06/2011	Inclusion of Cumulative Graphs	JD	MT

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REPORT FOR Brisbane Motorway Services Pty Ltd

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Signed



Dr Bob Thorne
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1.0 INTRODUCTION

This is the fifth Report prepared for Brisbane Motorways Services in response to a request for the monitoring of road traffic noise levels for the Clem Jones Tunnel (also referred to as CLEM7 tunnel). The purpose of the survey was to present measured noise levels at residential locations near the roading network around the entry and exit points for the Clem Jones Tunnel. A summary of the locations follow:

- ML1: 153 Lambert Street, Kangaroo Point
- ML2: 6 Albert Street, Woolloongabba
- ML3: 6 Tufton Street, Bowen Hills
- ML4: 27 Northey Street, Windsor

This Report presents the monitoring results from a noise survey conducted from the 14th to the 20th of April at three locations: ML1, ML3 and ML4. Access was granted to ML2 from the 31st of May to the 6th of June and surveys were concluded on these date.

This Report is intended to be read in conjunction with the first Report number 1529_1 dated 7 July 2010 which contains details of the measurement locations and results from an initial survey conducted in April 2010, and subsequent Reports 2, 3 and 4 which relate to subsequent tests in July and November/December 2010, and January 2011. Note that in the Reports 1 and 2, noise monitoring location ML4 was located at the Brisbane Motorway Services' air quality monitoring station on Northey St. For Report 3 through to the current Report this location has been moved to a nearby residence as shown above. This was organised to eliminate noise interference from the air quality monitoring station itself.

Photographs of the measurement locations are presented in **Appendix A**.

A glossary of terms used in this Report is presented in **Appendix B**.

2.0 NOISE CRITERIA AND LIMITS

The assessment criteria are contained in the Noise and Vibration Environmental Management Sub Plan for the CLEM7 Operations & Maintenance Manual which refers to the Environmental Protection (Noise) Policy 1997 and Department of Transport and Main Roads' *Road Traffic Noise Management Code of Practice*.

2.1 Environmental Protection (Noise) Policy 1997

In this Report, the Environmental Protection (Noise) Policy 1997 has been addressed. This policy states that the following planning levels for a public road are not to exceed:

- 68 dB(A) L10(18hr) for a State-controlled road,
- 60 dB(A) Leq(1hr) between 10pm and 6am,
- 80 dB(A) single event maximum sound pressure level.

Measurements were made by monitoring noise one metre in front of the most exposed part of an affected noise sensitive place.

This Noise Policy was superseded by the Environmental Protection (Noise) Policy 2008 (see below), which is promulgated pursuant to the Environmental Protection Act 1994. That policy (2008) establishes new acoustic quality objectives to protect or enhance stated environmental values (see 2.2 below).

2.2 Environmental Protection (Noise) Policy 2008

The Environmental Protection Noise Policy 2008 establishes new acoustic quality objectives to protect or enhance stated environmental values. The environmental values to be enhanced or protected under the policy are the qualities of the acoustic environment that are conducive to protecting the health and biodiversity of ecosystems; the amenity of the community, human health and well-being and including ensuring a suitable acoustic environment for individuals to sleep, study and learn, as well as to be involved in recreation including relaxation and conversation.

The acoustic quality objectives do not apply to noise from aircraft movement, noise from the ordinary use of a public road or State-controlled road and noise from the ordinary use of a busway, light rail or rail transport infrastructure. This is a significant variation from the previous (1997) policy as that policy did apply to noise from road and rail.

The ambient observations for this Report indicate that the dominant noise character of the environment, apart from wind in trees and residential neighbour activity, is noise from "ordinary" rail / road traffic, distant industrial and commercial uses. Accordingly, the Environmental Protection (Noise) Policy 2008 would not apply to this assessment.

2.3 Department of Transport and Main Roads' Requirements

The Noise and Vibration Environmental Management Sub Plan for the CLEM7 Operations & Maintenance Manual refers to (the "desirable criteria" of) the Department of Transport and Main Roads' *"Road Traffic Noise Management Code of Practice"*. The Code is not a statutory document and has been developed by the Department for its own purposes.

This Sub Plan states that the following levels not to be exceeded:

- 68 dB(A) L10(18hr) for a State-controlled road

These levels were assessed by monitoring noise levels at one metre in front of the most exposed part of an affected noise sensitive place.

This is the same as the "68 dB(A) L10 (18hr) for a State-controlled road" set out in Section 2.1 above. The level is "façade affected", that is, it has a factor of 2.5 dB(A) built in to represent the level of reflected sound measured when recording near to a building. Where the location is not façade affected, it is considered to be in a "free-field", and an adjustment is made to readings to exclude this factor.

3.0 SURVEY RESULTS April 2011

3.1 Measurement of Noise Levels at 153 Lambert Street, Kangaroo Point (ML1)

The measurement location ML1 is located in the outdoor courtyard area on ground floor level at 153 Lambert Street, Kangaroo Point. The microphone was positioned 4 metres from the southern boundary and 1.9 metres above ground level, overlooking Shafston Avenue. The location is not considered to be façade affected and the assessment is adjusted accordingly.

The operation of the sound level measuring equipment was field calibrated before and after each measurement session and was found to be within 0.3 dB of the reference signal. All instrumentation used in this assessment hold a current calibration certificate from a certified NATA calibration laboratory. The following instruments were used to measure the ambient noise levels-

- ARL 315 Type 2 Environmental Noise Logger
- Davis Weather Station Vantage Pro II
- Rion NC-73 Calibrator

Ambient sound pressure levels were measured generally in accordance with Australian Standard AS1055.1:1997 – ‘Acoustics - Description and Measurement of Environmental Noise - Part 1: General Procedures’, and AS2702:1984 – ‘Acoustics - Methods for the Measurement of Road Traffic Noise’. Ambient noise levels were recorded at 15 minute intervals over a seven day period from the 14th to the 20th of April 2011 (Figure 1 and Table 1).

Noise levels at this site are dominated by road traffic on Shafston Avenue.

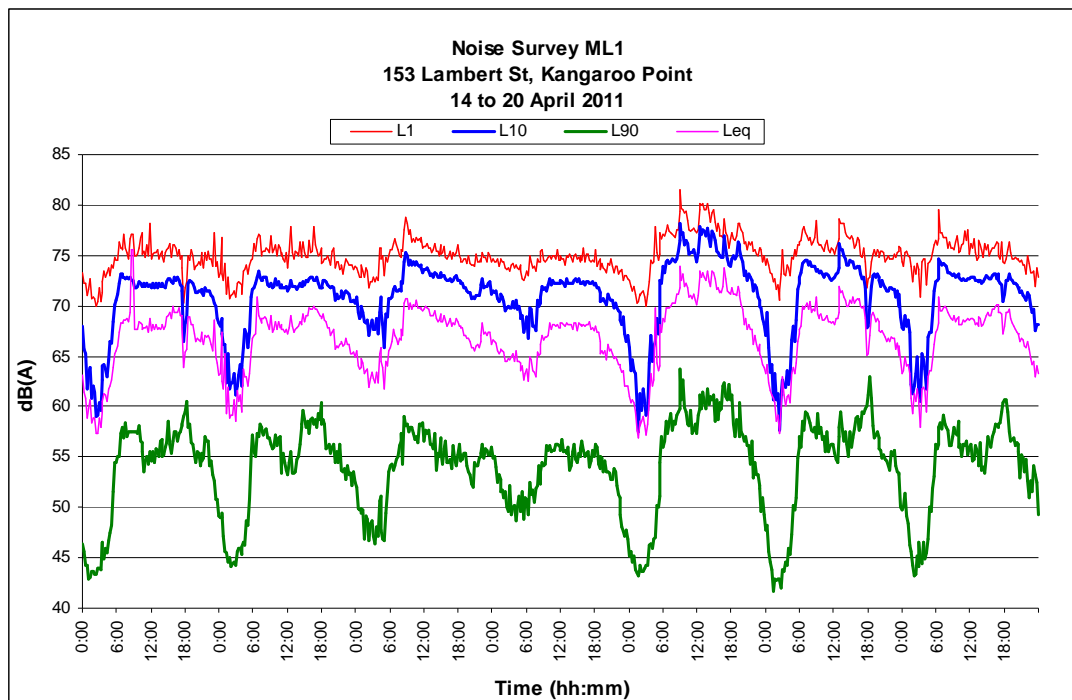


Figure 1: Exterior noise levels at location ML1 (levels free-field).

Table 1: Average ambient and background noise levels recorded at Location ML1 from Thursday 14th to Wednesday 20th of April 2011 (levels dB(A), façade adjusted).

Site	Day	L10(18hr)	LAeq(1hr) Night	Event Maximum	Weather
ML1	Thursday	74.3 (+)	67.9 (+)	79.5	Early shower and windy, fine afternoon
ML1	Friday	74.5 (+)	69.4 (+)	79.0	Fine
ML1	Saturday	75.1 (+)	68.8 (+)	79.5	Gusts and rain in the afternoon
ML1	Sunday	73.5 (+)	70.0 (+)	77.6	Windy
ML1	Monday	77.2 (+)	68.8 (+)	82.4 (+)	Heavy rain and gusty winds all day
ML1	Tuesday	75.4 (+)	68.7 (+)	80.3 (+)	Windy
ML1	Wednesday	74.8 (+)	69.0 (+)	79.3	Very early morning shower, otherwise fine

Note to Table 1:

(+) Levels exceed criteria

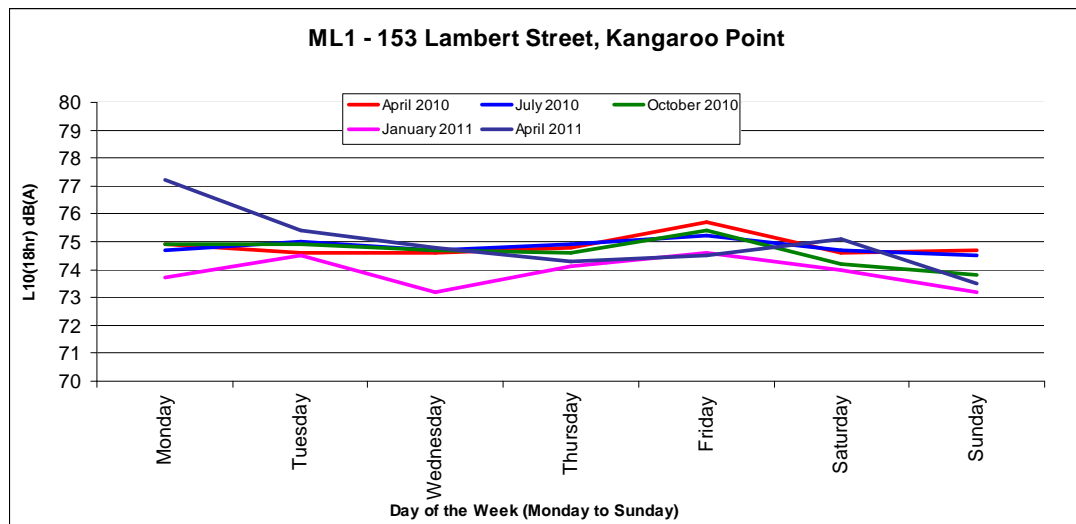


Figure 1.1: Cumulative L10 (18hr) noise levels measured quarterly from April 2010 to April 2011.

3.2 Measurement of Noise Levels at 6 Albert Street, Woolloongabba (ML2)

The measurement location ML2 is located on the first floor balcony at 6 Albert Street, Woolloongabba approximately 3.8 metres above ground level. This location overlooks the Ipswich Road underpass of the Pacific Motorway and the CLEM7 tunnel entrance. The measurements at this location are considered to be façade affected.

The operation of the sound level measuring equipment was field calibrated before and after each measurement session and was found to be within 0.1 dB of the reference signal. All instrumentation used in this assessment hold a current calibration certificate from a certified NATA calibration laboratory. The following instruments were used to measure the ambient noise levels-

- Rion NL-21 Type 2 Environmental Noise Logger
- Rion NC-73 Calibrator

Ambient sound pressure levels were measured generally in accordance with Australian Standard AS1055.1:1997 - 'Acoustics - Description and Measurement of Environmental Noise - Part 1: General Procedures'. Ambient noise levels were recorded at 15 minute intervals over a seven day period from the 31st of May to the 6th of June 2011 (Figure 2 and Table 2).

Noise levels at this site are dominated by road traffic on Ipswich Road, Pacific Highway and the Clem7 tunnel entrance. Other sources of noise include vehicles and pedestrians on Albert and Dibley Street and occasional birds.

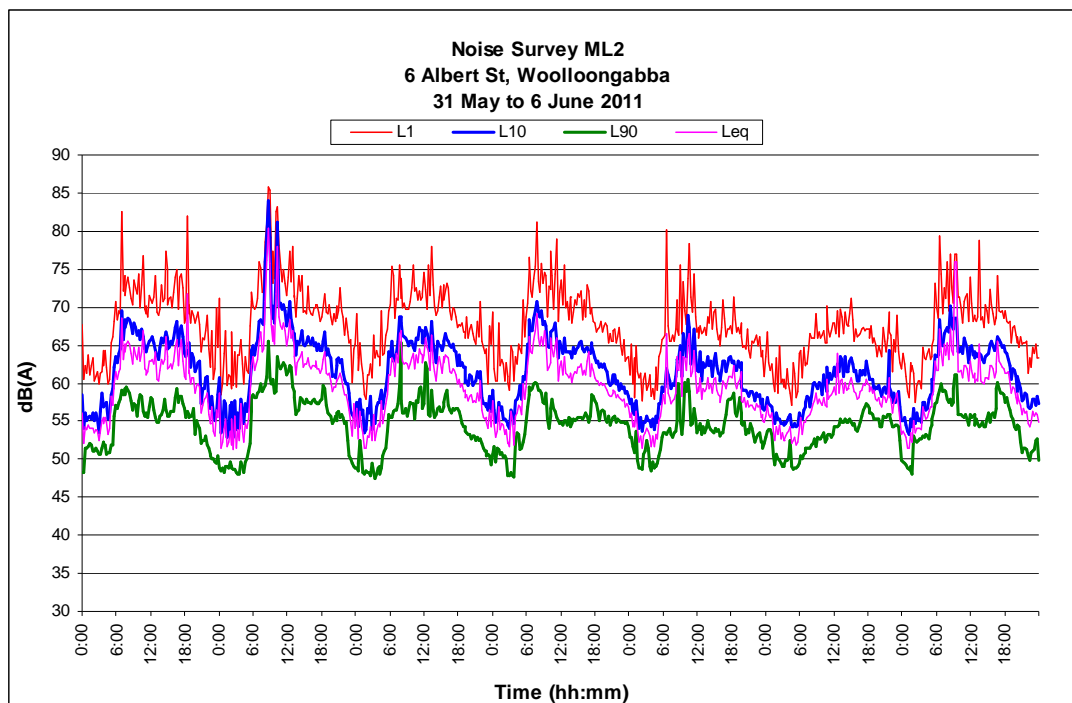


Figure 2: Exterior noise levels at location ML2 (façade affected).

Table 2: Average ambient and background noise levels recorded at Location ML2 from Tuesday the 31st of May to Monday the 6th of June 2011 (levels dB(A), façade affected).

Site	Day	L10(18hr)	Event		Weather
			Night	Maximum	
ML2	Tuesday	64.1	59.5	74.6	Sunny
ML2	Wednesday	66.1	60.4 (+)	79.3	Fine
ML2	Thursday	63.6	58.6	74.7	Strong gusts of wind
ML2	Friday	64.1	58.6	75.6	Light winds
ML2	Saturday	61.6	58.0	73.5	Light winds
ML2	Sunday	60.0	56.9	69.3	Fine
ML2	Monday	63.3	59.9	76.2	Light winds

Note to Table 2:

(+) Levels exceed criteria

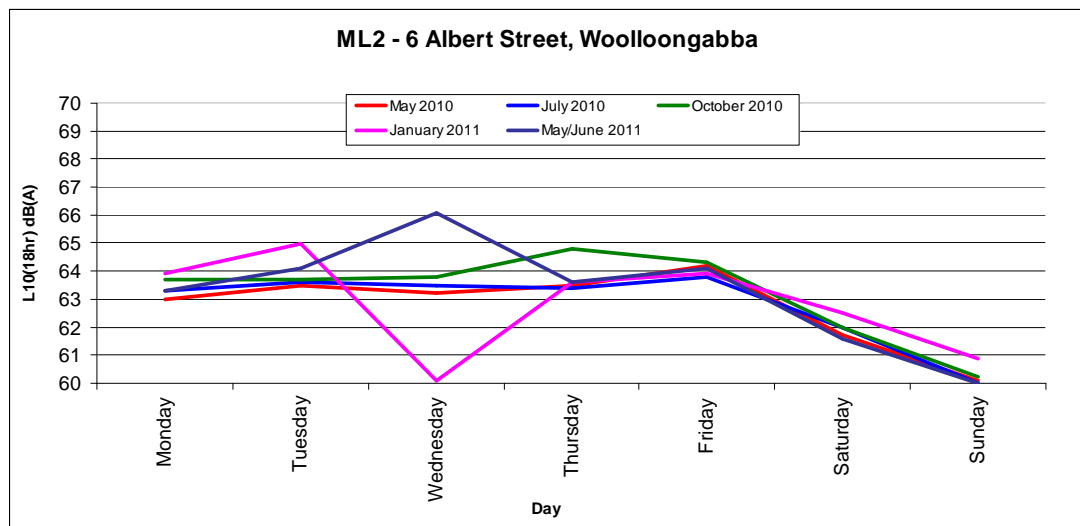


Figure 2.1: Cumulative L10 (18hr) noise levels measured quarterly from April 2010 to April 2011.

3.3 Measurement of Noise Levels at 6 Tufton Street, Bowen Hills (ML3)

The measurement location ML3 is located in the car park at 6 Tufton Street, Bowen Hills. The microphone was positioned 2.7 metres from the northern boundary and 2.4 metres above ground level. This location is not considered to be façade affected, and the values are adjusted accordingly. It overlooks an adjacent rail line, and the CLEM7 road network and Inner City Bypass are visible.

The operation of the sound level measuring equipment was field calibrated before and after each measurement session and was found to be within 0.1 dB of the reference signal. All instrumentation used in this assessment hold a current calibration certificate from a certified NATA calibration laboratory. The following instruments were used to measure the ambient noise levels-

- ARL 315 Type 2 Environmental Noise Logger
- Davis Weather Station Vantage Pro II
- Rion NC-73 Calibrator

Ambient sound pressure levels were measured generally in accordance with Australian Standard AS1055.1:1997 - 'Acoustics - Description and Measurement of Environmental Noise - Part 1: General Procedures'. Ambient noise levels were recorded at 15 minute intervals over a seven day period from the 14th to the 20th of April 2011 (**Figure 3** and **Table 3**).

Noise levels at this site are dominated by frequent train pass-bys on the adjacent rail line. Other sources of noise at this site include distant construction noise (see **Appendix A** photographs) and potential sounds from the residents on site such as vehicle movement, home theatre systems, voices, and other domestic noises.

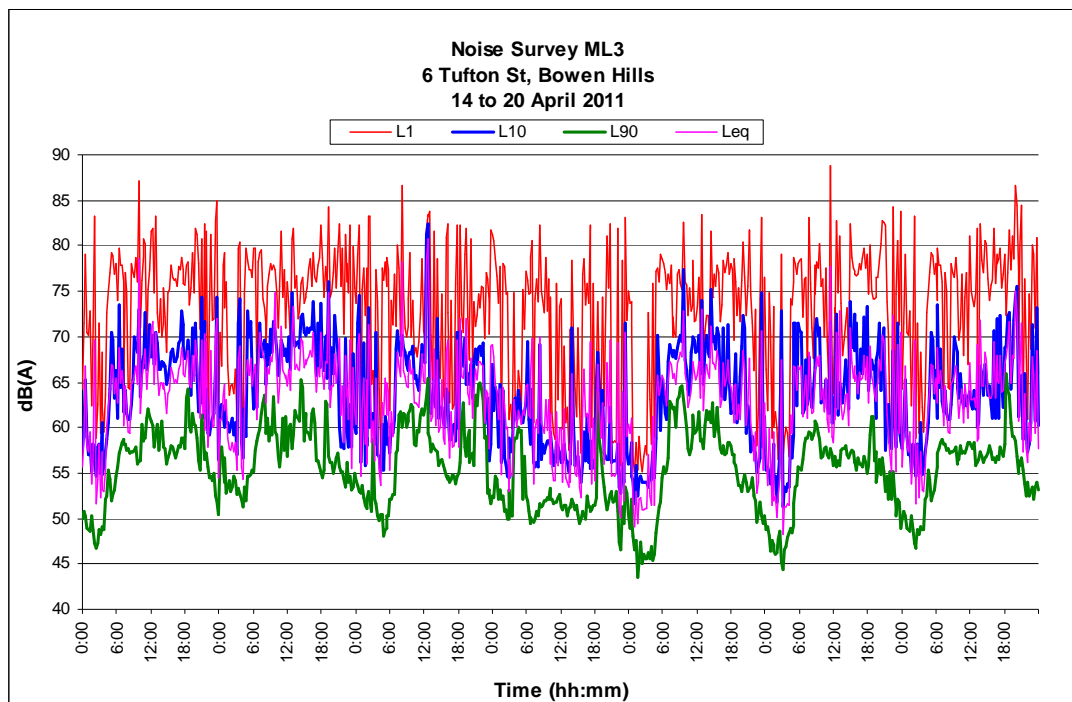


Figure 3: Exterior noise levels at location ML3 (free field).

Table 3: Average ambient and background noise levels recorded at Location ML3 from Thursday 14th to Wednesday 20th of April 2011 (levels dB(A), façade adjusted).

Site	Day	L10(18hr)^	LAeq(1hr) Night^	Event Maximum^	Weather
ML3	Thursday	69.1 (+)	69.7 (+)	84.3 (+)	Heavy morning shower, wind all day
ML3	Friday	70.1 (+)	71.0 (+)	83.7 (+)	Light gusts of wind
ML3	Saturday	68.0 (+)	70.5 (+)	84.9 (+)	Light wind
ML3	Sunday	60.8	70.4 (+)	81.1 (+)	Light wind
ML3	Monday	68.5 (+)	68.1 (+)	82.0 (+)	Heavy rain all day and night
ML3	Tuesday	68.1 (+)	68.7 (+)	85.0 (+)	Heavy shower in the afternoon and evening
ML3	Wednesday	67.4	69.7 (+)	87.0 (+)	Light wind gusts

Note to Table 3:

^ LAeq, Average Maximum Levels, and to a lesser extent, L10 (18hr) levels are elevated due to frequent train passes, approximately every five minutes. Additionally, the L10 (18hr) may have been influenced by nearby construction noise. See photos in **Appendix A**.

(+) levels exceed criteria

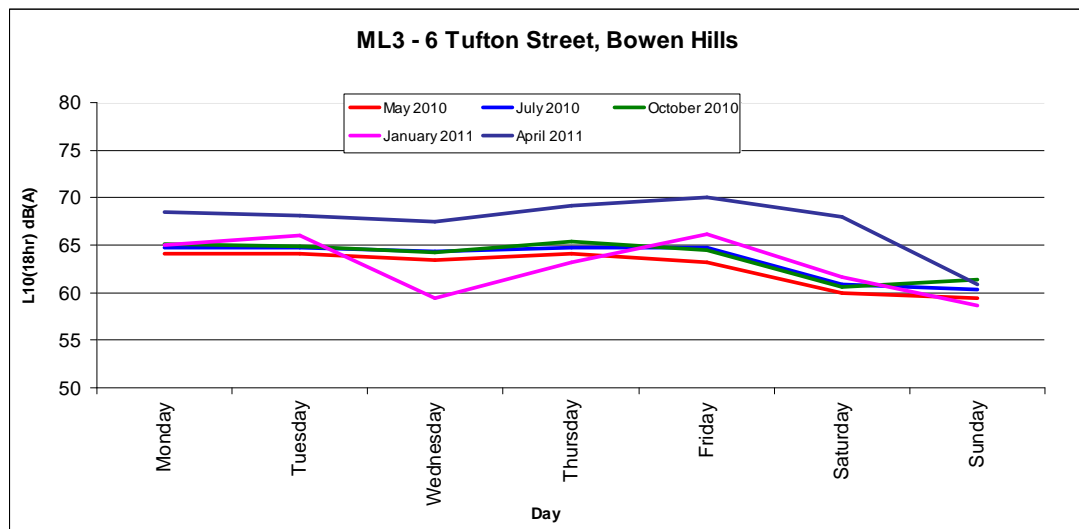


Figure 3.1: Cumulative L10 (18hr) noise levels measured quarterly from April 2010 to April 2011.

3.4 Measurement of Noise Levels at 27 Northey Street, Windsor (ML4)

The measurement location ML4 is located at 27 Northey Street, Windsor. The measurements at this location are considered to be façade affected.

The Measurement Location and locality photograph of ML4 is shown in **Appendix A**.

The operation of the sound level measuring equipment was field calibrated before and after each measurement session and was found to be within 0.2 dB of the reference signal. All instrumentation used in this assessment hold a current calibration certificate from a certified NATA calibration laboratory. The following instruments were used to measure the ambient noise levels-

- ARL 315 Type 2 Environmental Noise Logger
- Rion NC-73 Calibrator

Ambient sound pressure levels were measured generally in accordance with Australian Standard AS1055.1:1997 - 'Acoustics - Description and Measurement of Environmental Noise - Part 1: General Procedures'. Ambient noise levels were recorded at 15 minute intervals over a 24 hour period from the 14th to the 20th of April 2011 (**Figure 4** and **Table 4**).

Noise levels at this site are dominated by road traffic noise from the Lutwyche Road, the M7 intersection and occasional vehicles on Northey Street. Other sources of noise may include sounds from the residents on site; such as vehicle movement, home theatre systems, voices, and other domestic noises. There is also a significant amount of construction and road work around the Lutwyche Road area and distant construction noise may potentially impact the site.

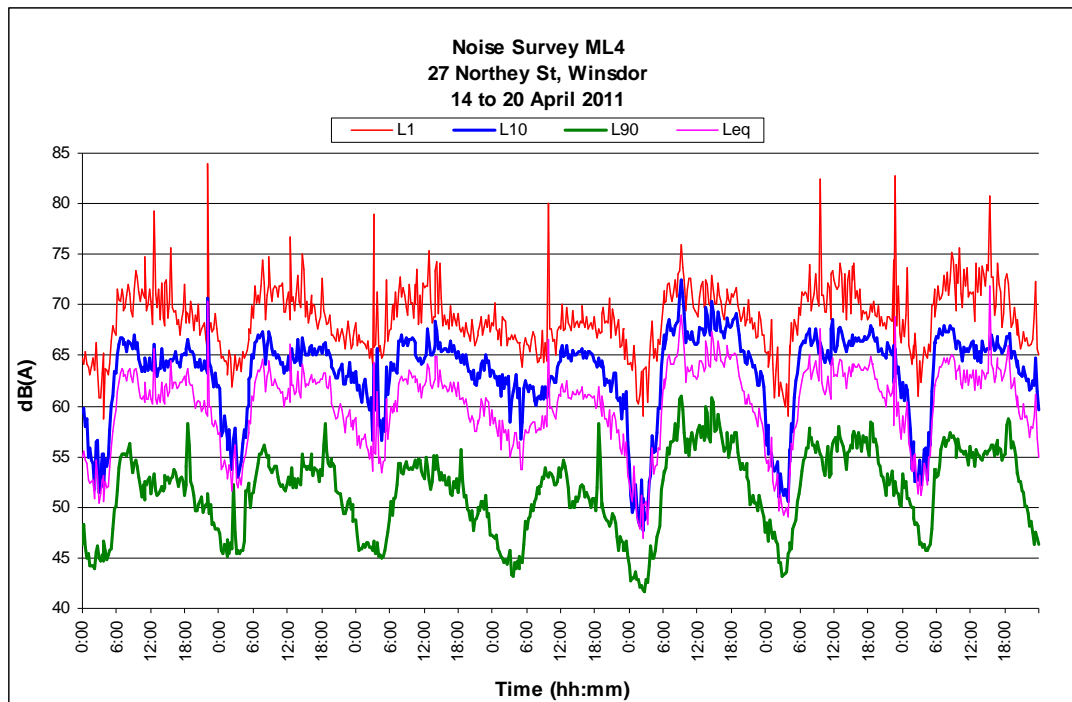


Figure 4: Exterior noise levels at location ML4 (façade affected).

Table 4: Average ambient and background noise levels recorded at Location ML4 from Thursday 14th to Wednesday 20th of April 2011 (levels dB(A), façade affected).

Site	Day	L10(18hr)	Event		Weather
			Night	Maximum	
ML4	Thursday	64.7	59.2	72.5	Heavy morning shower, wind all day
ML4	Friday	64.8	65.2 (+)	73.1	Light gusts of wind
ML4	Saturday	65.0	60.7 (+)	73.2	Light wind
ML4	Sunday	63.1	60.3 (+)	69.7	Light wind
ML4	Monday	66.9	58.9	72.7	Heavy rain all day and night
ML4	Tuesday	66.0	59.0	73.8	Heavy shower in the afternoon and evening
ML4	Wednesday	65.4	64.6 (+)	74.1	Light wind gusts

Note to Table 4:

(+) Levels exceed criteria, possible contribution to LAeq levels from local noise sources.

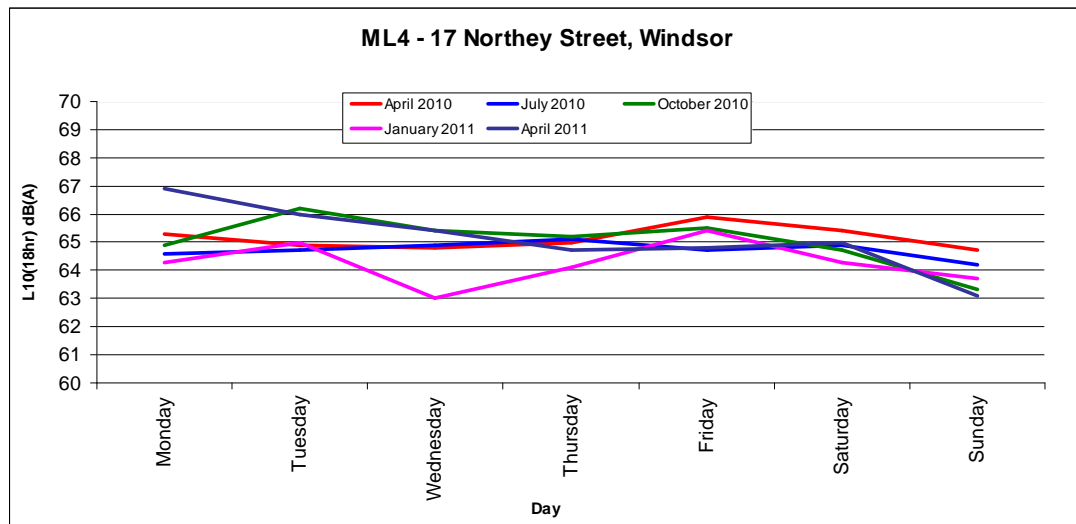


Figure 4.1: Cumulative L10 (18hr) noise levels measured quarterly from April 2010 to April 2011.

Appendix A Photographs

Photo A1: ML1 - Noise logger and weather station in the courtyard of 157 Lambert Street, Kangaroo Point.



Photo A2: ML2 – Noise logger at 6 Albert Street, Woolloongabba, with a view to Ipswich Road and the Clem7 tunnel entrance at the top left.



Photo A3: ML3 – Noise logger at 6 Tufton Street, Bowen Hills.



Photo A4: ML3 – Reverse view showing a nearby construction site.



Photo A5: ML4 – Noise logger at 27 Northey Street, Windsor.



Appendix B Glossary

Event maximum sound pressure level (LA%,adj,T), L01

The L01 level is calculated as the noise level equalled and exceeded for 1% of the measurement time, for example 9 seconds in any 15 minute interval. L01 is an appropriate level to characterise single events, such as from impulsive or distinctive pass-by noise (example: rail noise). In this Report, the measured L01 levels for day/evening/night are not averaged but are arranged from low to high in the relevant day/evening/night interval and the value that is found at the 90th percentile (L10 of L01 sample) in the interval is recorded as its "L01" level. The level can be adjusted for tonality or impulsiveness.

Average maximum sound pressure level (LA%,adj, T), L10

The "L10" level is an indicator of "steady-state" noise or intrusive noise conditions from traffic, music and other relatively non-impulsive noise sources. The L10 level is calculated as the noise level equalled and exceeded for 10% the measurement time, for example 90 seconds in any 15 minute interval. The measured L10 time-intervals for day/evening/night are arithmetically averaged to present the "average maximum" levels of the environment for day/evening/night. The level can be adjusted for tonality or impulsiveness.

Background sound pressure level (LA90,T), L90

Commonly called the "L90" or "background" level and is an indicator of the quietest times of day, evening or night. The L90 level is calculated as the noise level equalled and exceeded for 90% the measurement time. The measured L90 time-intervals are arithmetically averaged to present the "average background" levels of the environment for day/evening/night. The level is recorded in the absence of any noise under investigation. The level is not adjusted for tonality or impulsiveness.

Equivalent Continuous or time average sound pressure level (LAeq,T), Leq

Commonly called the "Leq" level it is the logarithmic average noise level from all sources far and near. The maximum 1-hour levels within the day/evening/night time intervals are referenced. The level can be adjusted for tonality.

Façade-affected level

A sound level that is measured at a distance of 1.0 metres from a wall or façade. The level is nominally 2.5 dB higher than the free-field level.

Façade-adjusted level

A sound level that is measured more than 3.5 metres from a reflective façade and adjusted to represent a measurement at a façade (example: side of building) at a distance of 1.0 metre. The level is nominally 2.5 dB higher than the free-field level.

Free-field level

A sound level that is measured at a distance of more than 3.5 metres from a wall or façade.

CLEM7 Quarterly Noise Monitoring Reports, April 2010 - April 2011

Address	Location	REASON CHOSEN	DOMINANT NOISE SOURCES IDENTIFIED IN EIS STUDY		Traffic Noise LA10, (18hr dB(A))				Traffic Noise LA10, (18hr dB(A))						
			Dominant daytime noise source	Dominant noise sources late at night	EPP(Noise) 1997		DTMR Requirements		Pre-Existing	Table 10-4 EIS	Status-quo levels at current monitoring sites (from EIS modelling)	Post-Opening Studies			
					68dB(A) L10(18hr) for a State-Controlled road	68dB(A) L10(18hr) for a State-controlled road	Location	Table 10-4 EIS				Apr-10	Jul-10	Oct-10	Jan-11
153 Lambert Street, Kangaroo Point (ML1)	Outdoor courtyard area on ground level overlooking Shafston Avenue	Within COG prescribed locations. Limited secure location possibilities and lack of willing participants. Ideal location would be at a greater height to avoid disturbance from Shafston Avenue traffic. Represents a sensitive receptor at the Shafston Avenue portal. Alternative higher sites are being sought.	Shafston Avenue Traffic	Shafston Avenue Traffic	68	68	Balcony façade, Unit 39 Gardens Building, Vicinity Apartments. This location would be less affected by Shafston avenue noise than current location	74	74-77	74.9, 74.6, 74.6, 74.8, 75.7, 74.6, 74.7*	74.7, 75.0, 74.7, 74.9, 75.2, 74.7, 74.5*	74.6, 75.4, 74.2, 73.8, 74.9, 74.9, 74.7	74.5, 73.2, 74.1, 74.6, 74.0, 73.2, 73.7		
6 Albert Street, Woolloongabba (ML2)	first floor balcony approximately 3.8 meters above ground level overlooking Ipswich Road underpass of the Pacific Motorway and CLEM7 tunnel entrance	Within COG prescribed locations. Represents a close sensitive receptor to the potential traffic noise of motorists entering the CLEM7 tunnel off Ipswich Road	Park St, Ipswich Road and South East Freeway Traffic	Ipswich Road and South East Freeway Traffic	68	68	Front steps, detached dwelling at 181 park St, Woolloongabba. This location is closer to the Freeway but is no longer an available location	68	63-66	63.0, 63.5, 63.2, 63.5, 64.2, 61.7, 60.1	63.3, 63.6, 63.5, 63.4, 63.8, 62.0, 60.9*	67.3, 66.8, 54.5, 62.7, 66.2, 66.2, 66.3	65.0, 60.1, 63.6, 63.9, 62.5, 60.9, 63.9		
6 Tufton Street, Bowen Hills (ML3)	Back car park overlooking adjacent rail line with CLEM7 road network and Inner City Bypass visible	Within COG prescribed locations. Limited locations available to represent CLEM7 traffic noise compared with railway line, inner city bypass and Bowen Bridge road traffic. Location represents a sensitive receptor in proximity to Bowen Hills portal	Inner City Bypass Traffic, Northern rail line (intermittent)	Inner City Bypass Traffic, Northern rail line, faint mechanical plant	68	68	Front Landing, detached dwelling at 3 Tufton St, Bowen Hills. This location is on the other side of Tufton street and would be less affected by inner city bypass, railway and CLEM7 noise	60	63-66	66.6, 66.6, 66.0, 66.6, 65.7, 62.4, 62.0	64.7, 64.7, 64.4, 64.7, 64.7, 60.8, 60.3*	65.4, 64.5, 60.6, 61.4, 65.1, 64.9, 64.2	66.0, 59.4, 63.2, 66.1, 61.6, 58.6, 65.0		
Northey Street, Windsor (ML4)	Located on CLEM7 Air Quality Monitoring Station (AQMS) in the middle of a vacant site on Northey Street. Approximately 5.3m above ground level. Location from October onwards is on front balcony of 27 Northey Street.	Within COG prescribed locations. Area is subject to floods and the high secured location is preferred. However, the AQMS station houses an air conditioner which affects noise levels. Does not represent a sensitive receptor and alternative sites are being sought. October study conducted at new location. Location represents sensitive location. Location is closer to Bowen Bridge Road than previous and EIS. Location has clearer view of Bowen Bridge Road and would be more affected than previous recorded levels (incl. EIS).	Northey Street & Lutwyche Road Traffic	Northey Street & Lutwyche Road Traffic	68	68	Vacant land at 31 Northey Street, Windsor - level with adjoining detached dwelling facades. Site is located between two residences at ground level on unsecure site.	63	assumed 66-68? Outside modelling graphs in EIS	65.3, 64.9, 64.8, 65.0, 65.9, 65.4, 64.7*	64.6, 64.7, 64.9, 65.1, 64.7, 64.9, 64.2*	67.7, 68.0, 67.2, 65.8*, 67.4, 68.7, 67.9	65.0, 63.0, 64.1, 65.4, 64.3, 63.7, 64.3		

Note: Where the road traffic planning noise levels are already exceeded at sensitive locations it may not be reasonable and practicable to achieve compliance with these planning noise levels. In these instances, the "status-quo" noise levels should be maintained (i.e. maintain noise levels anticipated in Y2021, the design year, without the Project) (*Excerpt from Coordinator General's Conditions*)

KEY

* rain affected data

CLEM7 Quarterly Noise Monitoring Reports, April 2010 - April 2011

	Maximum Nighttime Laeq (1 hour) dB(A)								Single Event Maximum					Comments	
	EPP(Noise) 1997	Pre-Existing	Table 10-4 EIS	Post-Opening Studies				EPP(Noise) 1997	Post-Opening Studies						
Apr-11	60dB(A) Leq(1hr) between 10pm and 6am	Location		Apr-10	Jul-10	Oct-10	Jan-11	Apr-11	80dB(A) single event maximum sound pressure level	Apr-10	Jul-10	Oct-10	Jan-11	Apr-11	
74.3 74.5 75.1 73.5 77.2 75.4 74.8	60	Balcony façade, Unit 39 Gardens Building, Vicinity Apartments. This location would be less affected by Shafston avenue noise than current location	71	71.0, 68.8, 68.8, 68.9, 68.8, 69.9, 71.7*	70.7*, 69.6*, 68.6, 68.8, 70.5, 69.6, 70.0	68.3, 69.4, 69.4, 71.3*, 70.8*, 68.5, 72.5	74.1 68.2 70.6 71.3 70.6 68.7 71.0	67.9 69.4 68.8 70.0 68.8 68.7 69.0	80	80.5, 79.6, 79.4, 79.8, 80.4, 78.2, 79.9	80.1, 80.1, 79.3, 70.2, 79.2, 78.6, 79.7*	80.4, 79.9, 78.3, 77.4, 80.4, 79.4, 79.5	81 78.7 78.7 79.7 78.7 77.6 79.2	79.5 79.0 79.5 77.6 82.4 80.3 79.3	The Maximum Nighttime Laeq (1 hour) dB(A) parameter from EIS was not measured by the instrumentation at the location and was inferred from the LA10 parameter using a 3 dBA offset.
64.1 66.1 63.6 64.1 61.6 60.0 63.3	60	Front steps, detached dwelling at 181 Park st, woolloongabba. This location is closer to the Freeway but is no longer an available location	67	58.6, 58.9, 58.7, 58.8, 59.6, 59.5, 57.5	58.6*, 59.2*, 58.6, 61.9, 59.0, 57.3, 57.3	61.9, 59.9, 57.0, 57.9, 59.5, 59.0, 60.5	64.6 58.1 62.9 61.5 59.2 56.3 61.6	59.5 60.4 58.6 58.6 58.0 56.9 59.9	80	72.6, 73.2, 73.0, 73.5, 75.8, 69.8, 70.2	72.1, 74.2, 73.2, 73.0, 73.4, 67.7, 69.6	77.9, 73.9, 71.0, 69.0, 75.5, 80.6, 72.9	73.6 69.9 72.0 72.0 71.7 69.3 71.7	74.6 79.3 74.7 75.6 73.5 69.3 76.2	October survey may have been exposed to noises associated with renovation work at the measurement location. The results should be viewed with caution. Construction works also being carried out on building between Albert and Bruke Street on Dibley Street.
69.1 70.1 68.0 60.8 68.5 68.1 67.4	60	Front Landing, detached dwelling at 3 Tufton St, Bowen Hills. This location is on the other side of Tufton street and would be less affected by inner city bypass, railway and CLEM7 noise	59	70.0, 69.7, 69.2, 70.6, 72.2, 72.7, 68.2	68.0*, 66.4*, 70.1, 68.1, 68.5, 68.5, 66.5*	74.2, 69.5, 68.9, 67.2*, 72.7*, 66.0, 69.8	68.1 66.9 65.7 68.5 68.2 64.3 66.6	69.7 71.0 70.5 70.4 68.1 68.7 69.7	80	82.8, 82.8, 84.0, 83.0, 84.0, 85.0, 80.6	80.2, 84.2, 83.2, 82.8, 83.8, 82.8, 82.4	82.4, 79.8, 82.2, 78.7, 80.3, 80.1, 81.7	81.9 82.0 84.1 81.6 82.8 79.1 81.1	84.3 83.7 84.9 81.1 82.0 85.0 87.0	Laeq, Average Maximum Levels, and to a lesser extent, L10 (18hr) levels are elevated due to frequent train passes. Construction works being carried out in vicinity during January and April 2011 studies. See photo A4 of report.
64.7 64.8 65.0 63.1 66.9 66.0 65.4	60	Vacant land at 31 Northey Street, Windsor level with adjoining detached dwelling facades. Site is located between two residences at ground level on unsecure site.	60	61.7, 61.6, 61.6, 61.0, 62.1, 61.1, 62.6*	60.0*, 60.4*, 64.7, 63.8, 60.6, 59.4, 61.0	64.0, 59.4, 60.0, 59.0, 63.6*, 60.9, 65.0	64.3 59.3 62.6 62.7 63.1 59.8 63.1	59.2 65.2 60.7 60.3 58.9 59.0 64.6	80	71.8, 71.5, 70.8, 71.4, 71.8, 72.5, 72.3	73.5, 73.2, 71.7, 71.6, 71.8, 72.1, 70.1	74.0, 72.7, 73.3, 69.7, 73.1, 74.5, 74.2	74.8 73.4 72.1 74.5 72.2 73.3 72.2	72.5 73.1 73.2 69.7 72.7 73.8 74.1	Possible contribution to Laeq levels from air quality stations' powered fan. New location used for October and later Studies. Construction works for AirPort Link and residential noise source in vicinity.

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