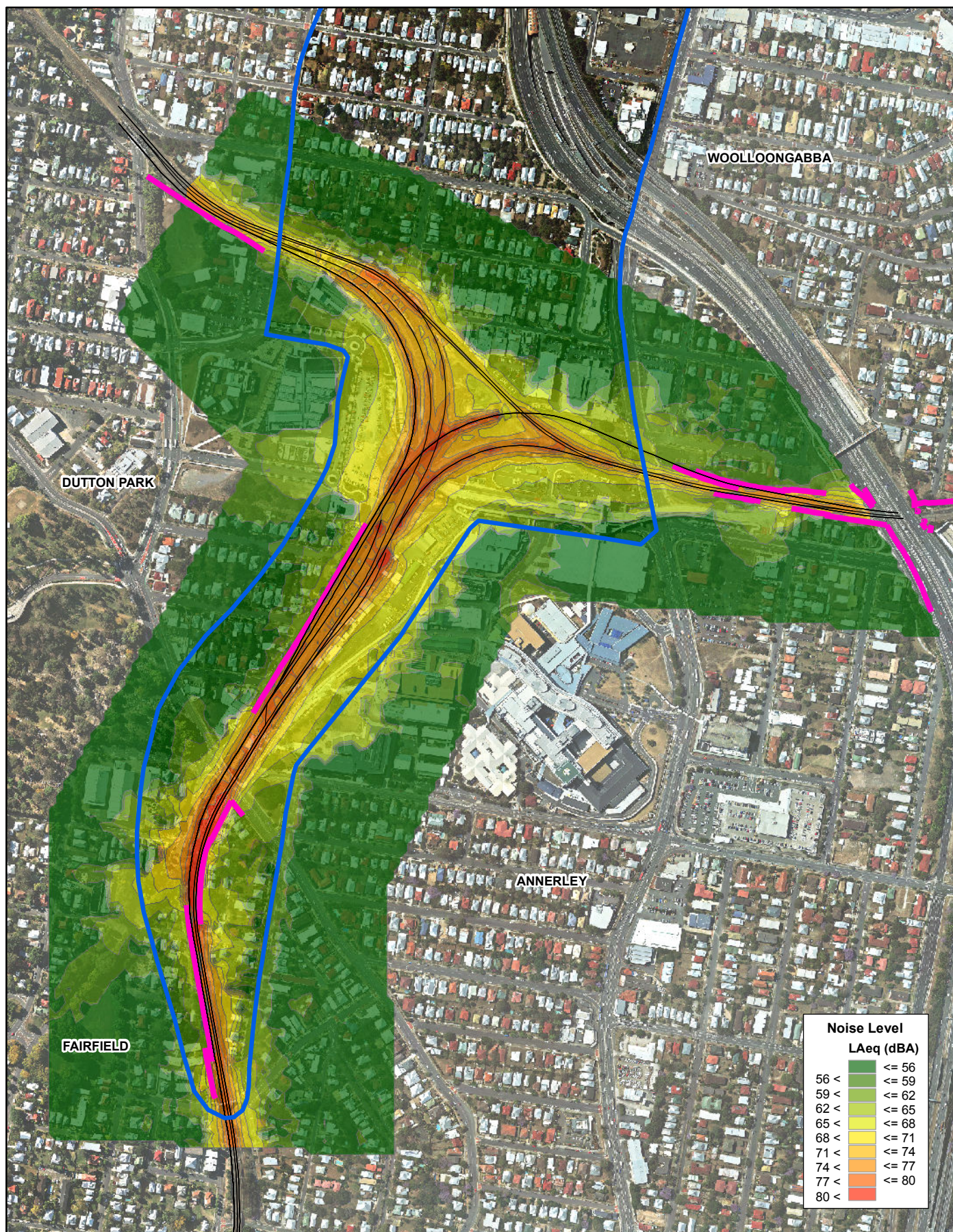


YEAR 2031 OPERATIONAL RAIL NOISE CONTOURS



LEGEND

- Rail alignment
- Existing noise barrier
- Study corridor

Notes:

Noise levels include a 3 dBA facade correction.
Contours are interpolated (check calculations for exact levels).

BUS AND TRAIN PROJECT ENVIRONMENTAL IMPACT STATEMENT

FIGURE G-1

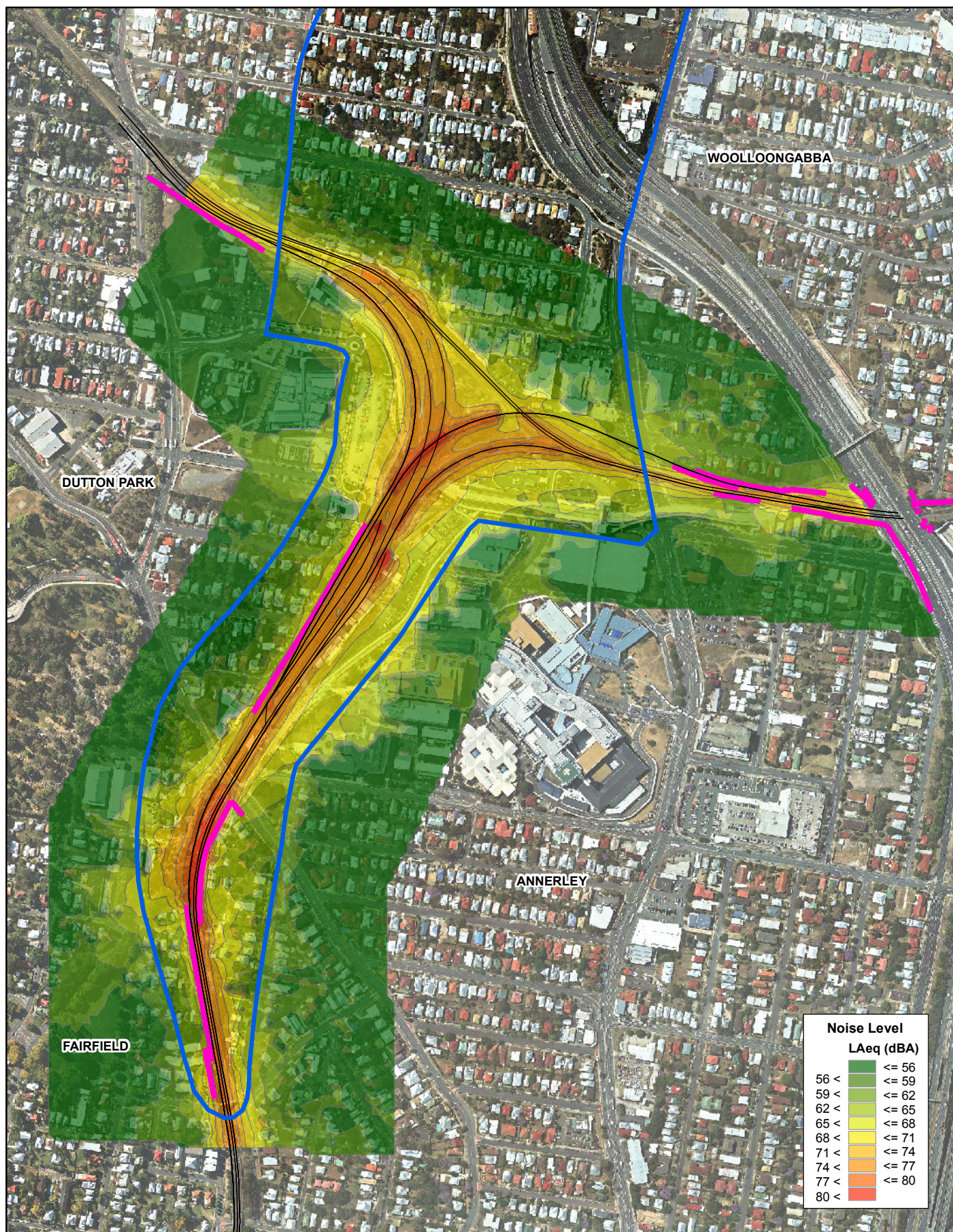
Southern Connection - Operational Rail Noise - predicted LAeq(24hour) rail noise levels - with existing mitigation - 2m above ground level

0 0.1 0.2
Kilometres
1:7,500 (at A4)
Projection: GDA 1994 MGA56



Aerial Photo: Brisbane City Council 2012





LEGEND

- Rail alignment
- Existing noise barrier
- Study corridor

Notes:

Noise levels include a 3 dBA facade correction.
Contours are interpolated (check calculations for exact levels).

BUS AND TRAIN PROJECT ENVIRONMENTAL IMPACT STATEMENT

FIGURE G-2

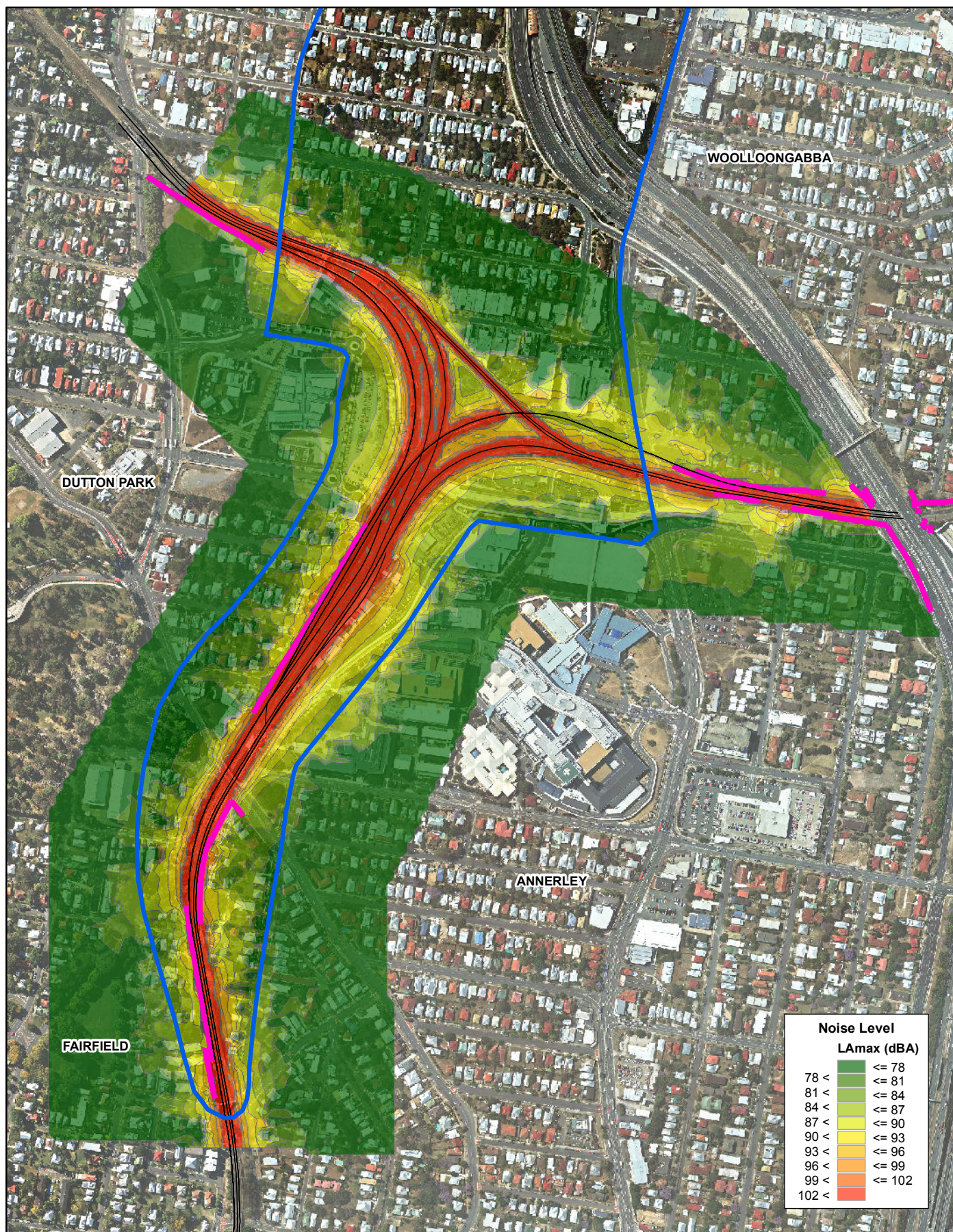
Southern Connection - Operational Rail Noise - predicted LAeq(24hour) rail noise levels - with existing mitigation - 4.5m above ground level

0 0.1 0.2
Kilometres
1:7,500 (at A4)
Projection: GDA 1994 MGA56



Aerial Photo: Brisbane City Council 2012





LEGEND

- Rail alignment
- Existing noise barrier
- Study corridor

Notes:

Noise levels include a 3 dBA facade correction.
Contours are interpolated (check calculations for exact levels).

BUS AND TRAIN PROJECT ENVIRONMENTAL IMPACT STATEMENT

FIGURE G-3

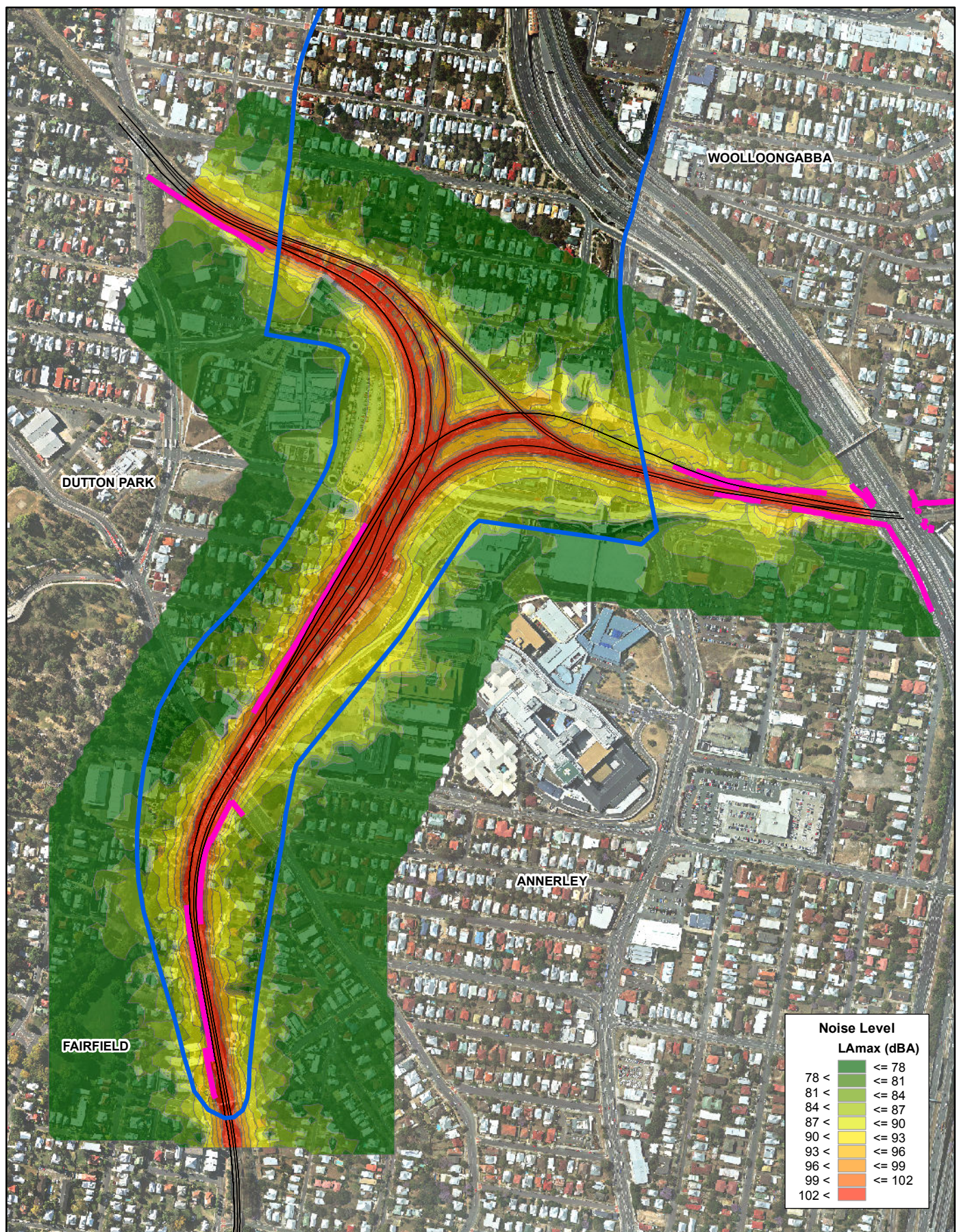
Southern Connection - Operational Rail Noise - predicted single event maximum rail noise levels - with existing mitigation - 2m above ground level

0 0.1 0.2
Kilometres
1:7,500 (at A4)
Projection: GDA 1994 MGA56



Aerial Photo: Brisbane City Council 2012





LEGEND

- Rail alignment
- Existing noise barrier
- Study corridor

Notes:
 Noise levels include a 3 dBA facade correction.
 Contours are interpolated (check calculations for exact levels).

BUS AND TRAIN PROJECT ENVIRONMENTAL IMPACT STATEMENT

FIGURE G-4

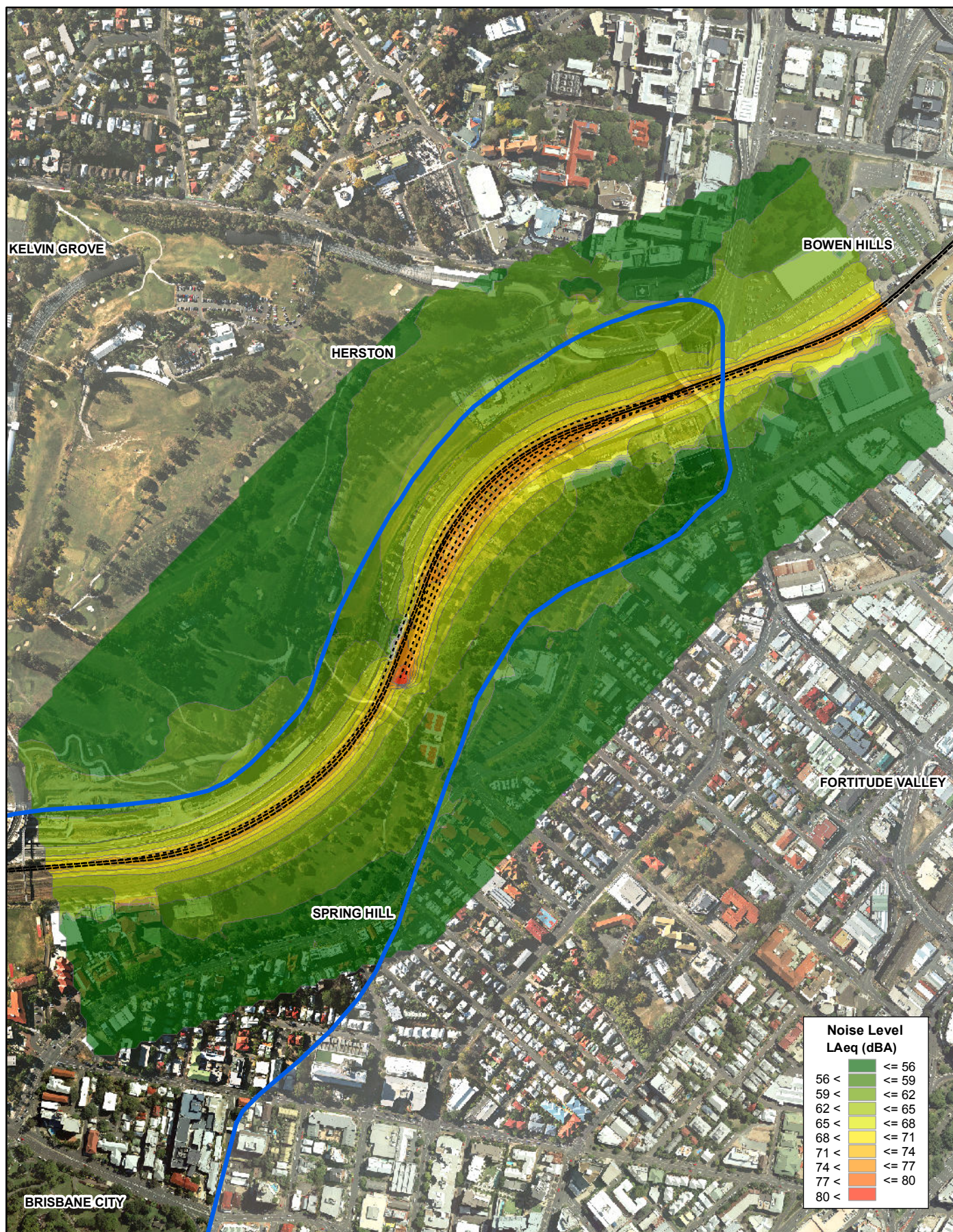
Southern Connection - Operational Rail Noise - predicted single event maximum rail noise levels - with existing mitigation - 4.5m above ground level

0 0.1 0.2
 Kilometres
 1:7,500 (at A4)
 Projection: GDA 1994 MGA56



Aerial Photo: Brisbane City Council 2012





LEGEND

- Rail Alignment
- Study Corridor

Notes:

Noise levels include a 3 dBA facade correction.
Contours are interpolated (check calculations for exact levels).

BUS AND TRAIN PROJECT ENVIRONMENTAL IMPACT STATEMENT

FIGURE G-6

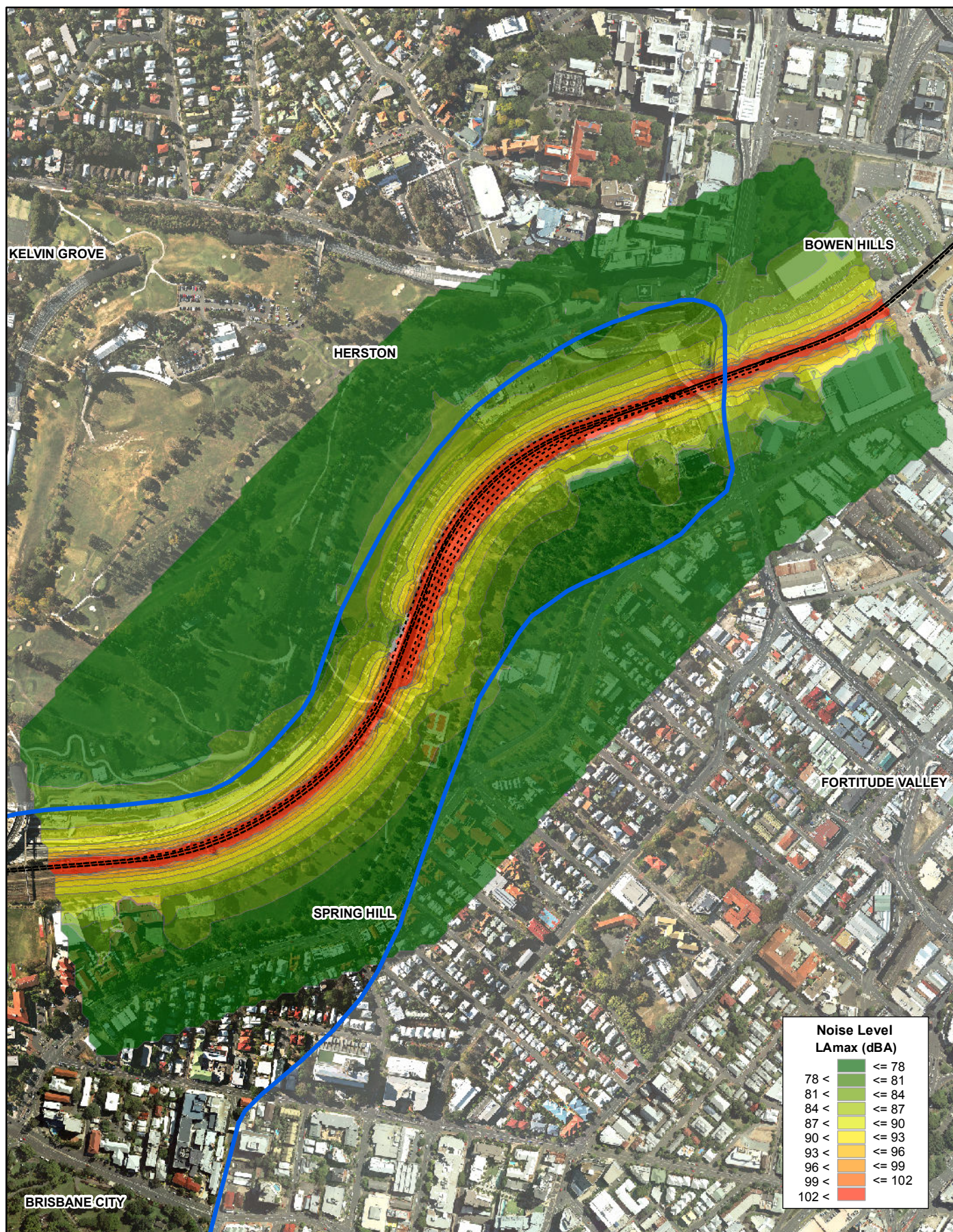
Northern Connection - Operational Rail Noise - predicted LAeq(24hour) rail noise levels - with existing mitigation - 4.5m above ground level

0 0.1 0.2
Kilometres
1:7,500 (at A4)
Projection: GDA 1994 MGA56



Aerial Photo: Brisbane City Council 2012





LEGEND

- Rail Alignment
- Study Corridor

Notes:

Noise levels include a 3 dBA facade correction.
Contours are interpolated (check calculations for exact levels).

BUS AND TRAIN PROJECT ENVIRONMENTAL IMPACT STATEMENT

FIGURE G-7

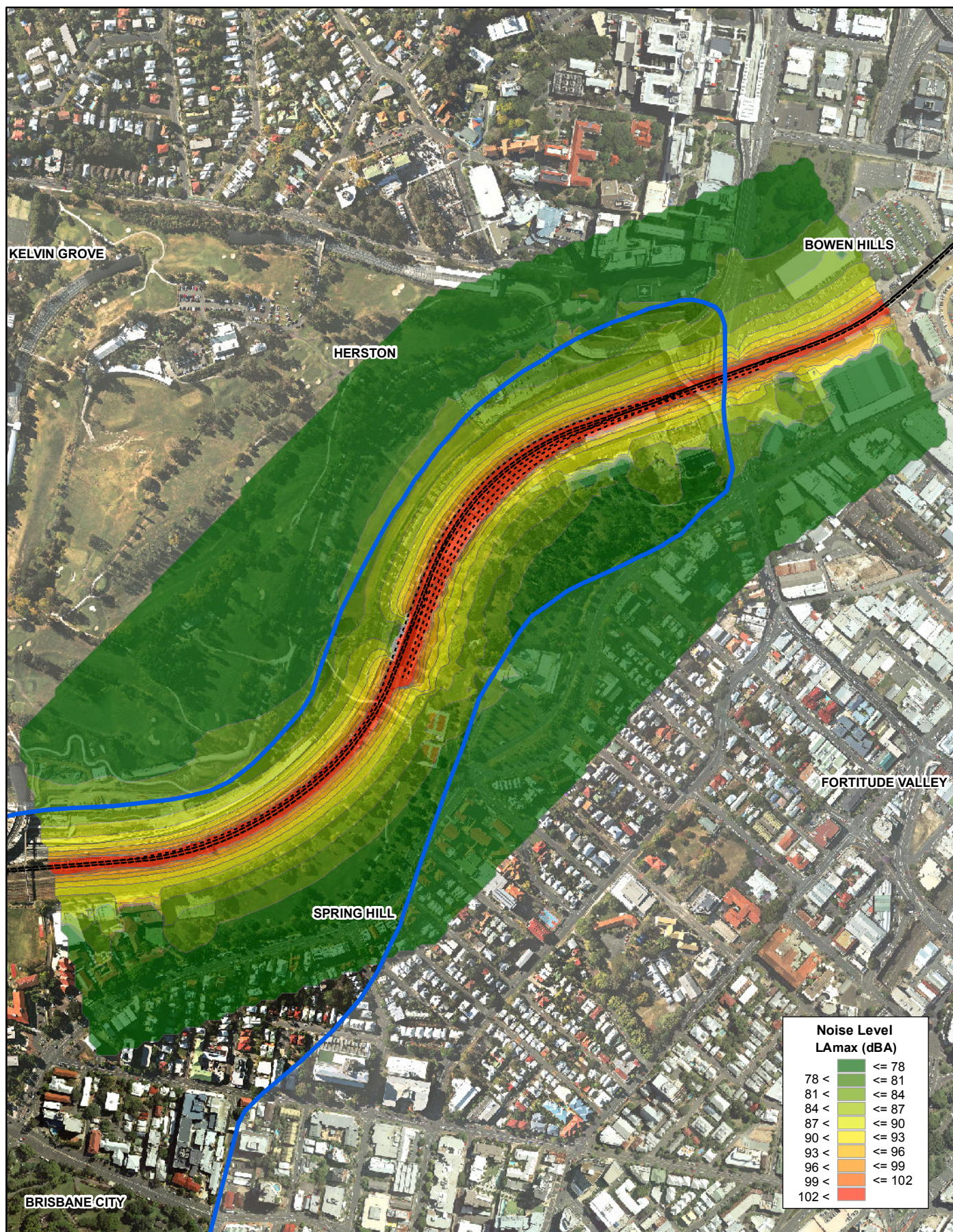
Northern Connection - Operational Rail Noise - predicted single event maximum rail noise levels - with existing mitigation - 2m above ground level

0 0.1 0.2
Kilometres
1:7,500 (at A4)
Projection: GDA 1994 MGA56



Aerial Photo: Brisbane City Council 2012





LEGEND

- Rail Alignment
- Study Corridor

Notes:

Noise levels include a 3 dBA facade correction.
Contours are interpolated (check calculations for exact levels).

BUS AND TRAIN PROJECT ENVIRONMENTAL IMPACT STATEMENT

FIGURE G-8

Northern Connection - Operational Rail Noise - predicted single event maximum rail noise levels - with existing mitigation - 4.5m above ground level

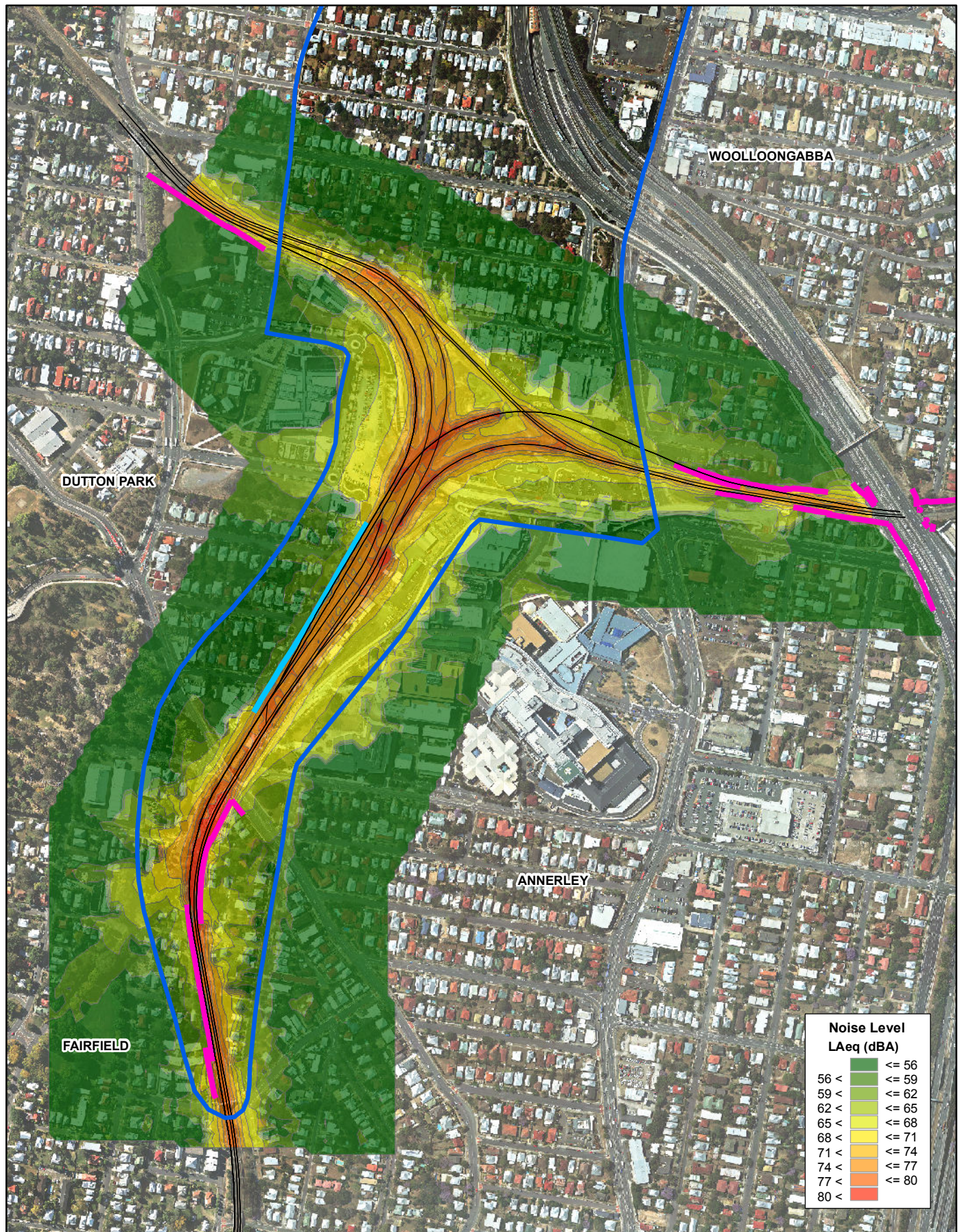
0 0.1 0.2
Kilometres
1:7,500 (at A4)
Projection: GDA 1994 MGA56

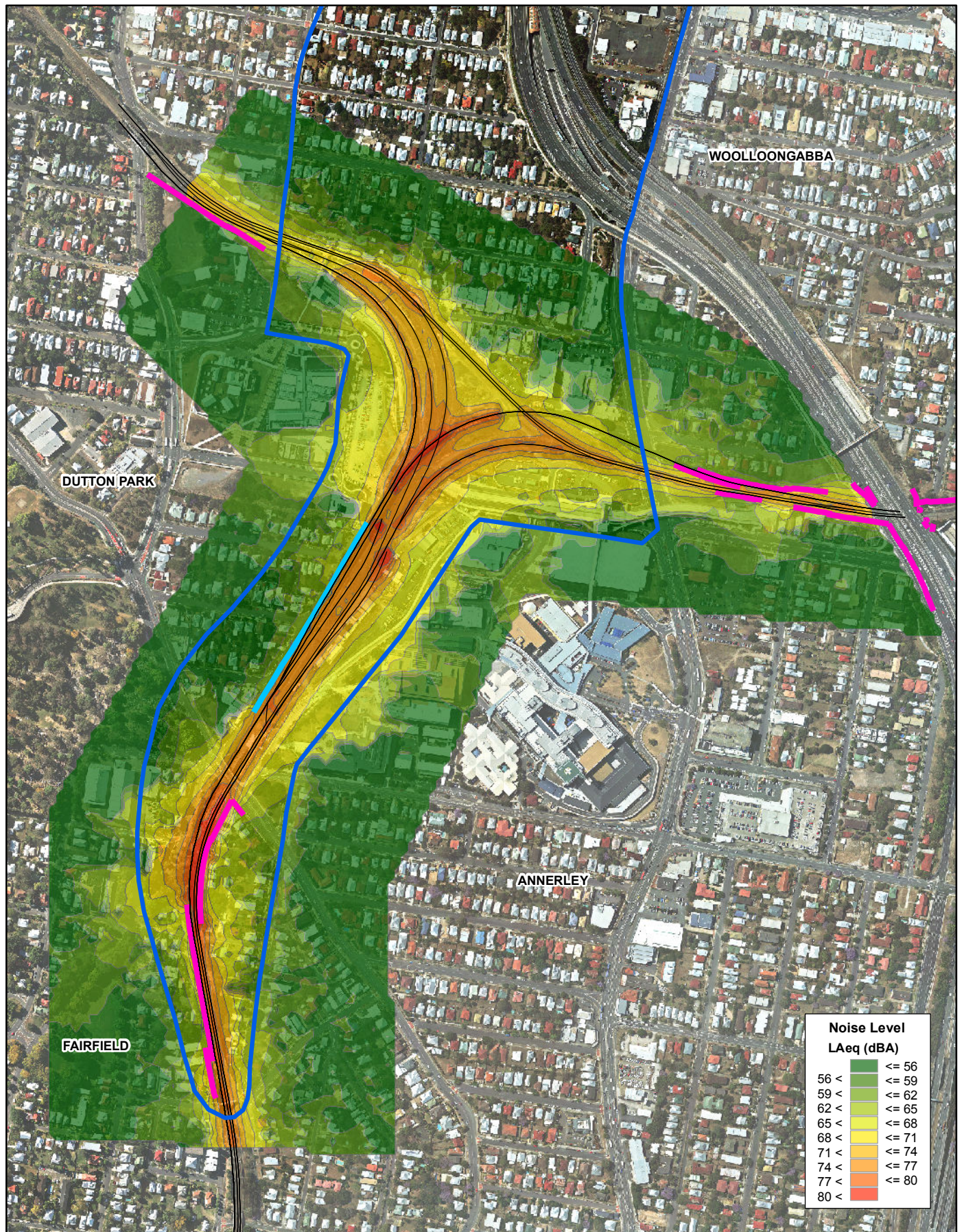


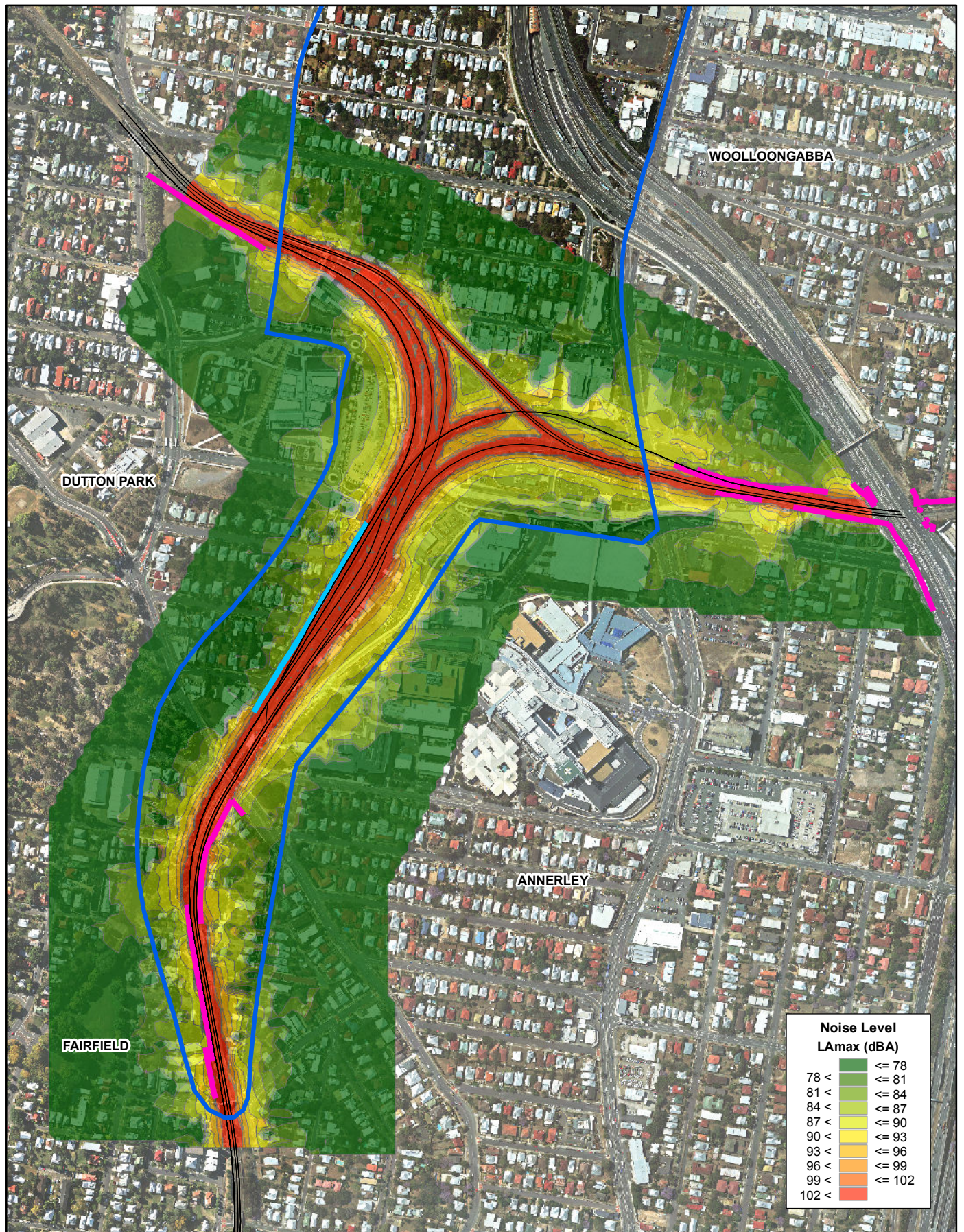
Aerial Photo: Brisbane City Council 2012



YEAR 2031 OPERATIONAL RAIL NOISE CONTOURS WITH DESIGNED MITIGATION







LEGEND

- Rail alignment
- Existing noise barrier
- Designed noise barrier
- Study corridor

Notes:

Noise levels include a 3 dBA facade correction.
Contours are interpolated (check calculations for exact levels).

BUS AND TRAIN PROJECT ENVIRONMENTAL IMPACT STATEMENT

FIGURE H-3

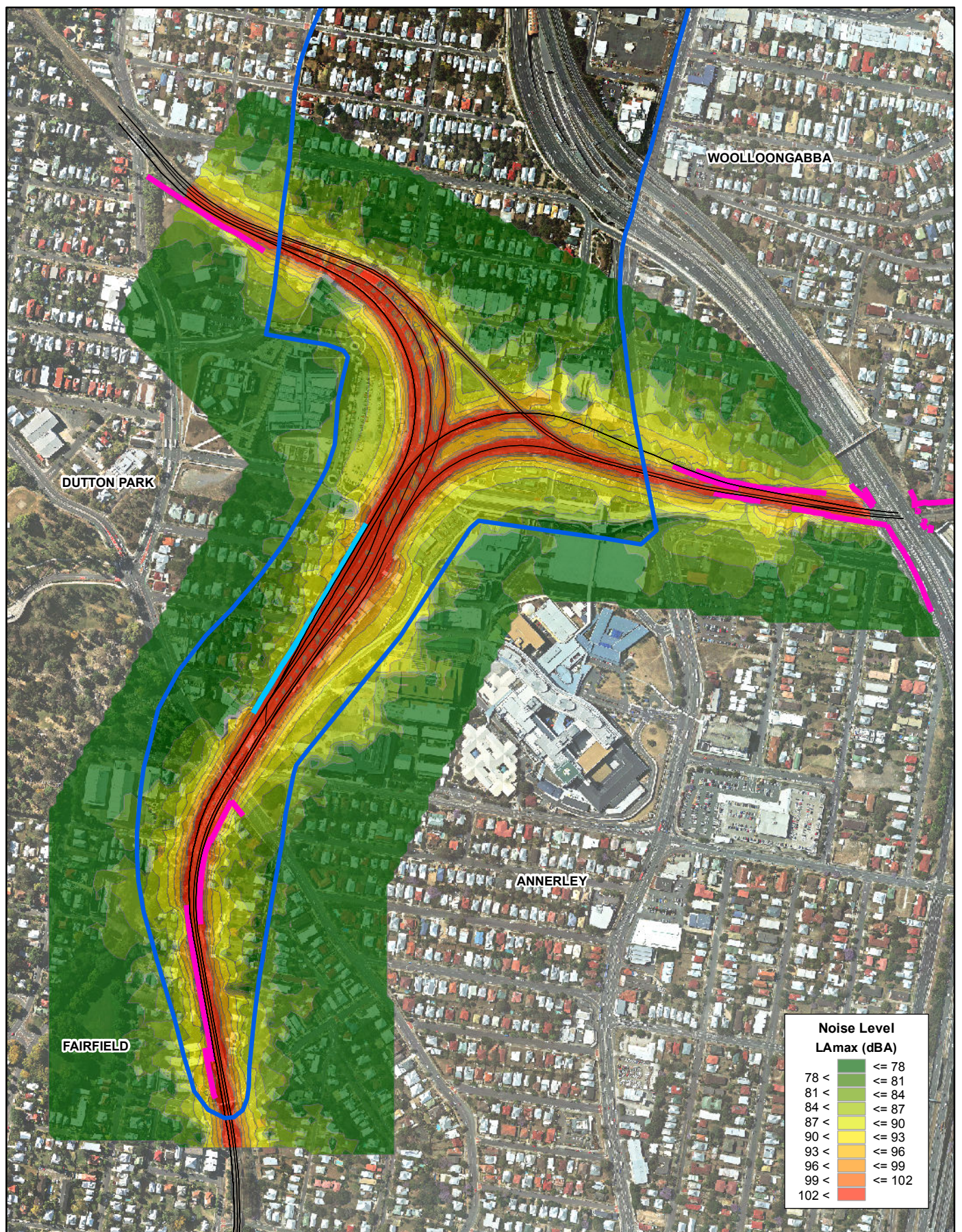
Southern Connection - Operational Rail Noise - predicted single event maximum rail noise levels - with designed mitigation - 2m above ground level

0 0.1 0.2
Kilometres
1:7,500 (at A4)
Projection: GDA 1994 MGA56



Aerial Photo: Brisbane City Council 2012





LEGEND

- Rail alignment
- Existing noise barrier
- Designed noise barrier
- Study corridor

Notes:

Noise levels include a 3 dBA facade correction.
Contours are interpolated (check calculations for exact levels).

BUS AND TRAIN PROJECT ENVIRONMENTAL IMPACT STATEMENT

FIGURE H-4

Southern Connection - Operational Rail Noise - predicted single event maximum rail noise levels - with designed mitigation - 4.5m above ground level

0 0.1 0.2
Kilometres
1:7,500 (at A4)
Projection: GDA 1994 MGA56



Aerial Photo: Brisbane City Council 2012



PREDICTED YEAR 2031 OPERATIONAL BUS NOISE LEVELS

Receiver	Daytime	Evening	Night	LAmax (dBA)	LA10(18hour) (dBA)	LA10(1hour) (dBA)
	LAeq (dBA)	LAeq (dBA)	LAeq (dBA)			
Southern Connection Area						
44 Albert St	43	43	34	43	-	-
211 Annerley Rd	34	33	32	55	-	-
223 Annerley Rd	32	31	30	54	-	-
219 Annerley Rd	33	32	31	55	-	-
29 Burke St	53	52	42	52	-	-
2 Carl St	39	39	38	47	-	-
2A Carl St	37	37	36	46	-	-
2 B Carl St	37	37	36	45	-	-
4 Carl St - The Little Kings Movement	42	42	41	51	-	-
4A Carl St - The Little Kings Movement	42	41	41	51	-	-
15 Cope St A	31	31	30	48	-	-
15 Cope St B	34	34	33	56	-	-
19 Cornwall St	30	30	29	54	-	-
25 Cornwall St	32	32	32	54	-	-
35 Dutton St	36	36	35	54	-	-
44 Dutton St	39	39	38	54	-	-
15 Elliott St	51	51	41	43	-	-
19 Elliott St	53	52	42	51	-	-
24 Elliott Street	53	52	42	52	-	-
26 Elliott St	54	54	44	56	-	-
8 Harrogate St	42	42	41	49	-	-
10 Harrogate St	41	41	40	49	-	-
11 Harrogate St	38	37	35	41	-	-
13 Harrogate St	36	35	34	41	-	-
15 Harrogate St	38	37	36	43	-	-
16 Harrogate St	41	41	39	47	-	-
17 Harrogate St	38	37	36	43	-	-
18 Harrogate St	40	40	39	46	-	-
19 Harrogate St	37	36	35	42	-	-
21 Harrogate St	39	38	37	44	-	-
22 Harrogate St	41	40	39	48	-	-

Appendix I

Report 620.10969 R2

Receiver	Daytime	Evening	Night	LA10(18hour) (dBA)	LA10(1hour) (dBA)
	LAeq (dBA)	LAeq (dBA)	LAeq (dBA)	L _A max (dBA)	
23 Harrogate St	38	37	36	43	-
24 Harrogate St	41	40	39	47	-
27 Harrogate St	40	39	38	45	-
29 Harrogate St	40	39	37	46	-
31 Harrogate St	41	40	38	47	-
56 Merton St	47	47	41	57	-
23 O'Keefe St	45	44	44	53	-
28 O'Keefe St	59	56	54	61	-
30 O'Keefe St	55	53	51	60	-
32 O'Keefe St	52	51	50	59	-
34 O'Keefe St - 7th Day Adventist Church	49	48	46	55	-
40 O'Keefe St	35	34	34	46	-
42 O'Keefe St	40	40	40	49	-
1 Princess St	31	31	30	52	-
3 Princess St	27	27	27	45	-
9 Quarry St	49	48	41	52	-
11 Quarry St	50	49	41	54	-
14 Quarry St	50	50	40	46	-
16 Quarry St	52	51	41	47	-
34 Railway Tce	37	36	36	56	-
38 Railway Tce	36	36	36	54	-
38A Railway Tce	33	33	32	53	-
42 Railway Tce	37	37	37	55	-
46 Railway Tce	40	40	39	56	-
48 Railway Tce	40	40	39	56	-
50 Railway Tce	41	40	40	56	-
66 Railway Tce	34	34	34	44	-
68 Railway Tce	40	40	40	48	-
44 Rawsnsley St	37	37	37	47	-
47 Rawsley St	40	40	40	53	-
48 Rawsley St	40	40	40	49	-
49 Rawsley St	41	41	41	56	-
52 Rawsley St	42	42	41	50	-
56 Rawsley St	43	43	43	52	-
2 Rusk St	34	34	33	59	-
4 Rusk St	34	34	33	59	-

Appendix I

Report 620.10969 R2

Receiver	Daytime	Evening	Night	LA10(18hour) (dBA)	LA10(1hour) (dBA)
	LAeq (dBA)	LAeq (dBA)	LAeq (dBA)	L _{Amax} (dBA)	
6 Rusk St	33	32	31	58	-
8 Rusk St	32	32	31	57	-
10 Rusk St	30	30	29	57	-
1 Wosely St	56	54	53	60	-
Dutton Park Pre-School	40	39	32	42	-
Dutton Park Pre-school A	35	34	30	41	-
Dutton Park Pre-school B	40	40	32	42	-
Dutton Park School Block A	34	34	31	42	-
Dutton Park School Block B	39	38	33	44	-
Dutton Park School Block C	46	46	38	50	-
Dutton Park School Block D	45	45	36	46	-
Dutton Park School Block E	40	40	33	43	-
Leukaemia Foundation	46	45	45	57	-
PA Hospital Childcare	53	52	52	62	-
<i>Northern Connection Area</i>					
RBH Block 7	55	56	47	71	-
RBH Cancer Research Centre	48	48	40	58	-
RBH QIMR	48	48	41	52	-
RBH Surgical Building	52	52	44	57	-
1 Brunswick St	44	44	36	53	58
453 Gregory Tce	43	43	35	51	57
451 Gregory Tce A	46	46	38	50	62
451 Gregory Tce B	46	46	38	50	62
449 Gregory Tce	45	45	37	48	62
445 Gregory Tce	47	47	39	48	64
441 Gregory Tce	47	47	39	48	64
429 Gregory Tce	47	47	39	49	62
184 Kennigo St	39	39	31	44	56
417 Gregory Tce	46	46	38	49	62
397 Gregory Tce - Motel	46	45	37	49	63
391 Gregory Tce	45	45	37	49	63

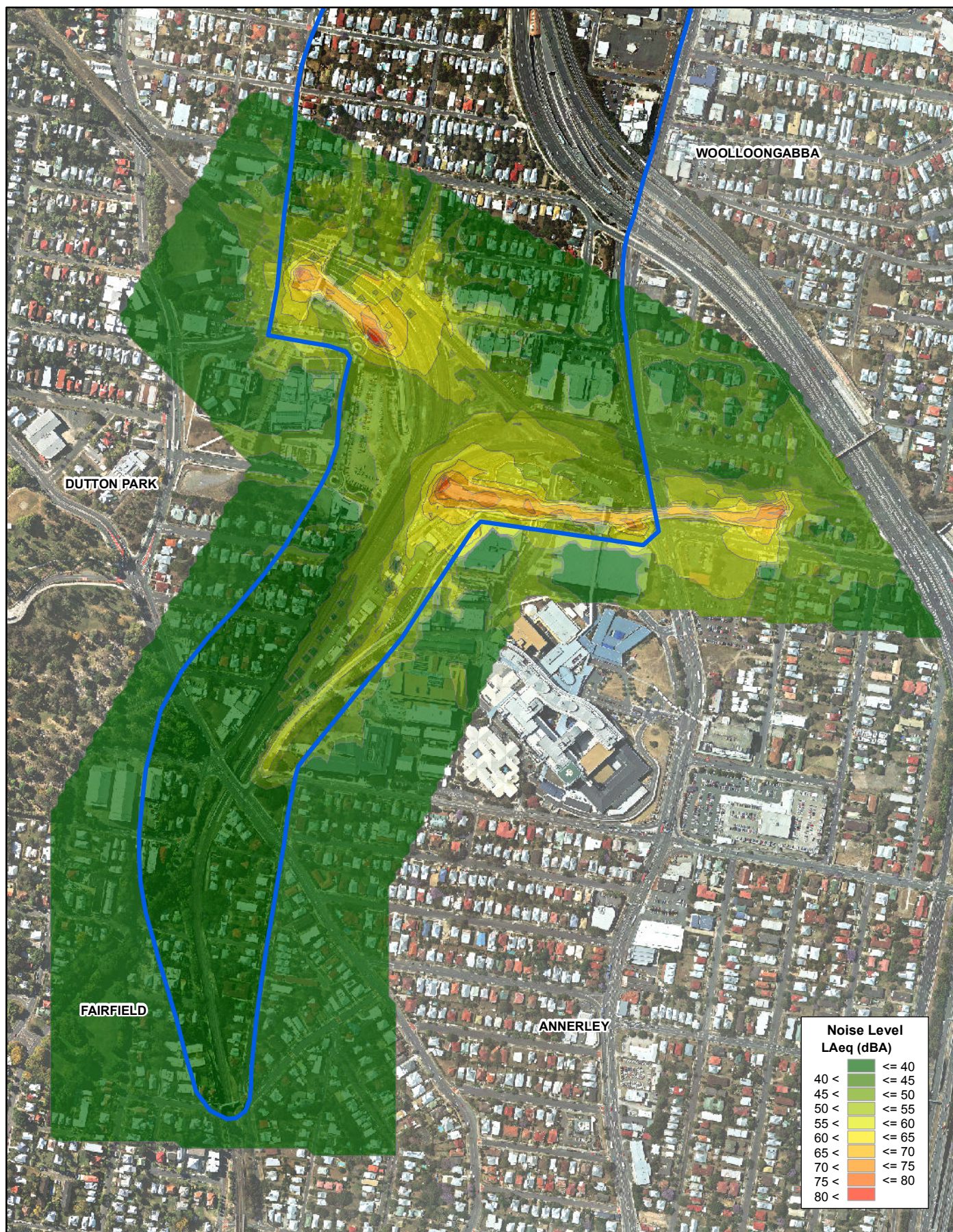
Appendix I

Report 620.10969 R2

Receiver	Daytime	Evening	Night		LA10(18hour) (dBA)	LA10(1hour) (dBA)
	LAeq (dBA)	LAeq (dBA)	LAeq (dBA)	L _A max (dBA)		
383 Gregory Tce	42	42	34	45	61	-
369 Gregory Tce	42	42	34	45	62	-
339 Gregory Tce	39	39	31	41.9	62	-
333 Gregory Tce	42	42	34	45.3	62	-
331 Gregory Tce	43	43	35	45.6	65	-
285 Gregory Tce - St Joseph's College A	42	42	34	44.7	-	69
285 Gregory Tce - St Joseph's College B	41	41	33	44.1	-	69
285 Gregory Tce - St Joseph's College C	42	42	34	44.3	-	70
285 Gregory Tce - St Joseph's College D	36	36	28	42.5	-	63
263 Gregory Tce	41	41	33	43.5	66	-
259 Gregory Tce	36	36	28	39.6	61	-
257 Gregory Tce	39	39	31	41.7	65	-
255 Gregory Tce	39	39	31	42	65	-
251 Gregory Tce	41	41	33	44.4	66	-
235 Gregory Tce	40	40	32	44.2	65	-
227 Gregory Tce	40	40	32	43.7	66	-
221 Gregory Tce	40	40	32	43	65	-
217 Gregory Tce	40	40	32	43.1	66	-

Note: Results in **bold** indicate an exceedance of the relevant criteria.

YEAR 2031 OPERATIONAL BUS NOISE CONTOURS



LEGEND

Study Corridor

Notes:

Noise levels include a 2.5 dBA facade correction.
Contours are interpolated (check calculations for exact levels).

BUS AND TRAIN PROJECT ENVIRONMENTAL IMPACT STATEMENT

FIGURE J-1

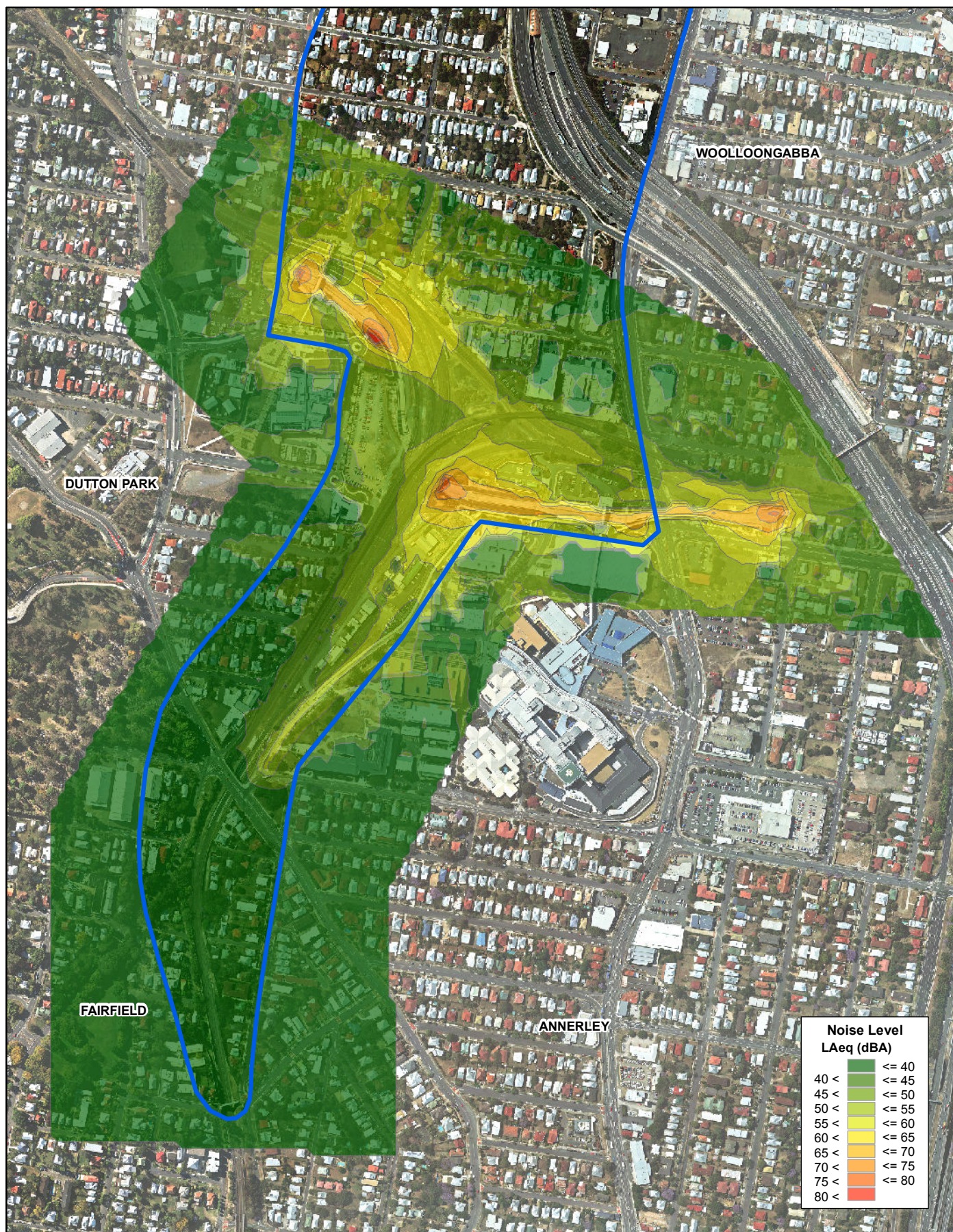
**Southern Connection - Operational road traffic noise - busways - predicted LAeq(1hour)
noise levels - daytime with existing mitigation - 1.8m above ground level**

0 0.1 0.2
Kilometres
1:7,500 (at A4)
Projection: GDA 1994 MGA56



Aerial Photo: Brisbane City Council 2012





LEGEND

Study Corridor

Notes:

Noise levels include a 2.5 dBA facade correction.
Contours are interpolated (check calculations for exact levels).

BUS AND TRAIN PROJECT ENVIRONMENTAL IMPACT STATEMENT

FIGURE J-2

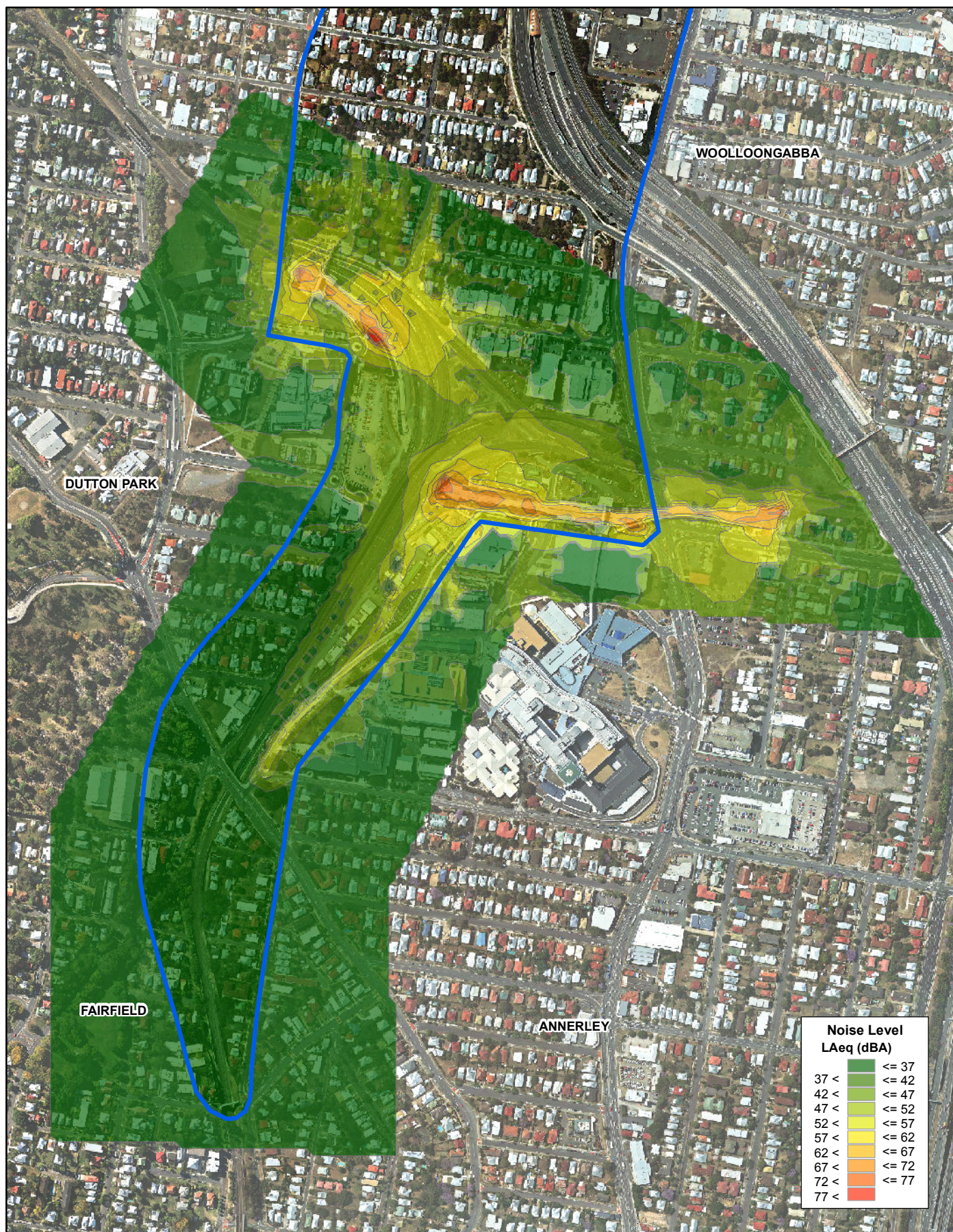
**Southern Connection - Operational road traffic noise - busways - predicted LAeq(1hour)
noise levels - daytime with existing mitigation - 4.6m above ground level**

0 0.1 0.2
Kilometres
1:7,500 (at A4)
Projection: GDA 1994 MGA56



Aerial Photo: Brisbane City Council 2012





LEGEND

Study Corridor

BUS AND TRAIN PROJECT ENVIRONMENTAL IMPACT STATEMENT

FIGURE J-3

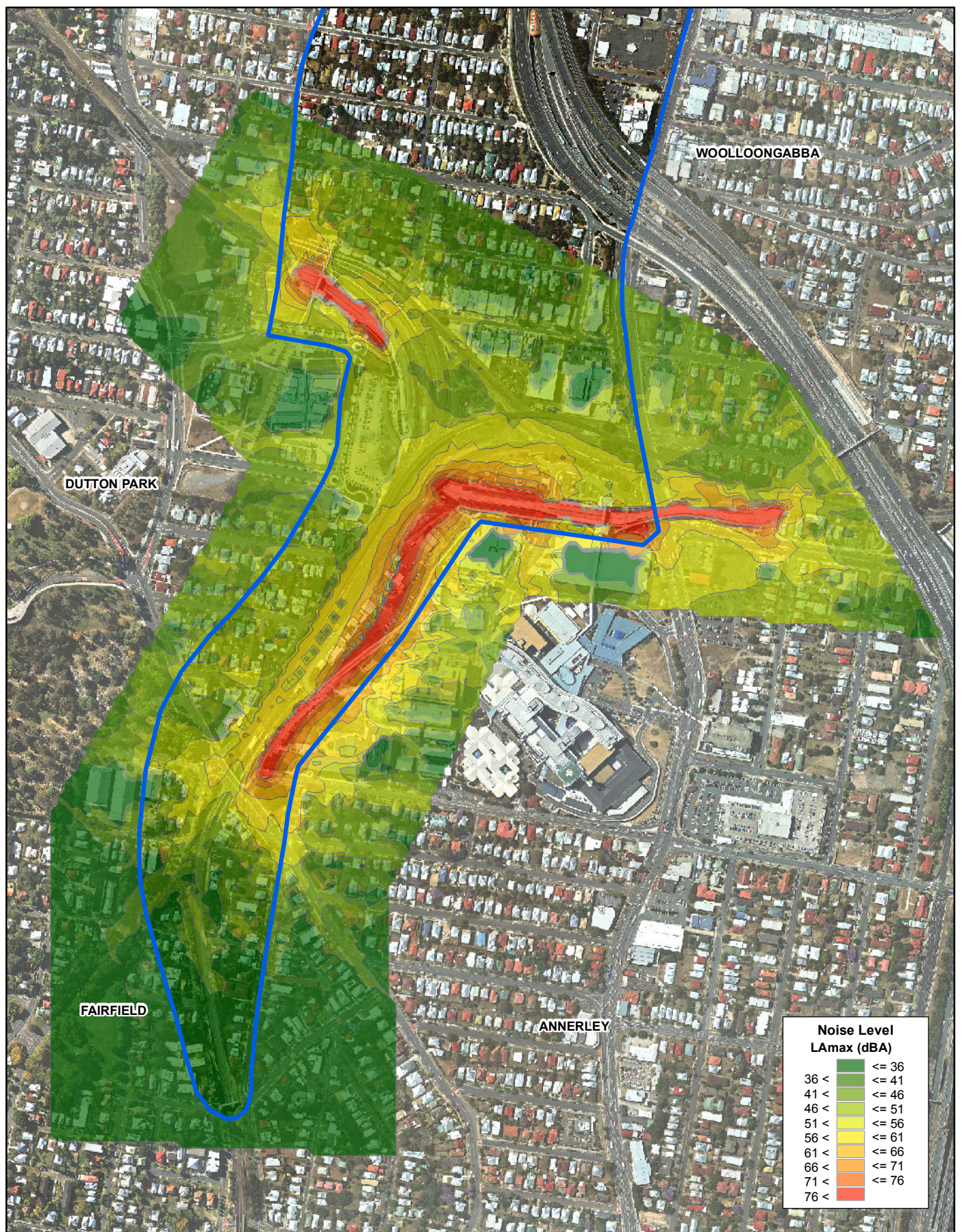
Southern Connection - Operational road traffic noise - busways - predicted LAeq(1hour) noise levels - daytime with existing mitigation (Parks) - 1.5m above ground level

0 0.1 0.2
Kilometres
1:7,500 (at A4)
Projection: GDA 1994 MGA56




Aerial Photo: Brisbane City Council 2012





LEGEND

 Study Corridor

BUS AND TRAIN PROJECT ENVIRONMENTAL IMPACT STATEMENT

FIGURE J-4

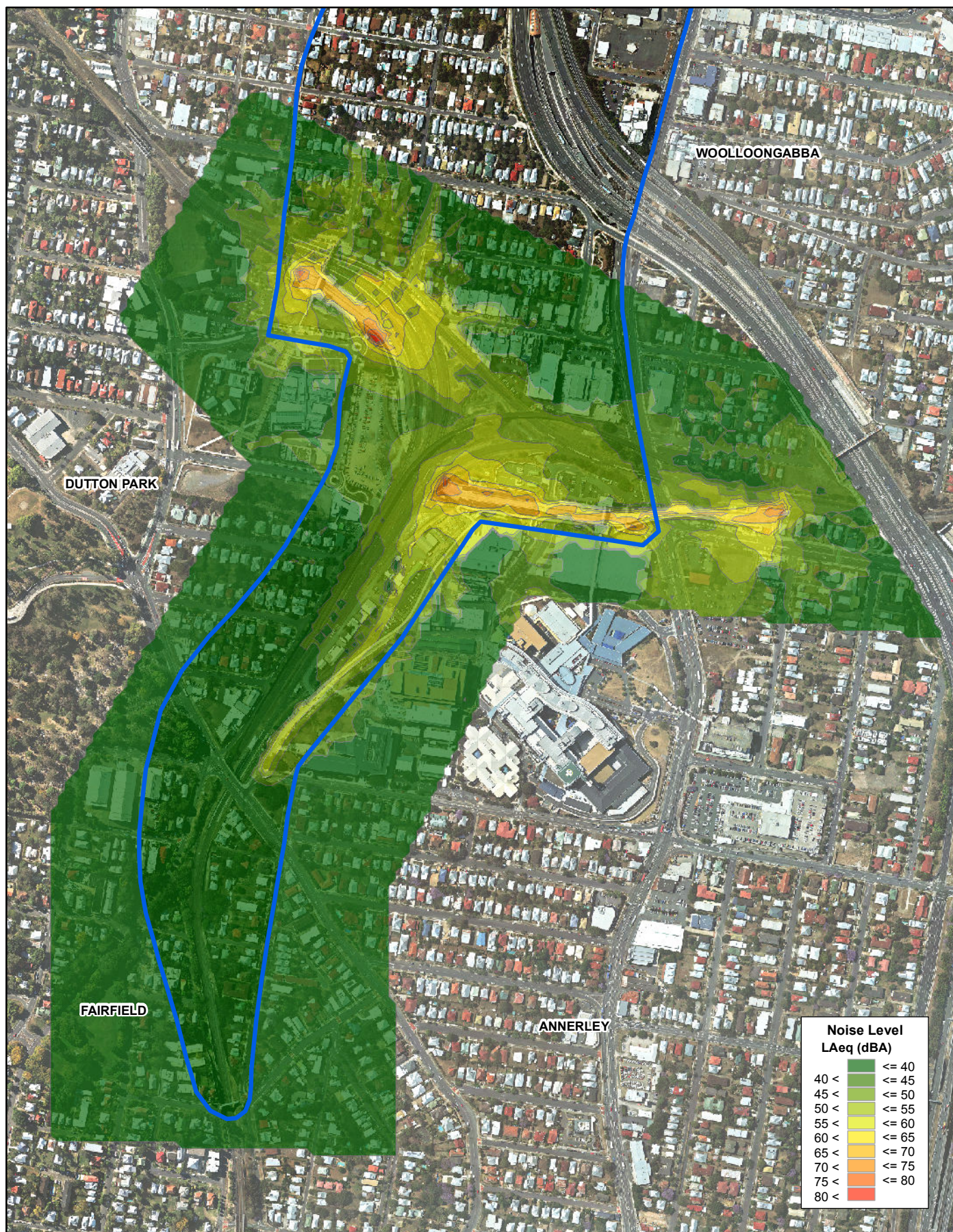
Southern Connection - Operational road traffic noise - busways - predicted L_{max}(1hour) noise levels - daytime with existing mitigation (Parks) - 1.5m above ground level

0 0.1 0.2
Kilometres
1:7,500 (at A4)
Projection: GDA 1994 MGA56



Aerial Photo: Brisbane City Council 2012





LEGEND

Study Corridor

Notes:

Noise levels include a 2.5 dBA facade correction.
Contours are interpolated (check calculations for exact levels).

BUS AND TRAIN PROJECT ENVIRONMENTAL IMPACT STATEMENT

FIGURE J-5

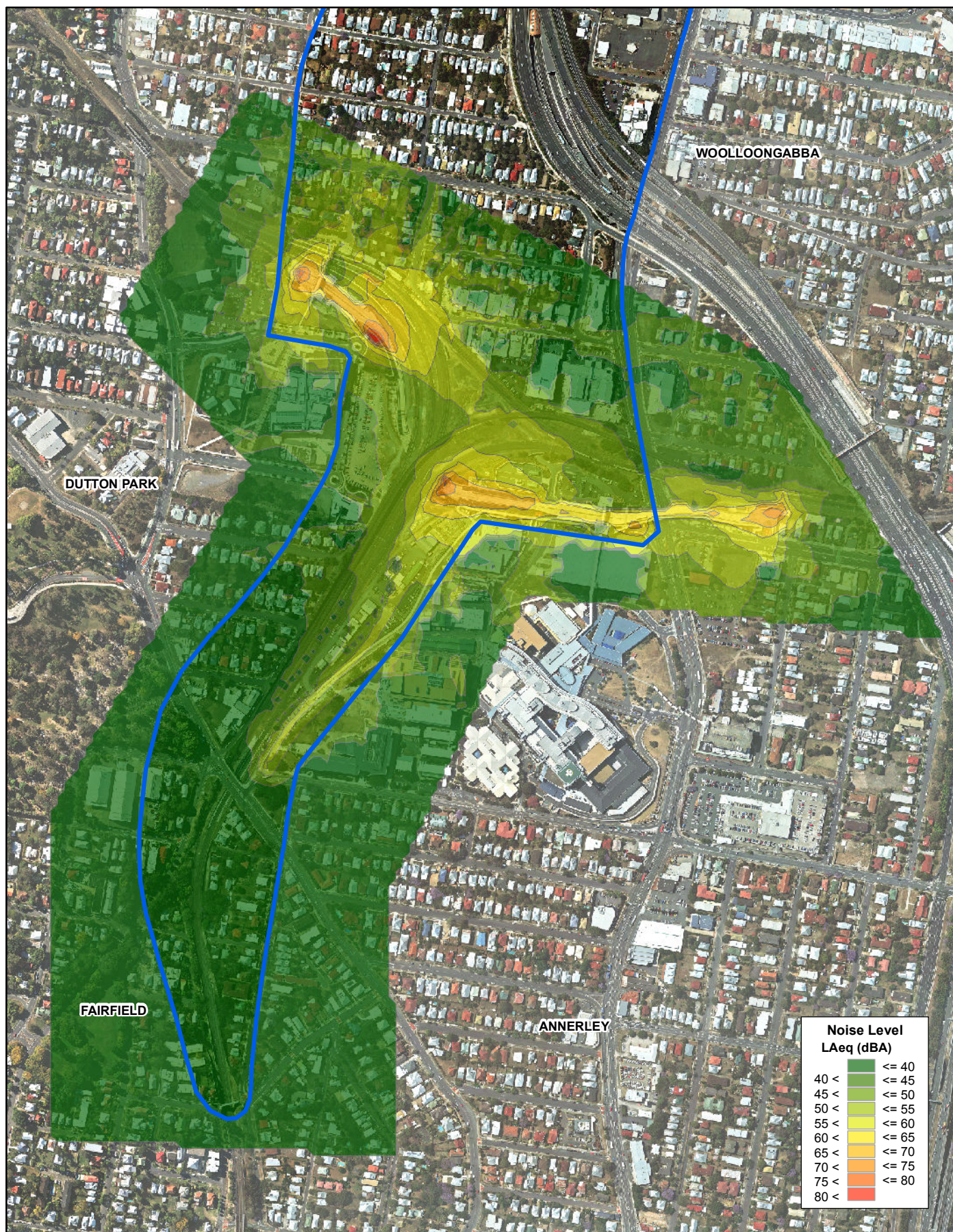
**Southern Connection - Operational road traffic noise - busways - predicted LAeq(1hour)
noise levels - evening with existing mitigation - 1.8m above ground level**

0 0.1 0.2
Kilometres
1:7,500 (at A4)
Projection: GDA 1994 MGA56



Aerial Photo: Brisbane City Council 2012





LEGEND

Study Corridor

Notes:

Noise levels include a 2.5 dBA facade correction.
Contours are interpolated (check calculations for exact levels).

BUS AND TRAIN PROJECT ENVIRONMENTAL IMPACT STATEMENT

FIGURE J-6

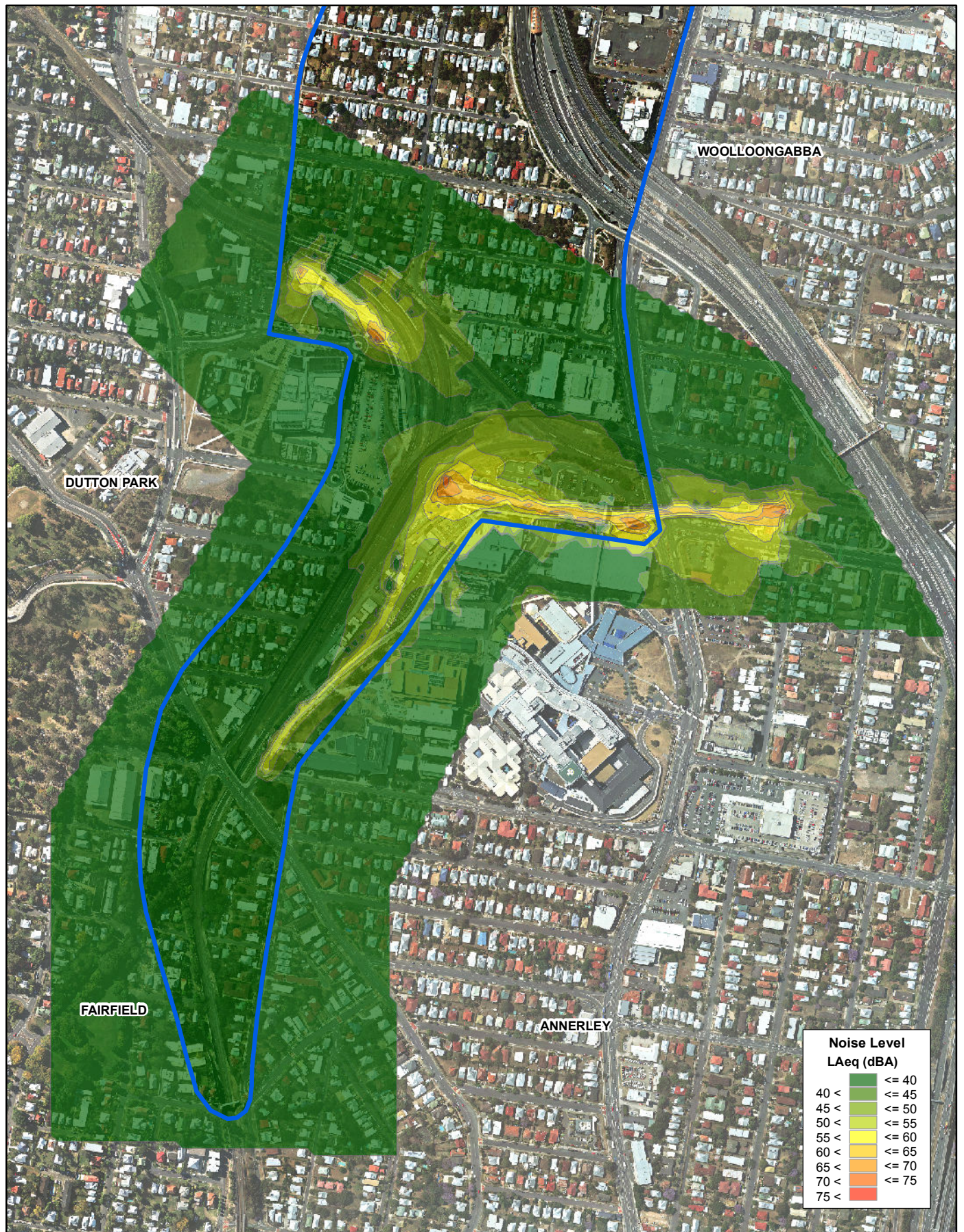
**Southern Connection - Operational road traffic noise - busways - predicted LAeq(1hour)
noise levels - evening with existing mitigation - 4.6m above ground level**

0 0.1 0.2
Kilometres
1:7,500 (at A4)
Projection: GDA 1994 MGA56



Aerial Photo: Brisbane City Council 2012





LEGEND

Study Corridor

Notes:

Noise levels include a 2.5 dBA facade correction.
Contours are interpolated (check calculations for exact levels).

BUS AND TRAIN PROJECT ENVIRONMENTAL IMPACT STATEMENT

FIGURE J-7

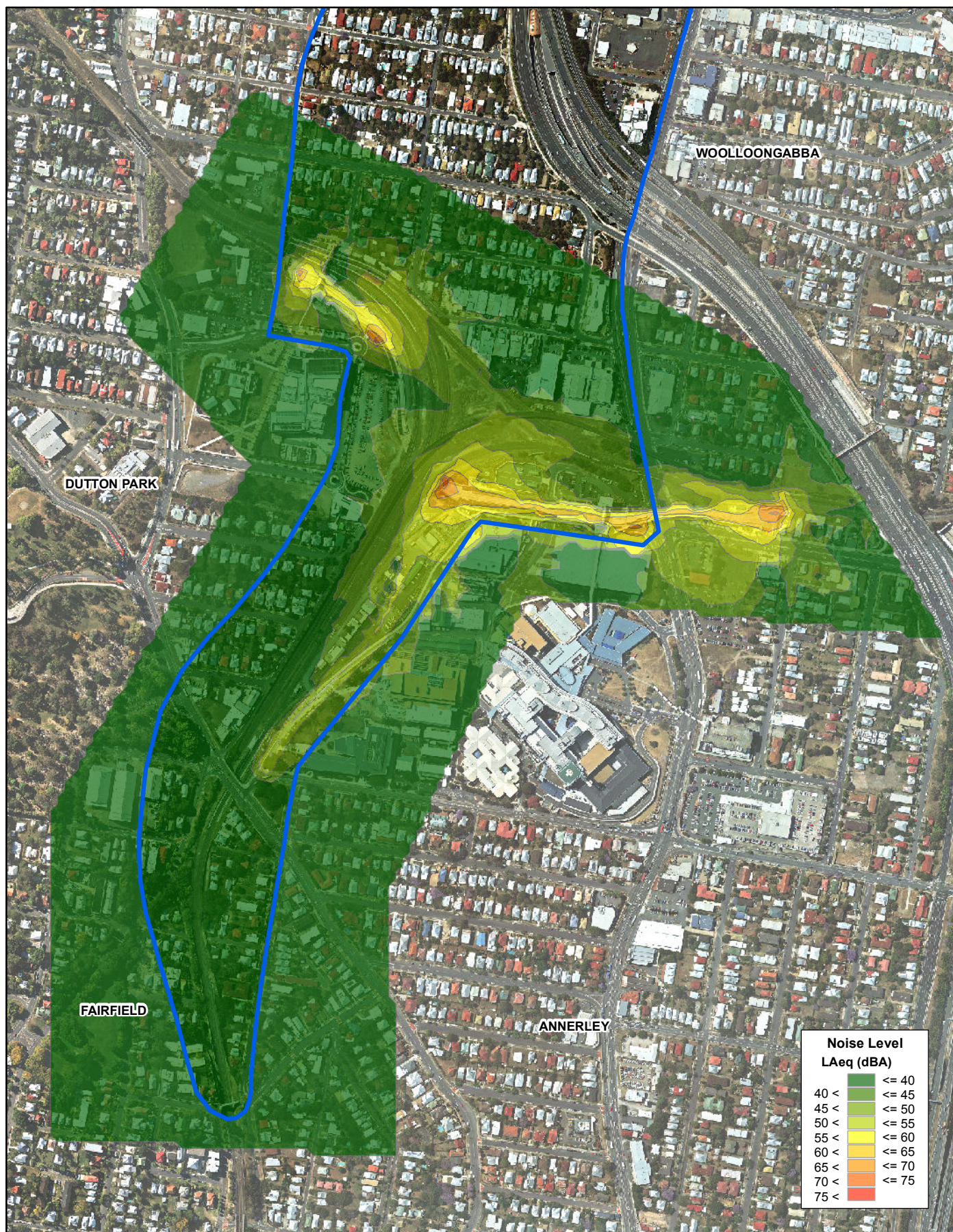
**Southern Connection - Operational road traffic noise - busways - predicted LAeq(1hour)
noise levels - night-time with existing mitigation - 1.8m above ground level**

0 0.1 0.2
Kilometres
1:7,500 (at A4)
Projection: GDA 1994 MGA56



Aerial Photo: Brisbane City Council 2012





LEGEND

Study Corridor

Notes:

Noise levels include a 2.5 dBA facade correction.
Contours are interpolated (check calculations for exact levels).

BUS AND TRAIN PROJECT ENVIRONMENTAL IMPACT STATEMENT

FIGURE J-8

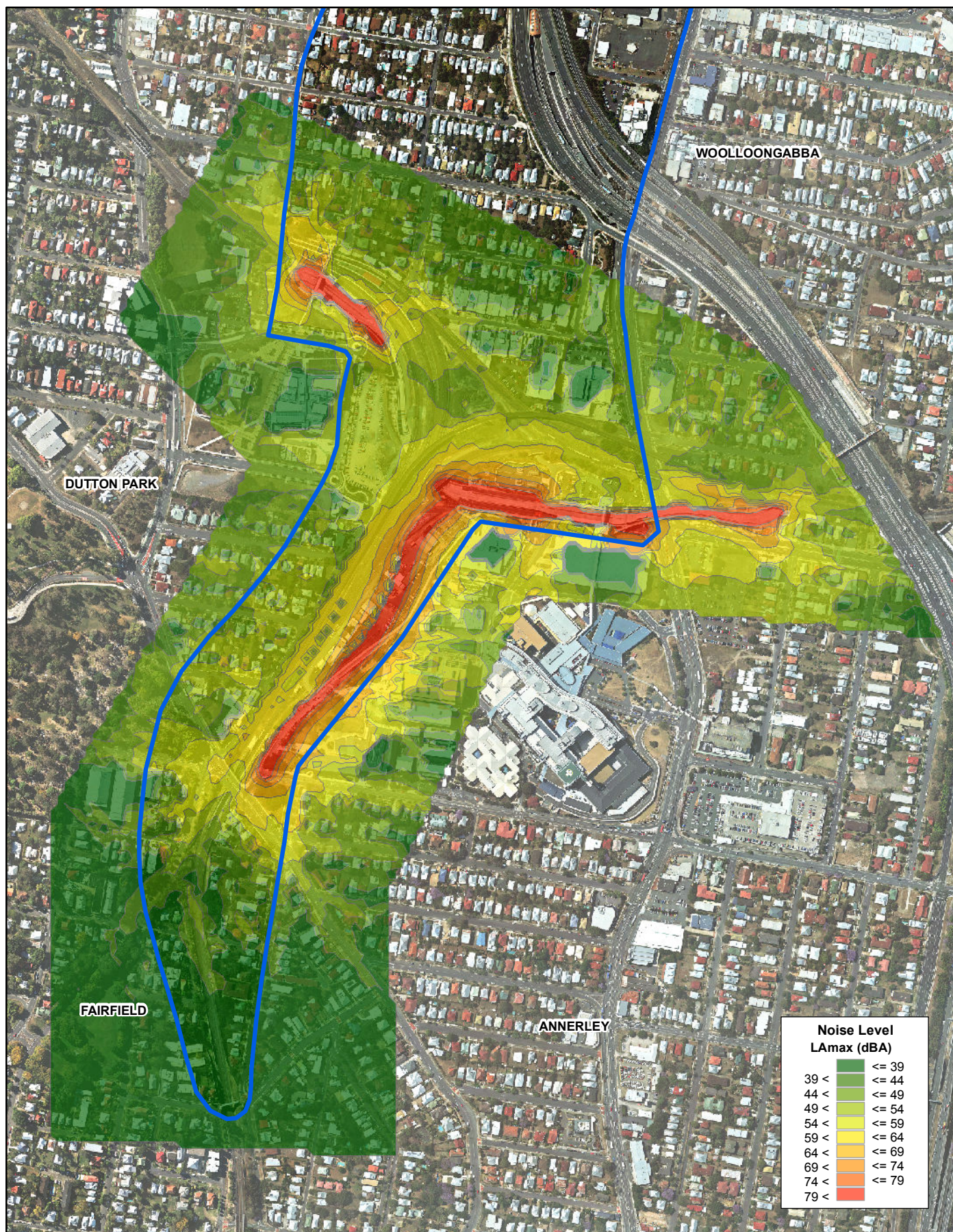
**Southern Connection - Operational road traffic noise - busways - predicted LAeq(1hour)
noise levels - night-time with existing mitigation - 4.6m above ground level**

0 0.1 0.2
Kilometres
1:7,500 (at A4)
Projection: GDA 1994 MGA56



Aerial Photo: Brisbane City Council 2012





LEGEND

Study Corridor

Notes:

Noise levels include a 2.5 dBA facade correction.
Contours are interpolated (check calculations for exact levels).

BUS AND TRAIN PROJECT ENVIRONMENTAL IMPACT STATEMENT

FIGURE J-9

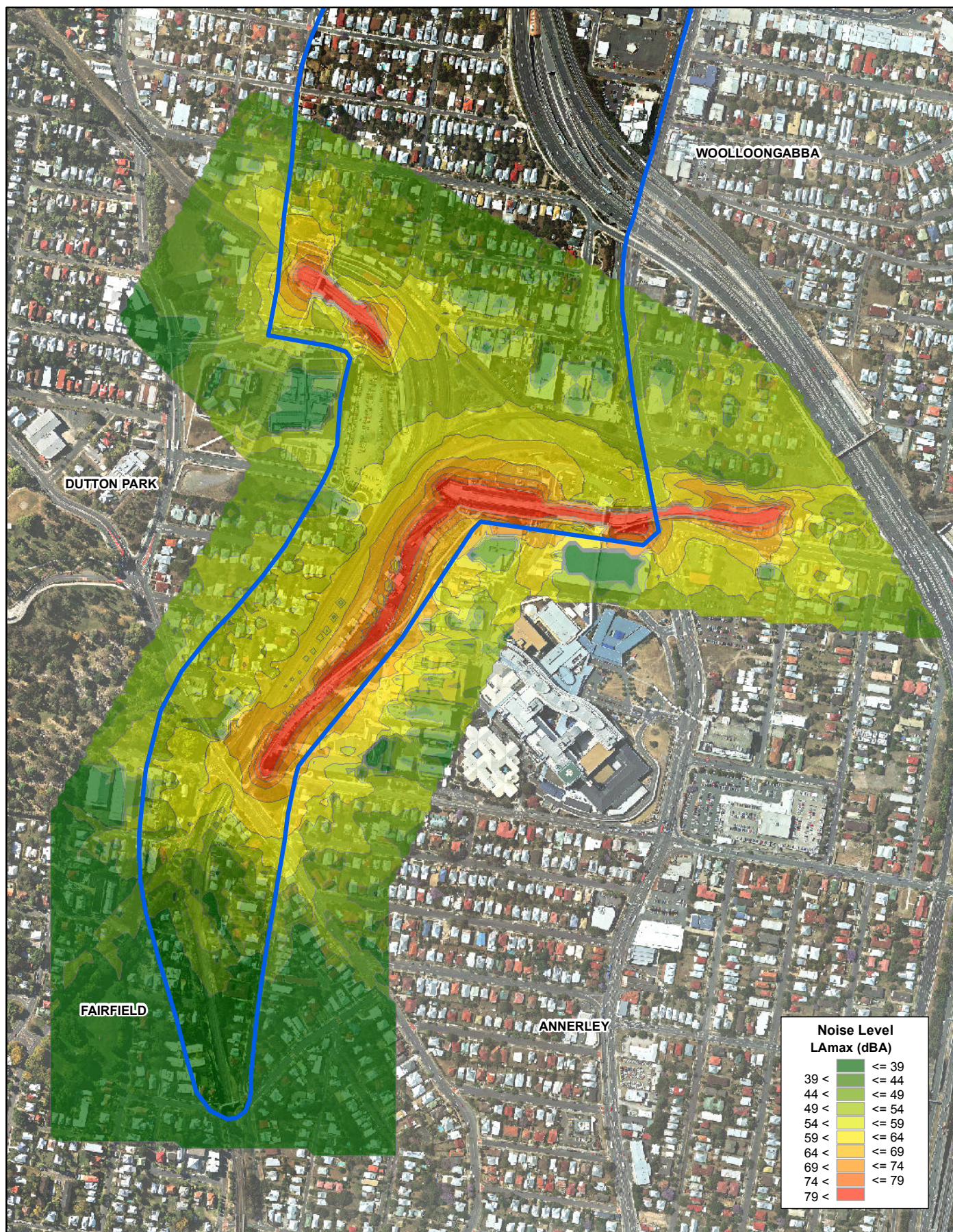
**Southern Connection - Operational road traffic noise - busways - predicted L_{max}(1hour)
noise levels - night-time with existing mitigation - 1.8m above ground level**

0 0.1 0.2
Kilometres
1:7,500 (at A4)
Projection: GDA 1994 MGA56



Aerial Photo: Brisbane City Council 2012





LEGEND

Study Corridor

Notes:

Noise levels include a 2.5 dBA facade correction.
Contours are interpolated (check calculations for exact levels).

BUS AND TRAIN PROJECT ENVIRONMENTAL IMPACT STATEMENT

FIGURE J-10

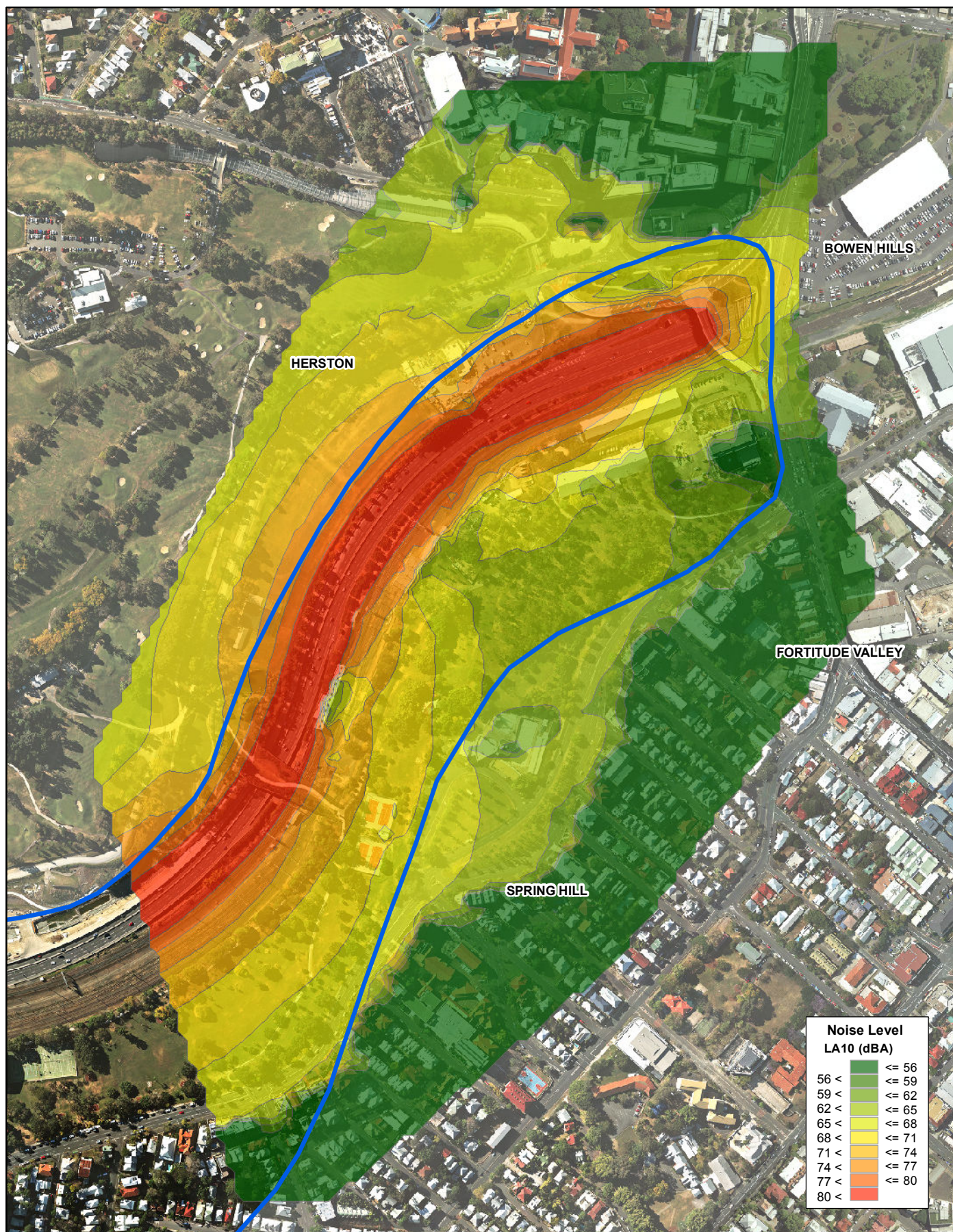
**Southern Connection - Operational road traffic noise - busways - predicted L_{Amax}(1hour)
noise levels - night-time with existing mitigation - 4.6m above ground level**

0 0.1 0.2
Kilometres
1:7,500 (at A4)
Projection: GDA 1994 MGA56



Aerial Photo: Brisbane City Council 2012





**BUS AND TRAIN PROJECT
ENVIRONMENTAL IMPACT STATEMENT**

FIGURE J-11

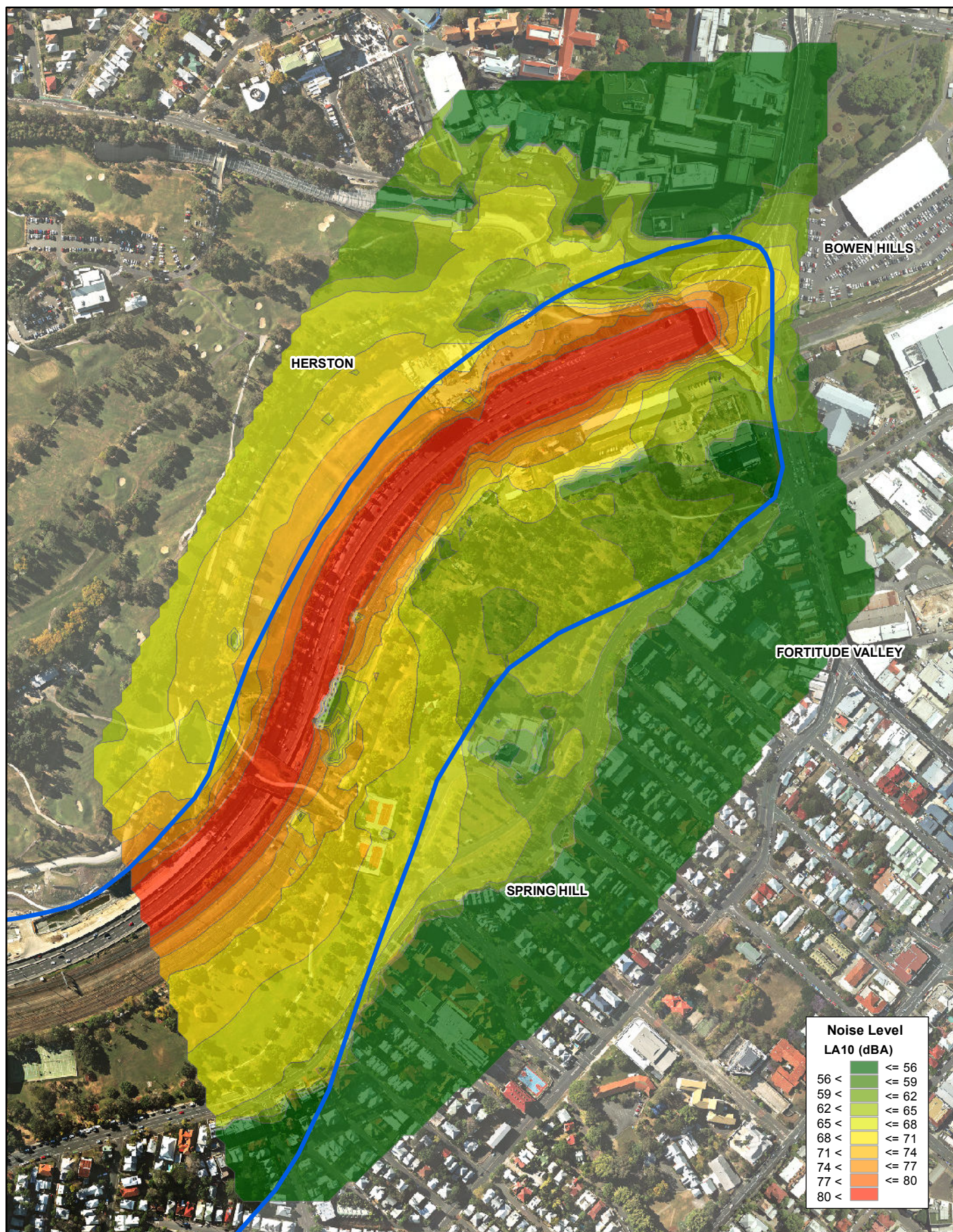
Northern Connection - Operational road traffic noise - multi-modal corridor - predicted LA10(18hour) noise levels - with existing mitigation - 4.6m above ground level

0 0.05 0.1
Kilometres
1:5,500 (at A4)
Projection: GDA 1994 MGA56



Aerial Photo: Brisbane City Council 2012





LEGEND

Study Corridor

Notes:

Noise levels include a 2.5 dBA facade correction.
Contours are interpolated (check calculations for exact levels).

BUS AND TRAIN PROJECT ENVIRONMENTAL IMPACT STATEMENT

FIGURE J-12

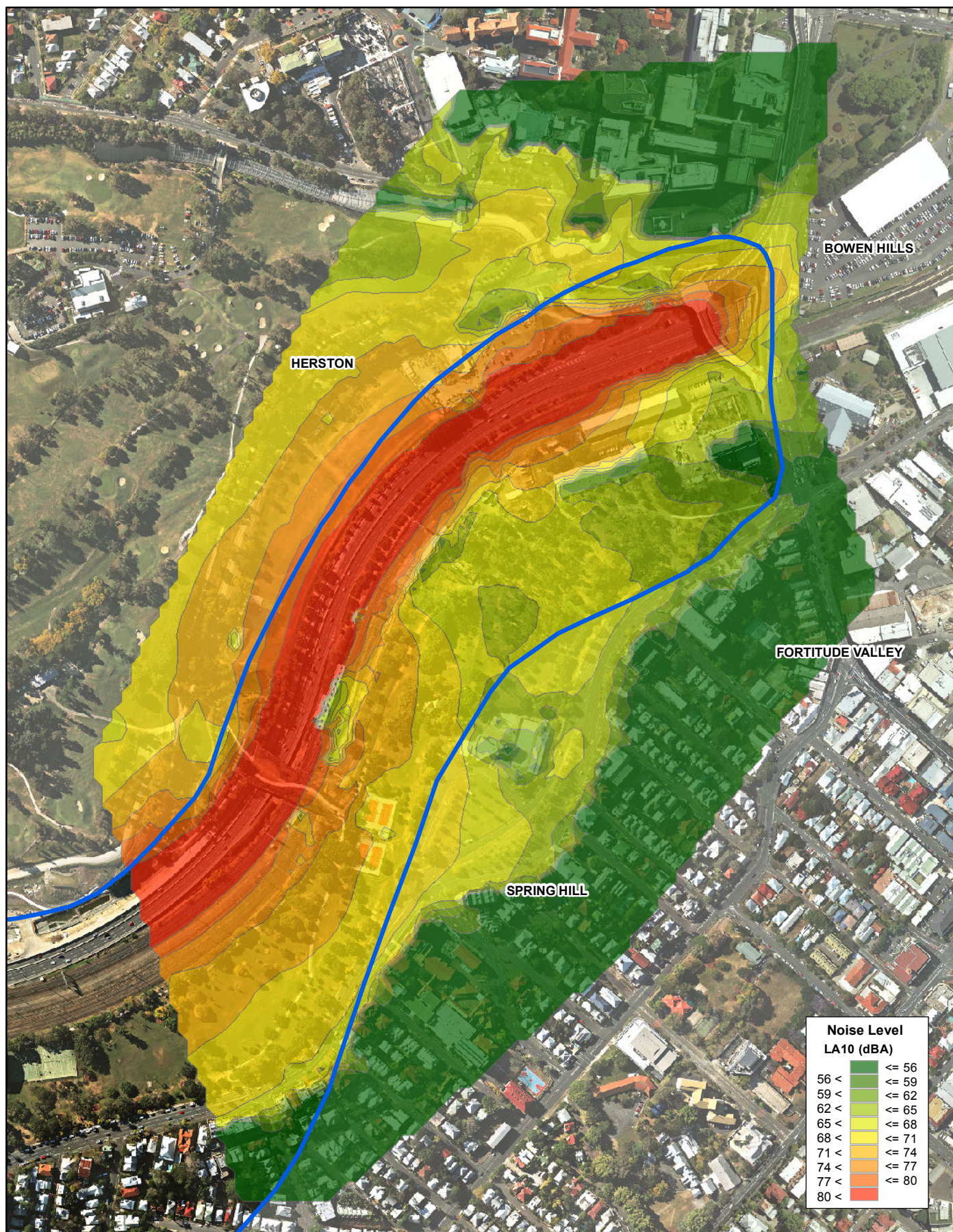
Northern Connection - Operational road traffic noise - multi-modal corridor - predicted LA10(18hour) noise levels - with existing mitigation - 1.8m above ground level

0 0.05 0.1
Kilometres
1:5,500 (at A4)
Projection: GDA 1994 MGA56



Aerial Photo: Brisbane City Council 2012





LEGEND

Study Corridor

Notes:

Noise levels include a 2.5 dBA facade correction.
Contours are interpolated (check calculations for exact levels).

BUS AND TRAIN PROJECT ENVIRONMENTAL IMPACT STATEMENT

FIGURE J-13

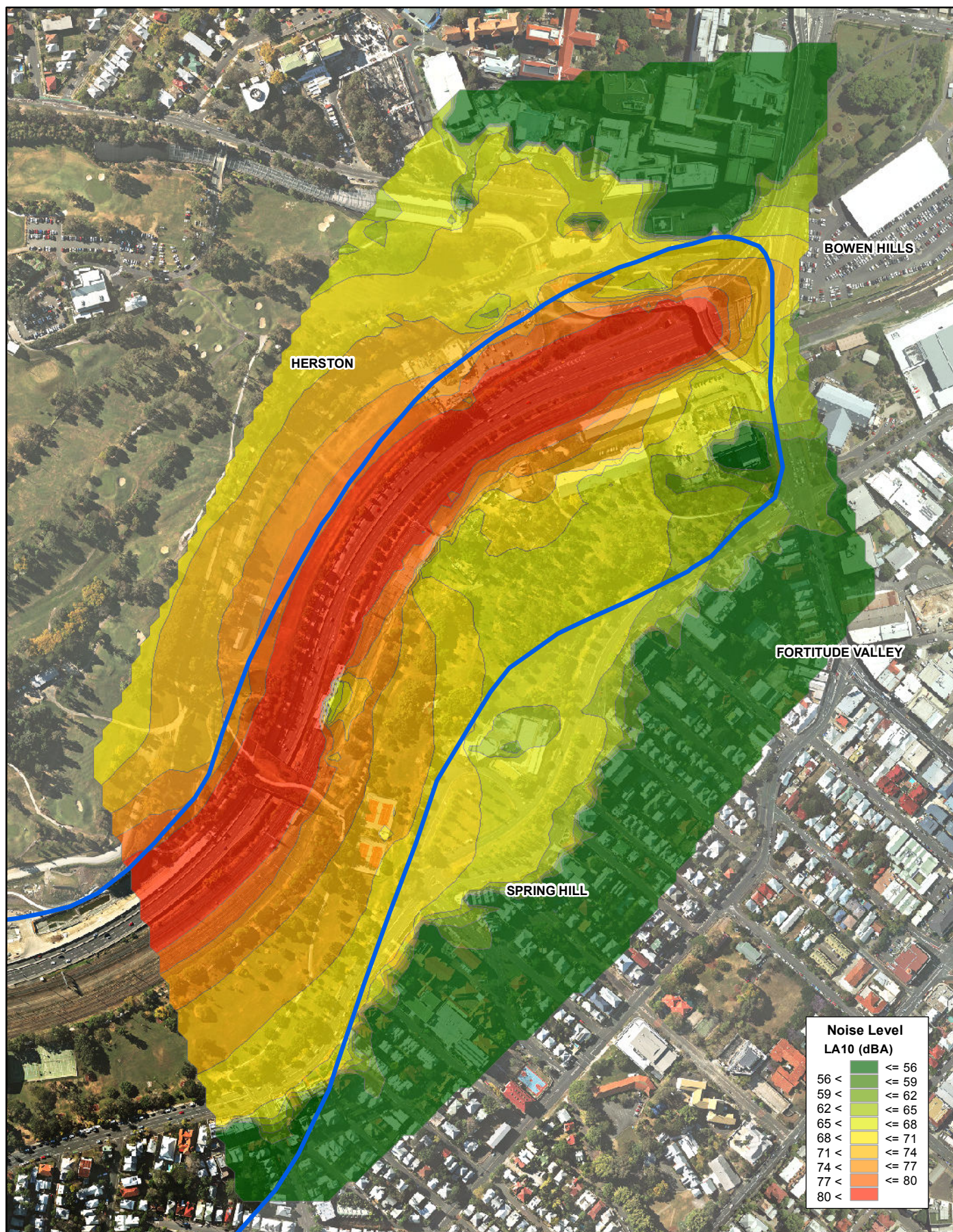
Northern Connection - Operational road traffic noise - multi-modal corridor - predicted LA10(1hour) noise levels - with existing mitigation - 1.8m above ground level

0 0.05 0.1
Kilometres
1:5,500 (at A4)
Projection: GDA 1994 MGA56



Aerial Photo: Brisbane City Council 2012





LEGEND

Study Corridor

Notes:

Noise levels include a 2.5 dBA facade correction.
Contours are interpolated (check calculations for exact levels).

BUS AND TRAIN PROJECT ENVIRONMENTAL IMPACT STATEMENT

FIGURE J-14

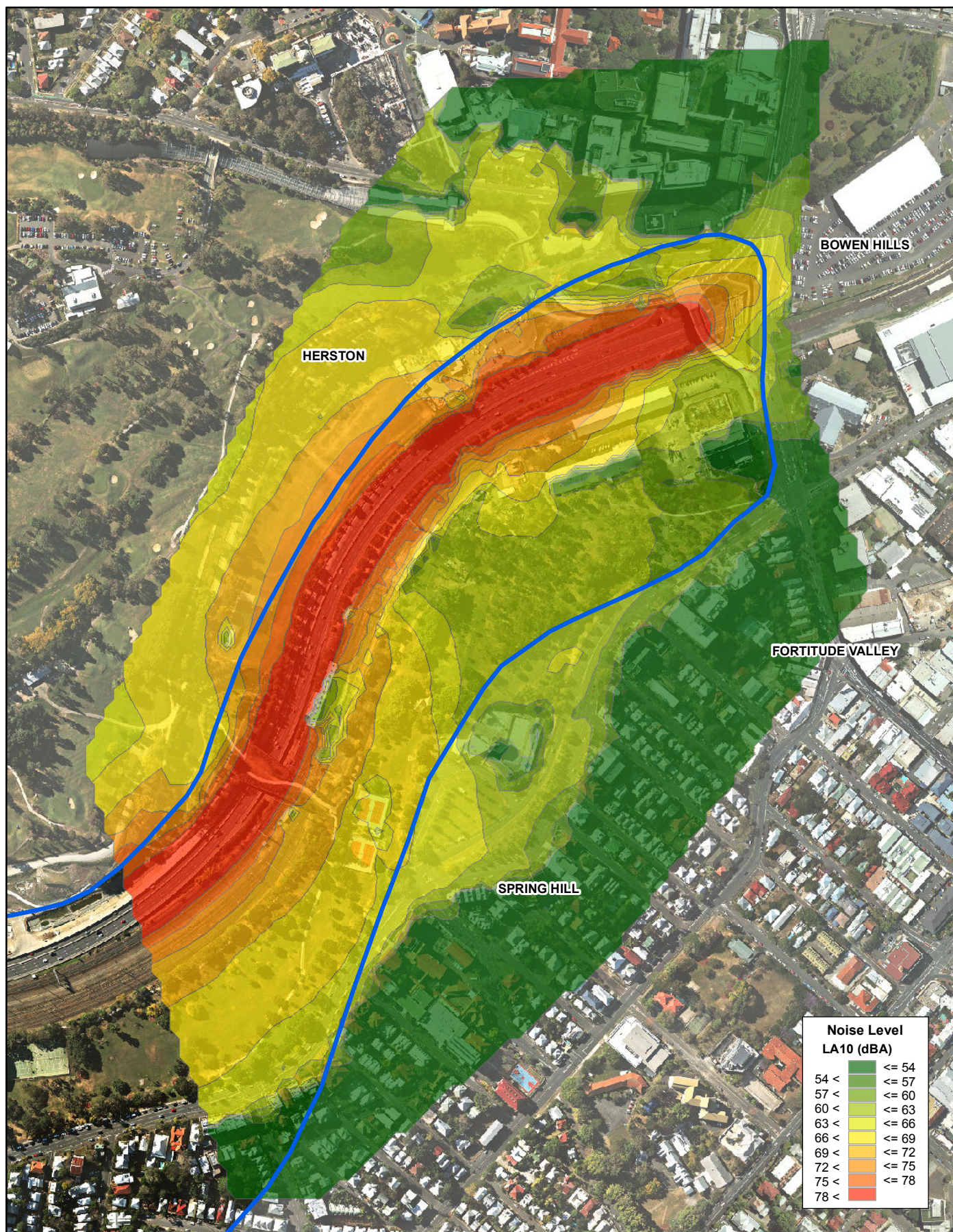
Northern Connection - Operational road traffic noise - multi-modal corridor - predicted LA10(1hour) noise levels - with existing mitigation - 4.6m above ground level

0 0.05 0.1
Kilometres
1:5,500 (at A4)
Projection: GDA 1994 MGA56



Aerial Photo: Brisbane City Council 2012





**BUS AND TRAIN PROJECT
ENVIRONMENTAL IMPACT STATEMENT**

FIGURE J-15

Northern Connection - Operational road traffic noise - multi-modal corridor - predicted LA10(12hour) noise levels - with existing mitigation (Parks) - 1.5m above ground level

0 0.05 0.1
Kilometres
1:5,500 (at A4)
Projection: GDA 1994 MGA56




Aerial Photo: Brisbane City Council 2012





LEGEND

 Study Corridor

Notes:

Noise levels include a 2.5 dBA facade correction.
Contours are interpolated (check calculations for exact levels).

BUS AND TRAIN PROJECT ENVIRONMENTAL IMPACT STATEMENT

FIGURE J-16

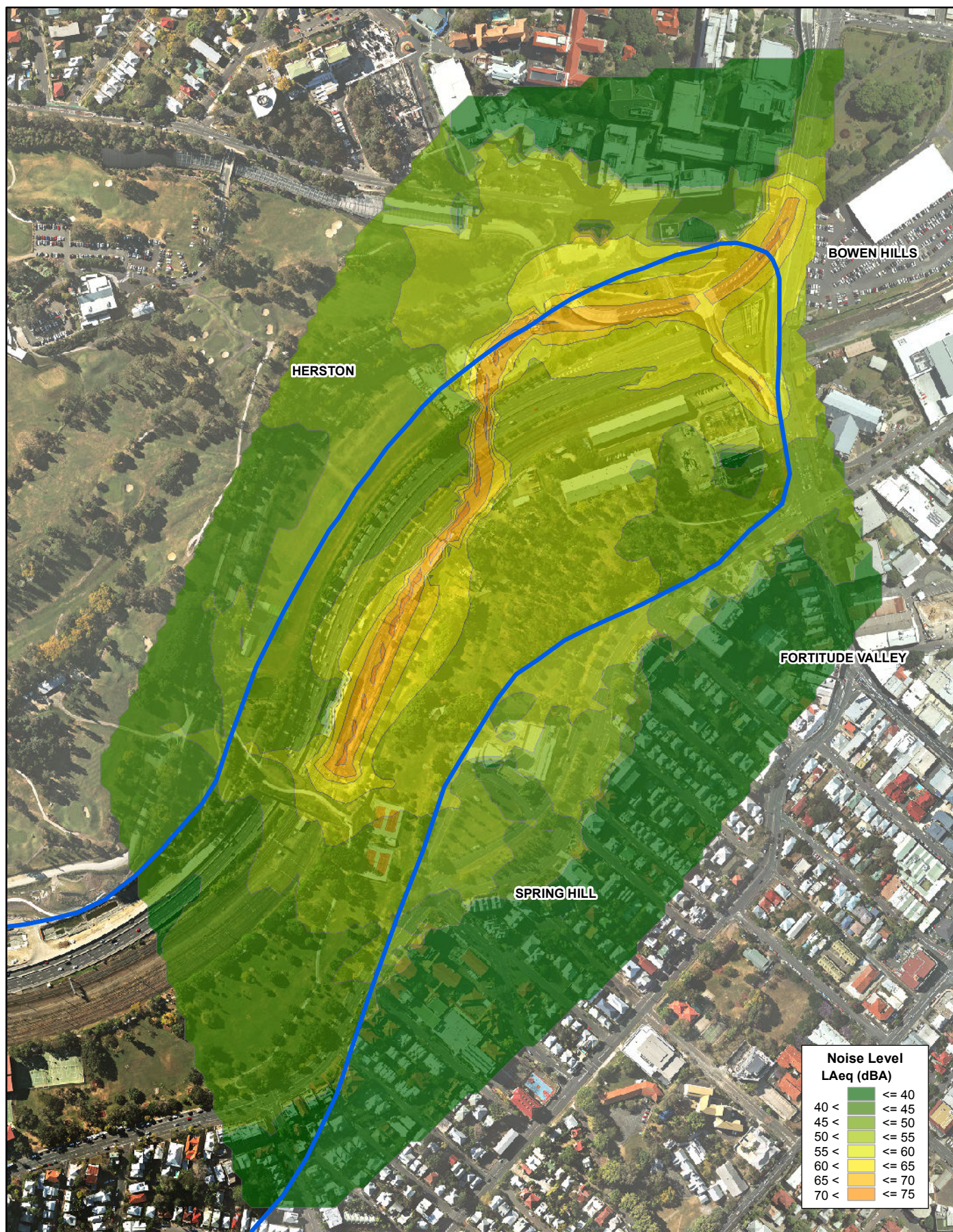
**Northern Connection - Operational road traffic noise - busways - predicted LAeq(1hour)
noise levels - daytime with existing mitigation - 1.8m above ground level**

0 0.05 0.1
Kilometres
1:5,500 (at A4)
Projection: GDA 1994 MGA56



Aerial Photo: Brisbane City Council 2012





LEGEND

Study Corridor

Notes:

Noise levels include a 2.5 dBA facade correction.
Contours are interpolated (check calculations for exact levels).

BUS AND TRAIN PROJECT ENVIRONMENTAL IMPACT STATEMENT

FIGURE J-17

**Northern Connection - Operational road traffic noise - busways - predicted LAeq(1hour)
noise levels - daytime with existing mitigation - 4.6m above ground level**

0 0.05 0.1
Kilometres
1:5,500 (at A4)
Projection: GDA 1994 MGA56




Aerial Photo: Brisbane City Council 2012





LEGEND

 Study Corridor

BUS AND TRAIN PROJECT ENVIRONMENTAL IMPACT STATEMENT

FIGURE J-18

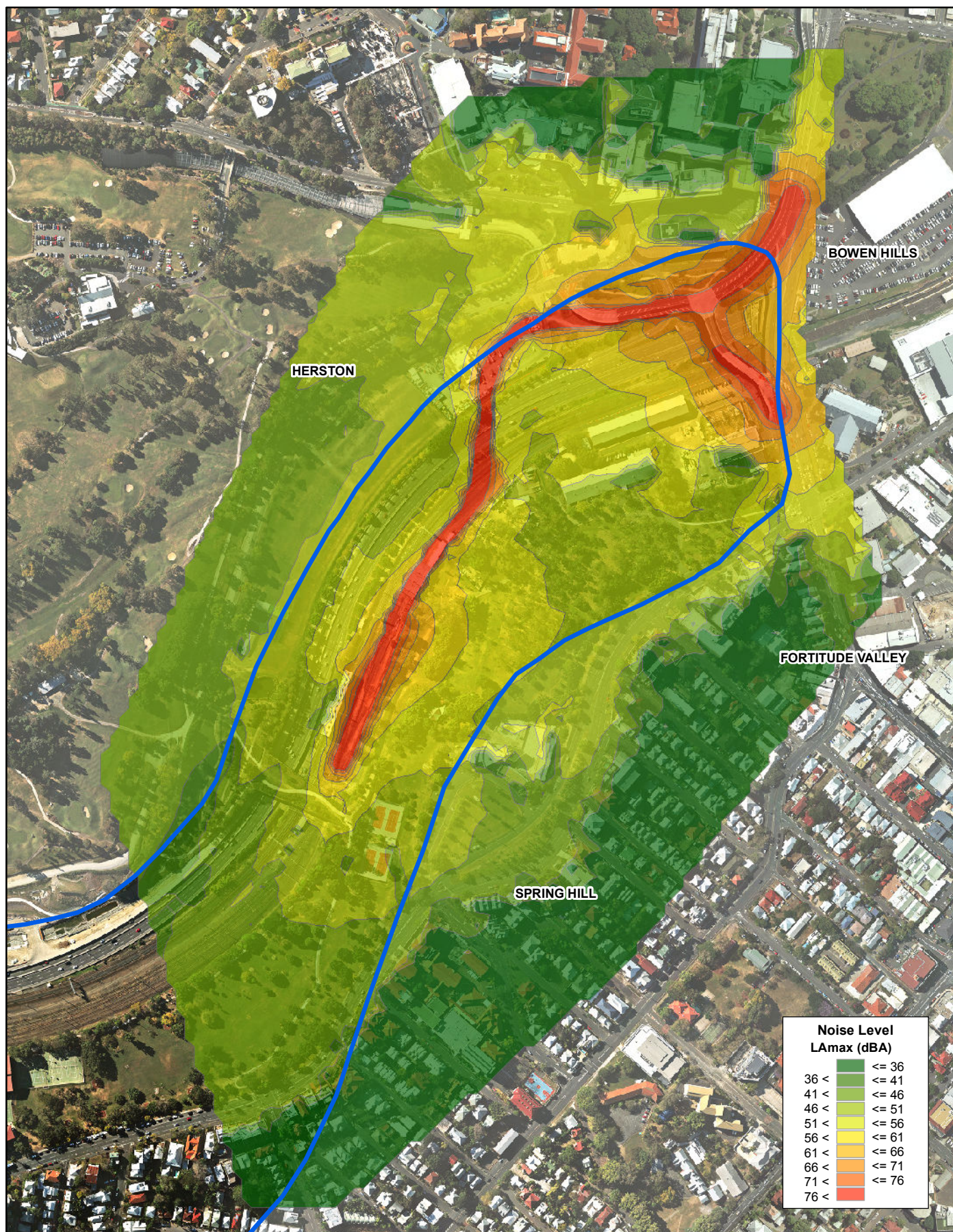
Northern Connection - Operational road traffic noise - busways - predicted LAeq(1hour) noise levels - daytime with existing mitigation (Parks) - 1.5m above ground level

0 0.05 0.1
Kilometres
1:5,500 (at A4)
Projection: GDA 1994 MGA56



Aerial Photo: Brisbane City Council 2012





LEGEND

Study Corridor

BUS AND TRAIN PROJECT ENVIRONMENTAL IMPACT STATEMENT

FIGURE J-19

Northern Connection - Operational road traffic noise - busways - predicted L_{max}(1hour) noise levels - daytime with existing mitigation (Parks) - 1.5m above ground level

0 0.05 0.1
Kilometres
1:5,500 (at A4)
Projection: GDA 1994 MGA56



Aerial Photo: Brisbane City Council 2012





LEGEND

Study Corridor

Notes:

Noise levels include a 2.5 dBA facade correction.
Contours are interpolated (check calculations for exact levels).

BUS AND TRAIN PROJECT ENVIRONMENTAL IMPACT STATEMENT

FIGURE J-20

**Northern Connection - Operational road traffic noise - busways - predicted LAeq(1hour)
noise levels - evening with existing mitigation - 1.8m above ground level**

0 0.05 0.1
Kilometres
1:5,500 (at A4)
Projection: GDA 1994 MGA56



Aerial Photo: Brisbane City Council 2012





LEGEND

Study Corridor

Notes:

Noise levels include a 2.5 dBA facade correction.
Contours are interpolated (check calculations for exact levels).

BUS AND TRAIN PROJECT ENVIRONMENTAL IMPACT STATEMENT

FIGURE J-21

**Northern Connection - Operational road traffic noise - busways - predicted LAeq(1hour)
noise levels - evening with existing mitigation - 4.6m above ground level**

0 0.05 0.1
Kilometres
1:5,500 (at A4)
Projection: GDA 1994 MGA56



Aerial Photo: Brisbane City Council 2012





LEGEND

Study Corridor

Notes:

Noise levels include a 2.5 dBA facade correction.
Contours are interpolated (check calculations for exact levels).

BUS AND TRAIN PROJECT ENVIRONMENTAL IMPACT STATEMENT

FIGURE J-22

**Northern Connection - Operational road traffic noise - busways - predicted LAeq(1hour)
noise levels - night-time with existing mitigation - 1.8m above ground level**

0 0.05 0.1
Kilometres
1:5,500 (at A4)
Projection: GDA 1994 MGA56




Aerial Photo: Brisbane City Council 2012





LEGEND

 Study Corridor

Notes:

Noise levels include a 2.5 dBA facade correction.
Contours are interpolated (check calculations for exact levels).

BUS AND TRAIN PROJECT ENVIRONMENTAL IMPACT STATEMENT

FIGURE J-23

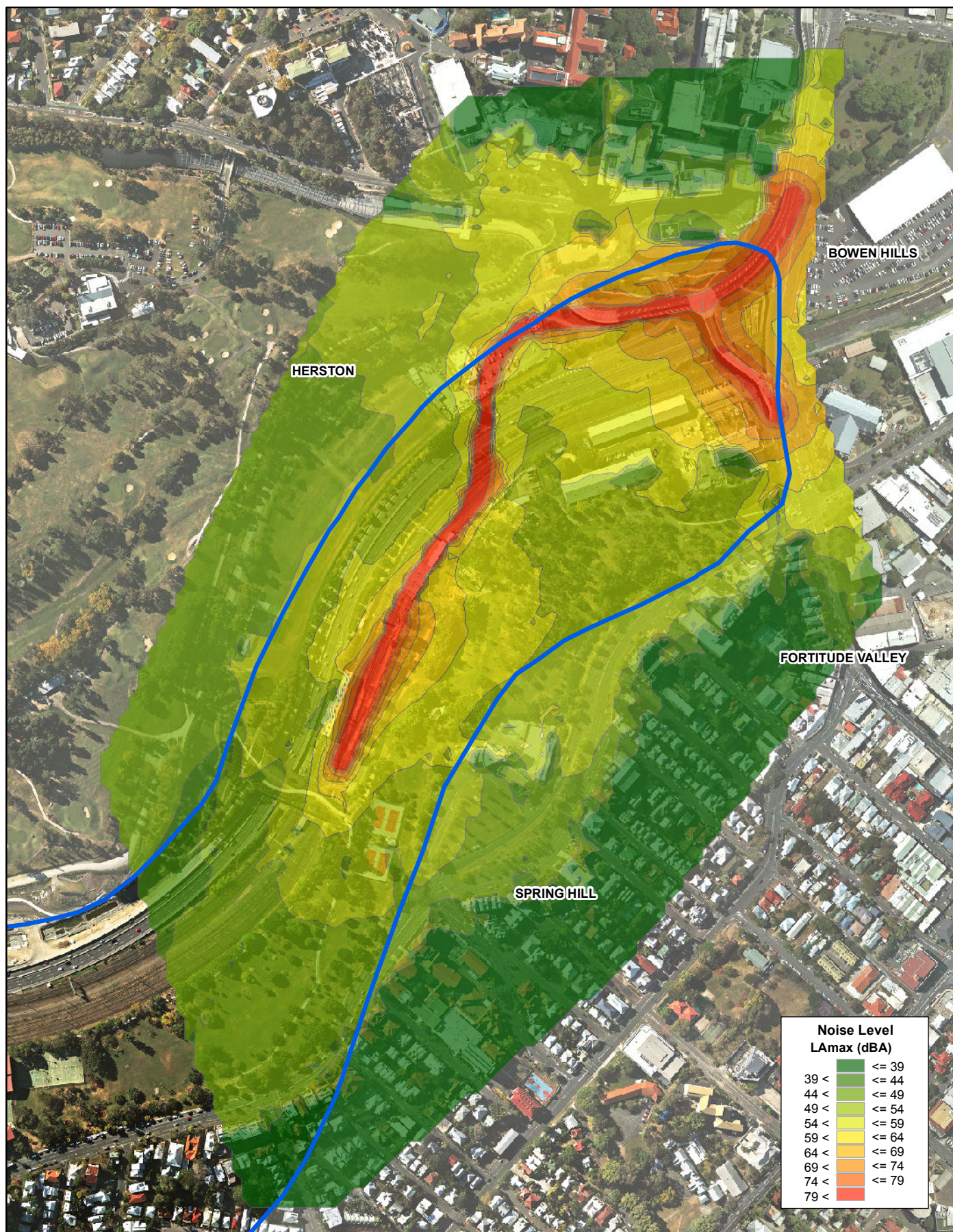
**Northern Connection - Operational road traffic noise - busways - predicted LAeq(1hour)
noise levels - night-time with existing mitigation - 4.6m above ground level**

0 0.05 0.1
Kilometres
1:5,500 (at A4)
Projection: GDA 1994 MGA56



Aerial Photo: Brisbane City Council 2012





LEGEND

Study Corridor

Notes:

Noise levels include a 2.5 dBA facade correction.
Contours are interpolated (check calculations for exact levels).

BUS AND TRAIN PROJECT ENVIRONMENTAL IMPACT STATEMENT

FIGURE J-24

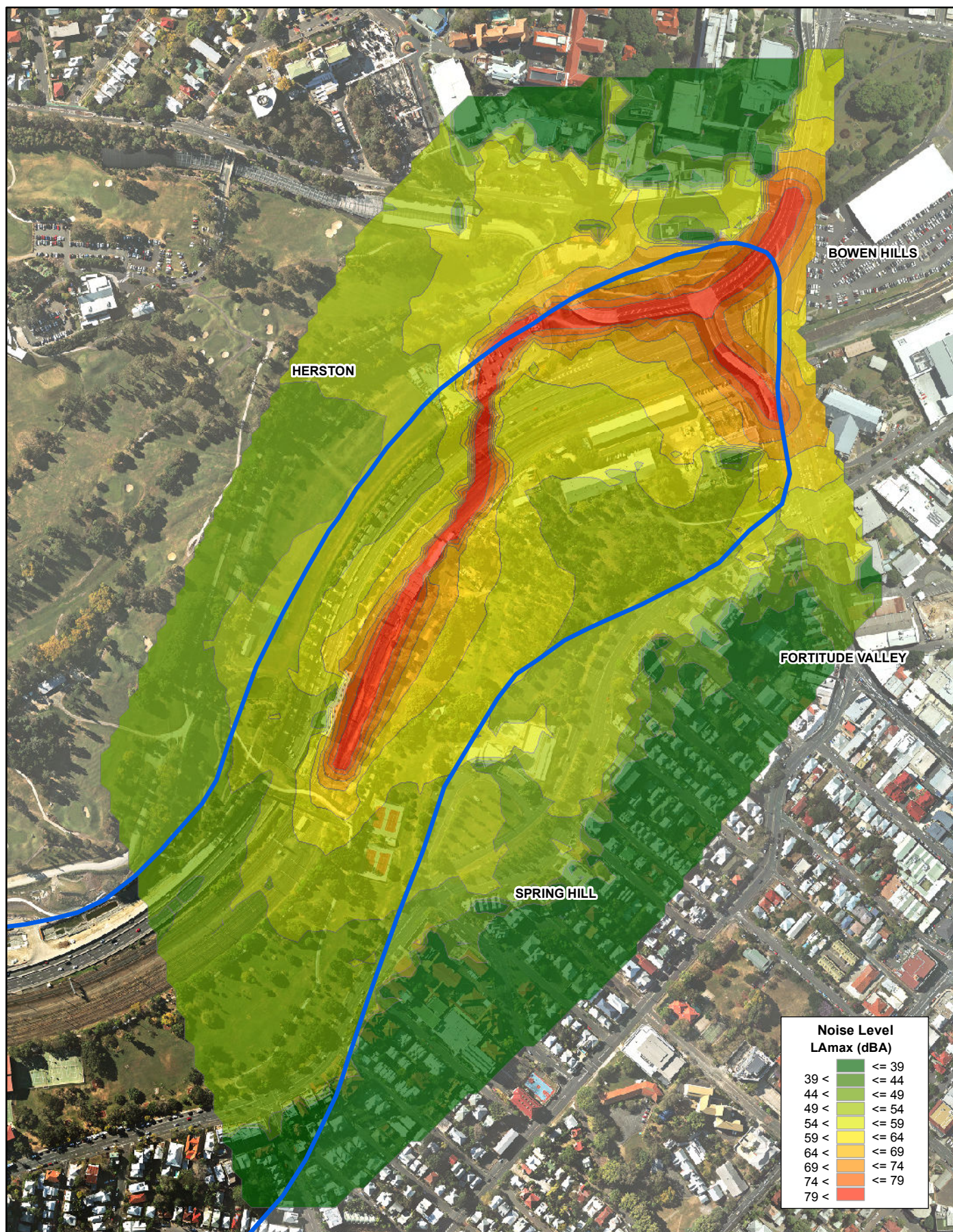
**Northern Connection - Operational road traffic noise - busways - predicted L_{max}(1hour)
noise levels - night-time with existing mitigation - 1.8m above ground level**

0 0.05 0.1
Kilometres
1:5,500 (at A4)
Projection: GDA 1994 MGA56



Aerial Photo: Brisbane City Council 2012





LEGEND

Study Corridor

Notes:

Noise levels include a 2.5 dBA facade correction.
Contours are interpolated (check calculations for exact levels).

BUS AND TRAIN PROJECT ENVIRONMENTAL IMPACT STATEMENT

FIGURE J-25

**Northern Connection - Operational road traffic noise - busways - predicted L_{max}(1hour)
noise levels - night-time with existing mitigation - 4.6m above ground level**

0 0.05 0.1
Kilometres
1:5,500 (at A4)
Projection: GDA 1994 MGA56



Aerial Photo: Brisbane City Council 2012



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