



NOISE IMPACT ASSESSMENT

PROPOSED FOOD & DRINK OUTLET

377 BEAUDESERT BEENLEIGH ROAD
WINDAROO

Prepared for:
McDonald's Australia Limited

Prepared by:
MWA Environmental

15 July 2026

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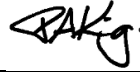
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377 Beaudesert Beenleigh Road, Windaroo

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1.0 INTRODUCTION

1.1 STUDY BRIEF

MWA Environmental has been engaged to prepare a Noise Impact Assessment for a development application to Logan City Council for a proposed food and drink outlet to be located at 377 Beaudesert Beenleigh Road, Windaroo (the '**subject site**').

The report has considered the potential noise amenity impact of the proposed development upon nearby sensitive receptors. The assessment is based on ambient noise monitoring conducted on site, noise measurements previously conducted on typical sources associated with the proposed uses and detailed noise propagation modelling.

1.2 SITE DESCRIPTION

The subject site is located at 377 Beaudesert Beenleigh Road, Windaroo and is formally described as Lot 15 on RP839315. The total site area is approximately 10,000m² of which 5,345m² of site area is to be for the proposed food and drink development site and the remainder of the site comprises an existing service station.

The subject site is a corner block and is bounded by Beaudesert Beenleigh Road to the west, Bannockburn Road to the south and Carl Heck Boulevard to the east.

The subject site, including the existing service station which occupies the western portion, is zoned Low Density Residential with the surrounding land to the north and east zoned the same under the Logan Planning Scheme. Land directly across Beaudesert Beenleigh Road is zoned Recreation and Open Space and Low Density Residential and land across Bannockburn Road to the south is a Centre zone with an existing Woolworths.

The nearest residential uses (detached dwellings) are located directly adjoining the northern boundary of the site and across Carl Heck Boulevard to the east.

The site location and surrounding land uses are shown on **Figure 1**, with the Logan Planning Scheme zoning shown on **Figure 2**.

1.3 PROPOSED DEVELOPMENT

This development application seeks a development permit for a proposed food and drink outlet with drive-through facility.

The food and drink outlet has a proposed GFA of 407m² with dual lane, dual order points for the drive-thru component. The food and drink development provides a total of 30 car parking spaces throughout the development area including waiting bays.

Ingress and egress to the development site is to be via a proposed Carl Heck Boulevard access or a proposed shared access arrangement with the service station access point onto Bannockburn Road.

The proposed Hours of Operation for the food and drink outlet is 24hours/ 7 days a week.

The proposed development plans are included as **Attachment 1**.

2.0 EXISTING NOISE ENVIRONMENT

To enable an assessment of the existing noise environment at the subject site, noise measurements have been undertaken using a noise datalogger located at the site over a 7-day period from 18 to 25 June 2026. The unattended statistical noise levels recorded by the noise datalogger are listed below in **Table 1**, with the logger location provided on **Figure 3**.

The noise datalogger used was a Norsonic Nor139 with NATA calibration, programmed to provide statistical analysis results based on 15-minute sampling periods. The datalogger was pre-calibrated to 94 dB and 114 dB at 1kHz using a Bruel & Kjaer Sound Level Calibrator, Type 4231 and displayed a deviation of less than ± 0.2 dB from this level at post-calibration.

Weather conditions during the monitoring period were generally fine with light to moderate winds. Rainfall was recorded on the 22 June. Any data affected by adverse weather conditions was removed from the assessment.

The results of the datalogger noise monitoring are provided in **Table 1**. The recorded noise levels are presented as statistical components, which are described as:

- $L_{\max}$: Noise level referred to as the maximum sound pressure level.
- L_{10} : Noise level exceeded for 10 percent of the measurement period, referred to as the averaged maximum sound pressure level.
- L_{90} : Noise level exceeded for 90 percent of the measurement period. AS1055-2018¹ notes that the L_{90} is described as the background sound pressure level.
- L_{eq} : An “average” measurement, and as per AS1055–2018 defined as the value of the sound pressure level of a continuous steady sound state, that within a measurement period, has the same mean square sound pressure as a sound under consideration whose level varies with time.

¹ Australian Standard AS 1055-2018 *Acoustics – Description and measurement of environmental noise*

**Table 1: Ranges of Site Recorded Noise Levels
18 to 25 June 2026**

PARAMETER	PERIOD	RECORDED NOISE LEVELS - dB(A)		
		MINIMUM	MAXIMUM	AVERAGE
L_{max}	Daytime (7am-6pm)	62	88	73
	Evening (6pm-10pm)	57	88	70
	Nighttime (10pm-7am)	47	83	62
L₁₀	Daytime (7am-6pm)	51	65	57
	Evening (6pm-10pm)	46	62	53
	Nighttime (10pm-7am)	39	59	47
L₉₀	Daytime (7am-6pm)	43	52	47
	Evening (6pm-10pm)	39	49	44
	Nighttime (10pm-7am)	35	51	42
L_{eq}	Daytime (7am-6pm)	47	67	54
	Evening (6pm-10pm)	43	62	52
	Nighttime (10pm-7am)	38	61	46

The datalogger recorded noise levels are included as graphical traces of noise level versus time for the statistical noise level descriptors L_{max}, L₁₀, L₉₀ and L_{eq} as **Attachment 2**.

Key *Sunday* recorded statistical noise level parameters are presented below.

Average L ₉₀ Background – 7am to 6pm	=	47 dB(A)
Average L ₉₀ Background – 6pm to 10pm	=	43 dB(A)
Average L ₉₀ Background – 10pm to 7am	=	40 dB(A)

3.0 NOISE CRITERIA

3.1 LOGAN CITY PLANNING SCHEME POLICY 3: ENVIRONMENTAL MANAGEMENT

Under the Logan City Council Planning Scheme 2015 (LPS 2015) the adjacent land to the north, west and east of the site is zoned as Low Density Residential.

The relevant noise criteria for the protection of Residential Amenity apply as per Table 3.2.1.1 (below) from the *Logan Planning Scheme 2015 Planning Scheme Policy 3 – Environmental Management*.

Table 3.2.1.1—Noise emission standards for the protection of residential amenity

Noise level at the boundary of premises			
Noise type	Time period	Monday to Saturday	Sunday and public holidays
Non-steady sound*	Day 7:00am – 6:00pm	$L_{Aeq,adj,T} \leq L_{A90} \text{ plus } 5 \text{ dB(A)}$	$L_{Aeq,adj,T} \leq L_{A90} \text{ plus } 5 \text{ dB(A)}$
	Evening 6:00pm to 10:00pm	$L_{Aeq,adj,T} \leq L_{A90} \text{ plus } 5 \text{ dB(A)}$	$L_{Aeq,adj,T} \leq L_{A90} \text{ plus } 5 \text{ dB(A)}$
	Night 10:00 – 7:00am	$L_{Aeq,adj,T} \leq L_{A90} \text{ plus } 0 \text{ dB(A)}$ and $L_{Amax} \leq 60\text{dB(A)}$	$L_{Aeq,adj,T} \leq L_{A90} \text{ plus } 0 \text{ dB(A)}$ and $L_{Amax} \leq 60\text{dB(A)}$
Continuous noise*	Anytime	$L_{A90,T} \text{ plus } 0\text{dB(A)}$	$L_{A90,T} \text{ plus } 0\text{dB(A)}$

Editor's note—* as defined in AS1055.1-1997 Acoustics –Description and measurement of environmental noise

Note—Adjustments for tonality and impulsiveness to be included in accordance with AS1055.1-1997 Acoustics— Description and measurement of environmental noise.

3.2 APPLICABLE NOISE LIMITS

Based upon the measured average Background Noise Levels applicable under the Logan Planning Scheme, the following noise limits are adopted for this assessment:

Table 2: Relevant Noise Criteria – Monday to Saturday

PARAMETER	PERIOD	Measured L_{90}	CRITERIA $L_{Aeq} \text{ 1 hr}$	CRITERIA (L_{Amax})
Non-steady Noise	Daytime (7am-6pm)	47	52	-
	Evening (6pm-10pm)	44	49	-
	Night-time (10pm-7am)	42	42	60
Continuous Noise	Anytime	42	42	-

Table 3: Relevant Noise Criteria – Sunday & Public Holidays

PARAMETER	PERIOD	Measured L ₉₀	CRITERIA L _{Aeq} 1 hr	CRITERIA (L _{Amax})
Non-steady Noise	Daytime (7am-6pm)	47	52	-
	Evening (6pm-10pm)	43	48	-
	Night-time (10pm-7am)	40	40	60
Continuous Noise	Anytime	40	40	-

4.0 NOISE IMPACT ASSESSMENT

4.1 DESCRIPTION OF NOISE MODEL

To enable assessment of noise levels across the subject site a detailed noise model has been established using the SoundPLAN 9.1 software applying the ISO9613 standard. This model is an accepted regulatory model that allows input of site-specific terrain data and source noise data as sound power level spectra.

The noise modelling undertaken has considered meteorological conditions as per the methodology of the ISO9613 standard, with a temperature of 10 degrees Celsius and 70% humidity, a temperature inversion and the following wind conditions as per the adverse meteorological assumptions of ISO9613:

Downwind propagation conditions for the method specified in this part of ISO 9613 are as specified in 5.4.3.3 of ISO 1996-2:1987, namely

- *Wind direction within an angle of $\pm 45^\circ$ of the direction connecting the centre of the dominant sound source and the centre of the specified receiver region, with the wind blowing from source to receiver, and*
- *Wind speed between approximately 1m/s and 5m/s, measured at a height of 3m to 11m above the ground.*

As such, given the above meteorological assumptions, it is considered that the results of the noise modelling represent noise levels across the subject site during adverse noise propagation conditions.

The model was setup with terrain data based upon LIDAR elevation data across the model domain. The noise sources include adjustments for tonality and impulsiveness.

The receptor heights were modelled at +1.5 metres above ground level for ground storey receptors and +4.3 metres for highset receptors.

Ground absorption was applied to the subject site based upon the proposed development area as well as surrounding existing land uses. The development building and pavement surfaces have been modelled with a ground absorption coefficient of 0.3 (generally hard surface with some soft building surface), while grassed areas have been modelled with coefficients of 1.0. External road surface has been modelled with a ground absorption coefficient of 0.1 and the residential and commercial areas as 0.6.

4.2 NEAREST NOISE SENSITIVE RECEPTORS

The ten (10) nearest sensitive receptors (dwellings) that have been identified and considered for the purposes of this assessment are the following properties:

- R1: Low Density Residential zone located to the north of the subject site – 39 Lennon Drive (single storey)
- R2: Low Density Residential zone located to the north of the subject site – 41 Lennon Drive (single storey)
- R3: Low Density Residential zone located to the north of the subject site – 43 Lennon Drive (single storey)
- R4: Low Density Residential zone located to the north of the subject site – 45 Lennon Drive (single storey)
- R5: Low Density Residential zone located to the north of the subject site – 47 Lennon Drive (single storey)
- R6: Low Density Residential zone located to the east of the subject site – 11 Lake Breeze Drive (double storey)
- R7: Low Density Residential zone located to the east of the subject site – 12 Lake Breeze Drive (double storey)
- R8: Low Density Residential zone located to the east of the subject site – 13 Lake Breeze Drive (double storey)
- R9: Low Density Residential zone located to the east of the subject site – 14 Lake Breeze Drive (double storey)
- R10: Low Density Residential zone located to the west of the subject site – 11 Breezeway Drive (single storey)

It is noted that the land to the south and the existing service station on the subject site are not considered as noise sensitive uses under the General Amenity criteria and were not assessed as such.

The nominated receptors are shown on an aerial image base on **Figure 4**.

4.3 RECOMMENDED NOISE CONTROL MEASURES

To achieve noise compliance at the nearest noise sensitive zones, the noise modelling included the following noise control measures:

- A **2.0 metre high acoustic barrier** is to be constructed the northern boundary of the development site. The barrier height is proposed above natural boundary surface level or above the finished pavement level, whichever is higher point.

- Servicing by MRV or larger truck and refuse collection is limited to between **7am and 10pm only Monday to Sunday**.
- Servicing by SRV or vans can occur on a 24hour basis.

The recommended acoustic barriers are presented on **Figure 5**. The acoustic barrier materials are required to be gap-free and achieve a minimum surface density of 12.5kg/m².

The SoundPLAN noise model has utilised the above recommendation to predict the cumulative noise levels as presented in **Section 4.5**.

4.4 CONTINUOUS NOISE ASSESSMENT

No detailed specification for external mechanical plant associated with the development is available at this stage. The external mechanical plant is likely to include:

- air-conditioning units;
- refrigeration plant; and
- exhaust fans and/or other similar units.

Any air conditioning units and other mechanical plant and equipment associated with the development should be selected, located and acoustically treated and/or shielded to achieve the relevant noise criteria depending upon the operating periods of the equipment.

The more stringent night-time noise criteria of **40 dB(A) L_{A90}** for Sunday is applicable to the nearest receptors as a conservative assessment.

Based upon typical requirements for mechanical plant for similar developments, the following indicative plant items presented in **Table 4** have been represented in the SoundPLAN model which has accounted for tonality.

Table 4: Plant and Equipment Noise Data

NOISE SOURCE	SOUND POWER LEVEL - dB								Sound Power Level dB(A)
	FREQUENCY BAND								
	63	125	250	500	1	2	4	8	
	Hz	Hz	Hz	Hz	kHz	kHz	kHz	kHz	
2 x Large A/C Units	-	82	76	73	70	64	58	-	75
Refrigeration	-	86	80	77	75	71	61	57	80
KEF 1	79	77	73	70	61	63	62	52	72
KEF 2	79	77	73	70	61	63	62	52	72
KEF 3	82	80	75	72	65	66	66	59	75
EF	76	73	67	64	56	56	54	48	66
TEF 1	83	77	69	66	58	58	56	50	68

Standard practice for a food and drink outlet (McDonalds) is for the mechanical plant noise sources to be established at an allocated roof plant deck with the units to be appropriately screened with a parapet to the perimeter of the building as shown in the architectural drawing. The screening via parapet is to shield the roof top plant from view i.e. the parapet must be higher than the tallest mechanical plant item, however the parapet must be constructed of solid material similar to a noise barrier to provide acoustic screening. The noise modelling contains a parapet to the perimeter of the building roof.

The predicted mechanical plant noise levels at the nearest noise sensitive boundaries during the night (10pm to 7am) period for compliance against the stringent Sunday noise limit of 40 dB(A) are summarised in **Table 5** and in **Attachment 3** for assessment of compliance with the adopted noise criteria.

Table 5: Predicted Mechanical Plant Noise Levels

Receptors	Level	Predicted L _{A90} Noise Level dB(A)
R1	Ground	27
R2	Ground	29
R3	Ground	31
R4	Ground	32
R5	Ground	29
R6	Ground	28
	Upper	30
R7	Ground	28
	Upper	30
R8	Ground	29
	Upper	31
R9	Ground	28
	Upper	30
R10	Ground	22
L_{A90} Noise Criterion Mon – Sat / Sun		42 / 40 dB(A)

The above demonstrates that mechanical plant noise associated with the development can comply with the adopted noise criteria. Review of mechanical plant noise emissions should be undertaken at the detailed design stage of the project once specific plant items have been selected to ensure compliance with the relevant noise criteria.

4.5 OVERALL NOISE ASSESSMENT

This section addresses potential noise amenity impacts from the intermittent short duration noise sources associated with vehicle movements, servicing, operational noise, ordering system and carparking activities at the proposed development using the SoundPLAN computer noise model.

4.5.1 Servicing Related Noise Impact

The layout of the development has been designed to accommodate various light and heavy vehicle swept paths. The proposed development provides a delivery and refuse collection bay to the western side of the restaurant building.

The majority of servicing activity for the site would typically occur during the day period. Deliveries by van and SRV do not generate significantly greater noise to normal passenger vehicles and thus may be undertaken during any hour of the trading period.

The assessment has considered servicing events by HRV or larger truck including refuse collection occurring every hour at the food and drink loading area as follows:

- Two HRV deliveries or refuse collection at the loading area between 7am to 6pm period, Monday to Sunday;
- One HRV delivery or refuse collection at the loading area between 6pm to 10pm period, Monday to Sunday; and
- No servicing or refuse collection at the loading area between 10pm to 7am, Monday to Sunday.

Measured noise levels for various loading areas have been recorded by MWA Environmental and others and can be summarised as follows:

Table 6: Servicing Related Noise Sources

Modelled Noise Source	Modelled Source Type	Modelled Source Height	Sound Power Level – dB(A)	
			L _{eq} , 1hr	L _{max}
HRV Delivery Truck Movement	Line Source	2.5	62/m ²	99
Refuse collection	Point Source	2.0	83.2 ³	101
Reserving beeper	Point Source	1.0	103 ⁴	103
Truck unloading	Point Source	2.0	80	96

The predicted overall development L_{Aeq} noise levels at the nearest sensitive boundaries are summarised in **Section 4.5.3** for assessment against the adopted noise criteria.

4.5.2 Operational, Carparking and Site Traffic Noise

The projected peak hour traffic volumes through the site were based on traffic engineering advice from Lambert and Rehbein. Based upon the projected peak trips, the higher of these volumes (weekend (Saturday)) 225 trips/ hour was adopted for assessment purposes.

² SWL based on 1 delivery trip travelling at 5 km.hr with activity rate adjusted as described.

³ 1 hour Leq for refuse collection activities.

⁴ Activity rate adjusted for 30 second noise event per truck

The peak trip generations are presented in **Table 7**.

Table 7: Site Traffic Generation

LAND USE	DIRECTIONALITY (50% IN / 50% OUT)		
	AM PEAK	PM PEAK	W/E PEAK
Fast Food Outlet	206 trips / hour	201 trips / hour	225 trips / hour

Based on advice provided for similar food and drink outlet developments, Sunday peak traffic volumes are typically expected to be reduced by approximately 50% to 75% relative to the projected peak traffic volumes presented in Table 7. For the purposes of this assessment, a conservative reduction of 25% has been applied to the higher projected peak volume of 225 trips when assessing Sunday operations (i.e Sunday peak trip 158 vehicles).

Source noise levels for vehicle movements, operational noise and car parking activities have been measured by MWA Environmental and others with the sound power levels (SWLs) summarised in **Table 8**.

Table 8: Site Traffic, Operational and Carparking Noise Sources

Modelled Noise Source	Modelled Source Height	Sound Power Level – dB(A)	
		L _{max}	L _{eq, 1hr}
Slow moving car enter/exit	0.5	89	47.2 dB/metre ⁵
Drive-thru car	0.5	89	49 ⁶
Car Parking (includes car starts / door slams)	0.5	89	81.8
Order Points	1.0	83.1	81.6
Paybooth	1.0	82.9	77.9

For the purpose of representing varying activity rates during the day, evening and night periods, the evening and night period peak hour traffic generation volumes were represented as 50 percent and 25 percent of the day period peak, respectively, Monday to Sunday.

⁵ SWL per vehicle movement adjusted based on the higher number of trips as per Table 7 at 15km/hr average.

⁶ SWL per vehicle movement, based on 70% of trip generation using the drive-thru facility during peak hour period which is reduced to 50% as an evening peak and 25% as a night-time peak at average speed of 10km/hr

The predicted overall development L_{Aeq} and L_{Amax} noise levels at the nearest sensitive receptors are summarised in **Section 4.5.3** for assessment against the adopted noise criteria.

4.5.3 Predicted Overall Noise Levels

The predicted overall cumulative noise levels from the proposed development at the nearest noise sensitive receptors are summarised in **Tables 9 to 11** for assessment against the adopted noise criteria for Monday to Saturday and Sundays and public holidays.

Table 9: Predicted Cumulative Noise Levels at Nearest Sensitive Receptors – Monday to Saturday - dB(A)

Sensitive Receptors	Predicted Noise Level $L_{Aeq,1hr}$ dB(A) Day (7am-6pm)	Predicted Noise Level $L_{Aeq,1hr}$ dB(A) Evening (6pm-10pm)	Predicted Noise Level $L_{Aeq,1hr}$ dB(A) Night (10pm-7am)
R1	46	44	37
R2	47	45	38
R3	46	44	38
R4	43	40	37
R5	42	39	35
R6 – Ground	46	43	38
R6 – Upper	46	43	39
R7 – Ground	48	45	40
R7 – Upper	48	45	40
R8 – Ground	49	46	41
R8 – Upper	50	47	41
R9 – Ground	49	46	41
R9 – Upper	49	46	41
R10	33	31	24
Noise Criteria Mon-Sat	52 dB(A)	49 dB(A)	42 dB(A)

Table 10: Predicted Cumulative Noise Levels at Nearest Sensitive Receptors – Sundays and Public Holidays - dB(A)

Sensitive Receptors	Predicted Noise Level $L_{Aeq,1hr}$ dB(A) Day (7am-6pm)	Predicted Noise Level $L_{Aeq,1hr}$ dB(A) Evening (6pm-10pm)	Predicted Noise Level $L_{Aeq,1hr}$ dB(A) Night (10pm-7am)
R1	46	44	36
R2	47	45	37
R3	46	43	38
R4	43	40	36
R5	41	38	34
R6 – Ground	45	42	37
R6 – Upper	46	43	38
R7 – Ground	47	44	39
R7 – Upper	48	45	39
R8 – Ground	48	46	40
R8 – Upper	49	46	40
R9 – Ground	48	45	39
R9 – Upper	48	46	40
R10	33	30	23
Noise Criteria Sunday	52 dB(A)	48 dB(A)	40 dB(A)

Table 11: Predicted Cumulative L_{max} Noise Levels at Nearest Sensitive Receptors – Monday to Sunday - dB(A)

Sensitive Receptors	Predicted Noise Level L_{Amax} dB(A) Night (10pm-7am)
R1	43
R2	46
R3	49
R4	48
R5	45
R6 – Ground	46
R6 – Upper	47
R7 – Ground	49
R7 – Upper	50
R8 – Ground	52
R8 – Upper	52
R9 – Ground	49
R9 – Upper	49
R10	32
Noise Criterion	60 dB(A) L_{Amax}

The modelling undertaken demonstrates that noise emissions from the proposed development can comply with the relevant noise criteria for Monday to Saturday and Sunday and Public holidays during day, evening and night-time periods at surrounding sensitive receptors subject to implementation of the noise control measures summarised in **Section 4.3**.

Noise contour maps of the predicted noise levels for Monday to Sunday across the model domain are presented in **Attachment 4**.

5.0 CONCLUSION

MWA Environmental has been engaged to prepare a Noise Impact Assessment for a development application to Logan City Council for a proposed food and drink outlet to be located at 377 Beaudesert Beenleigh Road, Windaroo.

The report has considered the potential noise amenity impact of the proposed development upon nearby sensitive receptors. The assessment is based on ambient noise monitoring conducted on site, noise measurements previously conducted on typical sources associated with the proposed uses and detailed noise propagation modelling.

The noise assessment undertaken demonstrates that the proposed development can comply with the relevant Logan Planning Scheme noise criteria with the following recommended noise control measures:

- Trading hours - Food and Drink Use – 24 hours/ 7 days a week, Monday to Sunday;
- Mechanical plant and equipment is to be selected to achieve appropriate source noise levels and acoustically screened if necessary based upon assessment at the detailed design stage
- A **2.0 metre high acoustic barrier** is to be constructed along the northern boundary of the development site. The barrier height is proposed above natural boundary surface level or above the finished pavement level, whichever is higher point.
- Servicing by MRV or larger truck and refuse collection is limited to between **7am and 10pm only Monday to Sunday**.
- Servicing by SRV or vans can occur on a 24hour basis.

The recommended acoustic barrier is presented on **Figure 5**. The acoustic barrier materials are required to be gap-free and achieve a minimum surface density of 12.5kg/m².

In summary the assessment undertaken demonstrates that the proposed development can satisfy the relevant noise amenity criteria and is recommended for approval with reasonable and relevant conditions.

MWA Environmental
15 July 2026

FIGURES



LEGEND

— SITE LOCATION

— PROPERTY BOUNDARY

DRAWING REFERENCE

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(DEPARTMENT OF NATURAL RESOURCES
AND MINES, MANUFACTURING AND
REGIONAL AND RURAL DEVELOPMENT)
QLDGLOBE.

CLIENT

McDONALDS AUSTRALIA LIMITED

PROJECT

**NOISE IMPACT
ASSESSMENT**
PROPOSED FOOD
AND DRINK OUTLET
377 BEAUDESERT
BEENLEIGH ROAD
WINDAROO QLD

TITLE

**SITE LOCATION
AND SURROUNDING
LAND USES**

JOB	WINDAROO	FIGURE 1
JOB NO.	26112	
DATE	10/07/26	DWG NUMBER
SCALE	1:2000 (A4)	26112-1
REV.		

mwa
ENVIRONMENTAL

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LEGEND

- SITE LOCATION
- PROPERTY BOUNDARY
- LOGAN PLANNING SCHEME 2015 ZONES**
- LOW DENSITY RESIDENTIAL
- EMERGING COMMUNITY
- CENTRE
- RECREATION & OPEN SPACE
- COMMUNITY FACILITIES

DRAWING REFERENCE
CITY OF LOGAN, PD HUB INTERACTIVE
MAPPING, LOGAN PLANNING SCHEME
2015, ZONES AND PRECINCTS.




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PROJECT
**NOISE IMPACT
ASSESSMENT
PROPOSED FOOD
AND DRINK OUTLET
377 BEAUDESERT
BEENLEIGH ROAD
WINDAROO QLD**

TITLE
ZONING MAP

JOB	WINDAROO	FIGURE 2
JOB NO.	26112	
DATE	10/07/26	DWG NUMBER
SCALE	1:2000 (A4)	26112-2
REV.		



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LEGEND

- SITE LOCATION
- PROPERTY BOUNDARY
- NOISE DATALOGGER LOCATION

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PROJECT
**NOISE IMPACT
ASSESSMENT
PROPOSED FOOD
AND DRINK OUTLET
377 BEAUDESERT
BEENLEIGH ROAD
WINDAROO QLD**

TITLE
**NOISE MONITORING
LOCATION**

JOB	WINDAROO	FIGURE 3
JOB NO.	26112	
DATE	10/07/26	DWG NUMBER
SCALE	1:1250 (A4)	26112-3
REV.		

Max Winders & Associates Pty Ltd t/as MWA Environmental
Level 8, 241 Adelaide St, Brisbane, QPO BOX 3137, Brisbane Qld 4001
P 07 3002 5500 E mail@mwaenviro.com.au
W www.mwaenviro.com.au
ABN 94 010 833 084

PARKING SUMMARY	
TYPE	NO.
ACCESSIBLE WHEEL STOP	1
SERVERY BAY (3RD WINDOW)	1
STANDARD SPACE	30
WAITING BAY	2

APPROX. LOCATION OF SERVICES PLOTTED FROM
SURVEY PLAN:

- SW- SW- EXISTING STORMWATER SERVICE
E- E- EXISTING ELECTRICAL/COMMS SERVICE
W- W- EXISTING WATER SERVICE
S- S- EXISTING SEWER SERVICE
C- C- EXISTING COMMUNICATIONS
G- G- EXISTING GAS
W- W- WATER SERVICE
S- S- SEWER SERVICE
SW- SW- STORMWATER SERVICE

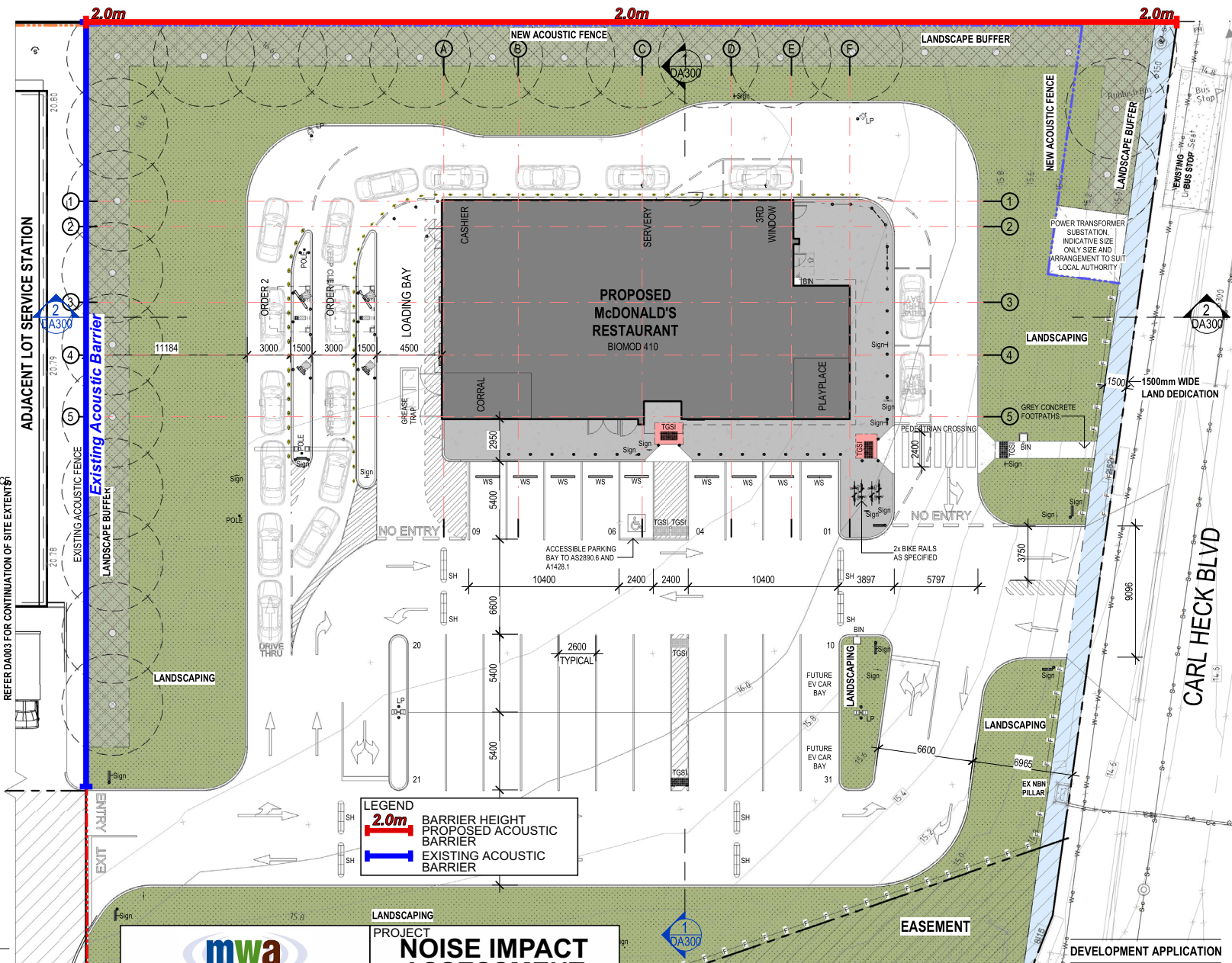
B'X' ○	BOLLARDS EXPOSED AGGREGATE CONCRETE FOOTPATH AS SPECIFIED, REFER STRUCT. ENG'S DWGS FOR DETAILS.
	NEW LANDSCAPING BEDS.
WS	RUBBER WHEELSTOPS AS SPECIFIED. QTY: 09
SH	2.7m LONG RUBBER STOP HUMPS AS SPECIFIED. QTY: 8
	MIN. DDA CIRCULATION SPACE TO AS1428.1
	APPROX. EXTENTS OF RETAINING WALL TBC WITH CIVIL ENGINEERING
	POST & RAIL FENCE, REFER DETAILS
	NEW ACOUSTIC FENCE, REFER ACOUS REPORT FOR REQUIREMENTS
	EXISTING AGGREGATE FENCE
	DENOTES PART EXISTING ACOUSTIC FENCE

2 SITE F
DA003 1:250

Revisions				
	Issue	Description	Date	CHK Int
3	DA ISSUE		25/05/2008	MCD JB
2	PRELIMINARY - SITE PLAN UPDATED - COORD		21/05/2008	MCD JB
1	SITE PLAN UPDATED - COORDINATION		24/04/2008	MCD JB

General Notes

Do not scale this drawing. This drawing shows a typical section only. All dimensions to be checked on site prior to construction of production. Construction details to be confirmed by contractor/manufacturer. This is a computer generated drawing. Do not amend by hand. Figure dimensions are to be used. Contact architect for clarification. Dimensions are not clear. All dimensions are in millimetres. Discrepancies and omissions on site must be reported to architect for their comments or approval prior to commencing work.





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 ABN 94 010 833 084

PROJECT

NOISE IMPACT ASSESSMENT

PROPOSED FOOD & DRINK OUTLET

377 BAUDESSERT BEENLEIGH ROAD

WINDAROO QLD

CLIENT	McDONALDS AUSTRALIA PTY LTD		
JOB	WINDAROO	FIGURE 5	
JOB NO.	26112		
DATE	10/07/26	DRAWING NUMBER	
SCALE	1:400 (A4)	26112-5	

TITLE

ACOUSTIC BARRIER LOCATIONS

LANDSCAPING

PROJECT
NOISE IMPACT
ASSESSMENT
PROPOSED FOOD & DRINK OUTLET
377 BEAUDESERT BEENLEIGH ROAD
WINDAROO QLD

TITLE **ACOUSTIC BARRIER LOCATIONS**

Client

Project Manager

McDonald's Australia Limited
ABN: 43 008 486 928
02 9675 6966


NATIONAL RESTAURANT GROUP

Architect

ed

 **DM2 ARCHITECTURE**

DM2ARCHITECTURE
26A GREAT GEORGE STE, PADDINGTON
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Project
McDONALD'S WINDAROO NEW STORE

Location
377 BEAUDESERT BEENLEIGH RD,
WINDAROO, QLD

Scale	Series
1:250 @ A3	MOD 410
Drawing	
SITE PLAN	
Project Number	Drawing Number
Q0000	DA004
	Issue
	3

Attachment 1

Proposed Development Plans



PLAYPLACE



CORRAL



DRIVETHRU



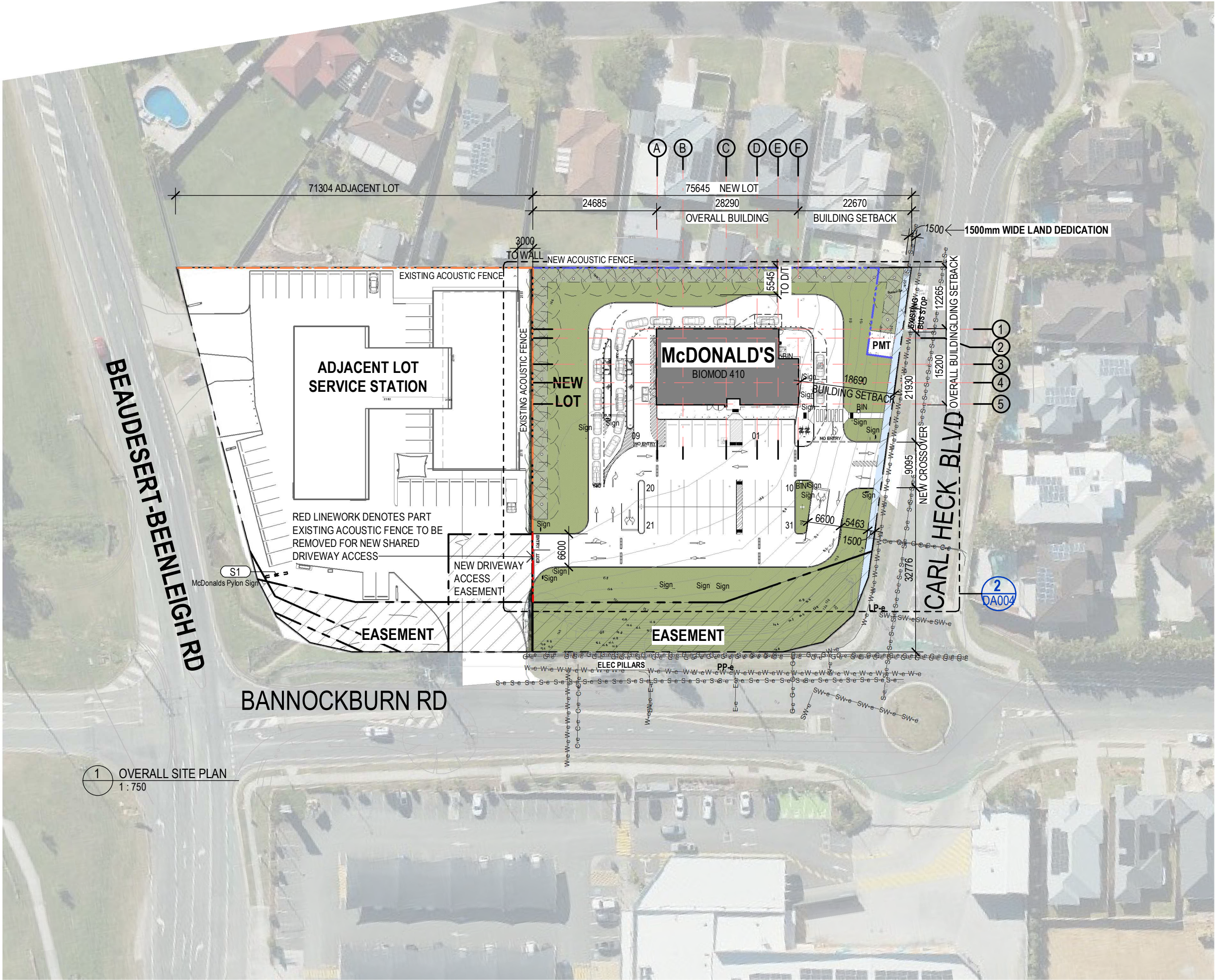
McCAFE

RENDERS SHOW DESIGN INTENT ONLY. NOT TO BE USED FOR CONSTRUCTION - REFER TO PLANS AND ELEVATIONS

Revisions	General Notes	Drawing Notes
1 DA ISSUE	Do not scale this drawing. The drawing shows design intent only. All dimensions to be checked on site prior to construction or production. Construction details to be confirmed by contractor/manufacturer. This is a computer generated drawing. Do not amend by hand. Figure dimensions are to be used. Contact architect for clarification if dimensions are not clear. All dimensions are in millimeters. All discrepancies and omissions on site must be reported to the architect for their comments or approval prior to commencing work.	
Issue Description	29/05/2026 MCD JB Date Chk Int	

North	Client	Architect	Project	Scale	Series
	McDonald's Australia Limited ABN: 43 008 496 928 02 9875 6666	DM2 ARCHITECTURE 26A GREAT GEORGE STE, PADDINGTON 07 3012 9522 info@dm2architecture.com.au	McDONALD'S WINDAROO NEW STORE	@ A3	MOD 410
	Project Manager		Location	Drawing	3D VIEWS
			377 BEAUDESERT BEENLEIGH RD, WINDAROO, QLD	Project Number	Drawing Number
				Q0000	DA001
					Issue
					1

DEVELOPMENT APPLICATION



1 OVERALL SITE PLAN
1 : 750

SITE AREA SCHEDULE	
IDENTITY	AREA
McDONALDS LOT (INCLUDES EASEMENT)	5345 m²
UNITED PETROLEUM LOT (INCLUDES EASEMENT)	4655 m²
TOTAL PAVEMENT CALCULATION	2895 m2

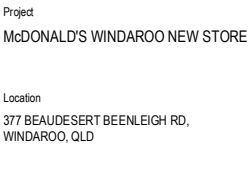
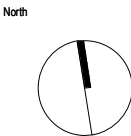
SERVICES LEGEND:

APPROX. LOCATION OF SERVICES PLOTTED FROM SURVEY PLAN:

SW-e	SW-e	EXISTING STORMWATER SERVICE
E-e	E-e	EXISTING ELECTRICAL/COMMS SERVICE
W-e	W-e	EXISTING WATER SERVICE
S-e	S-e	EXISTING SEWER SERVICE
G-e	G-e	EXISTING COMMUNICATIONS
G-e	G-e	EXISTING GAS
W	W	WATER SERVICE
S	S	SEWER SERVICE
SW	SW	STORMWATER SERVICE

DEVELOPMENT APPLICATION

Revisions				General Notes			
				Do not scale this drawing. The drawing shows design intent only. All dimensions to be checked on site prior to construction or production. Construction details to be confirmed by contractor/manufacture. This is a computer generated drawing. Do not amend by hand. Figure dimensions are to be used. Contact architect for clarification if dimensions are not clear. All dimensions are in millimeters. All discrepancies and omissions on site must be reported to the architect for their comments or approval prior to commencing work.			
5	DA ISSUE	25/05/2025	MCD JB				
4	PRELIMINARY - SITE PLAN UPDATED - COORD	21/05/2025	MCD JB				
3	SITE PLAN UPDATED - COORDINATION	24/04/2025	MCD JB				
2	PRELIMINARY	24/03/2025	MCD JB				
1	PRELIMINARY	25/11/2025	MCD JB				
Issue	Description	Date	Chk	Int			



Scale	Series	
As indicated @ A3	MOD 410	
Drawing		
OVERALL SITE PLAN		
Project Number	Drawing Number	Issue
Q0000	DA003	5

SITE AREA SCHEDULE	
IDENTITY	AREA
McDONALDS LOT (INCLUDES EASEMENT)	5345 m ²
UNITED PETROLEUM LOT (INCLUDES EASEMENT)	4655 m ²
TOTAL PAVEMENT CALCULATION	2895 m ²

BUILDING GFA SCHEDULE	
DESCRIPTOR	AREA
BUILDING GFA STANDARD LAYOUT	407.0 m ²

PARKING SUMMARY	
TYPE	NO.
ACCESSIBLE WHEEL STOP	1
SERVERY BAY (3RD WINDOW)	1
STANDARD SPACE	30
WAITING BAY	2

SERVICES LEGEND:

APPROX. LOCATION OF SERVICES PLOTTED FROM SURVEY PLAN:

- SW-e SW-e EXISTING STORMWATER SERVICE
- E-e E-e EXISTING ELECTRICAL/COMMS SERVICE
- W-e W-e EXISTING WATER SERVICE
- S-e S-e EXISTING SEWER SERVICE
- C-e C-e EXISTING COMMUNICATIONS
- G-e G-e EXISTING GAS
- W W WATER SERVICE
- S S SEWER SERVICE
- SW SW STORMWATER SERVICE

LEGEND:

- Bx'o BOLLARDS
- EXPOSED AGGREGATE CONCRETE FOOTPATH AS SPECIFIED. REFER STRUCT. ENG'S DWGS FOR DETAILS.
- NEW LANDSCAPING BEDS.
- WS RUBBER WHEELSTOPS AS SPECIFIED. QTY: 09
- SH 2.7m LONG RUBBER SPEED HUMPS AS SPECIFIED. QTY: 8
- MIN. DDA CIRCULATION SPACE TO AS1428.1
- APPROX. EXTENTS OF RETAINING WALL TBC WITH CIVIL ENGINEERING
- POST & RAIL FENCE, REFER DETAILS
- NEW ACOUSTIC FENCE, REFER ACOUSTIC REPORT FOR REQUIREMENTS
- EXISTING ACOUSTIC FENCE
- DENOTES PART EXISTING ACOUSTIC FENCE TO BE REMOVED FOR NEW SHARED DRIVEWAY ACCESS

2 SITE PLAN
DA003 1:250

Revisions	Date	Chk	Int
3 DA ISSUE	29/05/2026	MCD	JB
2 PRELIMINARY - SITE PLAN	21/05/2026	MCD	JB
1 SITE PLAN UPDATED - COORDINATION	24/04/2026	MCD	JB

General Notes
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Drawing Notes

HATCH DENOTES PAINTED KERB. REFER TO NOTE 6.

REFER DA003 FOR CONTINUATION OF SITE EXTENTS



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ABN: 43 008 496 928
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Architect

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Project
McDONALD'S WINDAROO NEW STORE

Location
377 BEAUDESERT BEENLEIGH RD,
WINDAROO, QLD

Scale
1:250 @ A3

Series
MOD 410

Drawing

SITE PLAN

Project Number

Q0000

Drawing Number

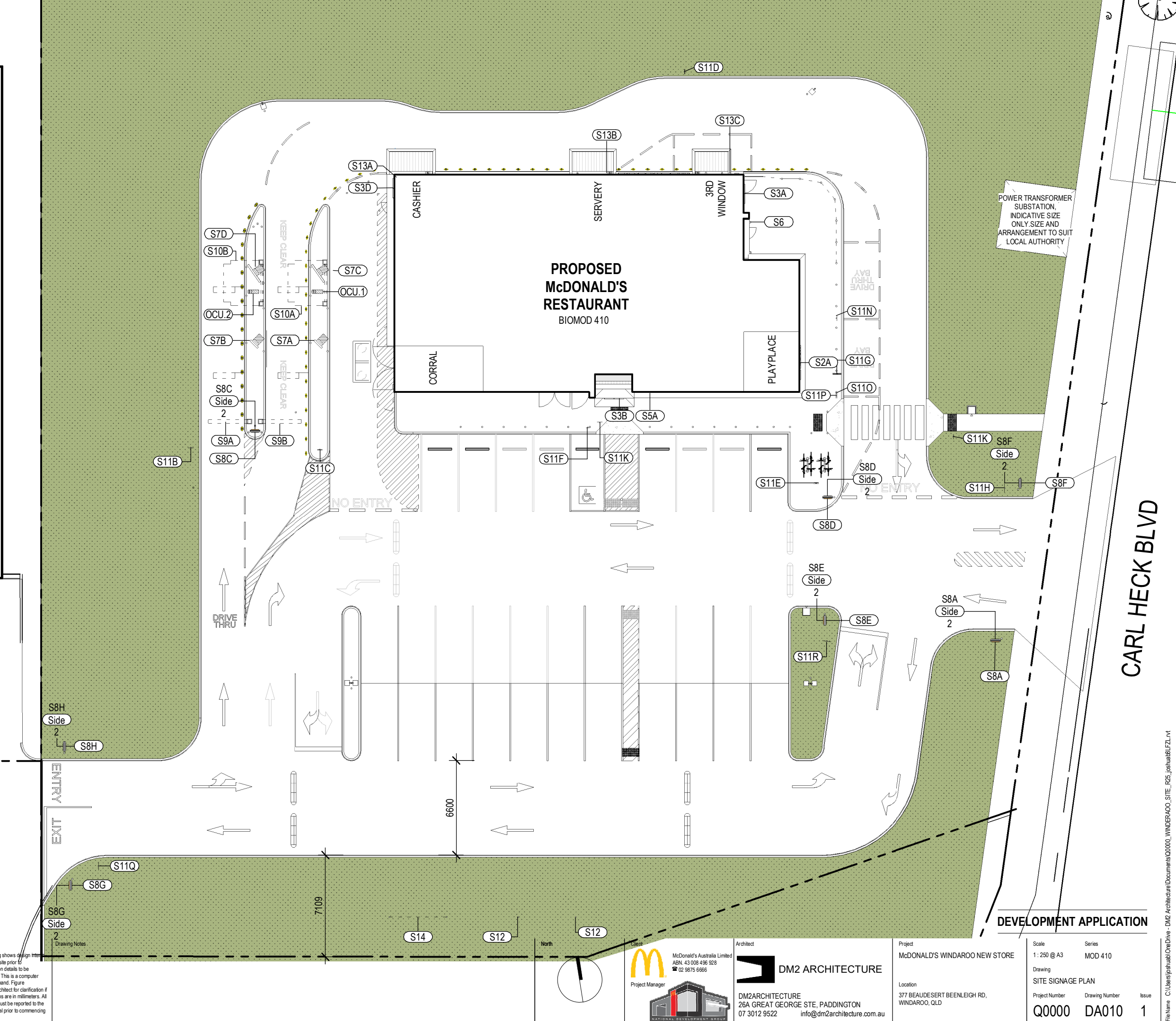
DA004

Issue

3

NOTE: REFER TO DRAWINGS
DA003, DA011, DA012 AND DA013 FOR
DETAILS.

SIGNAGE SCHEDULE		
Tag	Description	Illuminated
S1	Pylon Sign (REFER DA003 FOR S1 PYLON LOCATION SIGN)	Yes
S1A	"McCafe" Button Sign	
S3A	"Golden Arches" Wall Sign	Yes
S3B	"Golden Arches" Wall Sign	Yes
S3D	"Golden Arches" Wall Sign	Yes
S3E	"McDonald's" Wordmark Wall Sign	Yes
S5A	"McCafe" Button Sign Ø1200mm	Yes
S6	McDelivery Wall Sign (Double Sided)	Yes
S7A	OUTDOOR MENUBOARD SINGLE 55"	Yes
S7B	OUTDOOR MENUBOARD SINGLE 55"	Yes
S7C	OUTDOOR MENUBOARD DOUBLE 55"	Yes
S7D	OUTDOOR MENUBOARD DOUBLE 55"	Yes
S8A	Directional Sign - Entry - Left Arrow	Yes
S8A Side 2	Directional Sign - Entry - Right Arrow	Yes
S8C	Directional Sign - Drive Thru - Double Arrow - Any Lane Any Time	Yes
S8C Side 2	Directional Sign - Blank	Yes
S8D	Directional Sign - No Entry	Yes
S8D Side 2	Directional Sign - Thank You	Yes
S8E	Directional Sign - Drive Thru - Left Arrow	Yes
S8E Side 2	Directional Sign - Blank	Yes
S8F	Directional Sign - Entry	Yes
S8F Side 2	Directional Sign - Thank You	Yes
S8G	Directional Sign - Thank You	Yes
S8G Side 2	Directional Sign - Entry	Yes
S8H	Directional Sign - Drive Thru - Right Arrow	Yes
S8H Side 2	Directional Sign - Drive Thru - Left Arrow	Yes
S9A	Height Clearance Gantry Sign	Yes
S9B	Height Clearance Gantry Sign	Yes
S10A	Canopy - Drive Thru - Wording "1. Order here"	Yes
S10B	Canopy - Drive Thru - Wording "1. Order here"	Yes
S11A	Speed Sign (10km/hr)	No
S11B	No Pedestrian Access Sign	No
S11C	No Pedestrian Access Sign	No
S11D	No Pedestrian Access Sign	No
S11E	Bicycle Parking Sign	No
S11F	Accessible Parking Sign	No
S11G	Pedestrian Crossing Sign	No
S11H	Stop Sign	No
S11K	Pedestrian Caution - Look Both Ways Sign	No
S11N	Drive Thru Wait Bay #1 Sign	No
S11O	Drive Thru Wait Bay #2 Sign	No
S11P	Pedestrian Caution - Look Both Ways Sign	No
S11Q	Stop Sign	No
S11R	Stop Sign	No
S12	Flag Poles	No
S13A	Drive-Thru Information Sign "2. PAY HERE"	No
S13B	Drive-Thru Information Sign "3. PICK UP HERE"	No
S13C	Drive-Thru Information Sign "4. PICK UP HERE"	No
S14	Banner Signage	No



Revisions		General Notes	
1	DA ISSUE	25/05/2026	MCD JB
Issue Description		Date	Chk Int

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Project
McDONALD'S WINDAROO NEW STORE

Location
377 BEAUDESERT BEENLEIGH RD,
WINDAROO, QLD

1 : 250 @ A3		MOD 410
Drawing		
SITE SIGNAGE PLAN		
Project Number	Drawing Number	Issue
Q0000	DA010	1



1 FRONT ELEVATION
QA101 1:100



2 SIDE ELEVATION
QA101 1:100

Revisions

1	DA ISSUE
Issue	Description

General Notes

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Drawing Notes

1. REFER TO MASTER LEGENDS ON A002, FINISHES LEGENDS ON DA205. SIGNAGE PLAN ON DA010

North

Client



Architect



Project

McDONALD'S WINDAROO NEW STORE

Location

377 BEAUDESERT BEENLEIGH RD,
WINDAROO, QLD

Scale

1:100 @ A3

Drawing

FRONT & SIDE BUILDING ELEVATIONS

Project Number

Q0000

Drawing Number

DA201

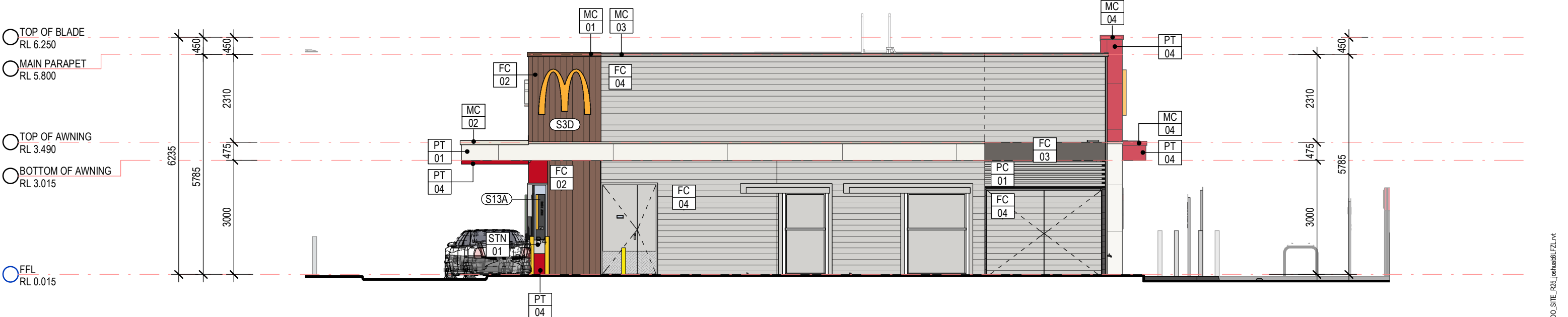
Issue

1

DEVELOPMENT APPLICATION



3 DRIVE THRU WINDOWS
DA101 1:100



4 REAR ELEVATION
DA101 1:100

Revisions		General Notes	
1	DA ISSUE	29/05/2026	MCD JB
Issue Description		Date	Chk Int
		Do not scale this drawing. The drawing shows design intent only. All dimensions to be checked on site prior to construction or production. Construction details to be confirmed by contractor/manufacturer. This is a computer generated drawing. Do not amend by hand. Figure dimensions are to be used. Contact architect for clarification if dimensions are not clear. All dimensions are in millimeters. All discrepancies and omissions on site must be reported to the architect for their comments or approval prior to commencing work.	

Drawing Notes
1. REFER TO MASTER LEGENDS ON A002, FINISHES LEGENDS ON DA205. SIGNAGE PLAN ON DA010

North

Client

McDonald's Australia Limited
ABN: 43 008 496 928
02 9875 6666

Project Manager

Architect

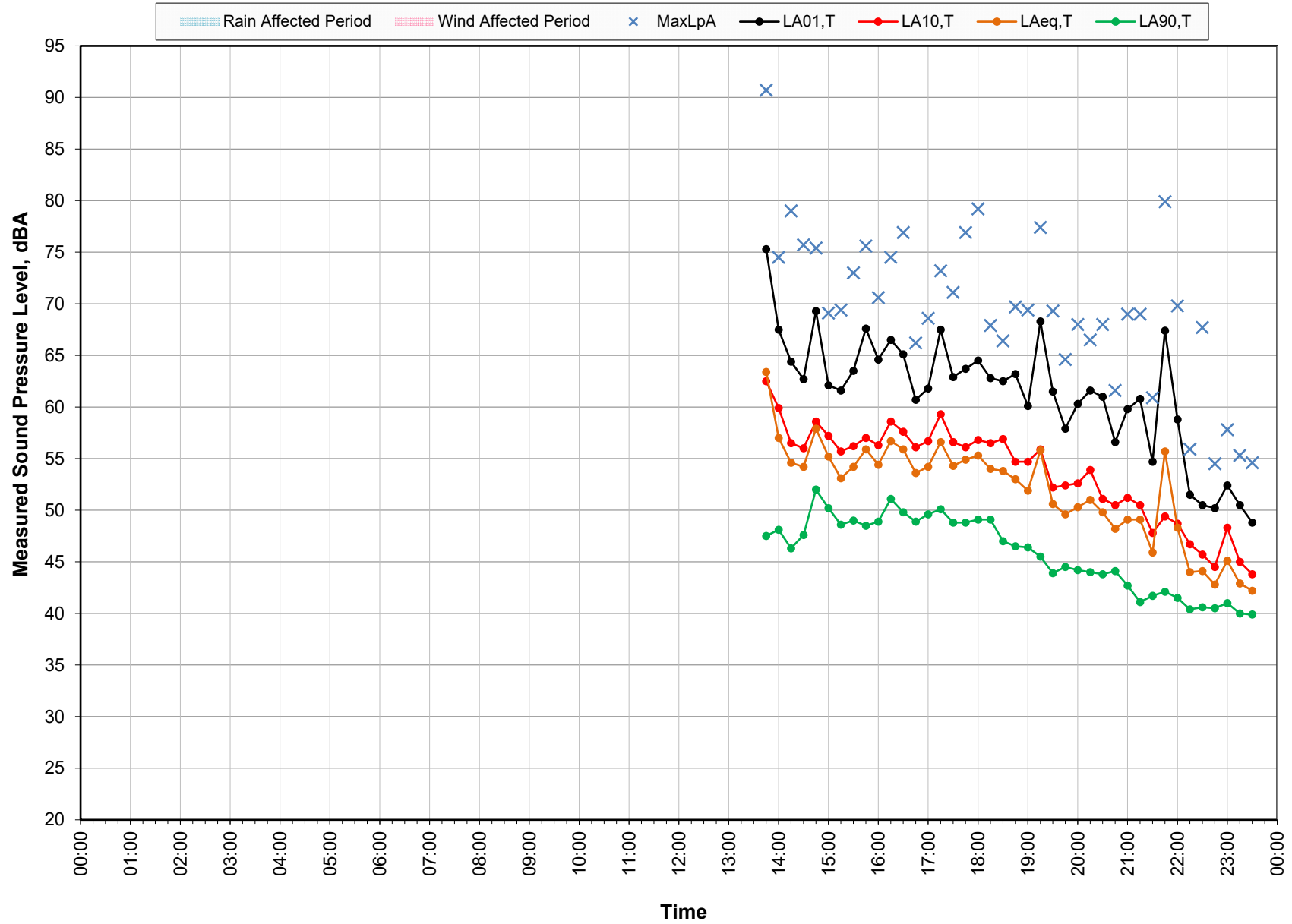
DM2 ARCHITECTURE
26A GREAT GEORGE STE, PADDINGTON
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Project		Scale		Series	
McDONALD'S WINDAROO NEW STORE		1:100 @ A3		MOD 410	
Location		377 BEAUDESERT BEENLEIGH RD, WINDAROO, QLD		Drawing	
		Project Number		Drawing Number	
		Q0000		DA202	
		Issue		1	

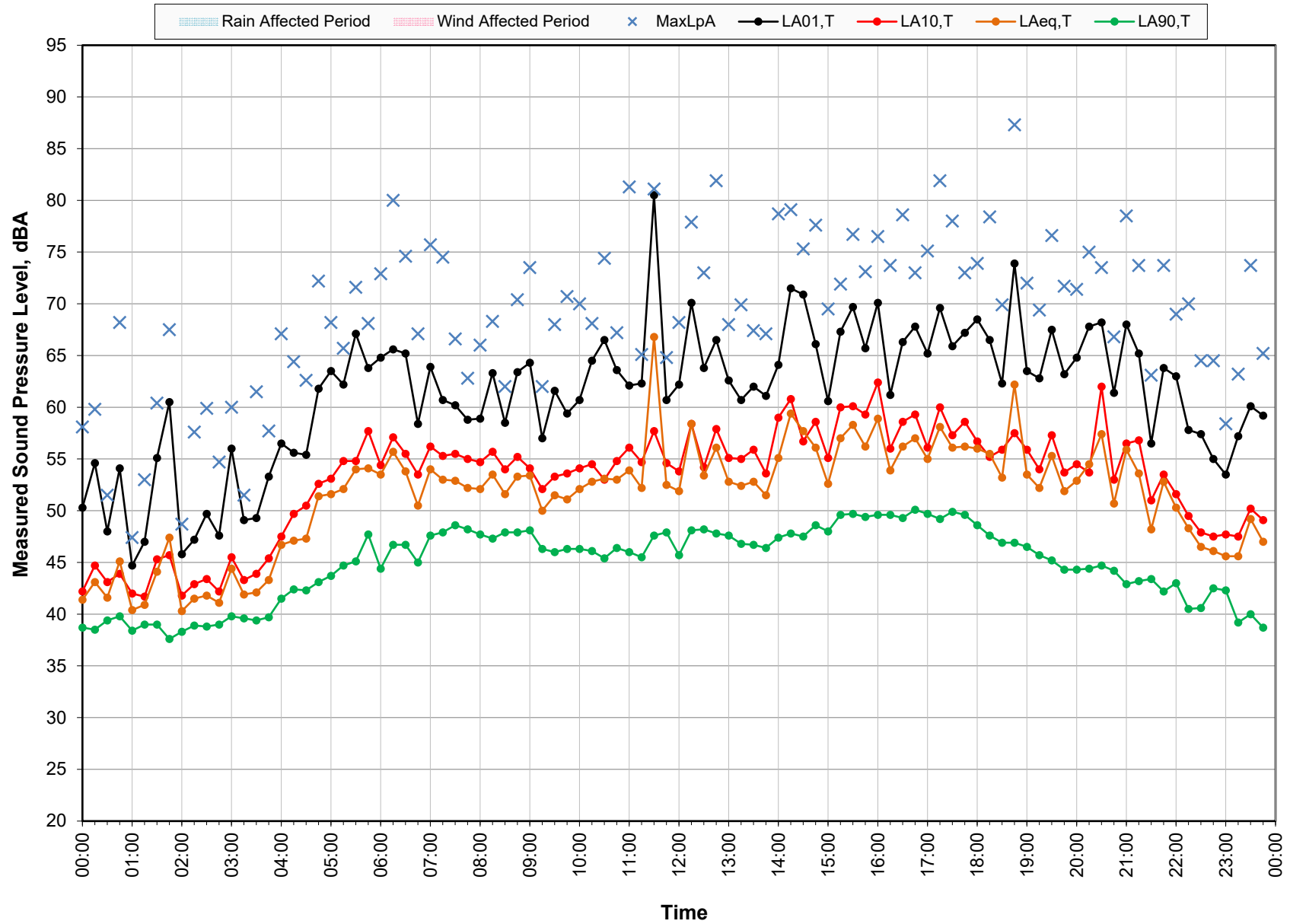
Attachment 2

Data Logger Results

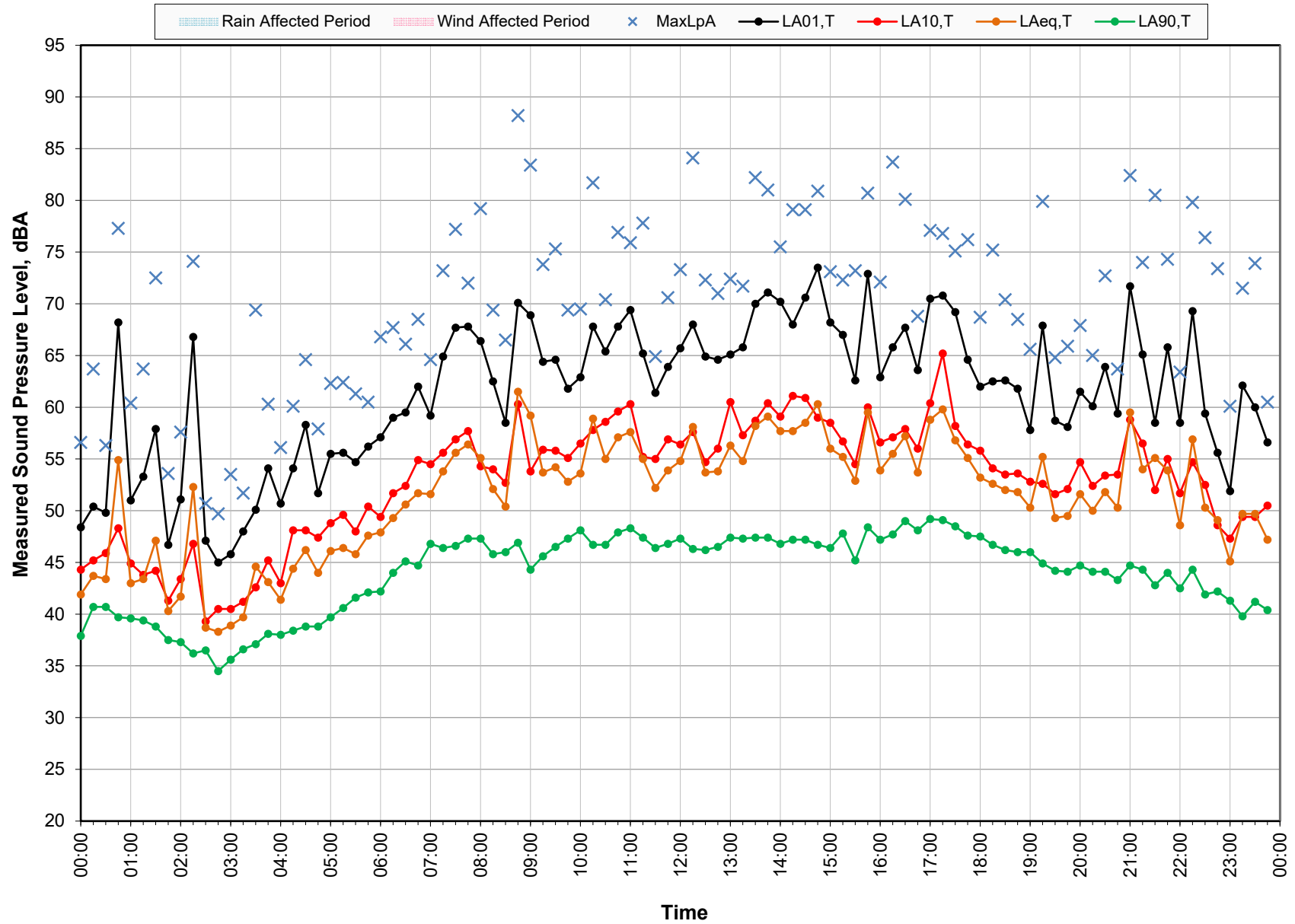
26112 Windaroo - Statistical Noise Levels at McD - Thursday, 18/06/2026



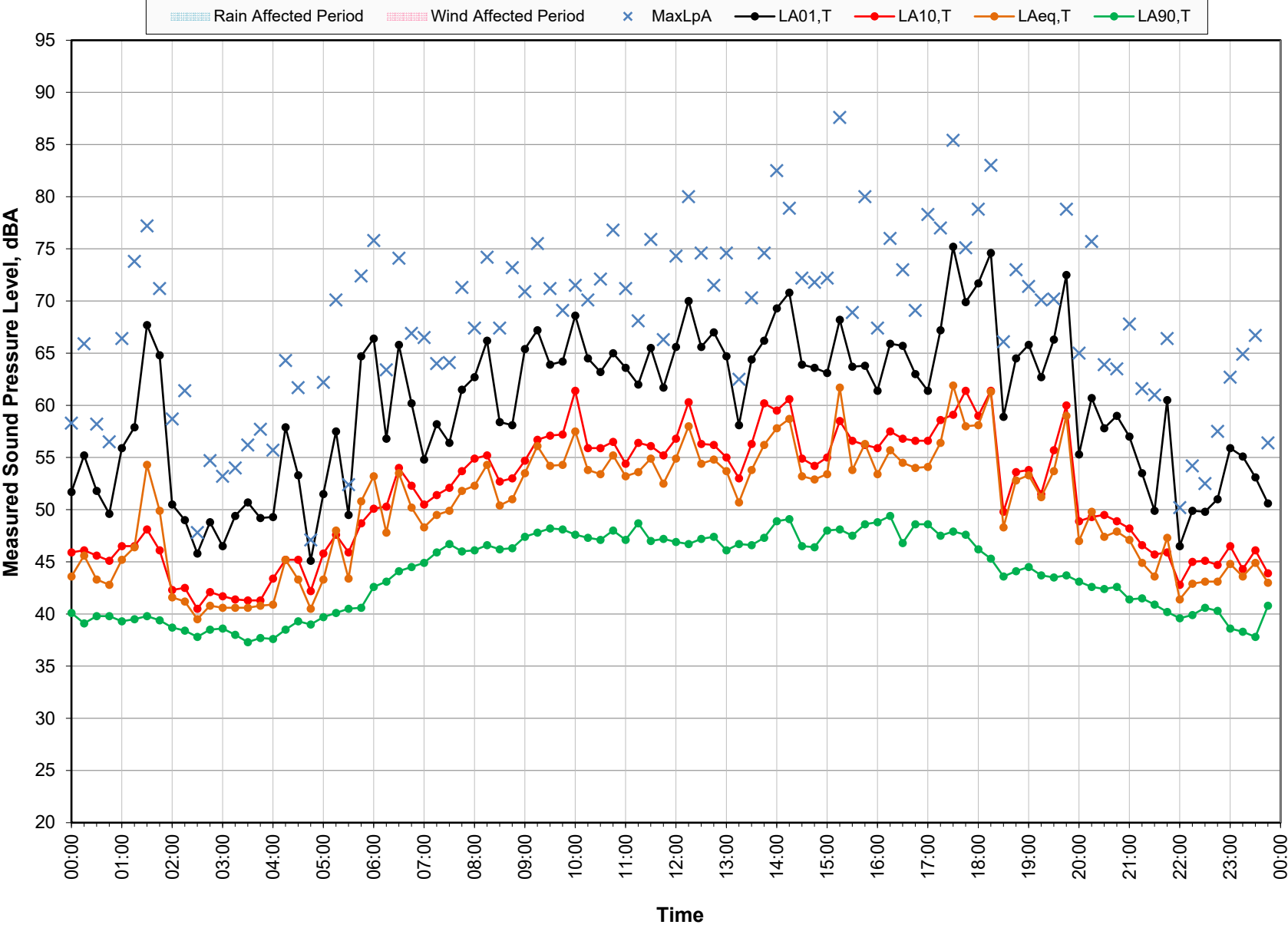
26112 Windaroo - Statistical Noise Levels at McD - Friday, 19/06/2026



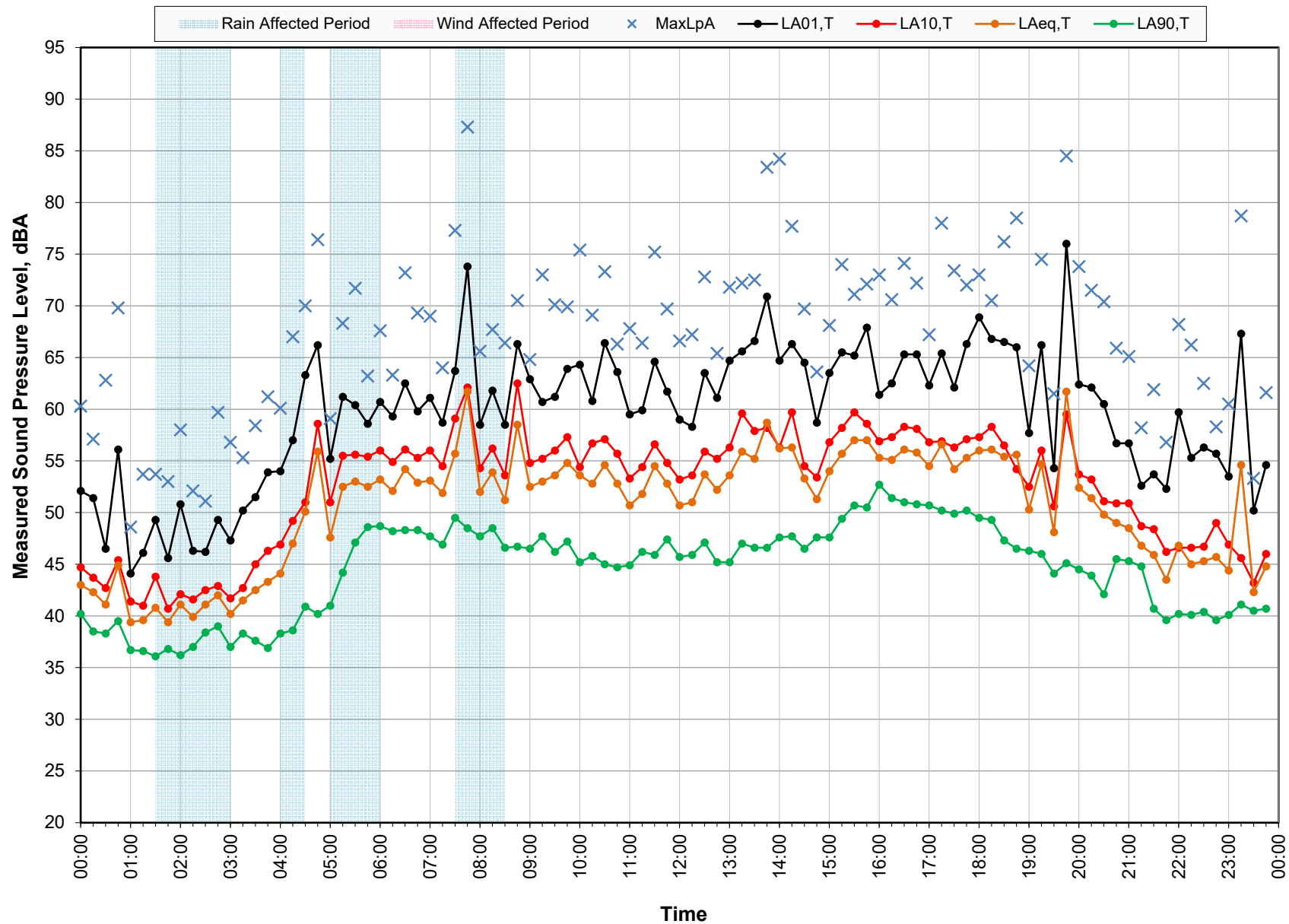
26112 Windaroo - Statistical Noise Levels at McD - Saturday, 20/06/2026



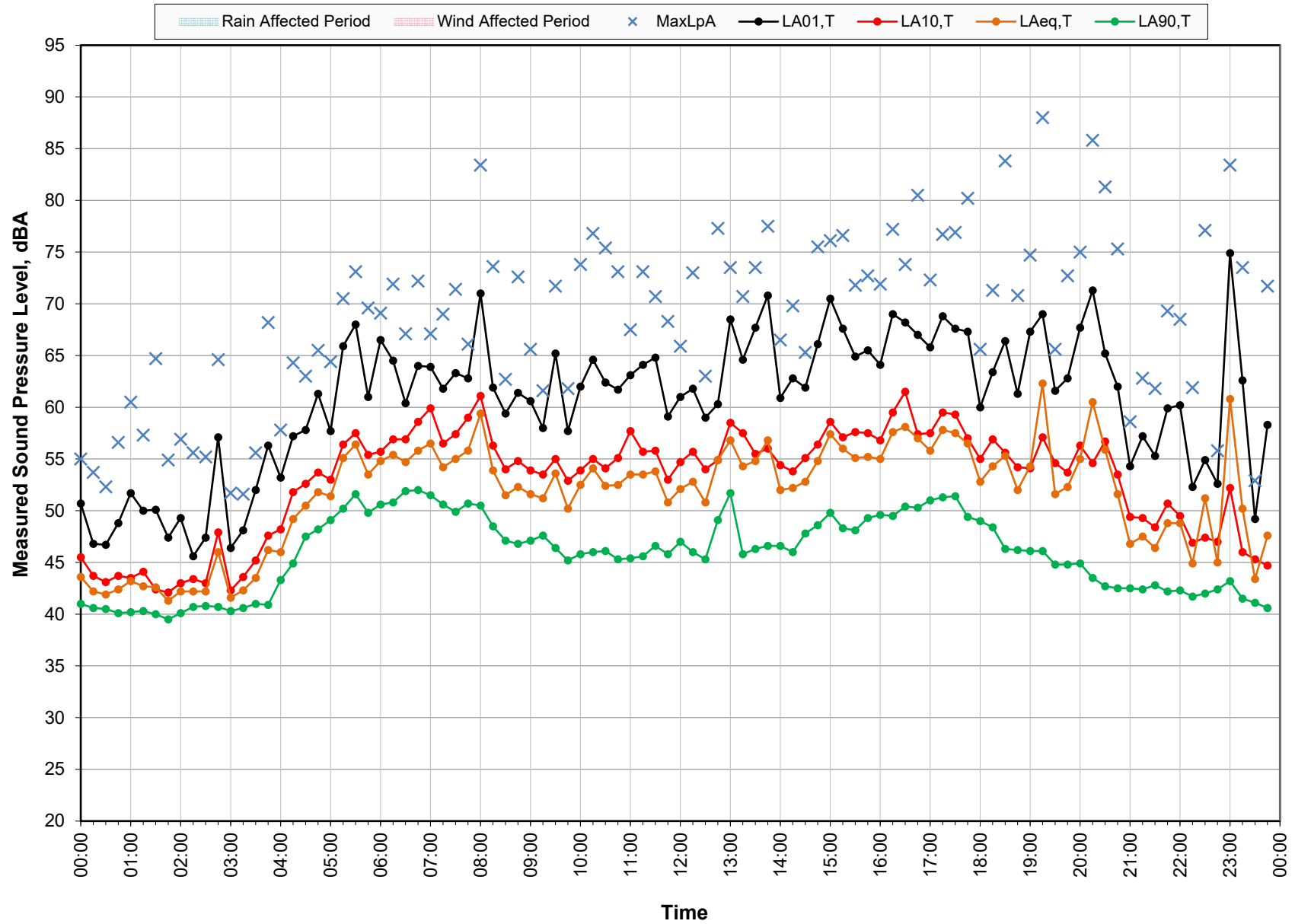
26112 Windaroo - Statistical Noise Levels at McD - Sunday, 21/06/2026



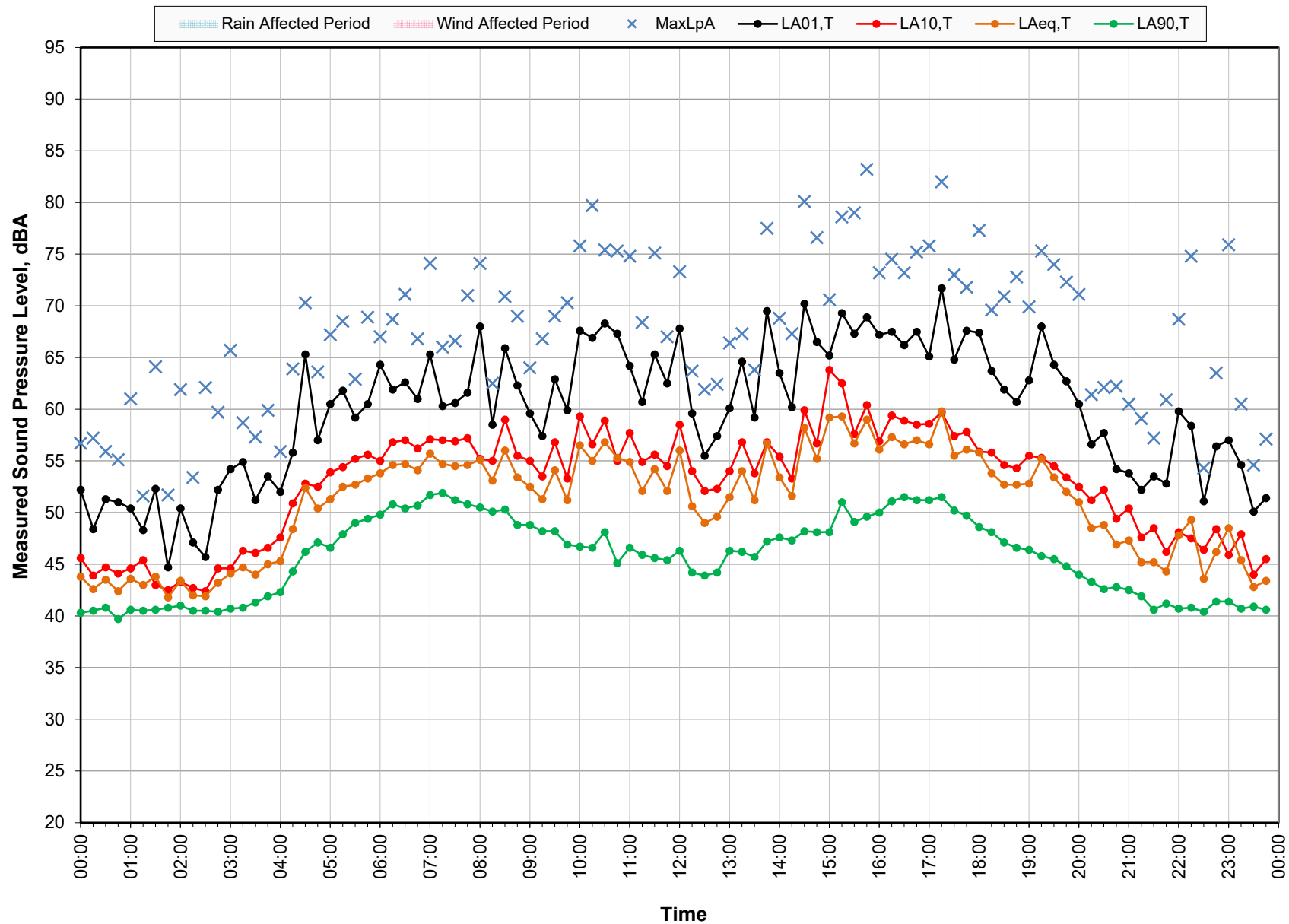
26112 Windaroo - Statistical Noise Levels at McD - Monday, 22/06/2026



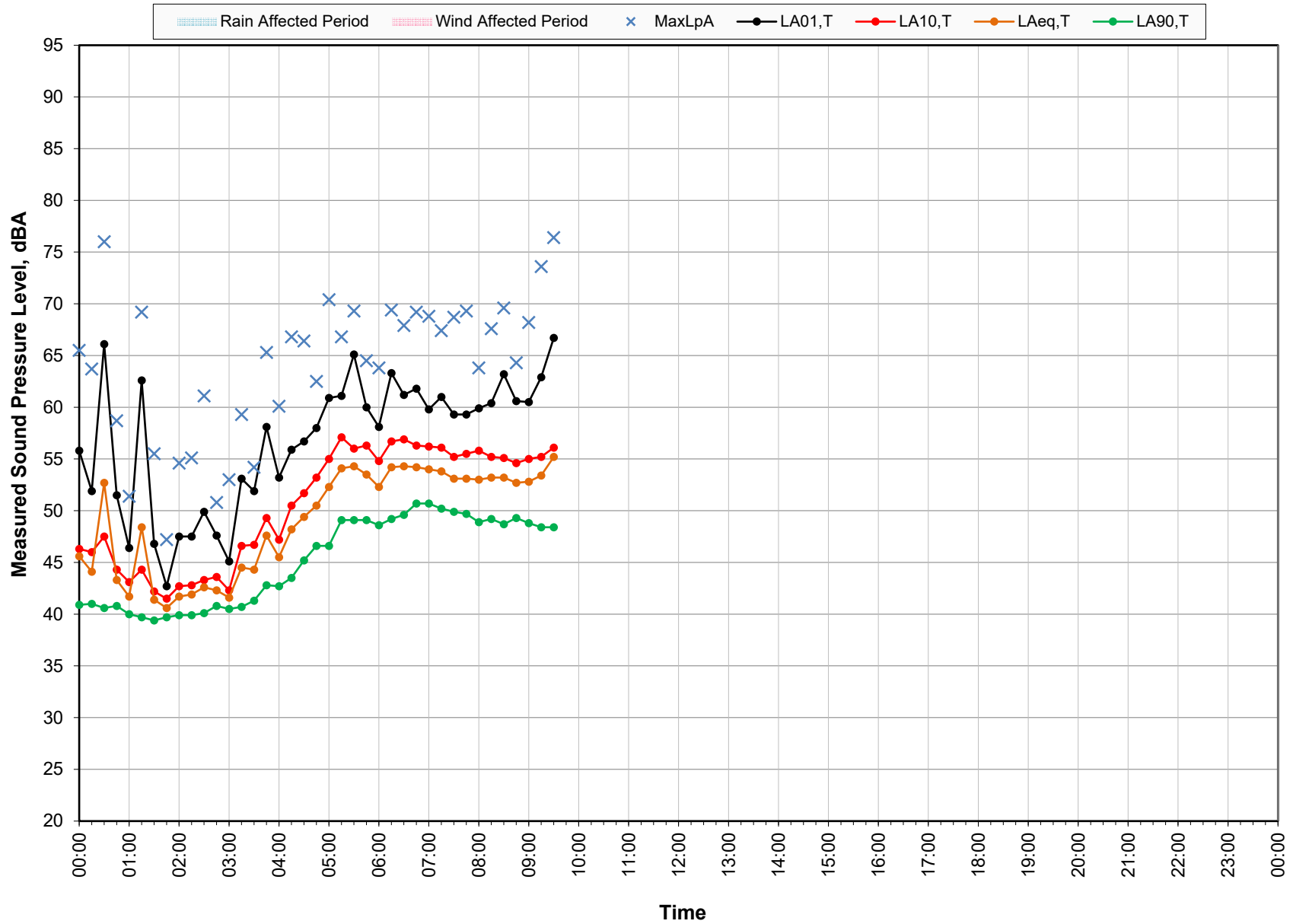
26112 Windaroo - Statistical Noise Levels at McD - Tuesday, 23/06/2026



26112 Windaroo - Statistical Noise Levels at McD - Wednesday, 24/06/2026

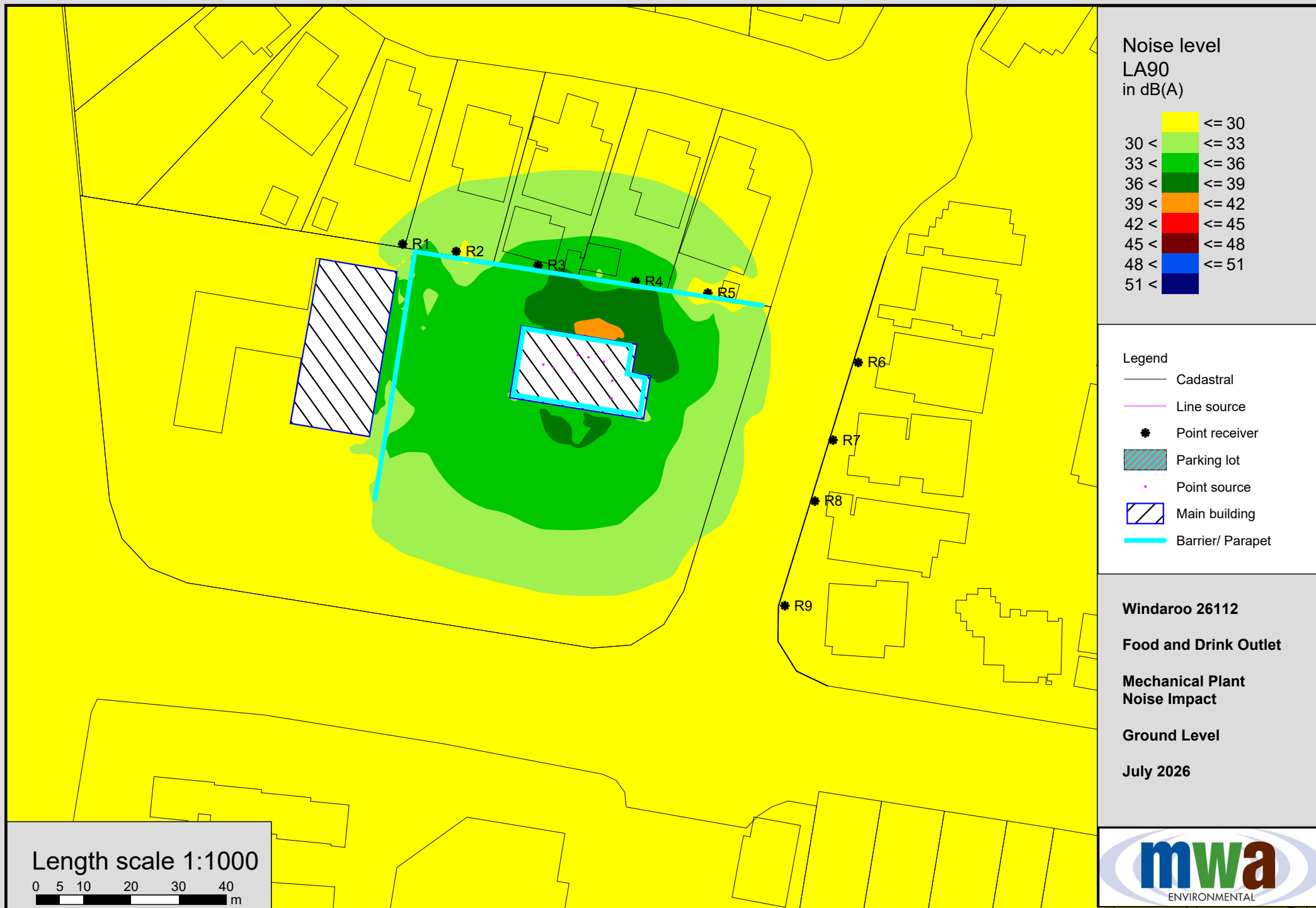


26112 Windaroo - Statistical Noise Levels at McD - Thursday, 25/06/2026



Attachment 3

*SoundPLAN Noise Plot
Mechanical Plant*



Attachment 4

SoundPLAN Noise Plot
Overall Noise

