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Proposed Residential Subdivision
393-397 Logan Reserve Road
Logan Reserve

ACOUSTIC REPORT






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c/- Nolah Property Developments
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1. Introduction

This report is in response to a request by Vista Land Qld Pty Ltd for a road traffic noise assessment of a proposed residential subdivision to be located at 393-397 Logan Reserve Road, Logan Reserve. To facilitate the assessment, unattended noise monitoring was conducted to determine road traffic noise impacts to the proposed development. Based on the outcomes of the assessment, recommendations for acoustic treatments are provided.

2. Site Description

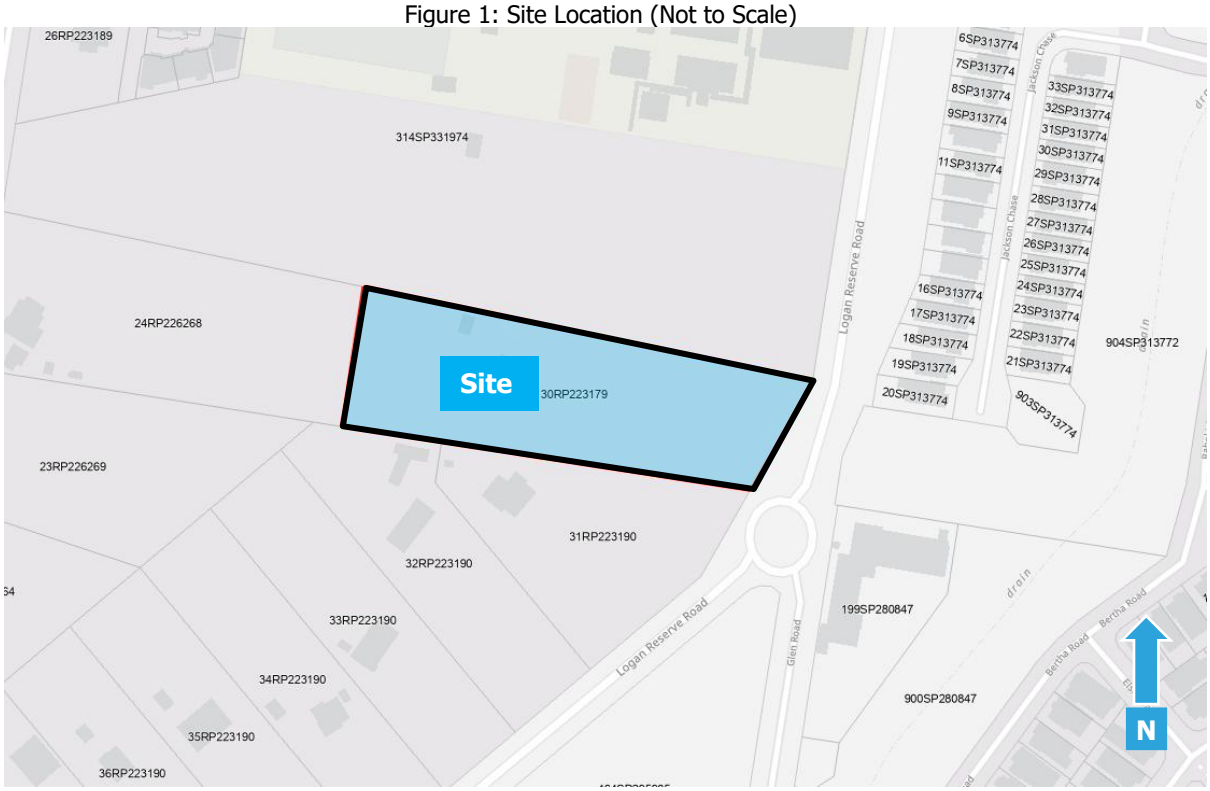
2.1 Site Location

The site is described by the following:

393-397 Logan Reserve Road, Logan Reserve
Lot 30 on RP223179

Refer to Figure 1 for site location.

Figure 1: Site Location (Not to Scale)



A site survey was conducted on the 27th of July 2026 and identified the following:

a) The site is currently occupied by single storey dwelling which will be demolished to make way for the proposed development.
b) Logan Reserve Road bounds the site to the east, separating the development from residential land uses.

2.2 Proposal

The proposal is for a residential subdivision comprised of the following:

- Total site area is 13,700 m^2.
- 22 residential lots.
- Site access via Logan Reserve Road.

Refer to the Appendices for development plans.

2.3 Acoustic Environment

The surrounding area is primarily affected by road traffic noise from Logan Reserve Road.

3. Equipment

The following equipment was used to record noise levels:

- 1x Rion NL42 Environmental Noise Monitor
- BSWA Technology Co. Ltd Sound Calibrator

The Rion NL42 Environmental Noise Monitor holds current NATA Laboratory Certification and was field calibrated before and after the monitoring period, with no significant drift from the reference signal recorded.

4. Noise Monitoring

4.1.1 Road Traffic Noise Monitoring

A Rion NL42 environmental noise monitor was placed at 415 Logan Reserve Road, 13 meters from the nearest lane of Logan Reserve Road to measure road traffic noise levels. The monitor was located in a free field position with the microphone approximately 1.4 metres above ground surface level. The noise monitor was set to record noise levels between the 3rd and 10th of August 2026.

The environmental noise monitor was set to record noise levels in "A" weighting, fast response using 1-hour statistical intervals. Road traffic noise monitoring was conducted in accordance with Australian Standard *AS2702:1984 'Acoustics - Methods for the measurement of road traffic noise'*.

Refer to Figure 2 for the noise monitoring location.

4.2 Noise Monitoring Location

The road traffic noise monitoring location in relation to the site is shown in the figure below.

Figure 2 : Noise Monitoring Location



5. Measured Noise Levels

The following table presents the measured road traffic noise levels from the unattended noise survey. Any periods of inclement weather or extraneous noise were omitted from the measured data prior to determining the results.

5.1 Meteorological Conditions

Meteorological observations during the unattended noise monitoring survey were obtained from the Bureau of Meteorology website (http://www.bom.gov.au/climate/data) (140009), shown in table below.

Table 1: Meteorological Conditions – Greenbank (Defence)

Day	Date	Rainfall (mm)	Wind			
			9am		3pm	
			Speed (km/h)	Direction	Speed (km/h)	Direction
Monday	03/08/2026	0	4	WSW	7	E
Tuesday	04/08/2026	0	4	NW	7	NNW
Wednesday	05/08/2026	0	4	SW	9	N
Thursday	06/08/2026	0	2	WNW	2	ENE
Friday	07/08/2026	0	2	NNE	4	NE
Saturday	08/08/2026	0	2	NNW	9	NE
Sunday	09/08/2026	0	4	W	13	NE
Monday	10/08/2026	0	11	N	17	WNW

5.2 Road Traffic Noise Levels

The road traffic noise levels measured at the monitoring location are as follows;

Table 2: Measured Road Traffic Noise Levels - All Time Periods

Day	Date	L10(18h)	L90(8h)	L90(18h)
Monday	03/08/2026	-	-	-
Tuesday	04/08/2026	65	40	50
Wednesday	05/08/2026	68	43	54
Thursday	06/08/2026	67	46	53
Friday	07/08/2026	66	47	51
Saturday	08/08/2026	66	39	49
Sunday	09/08/2026	65	38	48
Monday	10/08/2026	-	-	-
Overall value		66	42	51

Any periods of inclement weather (*) were omitted from the measured data prior to determining the results.

Refer to the Appendices for graphical representation of the noise monitoring data.

6. Road Traffic Noise Criteria

6.1 Logan City Council

Section 8.2 of the *Moreton Bay Regional Council Planning Scheme Policy – Noise* states the following in regard to transport noise impact assessments for a Material Change of Use:

Dwellings:
A transport noise impact assessment report is to be provided for development proposing dwellings where:
a) a lot is located within:
i. 50 metres of a current or future designated sub arterial; or
ii. 100 metres of a current or future designated arterial road; or
iii. 150 metres of highway, haulage route or railway; or
iv. extractive resource transport buffer
b) otherwise requested by Council.

Note - Does not apply if the proposed development site is within a designated transport noise corridor and the Department of Transport and Main Roads is a referral agency.

The assessment is to be in accordance with MP 4.4 of the QDC. The assessment is to identify the noise category applicable to each dwelling in the proposed development. Noise categories are defined in Schedule 3 of MP4.4.

Private Open Space:
In addition, the assessment is to address the requirement for development to have private open space that meets the Environmental Emission Criteria identified in Department of Transport and Main Roads Policy for Development on Land Affected by Environmental Emissions from Transport and Transport Infrastructure Version 2 or as amended.

6.1.1 Queensland Development Code QDC MP4.4

To determine the minimum design requirements for any new buildings located within a transport corridor, the Queensland Development Code Part 4.4 may be applied if no alternative solutions are provided. In accordance with MP4.4, the noise categories are stated in Table 3.

Table 3: Queensland Development Code Part 4.4 Criteria

Queensland Development Code MP 4.4	
Category	$L_{10(18h)}$ dBA
4	≥ 73
3	68-72
2	63-67
1	58-62
0	≤ 57

The building treatment for any future development onsite shall be determined at Building Approval stage, in general accordance with the Queensland Development Code. Alternative solutions may be provided on request.

6.1.2 Development Affected by Environmental Emissions from Transport Policy

The noise criteria for external areas as defined in the *Development Affected by Environmental Emissions from Transport Policy Version 4 (October 2017)* is as follows:

Table 4: External Noise Criteria for New Sensitive Development

Location within development	Measured $L_{90,18h}$ free field (6am-12am) dB(A)	Free-field criteria $L_{10,18h}$ dB(A)
Private and Communal Open Space	≤45	≤ 57
	>45	≤ 60

The measured $L_{90,18h}$ is greater than 45dB(A), therefore the criteria of ≤60 dB(A) $L_{10,18h}$ would apply.

7. Road Traffic Noise Assessment

Road traffic noise associated with Logan Reserve Road for the ten-year planning horizon was assessed at the development to determine acoustic treatments required to comply with the relevant criteria. In the absence of development plans for the future dwellings, a preliminary assessment of façade noise impacts was conducted assuming that the future dwellings will be 2 storeys. Road traffic noise impacts were assessed at the most affected façade for each dwelling.

7.1 Traffic Volumes

Traffic volumes for Logan Reserve Road were obtained from *Logan City Council Open Data* and are presented in Table 5.

Table 5: Traffic Volumes

Location	2022 AADT	2026 Predicted AADT	2036 Predicted AADT	Annual Growth Rate	Percentage of Heavy Vehicles
Logan Reserve Road	13,835	14,975	18,254	2%	10%

7.2 Road Traffic Noise Verification

To ensure the CoRTN noise model is accurate, a verification model of the predicted $L_{A10(18hr)}$ was created and compared to the measured noise level. The CoRTN method allows a 2dB(A) variation from the predicted and measured level, if the variation exceeds 2dB(A) a correction to the predicted level is required.

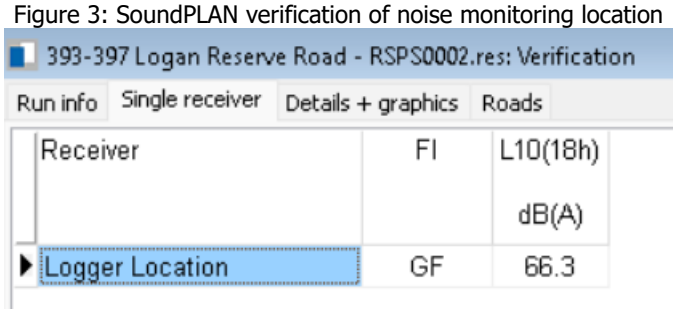
The verification model was based on the following inputs:

- Logan Reserve Road speed limit of 60km/h.
- Noise monitor height: 1.4m above ground level at the monitoring location.
- SoundPLAN grid noise maps at 1m x 1m.
- Base terrain data obtained from the Queensland Spatial Catalogue – Q Spatial.

Table 6: Comparison of measured and predicted noise levels

Location	Measured $L_{A10(18hr)}$ dB(A)	Predicted $L_{A10(18hr)}$ dB(A)	Correction
Logan Reserve Road	66	66.3	0

Figure 3: SoundPLAN verification of noise monitoring location



7.3 Predicted Road Traffic Noise Levels – 2036

Road traffic noise modelling for the proposed development was based on the following information:

- Architectural drawings provided by DTS, dated 14th August 2026.
- Logan Reserve Road speed limit of 60km/h.
- Receiver heights were based on 1.5m above finished floor levels.
- +2.5dB(A) Façade correction.
- SoundPLAN grid noise maps at 1m x 1m.
- Base terrain data obtained from the Queensland Spatial Catalogue – Q Spatial.
- Acoustic Barriers as per Section 8.1.5.

7.3.1 Façade Noise Impacts

The 3D SoundPLAN CoRTN noise model predicts LA10,18hour levels at the facades of the residential dwellings as presented in Table 7.

Table 7: Road Traffic Noise Impacts to Passive Recreation Areas

Location	Facade	Level	Predicted Road Traffic Noise Impacts (Façade Corrected) 2036	QDC Noise Category
			LA10(18hr) dB(A)	
Lot 1	Most Affected Facade	GF	55.3	0
Lot 1	Most Affected Facade	F 1	56.8	0
Lot 2	Most Affected Facade	GF	55.5	0
Lot 2	Most Affected Facade	F 1	57	0
Lot 3	Most Affected Facade	GF	55.7	0
Lot 3	Most Affected Facade	F 1	57.2	0
Lot 4	Most Affected Facade	GF	55.6	0
Lot 4	Most Affected Facade	F 1	57	0
Lot 5	Most Affected Facade	GF	55.9	0
Lot 5	Most Affected Facade	F 1	57.5	0
Lot 6	Most Affected Facade	GF	56.4	0
Lot 6	Most Affected Facade	F 1	58	1
Lot 7	Most Affected Facade	GF	56.9	0
Lot 7	Most Affected Facade	F 1	58.6	1
Lot 8	Most Affected Facade	GF	56.4	0
Lot 8	Most Affected Facade	F 1	58	1
Lot 9	Most Affected Facade	GF	57.3	0
Lot 9	Most Affected Facade	F 1	59	1
Lot 10	Most Affected Facade	GF	57.6	1
Lot 10	Most Affected Facade	F 1	59.4	1
Lot 11	Most Affected Facade	GF	58.2	1
Lot 11	Most Affected Facade	F 1	60.1	1
Lot 12	Most Affected Facade	GF	58.8	1
Lot 12	Most Affected Facade	F 1	60.8	1
Lot 13	Most Affected Facade	GF	58.1	1
Lot 13	Most Affected Facade	F 1	60	1
Lot 14	Most Affected Facade	GF	59.7	1
Lot 14	Most Affected Facade	F 1	61.8	1
Lot 15	Most Affected Facade	GF	60.3	1
Lot 15	Most Affected Facade	F 1	62.6	1
Lot 16	Most Affected Facade	GF	60.7	1
Lot 16	Most Affected Facade	F 1	63.4	2
Lot 17	Most Affected Facade	GF	59.7	1

Location	Facade	Level	Predicted Road Traffic Noise Impacts (Façade Corrected) 2036	QDC Noise Category
			LA10(18hr) dB(A)	
Lot 17	Most Affected Facade	F 1	62	1
Lot 18	Most Affected Facade	GF	59.5	1
Lot 18	Most Affected Facade	F 1	61.7	1
Lot 19	Most Affected Facade	GF	61.8	1
Lot 19	Most Affected Facade	F 1	65.5	2
Lot 20	Most Affected Facade	GF	61.7	1
Lot 20	Most Affected Facade	F 1	66	2
Lot 21	Most Affected Facade	GF	62.5	1
Lot 21	Most Affected Facade	F 1	65.9	2
Lot 22	Most Affected Facade	GF	61.9	1
Lot 22	Most Affected Facade	F 1	67.9	2

Façade treatments are required in accordance with QDC MP4.4. Refer to Section 8.1 for the preliminary façade treatments.

Figure 4 and Figure 5 show the predicted road traffic noise contours for the development (Façade Corrected).

Figure 4: Predicted Traffic Noise Contours – Ground Floor (Façade Corrected)

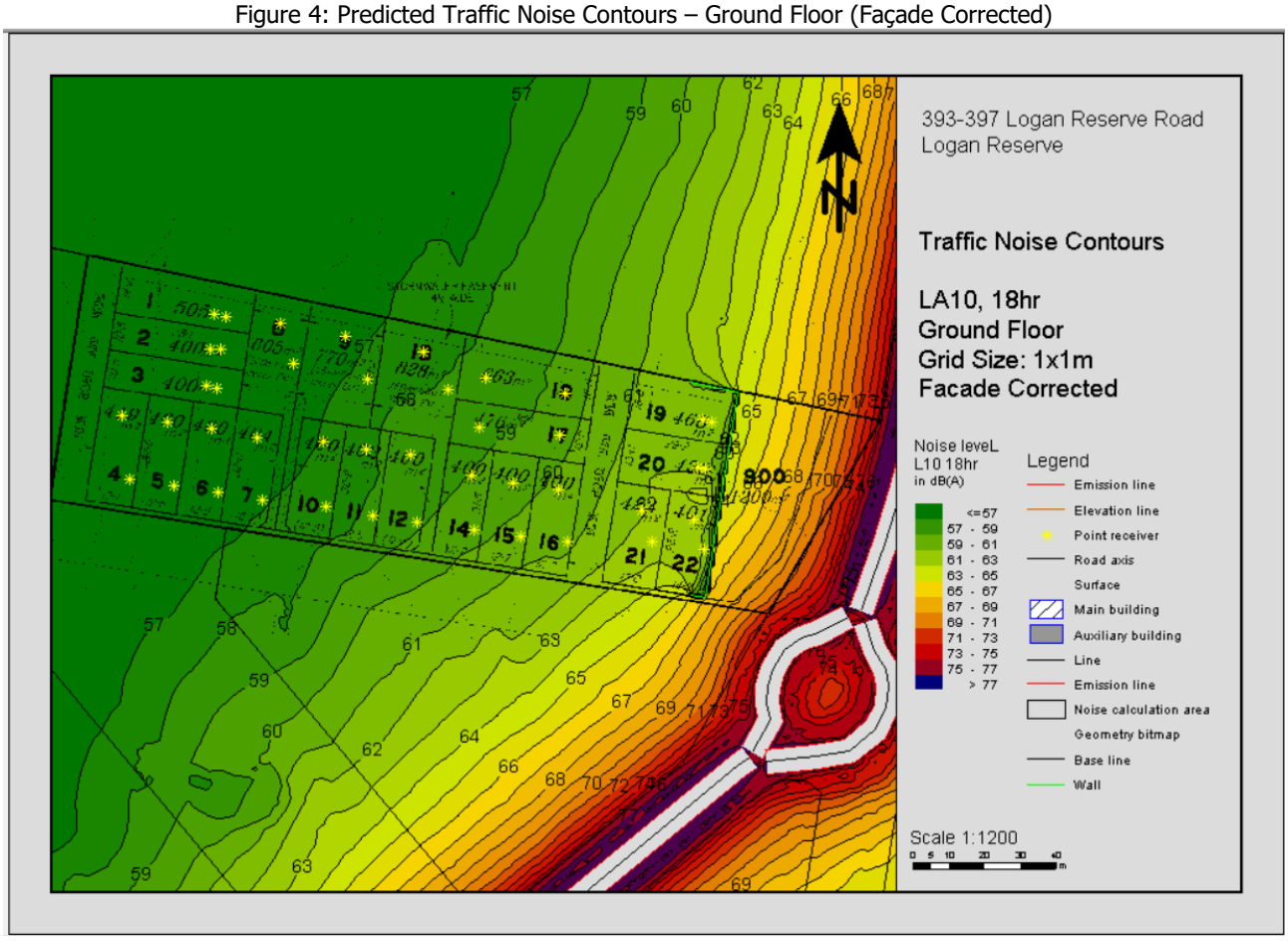
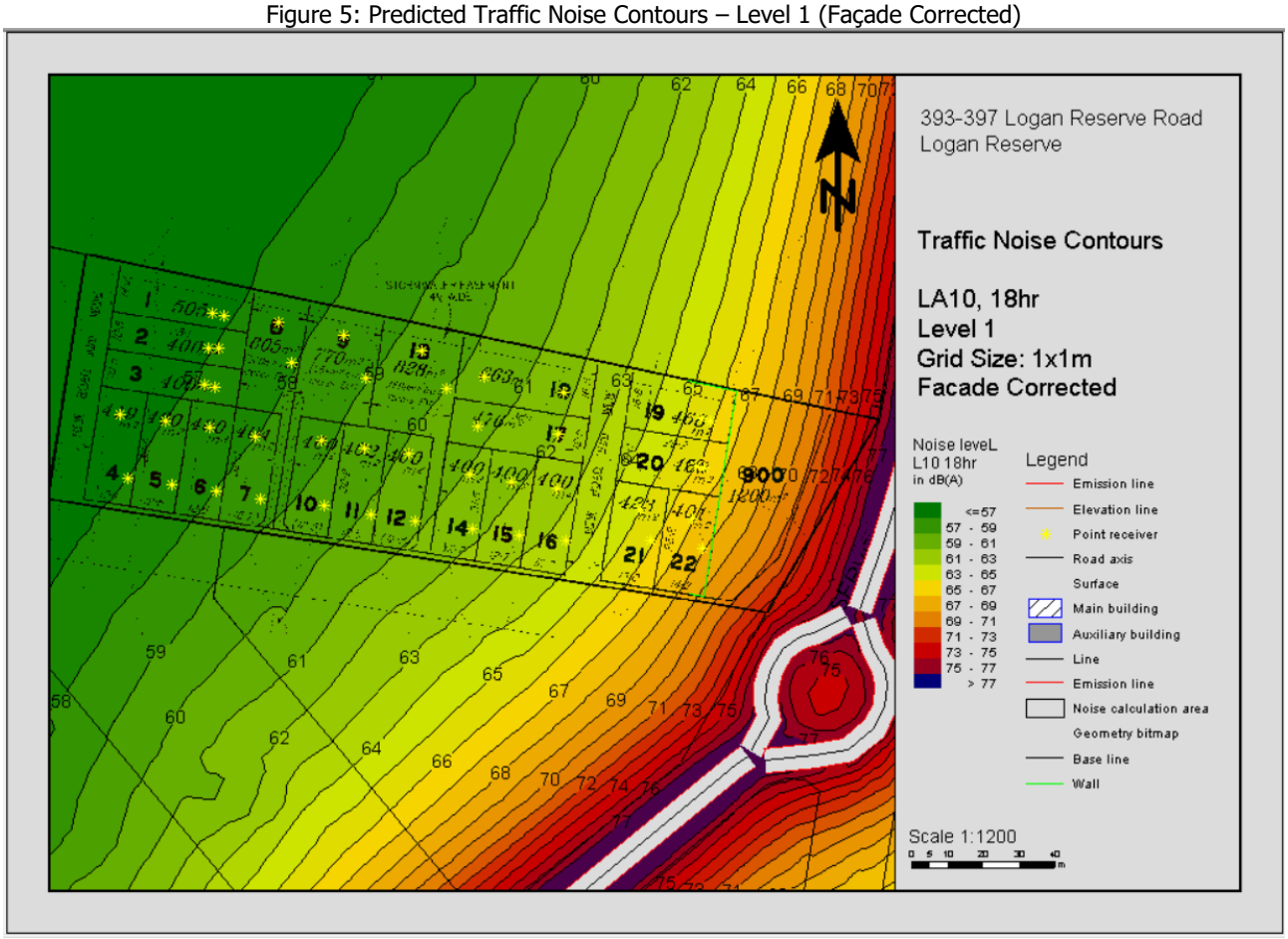


Figure 5: Predicted Traffic Noise Contours – Level 1 (Façade Corrected)



7.3.2 Private Open Spaces

The SoundPLAN noise model predicts LA10,18hour noise levels at the private open spaces of the development as presented in Table 8.

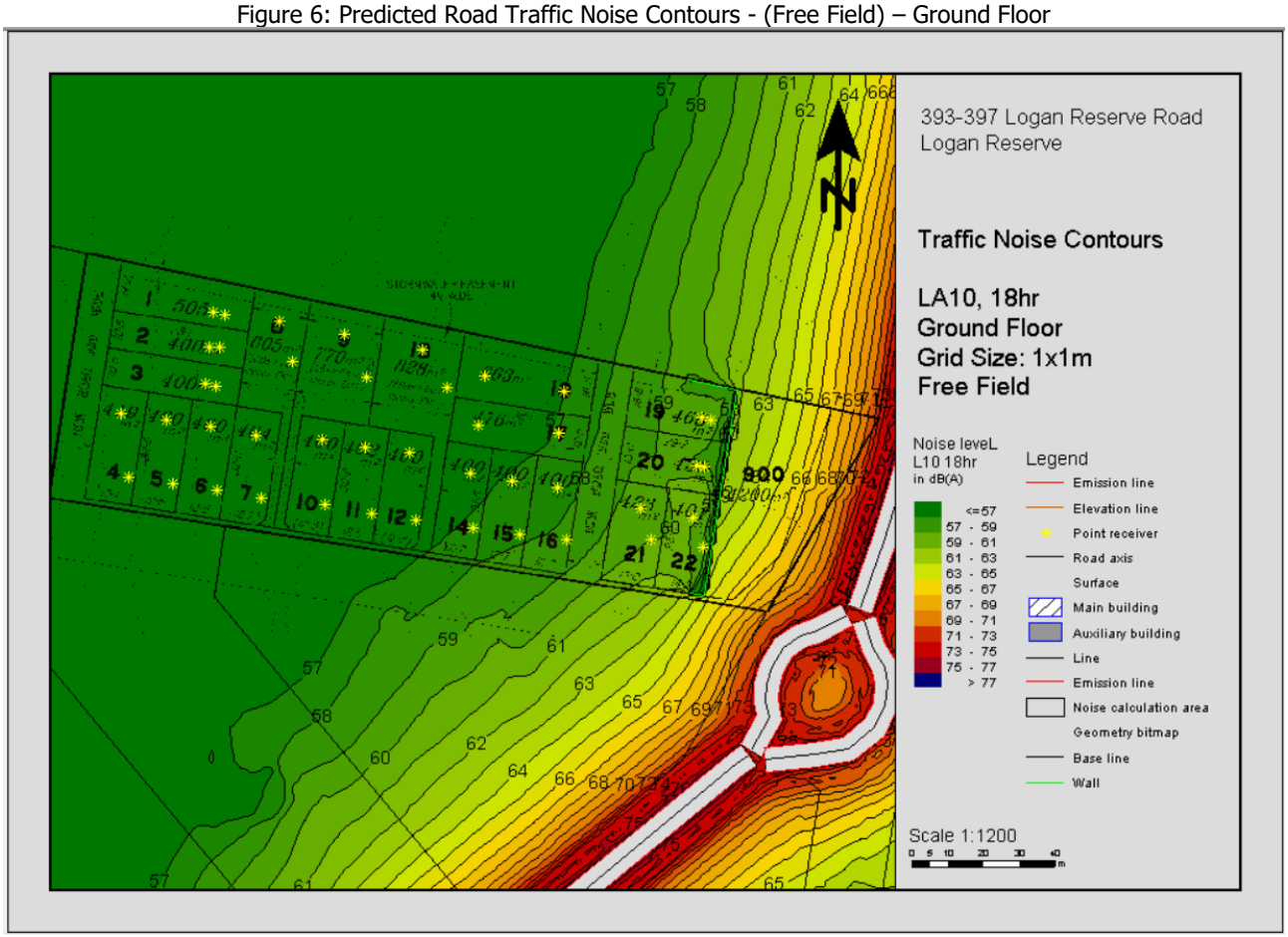
Table 8: Predicted Road traffic noise impacts to private open spaces (Free field)

Location		Predicted Road Traffic Noise Impacts (Free Field) 2036	Complies with Private Open Space Criteria?
Lot	Floor Level	LA10 18hr dB(A)	LA10 18hr dB(A) ≤ 60
Lot 1 POS	GF	53	Yes
Lot 2 POS	GF	53.1	Yes
Lot 3 POS	GF	53.3	Yes
Lot 4 POS	GF	52.7	Yes
Lot 5 POS	GF	53.1	Yes
Lot 6 POS	GF	53.4	Yes
Lot 7 POS	GF	53.8	Yes
Lot 8 POS	GF	53.7	Yes
Lot 9 POS	GF	54.3	Yes
Lot 10 POS	GF	54.6	Yes
Lot 11 POS	GF	55.3	Yes
Lot 12 POS	GF	55.7	Yes
Lot 13 POS	GF	55.2	Yes
Lot 14 POS	GF	56.5	Yes
Lot 15 POS	GF	57.2	Yes
Lot 16 POS	GF	57.6	Yes
Lot 17 POS	GF	56.2	Yes
Lot 18 POS	GF	55.9	Yes

Location		Predicted Road Traffic Noise Impacts (Free Field) 2036	Complies with Private Open Space Criteria?
Lot	Floor Level	LA10 18hr dB(A)	LA10 18hr dB(A) ≤ 60
Lot 19 POS	GF	59.3	Yes
Lot 20 POS	GF	59.1	Yes
Lot 21 POS	GF	59.4	Yes
Lot 22 POS	GF	60	Yes

Compliance with the private open space criteria is predicted for all lots on the condition the recommendations in Section 8 are implemented. Refer to Figure 6 for the predicted road traffic noise contours for the development (Free field).

Figure 6: Predicted Road Traffic Noise Contours - (Free Field) – Ground Floor



8. Recommendations

8.1 Road Traffic Noise

Based on the results of the assessment, acoustic barriers as detailed in this section need to be implemented to achieve compliance with the private open space criteria. Preliminary façade treatments in accordance with QDC have been nominated. Further assessment is required once floor plans and elevations for the future dwellings are available to determine if treatments can be further reduced.

8.1.1 Glazing

The minimum glazing treatments presented in Table 9 are required to comply with the following:

- The minimum glass thickness specified shall not be reduced regardless of the Rw performance of the glass unless the glazier can provide a specific (non-generic) NATA Test report proving the proposed glazing system complies (the test report must be based on the same configuration proposed for the development). Note an estimation or calculated performance will not be accepted.
- If compliance cannot be achieved with the minimum Rw ratings for the glass thickness nominated, then glazing system shall be upgraded until compliance is achieved.
- Glazing specified with acoustic seals requires a seal that has been tested with a glazing system or door to achieve an Rw in accordance with AS/NZS ISO 717.1, mohair seals are not acceptable.
- The glazier shall provide NATA test reports on request to verify compliance with the minimum Rw ratings. Generic reports are not acceptable.

Table 9: Required façade acoustic ratings

Location	Facade	Level	QDC Category	Rw Ratings			QDC Glazing	Acoustic seals
				Wall	Roof	Glazing	Glazing	
Lot 1	Most Affected Facade	GF	0	-	-	-	Standard	no
Lot 1	Most Affected Facade	1	0	-	-	-	Standard	no
Lot 2	Most Affected Facade	GF	0	-	-	-	Standard	no
Lot 2	Most Affected Facade	1	0	-	-	-	Standard	no
Lot 3	Most Affected Facade	GF	0	-	-	-	Standard	no
Lot 3	Most Affected Facade	1	0	-	-	-	Standard	no
Lot 4	Most Affected Facade	GF	0	-	-	-	Standard	no
Lot 4	Most Affected Facade	1	0	-	-	-	Standard	no
Lot 5	Most Affected Facade	GF	0	-	-	-	Standard	no
Lot 5	Most Affected Facade	1	0	-	-	-	Standard	no
Lot 6	Most Affected Facade	GF	0	-	-	-	Standard	no
Lot 6	Most Affected Facade	1	1	35	35	27	4mm float	yes
Lot 7	Most Affected Facade	GF	0	-	-	-	Standard	no
Lot 7	Most Affected Facade	1	1	35	35	27	4mm float	yes
Lot 8	Most Affected Facade	GF	0	-	-	-	Standard	no
Lot 8	Most Affected Facade	1	1	35	35	27	4mm float	yes
Lot 9	Most Affected Facade	GF	0	-	-	-	Standard	no
Lot 9	Most Affected Facade	1	1	35	35	27	4mm float	yes
Lot 10	Most Affected Facade	GF	1	35	-	27	4mm float	yes
Lot 10	Most Affected Facade	1	1	35	35	27	4mm float	yes
Lot 11	Most Affected Facade	GF	1	35	-	27	4mm float	yes
Lot 11	Most Affected Facade	1	1	35	35	27	4mm float	yes
Lot 12	Most Affected Facade	GF	1	35	-	27	4mm float	yes
Lot 12	Most Affected Facade	1	1	35	35	27	4mm float	yes

Location	Facade	Level	QDC Category	Rw Ratings			QDC Glazing	Acoustic seals
				Wall	Roof	Glazing	Glazing	
Lot 13	Most Affected Facade	GF	1	35	-	27	4mm float	yes
Lot 13	Most Affected Facade	1	1	35	35	27	4mm float	yes
Lot 14	Most Affected Facade	GF	1	35	-	27	4mm float	yes
Lot 14	Most Affected Facade	1	1	35	35	27	4mm float	yes
Lot 15	Most Affected Facade	GF	1	35	-	27	4mm float	yes
Lot 15	Most Affected Facade	1	1	35	35	27	4mm float	yes
Lot 16	Most Affected Facade	GF	1	35	-	27	4mm float	yes
Lot 16	Most Affected Facade	1	2	41	38	35	10.38 lam	yes
Lot 17	Most Affected Facade	GF	1	35	-	27	4mm float	yes
Lot 17	Most Affected Facade	1	1	35	35	27	4mm float	yes
Lot 18	Most Affected Facade	GF	1	35	-	27	4mm float	yes
Lot 18	Most Affected Facade	1	1	35	35	27	4mm float	yes
Lot 19	Most Affected Facade	GF	1	35	-	27	4mm float	yes
Lot 19	Most Affected Facade	1	2	41	38	35	10.38 lam	yes
Lot 20	Most Affected Facade	GF	1	35	-	27	4mm float	yes
Lot 20	Most Affected Facade	1	2	41	38	35	10.38 lam	yes
Lot 21	Most Affected Facade	GF	1	35	-	27	4mm float	yes
Lot 21	Most Affected Facade	1	2	41	-	35	10.38 lam	yes
Lot 22	Most Affected Facade	GF	1	35	-	27	4mm float	yes
Lot 22	Most Affected Facade	1	2	41	-	35	10.38 lam	yes

8.1.2 Alternative Ventilation

We recommend that all locations nominated in Table 9 as QDC Noise Category 1 to 3 have the provision for an alternative ventilation system similar to air-conditioning or mechanical ventilation to allow windows and doors to be closed.

8.1.3 Wall Construction

The wall construction recommendations from QDC MP4.4 are included in the table below. Note that these are not the only allowable methods of construction for the development, and alternative constructions to achieve the required Rw ratings may also be provided. QDC Noise Categories are nominated in Table 9.

Table 10: QDC typical wall construction

QDC Noise Category	Wall Rw	QDC Acceptable forms of construction
2	41	Concrete brickwork at least 110mm thick OR In-situ concrete at least 100mm thick OR Precast concrete at least 100mm thick and without joints. OR 6mm FC, 92mm steel stud with 75mm thick insulation with a density of 11kg/m^3 with 13mm plasterboard internally.
1	35	Single leaf of clay brick masonry at least 110mm thick with: (i) a row of at least 70mm x 35mm timber studs or 64mm steel studs at 600mm centres, spaced at least 20mm from the masonry wall; and (ii) One layer of plasterboard at least 10mm thick fixed to outside face of studs OR Minimum 6mm thick fibre cement sheeting or weatherboards or plank cladding externally, minimum 90mm deep timber stud or 92mm metal stud, standard plasterboard at least 13mm thick internally.
0	N/A	Standard Construction

8.1.4 Roof Construction

The roof construction recommendations from QDC MP4.4 are included in the table below. Note that these are not the only allowable methods of construction for the development, and alternative constructions to achieve the required Rw ratings may also be provided. QDC Noise Categories are nominated in Table 9.

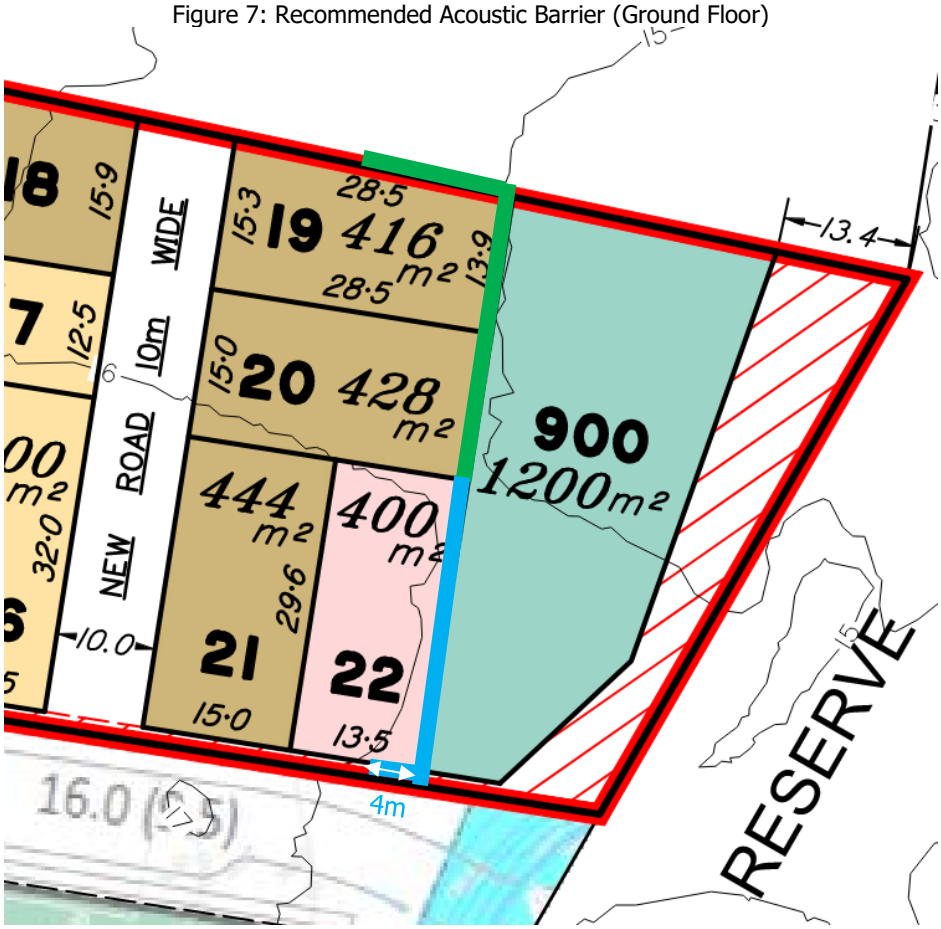
Table 11: QDC typical roof construction

QDC Noise Category	Roof Rw	QDC Acceptable forms of construction
2	38	Concrete or terracotta tile or metal sheet roof with sarking, plasterboard ceiling at least 10mm thick fixed to ceiling cavity, mineral insulation or glass wool insulation at least 50mm thick with a density of at least 11 kg/m3.
1	35	Concrete or terracotta tile or metal sheet roof with sarking, plasterboard ceiling at least 10mm thick fixed to ceiling cavity.
0	n/a	Standard Construction

8.1.5 Acoustic Barriers

Acoustic barriers shall be constructed to the height and extent shown in Figure 7. The acoustic barriers should be constructed using either masonry, 9mm fibre cement sheet, Hebel, 16mm thick lapped timber paling fence (minimum 50% overlap) or other materials with a minimum surface density of 12.5kg/m^2 and shall be free of gaps and holes.

Figure 7: Recommended Acoustic Barrier (Ground Floor)



Acoustic Barrier 1.8m above lot pad level

Acoustic Barrier 2.4m above lot pad level

9. Conclusion

A road traffic noise assessment was conducted for the proposed residential subdivision located at 393-397 Logan Reserve Road. On the condition the recommendations detailed in Section 8 are implemented, compliance is predicted with the Logan City Council Criteria. Preliminary QDC noise categories and façade treatments have been nominated. Once floor plans and elevations for the future dwellings are available, further assessment is recommended to determine if treatments can be further reduced.

If you should have any queries, please do not hesitate to contact us.

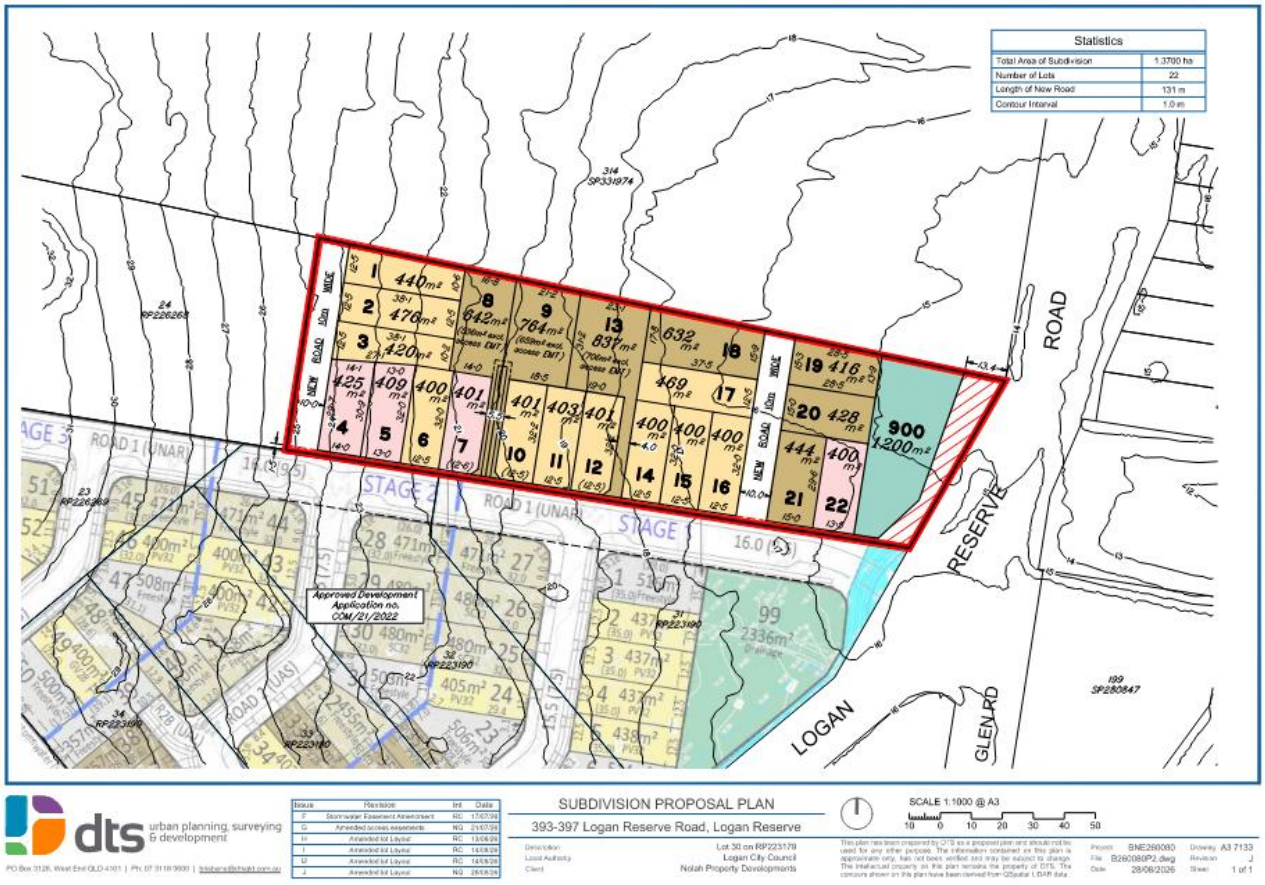
Yours faithfully,



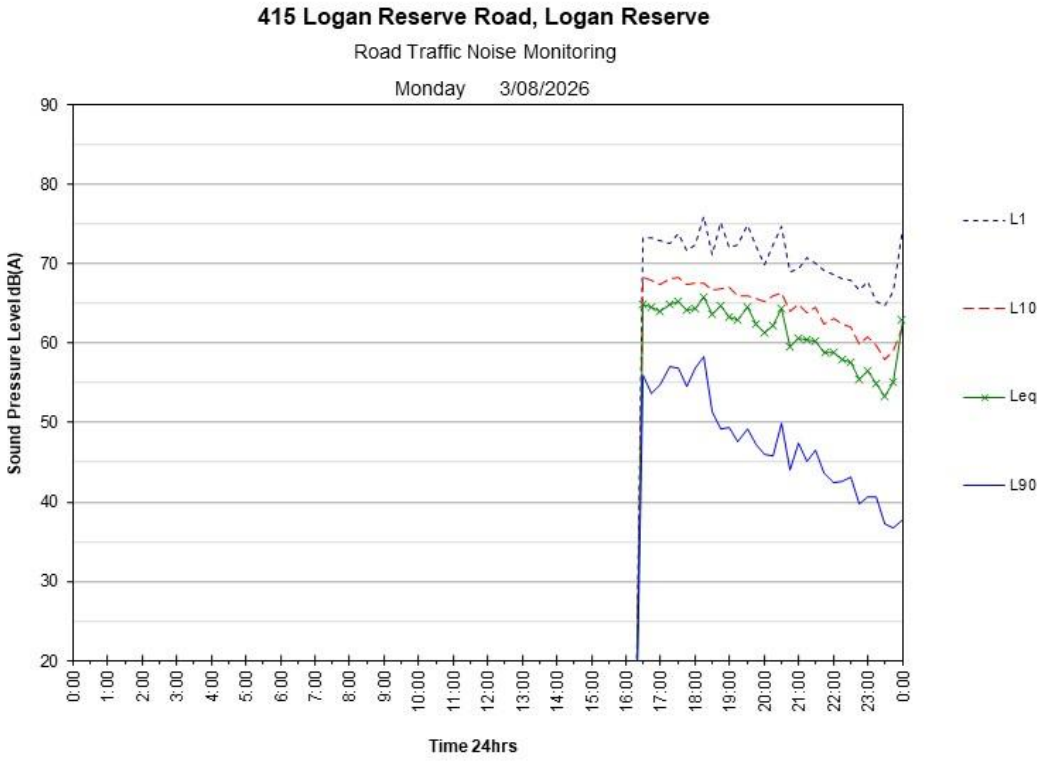
Marco Scoca
Acoustic Consultant
BEng (Civil Eng. Hons)
GradDipEngSc (Mechanical Eng.)
acousticworks)))

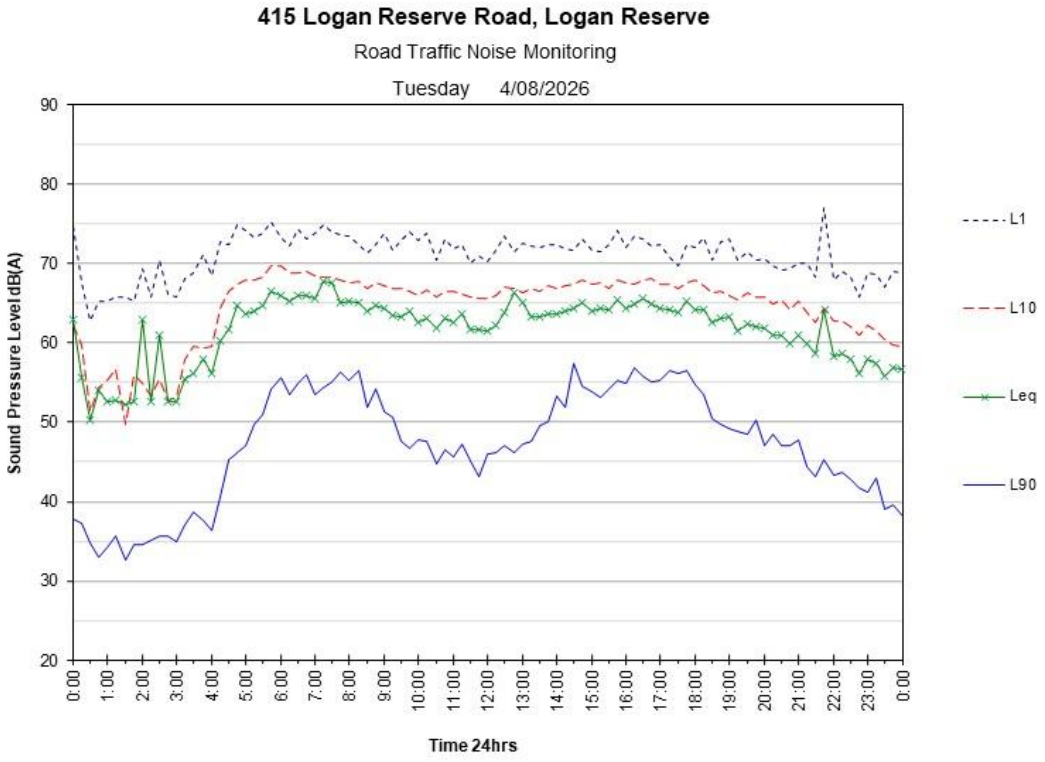
10. Appendices

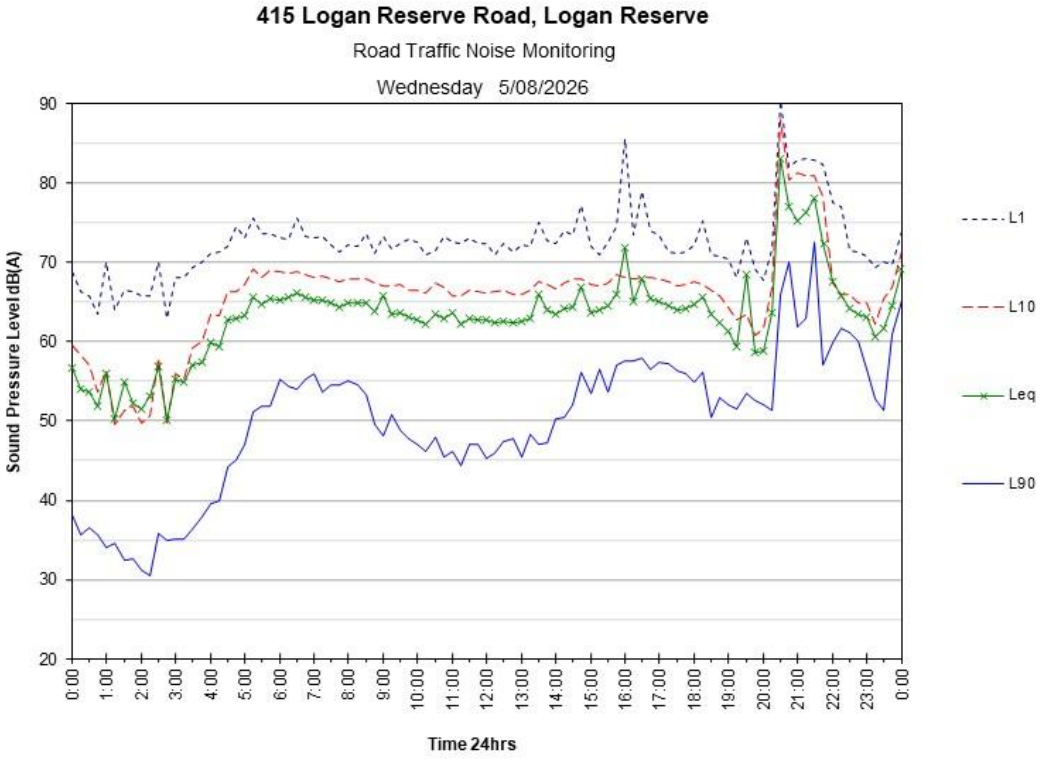
10.1 Development Plans

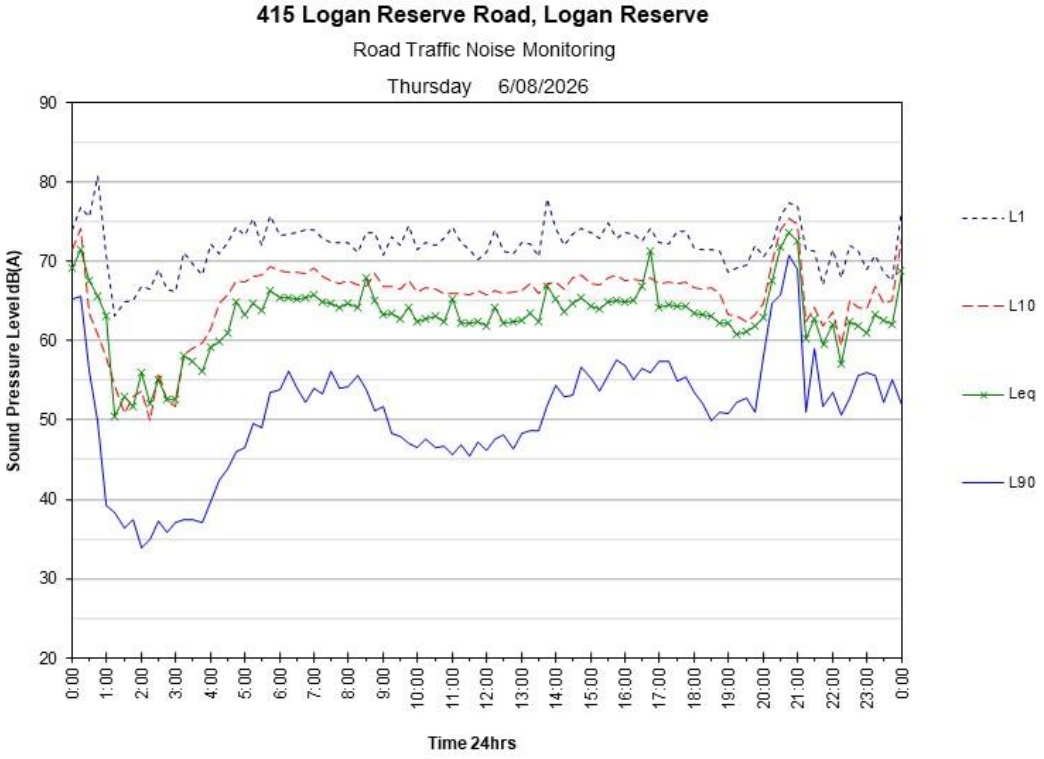


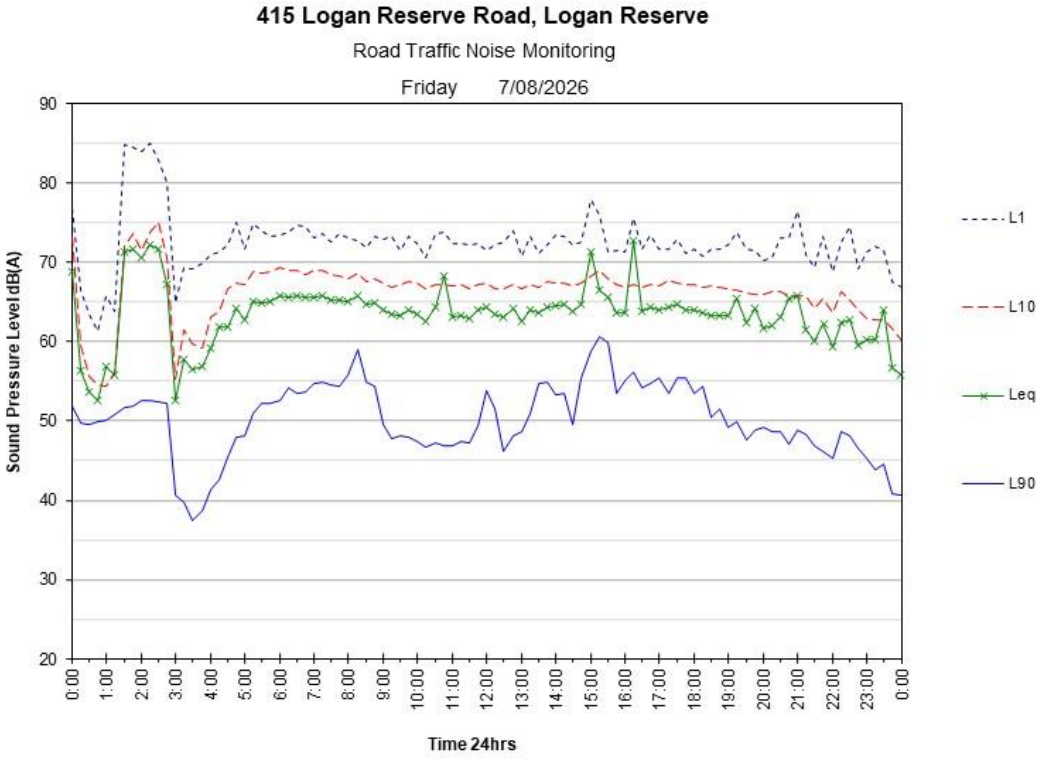
10.2 Noise Monitoring Charts

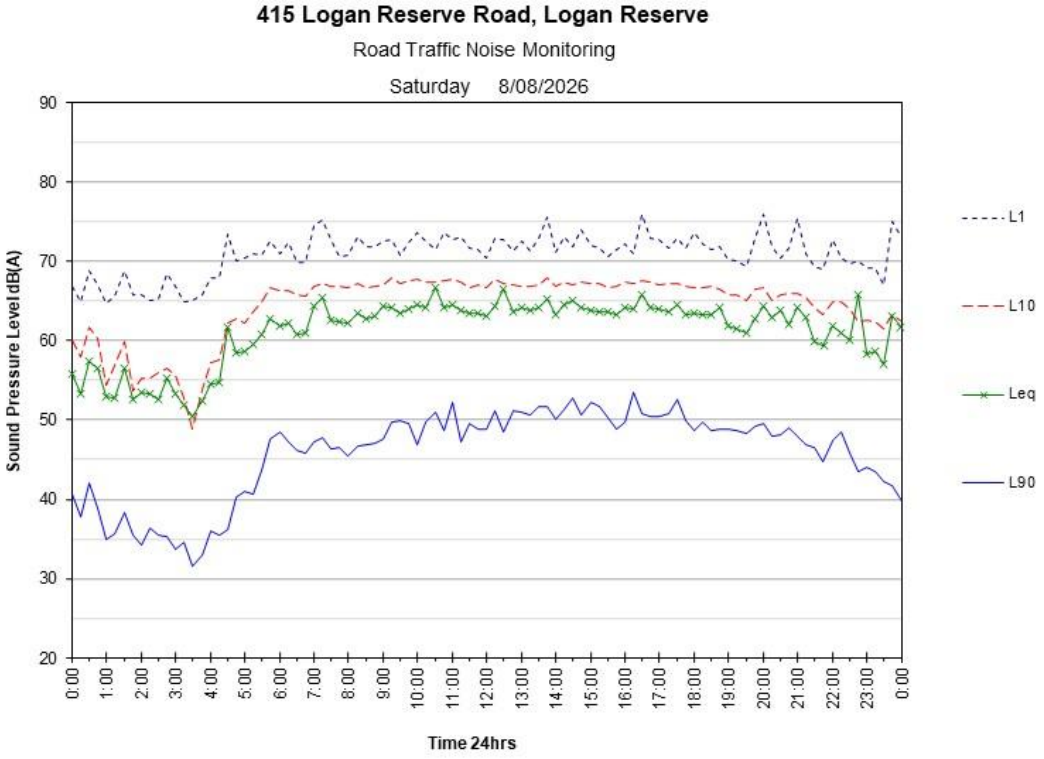


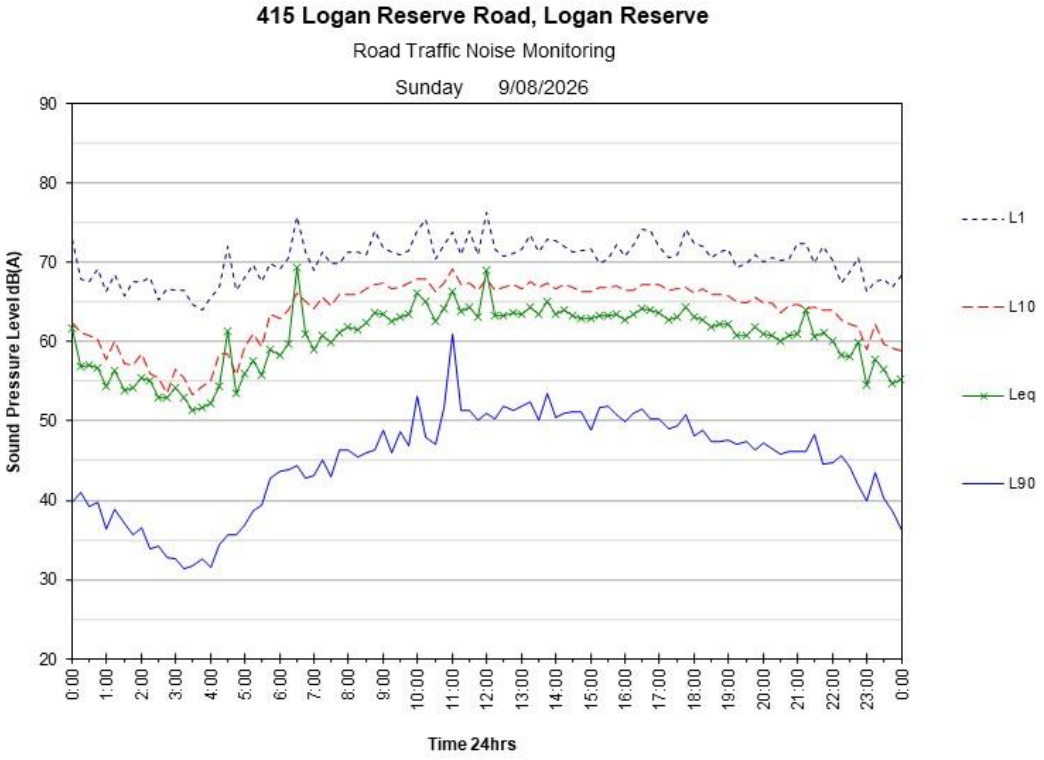


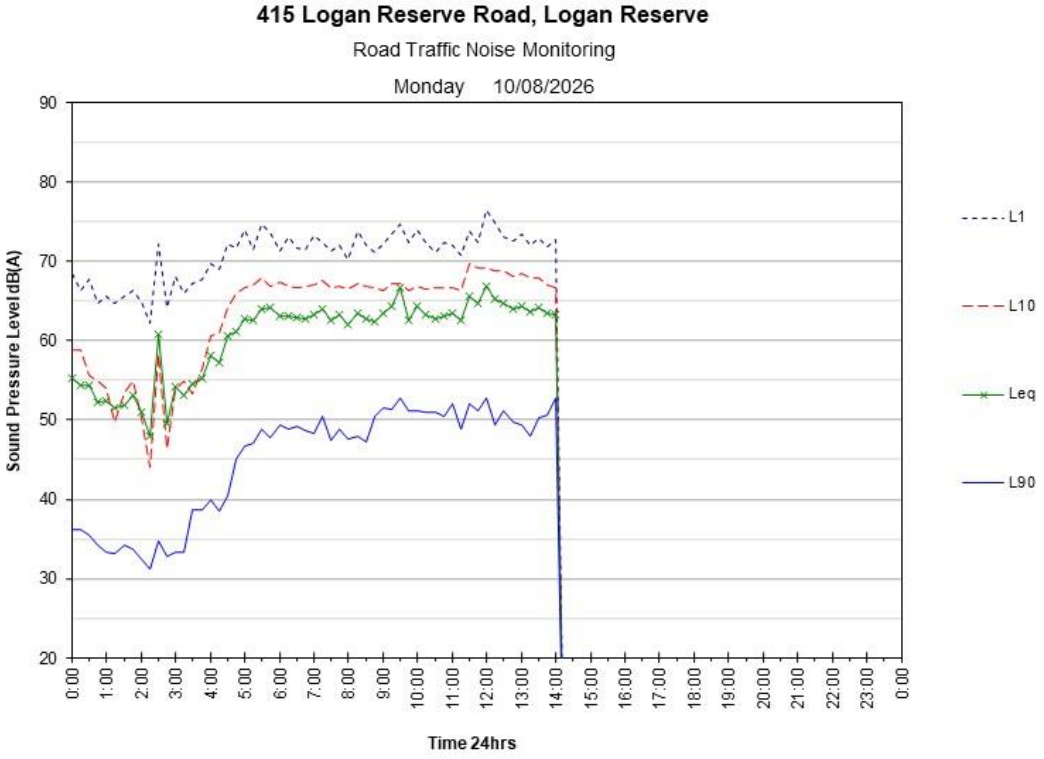

415 Logan Reserve Road, Logan Reserve
Road Traffic Noise Monitoring
Wednesday 5/08/2026
Sound Pressure Level dB(A)
90
80
70
60
50
40
30
20
0:00
1:00
2:00
3:00
4:00
5:00
6:00
7:00
8:00
9:00
10:00
11:00
12:00
13:00
14:00
15:00
16:00
17:00
18:00
19:00
20:00
21:00
22:00
23:00
0:00
Time 24hrs
L1
L10
Leq
L90


415 Logan Reserve Road, Logan Reserve
Road Traffic Noise Monitoring
Thursday 6/08/2026
Sound Pressure Level dB(A)
90
80
70
60
50
40
30
20
0:00
1:00
2:00
3:00
4:00
5:00
6:00
7:00
8:00
9:00
10:00
11:00
12:00
13:00
14:00
15:00
16:00
17:00
18:00
19:00
20:00
21:00
22:00
23:00
0:00
Time 24hrs
L1
L10
Leq
L90


415 Logan Reserve Road, Logan Reserve
Road Traffic Noise Monitoring
Friday 7/08/2026
Sound Pressure Level dB(A)
90
80
70
60
50
40
30
20
0:00
1:00
2:00
3:00
4:00
5:00
6:00
7:00
8:00
9:00
10:00
11:00
12:00
13:00
14:00
15:00
16:00
17:00
18:00
19:00
20:00
21:00
22:00
23:00
0:00
Time 24hrs
L1
L10
Leq
L90


415 Logan Reserve Road, Logan Reserve
Road Traffic Noise Monitoring
Saturday 8/08/2026
Sound Pressure Level dB(A)
90
80
70
60
50
40
30
20
0:00
1:00
2:00
3:00
4:00
5:00
6:00
7:00
8:00
9:00
10:00
11:00
12:00
13:00
14:00
15:00
16:00
17:00
18:00
19:00
20:00
21:00
22:00
23:00
0:00
Time 24hrs
L1
L10
Leq
L90


415 Logan Reserve Road, Logan Reserve
Road Traffic Noise Monitoring
Sunday 9/08/2026
Sound Pressure Level dB(A)
90
80
70
60
50
40
30
20
0:00
1:00
2:00
3:00
4:00
5:00
6:00
7:00
8:00
9:00
10:00
11:00
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15:00
16:00
17:00
18:00
19:00
20:00
21:00
22:00
23:00
0:00
Time 24hrs
L1
L10
Leq
L90


415 Logan Reserve Road, Logan Reserve
Road Traffic Noise Monitoring
Monday 10/08/2026
Sound Pressure Level dB(A)
90
80
70
60
50
40
30
20
0:00
1:00
2:00
3:00
4:00
5:00
6:00
7:00
8:00
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21:00
22:00
23:00
0:00
Time 24hrs
L1
L10
Leq
L90