Noise Impact Assessment

Storage King, Woolloongabba

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Basis of Report

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1.0 Introduction

SLR Consulting Australia (SLR) Pty Ltd has been commissioned by Creative Resolution (Australia) Pty Ltd on behalf of Reil Dealership Bonds Pty Ltd to provide a noise impact assessment of the proposed extension to the existing Storage King development located at 179 Logan Road, Woolloongabba, QLD 4102.

The existing development approval for the site was granted by Brisbane City Council (BCC) in January 2022 (Council ref. A005712796). The proposed extension (the Project) seeks to increase the Gross Floor Area (GFA) across both existing storage facility buildings on site by a total of 3,593.47 m^2.

The noise impact assessment has been undertaken to confirm that the Project can operate in accordance with the BCC City Plan 2014 and the Noise Impact Assessment Planning Scheme Policy (NIAPSP).

2.0 Project Description

The warehouse self-storage facility is located at 179 Logan Road, Woolloongabba, formally identified as Lot 8 on RP803071 and Lot 33 and 34 on RP11904.

The site is located within the HDR2 – High Density Residential Zone (up to 15 storeys) and is currently occupied by two self-storage buildings (Building 01 and Building 02). The key elements of the extension include:

- Building 01
  - Increase in building height from three (3) to four (4) storeys
  - Installation of new roof structure
- Building 02
  - Demolition and rebuild to increase the height from two (2) to five (5) storeys.

The proposed extension seeks to increase the gross floor area (GFA) by 3,593.47 m^2. There are no additional car parking spaces required to accommodate the increase in GFA, and the location of the car parking spaces, loading bays and refuse bay remain unchanged.

2.1 Surrounding Area

The area surrounding the site includes a mixture of residential land uses including the intersection of high-density and character residential dwellings, mixed-use development and community facilities as presented in the BCC Zoning Maps. The following land uses are identified in proximity to the proposed extension:

- North – to the north of the site are a mix of high-density residential and CR3 character (infill housing) zones. These uses are located along the Logan Road corridor and exposed to significant traffic noise (Queensland Development Code MP4.4 Noise Category 1 and 2).
- South – to the south of the site are residential dwellings along Buranda Street, Car One Automotive Mechanics and Lighthouse Church Inner City.
- East – Immediately east of the site is Logan Road followed by South City Square, a high-density mixed-use development. This development is exposed to significant traffic noise (Queensland Development Code MP4.4 Noise Category 1 and 2).

- West – To the west of the site are character residential dwellings extending towards the Pacific Motorway.

The Project site and nearest sensitive receptors are presented in **Figure 1** and **Table 1**.

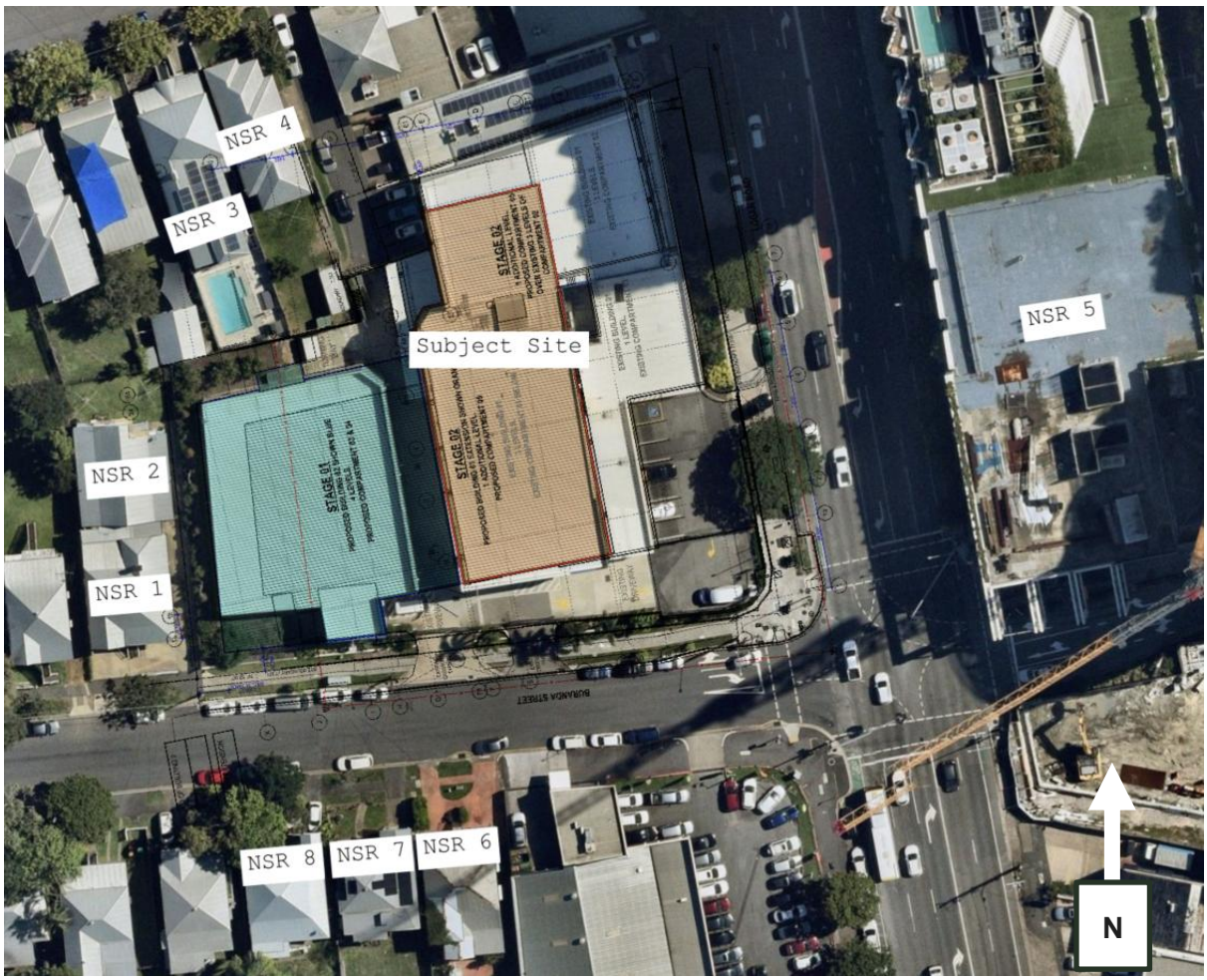


Figure 1 Subject Site and Surrounding Area

Table 1 Noise Sensitive Receptors

NSR ID	Street Address	BCC Zone
NSR 1	5/20 Buranda Street, Woolloongabba	CR3 Character
NSR 2	20A Buranda Street, Woolloongabba	CR3 Character
NSR 3	79 Lewis Street, Woolloongabba	CR3 Character
NSR 4	81 Lewis Street, Woolloongabba	CR3 Character
NSR 5	148 Logan Road, Woolloongabba	HDR2 Residential
NSR 6	89 Buranda Street, Woolloongabba	CR3 Character
NSR 7	87 Buranda Street, Woolloongabba	CR3 Character
NSR 8	85 Buranda Street, Woolloongabba	CR3 Character

3.0 Ambient Noise Environment

The ambient background noise environment at site was determined through noise monitoring conducted in 2021, prior to the current Warehouse Storage Facility use.

The continuous unattended noise logging was conducted onsite at the rear of the property as shown in **Figure 2**. Noise logging was conducted from the 5th to 7th July 2021. The objective of the unattended noise monitoring was to quantify the existing noise levels at or near off-site noise sensitive receptors to assist in determining appropriate noise level goals for the development. These noise goals would prevail for the proposed extension.

Unattended noise monitoring was undertaken at site from 21st to 26th May 2026 to determine existing noise emission from site and to quantify existing source noise levels. The locations of the noise monitoring equipment are presented in **Figure 2**. The unattended noise monitoring was supplemented with an attended noise survey conducted on 21st May 2026, with most measurements conducted at the location shown in **Figure 2**.

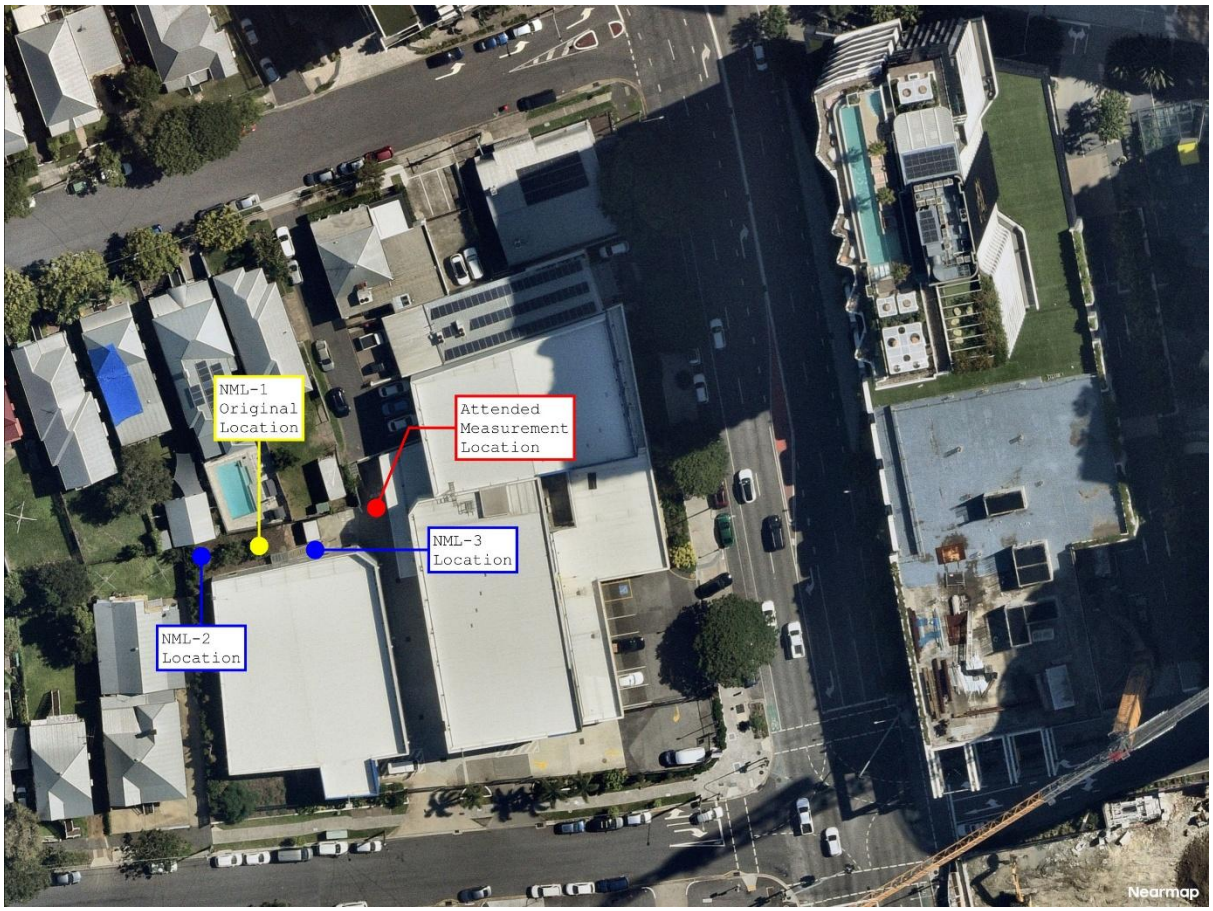


Figure 2 Noise Monitoring Locations

3.1 Noise Monitoring Equipment

Details of the noise monitoring equipment are presented in **Table 2**.

Table 2 Noise Monitoring Equipment

Monitoring Period	Manufacturer	Model	Serial No.	Location
5 – 7 July 2021	ARL	Ngara	8780BD	NML-1
21 – 26 May 2026	SVAN	977	45702	NML-2
21 – 26 May 2026	SVAN	977	69755	NML-3
21 May 2026	Bruel and Kjaer	Type 2250L	3004710	Attended Measurement
5 & 7 July 2021	SVAN	SV30A	24573	n/a - Calibrator
21 & 26 May 2026	Bruel and Kjaer	Type 4230	2594716	n/a - Calibrator

The unattended noise monitoring equipment was configured to record a range of A-weighted fast-response statistical noise levels, including the L_{AMax}, L_{A10}, L_{Aeq} and L_{A90} over consecutive 15-minute periods. The instrumentation was checked for calibration before and after the monitoring period using a Sound Level Calibrator and no significant drift (± 1 dB) in calibration was detected. The noise monitoring equipment was positioned in the free-field with a microphone height of 1.5 metres above the existing ground level.

3.2 Noise Monitoring Data

3.2.1 2021 Noise Monitoring

A summary of the baseline ambient noise levels conducted in 2021 and prior to the current Storage King development is presented in **Table 3**.

Table 3 Noise Monitoring Results - 2021

Parameter	Period	Average Noise Level, dBA
L_{Amax}	Daytime (7 am to 6 pm)	68
	Evening (6 pm to 10 pm)	63
	Night (10 pm to 7 am)	60
L_{A10}	Daytime (7 am to 6 pm)	57
	Evening (6 pm to 10 pm)	53
	Night (10 pm to 7 am)	50
L_{Aeq}	Daytime (7 am to 6 pm)	56
	Evening (6 pm to 10 pm)	52
	Night (10 pm to 7 am)	50
	Shoulder (5 am to 7 am)	55
RBL	Daytime (7 am to 6 pm)	50
	Evening (6 pm to 10 pm)	47
	Night (10 pm to 7 am)	42

Parameter	Period	Average Noise Level, dBA
	Shoulder (5 am to 7 am)	49

In addition to the typical day, evening and night time periods, a shoulder period of 5 am to 7 am was identified in the noise monitoring data, corresponding to a sharp rise in noise levels in the morning peak traffic period.

3.2.2 2026 Noise Monitoring

A summary of the noise monitoring conducted in 2026 at NML-2 and NML-3 is presented in **Table 4**.

Table 4 Noise Monitoring Results - 2026

Parameter	Period	Average Noise Level, dBA	
		NML-2	NML-3
L_{Amax}	Daytime (7 am to 6 pm)	70	76
	Evening (6 pm to 10 pm)	66	70
	Night (10 pm to 7 am)	62	62
L_{A10}	Daytime (7 am to 6 pm)	55	57
	Evening (6 pm to 10 pm)	53	53
	Night (10 pm to 7 am)	51	51
L_{Aeq}	Daytime (7 am to 6 pm)	54	59
	Evening (6 pm to 10 pm)	53	55
	Night (10 pm to 7 am)	51	52
	Shoulder (5 am to 7 am)	54	53
RBL	Daytime (7 am to 6 pm)	47	47
	Evening (6 pm to 10 pm)	49	47
	Night (10 pm to 7 am)	45	44
	Shoulder (5 am to 7 am)	49	44

The recent round of noise monitoring indicated that there has been no increase in the L_{Aeq} and RBL noise descriptors during the shoulder period of 5 am to 7 am since the baseline noise monitoring conducted in 2021. This indicates that the Storage King self-storage facility has not had an adverse noise impact at surrounding sensitive receptors during the critical night period. Time traces of the 2026 noise monitoring results are presented in **Appendix A**.

4.0 Noise Criteria

4.1 BCC City Plan

Noise emissions from the proposed development must comply with the BCC's Performance Outcome listed in BCC 9.3.12 Industry Code PO2, which states:

> *Development complies with the noise (planning) criteria in Table 9.3.12.3.E, low frequency noise criteria in Table 9.3.12.3.F and night-time noise criteria in Table 9.3.12.3.G.*

The noise emission criteria are detailed in Table 9.3.12.3.E, Table 9.3.12.3.F and Table 9.3.12.3G of the Code and are summarised in **Section 4.1.1** to **Section 4.1.3**. The nearest offsite receptors are identified in **Table 1** and are within land use zones CR3 and HDR2.

4.1.1 Noise (Planning) Criteria

Table 9.3.12.3.E of the Code defines intrusive noise criteria and acoustic amenity criteria, which have been reproduced in **Table 5** and **Table 6**, respectively.

Table 5 Intrusive Noise Criteria

Period	Intrusive Noise Criteria, $L_{Aeq,adj,T}$, dBA	
	CR3	HDR2
Daytime (7 am to 6 pm) – 11 h	50 + 3 = 53	50 + 3 = 53
Evening (6 pm to 10 pm) – 4 h	47 + 3 = 50	47 + 3 = 50
Night (10 pm to 7 am) – 9 h	42 + 3 = 45	42 + 3 = 45

Table 6 Acoustic Amenity Criteria

Period	Acoustic Amenity Criteria, $L_{Aeq,adj,T}$, dBA	
	CR3	HDR2
Daytime (7 am to 6 pm) – 11 h	50	55
Evening (6 pm to 10 pm) – 4 h	45	50
Night (10 pm to 7 am) – 9 h	40	50

The lower of the intrusive noise criteria and acoustic amenity criteria will set the noise (planning) criteria for the development.

4.1.2 Low Frequency Noise Criteria

The low frequency noise criteria are defined in Table 9.3.12.3.F of the Code and are reproduced in **Table 7**.

Table 7 Low Frequency Noise Criteria

Period	Low Frequency Noise Criteria, $L_{Ceq,adj,T}$, dBC	
	CR3	HDR2
Daytime (7 am to 6 pm) – 11 h	65	70
Evening (6 pm to 10 pm) – 4 h	65	65

Period	Low Frequency Noise Criteria, $L_{Ceq,adj,T}$, dBC	
	CR3	HDR2
Night (10 pm to 7 am) – 9 h	60	65

4.1.3 Nighttime Maximum Noise Criteria

The nighttime maximum noise criteria are defined in Table 9.3.12.3.G of the Code and presented in **Table 8**.

Table 8 Nighttime Maximum Noise Criteria

Period	Maximum Noise Criteria, L_{Amax}, dBA	
	CR3	HDR2
Night (10 pm to 7 am) – 9 h	55 dBA (average of 15 single L_{Amax} events)	55 dBA (average of 15 single L_{Amax} events)
Night (10 pm to 7 am) – 9 h	60 dBA (absolute single event L_{Amax})	60 dBA (absolute single event L_{Amax})

4.1.4 Summary of Noise Criteria

The applicable noise criteria for the development are presented in **Table 9**, which will be used to assess the potential noise impacts at surrounding sensitive receptors.

Table 9 Summary of Noise Criteria

Period	Noise Criteria Summary	
	CR3	HDR2
Daytime (7 am to 6 pm) – 11 h	$L_{Aeq,adj,11h}$ 50 dBA $L_{Ceq,adj,11h}$ 65 dBC	$L_{Aeq,adj,11h}$ 53 dBA $L_{Ceq,adj,11h}$ 70 dBC
Evening (6 pm to 10 pm) – 4 h	$L_{Aeq,adj,4h}$ 45 dBA $L_{Ceq,adj,4h}$ 65 dBC	$L_{Aeq,adj,4h}$ 50 dBA $L_{Ceq,adj,4h}$ 65 dBC
Night (10 pm to 7 am) – 9 h	$L_{Aeq,adj,9h}$ 40 dBA $L_{Ceq,adj,9h}$ 60 dBC Average L_{Amax} 55 dBA Maximum L_{Amax} 60 dBA	$L_{Aeq,adj,9h}$ 45 dBA $L_{Ceq,adj,9h}$ 65 dBC Average L_{Amax} 55 dBA Maximum L_{Amax} 60 dBA
Shoulder (5 am to 7 am) – 2 h	$L_{Aeq,adj,2h}$ 49[1] dBA $L_{Ceq,adj,2h}$ 60 dBC Average L_{Amax} 55 dBA Maximum L_{Amax} 60 dBA	$L_{Aeq,adj,2h}$ 49[1] dBA $L_{Ceq,adj,2h}$ 65 dBC Average L_{Amax} 55 dBA Maximum L_{Amax} 60 dBA

Note 1: Set to RBL + 0 dBA.

5.0 Noise Modelling

Noise modelling predictions from the proposed self-storage facility extension were conducted using a computational noise model developed using SoundPLAN (version 8.2) acoustic software. SoundPLAN enables the development of a sophisticated three-dimensional, digital terrain and building elevation model. The model includes locations and sound power level of noise sources and the location of sensitive receptors.

The software applies acoustic and environmental standards and guidelines to calculate the emission of noise from multiple sources and the propagation of noise (sound) within the environment. The modelling accounts for the complex interaction of the noise emissions from the local environment, including screening and reflection of noise from local buildings, meteorological effects, the acoustic properties of the local ground coverage and the frequency content of the noise emission sources.

A Digital Elevation Model (DEM) was developed from the following inputs:

- Architectural plans including Building Relative Levels (RL) provided by Focus Architecture
- Digital Elevation data downloaded from the publicly available ELVIS database.

5.1 Noise Prediction Algorithm

Noise predictions were made using the SoundPLAN implementation of the International Standard ISO 9613-2:2024 *Acoustics – Attenuation of sound during propagation outdoors – Part 2: Engineering method for the prediction of sound pressure levels outdoors.*

5.2 Noise Source Definition

5.2.1 Operating Hours

The Storage King Self-Storage Facility is accessible from 5 am to 9 pm seven (7) days per week and the office hours are from 9 am to 5 pm Monday to Friday and 9 am to 3 pm on Saturday. The proposed extension does not seek to alter the existing operational hours.

5.2.2 Noise Emission Data

The sound power data used in the noise model have been derived from attended noise measurements conducted at site. The noise emission data relevant to this assessment are presented in **Table 10**.

Table 10 Noise Source Sound Power Level

Noise source	Total dBA	Sound Power Noise spectrum, dB Linear							
		63 Hz	125 Hz	250 Hz	500 Hz	1 kHz	2 kHz	4 kHz	8 kHz
Light vehicle / car	85	98	93	87	84	77	67	61	52
Pallet jack	89[1]	80	83	81	83	85	83	79	73
Medium Rigid Vehicle (MRV)	93	87	92	95	90	88	85	79	73
Refuse collection	97	91	96	99	94	92	89	83	76
Roller door	74	65	74	73	70	67	66	66	56
Music Speakers	68	63	63	59	57	62	64	56	48

Noise source	Total dBA	Sound Power Noise spectrum, dB Linear							
		63 Hz	125 Hz	250 Hz	500 Hz	1 kHz	2 kHz	4 kHz	8 kHz
Automatic Gate Motor	74	86	80	77	73	71	67	59	52
Car door closure	94	98	91	88	93	91	83	80	77
A/C Condenser (15kW)	89	87	88	88	87	85	80	76	71

Note 1: +5 dB impulsive penalty applies

5.2.3 Number of Events

The Traffic Impact Assessment[1] prepared by Urbis references Aurecon's *Self Storage Traffic and Parking Study*[2], which provides guidance on the traffic generated by Self Storage Facilities depending on the GFA. The expected AM and PM Peak, and daily traffic generation are presented in **Table 11** for the current and proposed extension. This data provides an estimate of the number of events over a typical 24-hr period.

Table 11 Expected Traffic Generation (Weekday Trips)

Self Storage (GFA)	AM Peak	PM Peak	Daily
0 – 3000 m^2	5 to 15 trips	5 to 20 trips	60 to 130 trips
3000 – 6000 m^2 (Current)	10 to 20 trips	10 to 20 trips	110 to 220 trips
6000 – 9500 m^2 (Proposed)	15 to 30 trips	20 to 30 trips	160 to 260 trips

The Aurecon Report noted that a small number of trips generated by self-storage facilities will be medium size heavy vehicles (MRV). Conservatively, SLR has assumed that 20% of the daily vehicles will be MRV, whilst the remaining 80% will be light vehicles such as passenger cars and utility vehicles. From **Table 11**, the total number of daily trips generated by the proposed extension is up to 50 trips more than the current facility and equates to a maximum noise increase of 1.6 dBA. A change of 1 to 2 dBA is deemed to be barely perceptible and as such, adverse noise impacts are not expected to occur. Noise modelling will be used to determine compliance with the noise limits presented in **Section 4.0**.

5.2.3.1 Time Histograms

The time histograms presented in **Table 12** have been utilised in the SoundPLAN noise model to reflect operational noise emission from the proposed extension.

Table 12 Time Histograms

Hours of Operation	Refuse Collection	Light Vehicles	Heavy Vehicles	Main Car Park	Trolley Jack	Roller Door	Office A/C	Outdoor Speaker
05:00 – 06:00	6 min / hour	4.5 / hr	1 / hr	-	5 / hr	100 sec / hr	-	-

[1] Urbis. (2025). *Transport impact statement: Storage Kings redevelopment – 179 Logan Road, Woolloongabba* (Project No. P0058349)

[2] Aurecon Australia Pty Ltd. (2012). *Self storage facility traffic and parking study* (Project No. 38851/443, Rev. 2)

Hours of Operation	Refuse Collection	Light Vehicles	Heavy Vehicles	Main Car Park	Trolley Jack	Roller Door	Office A/C	Outdoor Speaker
06:00 – 07:00	-	9 / hr	2 / hr	-	10 / hr	100 sec / hr	-	-
07:00 – 08:00	-	18 / hr	4 / hr	-	20 / hr	100 sec / hr	-	-
08:00 – 09:00	-	22.5 / hr	5 / hr	-	25 / hr	100 sec / hr	-	-
09:00 – 10:00	-	27 / hr	6 / hr	100 %	30 / hr	100 sec / hr	100 %	100 %
10:00 – 11:00	-	18 / hr	4 / hr	100 %	20 / hr	100 sec / hr	100 %	100 %
11:00 – 12:00	-	9 / hr	2 / hr	100 %	10 / hr	100 sec / hr	100 %	100 %
12:00 – 13:00	-	9 / hr	2 / hr	100 %	10 / hr	100 sec / hr	100 %	100 %
13:00 – 14:00	-	9 / hr	2 / hr	100 %	10 / hr	100 sec / hr	100 %	100 %
14:00 – 15:00	-	9 / hr	2 / hr	100 %	10 / hr	100 sec / hr	100 %	100 %
15:00 – 16:00	-	9 / hr	2 / hr	100 %	10 / hr	100 sec / hr	100 %	100 %
16:00 – 17:00	-	18 / hr	4 / hr	100 %	20 / hr	100 sec / hr	100 %	100 %
17:00 – 18:00	-	27 / hr	6 / hr	-	30 / hr	100 sec / hr	-	-
18:00 – 19:00	-	22.5 / hr	5 / hr	-	25 / hr	100 sec / hr	-	-
19:00 – 20:00	-	18 / hr	4 / hr	-	20 / hr	100 sec / hr	-	-
20:00 – 21:00	-	4.5 / hr	1 / hr	-	5 / hr	100 sec / hr	-	-

6.0 Noise Assessment

6.1 Noise (Planning) Predictions

The noise prediction results are presented in **Table 13** with the inclusion of reasonable and feasible noise mitigation measures, including the existing 3.75 metre noise barrier located around the refuse collection and turning bay.

Table 13 $L_{Aeq,adj,T}$ Noise Prediction Results

Receiver ID	Day	Evening	Shoulder
	Predicted $L_{Aeq,adj,11h}$ dBA	Predicted $L_{Aeq,adj,4h}$ dBA	Predicted $L_{Aeq,adj,2h}$ dBA
NSR 1	28	25	25
NSR 2	27	24	29
NSR 3	44	41	46
NSR 4	44	42	49
NSR 5	50	28	27
NSR 6	43	41	41
NSR 7	42	40	39
NSR 8	41	38	36

The predicted noise levels comply with the most stringent noise (planning) criteria of 49, 50 and 45 dBA for the shoulder, daytime and evening periods, respectively.

6.2 Low Frequency Noise Predictions

The low frequency noise prediction results are presented in **Table 14** with the inclusion of reasonable and feasible noise mitigation measures. The predicted noise levels comply with the most stringent low frequency noise criteria of 60, 65 and 65 dBC for the shoulder, daytime and evening periods, respectively.

Table 14 $L_{Ceq,adj,T}$ Low Frequency Noise Prediction Results

Receiver ID	Day	Evening	Shoulder
	Predicted $L_{Ceq,adj,11h}$ dBC	Predicted $L_{Ceq,adj,4h}$ dBC	Predicted $L_{Ceq,adj,2h}$ dBC
NSR 1	41	36	34
NSR 2	41	37	37
NSR 3	53	51	52
NSR 4	53	51	53
NSR 5	58	38	36
NSR 6	55	49	48
NSR 7	54	48	46
NSR 8	52	46	44

6.3 Nighttime Maximum Noise Predictions

Table 15 presents the noise prediction results for the maximum and average L_{Amax} events during the night period.

The maximum L_{Amax} noise level predictions during the night period were found to exceed the noise criteria at several surrounding sensitive receptors, during the night period, due to refuse collection. Refuse collection is permitted to occur between 5 am and 10 pm daily in the existing Conditions of Consent. The refuse activities are an existing operation, and the proposed extension is not expected to change the noise level nor frequency of collections. Noise from refuse collection is typical in urban environments and generally does not warrant additional noise control measures as it is an existing lawful use. However, wherever possible, refuse collection should be scheduled to avoid the early morning period.

The average L_{Amax} noise level predictions during the night period were found to comply with the 55 dBA L_{Amax} noise criteria without noise contribution from refuse collection. As the refuse collection is a permitted use between 5:00 and 22:00 daily as per the existing Conditions of Consent, no further noise controls are warranted.

Table 15 Maximum Nighttime Noise Predictions

Receiver ID	Predicted Maximum L_{Amax} (night) dBA	Predicted Average L_{Amax} (night) dBA
NSR 1	47	43
NSR 2	54	38
NSR 3	70	47
NSR 4	73	53
NSR 5	54	55
NSR 6	65	55
NSR 7	62	55
NSR 8	54	54

7.0 Noise Controls

7.1 Operational Noise Controls

Based on the findings of the noise assessment, and consistent with the original noise impact assessment, the following operational noise controls are recommended:

- Light vehicle movements are permissible during the access hours from 5 am to 9 pm, provided that:
- Vehicle speed limits are set to 10 km/h.
- Signage is installed to remind drivers to avoid excessive noise generation.
- A ‘low squeal’ compound is applied to trafficable areas to minimise tyre squeal. Asphalt, rough concrete or textured surfaces are expected to satisfy this requirement, whilst high gloss surfaces are not.
- Metal grates, manhole covers and traffic calming devices must be well fixed to avoid rattling.

- Storage units can be accessed between 5 am and 9 pm by installing soft close roller doors and rubber bump stops on all externally facing roller doors. Additionally, all roller door guides must be regularly maintained to ensure quiet operation.
- Access to the rear staff car park shall be limited to the daytime period only.
- Heavy vehicle movements and the use of pallet jacks in external areas are permissible during the access hours from 5 am to 9 pm, however, heavy vehicle engines should be off during loading and unloading to minimise noise emission.
- The existing 3.75 metre noise barrier around the loading bay and turning bay must be maintained for the extension.
- The external speakers shall only operate during office hours.
- Where possible, avoid refuse collection during the early morning period to minimise sleep disturbance.

7.2 Mechanical Plant Noise Controls

The final design and selection of mechanical plant items is subject to further design development. The condenser unit located on the roof of Building 01 has been included in the noise model and found to satisfy the noise criteria during the daytime period without additional noise control measures.

Outdoor air, general and toilet exhaust fans located within the building envelope have not been included in the noise model. The following general acoustic advice is provided to assist with the design development of these mechanical systems:

- Ventilation fans should be mounted in-duct and with suitable internal duct insulation or attenuators
- Extraction systems are to be designed such that the outlet is orientated away from noise sensitive receptors, or is sufficiently attenuated through lined ductwork, elbows and attenuators as required

8.0 Conclusion

SLR has been commissioned to undertake a noise impact assessment to support the extension of the self-storage development located at 179 Logan Road, Woolloongabba. The existing development approval for the site was granted by Brisbane City Council (BCC) in January 2022 (Council ref. A005712796).

The proposed extension (the Project) seeks to increase the Gross Floor Area (GFA) across both existing storage facility buildings on site by a total of 3,593.47 m^2, which is expected to generate up to 1.6 dBA of noise from typical operations.

Utilising similar operational noise controls as the previous assessment the operation of the proposed extension is expected to comply with the BCC City Plan and NIAPSP at surrounding sensitive receptors, except for refuse collection which was found to exceed the maximum L_{Amax} noise limit during the night period. Noise from refuse collection is typical in urban environments and generally does not warrant additional noise control measures. However, wherever possible, refuse collection should be scheduled to avoid the early morning period.

The noise assessment has shown that the proposed extension can satisfy the noise criteria in the Brisbane City Plan, and adverse operational noise impact is not expected to occur.

Appendix A Noise Monitoring Data

Noise Impact Assessment

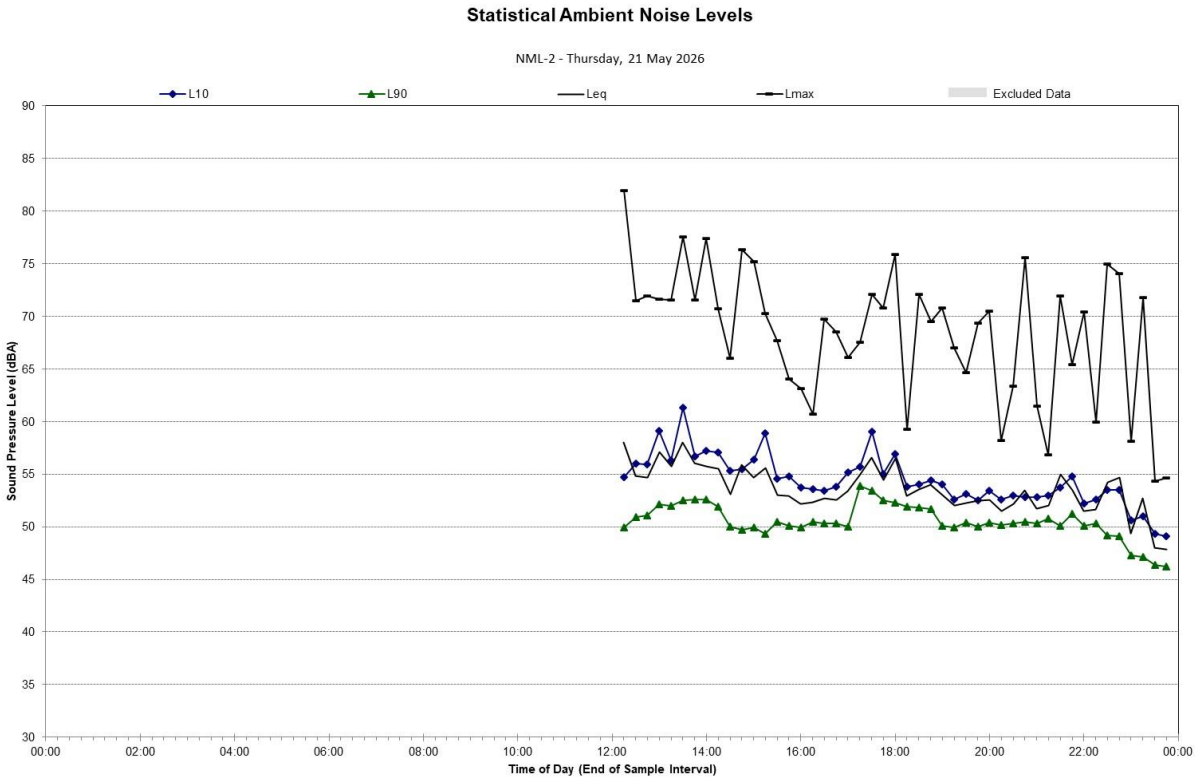
Storage King, Woolloongabba

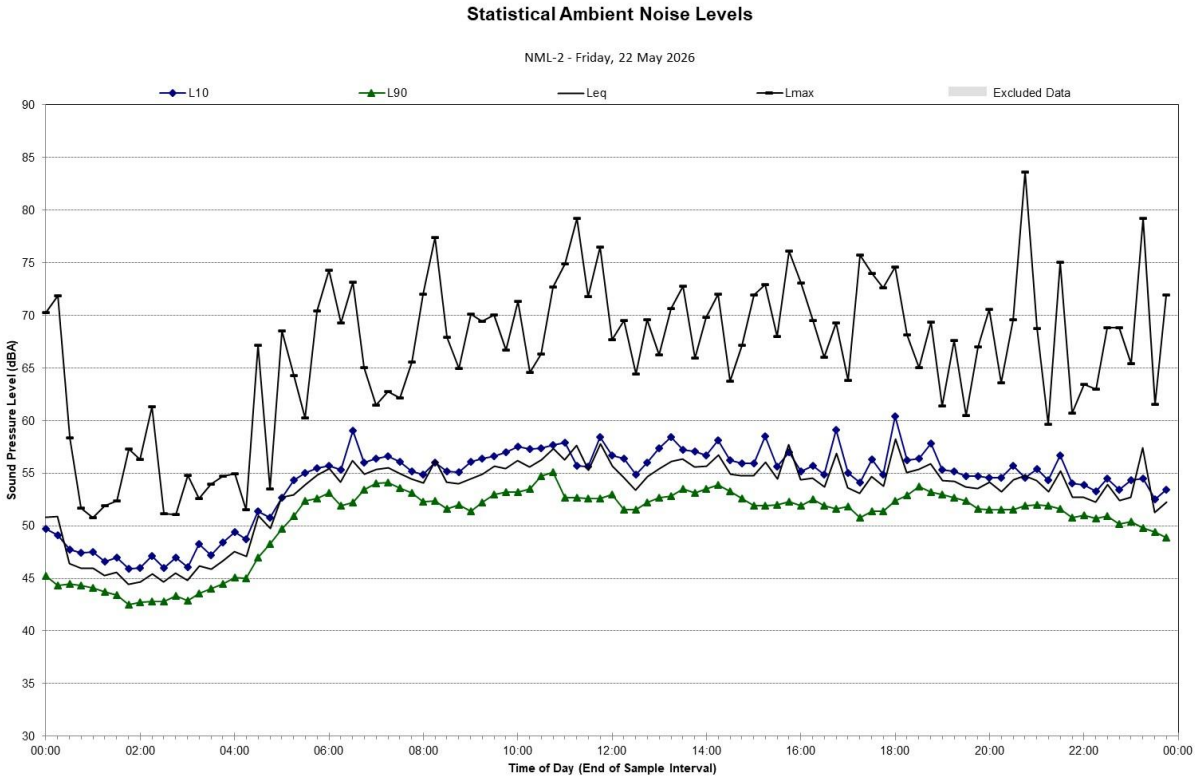
Creative Resolution (Australia) Pty Ltd

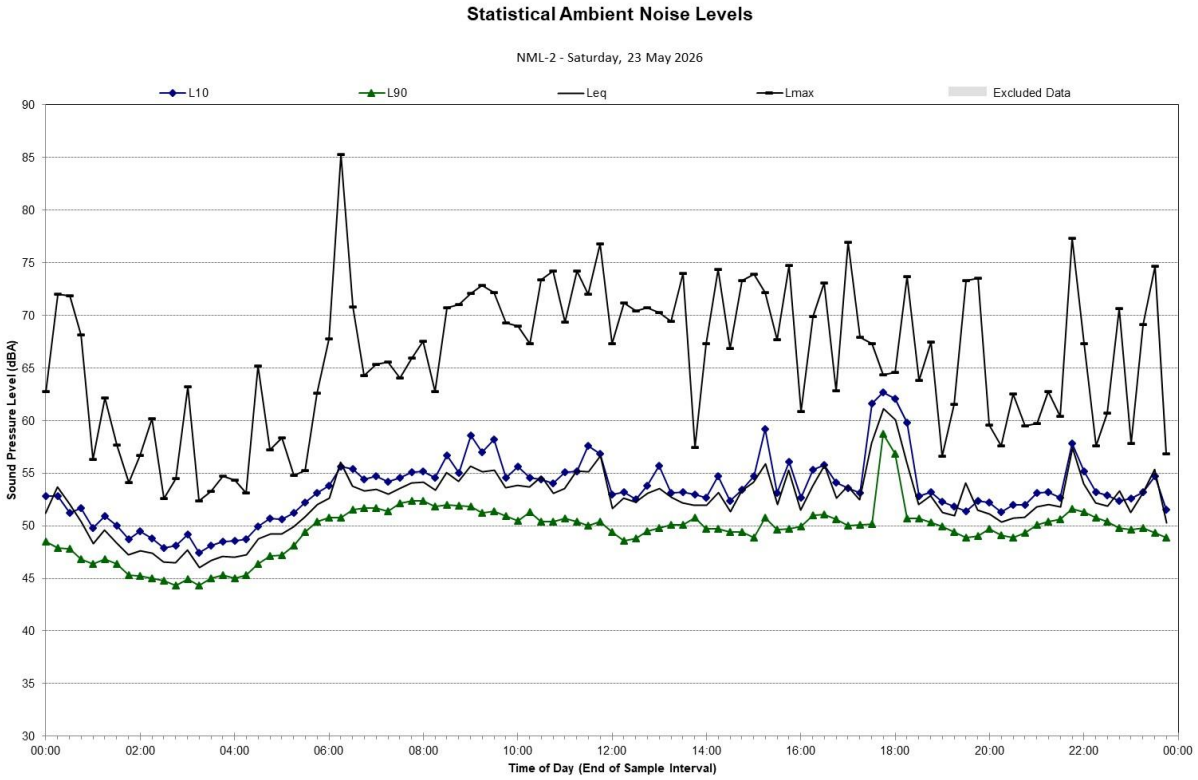
SLR Project No.: 620.30533.00000

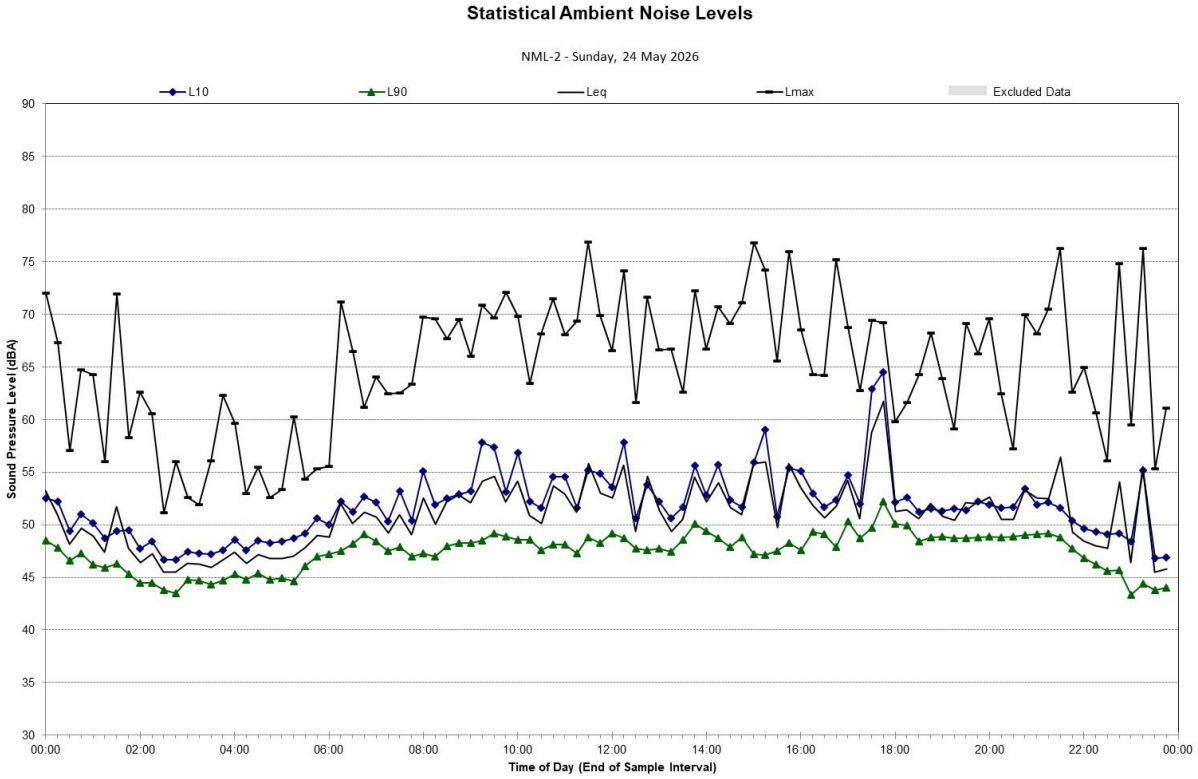
22 June 2026

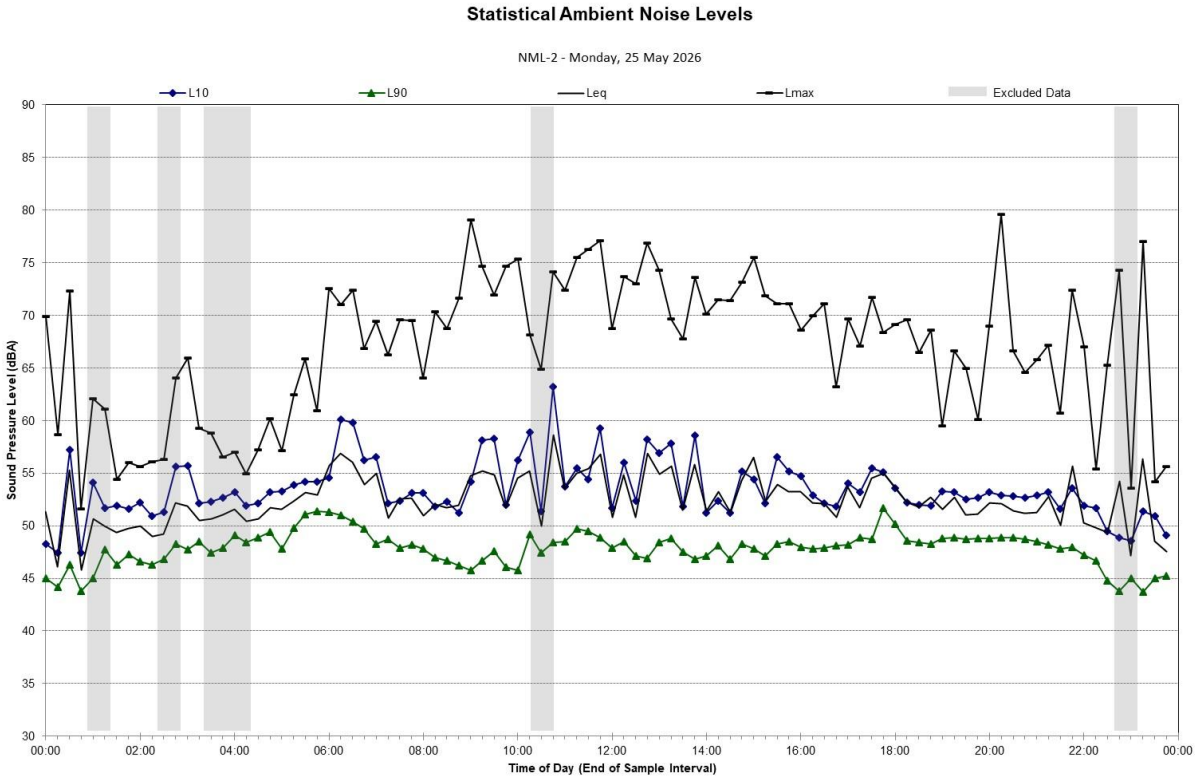
A.1 NML-2

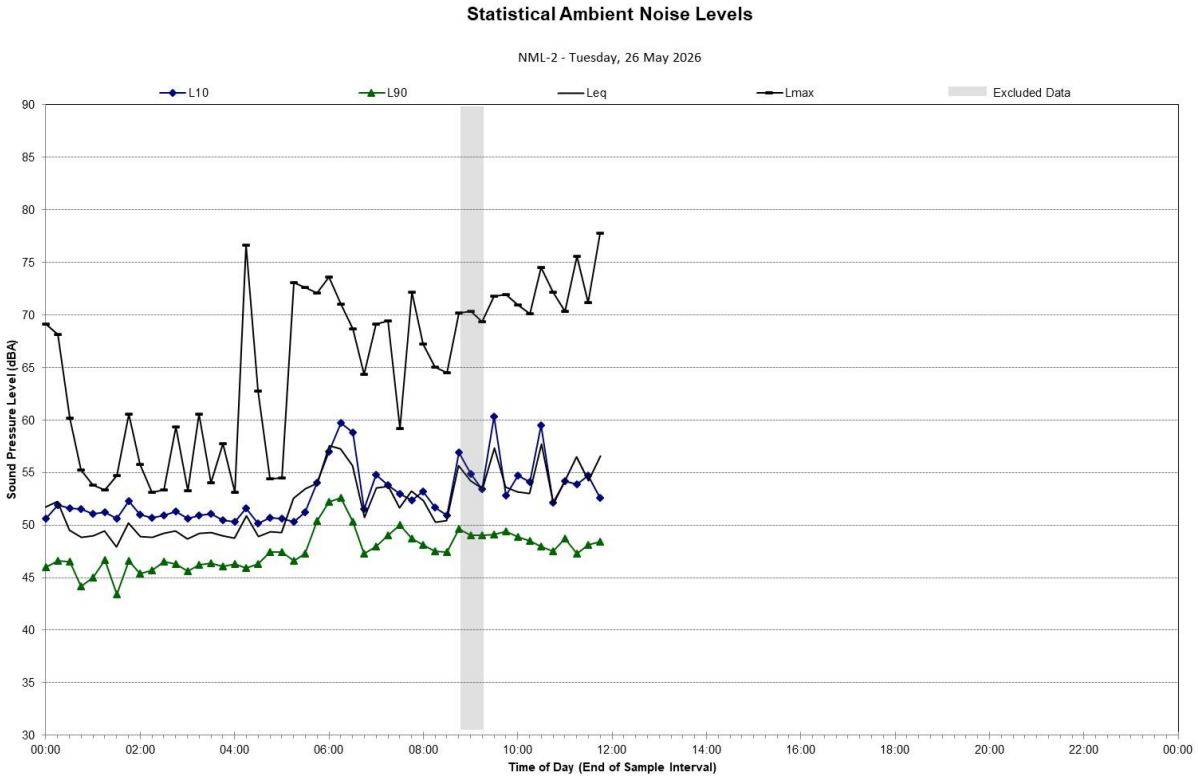

Statistical Ambient Noise Levels
NML-2 - Thursday, 21 May 2026
L10
L90
Leq
Lmax
Excluded Data
Sound Pressure Level (dBA)
Time of Day (End of Sample Interval)


Statistical Ambient Noise Levels
NML-2 - Friday, 22 May 2026
L10
L90
Leq
Lmax
Excluded Data
Sound Pressure Level (dBA)
Time of Day (End of Sample Interval)

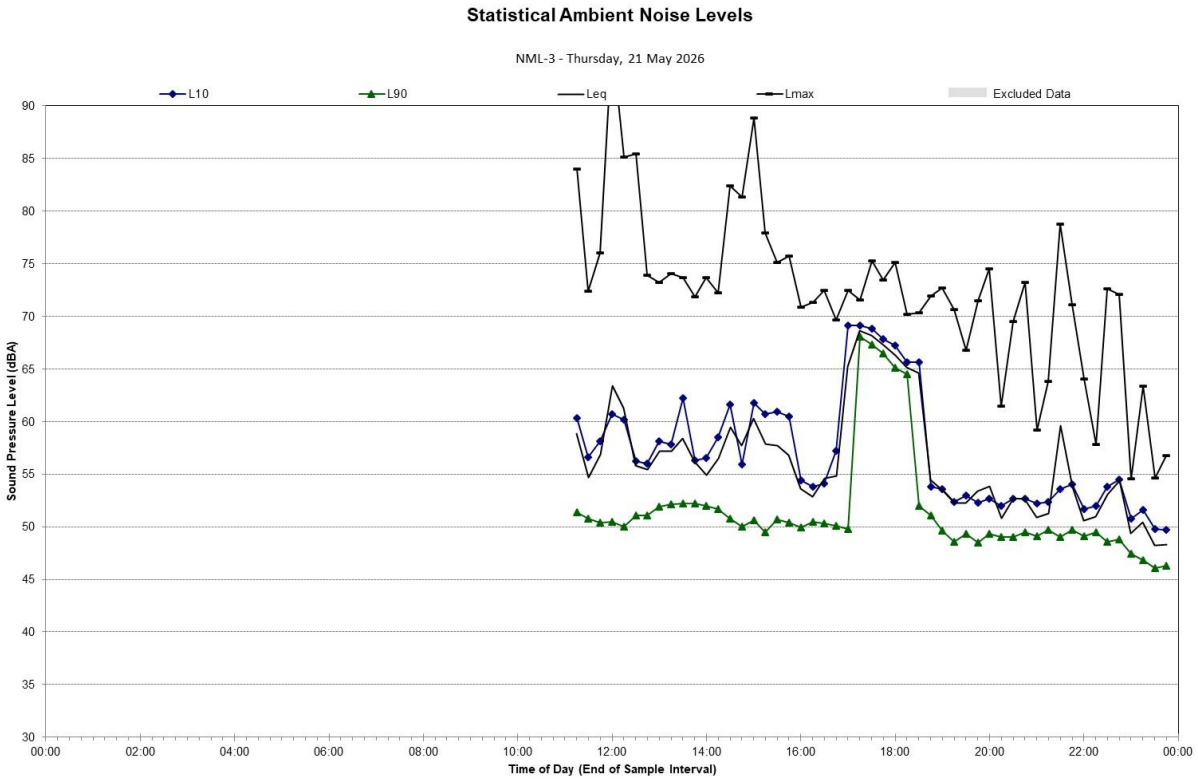

Statistical Ambient Noise Levels
NML-2 - Saturday, 23 May 2026
L10
L90
Leq
Lmax
Excluded Data
Sound Pressure Level (dBA)
Time of Day (End of Sample Interval)

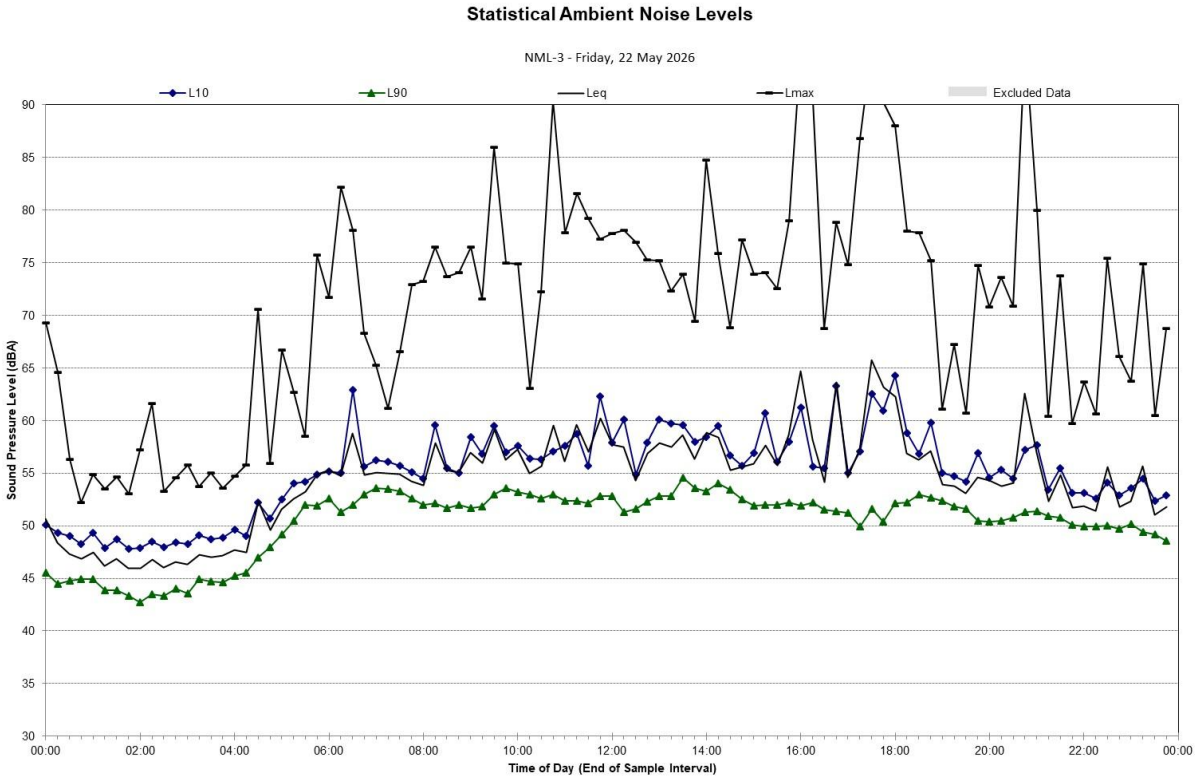

Statistical Ambient Noise Levels
NML-2 - Sunday, 24 May 2026
L10
L90
Leq
Lmax
Excluded Data
Sound Pressure Level (dBA)
Time of Day (End of Sample Interval)

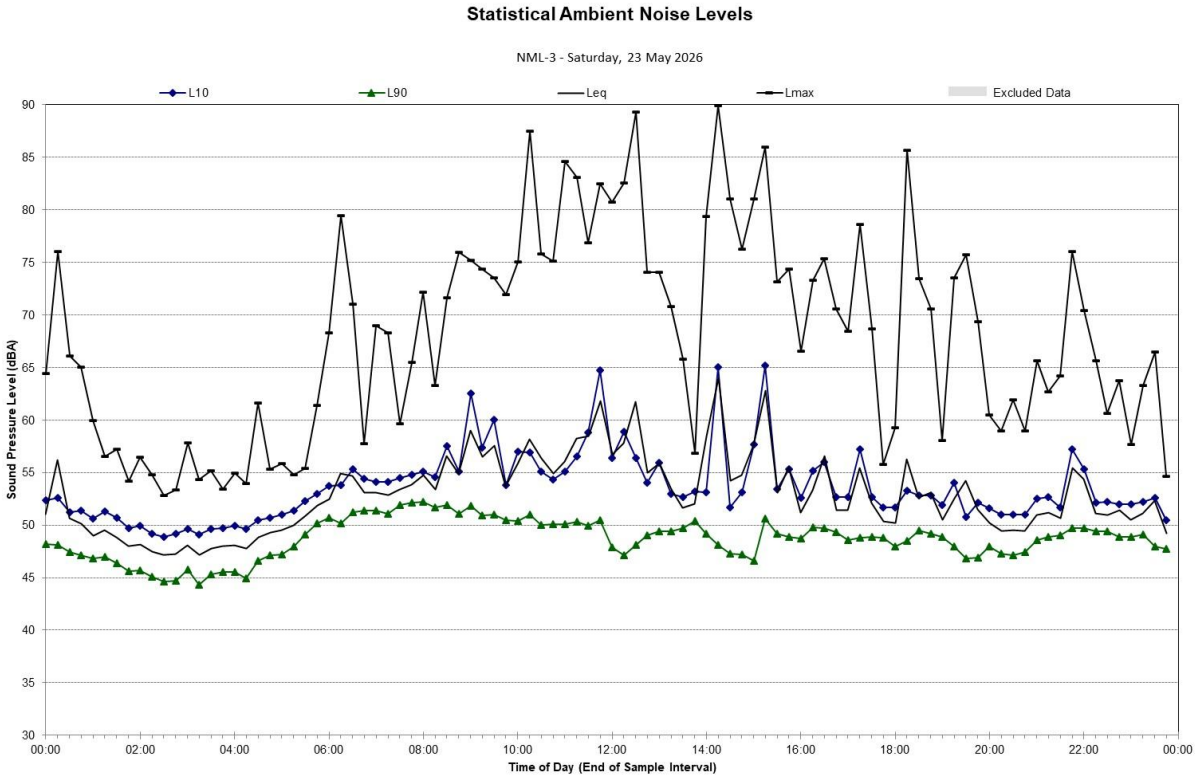

Statistical Ambient Noise Levels
NML-2 - Monday, 25 May 2026
L10
L90
Leq
Lmax
Excluded Data
Sound Pressure Level (dBA)
Time of Day (End of Sample Interval)

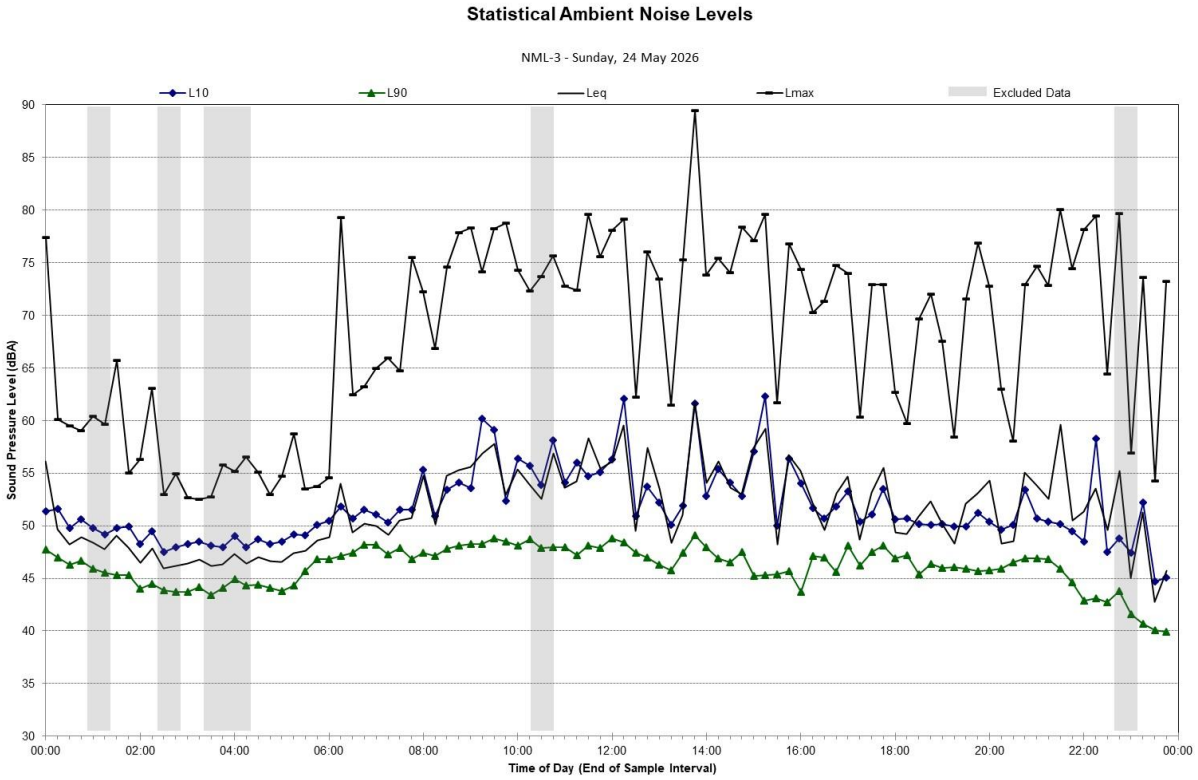

Statistical Ambient Noise Levels
NML-2 - Tuesday, 26 May 2026
L10
L90
Leq
Lmax
Excluded Data
Sound Pressure Level (dBA)
Time of Day (End of Sample Interval)

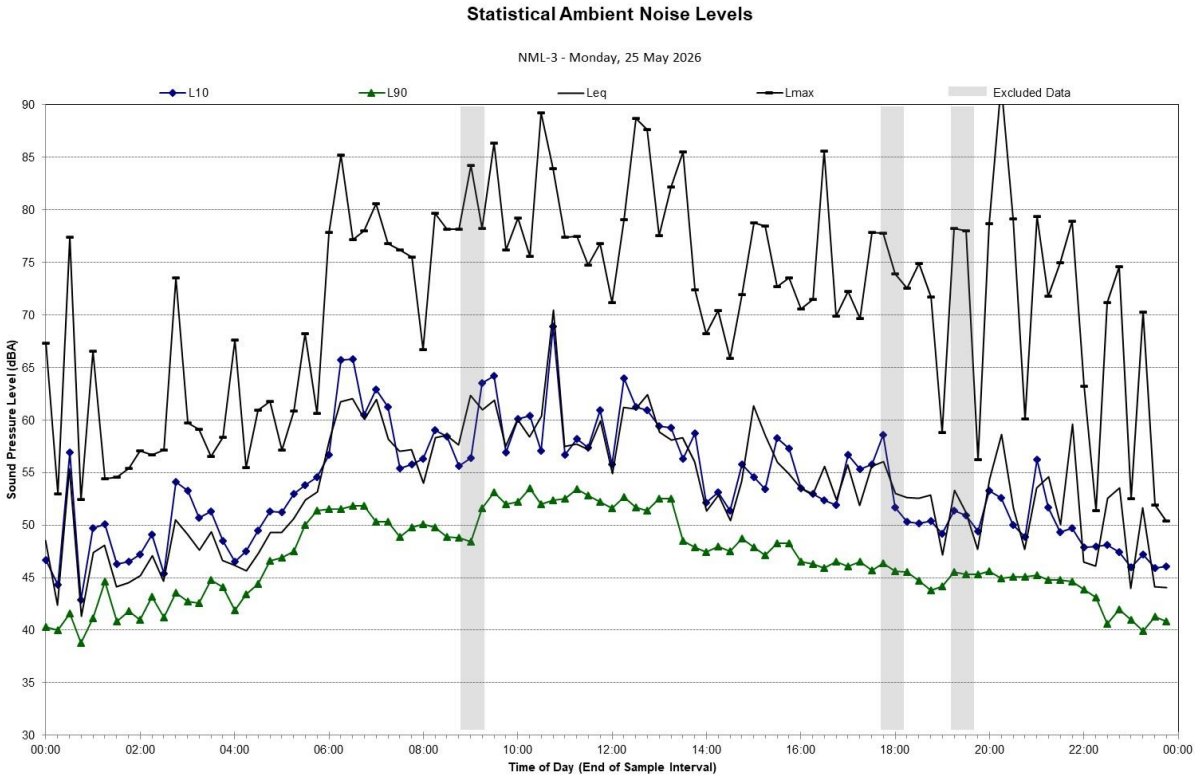
A.2 NML-3

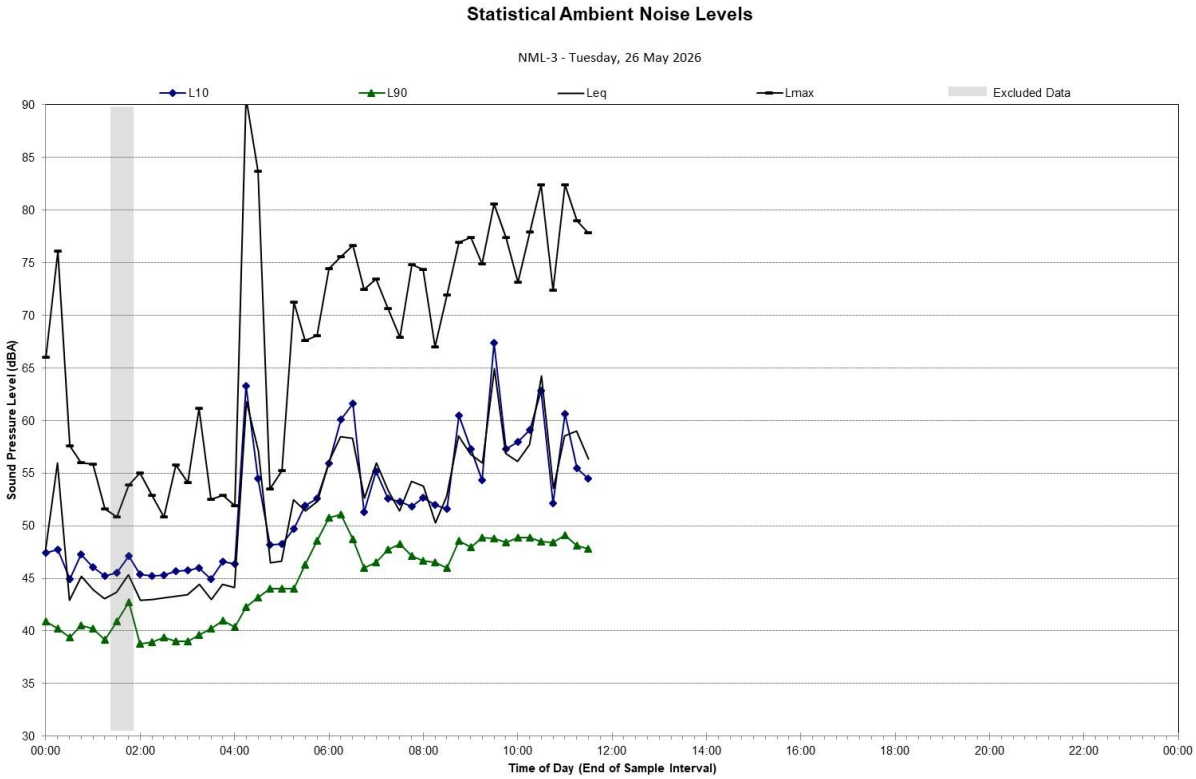

Statistical Ambient Noise Levels
NML-3 - Thursday, 21 May 2026
L10
L90
Leq
Lmax
Excluded Data
Sound Pressure Level (dBA)
90
85
80
75
70
65
60
55
50
45
40
35
30
00:00
02:00
04:00
06:00
08:00
10:00
12:00
14:00
16:00
18:00
20:00
22:00
00:00
Time of Day (End of Sample Interval)

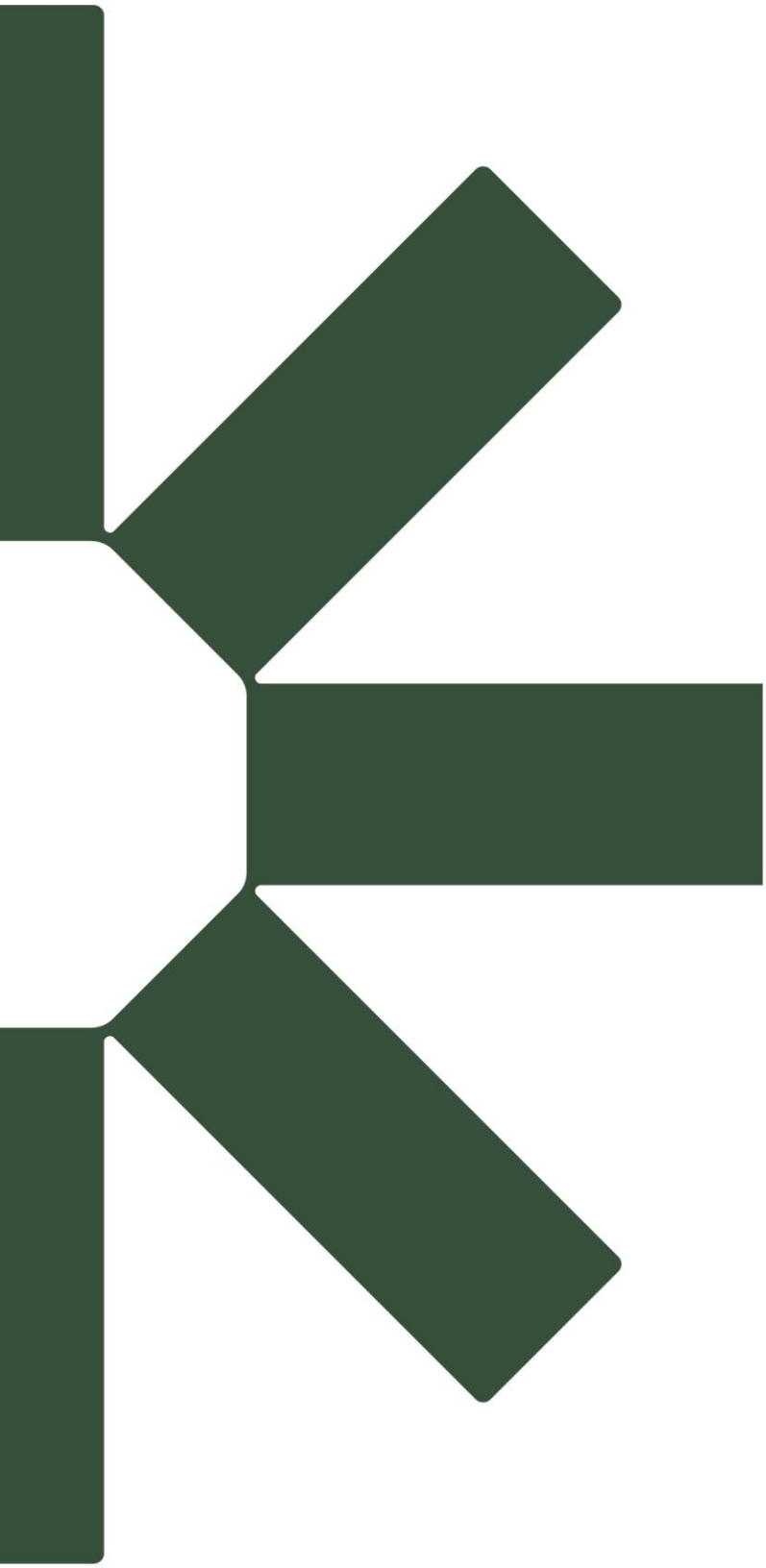

Statistical Ambient Noise Levels
NML-3 - Friday, 22 May 2026
L10
L90
Leq
Lmax
Excluded Data
Sound Pressure Level (dBA)
Time of Day (End of Sample Interval)


Statistical Ambient Noise Levels
NML-3 - Saturday, 23 May 2026
L10
L90
Leq
Lmax
Excluded Data
Sound Pressure Level (dBA)
Time of Day (End of Sample Interval)


Statistical Ambient Noise Levels
NML-3 - Sunday, 24 May 2026
L10
L90
Leq
Lmax
Excluded Data
Sound Pressure Level (dBA)
Time of Day (End of Sample Interval)


Statistical Ambient Noise Levels
NML-3 - Monday, 25 May 2026
L10
L90
Leq
Lmax
Excluded Data
Sound Pressure Level (dBA)
Time of Day (End of Sample Interval)


Statistical Ambient Noise Levels
NML-3 - Tuesday, 26 May 2026
L10
L90
Leq
Lmax
Excluded Data
Sound Pressure Level (dBA)
90
85
80
75
70
65
60
55
50
45
40
35
30
00:00
02:00
04:00
06:00
08:00
10:00
12:00
14:00
16:00
18:00
20:00
22:00
00:00
Time of Day (End of Sample Interval)



Making Sustainability Happen