



Application for Planning Approval

Land Use Planning and Approvals Act 1993

APPLICATION NO.

DA2025/031

LOCATION OF AFFECTED AREA

11A VOLCANIC DRIVE, BRIGHTON

DESCRIPTION OF DEVELOPMENT PROPOSAL

DWELLING AND OUTBUILDINGS

A COPY OF THE DEVELOPMENT APPLICATION MAY BE VIEWED AT www.brighton.tas.gov.au AND AT THE COUNCIL OFFICES, 1 TIVOLI ROAD, OLD BEACH, BETWEEN 8:15 A.M. AND 4:45 P.M, MONDAY TO FRIDAY OR VIA THE QR CODE BELOW. ANY PERSON MAY MAKE WRITTEN REPRESENTATIONS IN ACCORDANCE WITH S.57(5) OF THE LAND USE PLANNING AND APPROVALS ACT 1993 CONCERNING THIS APPLICATION UNTIL 4:45 P.M. ON **19/05/2025**. ADDRESSED TO THE CHIEF EXECUTIVE OFFICER AT 1 TIVOLI ROAD, OLD BEACH, 7017 OR BY EMAIL AT development@brighton.tas.gov.au. REPRESENTATIONS SHOULD INCLUDE A DAYTIME TELEPHONE NUMBER TO ALLOW COUNCIL OFFICERS TO DISCUSS, IF NECESSARY, ANY MATTERS RAISED.

JAMES DRYBURGH
Chief Executive Officer



Brighton
going places

STATEMENT

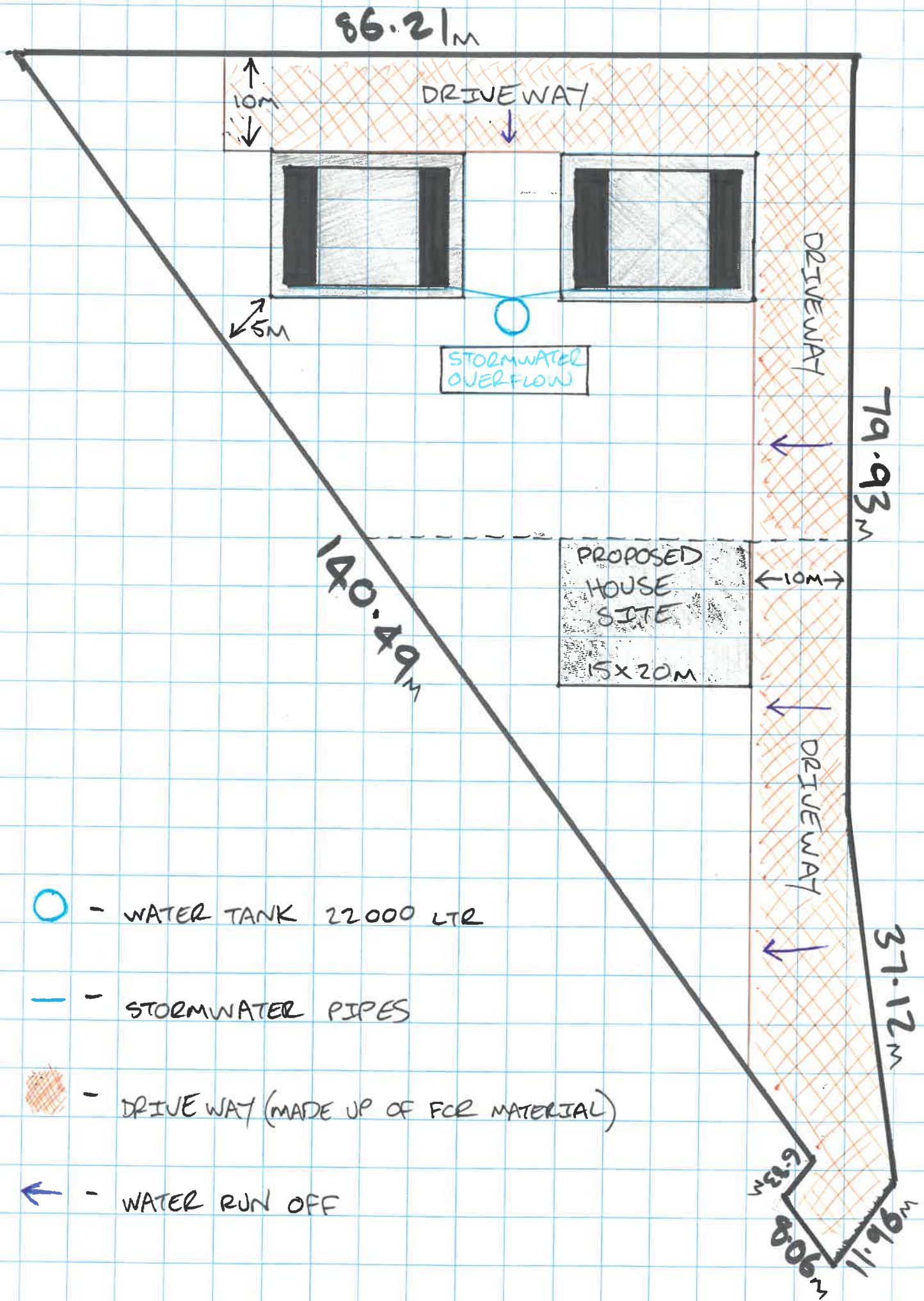
I WILL BE USING NEW BUILDINGS FOR DWELLING AND DOMESTIC STORAGE AND NO COMMERCIAL USE AND NO VEGETATION TO BE REMOVED.

THE PROPOSED HOUSE SITE WILL NOT BE INCLUDED IN THIS APPLICATION

23-4-2025

JAMIE SAWARD

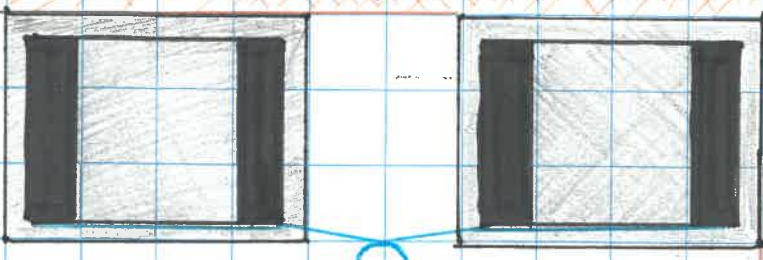




86.21m

↑ 10m
↓

DRIVEWAY



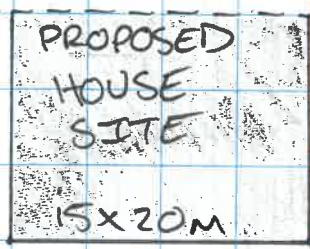
↘ 5m

STORMWATER OVERFLOW

DRIVEWAY

79.93m

140.49m



← 10m →

DRIVEWAY

37.12m

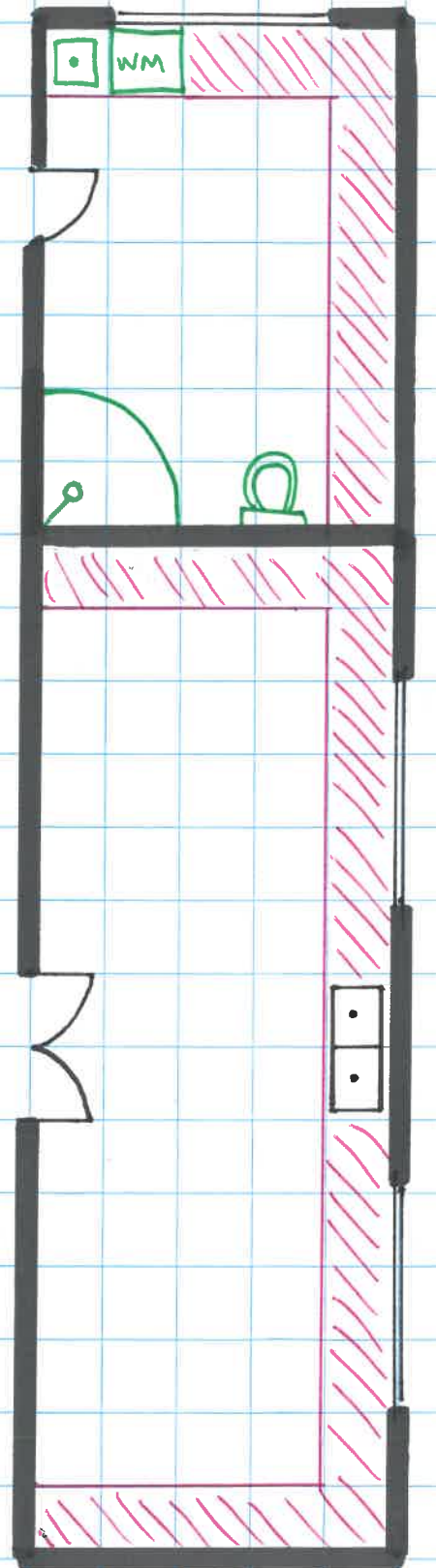
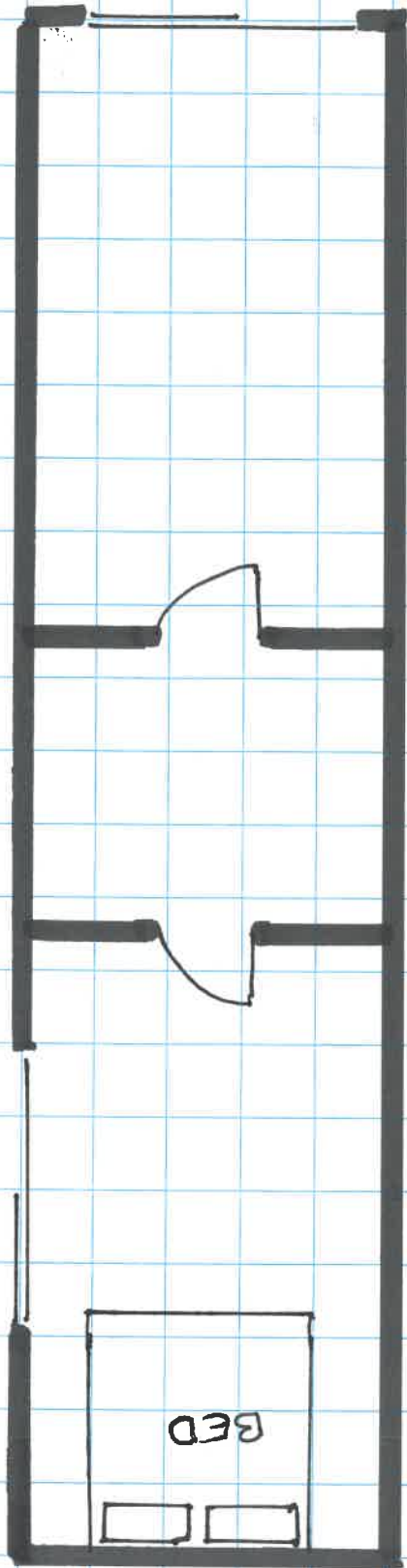
○ - WATER TANK 22000 LTR

— - STORMWATER PIPES

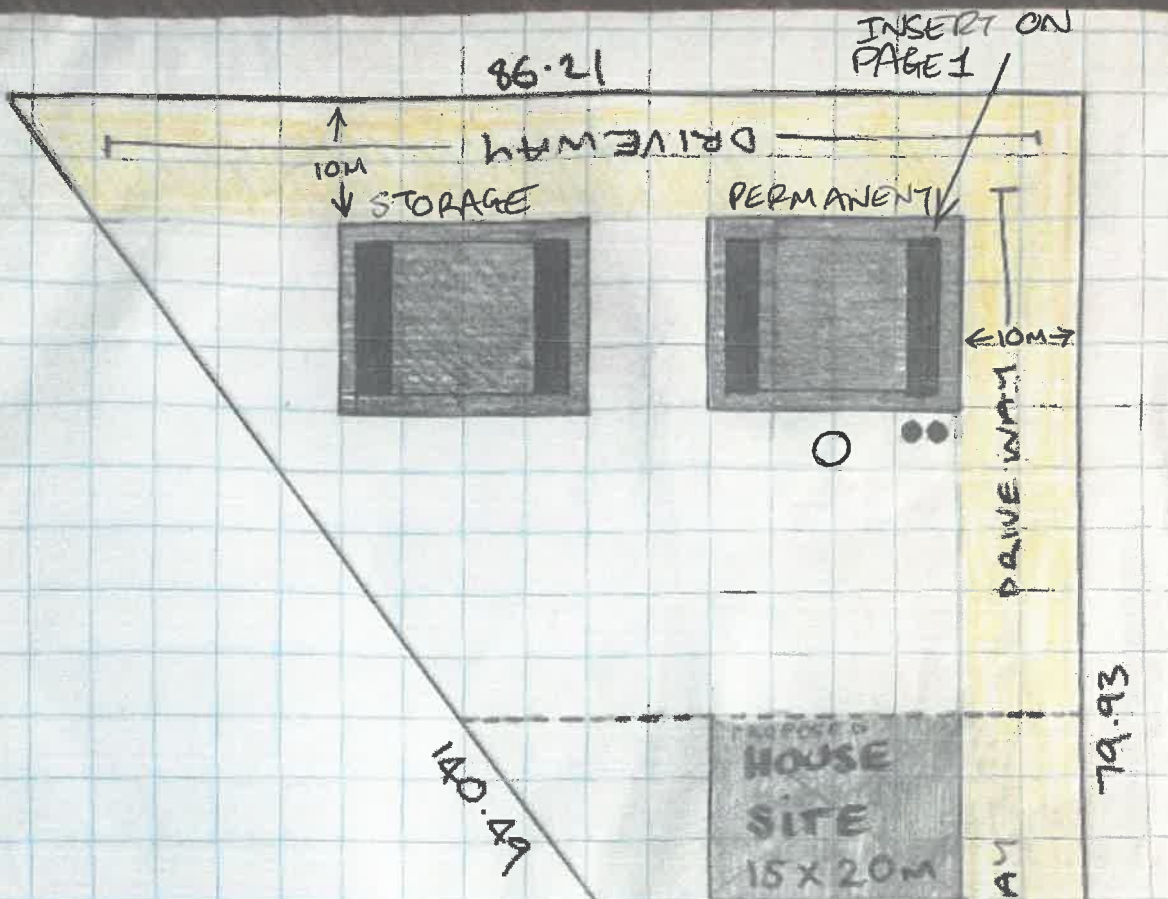
■ - DRIVEWAY (MADE UP OF FCR MATERIAL)

← - WATER RUN OFF







6.13m
9.06m
9.61m

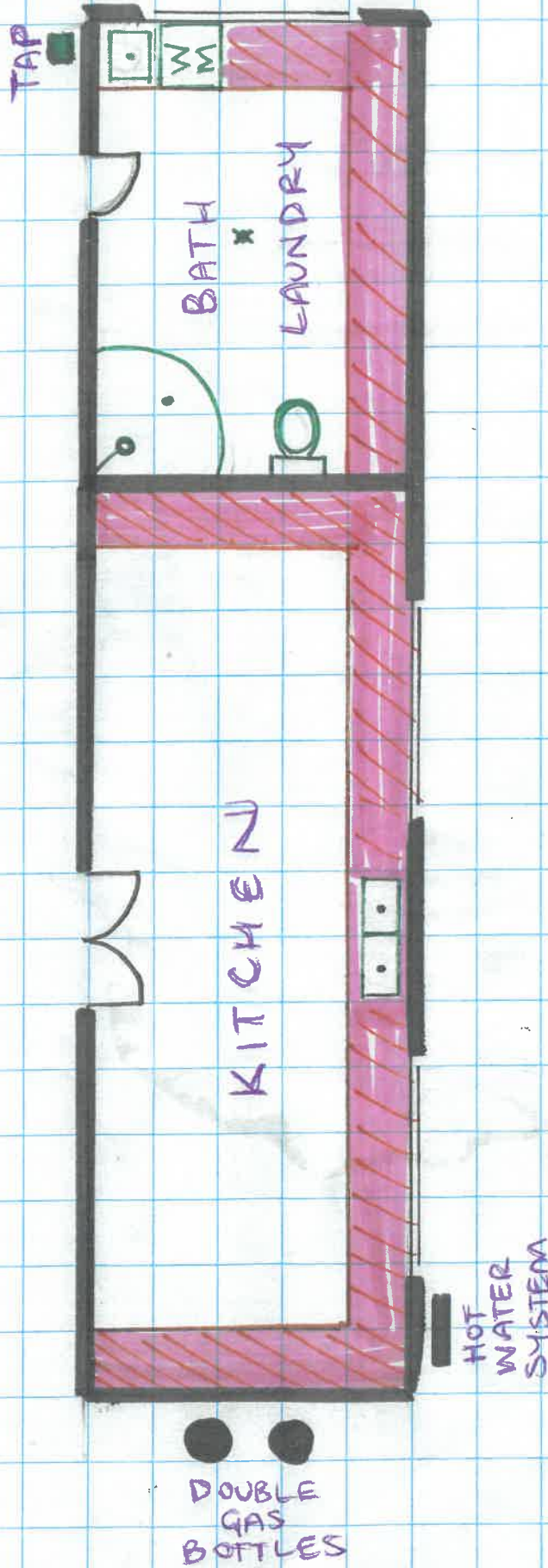


○○
↖ ↗
GAS BOTTLES



EACH SQUARE
EQ = 5 METRES
EQUIVILANT

-  CONCRETE 20m x 15m
-  GAS BOTTLES
-  SEA CONTAINER x 4 12m x 17m
-  WAYLEAVE EASEMENT
-  WATER CONNECTION
-  WATER TANK 22 000 LTR



HOT - DIP GALVANISED TUBING



Excavation Equipment
excq.com.au

With Additional Supports at Each End

IMPROVED STRENGTH and WIND RESISTANCE

Ø76x1.8mm SINGLE ARCHES

Conversion Coating
Clear Protection Coating
Double Hot Galvanizing Coating
Interior Corrosion Resistant Coating
Heavy Duty Cold-Formed Steel



Model: C4040E

With End Wall

Dimensions: 40ft W x 40ft L x 15ft H (from top of container) OR 12m W x 12m L x 4.5m H (from top of container)

High Strength

Easy Assembly

Inside or Outside Mounted

Suited to Australian Weather Conditions

Shipping Dimensions: 2430mm L x 740mm W x 1280mm H

Weight: 1150kgs

FRAME: Heavy duty cold formed 76mm x 1.8mm steel tubing, double hot dip galvanised.

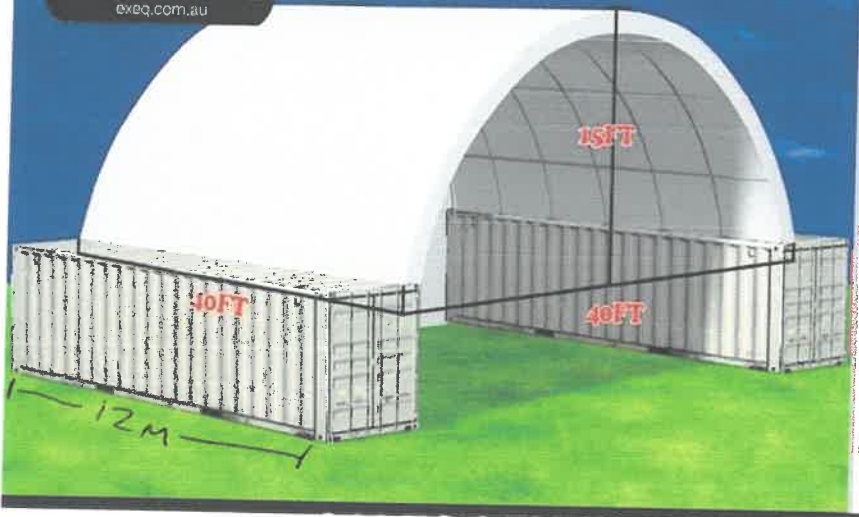
COVER: Heavy duty PVC white tarpaulin, Water Resistant, fire retardant & UV protected. Long life span. Cover attaches to feet plates with ratchet style straps

Our container shelters (igloo/dome) are a temporary cost effective and innovative option to protect your plant and equipment. These high strength, easy assembled shelters are ideal for undercover storage or a work/recreation area.

C4040E W40ft x L40ft x H15ft

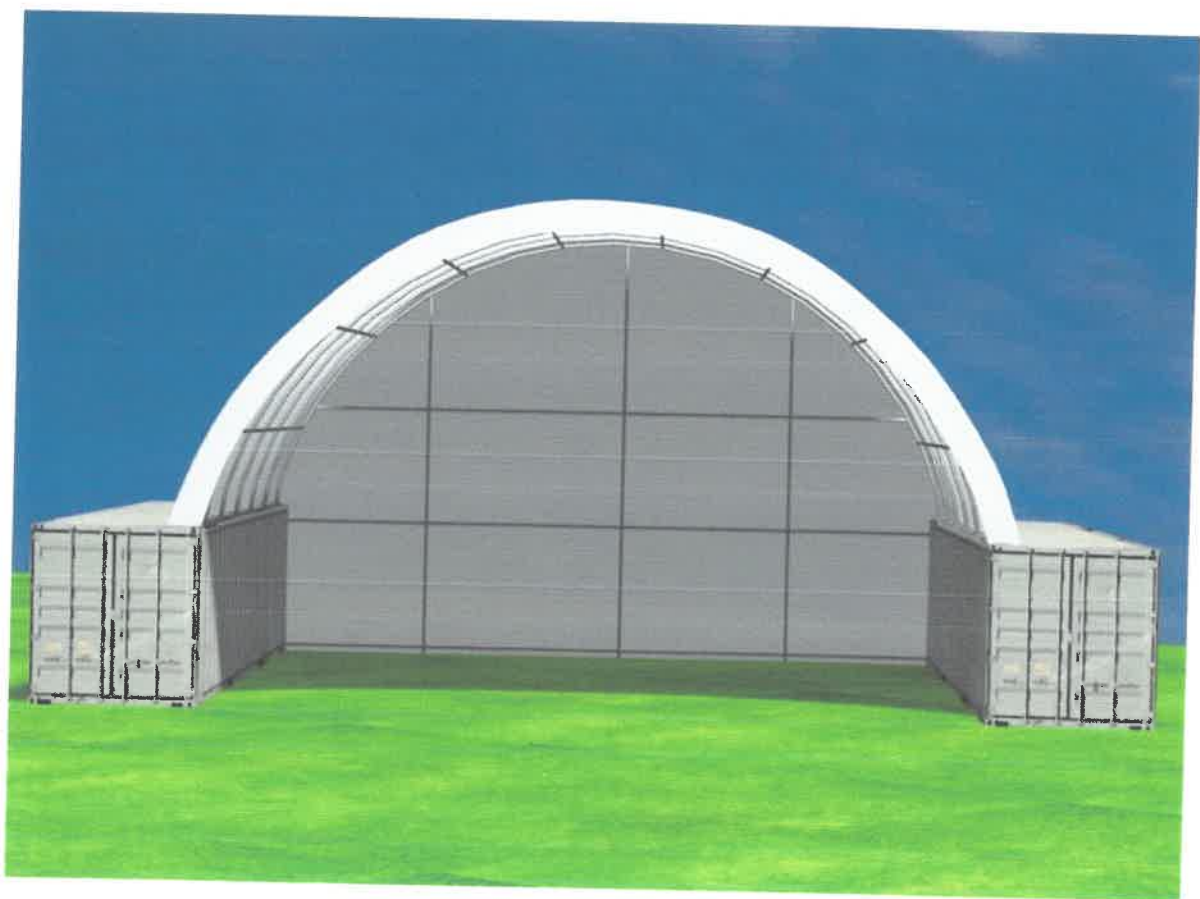
PVC CONTAINER SHELTER

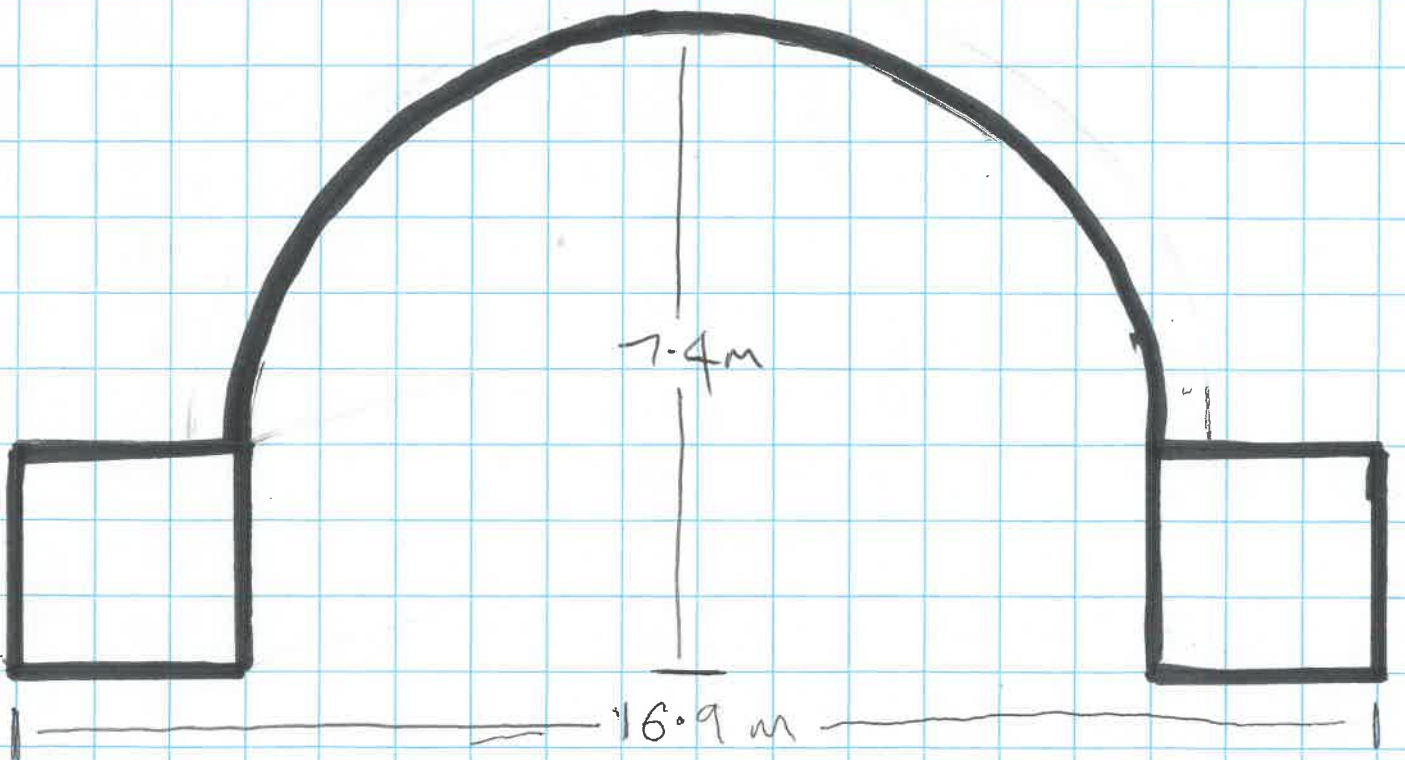
**Excavation
Equipment**
exeq.com.au



**IMPROVED
UV PROTECTION
LEAK RESISTANCE
FIRE RETARDANCY
GREATER
SEAM STRENGTH
ABRASION RESISTANCE**

PVC Coated Banner
16000*10000 Inner White
Blocks Harmful UV Rays
PVC Coated Banner





11A VOLCANIC DRIVE, BRIGHTON

Acoustic Report for Planning Application PLN-22-154

For

JAMIE SAWARD

DOC. REF: T1037-01-P ACOUSTIC REPORT (R0)
1 JULY 2022

Project 11a Volcanic Drive, Brighton
Subject Acoustic Report for Planning Application (Road Traffic Noise Assessment)
Client Jamie Saward
Document Reference T2161-01-P Acoustic Report (r0).docx
Date of Issue 15 April 2025

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1 Introduction

Enfield Acoustics has been engaged Jamie Saward (Applicant) to assess traffic noise impacts regarding the application for a residential use on the Subject Land of 11a Volcanic Drive, Brighton, in response to Council’s RFI, which requires the following:

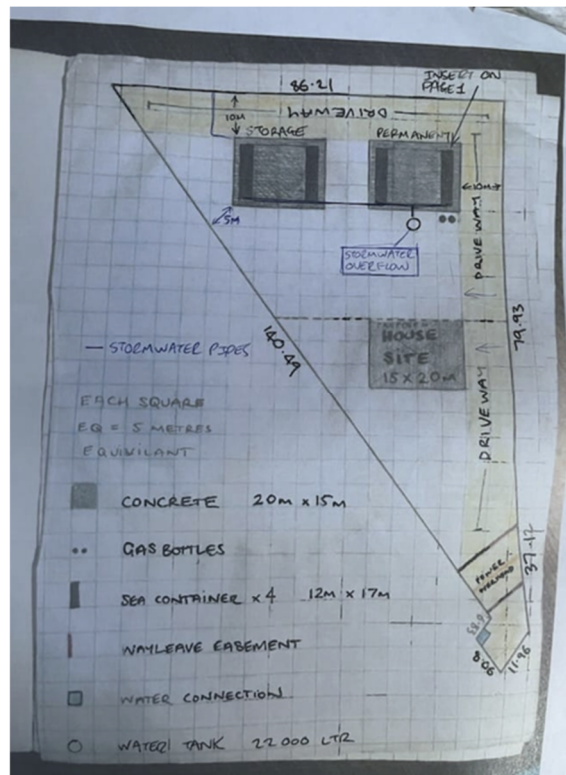
- 4. If the proposal is for residential use, the Road and Railway Assets Code requires habitable buildings for sensitive uses must be set back at least 50 metres from a major road (Midland Highway in this case). The submitted site plan shows a setback of only 10 metres, therefore, assessment against Clause C3.6.1 is required.**

To comply with Clause C3.6.1 A1, please provide evidence or justification as to how the design and location of the proposed habitable building can mitigate highway noise impacts to ensure external noise levels are no more than the arithmetic average of the A-weighted L10 sound pressure levels (L10 18-hour) of 63 dB(A).

OR, an assessment against Performance Criteria C3.6.1 P1 will be required.

Advice: A noise assessment report prepared by a suitably qualified professional may be necessary to support this element of the application.

Our assessment has been carried out in accordance with the following Site Plan prepared by the Applicant:



We understand that the area marked ‘permanent’ on the Site Plan is to include a residential use, in addition to the primary residence marked on the plan as ‘house site’. The ‘permanent’ site area is to be constructed of a shipping container building. Specific acoustic treatments would only need to be considered to this part of the development where the Acceptable Solutions are not met and the Performance Criteria are relied on.

2 Planning Scheme Requirements

The planning scheme requirements are provided as follows:

C3.6.1 Habitable buildings for sensitive uses within a road or railway attenuation area

Objective:	To minimise the effects of noise, vibration, light and air emissions on sensitive uses within a road or railway attenuation area, from existing and future major roads and the rail network.	
Acceptable Solutions	Performance Criteria	
A1 Unless within a building area on a sealed plan approved under this planning scheme, habitable buildings for a sensitive use within a road or railway attenuation area, must be: (a) within a row of existing habitable buildings for sensitive uses and no closer to the existing or future major road or rail network than the adjoining habitable building; (b) an extension which extends no closer to the existing or future major road or rail network than: (i) the existing habitable building; or (ii) an adjoining habitable building for a sensitive use; or (c) located or designed so that external noise levels are not more than the level in Table C3.2 measured in accordance with Part D of the <i>Noise Measurement Procedures Manual, 2nd edition, July 2008</i> .	P1 Habitable buildings for sensitive uses within a road or railway attenuation area, must be sited, designed or screened to minimise adverse effects of noise, vibration, light and air emissions from the existing or future major road or rail network, having regard to: (a) the topography of the site; (b) the proposed setback; (c) any buffers created by natural or other features; (d) the location of existing or proposed buildings on the site; (e) the frequency of use of the rail network; (f) the speed limit and traffic volume of the road; (g) any noise, vibration, light and air emissions from the rail network or road; (h) the nature of the road; (i) the nature of the development; (j) the need for the development; (k) any traffic impact assessment; (l) any mitigating measures proposed; (m) any recommendations from a suitably qualified person for mitigation of noise; and (n) any advice received from the rail or road authority.	

The proposed sensitive use is:

- a) Closer to the road corridor than adjoining property dwellings; and
- b) Not an extension of an existing dwelling.

Our assessment relies on Acceptable Solution A1(c), based on a long-term noise monitoring survey on the Subject Land to establish whether noise levels comply with the Table C3.2 (Roads):

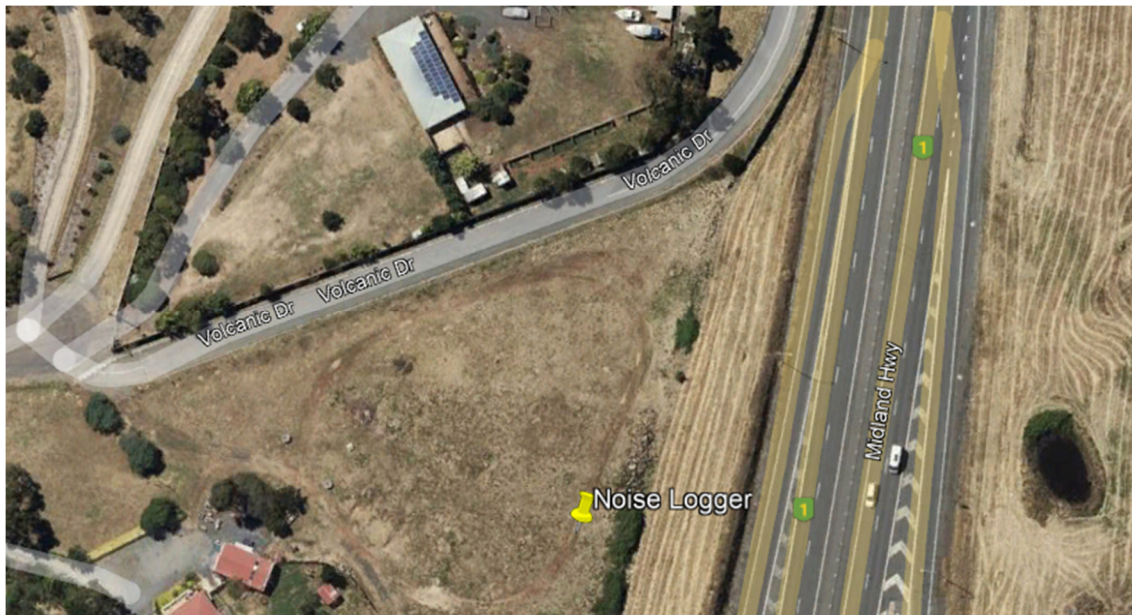
Table C3.2 Acceptable noise levels within a road or railway attenuation area

Roads	Railways
The arithmetic average of the A-weighted L10 sound pressure levels for each of the one-hour periods between 6:00am and midnight on any day [L10 (18-hour)] of 63 dB(A).	A 24-hour Leq and Lmax noise level of 65 dB(A) and 87dB(A) Lmax assessed as a single event maximum sound pressure level.

Where the above levels are complied with, the application is demonstrated to comply with the C3.6.1 A1.

3 Site Inspection and Assessment

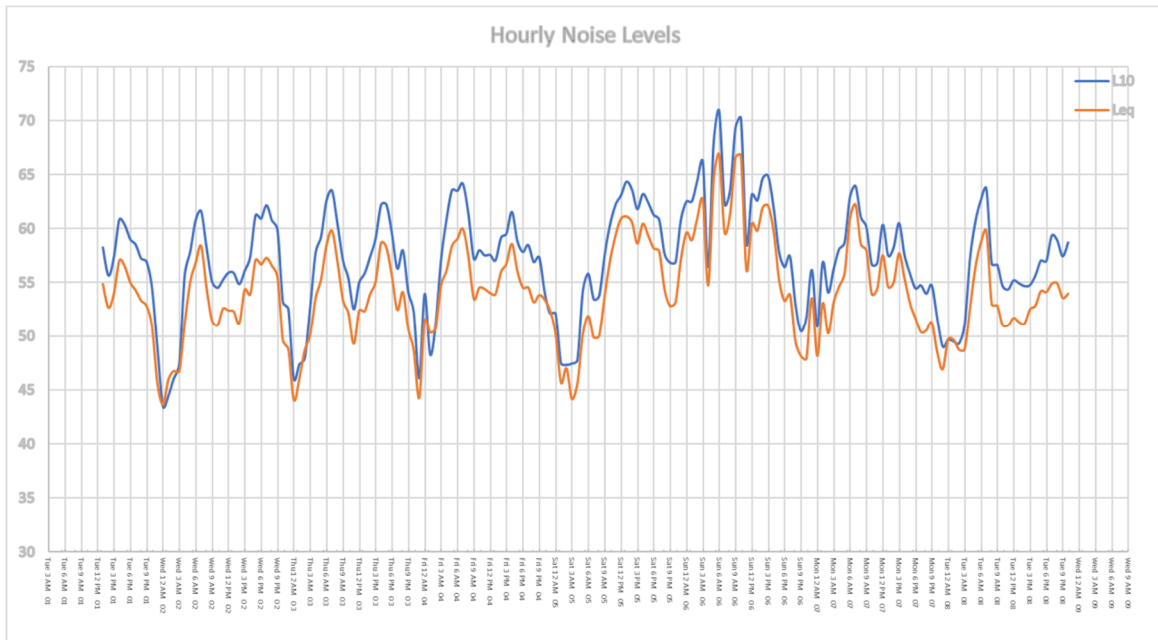
Enfield Acoustics installed a noise logger on the Subject Land at the proposed building siting, with a 10m setback from the property boundary with road corridor land. Noise levels were recorded continuously between 1 April and 8 April 2025. All monitoring was carried out in accordance with the *Noise Measurement Procedures Manual, 2nd edition, July 2008* (NMPM).



In accordance with the NMPM, the results of the monitoring are as follows:

	Days								Average
	1	2	3	4	5	6	7	8	
	1-Apr	2-Apr	3-Apr	4-Apr	5-Apr	6-Apr	7-Apr	8-Apr	
	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Monday	Tuesday	
L10-18Hr	57.0	57.6	57.2	58.5	59.8	60.8	57.2	57.2	57.4
Façade Adj	59.5	60.1	59.7	61.0	62.3	63.3	59.7	59.7	59.9

The hourly noise logging graph is shown below:



Inclusive of a +2.5dB(A) façade adjustment to the measured noise levels, the highest L₁₀(18hr) level recorded was 61dB(A), with the average across all relevant days recorded to be 60dB(A).

The measured L₁₀(18hr) levels:

- a) Are shown to be consistent on all days, indicating a high level of confidence in the data; and
- b) Comply with the Table C3.2 (Roads) Acceptable Levels, therefore satisfying C3.6.1 A1.

4 Conclusion

Based on the monitoring survey, the proposed siting of the container building for a residence on the Subject Land complies with the Acceptable Solutions of clause C3.6.1, in particular A1(c). To that end, our view is that no further noise mitigation works are required for this application and that the Site Plan can be approved and endorsed by Council in relation to noise impacts.