Application for Planning Approval

Land Use Planning and Approvals Act 1993

APPLICATION NO.

DA2025/055

LOCATION OF AFFECTED AREA

48A ALBION ROAD, BRIDGEWATER

DESCRIPTION OF DEVELOPMENT PROPOSAL

ALTERATIONS & ADDITIONS TO EXISTING CARPORT (SECONDARY DWELLING)

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 **07/07/2025**. 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.

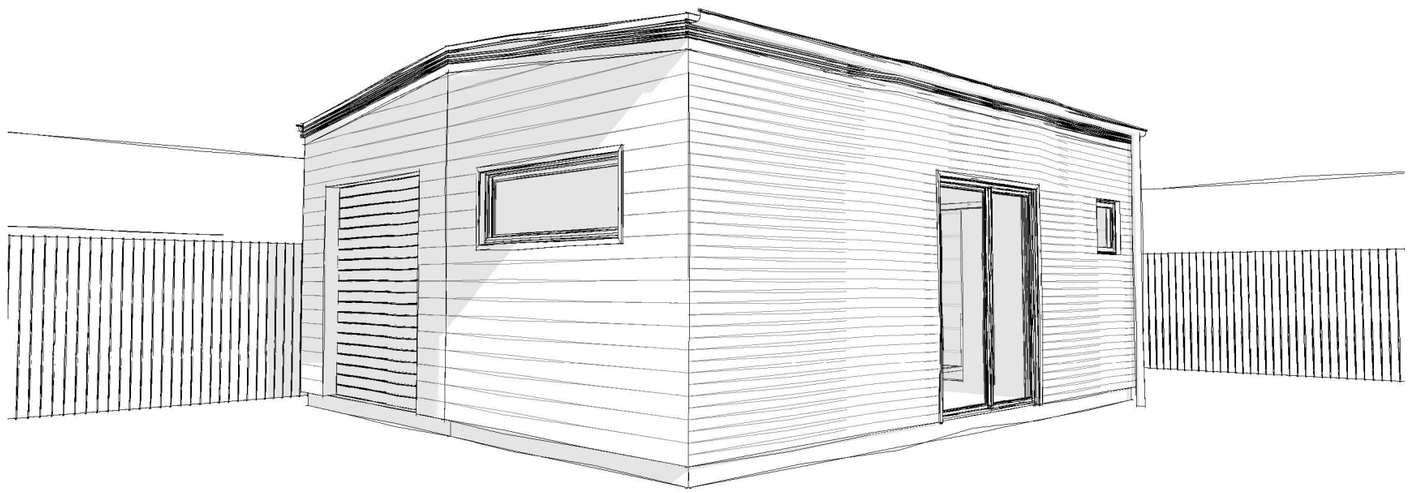
JAMES DRYBURGH
Chief Executive Officer

SCAN ME

Brighton
going places

JACOBS ANCILLARY

48A ALBION ROAD, BRIDGEWATER, TAS 7030



ARCHITECTURAL

DA-00	FRONT COVER SHEET
DA-01	LOCATION PLAN
DA-02	SITE PLAN
DA-03	EXISTING FLOOR PLAN
DA-04	PROPOSED FLOOR PLANS
DA-05	PROPOSED ELEVATIONS

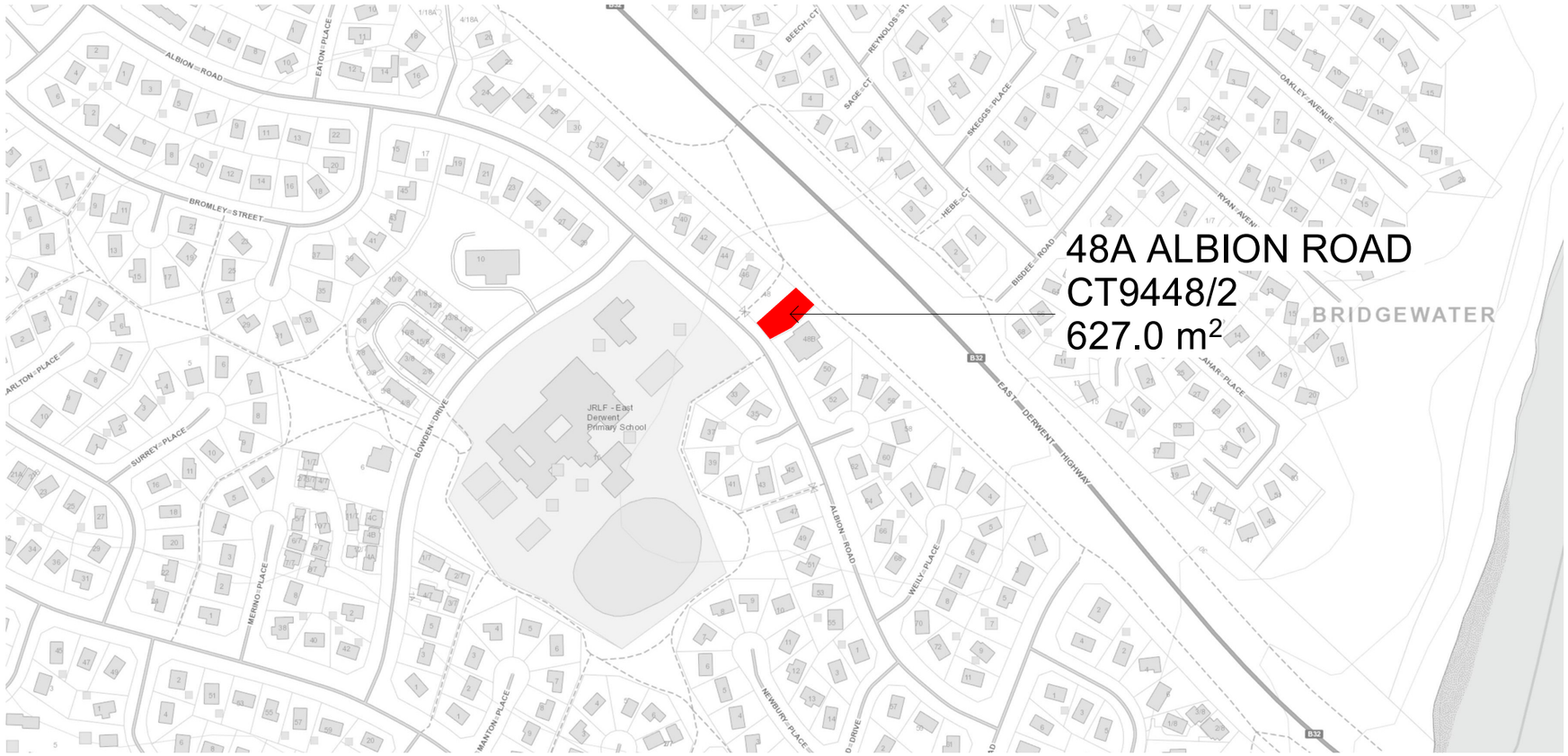
rharchitecture

a: PO BOX 306, NEW NORFOLK, TASMANIA 7140

m: 0448 866 391 e: roy@rharchitecture.com.au

CBOS LIC. NO.: 132955139

DEVELOPMENT APPROVAL



LOCATION PLAN

SITE INFORMATION:	
Title Reference:	CT9448/2
Wind Classification	N2
Soil Classification	S
Climate Zone	7
BAL Level	LOW
Alpine Area	n/a
Corrosion Envrionment	n/a
Notes:	

AREA SCHEDULE:	
Site Area:	627.0 m²
Existing House:	72.0 m²
Existing Verandah:	32.0 m²
Existing Garage:	21.0 m²
Existing Carport:	21.0 m²

AERIAL PLAN

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REV	DATE	DETAILS	INIT.
1	07/02/25	BA ISSUE	RH

Client/ Project Name
JACOBS ANCILLARY

Project Address
48A ALBION ROAD, BRIDGEWATER

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checked RH
date 02/25
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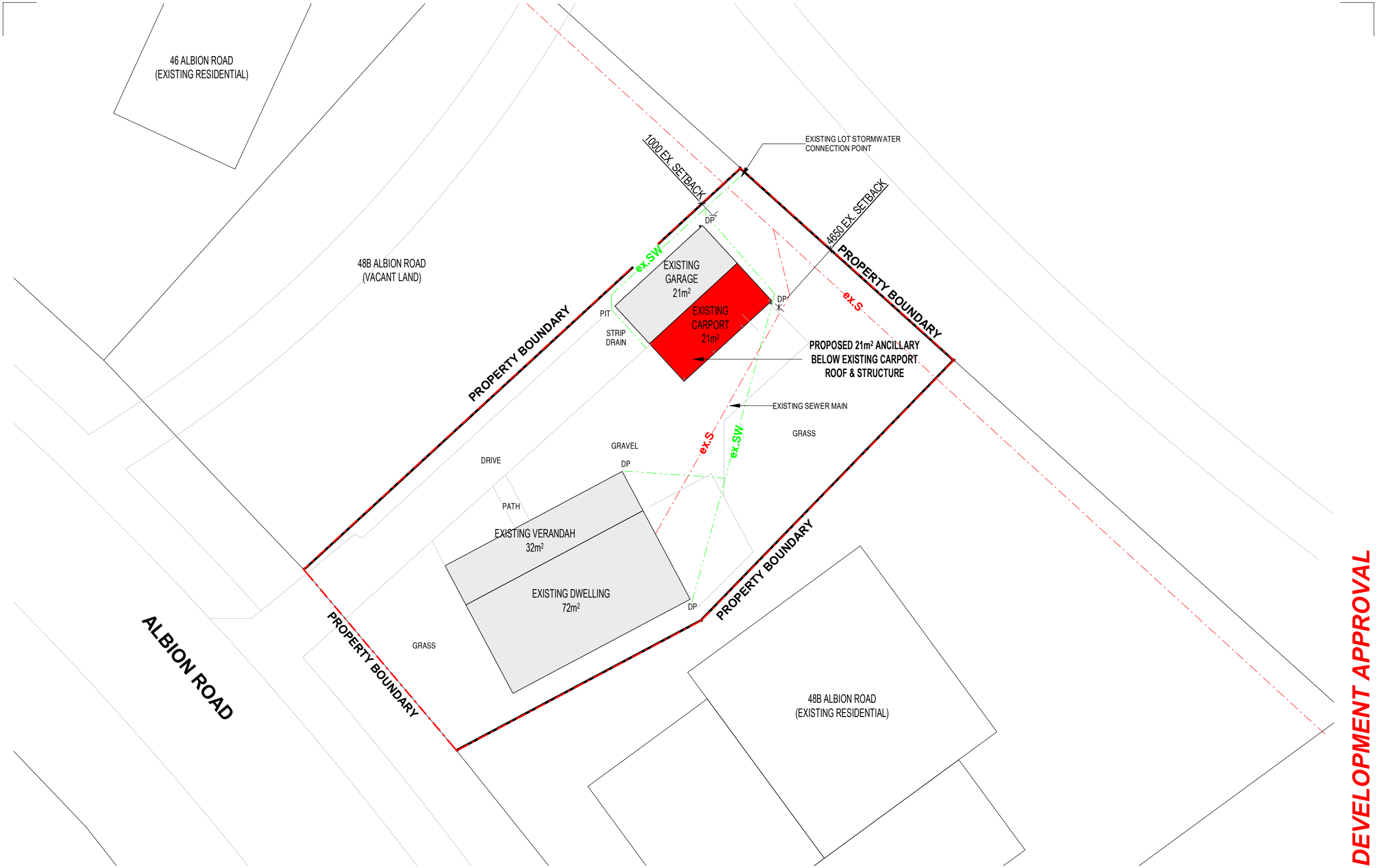
sheet
LOCATION PLAN

project no: 25-017
sheet no. DA-01
revision: 1



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INIT. RH

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Project Address

48A ALBION ROAD, BRIDGEWATER

drawn RH

checked RH

date 02/25

scale 1 : 200

sheet SITE PLAN

project no: **25-017**

sheet no. **DA-02**

revision: **1**

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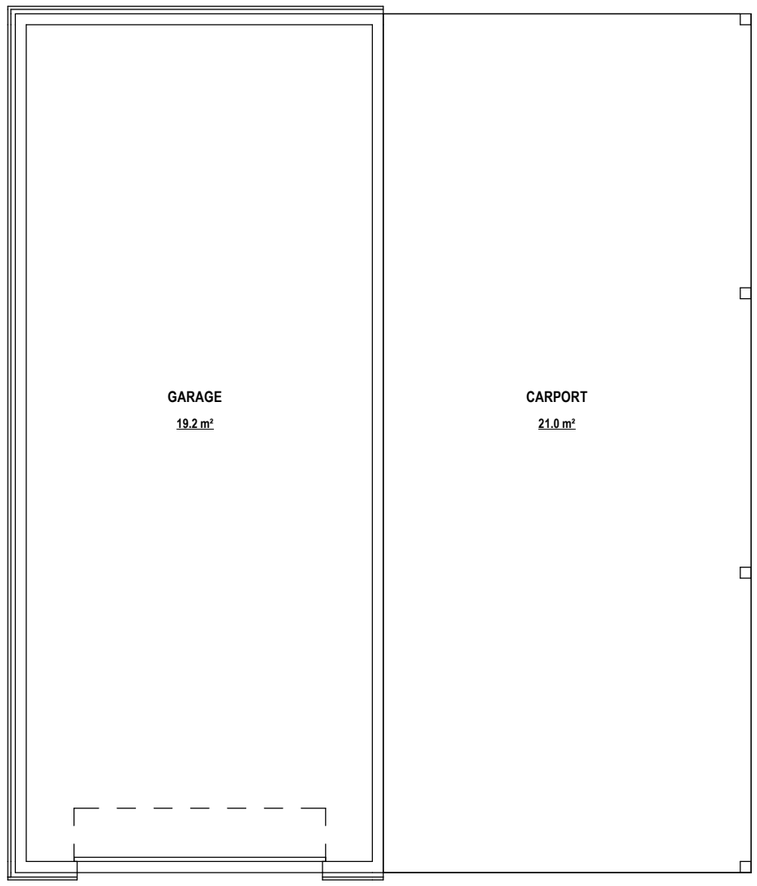
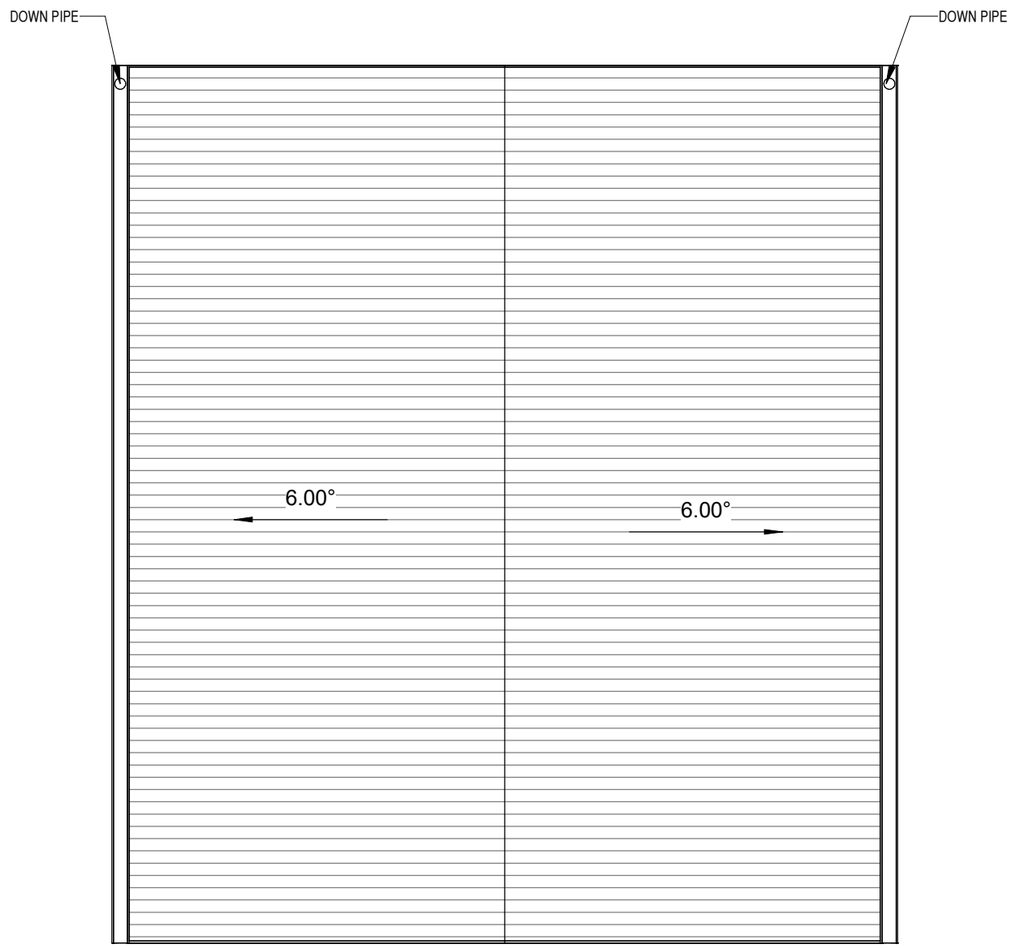


1 DA-03 EXISTING GROUND FLOOR PLAN
1 : 50



2 DA-03 EXISTING ROOFPLAN
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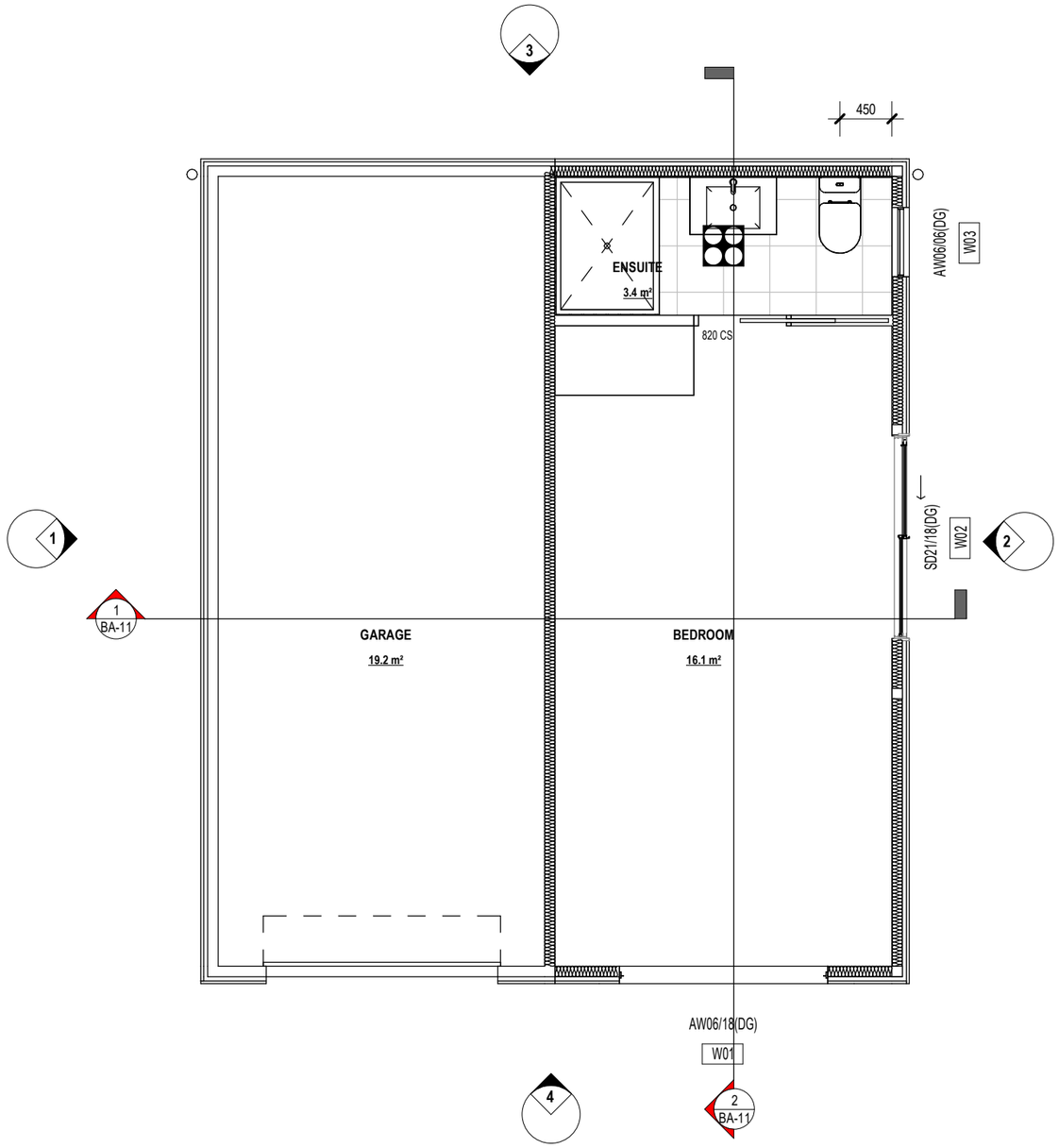
EXISTING FLOOR PLAN

project no: 25-017
sheet no. DA-03
revision: 1



1 DA-04 PROPOSED GROUND FLOOR PLAN

1 : 50

LEGEND

FLOOR FINISHES

CT	-	CERAMIC TILING
TMB	-	LAMINATE TIMBER

FIXTURES & FITTINGS

DW	-	DISHWASHER
MV	-	MICROWAVE
HP	-	HOT PLATES
REF	-	REFRIGERATOR
RH	-	RANGE HOOD
OV	-	COOKER/ OVEN
P	-	PANTRY

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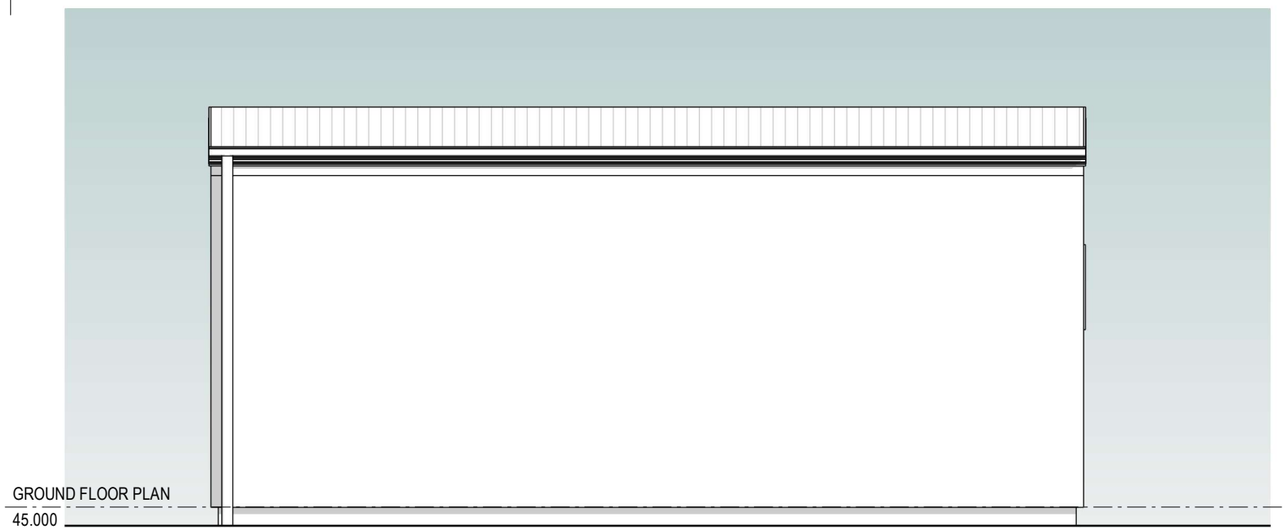
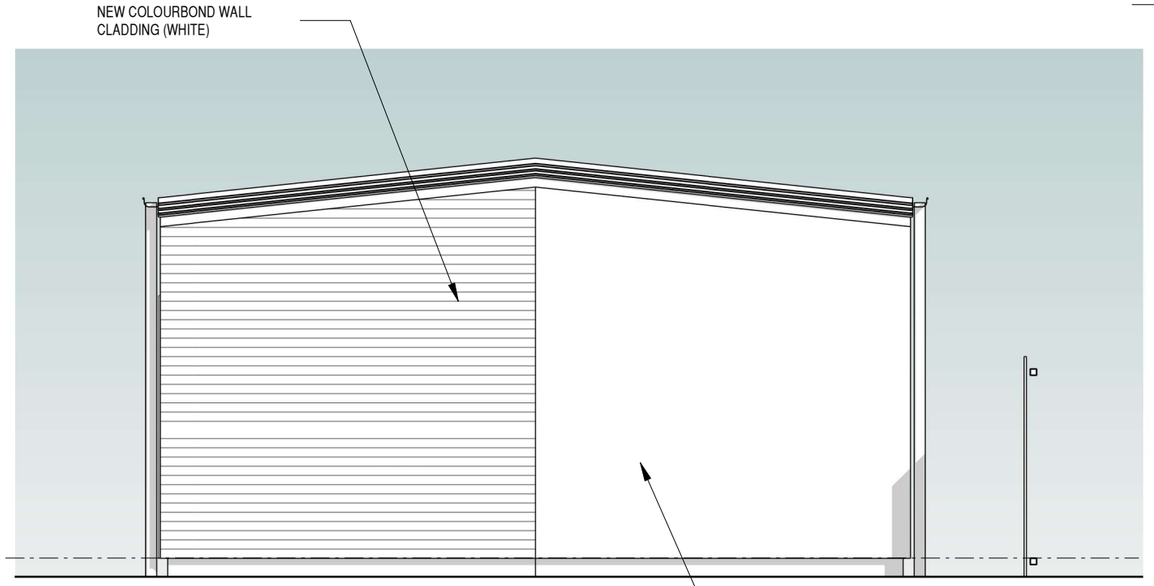
PROPOSED FLOOR PLANS

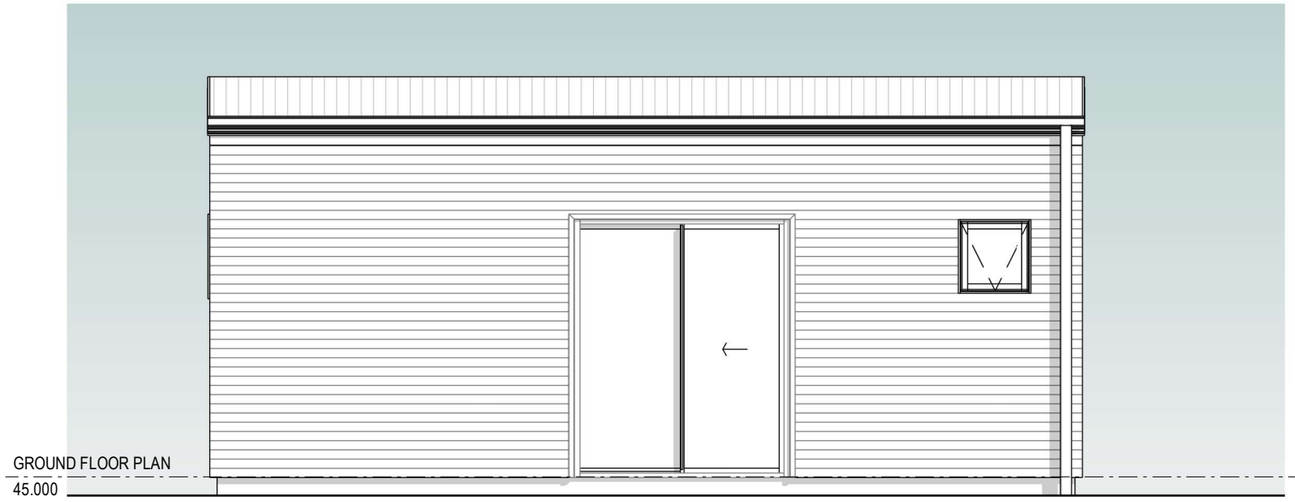
project no: **25-017**
sheet no. **DA-04**
revision: **1**



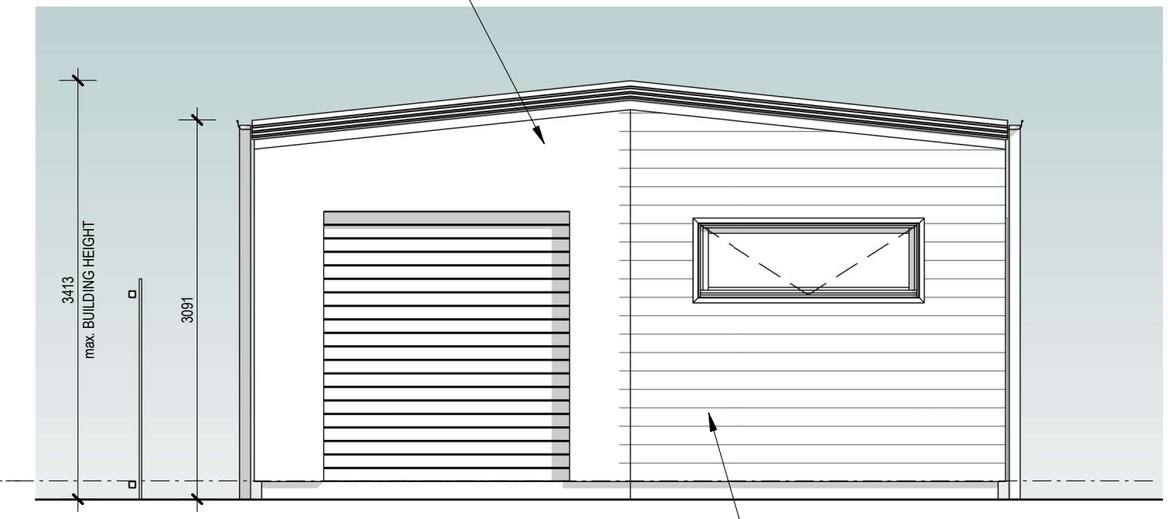
1 DA-05 NORTH WEST ELEVATION
1 : 50



3 DA-05 NORTH EAST ELEVATION
1 : 50



2 DA-05 SOUTH EAST ELEVATION
1 : 50



4 DA-05 SOUTH WEST ELEVATION
1 : 50

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sheet
PROPOSED ELEVATIONS

project no: **25-017**
sheet no. **DA-05**
revision: **1**

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rharchitecture

PO BOX 306, NEW NORFOLK, TAS 7140
ABN 36 948 393 536

11 June 2025

Dang Van
Brighton Council
1 Tivoli Road
Old Beach
TAS 7017

Project Ref: 25-031

RE: PLANNIG PERMIT (DA2025/55) 48A ALBION ROAD, BRIDGEWATER.

Dear Dang

Please find enclosed our response to your RFI dated 30th April 2025.

Please provide evidence that the proposed development complies with Clause C3.6.1 A1(c) in order to maintain its no planning permit required status. Alternatively, compliance with C3.6.1 P1 is required, which will change the application status to a discretionary permit and require public advertising.

C3.6.1 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;

The site area has an existing area of 620m^2 and is General Residential which was predominantly constructed in the 1980's and runs along the southern boundary of the East Derwent Highway, it consists of single detached houses on lot sizes ranging from 700m^{2,} multi-dwelling developments and the East Derwent Primary School located opposite the site.

The northern boundary is located adjacent to the existing park/ walking tracks that run along the East Derwent Highway between Scott Road and connecting to the Jordan River.

(b) the proposed setback;

The existing property boundary setback from the East Derwent Highway is 47m, the existing dwelling is located 66m away and the existing carport which is proposed to be infill has a building envelope that is 50m from the kerb of the East Derwent Highway. Note that this side of the development has a non-habitable space.

We note that there are several properties located to the north side of the highway (Hebe Court) which have a setback that equates to 30m, these properties were built in 1980's and are single glazed with brick veneer construction.

(c) any buffers created by natural or other features;

The existing park/ walking track to the northern boundary of the site is flat with a width of approximately 47m, it has both mature and new trees planted sporadically around the site and in a uniform line along the highway, these trees will potentially provide both a visual and acoustic barrier to the highway from the adjoining properties.

(d) the location of existing or proposed buildings on the site;

The existing house is situated in the centre of the site with the existing garage/ carport located to the rear of the property. The site is fully fenced on three side (sides and rear) with colorbond/ timber palin. The front fence is chain wire.

One side of the property is access to the open land behind and to the other side is a Telstra Exchange. It is not envisaged that the development will cause any loss of amenity to any adjoining neighbours.

(e) the frequency of use of the rail network;

Although not adjacent to rail networks the site is located in the vicinity of the East Derwent Highway that is a busy road with a high volume of traffic, typically this road will be used 24hrs/day with the largest concentration of traffic at peak times

(f) the speed limit and traffic volume of the road;

The East Derwent Highway has a speed limit of 80 km/h and carries an average of approximately 11,500 vehicles per day. It has the highest traffic volume during peak periods with most traffic movements between 6am-12am each day.

(g) any noise, vibration, light and air emissions from the rail network or road;

It is noted that Albion Road, which is closer to the property provides the greater level of noise, vibration and air emissions than the East Derwent Highway. This is due to the primary school opposite that would require periodic truck deliveries of goods and high volume traffic numbers to coincide with the school day.

(h) the nature of the road;

The East Derwent Highway (route number B32) is a highway that carries heavy commuter traffic, much like the Brooker Highway, the traffic is a mixture of local traffic and regional traffic linking the Midlands Highway. The road is a dual-lane/ single carriageway road linking the

(i) the nature of the development;

The development is a very small infill to an existing carport, the current building owners have lived at the property for several years and are familiar with the area and noise levels.

We have received quotes from acoustic engineers for this project that are disproportionally expensive and we feel are not required to as there is sufficient data available to demonstrate that the development will not be problematic nor detriment to the habitants health.

(j) the need for the development;

As mentioned the development is a very small project (21m^2) and is to provide additional bedroom/bathroom space to the property, this development will be used in conjunction with the main house and the owners are familiar with the area and existing noise levels; They are fully satisfied that the noise levels are not problematic, nor will impact on their use of the site.

(k) any traffic impact assessment;

There has been no traffic assessment undertaken as the proposed development will not impact on any vehicle movements, or increase vehicle numbers.

(l) any mitigating measures proposed;

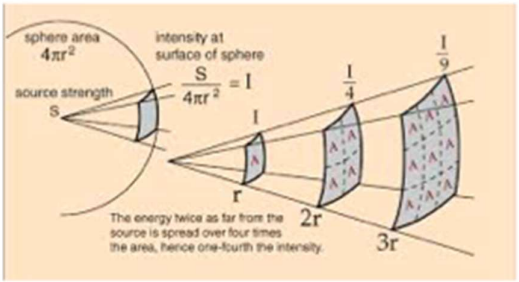
In order to consider the acoustic mitigation measures we have referred to the 'Tasmanian State Road:Traffic Noise Management Guidelines' and note that the worst-case scenario for vehicle noise would be the 90dB from a passing truck. Refer to TABLE 1 below.

Table 1: Examples of familiar noise levels

dB(A)	Example
0	The faintest sound that we can hear
30	A quiet library or a quiet location in the country
45	Typical office space
50	Noisy birds
60	Noisy office, busy street
70	Noise from a passing car
80	Loud music played at home, vacuum cleaner
90	Noise from a passing truck
100	Noise from a rock band
110	Taxiing aeroplane, jack hammer
120	Pain threshold

Using a desktop study of the Inverse Square Law we can calculate that at a distance of 60m2 (habitable bedroom to East Derwent Highway) there would be a sound decay of 16dB

Distance		Level c/w 10 metres
From source	c/w 10 m	
5	½	+6
10	1	0
20	2	-6
30	3	-10
40	4	-12
50	5	-14
60	6	-16
70	7	
80	8	-18
90	9	
100	10	-20



This results in the potential sound level at the building envelop of 74dB which is comparable to that of a passing car.

Please note that the truck noise level used above is a worst-case scenario and that the noise level referred to in ADR83/00 is noted as 84dB (therefore including the 16dB sound decay/distance) would provide a sound level at the proposed development of 68dB. (less than that of a passing car)

We note that this sound level is less than that which is already permitted on the Albion Road, which has a distance of 10m, to the existing house and 30m to the proposed development.

(m) any recommendations from a suitably qualified person for mitigation of noise; and

RHA has over 27 years' experience in architectural profession and significant experience in building acoustics and given our experience we are proposing to increase the acoustic insulation of the development with the following upgrades to the building fabric to mitigate any vehicle noise:

Ceiling/roof: Upgrade plasterboard to 13mm Soundchek plasterboard or equivalent (surface mass of 13.0/kg/m2).

NB: To maintain the performance of the above construction lights should be either surface mounted or down lights that are fully sealed units that can be insulated over the top of utilised.

External Walls: Upgrade plasterboard to 13mm Soundchek plasterboard or equivalent (surface mass of 13.0/kg/m2).

Windows: Upgrade double glazing to 6.38 mm thick laminated glass and 6 mm thick standard glass with a 12 mm air or alternative system providing a weighted sound reduction index (Rw) value of 38 or greater.

NB: The glazing must be in frames to suit the glazing weight and thickness with appropriate acoustic seals such that the glazing transmission loss performance is not compromised. The frames must also be well sealed to the walls to ensure there is no weak acoustic path between the frames and the wall.

NB: The above upgrades for sleeping areas only.

(n) any advice received from the rail or road authority. any mitigating measures proposed;

No advice received.

We hope that the above provides adequate explanation to close out the RFI, if you require any further information then please contact the undersigned.

Yours faithfully

Roy Higman

Roy Higman
DIRECTOR