Application for Planning Approval

Land Use Planning and Approvals Act 1993

APPLICATION NO.

DA2026/014

LOCATION OF AFFECTED AREA

643A BRIGGS ROAD, BRIGHTON

DESCRIPTION OF DEVELOPMENT PROPOSAL

SINGLE DWELLING AND OUTBUILDING

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 **05/05/2026**. 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

JOSCON TASMANIA

2028 - PROPOSED HUTCHESON & HYLAND RESIDENCE
643a Briggs Road,
BRIGHTON

SHEET		DRAWING TITLE
01	B	LOCATION PLAN
01a	B	SITE PLAN
01b	B	DRAINAGE LOCATION PLAN
01c	B	DRAINAGE PLAN
01d	B	PERSPECTIVE VIEWS
02	B	FLOOR PLAN
02a	B	ELEVATIONS SHEET 1
02b	B	ELEVATIONS SHEET 2
03		SHED FLOOR PLAN
03a		SHED ELEVATIONS

No.	Amendment	Date	Drawn	Checked	Sheet
B	Council RFI: W11, W10 and W03 noted to be Rw 37dB rated. W11 and W10 to be side-by-side AF. All external doors noted to be fitted with acoustic-rated door seals. Driveway noted to be FCR gravel driveway.	02 Mar. 2026	JP	SF	01-03
	DA PLAN SET	16 Dec. 2025	JP	SW	01-03
A	Cut and fill plan update. SW and WW updates into site and location plans.	15 Dec. 2025	JP	SW	01-03

Notes
- Builder to verify all dimensions and levels on site prior to commencement of work
- All work to be carried out in accordance with the current National Construction Code.
- All materials to be installed according to manufacturers specifications.
- Do not scale from these drawings.
- No changes permitted without consultation with designer.

Designer:

ANOTHER PERSPECTIVE PTY LTD
PO BOX 171
NORTH HOBART
LIC. NO. 685230609 (S. Turvey)
Ph: (03) 6231 4122
Fx: (03) 6231 4166
Email:
info@anotherperspective.com.au

Client / Project info

PROPOSED HUTCHESON & HYLAND RESIDENCE

643a Briggs Road,
BRIGHTON

Soil Classification:	M
Title Reference:	CT187546/2
Floor Areas:	303.10m²
Porch / Deck Areas:	27.02m²
Wind Speed:	N2
Climate Zone:	7
Alpine Zone:	N/A
Corrosion Environment:	Low
Certified BAL:	19
Designed BAL:	19
(Refer to Standard Notes for Explanation)	

COVER SHEET

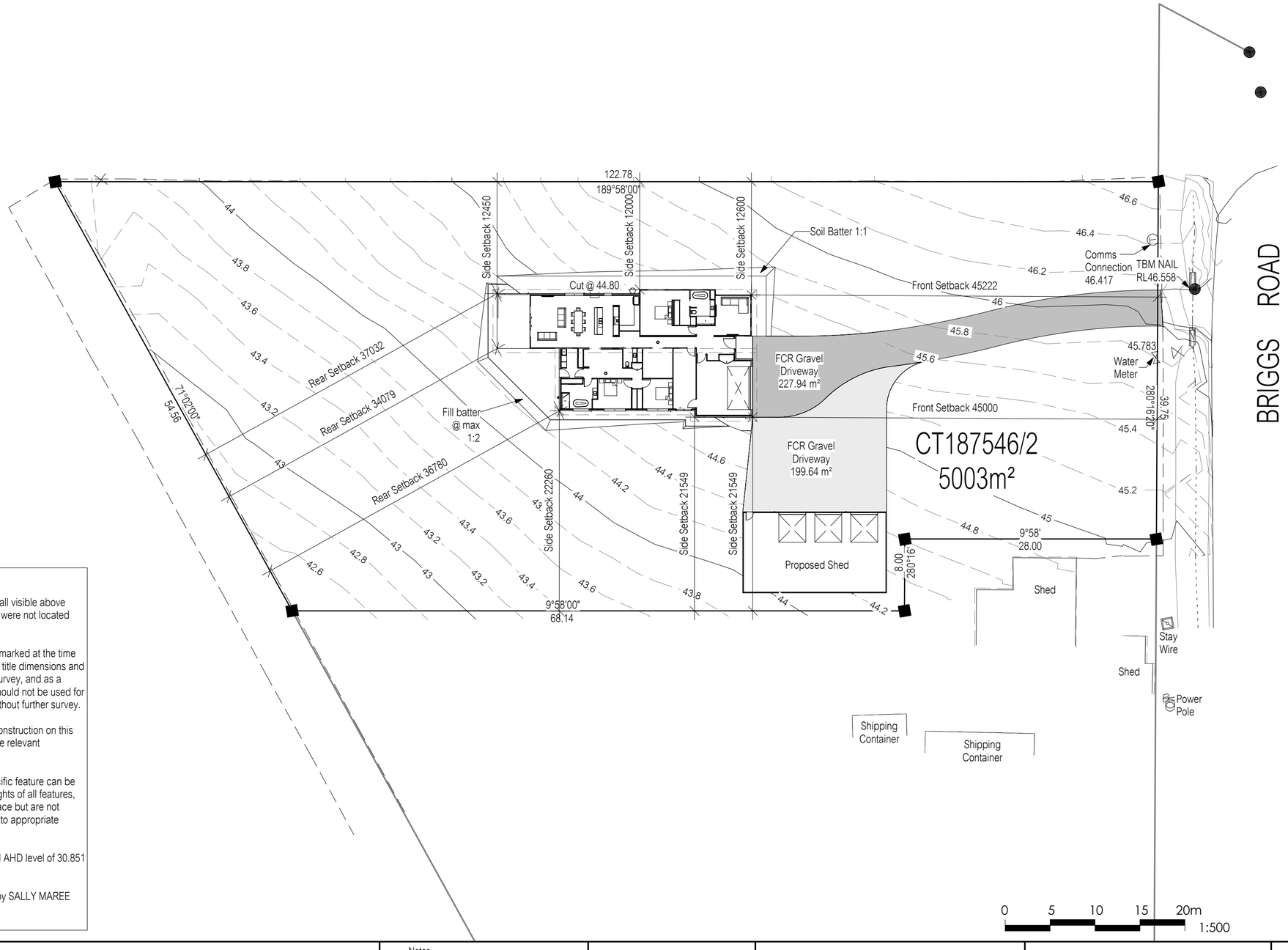
2028

Date 11 November 2025

Scale

Sheet 00/03

Ground Floor FFL	45.17
Shed FFL	44.78



NOTES:

While all reasonable effort has been made to locate all visible above ground services, there may be other services which were not located during the field survey.

The title boundaries as shown on this plan were not marked at the time of the survey and have been determined by existing title dimensions and occupation (where available) only and not by field survey, and as a result are considered approximate only. This plan should not be used for building to boundary. or to prescribed set-backs, without further survey.

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DATUM - Vertical : AHD per SPM10130 with reputed AHD level of 30.851 from SURCOM on 27/08/2025

At the time of this survey, CT.187546/2 was owned by SALLY MAREE NUS
Date of Survey : 27/08/2025

No.	Date	Int.	
B	02 Mar. 2026	JP	Amendment changes as per cover sheet
A	15 Dec. 2025	JP	

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BRIGHTON

JOSCON TASMANIA

LOCATION PLAN

Drawn	SW	2028	
Date	21 October 2025	Sheet	01/03
Scale	1 : 500		

Ground Floor FFL 45.17
Shed FFL 44.78

NOTES:

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Date of Survey : 27/08/2025

122.78
189°58'00"
Side Setback 12450
Side Setback 12000
Side Setback 12000
Side Setback 12600
Soil Batter 1:1
Comms Connection 46.417
TBM NAIL RL46.558
Front Setback 45222
Cut @ 44.80
1500
1:1
1:1
1650
46
45.8
45.6
45.4
45.783
Water Meter
45.903
Cut @ 44.80
1:2
2700
P1
2700
P2
5400
FCR Gravel Driveway 227.94 m²
Front Setback 45000
280°16'20"
39.75
45.4
1:2
44.2
1500
Fill batter @ max 1:2
Side Setback 29190
Side Setback 22260
Side Setback 21549
Side Setback 21549
FCR Gravel Driveway 199.64 m²
16000
CT187546/2
5003m²
45.2
45
44.8
9°58'
28.00
9000
Proposed Shed
8.00
280°16'
2000
Shed
43.2
43.4
43.6
43.8
44
44.2
2000
2000
9°58'00"
68.14
0 2 4 6 8m
1:200

No.	Date	Int.
B	02 Mar. 2026	JP
A	15 Dec. 2025	JP

Amendment changes as per cover sheet

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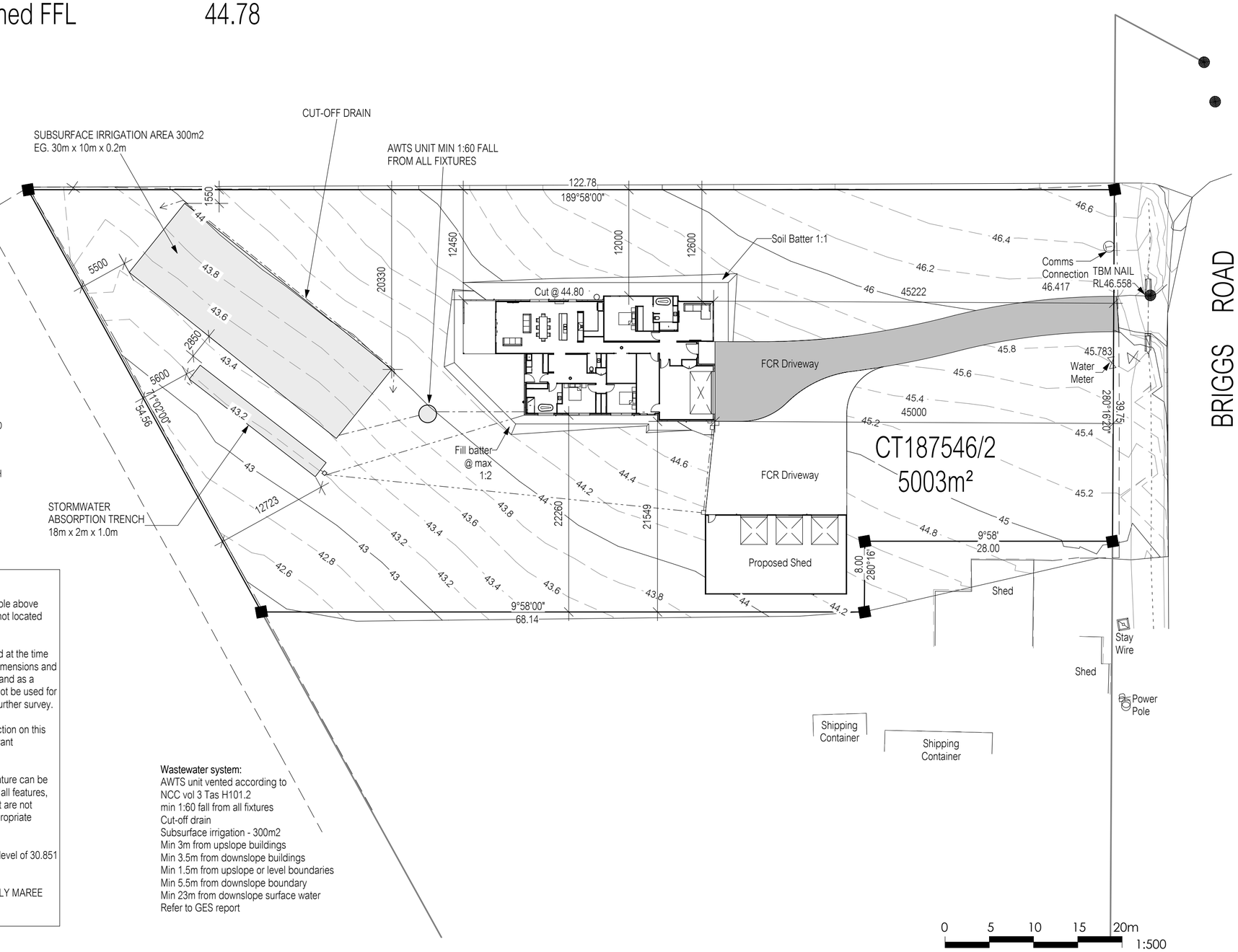
643a Briggs Road,
BRIGHTON

JOSCON TASMANIA

SITE PLAN

Drawn	SW	2028
Date	21 October 2025	Sheet
Scale	1 : 200	01a/03

Ground Floor FFL	45.17
Shed FFL	44.78



Performance Solution Compliance Notes:
AS 3500.3 - CL 7.10
• 7.10.1 - OVERFLOW IS SAFE AND DOES NOT COMPROMISE FREEBOARD TO HABITABLE SPACES.
GENERAL
• AS/NZS 3500.3: PART 3 STORMWATER DRAINAGE AUSTRALIAN RAINFALL AND RUN-OFF VOLUME 8: URBAN STORMWATER MANAGEMENT
• AUSTRALIAN RUNOFF QUALITY - A GUIDE TO WATER SENSITIVE URBAN DESIGN
• STORM DRAINAGE DESIGN IN SMALL URBAN CATCHMENTS: A HANDBOOK FOR AUSTRALIAN PRACTICE
• WATER SENSITIVE URBAN DESIGN (WSUD) ENGINEERING PROCEDURE: STORMWATER
• WATER SERVICES ASSOCIATION OF AUSTRALIA CODE (WSAA)
Stormwater Services Notes:
1. ALL SITE SAFETY & MANAGEMENT PROCEDURES SHALL BE IN ACCORDANCE WITH THE DEPARTMENT OF STATE GROWTH SPECIFICATIONS:
SECTION 168 OCCUPATIONAL HEALTH AND SAFETY
& SECTION 176 ENVIRONMENTAL MANAGEMENT.
2. ALL PIPES UNDER TRAFFICABLE AREAS ARE TO BE BACKFILLED FULL DEPTH WITH 20 F.C.R. AND FULLY COMPACTED.
3. ALL STORMWATER PIPES TO BE PVC-U-SWJ CLASS "SN8" TO AS1254 UNO.
4. ALL DRAIN AND TRENCH CONSTRUCTION SHALL COMPLY WITH THE LGAT STANDARD DRG TSD G01.
5. ANY EXCAVATED TRENCHES IN EXCESS OF 1.5M IN DEPTH ARE TO BE ADEQUATELY SHORED TO PREVENT COLLAPSE DURING WORKS.

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Date of Survey : 27/08/2025

Wastewater system:
AWTS unit vented according to NCC vol 3 Tas H101.2
min 1:60 fall from all fixtures
Cut-off drain
Subsurface irrigation - 300m2
Min 3m from upslope buildings
Min 3.5m from downslope buildings
Min 1.5m from upslope or level boundaries
Min 5.5m from downslope boundary
Min 23m from downslope surface water
Refer to GES report

No.	Date	Int.	
B	02 Mar. 2026	JP	
A	15 Dec. 2025	JP	Amendment changes as per cover sheet

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PROPOSED HUTCHESON & HYLAND RESIDENCE
643a Briggs Road,
BRIGHTON

JOSCON TASMANIA

DRAINAGE LOCATION PLAN

Drawn	JP	2028	
Date	16 December 2025	Sheet	01b/03
Scale	1 : 500		

122.78

189°58'00"

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Date of Survey : 27/08/2025

DRAINAGE LEGEND		
Abbreviation	Fixture	Min. Outlet Size
B	Basin	40Ø
Bth	Bath	40Ø (incl. trap)
Shr	Shower	40Ø (Note 3)
S	Sink	50Ø
Tr	Trough	40Ø
WC	Water Closet Pan	100Ø
d.p.	Downpipe	90Ø
ORG	Overflow Relief Gully	100Ø
FWG	Floor Waste Gully	65Ø (Note 2)
	Sewer Line (100Ø UPVC) (unless noted otherwise)	
	Stormwater Line (100Ø UPVC) (unless noted otherwise)	
	Stormwater Line (150Ø UPVC) (unless noted otherwise)	

NOTES:
1. Flexible connections are to be installed on any pipes emerging from beneath the building in accordance with AS2870 & AS/NZS3500.2:2021.
2. Untrapped Bath tub pipe to connect to FWG if trap not accessible from below or access panel.
3. 50Ø required for multiple shower heads. 65Ø where outlet is being used as a FWG
4. Showers to comply with N.C.C. 10.2.14.
5. Falls to floor waste to be minimum 1:80 & maximum 1:50

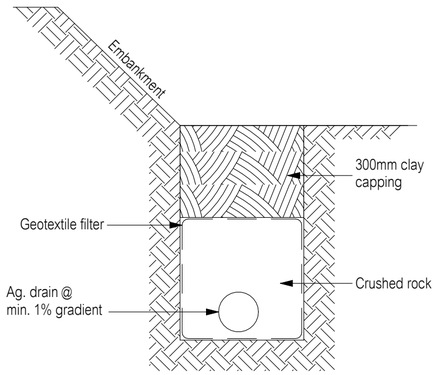
Where ag drain is < 1.5m from footing, the following engineering principles are required:

1. Ag drain to be capped with 300mm of clay to prevent ingress of surface run-off unless it is under a paving slab etc (ag drains are designed for removal of ground water, surface water should be dealt with separately).

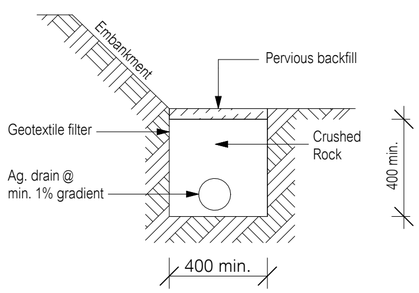
2. Ag drain to have a minimum 1% fall to a grated pit which drains to the stormwater system.

3. Install a geotextile filter sock to the slotted drain, and enclose the whole drain in geofabric (to the underside of clay capping).

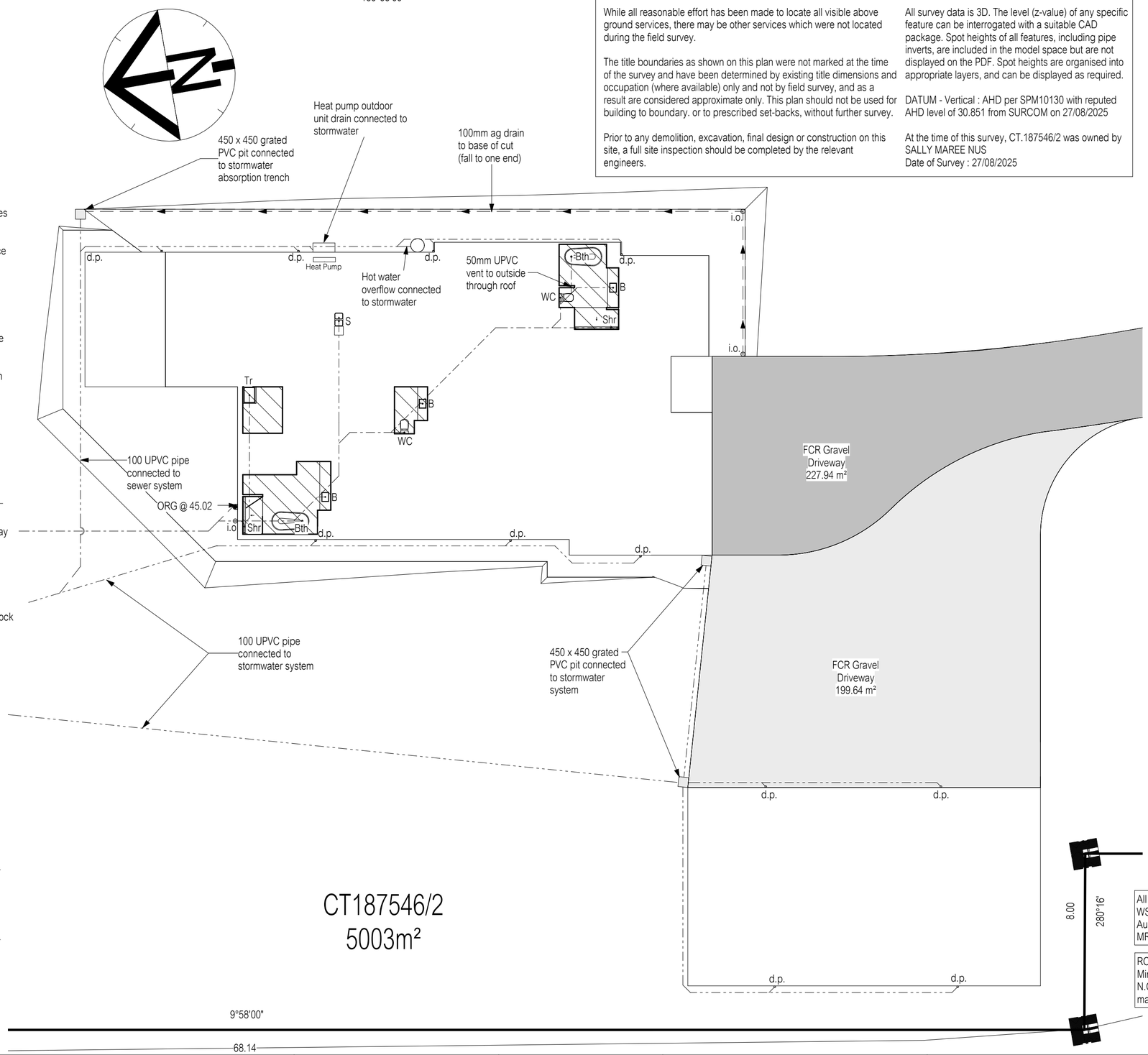
4. Provide additional grated pits / or inspection openings along the length of the ag drain and at the high point to make the effect of a blockage visible and enable a blockage to be cleared.



TYPICAL AG. DRAIN DETAIL
(<1800 FROM HOUSE)
Not to scale



TYPICAL AG. DRAIN DETAIL
(≥1800 FROM HOUSE)
Not to scale



Refer to Roof Plan for downpipe calculations

All works are to in accordance with the Water Supply Code of Australia WSA 03-2011-3.1 Version 3.1 MRWA Edition V2.0 and Sewerage Code of Australia Melbourne Retail Water Agencies Code WSA 02-2014-3.1 MRWA Version 2.0 and TasWater's supplements to these codes.

ROOF DRAINAGE NOTE:
Min. medium rectangular gutter & min. 90ø downpipe specified as per N.C.C. part 7.4. These sizes and downpipe quantities are based on a max. roof catchment area of 70m²

0 2 4 6 8m
1:200

No.	Date	Int.
B	02 Mar. 2026	JP
A	15 Dec. 2025	JP

Amendment changes as per cover sheet

Soil classification: M

Refer to Soil Report for nominated founding depth and description of founding material.

All Materials and construction to comply with AS/NZ3500 Part 2 & Part 3

- Wet areas to comply with NCC 10.2 and AS3740

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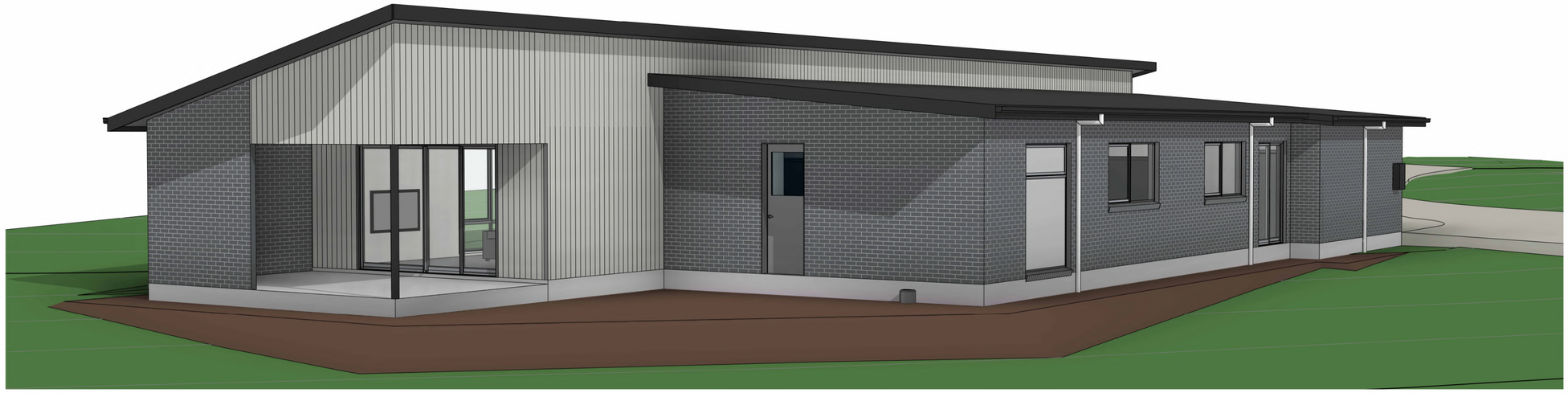
BRIGHTON

JOSCON TASMANIA

DRAINAGE PLAN

Drawn	JP	2028
Date	16 December 2025	Sheet
Scale	1 : 200	01c/03



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Amendment changes as per cover sheet

Shadows shown for stylisations purpose only

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PROPOSED HUTCHESON & HYLAND RESIDENCE

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JOSCON TASMANIA

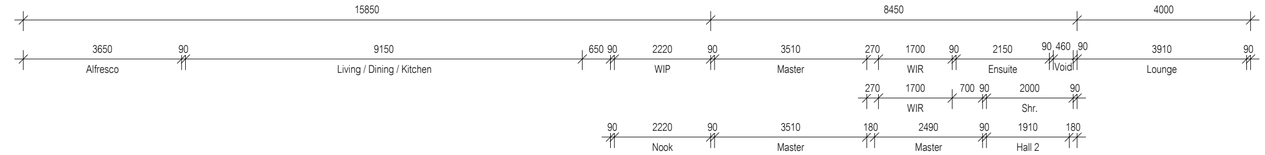
PERSPECTIVE VIEWS

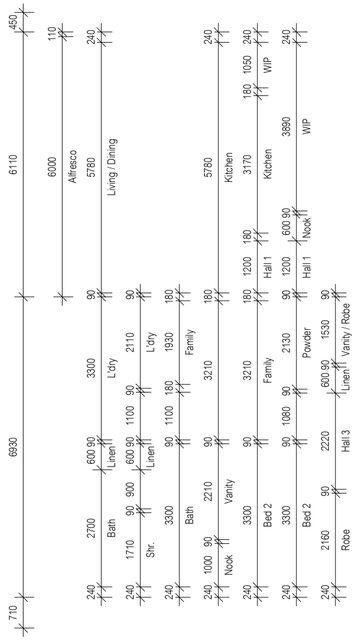
Drawn	SW	2028
Date	13 October 2025	Sheet
Scale		01d/03

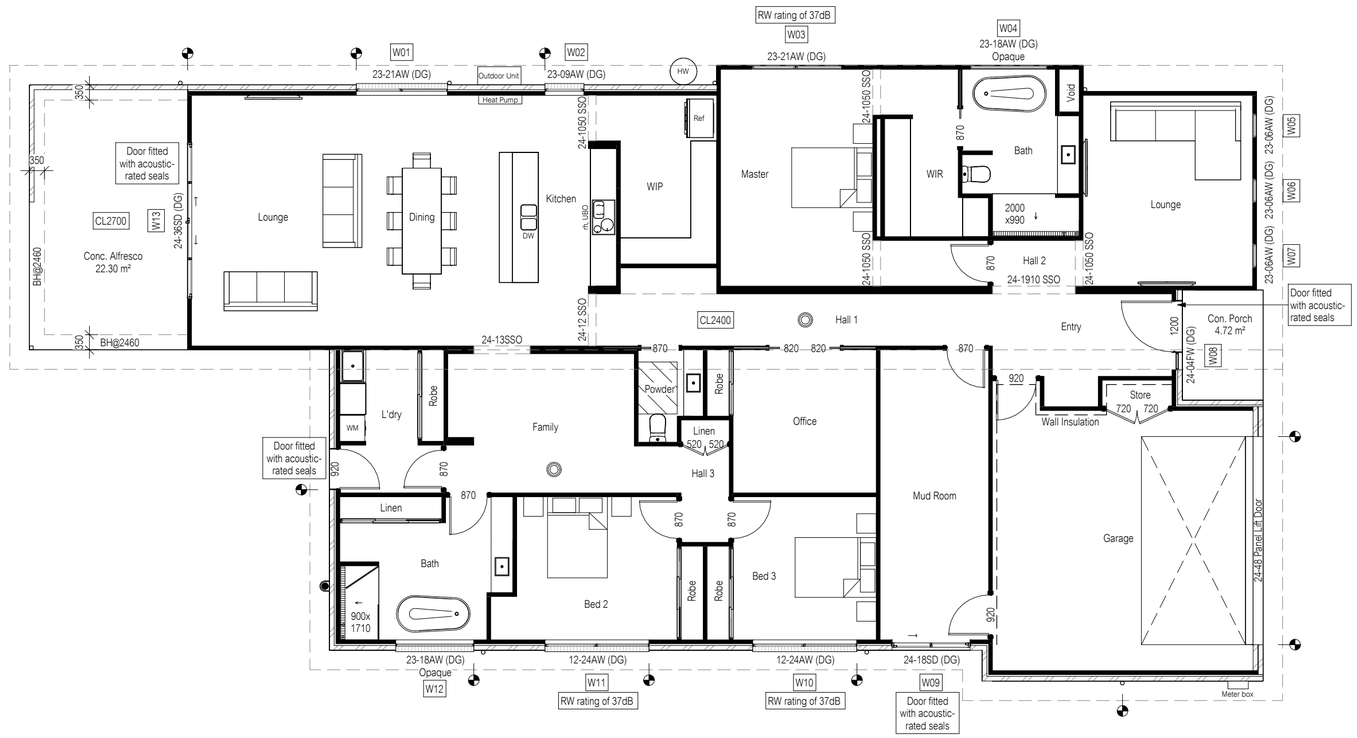
LEGEND:

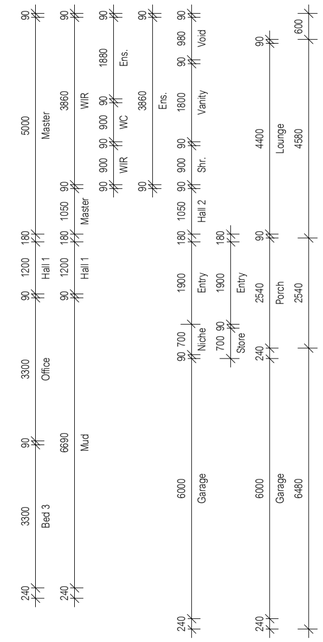
BH -	BULKHEAD @ 2460 UNO
SSN -	SINGLE STUD NICHE
DSN -	DOUBLE STUD NICHE
TSN -	TRIPLE STUD NICHE
SSO -	SQUARE SET OPENING
O/H -	OVERHEAD
O/T -	OVEN TOWER
TR -	TOWEL RAIL
TRH -	TOILET ROLL HOLDER
RH -	ROBE HOOK
- - - - - -	LOCATION OF WALL REINFORCEMENT (TO COMPLY WITH PART 6 OF THE *LIVABLE HOUSING DESIGN STANDARD*.)

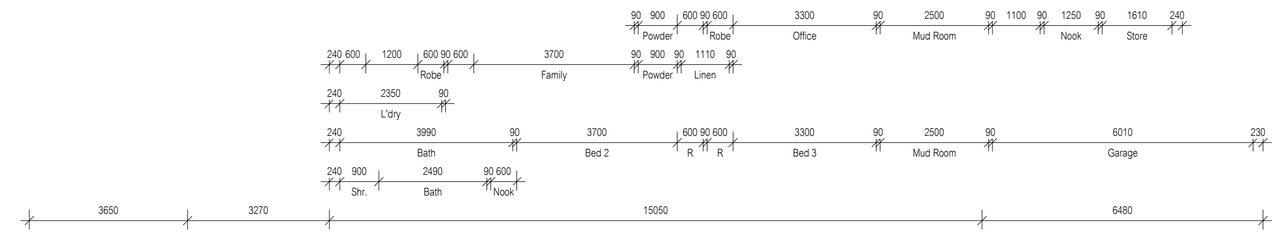
NOTES:
- ALL WINDOW & DOOR HEAD HEIGHTS @ 2460 UNO
- NICHES AS PER JOSCON BA SPEC DOCUMENT
- JOINERY AS PER JOSCON BA SPEC DOCUMENT
- WATERSTOPS AT SHOWER DOORS











0 1 2 3 4m
1:100

Floor Area = 303.10m²

Articulation joints

Smoke Alarm (interconnected where more than 1)

All window sizes to be checked and/or confirmed on site prior to ordering glazing units

No.	Date	Int.
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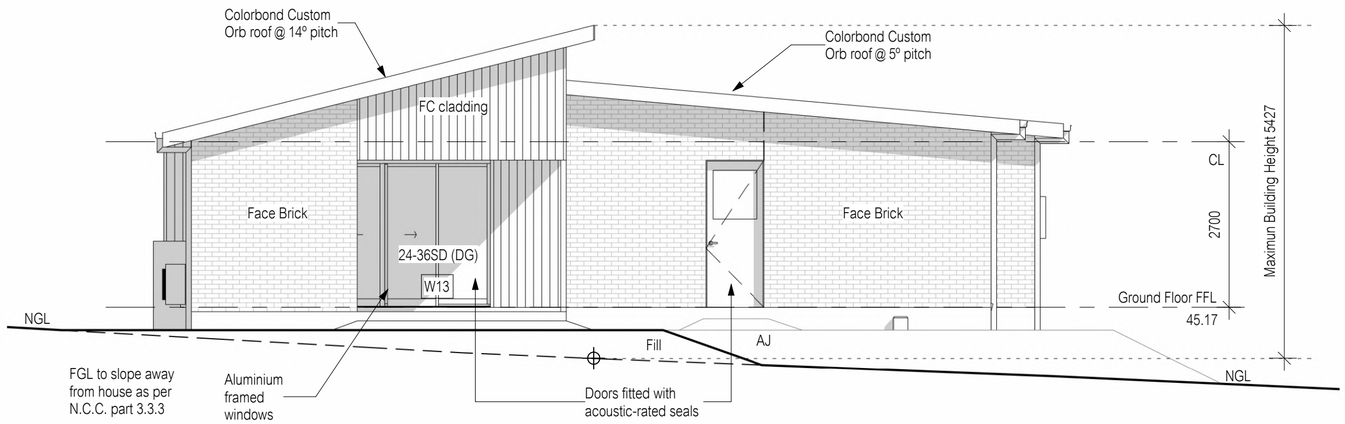
FLOOR PLAN

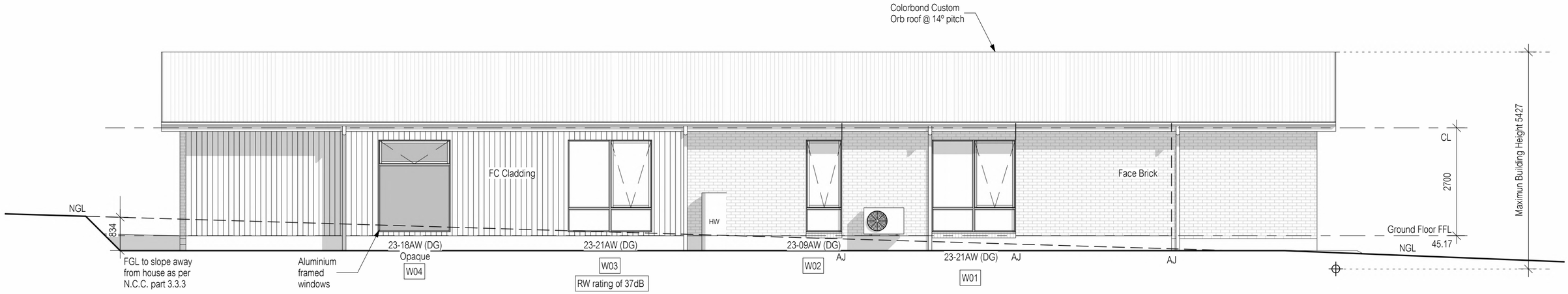
Drawn	SW	2026
Date	13 October 2025	Sheet
Scale	1 : 100 @ A2	02/03

Material	Colour
Colorbond Roof	tbc
Face Brick	tbc
FC Sheet	tbc

All lightweight cladding to be installed to manufacturer's guidelines. Refer to manufacturer's documentation.



North Elevation



East Elevation

No.	Date	Int.
B	02 Mar. 2026	JP
A	15 Dec. 2025	JP

Amendment changes as per cover sheet

All window sizes to be checked and/or confirmed on site prior to ordering glazing units

LEGEND:
AJ - Articulation Joint
BV - Brick Vent

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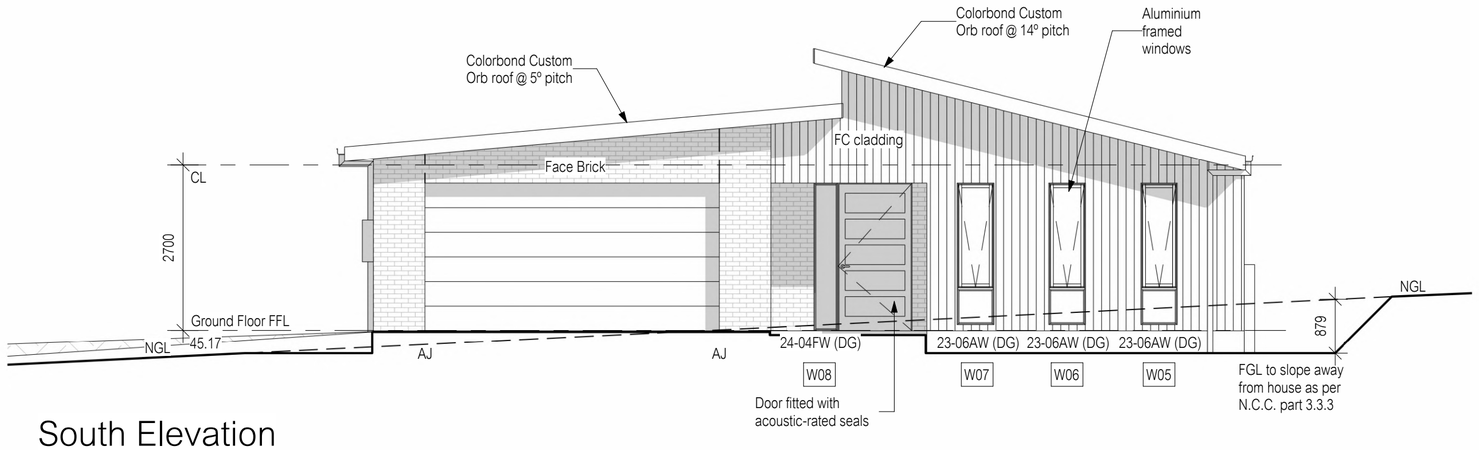
ELEVATIONS SHEET 1

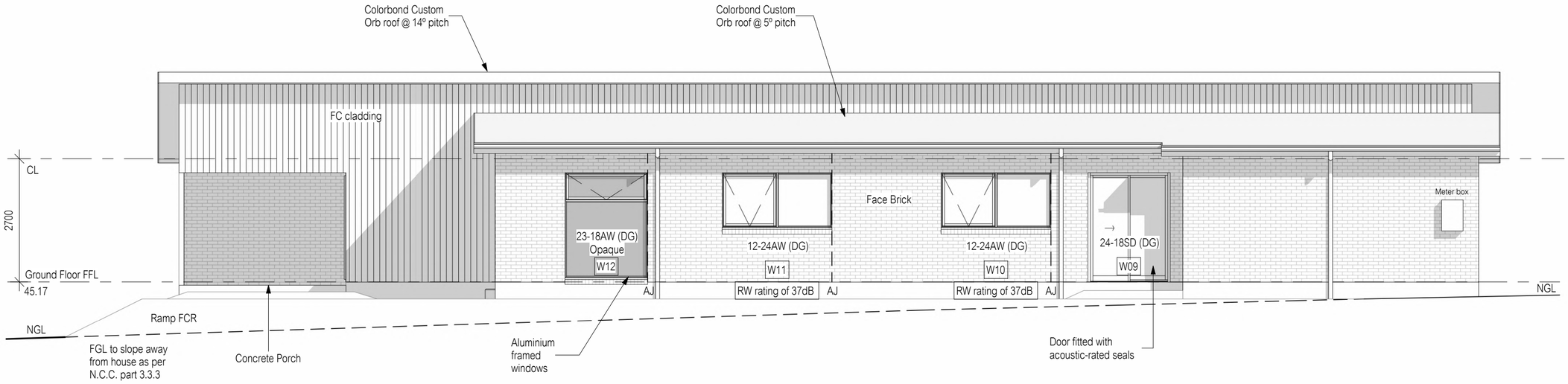
Drawn	SW	2028
Date	11 November 2025	Sheet
Scale	1 : 100	02a/03

Material	Colour
Colorbond Roof	tbc
Face Brick	tbc
FC Sheet	tbc

All lightweight cladding to be installed to manufacturer's guidelines. Refer to manufacturer's documentation.



South Elevation



West Elevation

No.	Date	Int.
B	02 Mar. 2026	JP
A	15 Dec. 2025	JP

Amendment changes as per cover sheet

All window sizes to be checked and/or confirmed on site prior to ordering glazing units

LEGEND:
AJ - Articulation Joint
BV - Brick Vent

Shadows shown for stylisation purposes only

Notes
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- All work to be carried out in accordance with the current National Construction Code.
- All materials to be installed according to manufacturers specifications.
- Do not scale from these drawings.
- No changes permitted without consultation with designer.

Designer:

ANOTHER PERSPECTIVE PTY LTD
PO BOX 171
NORTH HOBART
LIC. NO. 685230609 (S. Turvey)
Ph: (03) 6231 4122
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info@anotherperspective.com.au

Client / Project info

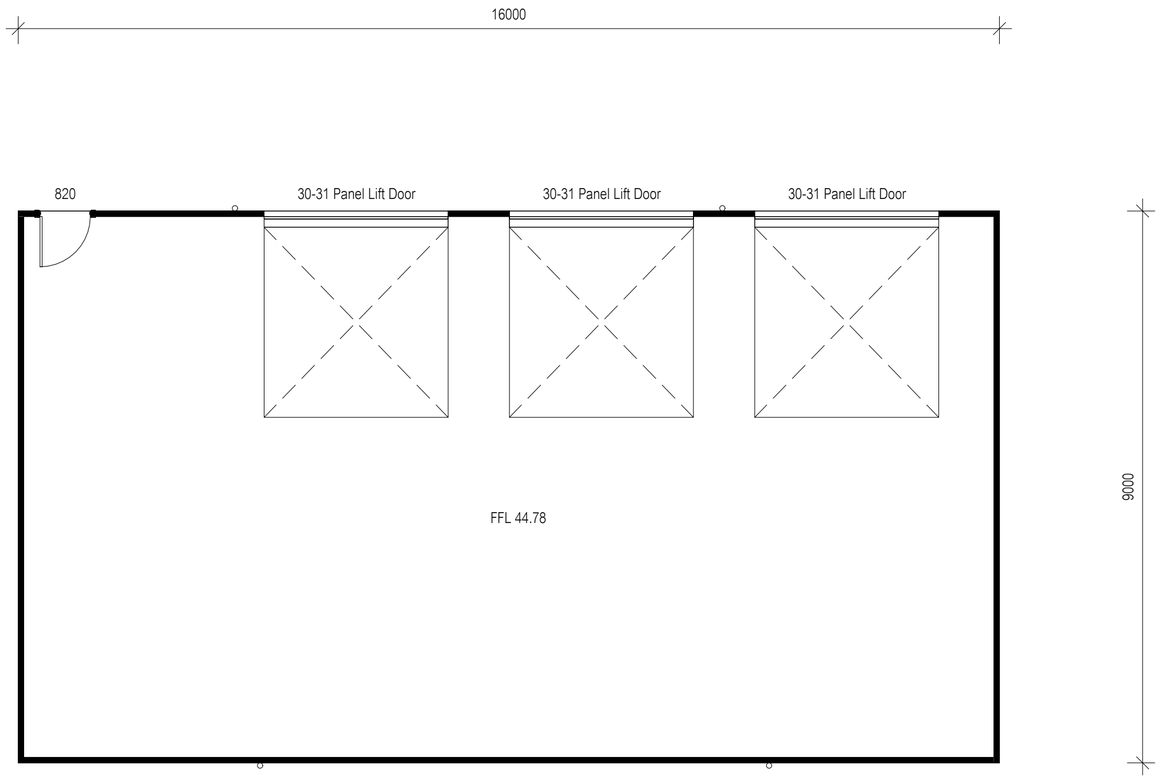
PROPOSED HUTCHESON & HYLAND RESIDENCE

643a Briggs Road,
BRIGHTON

JOSCON TASMANIA

ELEVATIONS SHEET 2

Drawn	SW	2028
Date	11 November 2025	Sheet
Scale	1 : 100	02b/03



NOTE:
Refer to Shed Manufacturer's plans for details

No.	Date	Int.	Amendment changes as per cover sheet

Notes
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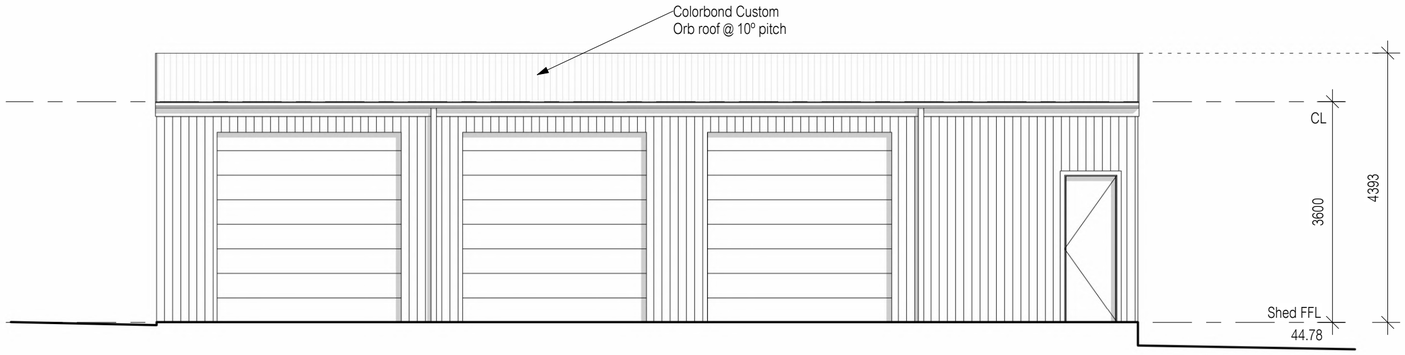
PROPOSED HUTCHESON & HYLAND RESIDENCE

643a Briggs Road,
BRIGHTON

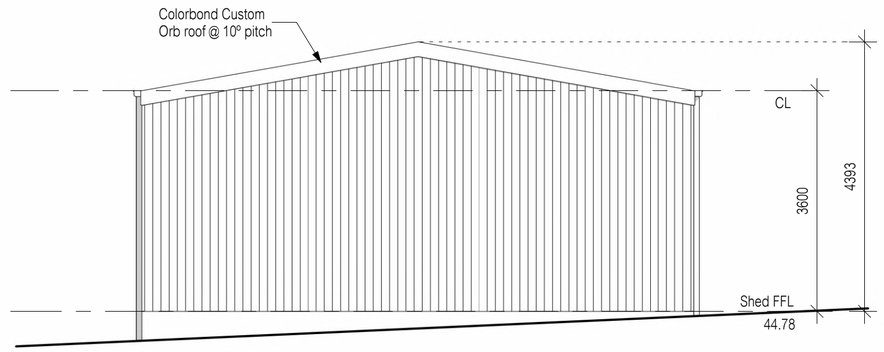
JOSCON TASMANIA

SHED FLOOR PLAN

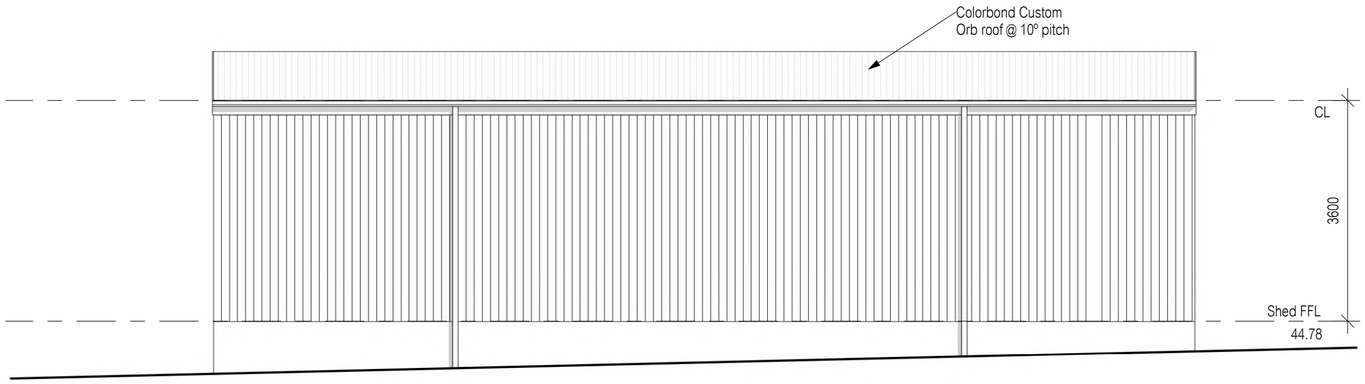
Drawn	JP	2028	
Date	17 December 2025	Sheet	03/03
Scale	1 : 100		



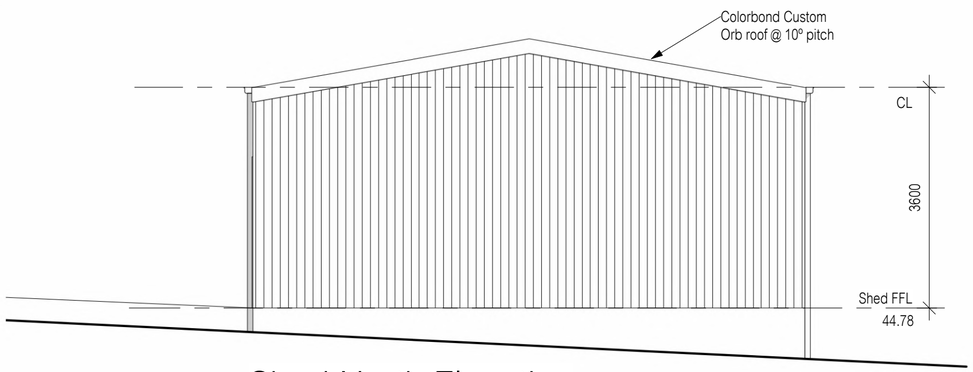
Shed East Elevation



Shed South Elevation



Shed West Elevation



Shed North Elevation

No.	Date	Int.	
			Amendment changes as per cover sheet

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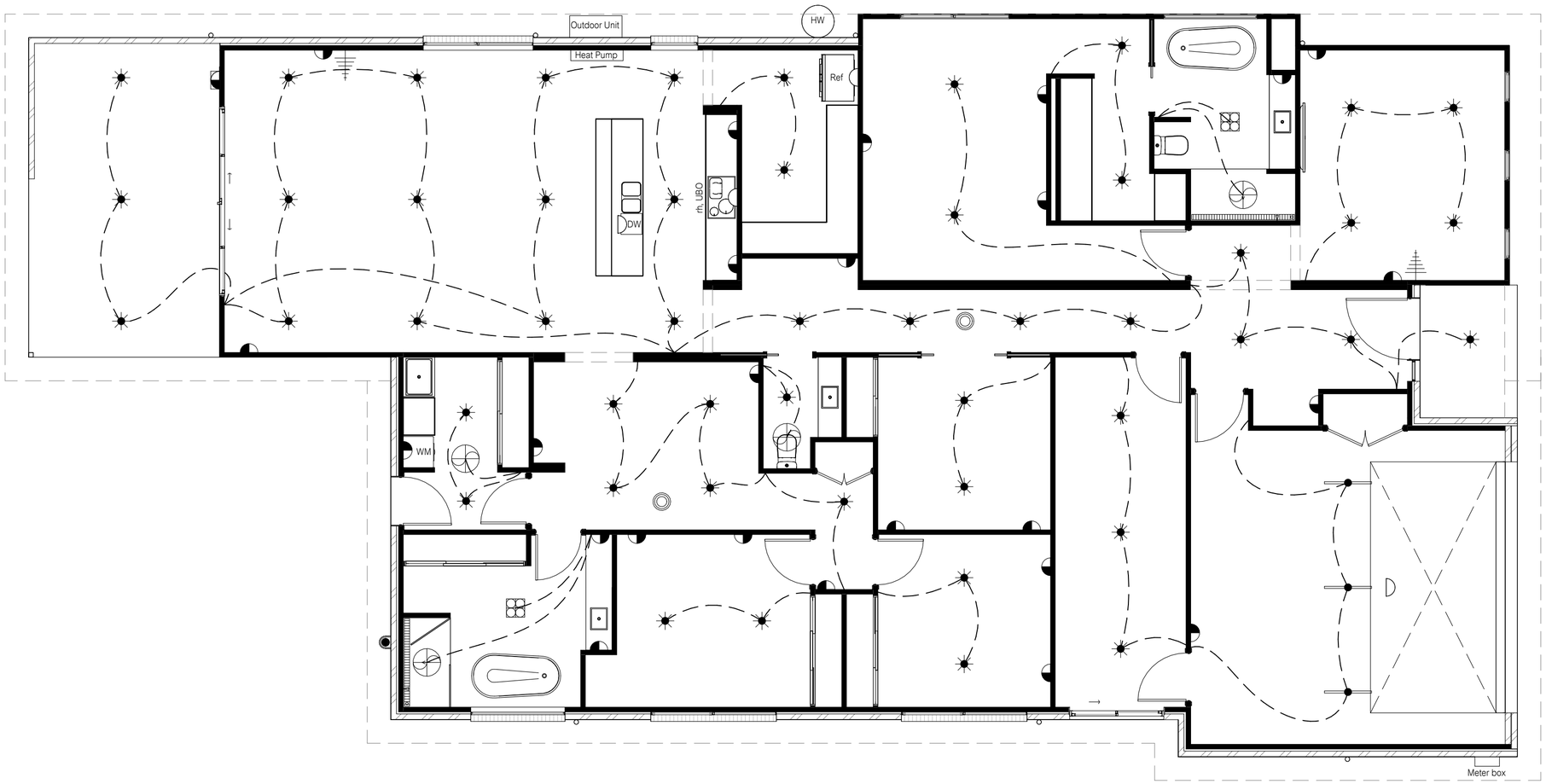
PROPOSED HUTCHESON & HYLAND RESIDENCE

643a Briggs Road,
BRIGHTON

JOSCON TASMANIA

SHED ELEVATIONS

Drawn	JP	2028	
Date	17 December 2025	Sheet	03a/03
Scale	1 : 100		



LEGEND (W = Wattage e.g. 35W = 35 Watts.)

- STANDARD CEILING LIGHT POINT (30W)
- DOWNLIGHT POINT (UNVENTED) (35W)
- LED DOWNLIGHT POINT (10W) SUITABLE FOR & FITTED WITH INSULATION OVER. (IC RATED)
- PENDANT LIGHT (30W)
- WALL LIGHT POINT (30W)
- 2 x 900mm FLUORESCENT LIGHT POINT (36W)
- 2 x SLIM T5 900mm FLUORESCENT LIGHT POINT (28W)
- SINGLE POWER POINT
- DOUBLE POWER POINT
- DOUBLE POWER POINT WITH USB
- WATER PROOF POWER POINT
- MAINS POWERED SMOKE ALARM (INTERCONNECTED WHERE MORE THAN 1)
- FAN / HEATER / LIGHT (8W) (VENT IN ACCORDANCE WITH N.C.C. 10.8.2)
- TV CONNECTION POINT
- NBN/TELEPHONE CONNECTION POINT
- SENSOR LIGHT
- EXHAUST FAN (VENT IN ACCORDANCE WITH N.C.C. 10.8.2)
- FLOOD LIGHT
- CAT 6 CONNECTION POINT
- TREAD LIGHTS (2W)
- DUCTED VACUUM POINT
- SECURITY SYSTEM KEYPAD
- SECURITY SYSTEM SENSOR

ALL EXHAUST FANS:
25 L/s for a bathroom or sanitary compartment, 40 L/s for a kitchen or laundry. Exhaust from a kitchen, kitchen range hood, bathroom, sanitary compartment, or laundry must be discharged directly or via a shaft or duct to outdoor air.

No.	Date	Int.	Amendment changes as per cover sheet

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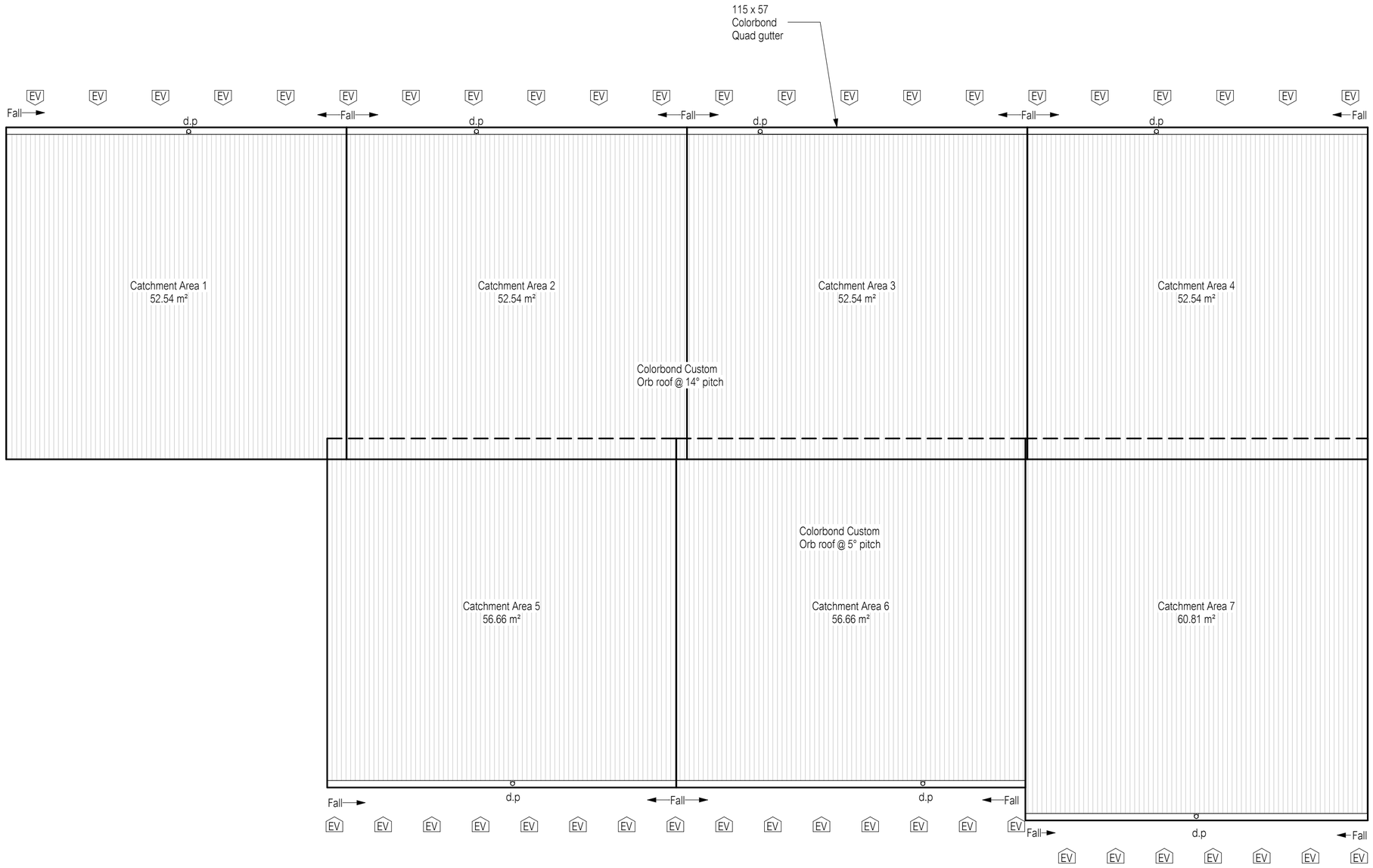
PROPOSED HUTCHESON & HYLAND RESIDENCE

643a Briggs Road,
BRIGHTON

JOSCON TASMANIA

ELECTRICAL PLAN

Drawn	SW	2028	
Date	11 November 2025	Sheet	09/03
Scale	1 : 100		



GUTTER OVERFLOW REQUIREMENTS as per N.C.C. Figure 7.4.6a:
Minimum slot opening area of 1200 mm² per metre of gutter and the lower edge of the slots installed a minimum of 25 mm below the top of the fascia.
The acceptable overflow capacity must be 0.5 L/s/m.

Batten fixings:
100mm type 17, 14g bugle screws to comply with AS1684, or refer to AS1684 for alternatives.

Batten spacing:
75 x 38 F8
@ 900 Centre

Colorbond fixings:
50mm M6 11 x 50 EPDM seal to comply with AS3566 or refer to AS3566 for alternatives.

Sarking to be cut / discontinuous along ridge line.
Custom orb profile to provide N.C.C. required ventilation between ridge capping and roofing sheet.

Position and quantity of downpipes are not to be altered without consultation with designer

ROOF DRAINAGE NOTE:
Min. medium rectangular gutter & min. 90ø downpipe specified as per N.C.C. part 7.4. These sizes and downpipe quantities are based on a max. roof catchment area of 70m²

EV

EAVES VENT NOTE:
BRADFORD CSR METAL EAVE VENT (34,600mm²).
22 VENTS EVENLY SPACED AT EACH END
44 IN TOTAL

No.	Date	Int.	Amendment changes as per cover sheet

Notes
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PROPOSED HUTCHESON & HYLAND RESIDENCE

643a Briggs Road,
BRIGHTON

JOSCON TASMANIA

ROOF PLAN

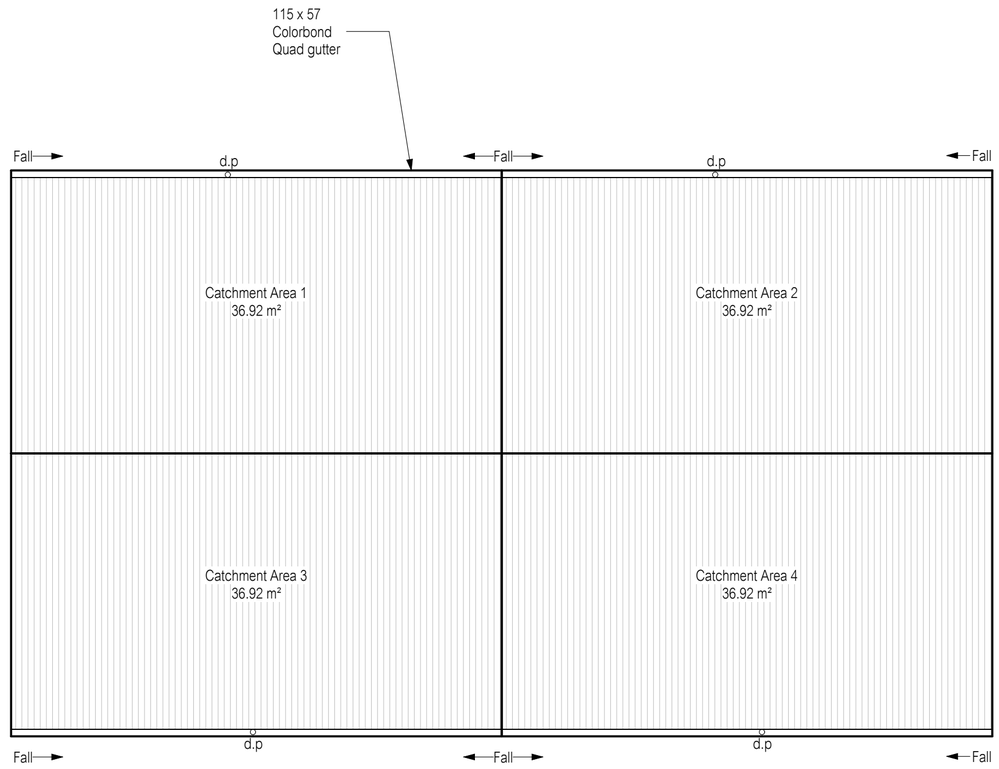
Drawn	JP	2028	
Date	16 December 2025	Sheet	11/03
Scale	1 : 100		

GUTTER OVERFLOW REQUIREMENTS as per N.C.C. Figure 7.4.6a: Minimum slot opening area of 1200 mm² per metre of gutter and the lower edge of the slots installed a minimum of 25 mm below the top of the fascia. The acceptable overflow capacity must be 0.5 L/s/m.

Batten fixings: 100mm type 17, 14g bugle screws to comply with AS1684, or refer to AS1684 for alternatives.

Batten spacing: 75 x 38 F8 @ 900 Centre

Colorbond fixings: 50mm M6 11 x 50 EPDM seal to comply with AS3566 or refer to AS3566 for alternatives.



Position and quantity of downpipes are not to be altered without consultation with designer

ROOF DRAINAGE NOTE:
Min. medium rectangular gutter & min. 90ø downpipe specified as per N.C.C. part 7.4. These sizes and downpipe quantities are based on a max. roof catchment area of 70m²

No.	Date	Int.	
			Amendment changes as per cover sheet

Notes
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PROPOSED HUTCHESON & HYLAND RESIDENCE

643a Briggs Road,
BRIGHTON

JOSCON TASMANIA

SHED ROOF PLAN

Drawn	JP	2028	
Date	16 December 2025	Sheet	11a/03
Scale	1 : 100		

Pitt & Sherry
(Operations) Pty Ltd
ABN 67 140 184 309

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Located nationally —
Melbourne
Sydney
Brisbane
Hobart
Launceston
Newcastle
Devonport

23 March 2026

Matthew Carter
JOSCON
119 Harrington Street
Hobart Tasmania 7000

Dear Matthew

Re: 341A Briggs Road, Brighton – Noise Assessment

1. Introduction

This noise assessment has been prepared to support a development application for a residential dwelling at 341A Briggs Road, Brighton. The assessment is required as the property, falls within the attenuation zones of the TasRail South Line and the Midland Highway.

The site is immediately adjacent to the southern side of the TasRail South Line rail corridor and the western side of the Midland Highway, road reserve. The site boundary is between 35 and 110 metres west of the sealed edge of the Midland Highway. The location of the site and surrounding area are shown in Figure 1 and drawings of the proposed dwelling are shown in Figure 2, at the end of this letter.

2. Tasmanian Planning Scheme Requirements

The *Tasmanian Planning Scheme – Brighton*, Clause C3*, Road and Railway Assets Code* defines an attenuation zone of 50 metres from the boundary of a major road with a speed limit above 60km/h. The road boundary is defined as the boundary of the road reserve. Similarly, an attenuation zone of 50 metres is specified from the boundary of railway corridors. The parcel including the proposed building area of the dwelling fall within the attenuation zone of the Midland Highway and the TasRail South Line.

Clause C3.6.1 provides development standards for habitable buildings for sensitive uses within a road or railway attenuation area and is reproduced below:

Objective:	
To minimise the effects of noise, vibration, light and air emissions on lots for sensitive uses within a road or railway attenuation area, from existing and future major roads and the rail network.	
Acceptable Solution	**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 Noise Measurement Procedures Manual, 2nd edition, July 2008.	**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.

Table C3.2 identifies the following acceptable limits within a road or railway attenuation area:

- **Roads:** An $L_{A10,18hr}$ of 63dB(A) between 6am and midnight, consistent with the Department of State Growth (The Department) *Tasmanian State Road Traffic Noise Management Guidelines 2015*.
- **Railways:** An average noise level over 24 hours ($L_{eq,\ 24\ hour}$) of 65 dB(A) and a maximum (L_{max}) noise level of 87 dB(A) assessed as a single event maximum sound pressure level.

With respect to C3.6.1 - P1 (n) "any advice received from the rail or road authority", The Department normally advise that a noise assessment should be undertaken in accordance with the guidelines, to determine traffic noise impacts on developments adjoining state highways. Clause C3.6.1 - P1 (a) to (i) are taken into account by the noise assessment methodology that has been followed.

3. Ambient Noise Monitoring

Ambient noise monitoring was conducted onsite over the 10th, 11th and 12th of March 2026. Noise levels were monitored along the eastern boundary of the property, approximately 43 metres from the railway line and 87 and 99 metres from the north and southbound lanes of the Midland Highway. (As shown on Figure 1). Noise levels measured at this location are representative of the level of both road and rail noise, that will be experienced by the proposed house.

Road Traffic Noise

During the noise monitoring period an $L_{10,18hr}$ traffic noise level of 57.1 dB(A) was measured. This noise level meets the 63 dB(A) limit provided in Table C3.2 by a significant margin and based on recent rates of traffic growth, will continue to meet the limit into the future.

Railway Noise

During the noise logging 8 noise peaks were identified as trains passing the property, with 4 occurring each day, typically around 3 AM, 5:30 AM, 8 AM and 5:30 PM. An average $L_{eq,\ 10\ minute}$ noise level of 69.1 dB(A) was obtained from the logging data. With 4 trains per 24 hours this corresponds to an $L_{eq,\ 24\ hour}$ of 53.5 dB(A). This meets the criteria given in Table C3.2 for average noise levels from trains by a significant margin.

Maximum, $L_{max,\ fast}$, noise levels ranging between 88 and 103 dB(A), from trains sounding their horns as they approached nearby level crossings, were measured at the noise logging position. These levels exceed the 87 dB(A) limit within the attenuation area by a moderate margin.

4. Clause C3.6.1 - Assessment

Based on the noise logging undertaken, the Acceptable Solution A1 of Clause C3.6.1 is met with respect to traffic noise and average daily railway noise levels, but it is not met with respect to peak noise events from the railway line, so the Performance Criteria P1 must be evaluated.

The objective of Clause C3.6.1 is to minimise the effects of noise, vibration, light and air emissions from roads and railways, on sensitive uses. The performance criteria P1 requires habitable buildings that are to be within a road or railway attenuation area, to be sited, designed or screened to minimise these emissions, taking into account a variety of influencing factors, enumerated as (a) to (n) in P1, as shown above.

Noise Emissions

Based on the noise monitoring undertaken, only two of the four trains pass the property outside of "daytime" hours (7am to 6pm) and have the potential to cause sleep disturbance. The Tasmanian *Environmental Protection Policy (Noise)* 2009 (EPP) provides acoustic indicator levels for various noise sensitive activities, based on World Health Organisation research. For avoiding sleep disturbance, inside bedrooms a maximum noise level of 45 dB(A) is given or 60 dB(A) outside bedroom windows. Typical residential houses are frequently exposed to maximum noise peaks above the EPP guideline limit. With only two train passes per night, noise peaks from use of train horns does not contribute significantly to the number of exceedances that would be experienced by residents of the proposed dwelling.

In order to address P1 the following noise mitigation measures have been incorporated into the plans for the proposed dwelling, to further minimise exposure to L_{max} noise events from train horns:

- The proposed dwelling is situated centrally on the block, with a much larger setback from the railway line than several existing houses in the surrounding area, reducing the level railway noise exposure.
- The floor plan of the house has been designed with the laundry, bathroom, kitchen, lounge and family room towards the back (closest to the railway line) and the bedrooms closer to the front (further away from the railway line). This gives the bedrooms a lower level of exposure to railway noise, which is desirable in order to minimise the likelihood of sleep disturbance, which is the most noise sensitive domestic activity. This achieved by the additional distance from the railway line to the bedrooms, as well as the additional shielding of noise afforded by the other rooms of the house.
- Noise exposure of the Master Bedroom, Bedroom 2 and Bedroom 3 will be further reduced by specifying the use of acoustic rated windows, with a minimum R_w rating of 37 dB, and including effective window seals.
- All external doors should be fitted with high quality, acoustic rated door seals.
- Standard levels of ceiling and wall insulation, as required by the energy efficiency requirements of the construction code, are sufficient to make a significant contribution towards reducing indoor noise levels

Vibration, Light and Air Emissions

At the distance of the proposed setback, the house will not be exposed to significant levels of ground vibration from the railway. Similarly at this distance, with the railway line passing the property in a straight line, lights from locomotive headlamps will not impinge directly on the dwelling, with sufficient intensity to cause a night-time light nuisance. The frequency of rail traffic is also sufficiently low as to not have a significant effect on local air quality, as a result of diesel emissions.

5. Conclusions

Based on the noise logging undertaken, the Acceptable Solution A1 of Clause C3.6.1 is met with respect to traffic noise and average daily railway noise levels, but it is not met with respect to peak noise events from the railway line.

Taking into regard the setback of the proposed dwelling from the rail corridor, layout and shielding of bedrooms, frequency of use of the rail line and the proposed acoustic treatment of bedroom windows, the level of L_{max} noise events due to train horns at the proposed dwelling, has been minimised, thus meeting the requirements of Performance Criteria P1.

The dwelling is sufficient far from the railway line and the frequency of trains is sufficient low, to not be adversely affected by ground vibration, obtrusive lighting or air emissions from train operations.

On this basis, it is concluded that the proposed dwelling meets the *Tasmanian Planning Scheme – Brighton, Road and Railway Code,* Clause C3.6.

Yours sincerely

Alexander Seen
Mechanical Engineer/Noise Specialist

Reviewed: Douglas Ford
Principal Mechanical Engineer/Noise Specialist

Author Qualifications

Douglas Ford (Bachelor of Engineering (Mechanical), University of Queensland, MIEAust, CPEng, RPEQ)
Doug has over 30 years' mechanical engineering experience working in design, technical support, research, maintenance and project management roles. He has 13 years' experience in the area of writing noise assessments in support of planning permit applications in Tasmania, industrial and traffic noise modelling and the design of noise attenuation measures for industrial and commercial building applications. He has appeared as an expert witness before the Tasmanian Civil and Administrative Tribunal on a number of occasions and submitted numerous assessment reports to the Tasmanian EPA. He also has significant experience modelling and assessing other emissions including dust, odour, airborne chemical pollutants, and nuisance lighting.

Alexander Seen (Bachelor of Engineering (Marine and Offshore Engineering), Australian Maritime College)
Alex has four years' experience undertaking noise measurements, noise modelling and writing noise assessments. Under the supervision of Douglas Ford, he has completed a wide range of projects including assessments for a number of different industrial and commercial developments, residential subdivisions and road upgrades.

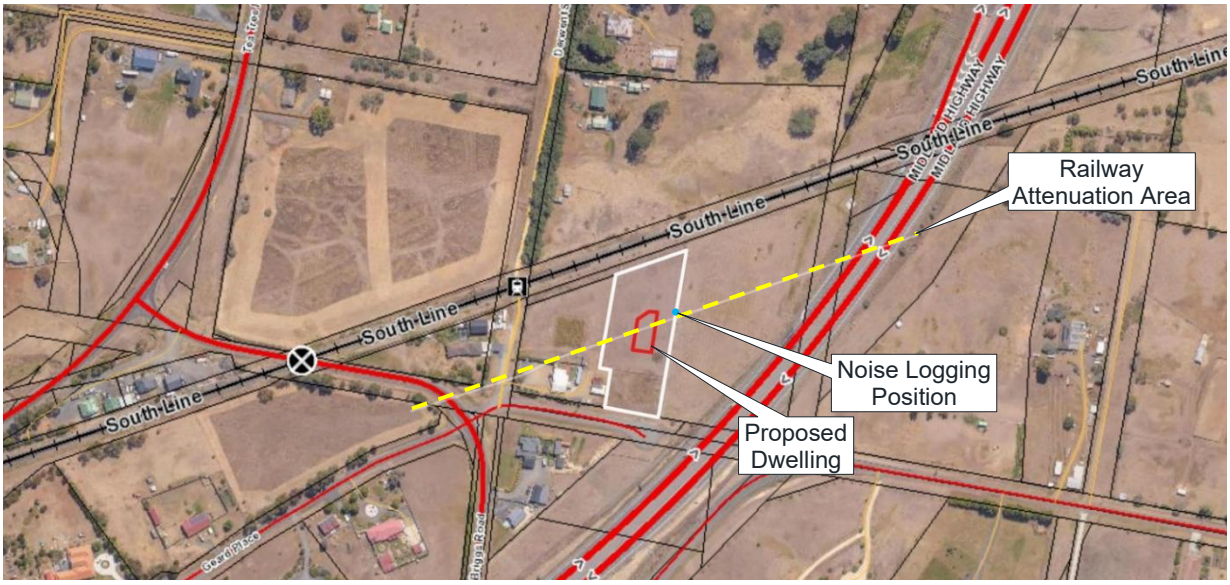

Figure 1: Aerial image of site location and surrounding area. (Source theList). (Highway attenuation area not shown)

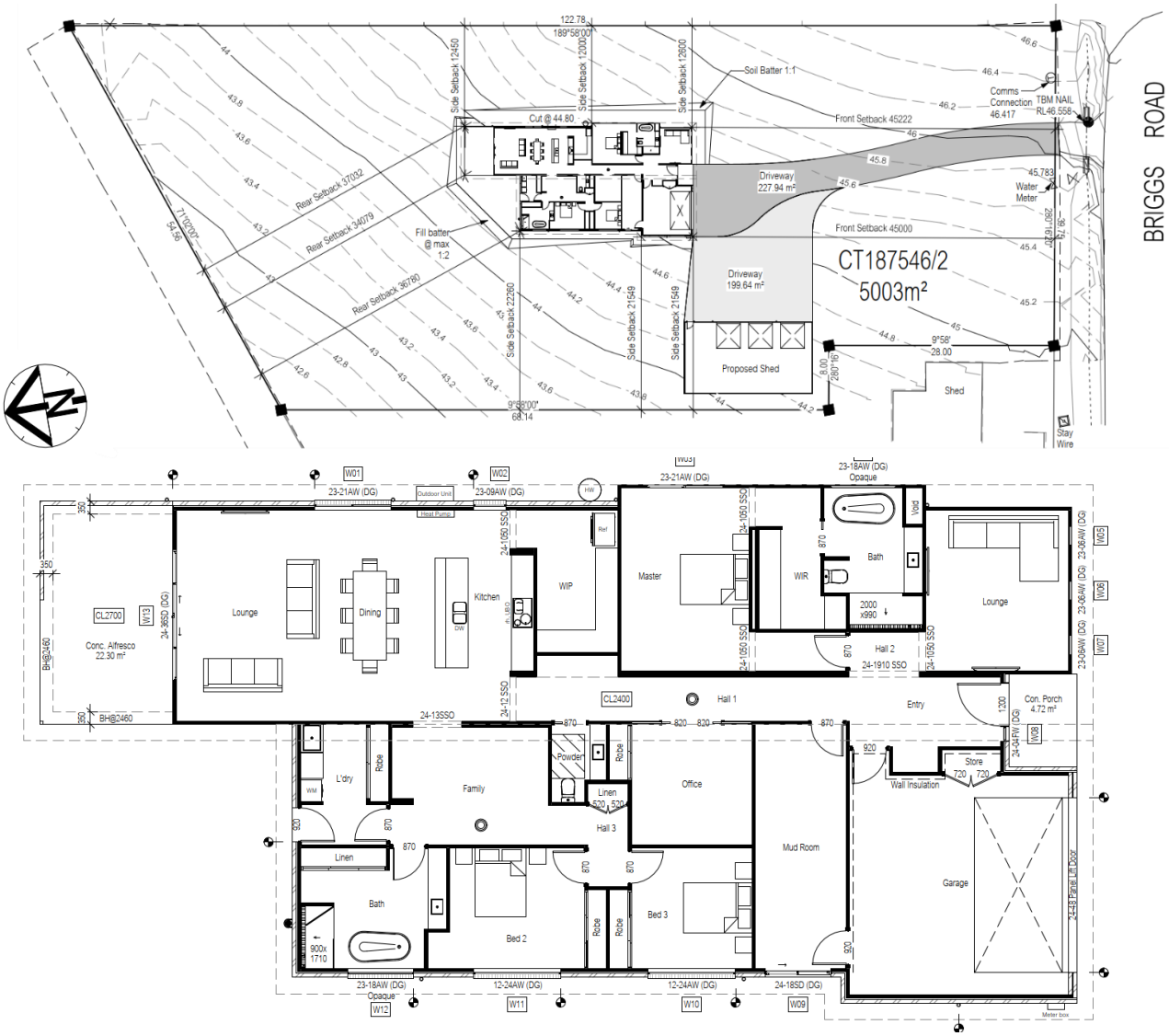

Figure 2: Proposed dwelling, extracted from project drawings. Top: Dwelling layout on property. Bottom: Dwelling layout.