

This planning application is open for
public comment until
03 March 2026

Reference no	PLN-25-0248
Site	260 PERTH MILL ROAD WESTERN JUNCTION
Proposed Development	Single Dwelling
Zone	10.0 Low Density Residential
Use class	Residential

Written representations may be made during this time to the General Manager;
mailed to PO Box 156, Longford, Tasmania 7301,
delivered to Council offices or
a pdf letter emailed to planning@nmc.tas.gov.au

(no special form required)



NORTHERN
MIDLANDS
COUNCIL

PLANNING APPLICATION

FOR BUILDINGS, WORKS AND CHANGE OF USE

(E.g. Residential houses, sheds, carports, retaining walls, visitor accommodation, commercial development, signage etc.)

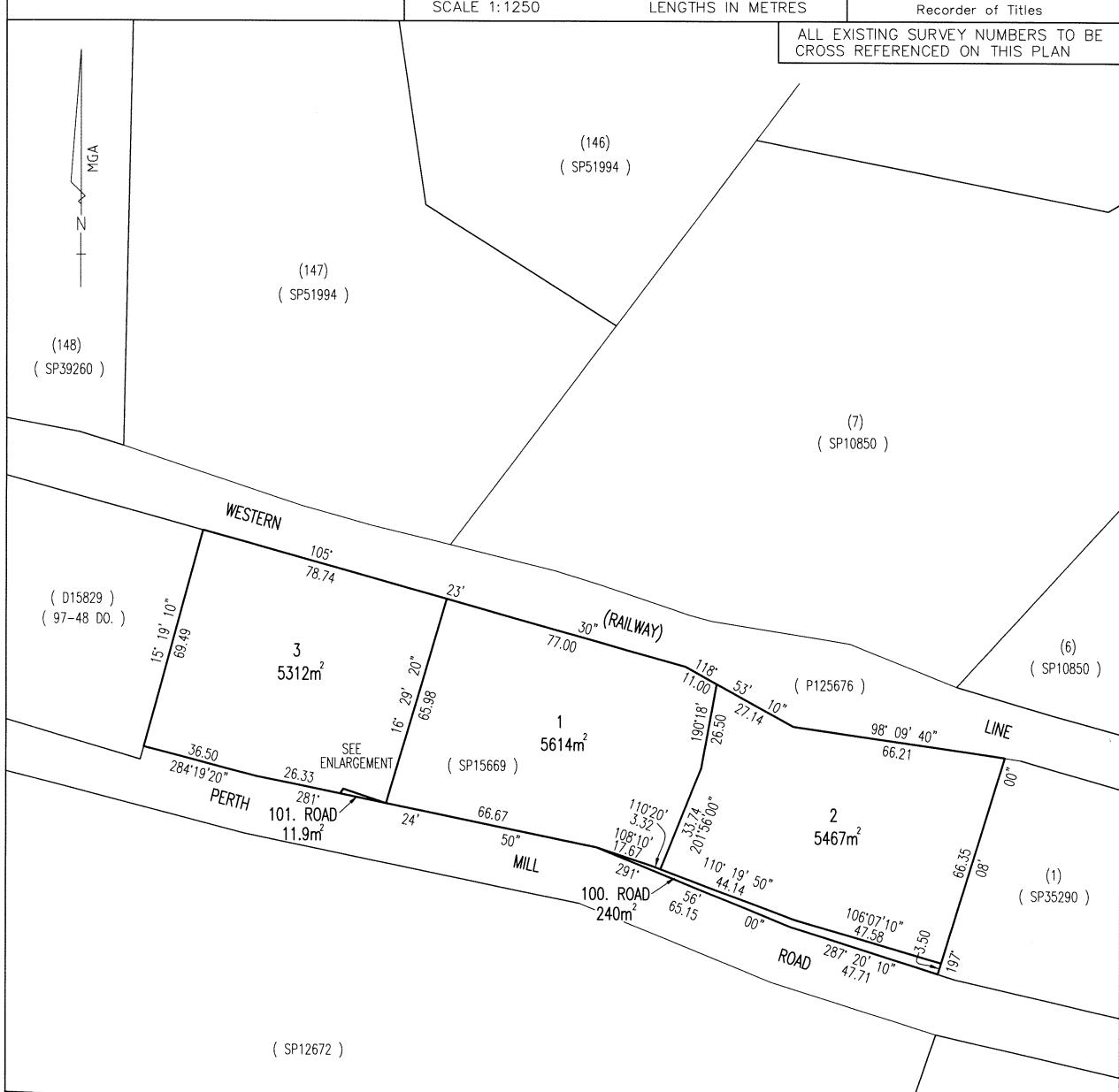
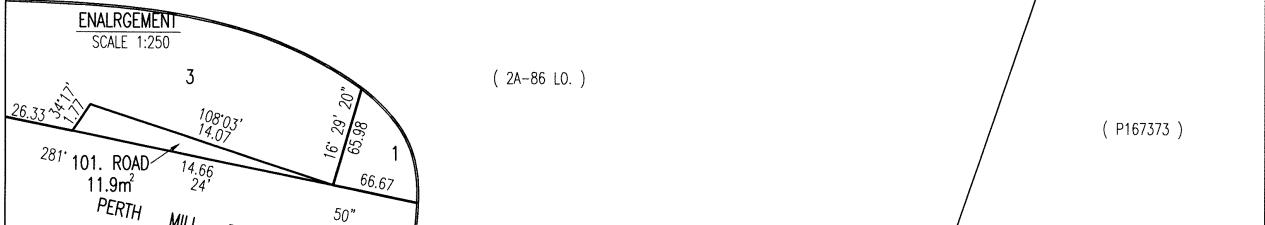
Office Use Only:

The Proposal

Description of proposal: A new dwelling

Driveway construction material:	Sealed driveway to match the existing crossover.
The Land	
Site address:	260 PERTH MILL RD WESTERN JUNCTION TAS 7212
Title reference:	C/T: 180607/3
Existing buildings on site:	No
Existing use of site:	

**Applicant justification of any variation/discretion to the
*Tasmanian Planning Scheme – Northern Midlands***

OWNER: PHILLIP CHARLES BOYD	PLAN OF SURVEY		Registered Number SP 180607
FOLIO REFERENCE: F/R 15669-2	BY SURVEYOR: PAUL HODGETTS of MICHELL HODGETTS SURVEYORS 25 YORK STREET, LAunceston, 7250	LOCATION: LAND DISTRICT OF CORNWALL PARISH OF PERTH	APPROVED EFFECTIVE FROM - 3 MAY 2023 <i>Rever</i> Recorder of Titles
GRANTEE: PART OF 1321 ACRES GTD TO ROBERT CAMPBELL	SCALE 1:1250	LENGTHS IN METRES	ALL EXISTING SURVEY NUMBERS TO BE CROSS REFERENCED ON THIS PLAN
			
			
<i>Paul Hodgetts</i> Registered Land Surveyor 9/03/2023 Date		<i>Council Delegate</i> 3 MARCH 2023 Date	



Technical Memo

9 February 2026

Design Construction Management
154 – 156 George St
Launceston TAS 7250

7135_AC/VIB_R
HH/AJM

Attn: Ms Phatama Kraivanit

Dear Madam,

RE: 260 Norfolk St, Perth, rail environmental noise and ground vibration assessment.

Please find below a rail environmental noise and ground assessment for a proposed residential development at 260 Perth Mill Rd, Western Junction.

1. INTRODUCTION

Tarkarri Engineering has been engaged by DCM to assess rail noise and ground vibration levels for a proposed residential development at 260 Perth Mill Rd, Western Junction. The testing was commissioned to assess ground vibration and airborne noise generated from the nearby railway. The proposed development is located on the southern side of TasRail's Western Line approx. 20 m from the rail centreline or 12 m from the rail easement.

The assessment is applicable under clause C3.6.1 *Habitable buildings for sensitive uses within a road or railway attenuation area* of the Tasmanian Planning Scheme with the assessment addressing A1(c) with non-compliance triggering an assessment under P1. Relevant sections of the planning scheme are provided below.



DCM – 260 Perth Mill Rd, Western Junction, rail environmental noise and ground vibration assessment.

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 *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;

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

Railways
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.

Tarkarri Engineering proposes the following to address Performance Criteria requirements for ground vibration as follows:

- Measure ground vibration levels from rail pass-by events at the site of the proposed development and assess against 'NSW Department of Environment and Conservation (2006) *Assessing Vibration: a technical guideline*' criteria. Provide recommendations for mitigation if required.

NB: Air pollution impacts are not addressed in this report due to the infrequent nature of train pass-bys on the Western Line precluding significant air emission impacts. Light emissions are not addressed here.

Figure 1-1 presents an aerial view of 260 Perth Mill Rd, Western Junction, with the approx. measurement location indicated in turquoise. Figure 1-2 presents a site plan of the proposed residence with the GVM and SLM location marked.



DCM – 260 Perth Mill Rd, Western Junction, rail environmental noise and ground vibration assessment.

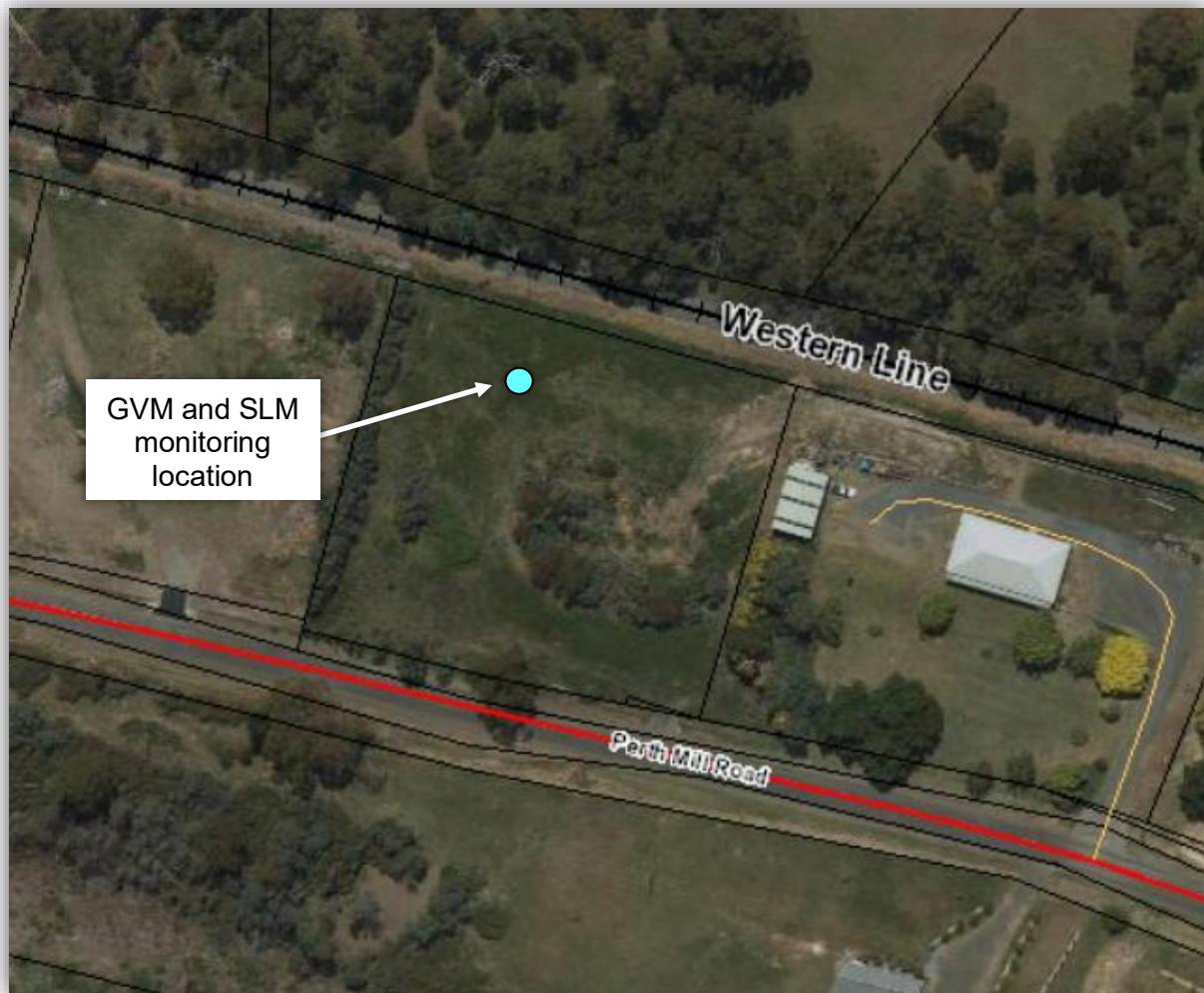


Figure 1-1: Aerial view of 260 Perth Mill Rd, Western Junction, and surrounds.



DCM – 260 Perth Mill Rd, Western Junction, rail environmental noise and ground vibration assessment.

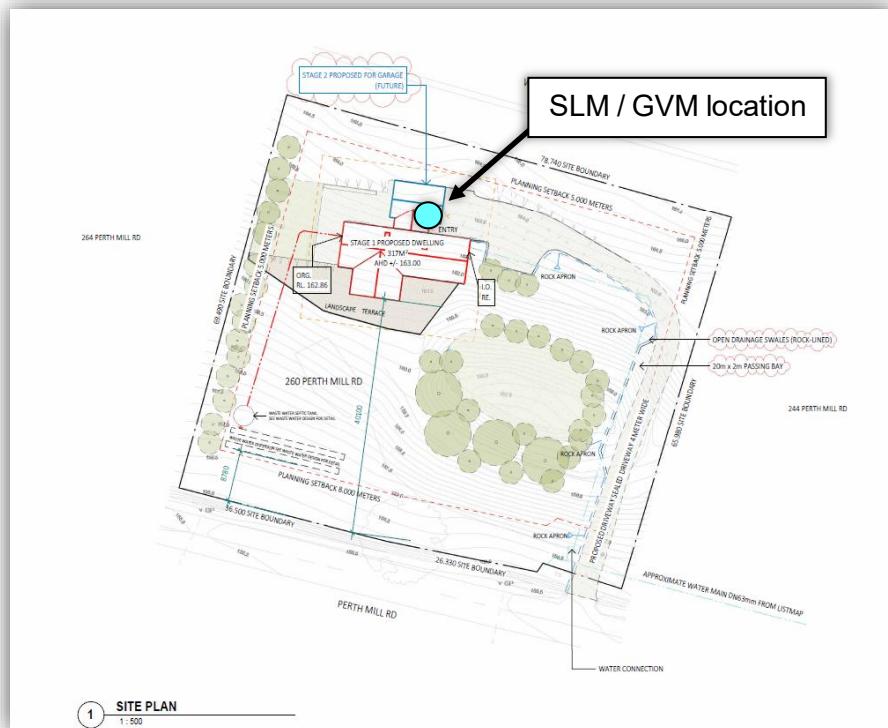


Figure 1-2: Site plan of 260 Perth Mill Rd, provided by DCM.

2. MEASUREMENT PROCEDURE

A logging sound level meter (SLM) and ground vibration meter (GVM) were located at 260 Perth Mill Rd for a period of approx. 6 days (see Figure 1-1 for approx. location) between 23 and 29 January 2026. The meters were positioned at the following approx. distances from the rail corridor track centreline:

- SLM: 20 m (12 m from the rail easement)
- GVM: 20 m (12 m from the rail easement)

Figure 2-1 shows the SLM and GVM geophone location. The following instrumentation was utilised:

- Environmental noise analyser Larson Davis 831C s/n 12838 measuring A-weighted L_n and L_{Aeq} statistics at 1-minute intervals.
- Instantel Minimate Plus GVM, s/n BE12703 measuring peak particle velocity in mm/s at 1-minute intervals.

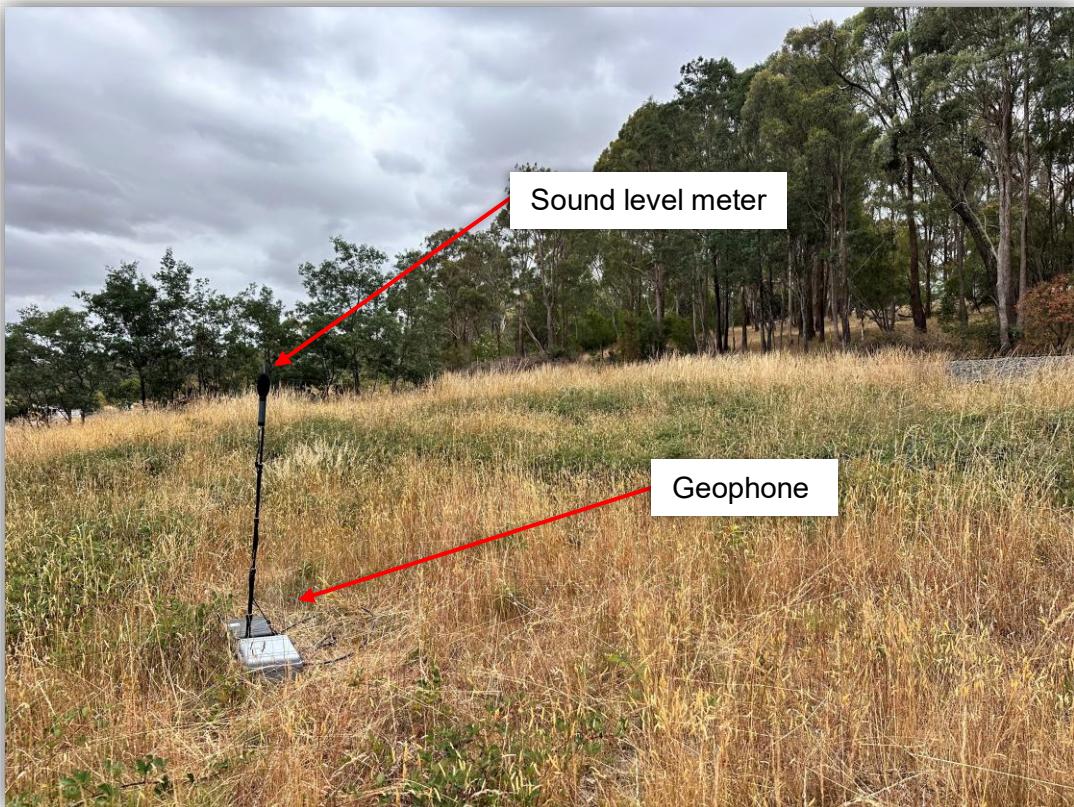


Figure 2-1: Photo of SLM and GVM location.

3. ENVIRONMENTAL NOISE

3.1 Measured levels

Figure 3-1 below presents a time trace of the $L_{Amax,1min}$ environmental noise statistics logged at the measurement positions.

Maximum noise level events that occurred at times concurrent with peaks in ground vibration (see Figure 3-2) through the monitoring period are highlighted on the graph and are considered likely train noise pass-by noise events.

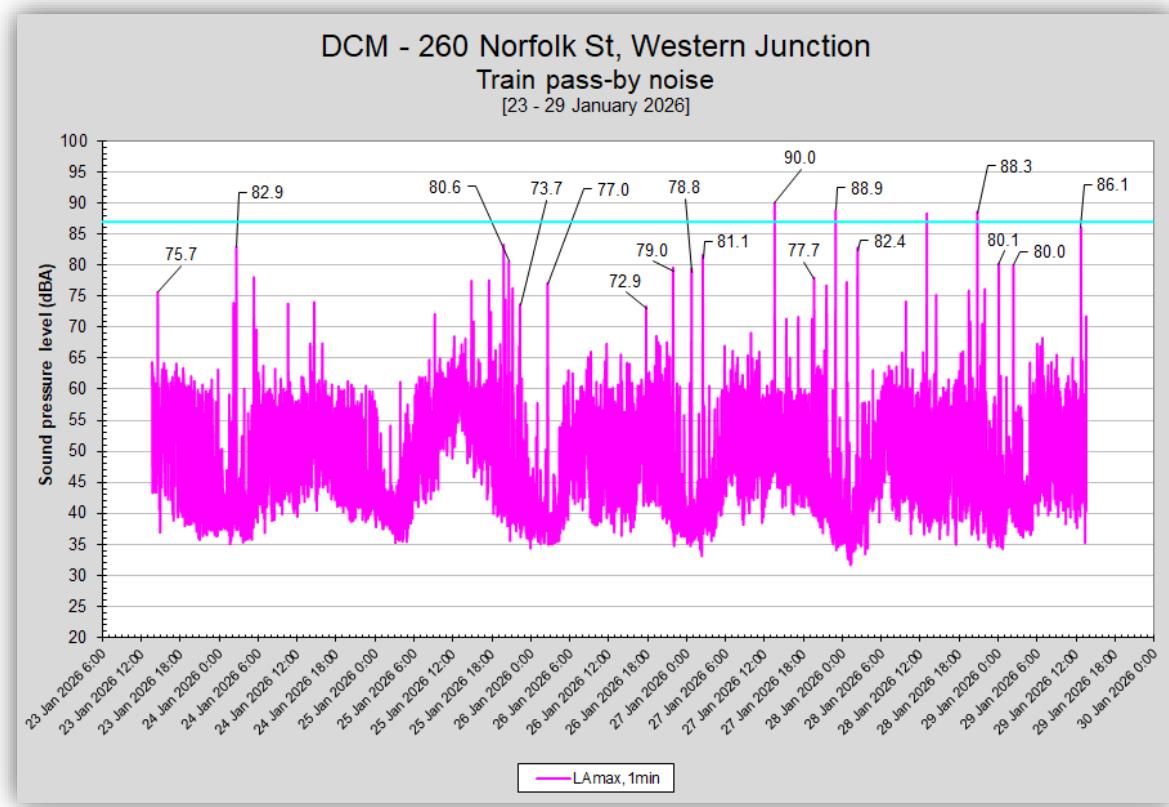


Figure 3-1: Time trace of and $L_{Amax,1min}$ sound pressure levels.

The measurement results indicate L_{Amax} levels generated by train pass-by events are between 73 and 90 dBA.

NB: The acceptable solution L_{Aeq} criterion isn't considered here with train pass-bys not frequent enough to significantly impact $L_{Aeq,24hr}$ values.

3.2 Recommendations

The measured $L_{Amax,10min}$ levels exceeded the criteria on a number of occasions. Given this, for the construction proposed for 260 Perth Mill Rd, Tarkarri Engineering recommends the following construction upgrades in living and sleeping areas:

Walls: Upgrade to 13 mm thick plasterboard (surface mass 8.5 kg/m^2) and mount on resilient rail.

Ceiling/roof: Upgrade to 13 mm thick plasterboard (surface mass 8.5 kg/m^2).

Windows and glazed doors: Provide glazing systems with a minimum Weighted Sound Reduction Index (R_w) rating of 34 for windows in the north, east and west facades (windows in utility spaces and the garage are excluded from this recommendation).

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 brick wall to ensure there is no weak acoustic path between the frames and the wall.



4. GROUND VIBRATION

Under the *NSW EPA (2013) Rail Infrastructure Noise Guideline* for the assessment of vibration generated by train movements, assessors are redirected to the *NSW Department of Environment and Conservation (2006) Assessing Vibration: a technical guideline* and advised to consider rail generated vibration as intermittent. The frequency of train pass-bys on the Western Line is deemed not suitable for an intermittent assessment and the guideline's impulsive vibration exposure criteria for night are applied here. These are as follows:

- Preferred: 2.8 mm/s (peak velocity).
- Maximum: 5.6 mm/s (peak velocity).

Measured ground vibration levels were consistently below 1 mm/s (peak velocity), which is well below the criteria. Therefore, no recommendations are given. Vibration may be perceptible but highly unlikely to cause structural or cosmetic damage.

I hope this information meets your immediate requirements.

Please contact me directly if you have any questions concerning this work.

Yours faithfully,
Tarkarri Engineering Pty Ltd

A handwritten signature in black ink.

Mr Hayman Hookway
Engineer

m. +61(0)497 206 012
email: hayman@tarkarri.com

Reviewed by,
Tarkarri Engineering Pty Ltd

A handwritten signature in black ink.

Dr. Alex McLeod
Principal Consultant

m. +61(0)439 357 297
email: alex.mcleod@tarkarri.com

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9.2.2026

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PROJECT:

PERTH MILL ROAD

d c m t a s . c o m . a u

154-156 GEORGE ST, LAUNCESTON

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9.2.2026
DRAWING SCHEDULE

NUMBER	NAME	DATE
A00	COVER SHEET	09/02/26
A01	SITE PLAN	09/02/26
A02	GROUND FLOOR PLAN	09/02/26
A03	UPPER FLOOR PLAN	03/12/25
A04-1	ELEVATION	03/12/25
A04-2	ELEVATION	03/12/25
A04-3	ELEVATION	03/12/25
A04-4	ELEVATION	03/12/25
A04-5	ELEVATION	03/12/25
A05	SHADOW DIAGRAMS	03/12/25
A06	3D VISUALISATION	03/12/25
A07	SURVEY PLAN	03/12/25

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GENERAL INFORMATION

Accredited Architect:	Jonathan Buist
Accreditation Number:	947052254
Certificate of Title:	180607/3
PID:	9220330
Soil Classification:	P
Wind Classification:	N/A
Alpine Area:	N/A
Bushfire-prone Area BAL rating:	BAL19
Corrosive Environment:	N/A
Site Area:	5312m ²
Existing Upper level Building Area:	m ²
Proposed Building Area:	m ²
Planning Zone:	10.0 Low Density Residential
Heritage Listing:	No

**PLANNING
APPLICATION**

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REV	DATE	DESCRIPTION
0	03 - 12 - 2025	PLANNING APPLICATION
1	09 - 01 - 2026	PLANNING APPLICATION (RFI#1)
2	12 - 01 - 2026	PLANNING APPLICATION (RFI#1)
3	09 - 02 - 2026	PLANNING APPLICATION (RFI#1)

DWG	COVER SHEET	PROJECT #	25015
PROJECT PERTH MILL ROAD			DWG #
CLIENT	TOM & JESS	SCALE @ A3	A00
ADDRESS	260 PERTH MILL RD WESTERN JUNCTION TAS 7212	DRAWN CHKD	RK JB
ACREDITED DESIGNER 947052254			

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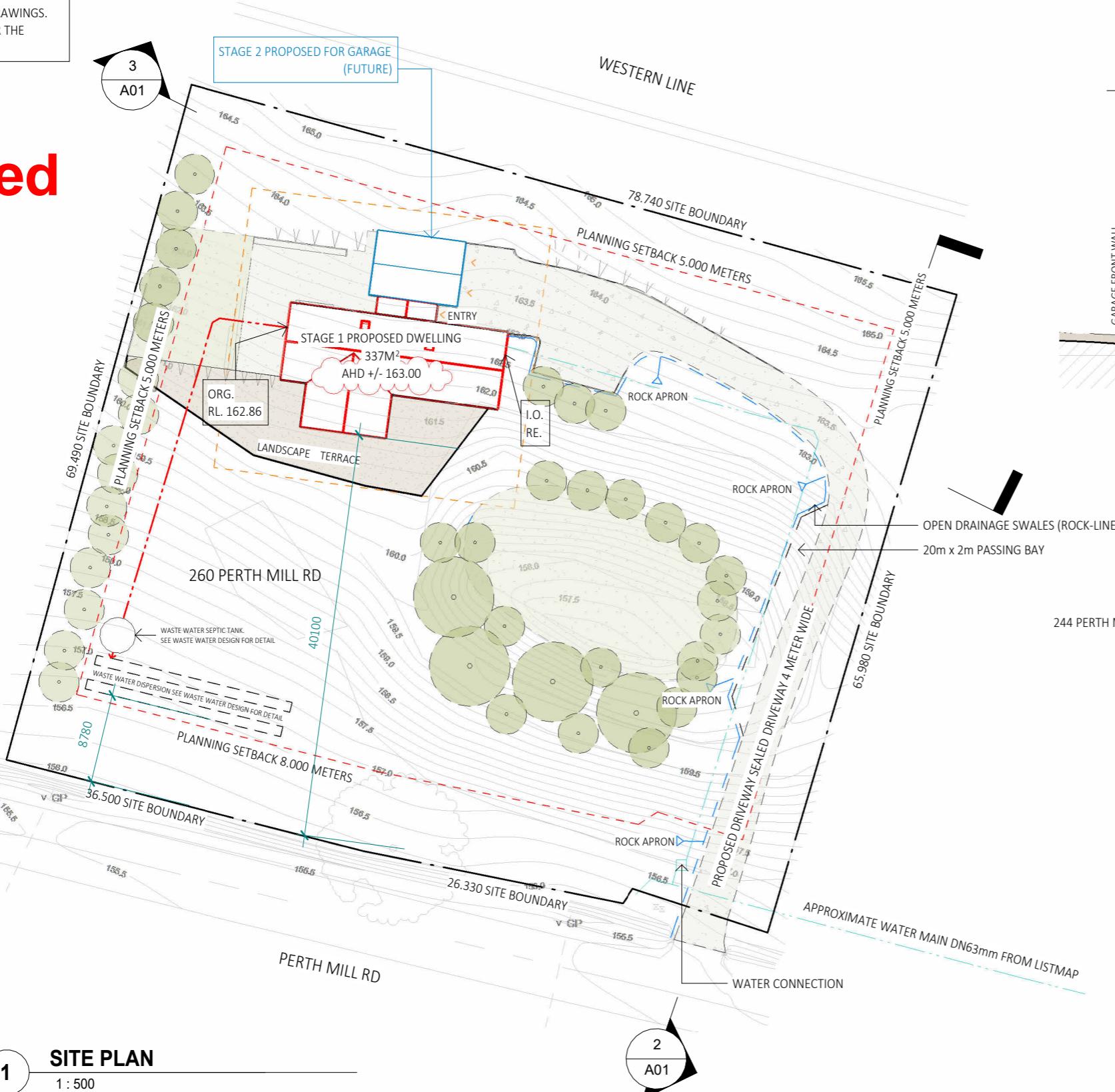
REFER TO SURVEY PLAN FOR DETAILED LEVELS & SITE DRAINAGE.
PIPE LOCATIONS ARE DERIVED FROM SURVEY CONSULTING AS CONSTRUCTED DRAWINGS.
DCM TAKE NO RESPONSIBILITY FOR THE ACCURACY OF THESE DWGS.

NOTE:
INSPECTION GEOTECH TO OCCUR WHEN BULK EARTH WORKS HAVE BEEN COMPLETED.

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264 PERTH MILL RD



DRAWING KEY

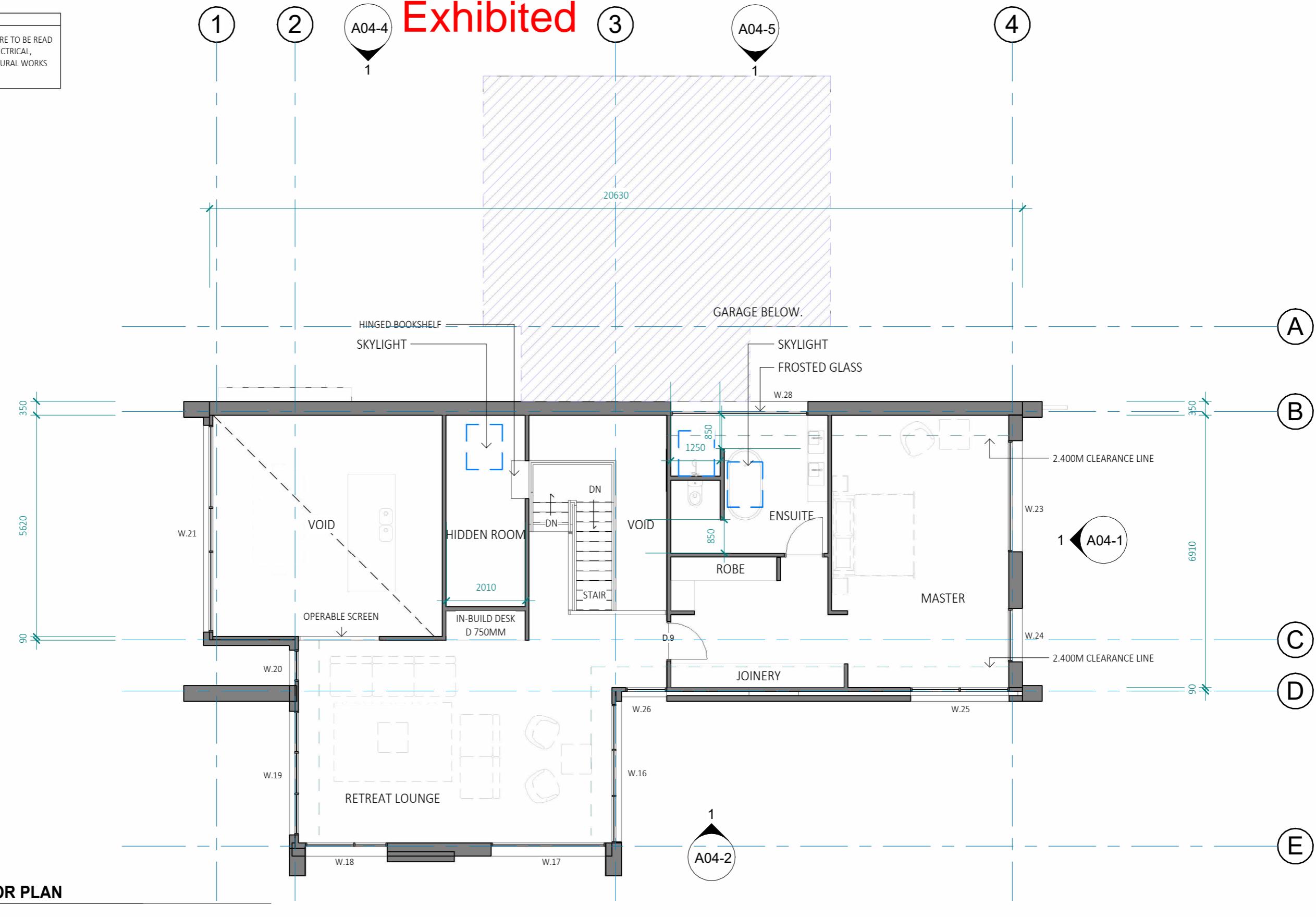
GENERAL NOTES

ARCHITECTURAL PLANS & DRAWINGS & SPECIFICATIONS ARE TO BE READ IN CONJUNCTION WITH DRAWINGS BY OTHERS FOR ALL ELECTRICAL, MECHANICAL, LIGHTING, FIRE DETECTION, CIVIL & STRUCTURAL WORKS SPECIFICATIONS.

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GENERAL NOTE

WALL CLADDING

JAMESHARDIE AXON, COLOR : WHITE

BRICK WALL : WHITE

TIMBER FINISH FEATURE WALL

ROOF TYPE : 20 DEGREE ROOF, COLOBOND CUSTOM ORB, COLOR : TBC

WINDOW TYPE : ALUMINUM FRAME & DOUBLE GLAZED WINDOW SUITE

FG. : FROSTED GLASS

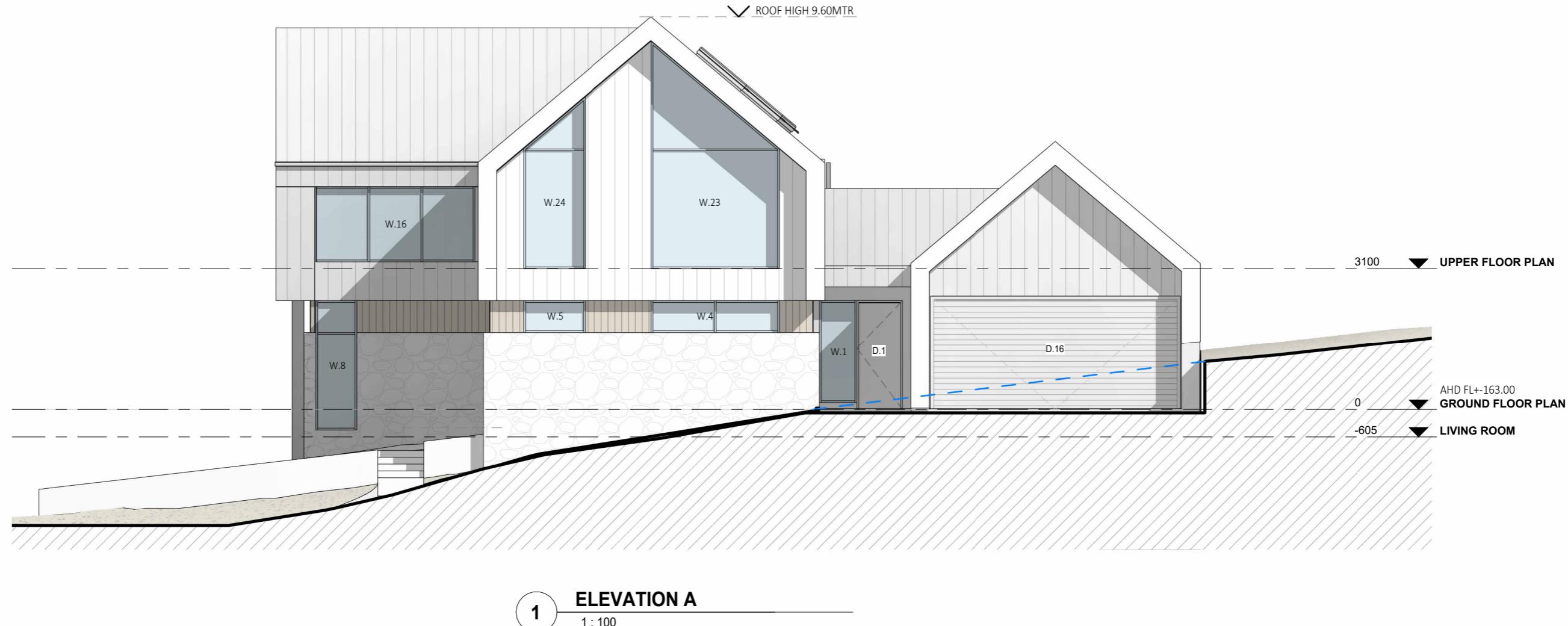
F. : FIXED WINDOW

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BRICK WALL : WHITE

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1 ELEVATION B
1 : 100

REV DATE DESCRIPTION
0 03 - 12 - 2025 PLANNING APPLICATION

**PLANNING
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0 1 2 3 4 5m

DWG	ELEVATION	PROJECT #	25015
PROJECT PERTH MILL ROAD			DWG #
CLIENT	TOM & JESS	SCALE @ A3	1 : 100
ADDRESS	260 PERTH MILL RD WESTERN JUNCTION TAS 7212	DRAWN	RK JB
		ACREDITED DESIGNER	947052254

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GENERAL NOTE

WALL CLADDING

JAMESHARDIE AXON, COLOR : WHITE

BRICK WALL : WHITE

TIMBER FINISH FEATURE WALL

ROOF TYPE : 20 DEGREE ROOF, COLOBOND CUSTOM ORB, COLOR : TBC

WINDOW TYPE : ALUMINUM FRAME & DOUBLE GLAZED WINDOW SUITE

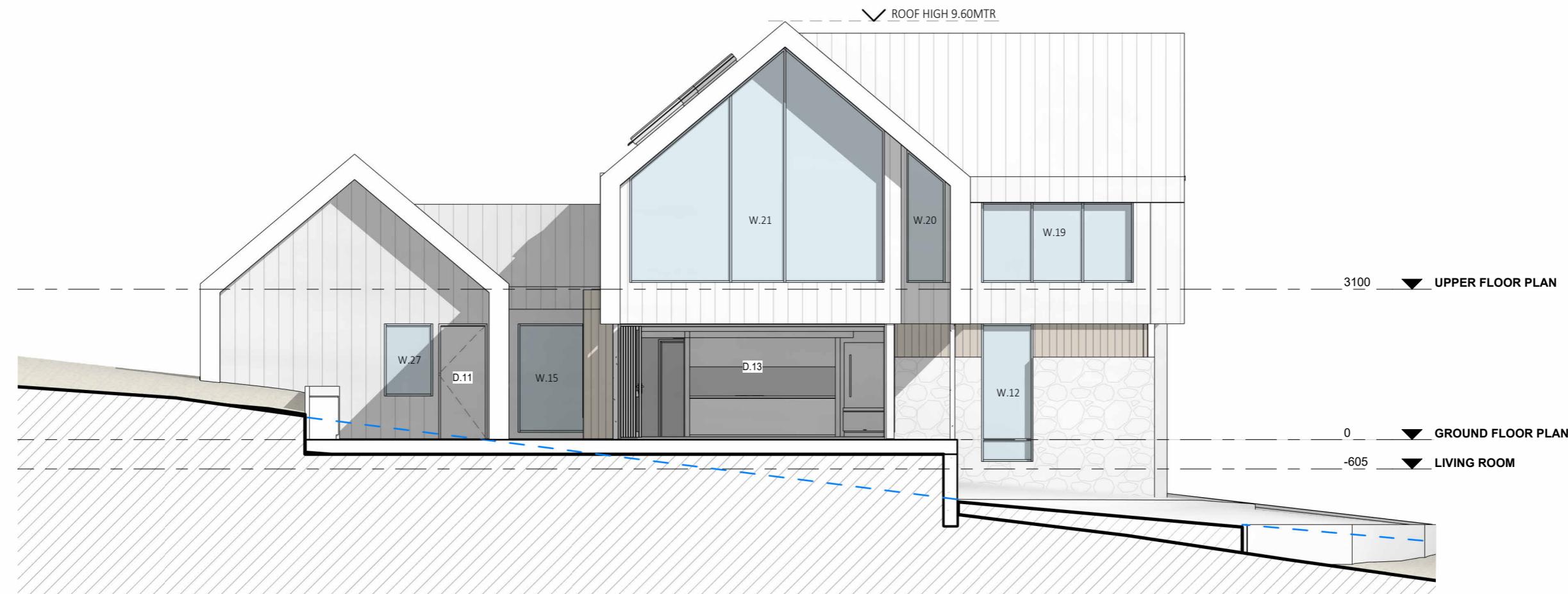
FG. : FROSTED GLASS

F. : FIXED WINDOW

REFER TO TARKARRI ENGINEERING REPORT FOR MORE DETAIL

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1 **ELEVATION C**

1 : 100

REV DATE DESCRIPTION
0 03 - 12 - 2025 PLANNING APPLICATION

**PLANNING
APPLICATION**

0 1 2 3 4 5m

DWG ELEVATION		PROJECT #	25015
PROJECT PERTH MILL ROAD		DWG #	
CLIENT	TOM & JESS	SCALE @ A3	1 : 100
ADDRESS	260 PERTH MILL RD WESTERN JUNCTION TAS 7212	DRAWN	RK CHKD
		ACCREDITED DESIGNER	JB 947052254

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GENERAL NOTE

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BRICK WALL : WHITE

TIMBER FINISH FEATURE WALL

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WINDOW TYPE : ALUMINUM FRAME & DOUBLE GLAZED WINDOW SUITE

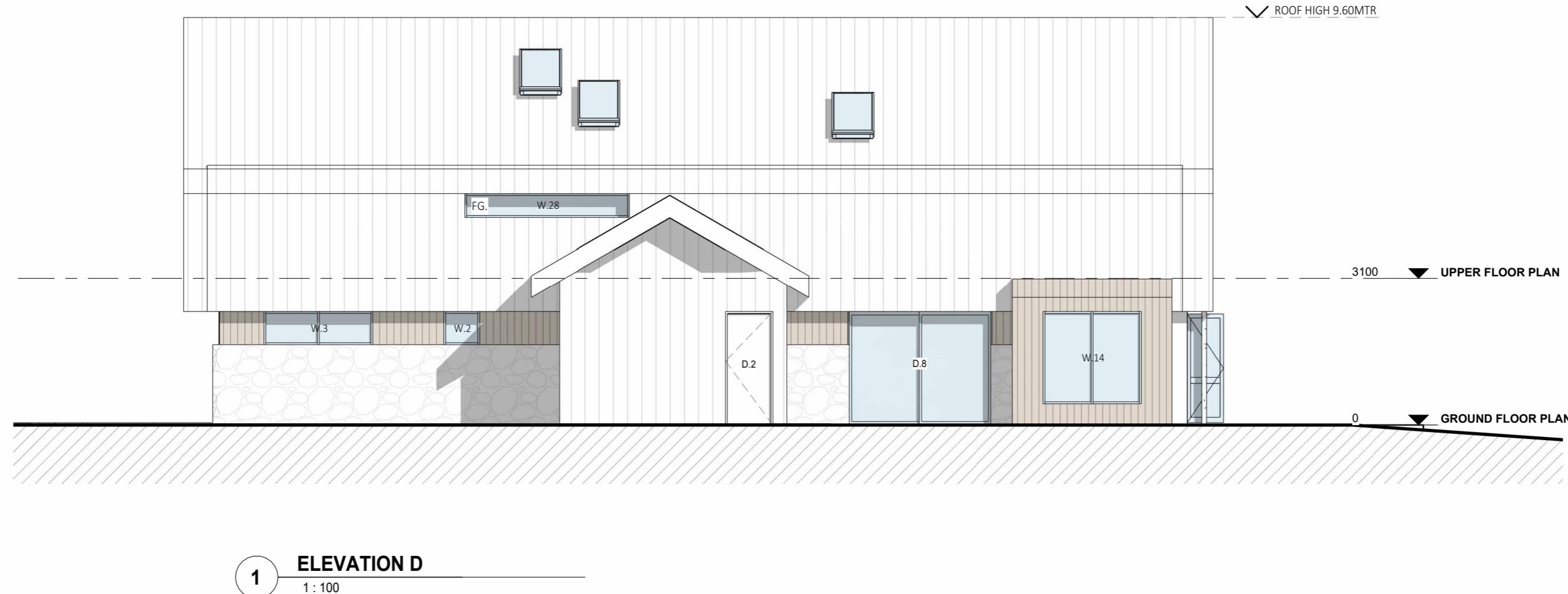
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BRICK WALL : WHITE

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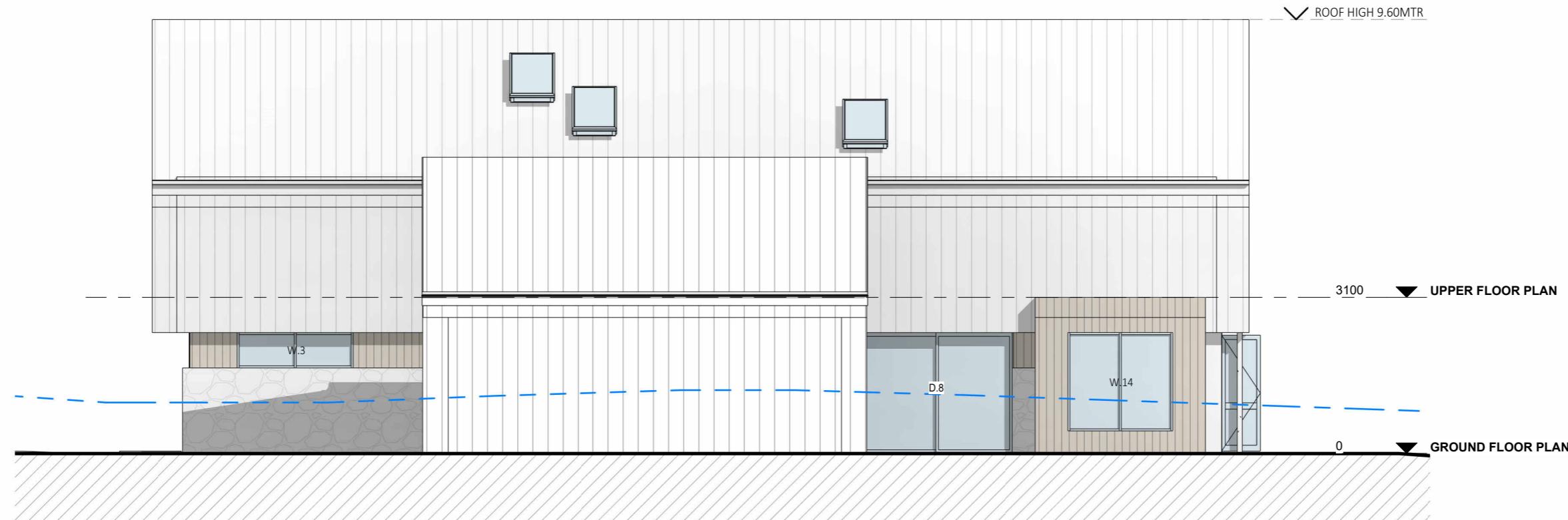
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PROJECT PERTH MILL ROAD		DWG #	
CLIENT	TOM & JESS	SCALE @ A3	1 : 100
ADDRESS	260 PERTH MILL RD WESTERN JUNCTION TAS 7212	DRAWN	RK JB
		ACREDITED DESIGNER	947052254

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1 SHADOW DIAGRAM 21st JUNE AT 10 AM
1 : 500



2 SHADOW DIAGRAM 21st JUNE AT 12 PM
1 : 500



3 SHADOW DIAGRAM 21st JUNE AT 3 PM
1 : 500

**PLANNING
APPLICATION**

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REV DATE DESCRIPTION
0 03 - 12 - 2025 PLANNING APPLICATION

DWG SHADOW DIAGRAMS		PROJECT #
PROJECT PERTH MILL ROAD		25015
CLIENT	TOM & JESS	SCALE @ A3 1 : 500
ADDRESS 260 PERTH MILL RD WESTERN JUNCTION TAS 7212		DRAWN RK CHKD JB ACCREDITED DESIGNER 947052254

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DWG 3D VISUALISATION		PROJECT # 25015
PROJECT PERTH MILL ROAD		DWG # A06
CLIENT TOM & JESS	SCALE @ A3	
ADDRESS 260 PERTH MILL RD WESTERN JUNCTION TAS 7212		DRAWN RK ACCREDITED DESIGNER CHKD JB 947052254

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