

22.12 CALDER FREEWAY AND CALDER HIGHWAY ENVIRONS

This policy applies to the use and development of land within 100 metres of the Calder Freeway and Calder Highway between the southern Municipal boundary and the City Gate Road Reserve.

Policy Basis

The planning of freeways and highways and the planning and control of land use and development in the areas through which they pass should be coordinated and integrated. Planning measures to control land use and development can materially assist the efficient performance of freeways and highways and can protect the appearance of areas through which they pass.

The Calder Freeway and Calder highway is the principal road linking Bendigo, one of Victoria's major rural cities and second largest regional manufacturing centre, with the State capital, Melbourne. It is designated as a Road of National Importance and is declared a National Arterial Road under the Australian Land Transport and Development Act 1988. Land use planning should take full account of the National importance of the Calder Highway when development occurs in the vicinity.

Objectives

To ensure that the use and development of land does not prejudice the levels of service, safety and amenity of the Calder Freeway and Calder Highway.

To minimise any adverse effects of noise from traffic using the Calder Freeway and Calder Highway.

Policy

It is policy that: -

- An application for use and development, including subdivision, be in accordance with the following:
 - Any new lot created should have sufficient space to allow a dwelling to be sited where the noise level does not exceed 70dB(A).
 - Dwellings should be designed and constructed to acoustic standards as set out in AS 3671-1989 "Acoustics – Road Traffic Noise Intrusion – Building Siting and Construction" where the noise level is in excess of 60dB(A). (Note: Noise levels quoted are free field L₁₀[18hr]).
 - Other buildings providing for noise sensitive uses should be designed and constructed to acoustic standards with interior noise levels not greater than those set out in AS 2107-1987 "Acoustics – Recommended Design Sound Levels and Reverberation Times for Building Interiors."
- The responsible authority may request the applicant to provide a report by a qualified acoustic consultant outlining the necessary noise control measures which should be undertaken as part of the proposed development where there are concerns in relation to an application for a noise sensitive use or development, including subdivision.
- Buildings should be setback an appropriate distance from the Calder Freeway and Calder Highway to obtain a buffer, rendering works within the freeway or highway reserve required to minimise any unnecessary adverse effects. The minimum setback should be at least 50 metres.
- New access to the Calder Freeway and Calder Highway northbound carriageway north of Ravenswood between the Calder Alternative Highway and the City Gate Road Reserve should be avoided.

- Direct access to other sections of the Calder Freeway and Calder Highway should be minimised by providing access through the local road system or service road if possible, to the satisfaction of the Roads Corporation.

Policy Reference Documents

AS 3671-1989, *Acoustics – Road Traffic Noise Intrusion – Building Siting and Construction*

AS 2107-1987, *Acoustics – Recommended Design Sound Levels and Reverberation Times for Building Interiors*