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C25**HUME FREEWAY, GOULBURN VALLEY HIGHWAY ENVIRONS**

This policy applies to the use and development of land within 100 metres of the Hume Freeway, Goulburn Valley Highway, and any Public Acquisition Overlay identified in Planning Scheme Amendments reserving land for a new alignment of the Goulburn Valley Highway and associated access restoration purposes.

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 can protect the appearance of areas through which they pass.

The Goulburn Valley Highway and Hume Freeway are principal roads linking State capital cities and are designated as part of the Auslink National Land Transport network under the Auslink (National Land Transport) Act 2005. Land use and development planning should take full account of these roads when development occurs in their vicinity.

Objectives

The objectives of this policy are:

- To ensure that the use and development of land does not prejudice the levels of service, safety and amenity of the Hume Freeway and Goulburn Valley Highway.
- To minimise any adverse effects of noise from traffic using the Hume Freeway and Goulburn Valley Highway.

Policy

It is policy that an application for use and development, including subdivision, be in accordance with:

Noise

- 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 AS3671-1989 "Acoustics - Road Traffic Noise Intrusion - Building Siting and Construction" where the noise level is in excess of 60dB(A). (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 AS2107-1987 "Acoustics - Recommended Design Sound Levels and Reverberation Times for Building Interiors".
- An application for noise sensitive use and development, including subdivision, will be required to be accompanied by a report by a qualified acoustic consultant outlining the necessary noise control measures which should be undertaken as part of the proposed development.

Setback of buildings

- Buildings should be set back 100 metres from the Hume Freeway, Goulburn Valley Highway and any Public Acquisition Overlay identified in Planning Scheme Amendments reserving land for a new alignment of the Goulburn Valley Highway and associated access restoration purposes. These setbacks will assist in the provision of suitable visual and acoustic buffers from the freeway/highway, minimising future remedial works within the freeway/highway reserve.

Access

- Direct access to the Hume Freeway and to freeway sections of the Goulburn Highway is prohibited under the provisions of the Road Management Act 2004.
- New access to non-freeway sections of the Goulburn Valley Highway should be avoided. Direct access to the Goulburn Valley Highway should be minimised by providing access through the local road system or service road if possible, to the satisfaction of the Roads Corporation.