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VC37**GOULBURN VALLEY HIGHWAY ENVIRONS POLICY**

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

Policy Basis

The planning of freeways 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 Goulburn Valley Highway is a principal road linking State capital cities and is a designated road of national significance under the Australian Land Transport and Development Act 1988. Land use planning should take full account of this highway of national significance when development occurs in its vicinity.

Objectives

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

Policy

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

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 AS 3671-1989 "Acoustics – Road Traffic Noise Intrusion – Building Siting and Construction" when the noise level is excess of 60 dB(A). (Noise levels quoted are free field L_{10} (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"; and
- 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.

Setbacks of Buildings

- Buildings should be set back from the 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 highway, minimising future remedial works within the highway reserve.

Access

- New access to 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.