

22.07 INFRASTRUCTURE21/09/2006
C26(Part 1)**22.07-1 HUME FREEWAY ENVIRONS**21/09/2006
C26(Part 1)

This policy applies to all land within 100 metres of the Hume Freeway road reserve.

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 co-ordinated and integrated. Planning measures to control land use and development can materially assist the efficient performance of freeways and can protect the visual appearance of areas through which they pass. The Hume Freeway is a principal tourist and transport road linking capital cities and regional areas, and is a designated National Highway under the *Australian Land Transport Development Act 1988*. Land use planning should take full account of this National Highway when development occurs nearby.

Objectives

- Ensure that land use and development does not prejudice the levels of service, safety and visual amenity of the Hume Freeway.
- Minimise any adverse effects of noise from vehicle traffic using the Hume Freeway.

Policy

It is policy to:

Noise:

- Ensure that new residential subdivision lots have an area to allow a dwelling to be sited where noise levels from the Hume Freeway would not exceed 70 dB(A).
- Ensure that where noise levels from the Hume Freeway are in excess of 60 dB(A) new dwellings are designed and constructed to acoustic standards as set out in *AS 3671-1989 Acoustics – Road Traffic Noise Intrusion – Building Siting and Construction* (Noise levels quoted are free field L, (1 8hr).
- Ensure that 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*.
- Require a report by a qualified acoustic engineer outlining the necessary noise control measures which should be undertaken as part of the proposed development for any application for noise sensitive land use and development, including subdivision.

Setback of Buildings:

- Setback all buildings from the Hume Freeway in order to obtain a visual and acoustic buffer.

Access:

- Direct access to the Hume Freeway is prohibited by the *Australian Land Transport Development Act 1988*.