22.22 HUME FREEWAY ENVIRONS

This policy applies to the use and development of land within 100 metres of the Hume Freeway.

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 can protect the appearance of areas through which they pass.

The Hume Freeway is a principal road linking State capital cities and is a designated National Highway under the Australian Land Transport Development Act 1988. Land use and development planning should take full account of this National Highway when development occurs in its 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.
- To minimise any adverse effects of noise from traffic using the Hume Freeway.

Policy

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

Noise

- Any new lot created have sufficient space to allow a dwelling to be sited where the noise level does not exceed 70dB(A).
- Dwelling 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). (Noise levels quoted are free field L, (1 8hr)).
- 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 21071987 “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 from the Hume Freeway in order to obtain a visual and acoustic buffer rendering future works within the Freeway reserve required to minimise any adverse effects unnecessary.

Access

- Direct access to Hume Freeway is prohibited under the provisions of the Transport Act.