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 rural and regional communities. The Hume Freeway is designated as part of the National Land transport Network under the Auslink (National transport) Act 2005. Land use and development planning should take full account of this National Highway and any associated government strategies.

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 by requiring appropriate noise attenuation measures to noise sensitive buildings and secluded private open space.

Policy

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

Noise

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 and/or siting which should be undertaken as part of the proposed development. The report must show how:

- Any new lot created have sufficient space to allow a dwelling to be sited where the noise level does not exceed 70dB(A).
- Any secluded private open space shall not exceed 63dB(A).

Noise sensitive buildings adjacent to the Freeway must be designed and constructed to meet the desirable acoustic standards set out in AS 2107-2000 “Acoustics – Recommended Design Sound Levels and Reverberation Times for Building Interiors” and AS 3571-1989 “Acoustics – Road Traffic Noise Intrusion – Building Siting and Construction”.

- 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 without the written consent of VicRoads, in accordance with Section 60 of the Road Management Act (2004).