

## 1. How do I find out if SPP 5.4 applies to my proposal?

SPP 5.4 applies to all stages of planning in Western Australia, where a noise-sensitive land use is proposed within the policy's trigger distance of specified transport routes or when new or major upgrades of road and rail routes are proposed. Refer to section 4 of the policy.

## 2. Which transport route does the policy apply to?

The roads and rail corridors to which the policy applies are identified in Schedules 1 to 3. These transport routes are considered of key economic importance due to their high vehicle movements and/or freight handling functions.

To identify if your land is inside the trigger distance of these transport routes, refer to the Department of Planning Lands and Heritage public mapping viewer (PlanWA).

## 3. What do I need to do if my land is in the trigger distance?

If any part of the lot is within the trigger distance of specified transport routes, an assessment is required to determine the level of transport noise and what management/ mitigation may be needed. An initial screening assessment can estimate the extent to which a lot is affected. Refer to section 3.3 of the guidelines - table 2: noise exposure forecast.

The outcomes of the initial assessment will determine whether any further measures are required. If so, deemed-to-comply quiet house design packages and or a noise management plan outlining mitigation measures in accordance with the guidelines will be recommended.

The designation of land within the trigger distances should not be interpreted to imply that land is affected by noise and/or that areas outside the trigger distances are unaffected by noise. In a proposed residential development, typically only the first one or two rows of houses adjoining the transport corridor is significantly affected and may require further steps to mitigate noise impacts.

## 4. What is quiet house design?

Quiet house design aims to ensure that houses are built to a higher standard to meet expected living standards for development proposals that have predicted or measured outdoor noise levels that exceed the policy's noise targets. This is achieved through the design and internal layout of rooms, and bespoke construction standards that generally rely on the use of specified materials for glazing and wall and roof insulation. Refer to section 4.4 of the guidelines.

## 5. What is a notification on title?

A notification on title is to advise prospective purchasers of the potential noise impacts from specified transport routes. It is generally required as a condition of development and/or subdivision when estimated and forecasted noise levels exceed the policy's noise target, following implementation of any noise mitigation measures. Refer to appendix 5 of the guidelines.

## 6. Does SPP 5.4 apply to existing developments?

No. SPP 5.4 does not have retrospective powers to impose noise mitigation measures over existing transport infrastructure or existing developments.

## 7. Who was consulted in drafting SPP 5.4?

The policy review has been overseen by a Western Australian Planning Commission-appointed project steering group and supported by a government/industry technical working group comprising wide representation of relevant stakeholders.

The revised draft policy was advertised for public consultation in September 2017 and received 62 submissions. The Department of Planning Lands and Heritage has worked with stakeholders to resolve issues raised through the public consultation process and provide resolutions to

inform the preparation of the final draft.

The review and redrafting has been informed by technical acoustic analysis and advice provided throughout the review.

## 8. What are the key changes to the new policy?

The final policy includes the following improvements:

- introducing noise exposure categories in the guidelines-noise exposure forecast table that correspond with quiet house requirements, offering proponents a simpler deemed-to-comply route and reducing the need to prepare and submit expensive and time-consuming detailed noise management plan
- re-prioritising freight routes through new road criteria/ terminology and mapping to two road classifications (Major Freight/Traffic Corridor and Other Significant Freight/Traffic Routes) to ensure noise mitigation is commensurate with the function of the transport corridor and preferred land use interface
- policy mapping on PlanWA, showing all road and rail routes and their trigger distances, to which the policy applies
- applying the policy earlier in the planning system to avoid land use conflict where possible; this includes a new policy measure (noise level contour map) to provide greater clarity around policy expectations for strategic planning, structure planning and scheme amendments and

## 9. Why has the trigger distance and noise forecast levels changed?

A review of the draft policy's technical content was undertaken by a noise specialist following public consultations to address stakeholder concerns and to simplify and streamline the initial screening assessment process. This resulted in changes to the guidelines noise exposure forecast table 2 to reflect new road terminology and to take into consideration:

- ultimate capacity of roads by using number of lanes to determine forecast noise in replace of vehicle per day volume; this removes the need to seek further data from Main Roads WA and to undertake and submit a noise exposure forecast worksheet
- typical ground absorption and some scattering from buildings in line with measured data for urban and rural scenarios
- built-in cumulative noise factor for urban areas, which slightly increases levels at larger distances where the noise contribution between the nearest road and other roads is closer and
- field data obtained since 2014 across a broader number of sites which has better informed levels.

## 10. Who is responsible for assessing and determining noise impacts?

The management of road and railway transport noise is shared among various stakeholders. The Department of Planning, Lands and Heritage is the lead agency for ensuring that noise mitigation measures are consistent with the policy, with technical assistance provided by the Department of Water and Environmental Regulation. Refer to section 2 of the guidelines for full implementation responsibilities.

## 11. Does SPP 5.4 still apply to freight handling facilities?

No. Freight facility planning policy measures and guidance has been moved into the *Draft State Planning Policy 4.1 Industrial Interface*, for improved policy alignment.