

Western Sydney International (Nancy-Bird Walton) Airport

Noise Insulation and Property Acquisition Policy



The Western Sydney Airport Plan requires the Department of Infrastructure, Transport, Regional Development, Communications and the Arts (the department) to develop a noise insulation and property acquisition policy for properties affected by aircraft overflight noise.

This brochure provides a summary of the draft noise insulation and property acquisition policy (draft policy). Feedback will be used to refine and inform the final policy in 2024.

The draft policy sets out the eligibility requirements for noise treatments to existing properties and matters to be considered for any potential acquisition of property. It is based on the aircraft overflight noise assessment in the draft Environmental Impact Statement (EIS).

This is a high level policy only. Detailed program eligibility requirements will be developed in 2024 based on feedback provided and once the final flight paths are known.

The draft policy is part of the draft EIS. For more detail please see Chapter 11 and Appendix F of the draft EIS.



Have your say

You can have your say on the draft noise insulation and property acquisition policy and draft EIS by making a submission.

Submissions can be provided:

- Online at wsiflightpaths.gov.au
- By email to eis.submissions@infrastructure.gov.au
- By mail to Attn: WSI Flight Paths Team, GPO Box 594, CANBERRA ACT 2601

Find out more



Visit the [Aircraft Overflight Noise Tool](#) to view the preliminary flight paths in more detail at wsiflightpaths.gov.au



View the draft EIS and project information on our Online Community Portal: wsiflightpaths.gov.au



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About the draft noise insulation and property acquisition policy

Western Sydney International (Nancy-Bird Walton) Airport (WSI) will expose surrounding communities to additional aircraft overflight noise.

The noise insulation component of the draft policy sets out a framework to deliver noise treatments for buildings that will be significantly impacted by aircraft noise from the airport.

It defines the area where buildings are potentially eligible for noise treatments, the objectives of the treatment including the indoor target sound level, and timeframe to participate in the program.

Each building differs in its design, construction materials, condition and forecast impact from aircraft overflight noise. Specific noise treatments will be determined based on expert advice, in close consultation with property owners who qualify for and opt into the program.

How does aircraft overflight noise affect existing buildings?

Noise enters buildings in broadly the same ways that air enters – through openings, cracks and gaps (see image 1 below). Aircraft overflight noise, particularly at night, can result in a loss of living amenity and impair sleep for some people. The draft policy is intended to address these impacts.

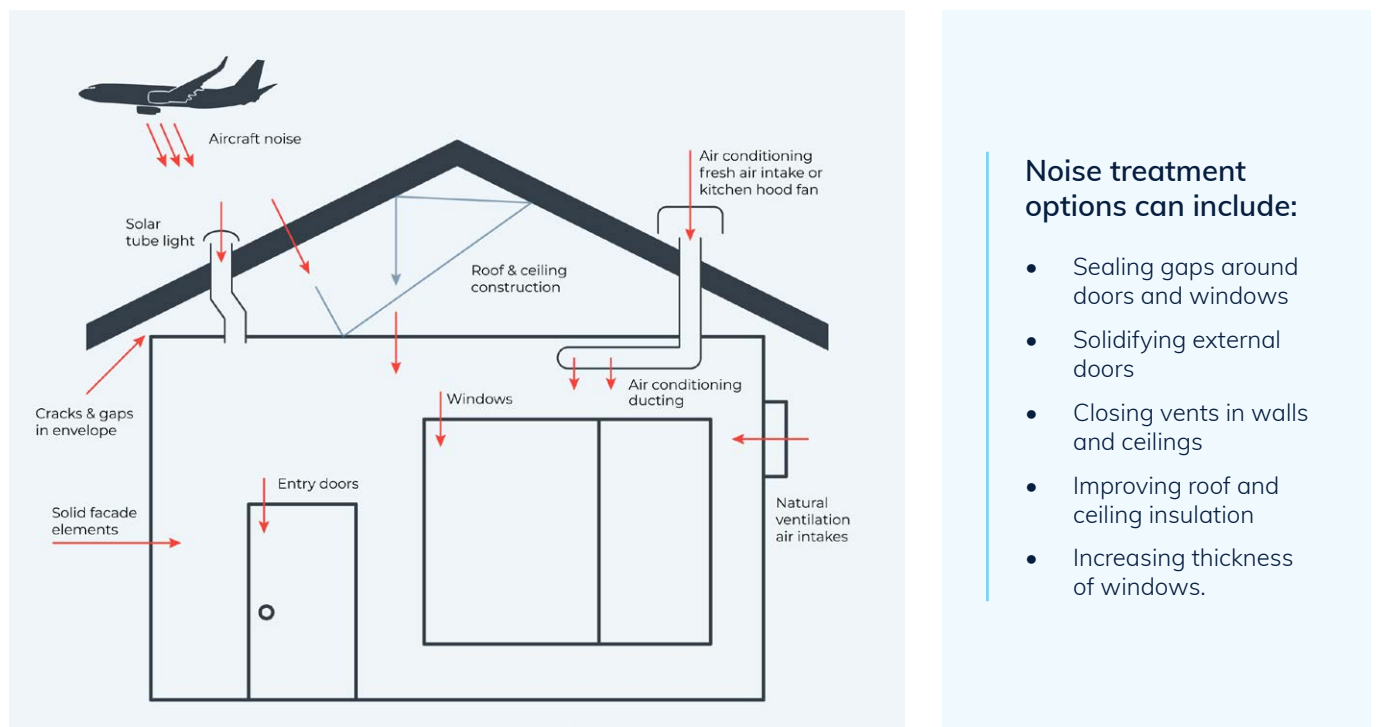


Image 1: How sound can enter a building

Noise treatment options can include:

- Sealing gaps around doors and windows
- Solidifying external doors
- Closing vents in walls and ceilings
- Improving roof and ceiling insulation
- Increasing thickness of windows.

What are the proposed eligibility criteria for the draft noise insulation or property acquisition program?

Under the draft policy, the department will invite owners of properties that are partly or fully within the Australian Noise Exposure Concept (ANEC) 20 composite contour, for the 2040 assessment year, to participate in the program. Note: this may be adjusted to 'natural boundaries' (see page 4). Participation in the program will require individual assessment of each property and buildings by noise experts, followed by application of noise treatments to buildings within the ANEC 20 contour.

Acquisition of a property by the department is automatically considered for buildings within the ANEC 40 composite contour, for the 2040 assessment year. See Image 2 for ANEC contours.

This is consistent with the approach taken for previous domestic programs. As the department’s analysis has not identified any properties within the ANEC 40, the draft policy sets out some additional criteria that will be considered for potential acquisitions of properties outside the ANEC 40, but within the ANEC 20. The main factor to consider is whether noise insulation treatments are effective and efficient due to circumstances such as the building’s age and condition.

Table 1 sets out the proposed eligibility criteria for the draft policy to apply. Participation in the program is strictly on a voluntary basis. If approved by the Australian Government, the program would commence in 2025-26.

Table 1 Eligibility criteria for noise insulation and property acquisition policy

	Metric
Treatments for Residential & Non-Residential buildings within ANEC contour	ANEC 20
Acquisition within ANEC contour	ANEC 40 or case by case

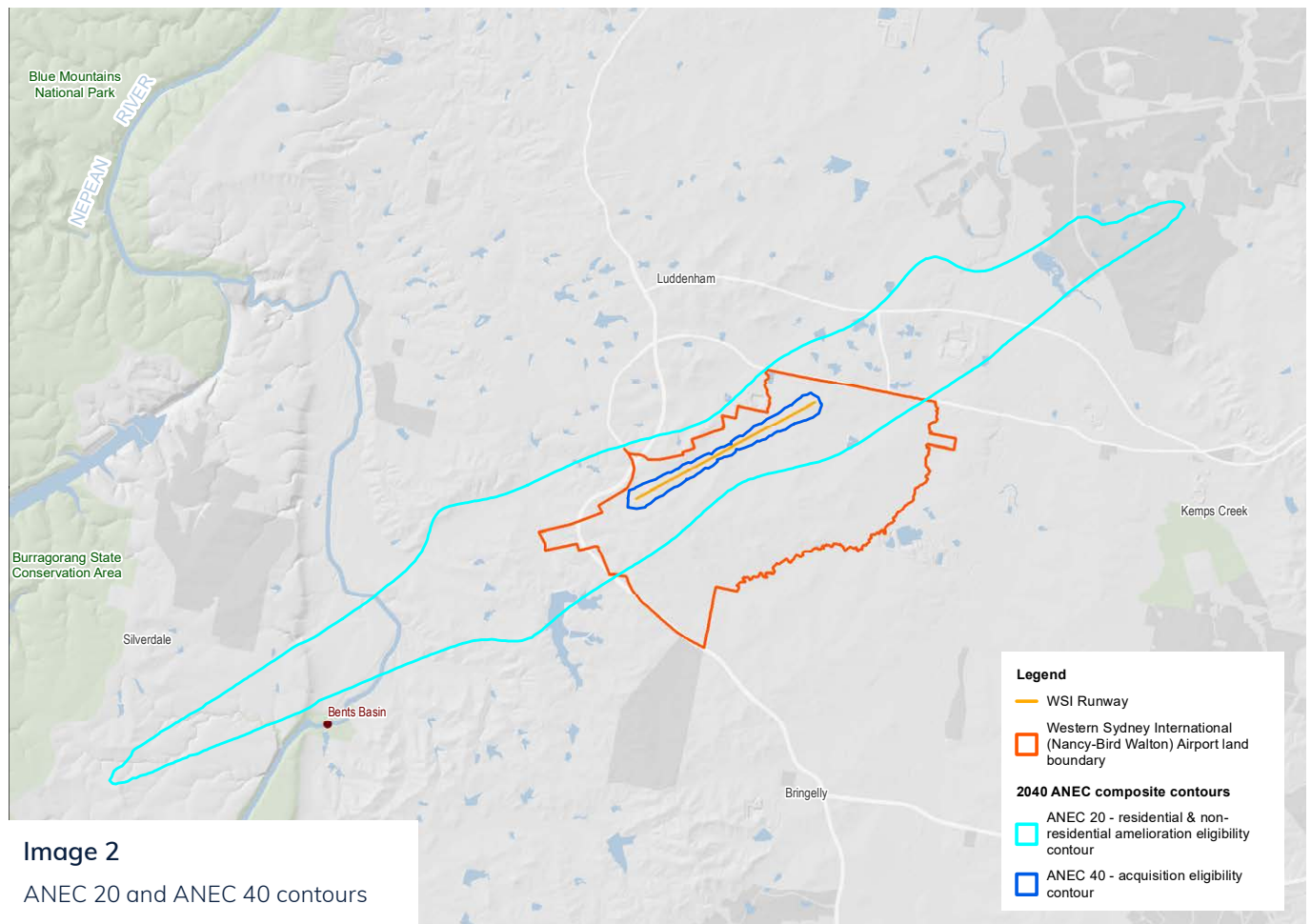


Image 2
ANEC 20 and ANEC 40 contours

Internal noise objective

For eligible buildings the draft policy includes an internal noise objective of 50 decibels when measured against the maximum noise level expected to be experienced from an aircraft overflight event. This aligns with the recommended indoor noise level under Australian Standard AS 2021:2015 Acoustics - Aircraft Noise Intrusion - Building Siting and Construction for new buildings constructed adjacent to an airport.

Treatments will be designed by experts to deliver a 50 decibel indoor noise level, however this will not be possible in all cases and will depend on the condition and circumstances of each eligible building.

Why is the draft policy based on ANEC composite contours?

The draft policy adopts the 'ANEC composite' contours for the eligibility framework. An ANEC is a cumulative noise measure which illustrates aircraft noise exposure based on operating scenarios, and shows expected exposure levels from an average day's anticipated aircraft movements, calculated over a 12-month period. ANEC charts have been used to guide land planning around the WSI site for decades and have been incorporated into state and local government land planning guidelines.

The ANEC 'composite' contour includes all runway modes of operation, including night modes, and represents the largest ANEC footprint. This is a conservative approach to capture the highest number of properties that may be eligible for acquisition or noise treatment. The ANEC composite contour used by the draft policy is based on a 2040 operating year scenario which reflects 15 million annual passengers using WSI.

It is important to note that units of measurement on an ANEC chart are not decibel measurements. Experience at existing airports in Australia has shown that, while the ANEC noise contours can provide a general indicator of aircraft noise impacts and are useful for land use planning purposes near airports, they are not necessarily an indicator of individual experience of aircraft noise. Please see Chapter 11 of the draft EIS for more information.

Natural boundaries

The final policy may recognise geographical 'natural boundaries' beyond the ANEC 20 contour, for example to include both sides of a particular street, or an area up to a park or green space. This is based on lessons learnt with previous Australian programs.

Natural boundaries could include extending eligibility to buildings to both sides of the street where only one side is within the ANEC 20, or to buildings outside the ANEC 20 but where part of the property is within the contour. Natural boundaries could also extend eligibility up to green zones or parks where appropriate. The Department does not expect any 'natural boundaries' extensions to significantly increase the ANEC 20 contour, which is already a lower noise threshold than previous domestic programs (see below).

What has informed the draft policy?

The draft policy is informed by lessons learned from the previous programs at Sydney and Adelaide airports, as well as similar programs overseas.

The draft policy also takes account of land use planning and noise exposure documentation including the Australian Standard AS 2021:2015 Acoustics – Aircraft Noise Intrusion – Building Siting and Construction, the National Airports Safeguarding Framework, the Western Parkland City State Environment Planning Policy, and the noise exposure forecasts presented in the draft EIS.

The draft policy is informed by detailed analysis of existing buildings, uses and construction methods in the Western Sydney area and around the WSI site.

Why is the draft policy based on a single runway and not two?

Condition 16(7) of the Western Sydney Airport Plan requires a policy to be developed for single runway operations at WSI.

What kind of treatments are offered for noise insulation?

The type of noise treatments chosen will depend on an assessment of what is reasonable and feasible, alongside property owner input. The different ways to reduce noise levels in a home through noise treatment are outlined in more detail in Appendix F of the draft EIS.

Is there a cost for this work?

If a property is deemed eligible for noise treatment under the final policy, then agreed treatment costs will be met by the Australian Government. There will be consideration for cost gaps for some treatment options.

Will there be changes to local planning restrictions around the Western Sydney International (Nancy-Bird Walton) Airport?

There are long-standing land use and planning restrictions put in place since the inception of the Western Sydney Airport Plan. This is to prevent noise sensitive buildings from being altered or constructed within areas expected to be severely impacted by noise from the operation of WSI.

Land use and planning restrictions are matters for the NSW Government through the State and Environmental Planning Policies, also known as SEPPs.

Are there any differences between the draft noise insulation program for WSI and previous programs?

The draft policy is based on previous domestic programs for Sydney (Kingsford Smith) Airport and Adelaide Airport. However, this draft program has a lower eligibility threshold, compared to both Sydney and Adelaide airports. This is influenced by the low background noise levels in surrounding areas, the greenfield status of the site, and the fact that WSI is intended to operate 24 hours a day—unlike Sydney and Adelaide airports, which have curfews in place.

Image 3 depicts the various ANEC contours for WSI and can be read alongside Table 2 to compare the eligibility requirements between the WSI draft policy and the Sydney Airport program.

Table 2 Comparison between WSI draft policy and Sydney Airport

			WSI	Sydney Airport
Eligibility criteria	Daytime	Acquisition	ANEC 40	ANEC 40
		Amelioration: residential	ANEC 20	ANEC 30
		Amelioration: non-residential	ANEC 20	ANEC 25
Internal noise objective			50 decibels	50 decibels
Eligible properties	Residential		All residential	All residential
	Non-residential		All non-residential	Schools, child-care, health-care, places of worship

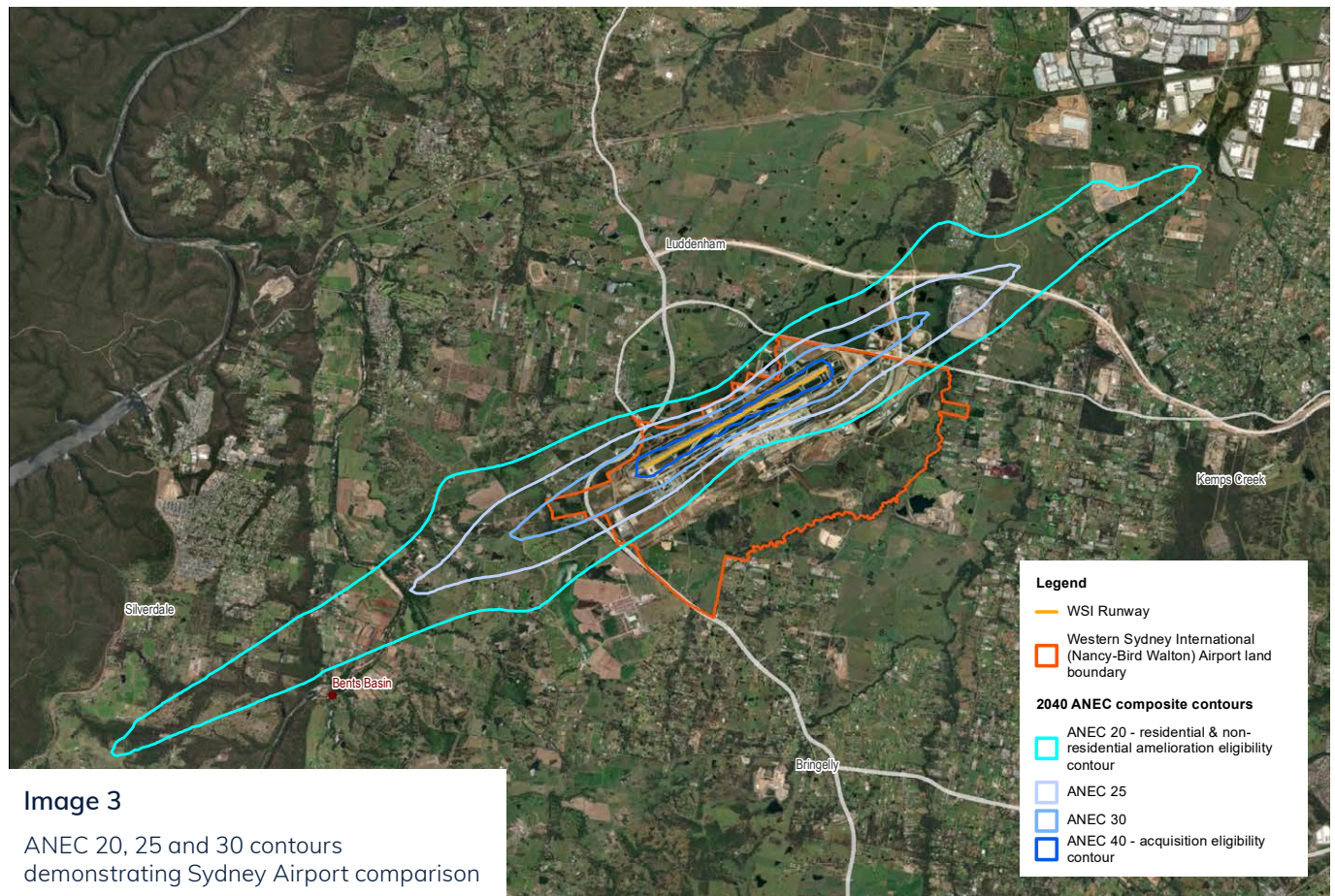


Image 3

ANEC 20, 25 and 30 contours demonstrating Sydney Airport comparison

Next steps



Use the [Aircraft Overflight Noise Tool](#) at wsiflightpaths.gov.au to view preliminary WSI flight paths and how they are likely to affect specific addresses or places of interest.



Go to the WSI airspace and flight path design [Online Community Portal](#) at wsiflightpaths.gov.au to view the draft EIS, including the draft policy. Please see Chapter 11 and Appendix F of the draft policy for further information about aircraft noise and the draft policy.



View the draft noise insulation and property acquisition policy and draft EIS on preliminary flight paths on the [Online Community Portal](#) at wsiflightpaths.gov.au, and make a formal submission.



Attend our Community Information and Feedback Sessions to find out more and speak to a member of the team. Visit the [Online Community Portal](#) at wsiflightpaths.gov.au to view upcoming community information events near you. You can also call **1800 038 160** for details of events.

Have your say

If you would like to make a formal submission on the draft noise insulation and property acquisition policy, you can do so via:

- The [Online Community Portal](#) at wsiflightpaths.gov.au
- **Email** eis.submissions@infrastructure.gov.au
- **Mail** Attn: WSI Flight Paths Team, GPO Box 594, CANBERRA ACT 2601.

Your feedback will be considered in finalising the EIS.

The final EIS must take account of any comments received during the exhibition period and contain a summary of comments and how comments have been addressed under the *Environment Protection and Biodiversity Conservation Act 1999* (Cth).

The draft EIS is available on the [Online Community Portal](#) via wsiflightpaths.gov.au.

If you would like to stay informed about the WSI flight paths and receive notifications about the project, you can sign up for email updates by scanning the QR code.








Making an effective draft EIS submission

- Focus on your areas of concern
- Explain what the impacts will be to you or your community
- Provide alternative solutions, if you have any
- Keep it clear and concise
- Use drawings or diagrams if it helps.



Find out more

-  Visit the **Aircraft Overflight Noise Tool** to view the preliminary flight paths in more detail at wsiflightpaths.gov.au
-  View the draft EIS and project information on our **Online Community Portal**: wsiflightpaths.gov.au
-  Email us your questions at wsiflightpaths@infrastructure.gov.au
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Information in your language



Translating and Interpreting Service
(TIS National)

If you require the services of an interpreter, please contact the Translating and Interpreting Service on **131 450** and ask them to call the WSI Flight Paths team on **1800 038 160**.

Nếu quý vị cần thông dịch viên, vui lòng gọi cho Dịch vụ Thông Phiên dịch (Translating and Interpreting Service) qua số **131 450** và yêu cầu họ gọi cho đội ngũ phụ trách Đường bay Sân bay Quốc tế Western Sydney (Western Sydney International Airport Flight Paths) qua số **1800 038 160**.

如果您需要口译服务, 请致电 **131 450** 联系笔译与口译服务署 (Translating and Interpreting Service), 并请他们拨打 **1800 038 160** 联系西悉尼国际机场飞行路径团队 (Western Sydney International Airport Flight Paths)

यदि आपको दुभाषिए की सेवाओं की ज़रूरत है, तो कृपया **131 450** पर अनुवाद और दुभाषिया सेवा (Translating and Interpreting Service) से संपर्क करें और उनसे **1800 038 160** पर पश्चिमी सिडनी अंतरराष्ट्रीय हवाई अड्डा उड़ान पथ (Western Sydney International Airport Flight Paths) टीम को कॉल करने का अनुरोध करें।

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Kung kailangan mo ng mga serbisyo ng isang tagasaling pasalita (interpreter), mangyaring makipag-ugnayan sa Serbisyo ng Pagsasalang Pasulat at Pasalita (Translating and Interpreting Service) sa **131 450** at hilingin sa kanila na tawagan ang pangkat ng Mga Landas ng Paglipad sa Paliparang Internasyonal ng Western Sydney (Western Sydney International Airport Flight Paths) sa **1800 038 160**.

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Please scan this QR code to view information in languages other than English.

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请扫描二维码查看中文信息。

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