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Your Ref: PG-DEV-067

10 December 2025

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submitted via email enquiries@kalamunda.wa.gov.au

RESPONSE TO REQUEST FOR COMMENTS:
WATTLE GROVE SOUTH – LOCAL STRUCTURE PLAN

1. SUMMARY	
Proposal (Development)	Wattle Grove South Local Structure Plan (area to develop approx. 1,666 dwellings at a range of densities, 3,600m^2 of Light Industrial land and a Primary School)
Address	Wattle Grove
Referral Date	27 October 2025
Key Assessment Area(s)	Aircraft Noise
Perth Airport position	No objection
Recommended Condition(s)	Building insulation, Notice on Titles

Perth Airport has conducted an assessment in relation to the impacts of the proposal on the operations and future planning of Perth Airport and provides the following response. Please refer to the appendix for background information on the safeguarding assessment and the relevant attachments enclosed within this response.

2. AIRCRAFT NOISE ASSESSMENT

State Planning Policy 5.1 (Land Use Planning in the Vicinity of Perth Airport)
The proposal is located just outside the endorsed 2026 Australian Noise Exposure Forecast (ANEF). The proximity of the ANEF overlaid with the subject area is included for reference in Attachment 1.

An extract from SPP 5.1 is shown in the table 1 below, with relevant text shaded. This table is taken from Table 2.1 of AS2021 and outlines the acceptability of certain building types in different ANEF contours.

Building Type	Forecast noise exposure level (ANEF)			
	Less than 20	20 to 25	25 to 30	30 to 35
House, home unit, flat, caravan park	Acceptable	Conditionally Acceptable	Unacceptable	Unacceptable
School, university	Acceptable	Conditionally Acceptable	Unacceptable	Unacceptable
Light Industrial	Acceptable	Acceptable	Acceptable	Conditionally Acceptable

Table 1 – Assessment of SPP 5.1

All building types proposed under this Structure Plan are listed as 'Acceptable' in SPP 5.1.

National Airports Safeguarding Framework (NASF)

Using the National Aviation Safeguarding Framework (NASF) recognised 'noise above' contours the subject area will experience up to:

- 50-100 aircraft noise events above 65 decibels across an average day, refer Attachment 2, and
- 10-20 aircraft noise events above 60 decibels across an average night (11pm to 6am); refer to Attachment3.

It is worth noting the area will receive a significant number of additional aircraft noise events at levels less than the 65 decibels (day) and 60 decibels (night) triggers, and these noise events may also cause annoyance to some people.

A summary of Guideline A is provided in Table 2 below, and the applicable requirements for the subject proposal are highlighted:

	Within ANEF 20 contour	Within 50+ N65 contour	Within 6+ N60 contour
Rezoning Greenfield areas to permit noise sensitive uses	Prohibit	Avoid permitting	Avoid permitting
Rezoning Brownfield areas to permit noise sensitive uses	Require Insulation Require Notification on Title	**Require Insulation** **Require disclosure to future users**	**Require Insulation** **Require disclosure to future users**
Development Applications for noise sensitive uses within existing zoned land	Require Insulation Require Notification on Title	Require Insulation Require disclosure to future users	Require Insulation Require disclosure to future users

Table 2 – Assessment of NASF Guideline A

Notes

1. Insulation is to be in accordance with *Australian Standard AS2021:2015 Acoustics – Aircraft Noise Intrusion – Building Siting and Construction*.
2. 'Avoid permitting' equates to a general position of objecting to the proposal.
3. 'Neither support/object' is used as a position as the proposal's suitability is dependent on a Strategic Planning assessment based on specific Local and State Government circumstances. Perth Airport's assessment relates only to aircraft noise.
4. The '+6 N60' contour is present across significant areas surrounding Perth Airport. As a result, Perth Airport will consider the suitability of development within this contour on a case-by-case basis.
5. Perth Airport has interpreted 'disclosure for future user' as being the inclusion of an advice note on an approval which details aircraft noise information, as opposed to the imposition of a condition requiring a Notification on the Certificate of Title (which is otherwise covered under SPP 5.1).

50-100 N65 and 10-20 N60 aircraft noise events will be experienced in the southern portion of the area (primarily in Precincts B, D, E, F). This meets the trigger within NASF Guideline A and therefore insulation is recommended for proposed the noise sensitive land uses (i. e. residential) within those contours.

The proposed Primary School is located within a 20-50 N65 contour and insulation is not required under the NASF. However, given the sensitive nature of the land use and the impacts aircraft noise can have on learning activities, it is suggested this is still carefully considered to be implemented when it comes to designing the school.

The element report which accompanies the proposal states (section 4.3.7, pg. 20) "In respect of applications for the subdivision of land, the City of Kalamunda shall recommend to the Western Australian Planning Commission that a condition be imposed on the grant of subdivision approval for a notification to be placed on the Certificate(s) of Title(s) to advise of Lots affected by potential aircraft noise from the Perth Airport."

This is linked to page 54 of the report which identifies which lots are impacted and subject to the above subdivision condition recommendation; "It is therefore recommended that areas shaded in Figure 4-8 of the Transportation Noise Assessment (Appendix D) (being above the 50 Event N65 contour) consider building insulation and architectural treatments in accordance with Table 4-2 (spatially this applies to south-western portion of the project area)."

This is also backed up by the Lloyd George Acoustics report (pg. 21) which states "for those properties > 50 N65 Events, recommend noise mitigation measures to address aircraft noise."

Perth Airport supports this recommendation, however notes the figures reference the 2020 noise above contours. These have been updated to reflect new modelling undertaken to support Master Plan 2026. The updated N65 50-100 contour has expanded in the structure plan area, therefore a greater number of current (and future subdivided) lots will be impacted. PAPL can provide the GIS datasets to the City to clearly show the extent of the contour, to allow for updates to be made to the Structure Plan documentation.

Table 4-2 in the acoustics report provides specific design recommendations for lots within the +50 N65 contour. Perth Airport supports this and notes the importance for this to be implemented to provide protection for future residents.

Although the structure plan report references the night-time N60 contour, it is not included as a recommendation when considering which impacted future lots should be required to be designed with noise mitigation measures. The N60 is equally as important for residential land uses as the N65 day-time as Perth Airport operates with no curfew, meaning aircraft noise events could be experienced throughout the night-time (11pm-6am) when people are more sensitive to noise.

Perth Airport Recommendation(s):

1. Residential buildings within the N65 50-100 contour and N60 10-20 contour are required to be insulated to AS2021:2015.
2. Notice on Title for lots within the N65 +50 contour and N60 +6 contour.

3. AIRSPACE AND WINDSHEAR ASSESSMENT

The site is located ~2900mm east of the extended centreline of Perth's New Runway, and ~3800m from its threshold. The site's proximity to the runway centrelines is demonstrated in Attachment 4.

The site sits within a key flight corridor for aircraft departing Perth's New Runway. This corridor is for aircraft departing to the east in weather conditions which require a southerly departure direction. Flight corridors are outputs of the preliminary airspace design that was undertaken as part of the New Runway Major Development Plan. Although the final flight path design is yet to be completed by Airservices Australia, the approved preliminary design indicates aircraft may overfly this area with increased frequency once the new runway becomes operational (anticipated in late 2028).

Across this site, the lowest level of Perth Airport's height constraints is at 80m AHD (i.e. 80m above mean sea level). Developments proposed above this elevation must be referred to Perth Airport for assessment. A development above these heights is considered a 'controlled activity' under the APARs and will be subject to assessment by Airservices Australia (ASA) and the Civil Aviation Safety Authority (CASA). Subject to the outcome of these assessments, approval would also be required from the Commonwealth Department of Infrastructure, Transport, Regional Development, Communications, Sports and the Arts. Should approval be granted, it may be subject to conditions requiring obstacle lighting or conspicuous painting schemes. Depending on the height, location and overall elevation, some developments may be prohibited entirely.

Perth Airport is willing to provide advice during the assessment of future development applications and can also provide this advice earlier to inform the design process. Early advice on airspace constraints can be sought by planners, architects and developers via the contact details provided in this letter. Seeking advice at the early stages to inform design is best practise and strongly encouraged by Perth Airport.

Perth Airport Recommendation(s): Proposed structures above 80m AHD must be referred to Perth Airport for assessment.

4. WILDLIFE ATTRACTION ASSESSMENT

The proposed development is located +3km of the airport estate, resulting in a Wildlife Attraction classification of Area B under Guideline C of the NASF (see Attachment 4 and 5). The overarching residential land use is not listed, nor is a primary school, and the light industrial land (e.g. warehouse/office land use) is considered very low risk and does not require any action. The structure plan will formalise some public open spaces, however there will be a net loss in vegetated land as a whole in the structure plan area due to the amount of vegetation that will invariably be cleared to accommodate future residential development. As the public open space will be managed by the City, it is considered appropriate the development as a whole, is classified as a land use requiring monitoring, subject to the below recommendation.

5. LIGHTING

The subject area does not fall within Perth Airport's Lighting Intensity Control Zones.

6. PUBLIC SAFETY AREAS

The subject area does not fall within the Public Safety Area (PSA) contours of either current runways or the proposed new runway at Perth Airport.

7. PLUME RISE RISK FROM STACKS OR VENTS

The application does not propose a vent or stack.

PERTH AIRPORT RECOMMENDATION

The proposal has been assessed against applicable regulations, policies and guidelines. The proposal is Acceptable under SPP 5.1. The NASF Guideline advises land within the higher noise above contour requires noise mitigation and notification measures to protect and inform future residents.

Should the City resolve to approve the proposal, Perth Airport recommends the following conditions and advice notes:

Condition 1: Dwellings shall be constructed with insulation to meet Australian Standard AS2021:2015 Acoustics – Aircraft Noise Intrusion – Building Siting and Construction.

Condition 2: The owner/applicant shall lodge a notification on the Certificate of Title informing current and prospective land owners of aircraft noise impacts.

Condition 3: Proposed structures above 80m AHD must be referred to Perth Airport for assessment.

Advice i: In relation to Conditions 1 and 2, these requirements apply to future lots located within the +50 N65 and +6 N60 contours. The City is advised to contact Perth Airport for the current GIS datasets on 9478 8888 or planning@perthairport.com.au.

Advice ii: In relation to Condition 1, noise mitigation measures are to be in line with those recommended in Lloyd George Acoustics report (Rev D: 14 August 2025).

Advice iii: In relation to Condition 1, although the primary school site is not located in an area which SPP5.1 or the NASF requires building insulation, it is noted future school users will benefit from a noise insulated environment conducive to learning and teaching activities. It is therefore suggested when the school is in the early stages of planning, the design is informed by a site-specific acoustic assessment, and any recommendations are implemented to ensure indoor design sound levels for various activities comply with AS2021.

Advice iv: The City of Kalamunda is encouraged to participate in the Perth Airport Wildlife Hazard Advisory Committee (WHAC) for the purpose of sharing local land-use insights, collaborating on wildlife hazard management strategies, and ensuring alignment with NASF guidelines to reduce aviation safety risks. For further information please contact Perth Airport's Wildlife Specialist on daniel.noble@perthairport.com.au or 9478 8314.

Advice v: Future applications within the Structure Plan area on lots located within the +50 N65 or +6 N60 contours noise above contours shall be referred to Perth Airport to comment.

Advice vi: Although Perth Airport neither supports nor objects to the proposal, this is conditional on the imposition of the recommended conditions provided. Should noise mitigation and notification conditions not be imposed, Perth Airport reserves it's right to object to future development applications.

Summary

Perth Airport appreciates the opportunity to comment, and should you require any additional information, please contact Dean Pettit (Lead Land-Use Planner) on (08) 9478 8438.

Yours sincerely

Jaxon Thomas
General Manager Planning & Design

APPENDIX: SAFEGUARDING ASSESSMENT

1. Background Information

When reviewing applications Perth Airport considers various Regulations, Policies and Guidelines. These include:

- *Airports (Protection of Airspace) Regulations 1996 (C'th) (the APARs),*
- State Planning Policy 5.1 (SPP 5.1),
- National Airports Safeguarding Framework (NASF), and
- Various Civil Aviation Safety Authority (CASA) Regulations, advisories and standards.

The NASF is a national land use planning framework that aims to:

- improve community amenity by minimising aircraft noise-sensitive developments near airports; and
- improve safety outcomes by ensuring aviation safety requirements are recognised in land use planning decisions through guidelines being adopted by jurisdictions.

The NASF is developed by the National Airports Safeguarding Advisory Group (NASAG), which is comprised of comprising of Commonwealth and State Government planning and transport Departments and Authorities. The NASF contains nine guideline documents which assist in achieving the listed aims:

- Guideline A: Measures for Managing the Impacts of Aircraft Noise
- Guideline B: Managing the Risk of Building Generated Windshear and Turbulence at Airports
- Guideline C: Managing the Risk of Wildlife Strikes in the Vicinity of Airports
- Guideline D: Managing the Risk of Wind Turbine Farms as Physical Obstacles to Air Navigation
- Guideline E: Managing the Risk of Distractions to Pilots from Lighting in the Vicinity of Airports
- Guideline F: Managing the Risk of Intrusions into the Protected Airspace of Airports
- Guideline G: Protecting Aviation Facilities – Communications, Navigation and Surveillance (CNS)
- Guideline H: Protecting Strategically Important Helicopter Landing Sites
- Guideline I: Public Safety Areas

The NASF is available at: https://www.infrastructure.gov.au/infrastructure-transport-vehicles/aviation/aviation-safety/aviation-environmental-issues/national-airports-safeguarding-framework/national-airports-safeguarding-framework-principles-and-guidelines

2. Aircraft Noise

State Planning Policy 5.1 – Land Use Planning in the Vicinity of Perth Airport (SPP 5.1) is the key statutory document available in Western Australia for assessing and planning for land uses in aircraft noise affected areas. This document is predicated on the endorsed Australian Noise Exposure Forecast (ANEF) contours to determine what density of residential development can be approved, and under what conditions. SPP 5.1 does not apply retrospectively, in that, it does not affect a landowner's existing use of land and its application is triggered only when development is proposed on land subject to ANEF contours.

Additionally, the National Airports Safeguarding Advisory Group (NASAG), comprising of Commonwealth and State Government planning and transport Departments and Authorities, has developed the 'National Airports Safeguarding Framework.' The NASF is a national land use planning framework that aims to:

- improve community amenity by minimising aircraft noise-sensitive developments near airports; and
- improve safety outcomes by ensuring aviation safety requirements are recognised in land use planning decisions through guidelines being adopted by jurisdictions.

The NASF contains nine guideline documents which assist in achieving the listed aims. Guideline A of the framework is titled '*Measures for Managing Impacts of Aircraft Noise*' and specifically addresses the suitability of different development scenarios in aircraft noise affected areas. All levels of decision makers, including Local Governments, are encouraged to review and take guidance from the framework and consider it as part of their assessment.

Guideline A uses "noise above" contours as its reference, which relate to the specific number of events that a decibel level is exceeded. The N65 is a 'noise above' metric, and is produced because the ANEF is not well suited to conveying aircraft noise exposure to the community, as over-flight frequency and the sound level of single events (typically two factors that determine how a person will react to noise) are not clearly translated by the ANEF system. Perth Airport produces the N65 daytime and N60 night-time, which demonstrates the likely effect of aircraft noise exposure on an area or a development, at the ultimate airfield capacity. The N65 and N60 are publicly available on the Aircraft Noise Information Portal, viewable from Perth Airport's website.

Noise at 65dBA is disruptive to a normal conversation even inside a building and will be unacceptable to most people.

The lower threshold of 60dBA was chosen to reflect people's increased sensitivity to noise in this evening period.

The NASF is consistent with SPP 5.1, in that it aims to ensure residents and prospective residents are sufficiently informed regarding aircraft noise. Although both documents are considered and referenced in this response, SPP 5.1 is ultimately the prevailing document used in Western Australia.

3. Airspace and Windshear

Height constraints existing over the site protect aircraft operations, and communications, navigations and surveillance signals (e.g. radar). These constraints have legal protection under the Airports (Protection of Airspace) Regulations 1996 (C'th) (APARs).

Perth Airport has assessed the proposal against the Perth Airport airspace protected under the Airports (Protection of Airspace) Regulations 1996 (C'th) (the APARs).

Cranes used in the construction are a height consideration. Cranes are generally assessed separately, closer to construction, when accurate information regarding crane operating heights and locations are available. Information regarding the Perth Airport crane assessment and permit process is available at perthairport.com.au. Alternatively, Perth Airport would encourage the City and/or the proponent to contact the airport's Airspace line on 6278 8122.

4. Wildlife Attraction

Wildlife strikes occur when wildlife collides with an operational aircraft. Wildlife strikes and wildlife avoidance manoeuvres can cause injuries, fatalities, aircraft damage and operational delays. It is important to take action to minimise the risks posed by wildlife strikes to protect aviation operations and the community.

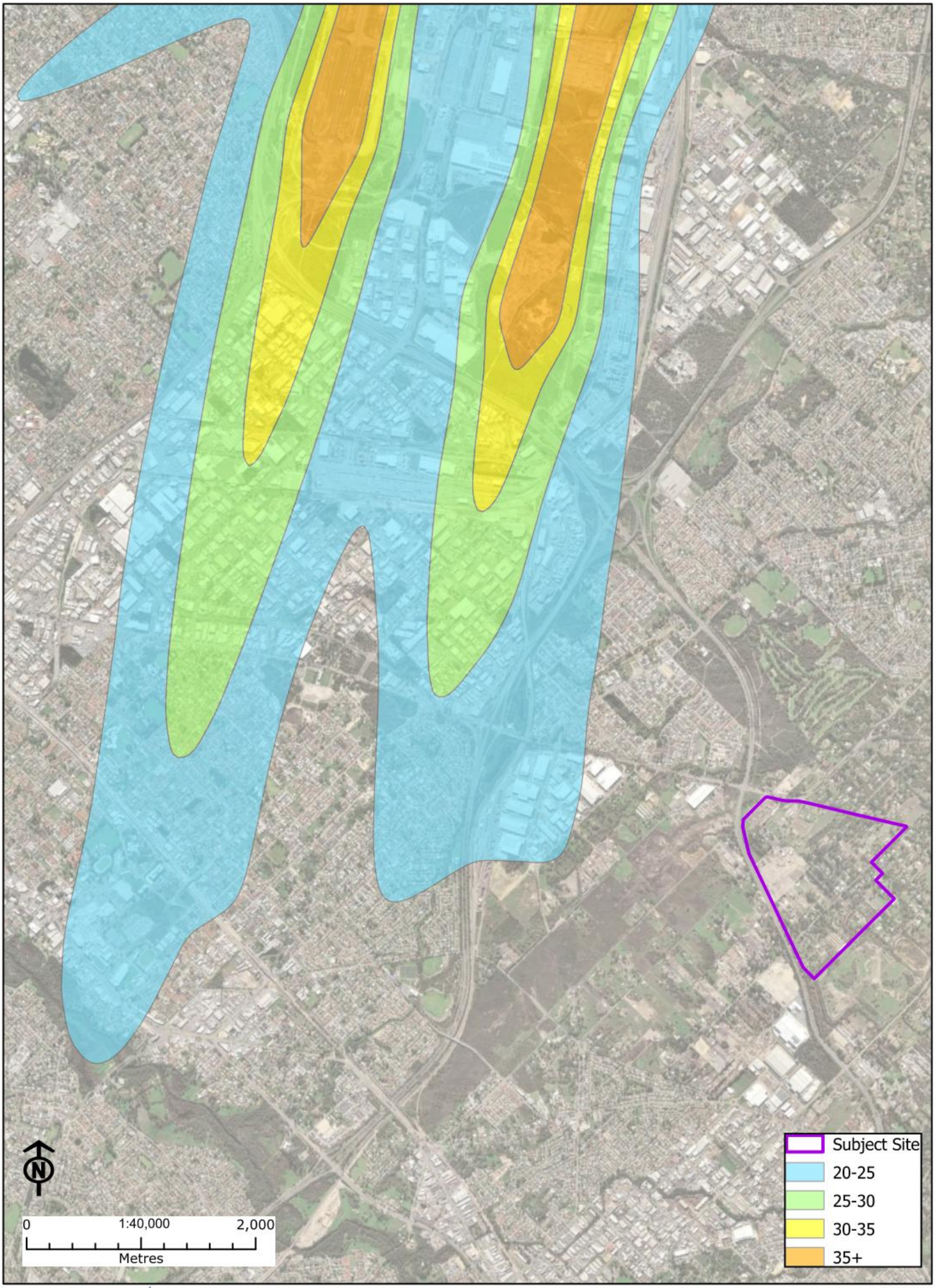
Most wildlife strikes occur on, and in the vicinity of airports, where aircraft fly at lower elevations. Wildlife attracted to land uses around airports can migrate onto the airport or across flight paths, increasing the risk of strikes. It is not just land uses themselves that attract wildlife in this way; land-uses that attract vermin and other prey animals to the vicinity of airports can attract birds of prey.

Guideline C lists contains a Wildlife Hazard Management Action Table which lists land-uses and categorises each as incompatible, requiring monitoring or mitigation depending on their location to the airport (within 3km, 8km and 13km). Recommendations on actions are listed depending on whether the land use is existing or proposed.

Incompatible land-uses represent an unacceptable risk to aviation and must not be approved. Perth Airport will object to such proposals.

Developments categorised as requiring mitigation should be assessed by a wildlife hazard expert and potential wildlife attractants be suitably mitigated either before the development is approved or as a condition of the approval. Such mitigation may include the strict management of waste and food storage, netting of significant water sources or areas under eaves where birds may nest or roost and the use of bird spikes. Where approved, information regarding the development should be provided to Perth Airport and it may be included in future monitoring activity undertaken by Perth Airport. The proponent must cooperate with any required monitoring activities. Perth Airport may still object to some land-uses in this category depending on the monitoring workload it represents.

If a development is categorised as requiring monitoring, information regarding the development should be provided to Perth Airport so it can be included in future monitoring activity undertaken by Perth Airport. Perth Airport may still object to some land-uses in this category depending on the monitoring workload it represents.



Perth Airport

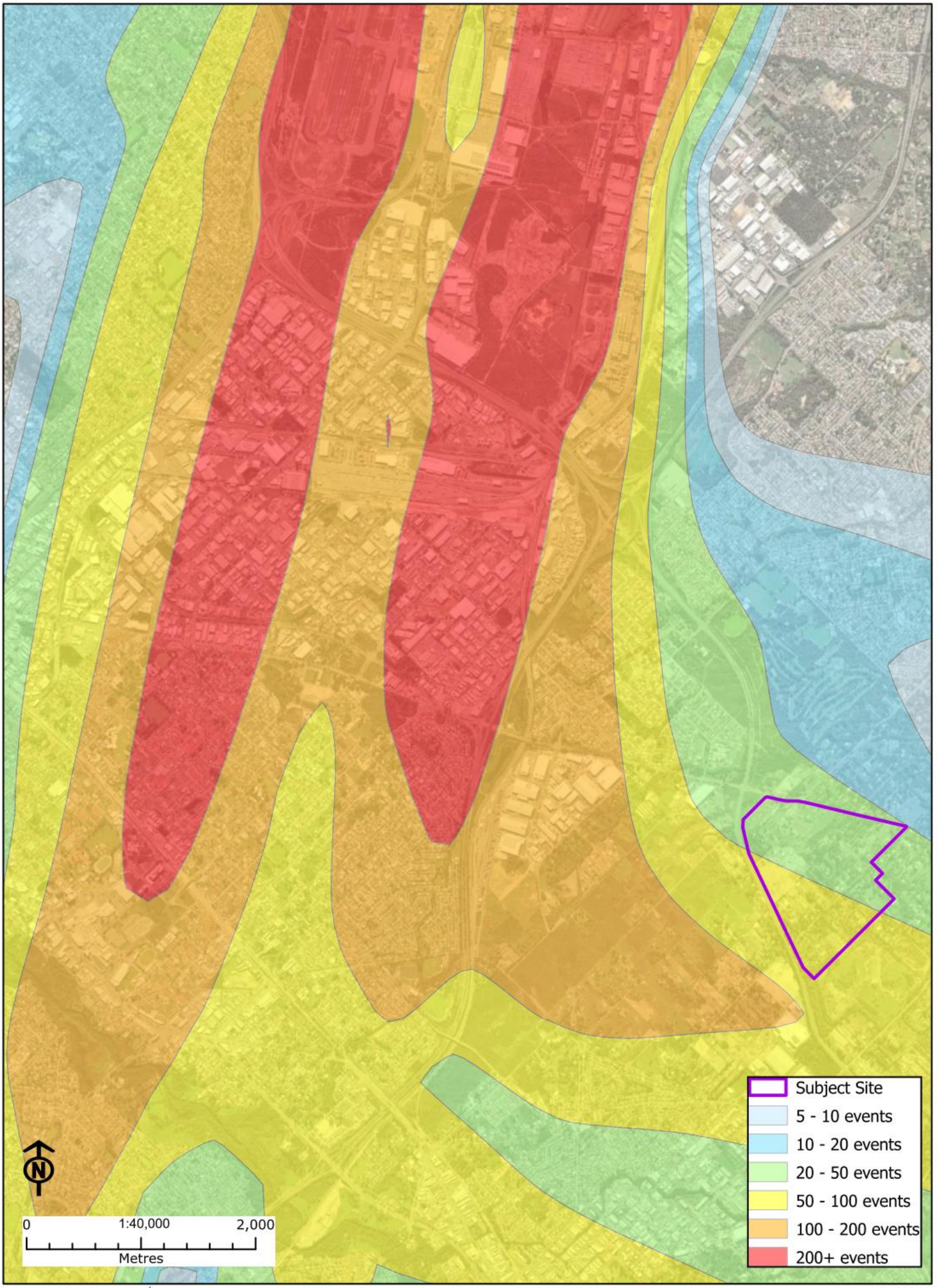
Note: Drawing is not an official document WORKING PLAN ONLY

Attachment 1 - Wattle Grove South Local Structure Plan (PG-DEV-067)

Subject site with reference to 2026 Ultimate ANEF.

Date: 19/11/2025

A4



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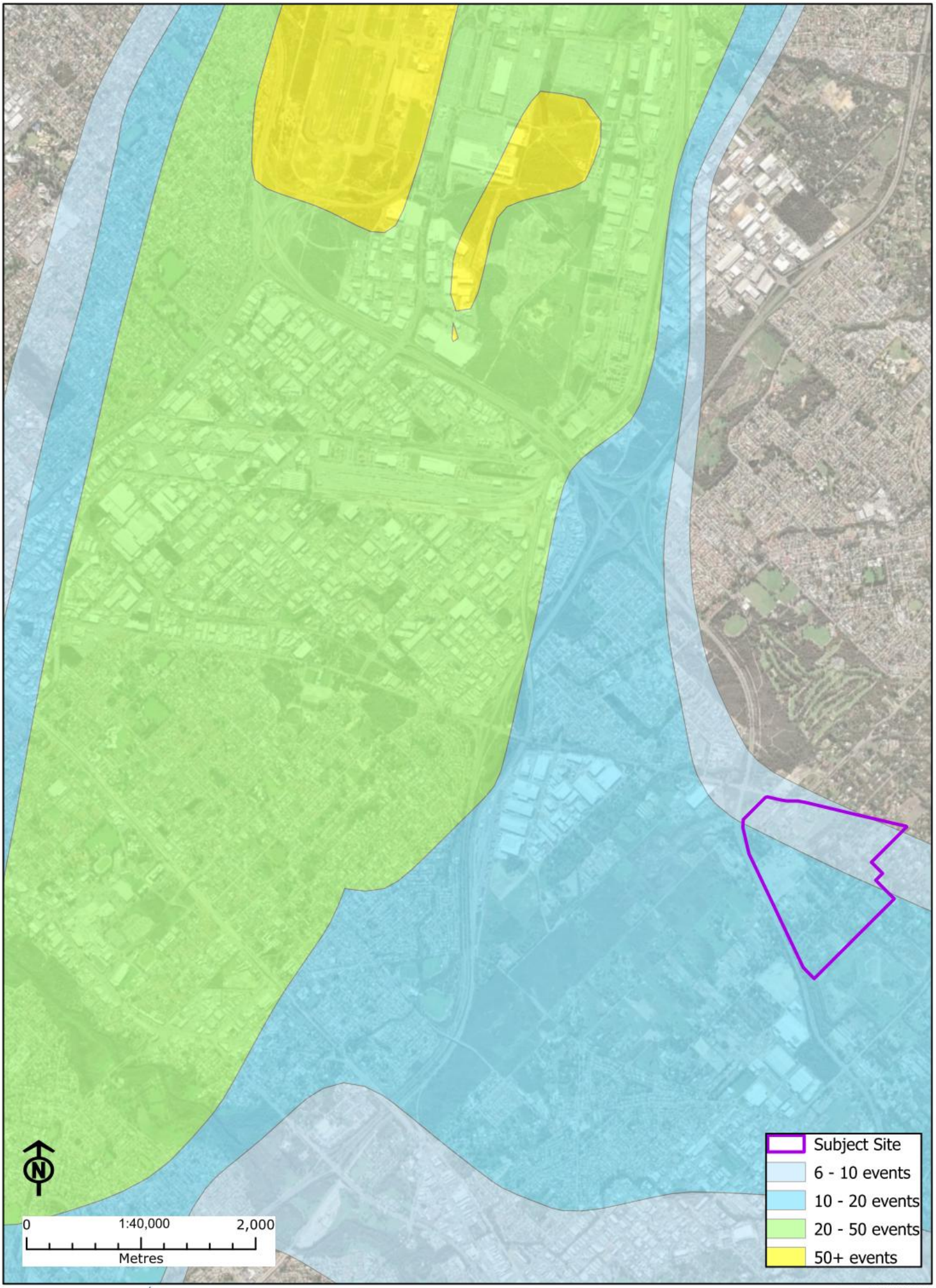
Attachment 2 - Wattle Grove South Local Structure Plan (PG-DEV-067)

2026 N65. Average number of aircraft noise events exceeding 65dBA across an average day once the airport is at its ultimate capacity. Refer NASF Guideline A.

Date: 19/11/2025

A4



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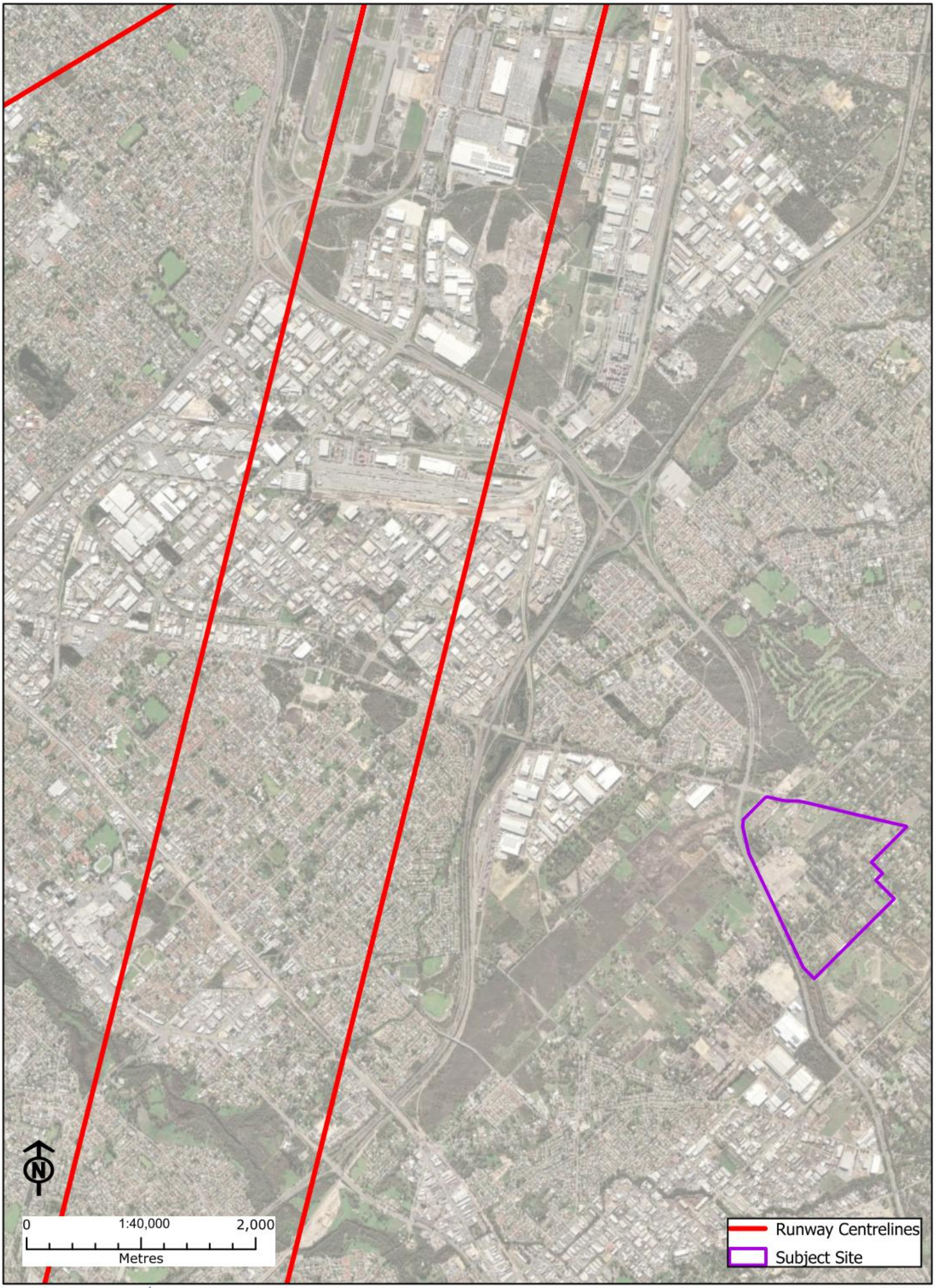
Attachment 3 - Wattle Grove South Local Structure Plan (PG-DEV-067)

2026 N60 night-time. Average number of aircraft noise events exceeding 60dBA across an average night(11pm-6am) once the airport is at its ultimate capacity. Refer NASF Guideline A.

Date: 19/11/2025

A4



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Attachment 4 - Wattle Grove South Local Structure Plan (PG-DEV-067)

Proximity of extended runway centrelines to subject site.

Date: 19/11/2025

A4