



City of Kalamunda
Local Planning Scheme No. 3

Amendment No. 119

The amendment proposes to update the City of Kalamunda Scheme Maps to reflect the new ANEF contours in line with the changes made in the Perth Airport Draft Master Plan 2026.

FORM 2A

Planning and Development Act 2005
RESOLUTION TO **ADOPT** AMENDMENT
TO LOCAL PLANNING SCHEME

*City of Kalamunda Local Planning Scheme No.3
Amendment No. 119*

Resolved that the Local Government pursuant to section 75 of the *Planning and Development Act 2005*, amend the above Local Planning Scheme by:

1. In Scheme Map 01 – Kalamunda High Wycombe Locality
 - A. Amend SC3 – SCA 20 ANEF contour to reflect updated contours as per Perth Airport Draft Master Plan 2026
2. In Scheme Map 02 – Maida Vale Locality
 - A. Amend SC3 – SCA 20 ANEF contour to reflect updated contours as per Perth Airport Draft Master Plan 2026
3. In Scheme Map 04 – Forrestfield Locality West
 - A. Amend SC3 – SCA 20 ANEF contour to reflect updated contours as per Perth Airport Draft Master Plan 2026

The amendment is **standard** under the provisions of Regulation 35(2) of the *Planning and Development (Local Planning Schemes) Regulations 2015* for the following reasons:

- The proposed amendment that has minimal impact on land in the scheme area that is not the subject of the amendment;
- The proposed amendment does not result in any significant environmental, social, economic or governance impacts on land in the scheme area;
- The proposed amendment is not a complex or basic amendment.

Dated this _____ day of _____ 20__

(Chief Executive Officer)

Scheme Amendment Report

1. Introduction

The purpose of this amendment is to update the City of Kalamunda Local Planning Scheme No.3 (LPS3) to reflect the revised Australian Noise Exposure Forecast (ANEF) contours on land within the City, as per the Perth Airport Draft Masterplan 2026. These updated contours have been endorsed by Airservices Australia and therefore should be updated in the City of Kalamunda Scheme Maps.

Updating the Scheme ensures alignment with the most current aircraft noise forecasting and supports consistent application of State Planning Policy 5.1 *Land use planning in the vicinity of Perth Airport*.

This amendment is being progressed as a *standard* amendment. Portions of the revised ANEF contours will have a greater impact on some existing land holdings and result in the introduction of additional areas of noise exposure.

Initiating this amendment will ensure that the maps within City's planning scheme accurately capture aircraft noise complaints, support informed decision making for noise sensitive and compatible land uses, and maintains compliance with the state's planning expectations. The following report outlines the background, rationale and implications of incorporating the updated ANEF contours into LPS3.

2. Background

The ANEF system is the nationally recognised framework used to measure and forecast aircraft noise exposure around airports and aerodromes.

ANEF mapping provides contour lines that depict aircraft noise levels expected over an average year based on projected runway use, flight paths, aircraft types and the anticipated frequency of aircraft movements.

Perth Airport prepares a Master Plan every five years to outline a 20-year strategic vision for the airport site, including how the ultimate development potential of the airport could be realised. A copy of the current ANEF can be found on the Perth Airport website and is a requirement of the [Airports Act 1996](#).

The ANEF contours associated with the Draft Master Plan 2026 have now been endorsed by Airservices Australia and will shortly be reflected in the DPLH's mapping system (PlanWA). The updated ANEF contours 2026 differ from the existing ANEF contours 2020. Therefore, the City is progressing this scheme amendment to reflect the updated ANEF contours, and it has been recommended that the City advises affected landowners of the changes.

Residential and industrial areas of High Wycombe, Wattle Grove and Forrestfield are affected by 20 to 25 ANEF and therefore subject to the abovementioned policy measures.

3. State Planning Framework

In July 2015, [*State Planning Policy 5.1 – Land Use Planning in the Vicinity of Perth Airport*](#) (SPP5.1) established the strategic planning context for managing aircraft noise impacts in Western Australia (WA). The planning framework aims to ensure that Perth Airport is safeguarded from encroachment by noise-sensitive or otherwise incompatible development, thereby supporting the airport's continued operation and long-term growth. It also seeks to minimise the impacts of aircraft noise on both existing and future communities located within affected areas.

The objectives of SPP 5.1 are:

- Protect Perth Airport from unreasonable encroachment by incompatible (noise sensitive) development, to provide for its ongoing development and operation
- Minimise the impact of airport operations on existing and future communities with reference to aircraft noise.

The policy seeks to protect the long-term operation needs of Perth Airport while minimising the impacts of aircraft noise on surrounding communities, requiring planning decisions to reference the ANEF contours.

Aircraft noise exposure is an important land use planning consideration for local governments located within the operational influence of major aviation infrastructure. For the City of Kalamunda, aircraft noise generated by the aircrafts plays a significant role in shaping planning decisions, particularly for residential, community and other noise sensitive land uses.

ANEF values are expressed as 20, 25, 30, 35 and 40, which indicates the increasing levels of aircraft noise exposure. The higher the value the greater the cumulative noise impact.

- Land located less than 20 ANEF is considered to experience low aircraft noise exposure and is suitable for all forms of residential development as most people are not significantly affected.
- Within the 20–25 ANEF band, aircraft noise may be noticeable and new residential development may still be considered, though typically with the inclusion of noise insulation and careful assessment for sensitive uses such as schools and hospitals.
- Noise exposure becomes more pronounced within the 25–30 ANEF range, where residential development is generally not recommended, although commercial and industrial uses may still be appropriate.
- Areas within the 30–35 ANEF contour experience high levels of aircraft noise and are generally unsuitable for residential uses, being more appropriately allocated to industrial or airport-related activities.

- At 35 ANEF and above, noise exposure is very high, resulting in residential development being prohibited and only aviation-related or robust industrial uses considered appropriate.

The below Table 1, extracted directly from SPP5.1, displays land use typologies which are considered acceptable within each of the ANEF levels based on their sensitivity to noise levels. For example, land uses such as houses, home units, flats and caravan parks are only acceptable where ANEF is less than 20 and conditionally acceptable in 20 to 25 ANEF. Less sensitive land uses such as light or other industrial are acceptable or conditionally acceptable where ANEF reaches up to 35 as these land uses are not affected as adversely by high aircraft noise levels.

Table 1: Building site acceptability – reproduced from SPP 5.1

Building site acceptability				
<i>(Adapted from AS2021, Table 2.1: Building Site Acceptability Based on ANEF Zones)</i>				
Building type	Forecast noise exposure level (ANEF)			
	less than 20 ANEF (Note 1)	20 to 25 ANEF (Note 2)	25 to 30 ANEF	30 to 35 ANEF
House, home unit, flat, caravan park	Acceptable	Conditionally Acceptable	Unacceptable (Note 4) (Note 5)	Unacceptable (Note 4) (Note 5)
School, university	Acceptable	Conditionally Acceptable	Unacceptable (Note 4) (Note 5)	Unacceptable (Note 4) (Note 5)
Hospital, nursing home	Acceptable	Conditionally Acceptable	Unacceptable (Note 4) (Note 5)	Unacceptable (Note 4) (Note 5)
Hotel, motel, hostel	Acceptable	Acceptable	Conditionally Acceptable	Unacceptable (Note 4) (Note 5)
Public building	Acceptable	Conditionally Acceptable	Conditionally Acceptable	Unacceptable (Note 4) (Note 5)
Commercial building	Acceptable	Acceptable	Conditionally Acceptable	Conditionally Acceptable
Light Industrial	Acceptable	Acceptable	Acceptable	Conditionally Acceptable
Other industrial	Acceptable	Acceptable	Acceptable	Acceptable

4. Local Planning Context

[City of Kalamunda Strategy 2010](#)

The City of Kalamunda Local Planning Strategy 2010 refers to the growth of Perth Airport having significant impacts on the demand for housing in the adjoining residential areas, including High Wycombe, Forrestfield and Wattle Grove. As the commercial expansion of Perth Airport continues, these areas will continue to be affected by increased related noise which will require monitoring and relevant planning interventions by the City.

The decreased impact from the 2026 ANEF contours as compared to the 2020 contours portions of the residential areas of High Wycombe provide an opportunity for the City to consider an increase residential density in this area through the new planning strategy and scheme, as these lots are no longer burdened by excessive aircraft noise. This will be taken into consideration through the review of the new Local Planning Strategy and Scheme.

[City of Kalamunda Local Planning Scheme No. 3](#)

The City of Kalamunda LPS3 contains provisions relating to areas subject to aircraft noise. These provisions are intended to ensure development within ANEF affected areas is appropriately located, designed and constructed to mitigate aircraft noise impacts and protect future occupants, consistent with recognised aircraft noise planning guidelines. This not only protects the future amenity of ANEF affected communities, but also airport operations, by preventing inappropriate encroachment into areas affected by airport noise.

Section 5.21 ‘Areas Subject to Aircraft Noise’ of LPS3 outlines provisions which relate to guidance for development in areas subject to aircraft noise in excess of ANEF 20 to ensure future development incorporate appropriate noise attenuation measures and for subdivision applications to ensure memorials are placed on titles to advice landowners of the potential impact of aircraft. Section 5.21 may be applied in relation to the proposed changes of ANEF contours on the Scheme Maps, as changes to the contours may result in additional lots or future subdivisions being impacted by airport noise.

Section 6.1 ‘Operation of Special Control Areas’ of LPS 3 requires that areas in excess of 20 ANEF be shown on the Scheme Map as SC3. The Scheme Map must therefore be amended to reflect the new ANEF contours that have been endorsed.

[Planning and Development \(Local Planning Schemes\) Regulations 2015](#) (LPS Regulations)

The amendment has been prepared as a standard amendment under the provisions of Regulation 35(2) of the LPS Regulations for the following reasons:

- The proposed amendment that has minimal impact on land in the scheme area that is not the subject of the amendment;
- The proposed amendment does not result in any significant environmental, social, economic or governance impacts on land in the scheme area;
- The proposed amendment is not a complex or basic amendment.

5. Changes to ANEF contours within each locality

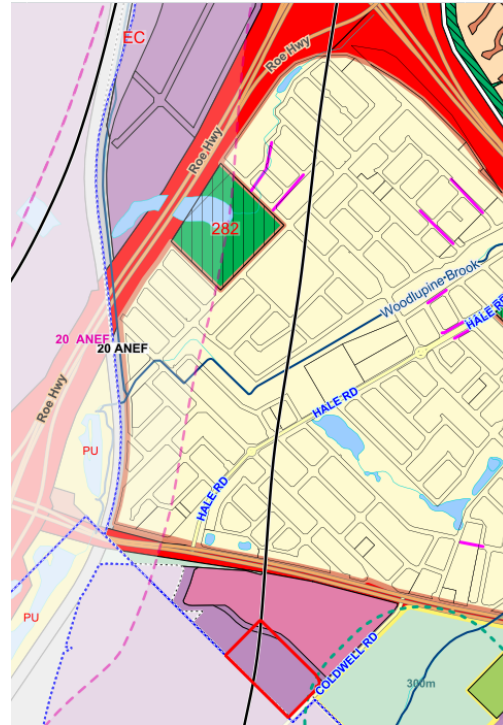
Description of changes	Supporting Image (Intramaps) Pink dashed line – 2020 ANEF contour Black solid line – 2026 ANEF contour
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South Residential – Wattle Grove

The 2026 20 ANEF contour has been extended further into the residential area of Wattle Grove, impacting a greater amount of Wattle Grove residents as compared to the 2020 contour.

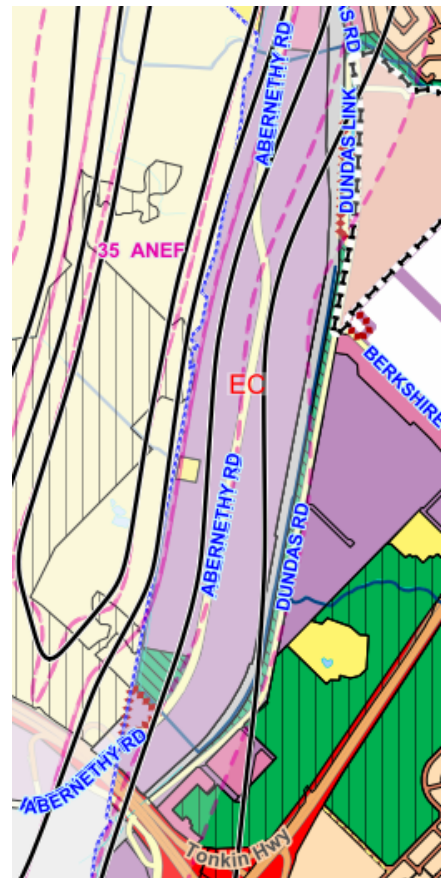
South Industrial – Wattle Grove

The 2026 20 ANEF contour has also extended further into the southern General and Light industry zones.



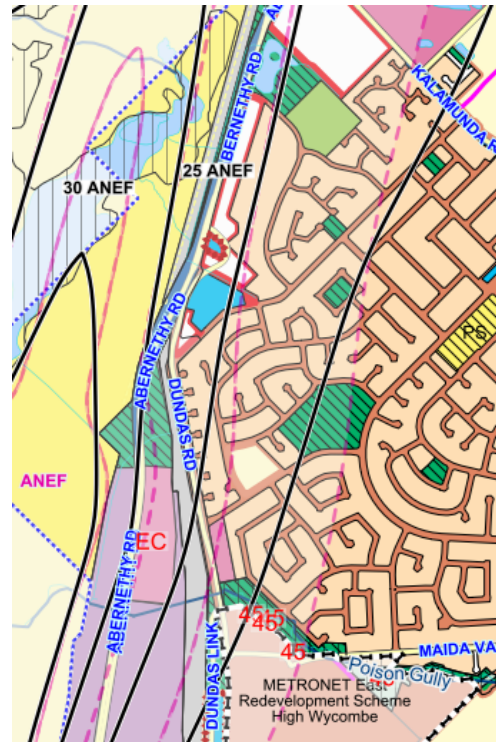
Central Industrial – Forrestfield and High Wycombe

Whilst there are some minor changes between the 2020 and 2026 contours, the major land use in this area is light to heavy industry which is less sensitive to aircraft noise levels. Overall, there is a lesser impact on this area, with the main increased impact being towards the south over a light industrial and Bush Forever site (NO. 319).



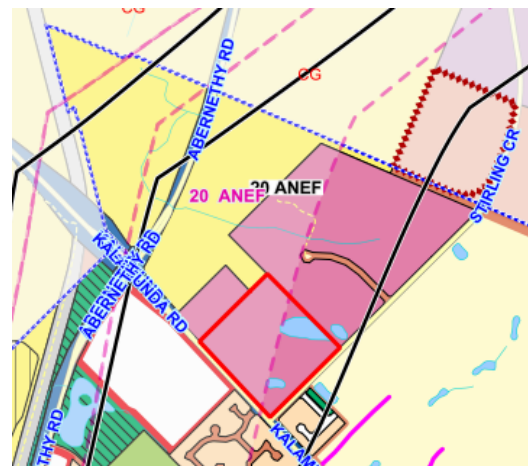
North Residential – High Wycombe

Overall, there is a slightly lesser impact in High Wycombe, with fewer residences affected by the 25 ANEF zone indicated by the solid pink line. An increased number of residences are affected by the 2026 20 ANEF in the northern portion of High Wycombe, whilst less are affected in the south residential area. Overall there is a lesser impact in High Wycombe.



North Industrial - Hatch Court Light Industrial Area (HCLIA)

Impacts to HCLIA are notable, with the 2026 20 ANEF contour incorporating the majority of this area, as opposed to the 2020 20 ANEF contour which only covers closer to half of the area.



Overall

The 2026 ANEF contours indicate a shift in aircraft noise impacts across the City of Kalamunda, with notable residential implications. In Wattle Grove, the extension of the 2026 20 ANEF Contour further into the residential area results in a greater number of residents being affected compared to the 2020 contour. The southern industrial area also experiences a notable increase in aircraft noise exposure, however the impacts on industrial areas are not considered to be as great.

The central industrial zone experiences relatively minor changes between the 2020 and 2026 contours, and due to the predominance of light to heavy industrial land uses the impacts are considered lower. Notable effects in this area are concentrated toward the southern light industrial zone and adjacent Bush Forever Site (No. 319).

In High Wycombe, the impact is slightly reduced with fewer residences affected by the 25 ANEF zone as per the 2026 contour. There is, however, a change to the residents that will be impacted, with a greater impact in the northern portion of High Wycombe in comparison to reduced impacts in the south of the suburb. Additionally, there is a greater impact to HCLIA, an industrial portion of High Wycombe. With all this in mind, it is concluded that there is an overall increased impact on the areas within the City of Kalamunda from the 2026 ANEF contours as compared to the 2020 ANEF contours.

6. Conclusion

The proposed Scheme Amendment ensures the City of Kalamunda LPS3 maps accurately reflect the updated ANEF contours adopted as part of the Perth Airport Draft Master Plan 2026. Aligning the Scheme with the most current aircraft noise modelling provides greater clarity and certainty for land use planning, development assessment, subdivision and community expectations within noise-affected areas. It also provides an opportunity for the City to increase residential density in residential areas that have a reduced impact as a result of the updated ANEF contours.

By incorporating the revised ANEF contours into the Scheme Maps, the City can better manage potential land use conflicts and support informed decision making for future development. The amendment is therefore considered a necessary and appropriate update to the Scheme, improving its accuracy, relevance, and alignment with the City's planning framework.

Planning and Development Act 2005
RESOLUTION TO AMEND LOCAL PLANNING SCHEME

City of Kalamunda Local Planning Scheme No.3
Amendment No. 119 – Australian Noise Exposure Forecast Contour Update

Resolved that the Local Government pursuant to section 75 of the *Planning and Development Act 2005*, amend the above Local Planning Scheme by:

1. In Scheme Map 01 – Kalamunda High Wycombe Locality
 - a. Amend SC3 – SCA 20 ANEF contour to reflect updated contours as per Perth Airport Draft Master Plan 2026

2. In Scheme Map 02 – Maida Vale Locality
 - a. Amend SC3 – SCA 20 ANEF contour to reflect updated contours as per Perth Airport Draft Master Plan 2026

3. In Scheme Map 04 – Forrestfield Locality West
 - a. Amend SC3 – SCA 20 ANEF contour to reflect updated contours as per Perth Airport Draft Master Plan 2026

FORM 6A

COUNCIL ADOPTION

This [STANDARD] Amendment was adopted by resolution of the Council of the [LOCAL GOVERNMENT] at the [NAME] Meeting of the Council held on the [day] day of [month], 20[year].

.....

MAYOR/SHIRE PRESIDENT

.....

CHIEF EXECUTIVE OFFICER

COUNCIL RESOLUTION TO ADVERTISE

by resolution of the Council of the [LOCAL GOVERNMENT] at the [NAME] Meeting of the Council held on the [day] day of [month], 20[year], proceed to advertise this Amendment.

.....

MAYOR/SHIRE PRESIDENT

.....

CHIEF EXECUTIVE OFFICER

COUNCIL RECOMMENDATION

This Amendment is recommended [for support/ not to be supported] by resolution of the [LOCAL GOVERNMENT] at the [NAME] Meeting of the Council held on the [number] day of [month], 20[year] and the Common Seal of the [LOCAL GOVERNMENT] was hereunto affixed by the authority of a resolution of the Council in the presence of:

.....

MAYOR/SHIRE PRESIDENT

.....

CHIEF EXECUTIVE OFFICER

WAPC ENDORSEMENT (r.63)

.....

DELEGATED UNDER S.16 OF THE P&D ACT 2005

DATE.....

FORM 6A - CONTINUED

APPROVAL GRANTED

.....

MINISTER FOR PLANNING

DATE.....