



City of Swan

Local Planning Scheme No.17

Amendment No. 239

To update the scheme's aircraft noise exposure special control area mapping for Perth Airport,
with the latest ANEF mapping endorsed by the aviation regulator

Planning and Development Act 2005

RESOLUTION TO PREPARE AMENDMENT TO LOCAL PLANNING SCHEME

City of Swan Local Planning Scheme No.17 Amendment No.239

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

- a. Amend the Scheme Maps so that the Aircraft Noise Exposure Special Control Area for Perth Airport is consistent with the endorsed 2026 Perth Airport Australian Noise Exposure Forecast (ANEF) contour mapping for land affected by the 20 and above ANEF noise contour.

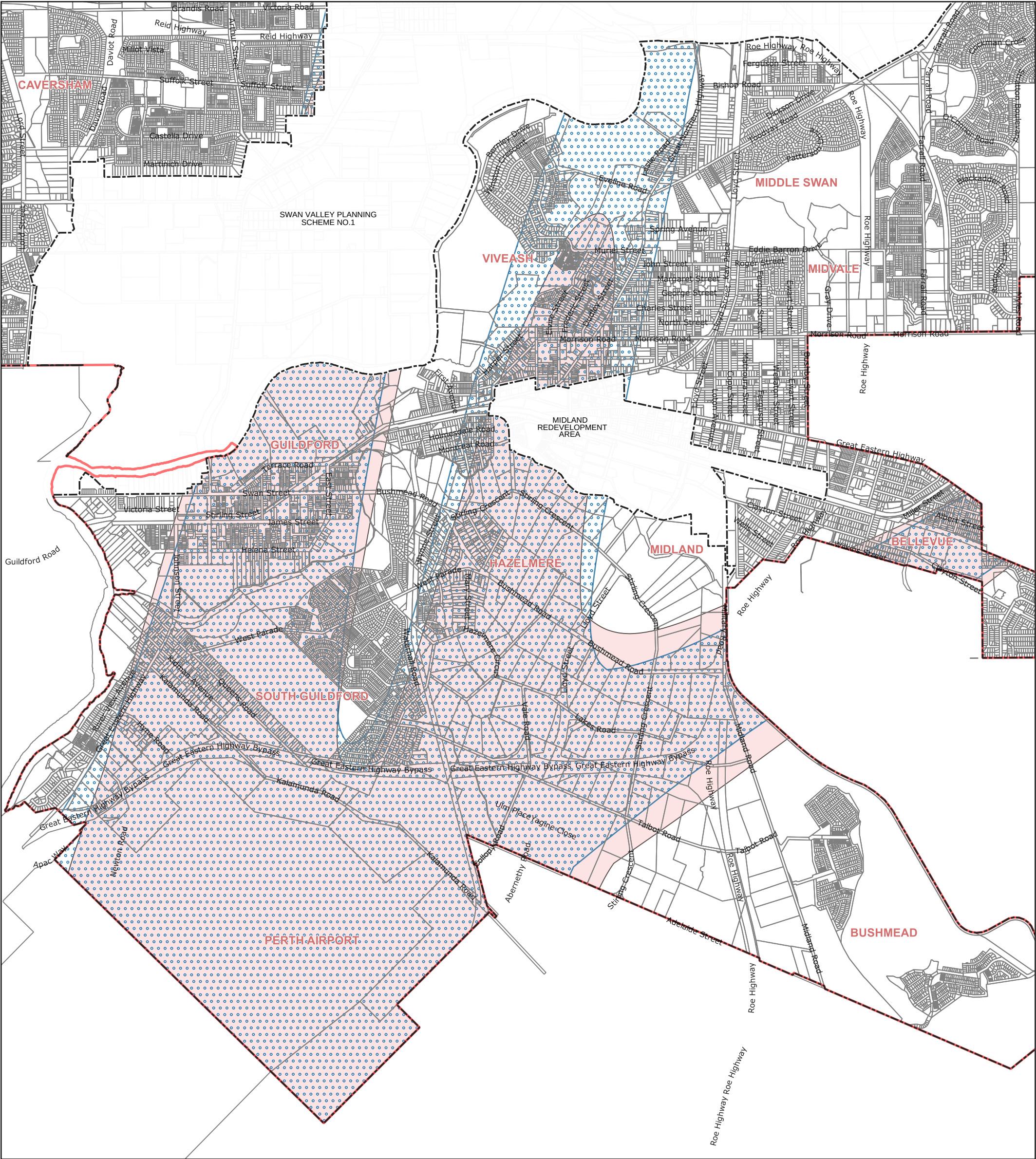
The amendment is _____ standard
under the provisions of the *Planning and Development (Local Planning Schemes)
Regulations 2015* for the following reason(s):

- a. Accept the advice and opinion of the Department of Planning, Lands and Heritage that the proposed mapping changes should not constitute a basic amendment.
- b. It is an amendment that would have minimal impact on land in the scheme area as it implements the planning control requirement of State Planning Policy 5.1 - Land use planning in the vicinity of Perth Airport.
- c. It is an amendment to include a provision in the scheme that requires the ANEF map of State Planning Policy 5.1 to be read as part of the scheme.

Dated _____ 8th day of April, _____ 20 _____ 26

Chief Executive Officer

PROPOSED AMENDMENT No. 239 TO LOCAL PLANNING SCHEME No. 17

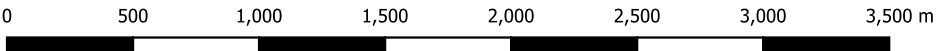


LEGEND

-  MUNICIPAL BOUNDARY
-  SCHEME BOUNDARY

SPECIAL CONTROL AREAS

-  PROPOSED AIRCRAFT NOISE EXPOSURE Special Control Area (ANEF 2026)
-  EXISTING AIRCRAFT NOISE EXPOSURE Special Control Area (ANEF 2020)



Scale 1:30000



February 2026

SCHEME AMENDMENT REPORT

CONTENT PAGE

Local Government	City of Swan
Name of Scheme	Local Planning Scheme No.17
Amendment Number	239
Amendment type	Standard
Proposal (at initiation)	To update the scheme's mapping of Aircraft Noise Exposure Special Control Area for Perth Airport so that it is consistent with the endorsed 2026 contour mapping
City of Swan Ref.	LPS17-239

CONTENT

	Cover Page
Form 2A	Resolution to prepare / adopt amendment Includes Amendment Map ~~Section 83A changes requested by Minister~~
Report	Content and Document Control Pages - Introduction - Site and context analysis - Includes figure (map): Comparison of 2020 and latest Perth Airport ANEF mapping to illustrate changes - State planning framework - Local planning framework - Proposal - Includes figure (map): City staff analysis map of private lots introduced and removed - List of appendices - Executive Summary
Advertised amendment	Key pages that explain how the scheme is changing, as advertised. - Includes instructions (resolution text) on how the scheme is to be amended - as advertised - Includes Amendment Map - as advertised
Form 6A	Signing page

DOCUMENT CONTROL:

Rev.	Summary	By	Date
00	At initiation	City of Swan	21.04.2026

1. INTRODUCTION

1.1 Purpose of amendment

The purpose of proposed Amendment No.239 to City of Swan Local Planning Scheme No.17 is to keep the scheme current and up to date with the latest endorsed mapping of aircraft noise exposure levels associated with Perth Airport.

It proposes to update the scheme's existing Aircraft Noise Exposure Special Control Area mapping (which determines where aircraft noise is of sufficient concern to require planning approval) to match the latest endorsed Perth Airport Australian Noise Exposure Forecast (ANEF) contour maps for areas affected by the 20 ANEF noise contour and above. On 5 February 2026, the Department of Planning, Lands and Heritage (DPLH) advised that local governments should initiate a scheme amendment in a timely manner to update their scheme to reflect this endorsed ANEF mapping. Proposed Amendment No.239 is this necessary but administrative task.

See the advertised amendment pages for the specific details on how the scheme is changing, at the time this Scheme Amendment is advertised for public comment

1.2 Reason for type of amendment

Regulation 35 of the *Planning and Development (Local Planning Schemes) Regulations 2015* requires Council to specify if it considers the proposal to be a basic, standard or complex amendment, which determines how the scheme amendment is processed.

Before initiation, City of Swan staff sought the preliminary advice from the Department of Planning, Lands and Heritage (DPLH) on whether they would be prepared to agree that a simple mapping update can be categorised as a 'basic amendment' (on the grounds the mapping is already endorsed and it is entirely consistent with State Planning Policy 5.1) or if it must be classified as a standard amendment (which requires a minimum 42-day consultation period, on already approved mapping that the City and Council has no authority to refuse or modify). DPLH advised that where the changes introduce new landholdings it should be classified a 'standard amendment'.

On this basis, and for reasons explained in the Form 2A pages of this document, proposed Amendment No.239 is considered 'standard' amendment.

The precise reasons are given in the Form 2A pages at the front of this document.

The 'standard amendment' process entails a 42-day public consultation period following the receipt of comments and consents from the WAPC and the EPA.

2. SITE AND CONTEXT ANALYSIS

Part of Perth Airport extends into the City of Swan and into Local Planning Scheme No.17. While Perth Airport's runways are located south of the City's municipal boundaries, the flight paths do extend over numerous properties in the City of Swan that are the subject of Local Planning Scheme No.17 and people at these properties may experience noise generated by aircraft landing and departing from Perth Airport.

2.1 What exists in the scheme

The 20 and above Australian Noise Exposure Forecast (ANEF) contour has long been used as the benchmark to determine where aircraft noise exposure levels are of sufficient concern to require a planning application. The 20 ANEF boundary is used to determine the boundaries of the scheme's Aircraft Noise Exposure Special Control Area.

The current Aircraft Noise Exposure Special Control Area mapping of Perth Airport aligns with 2020 ANEF mapping endorsed by the relevant regulator Airservices Australia (signed 12 July 2019). It affects numerous properties that are in different ownership in parts of Bellevue, Bushmead, Caversham, Dayton, Guildford, Hazelmere, Koongamia, Middle Swan, Midland, Perth Airport, South Guildford, Viveash and Woodbridge.

2.2 Need for review

Perth Airport operations can and do change over time, and this will see the number of aircraft flying over any area change over time. As such there is the need to review the scheme's Aircraft Noise Exposure Special Control Area as and when the latest mapping is endorsed by the aviation regulator Airservices Australia and accepted by the Department of Planning, Lands and Heritage (DPLH) for use.

2.3 Latest situation

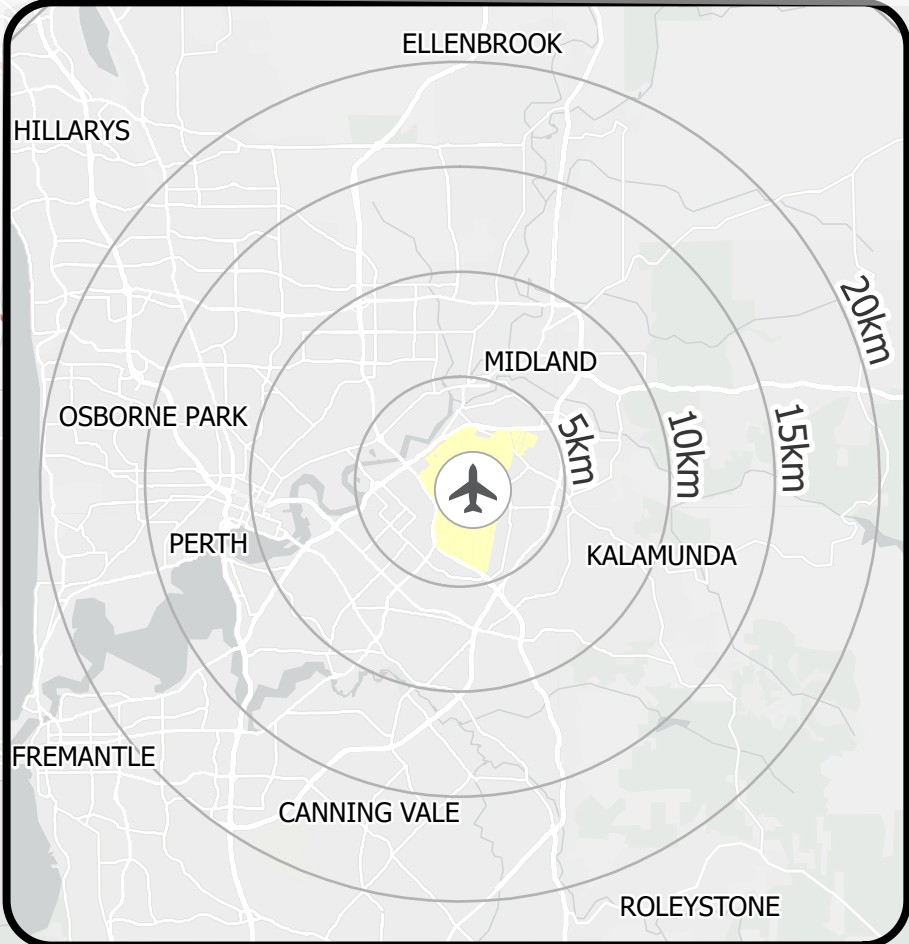
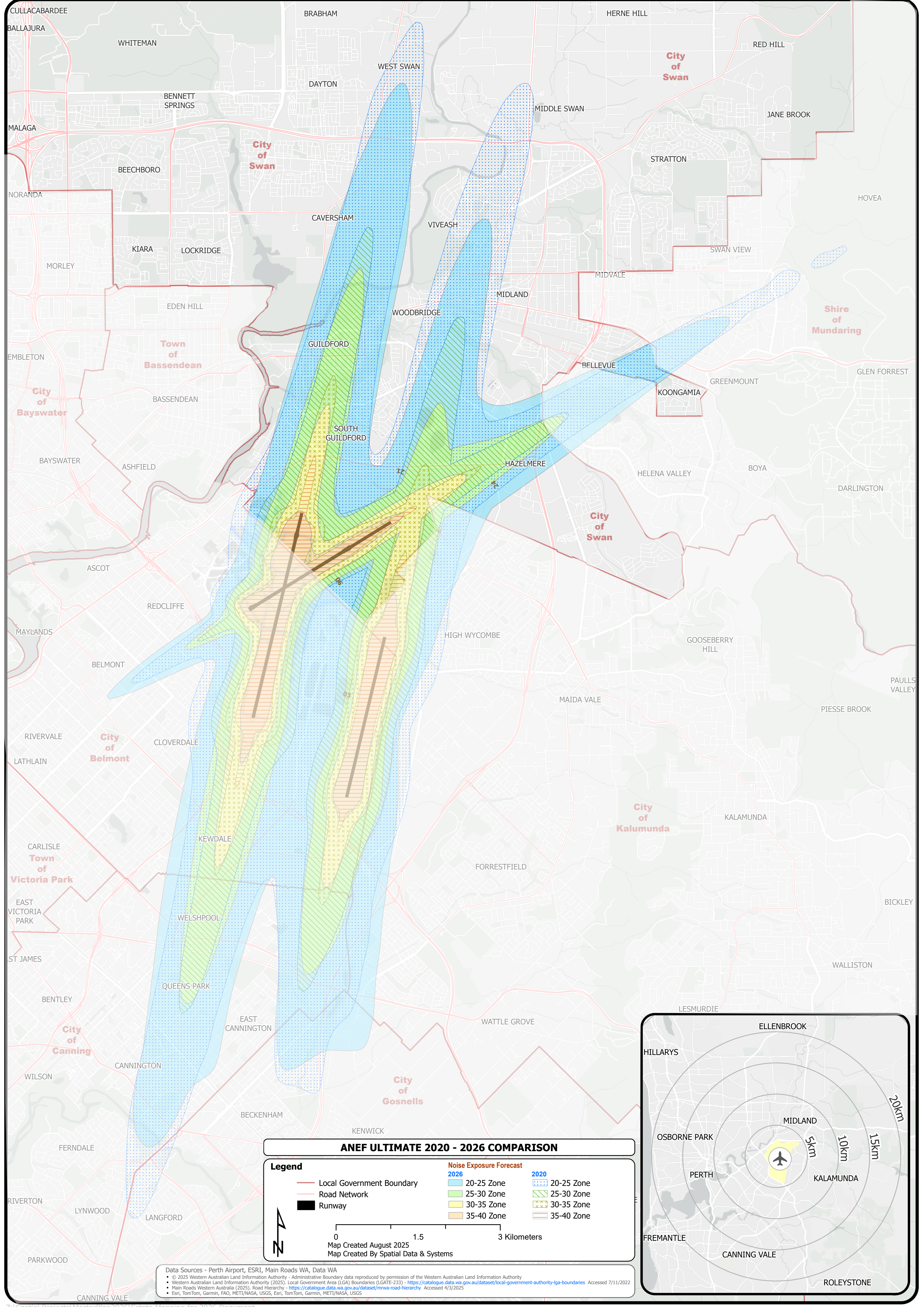
The mapping that has informed proposed Amendment No.239 is the latest ANEF mapping endorsed by aviation regulator Airservices Australia (signed 22 Sept. 2025), which is recognised as the best indicator of aircraft traffic noise exposure levels.

A comparison of 2020 and latest 2026 Perth Airport ANEF mapping is provided on the next page. The implication of making this change is discussed in more detail in Section 5.2.2 of this scheme amendment report.

2.4 Note not all land in the City of Swan is within Local Planning Scheme No.17

This exercise is to keep Local Planning Scheme No.17 up to date and can only apply to land within the scheme area. However, note that Local Planning Scheme No.17 does not apply to all land within the City of Swan affected by the 20 and above Australian Noise Exposure Forecast (ANEF) contour.

This explains why some properties in parts of Caversham, Henley Brook, Herne Hill, Middle Swan and West Swan as well as parts of Bellevue, Midland and Woodbridge are not depicted on Proposed Amendment No.239 maps. These lands are located in separate planning schemes administered by others (Swan Valley Planning Scheme or the Midland Redevelopment Scheme). The relevant planning authorities of those separate schemes will be progress similar updates to reflect the latest endorsed ANEF mapping for those lands outside Local Planning Scheme No.17.



Data Sources - Perth Airport, ESRI, Main Roads WA, Data WA
© 2025 Western Australian Land Information Authority - Administrative Boundary data reproduced by permission of the Western Australian Land Information Authority
Western Australian Land Information Authority (2025). Local Government Area (LGA) Boundaries (LGATE-233) - <https://catalogue.data.wa.gov.au/dataset/local-government-authority-lga-boundaries> Accessed 7/11/2022
Main Roads Western Australia (2025). Road Hierarchy - <https://catalogue.data.wa.gov.au/dataset/mrwa-road-hierarchy> Accessed 4/3/2025
Esri, TomTom, Garmin, FAO, METI/NASA, USGS, Esri, TomTom, Garmin, METI/NASA, USGS

3. STATE PLANNING FRAMEWORK

State Planning Policy No. 5.1 - Land use Planning in the Vicinity of Perth Airport (SPP 5.1) is most relevant to proposed Amendment No.239 and its need.

State Planning Policy 5.1 (SPP 5.1) acknowledges the fundamental importance of Perth Airport to the continued economic development of Western Australia and the impacts of airport noise. Policy Measure 6.2 of SPP 5.1 recommends that special control areas be included in local planning schemes to control noise sensitive development and uses in areas within the 20 ANEF contour. This already exists within City of Swan Local Planning Scheme No.17. The scheme's Aircraft Noise Exposure Special Control Area determines where an application for planning approval is required so that planning can protect an airport from unreasonable encroachment by incompatible, noise-sensitive development in areas affected by the 20 ANEF contour and above.

State Planning Policy 5.1 also requires local governments to update their scheme maps to use latest and current mapping, which is effectively a non-negotiable obligation. Proposed Amendment No.239 will result in the scheme's maps being consistent with the latest aircraft traffic noise exposure levels generated by Perth Airport, as endorsed by the aviation regulator and is therefore compliant with the state planning framework.

4. LOCAL PLANNING FRAMEWORK

Proposed Amendment No.239 is compliant with the Local Planning Strategy and Local Planning Scheme No.17 as well as the draft replacement Local Planning Scheme No.18. By updating the scheme's mapping in this way, it will ensure land affected by the 20 and above ANEF contour have the same statutory requirement to apply for planning approval, based on the latest endorsed mapping.

5. PROPOSAL

5.1 Detailed description of the amendment

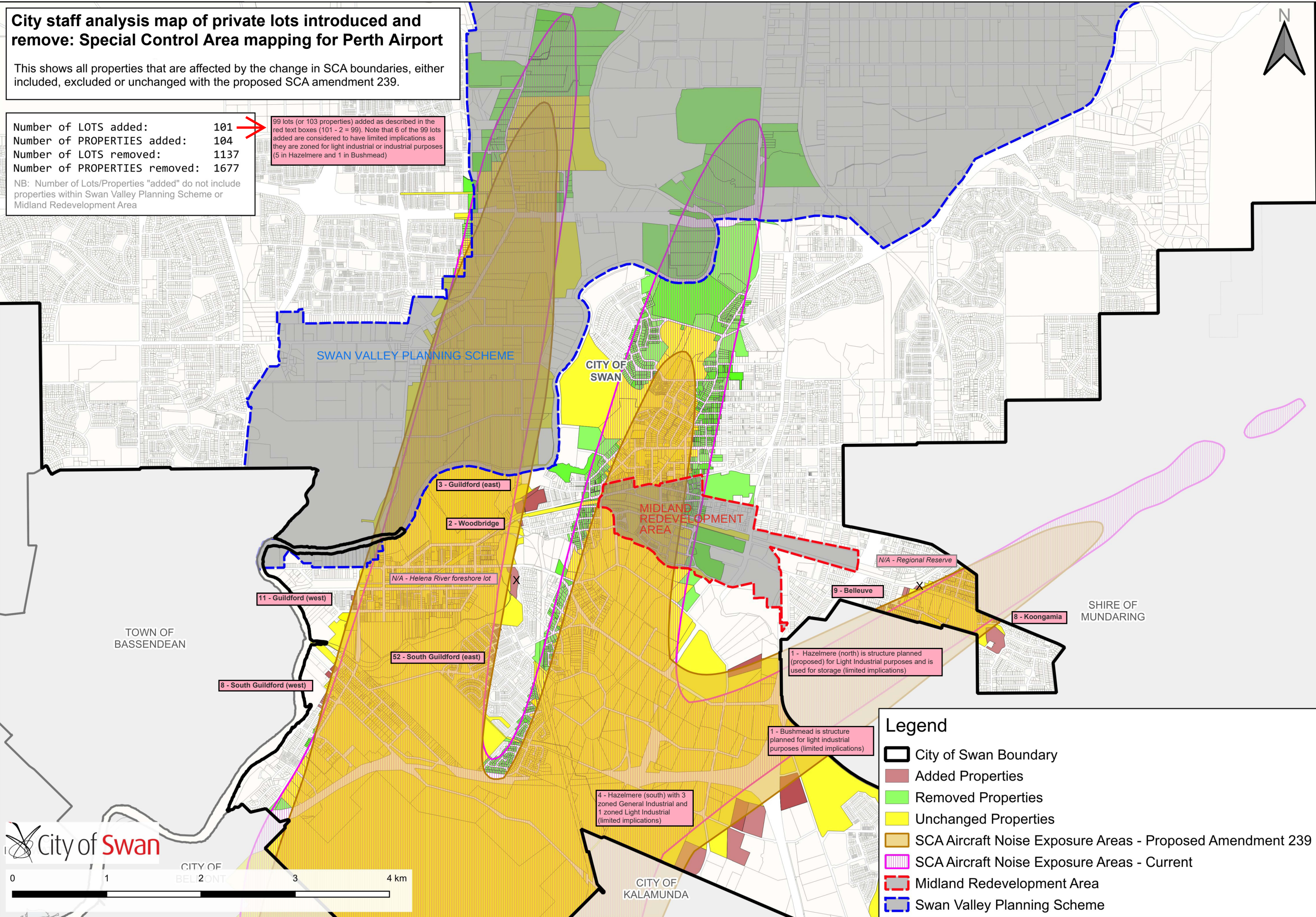
See the advertised amendment pages for the specific details on how the scheme is changing, at the time this Scheme Amendment is advertised for public comment

The purpose of proposed Amendment No.239 to City of Swan Local Planning Scheme No.17 is to keep the scheme up to date and current.

It seeks to update the scheme's Aircraft Noise Exposure Special Control Area (which determines where aircraft noise is of sufficient concern to require planning approval) to align with the latest endorsed Perth Airport Australian Noise Exposure Forecast (ANEF) contour maps for areas affected by the 20 and above ANEF.

The ANEF mapping has been endorsed by aviation regulator, Airservices Australia, and is the best indicator of aircraft noise exposure levels generated by Perth Airport. To modify or refuse the map's boundaries would be contrary to existing aviation approvals.

If approved, Amendment No.239 will fulfill Council's obligations to State Planning Policy 5.1 - Land use planning in the vicinity of Perth Airport. It will also provide consistency across Local Planning Scheme No.17 by ensuring land affected by the 20 and above ANEF contour have the same statutory requirement to apply for planning approval. For landowners removed from the Special Control Area, Amendment No.239 will cut red tape by removing an unnecessary reason to apply for planning approval.



5.2 Planning justifications

See the advertised amendment pages for the specific details on how the scheme is changing, at the time this Scheme Amendment is advertised for public comment.

5.2.1 It is a requirement of State Planning Policy 5.1 - Land use planning in the vicinity of Perth Airport (SPP 5.1) to update and use the latest endorsed mapping

The scheme's Aircraft Noise Exposure Special Control Area determines where an application for planning approval is required so that planning can protect an airport from unreasonable encroachment of incompatible, noise-sensitive development, as required by State Planning Policy 5.1 (SPP 5.1). The 20 and above Australian Noise Exposure Forecast (ANEF) contour has long been used as the benchmark by SPP 5.1 to determine where aircraft noise exposure levels are of a sufficient concern to require a planning application and this is what the scheme's Special Control Area depicts.

SPP 5.1 also requires local governments to update their scheme maps to use the latest ANEF mapping endorsed by aviation regulator Airservices Australia. Amendment No.239 is fulfill the City's obligations to SPP 5.1 by ensuring the scheme's maps match the latest endorsed Perth Airport ANEF contour mapping.

5.2.2 Implications

By using the latest endorsed Perth Airport ANEF mapping it results in an aggregate reduction in the number of lots and properties within the City of Swan Local Planning Scheme No.17 needing to apply for planning approval. The number of lots / properties that will be removed (approximately 1,137 lots) far exceeds the number of lots / properties that will be introduced (approximately 99 lots).

An overall analysis map is provided on the prior page. It represents an analysis of private properties / lots that are introduced and/or removed within the scheme area. During the advertising period of Amendment No.239, interested persons will be able to view on the City's intramaps page whether a property will be included, removed or remain in the scheme's mapping and what ANEF contours level(s) affect a property.

It is estimated that 1,137 lots (1,677 properties) will be removed in parts of Dayton, Caversham, Viveash, Middle Swan, Midland, Woodbridge, Hazelmere and South Guildford. For these landowners, proposed Amendment No.239 will reduce red tape by removing an unnecessary reason to apply for local planning scheme approval, if the sole reason it needs approval is because it is in the scheme's Aircraft Noise Exposure Special Control Area. While these properties will be omitted, landowners can voluntarily choose to install noise mitigation measures without this being mandated.

The latest mapping also results in a small number of lots and properties being added. It is estimated that 99 lots (103 properties) will be added in parts of Koongamia, Bellevue, Guildford, Woodbridge, South Guildford, Hazelmere and Bushmead.

For landowners who are added and/or remain in Perth Airport's Special Control Area, proposed Amendment No.239 will provide consistency across the scheme by ensuring land affected by the 20 and above ANEF contour have the same statutory requirement to apply for planning approval and that it is based on the latest and current mapping.

5.2.3 The mapping is already approved

The mapping has been endorsed by relevant aviation regulator, Airservices Australia and is recognised as the best indicator of aircraft traffic noise exposure forecast levels generated by aircraft landing at and departing from Perth Airport

5.2.4 Advice that to depart or vary the mapping would be contrary to aviation approvals

In proceeding, note the City of Swan and its Council have no authority to refuse or modify the latest mapping endorsed by the aviation regulator. To modify or refuse the map's boundaries would be contrary existing aviation approvals as well as the state planning framework. In this respect, Amendment No.239 represents the administrative exercise of incorporating mapping into the scheme that is approved by others.

5.2.5 Advice that this is not the first time the scheme's mapping has been updated

This is not the first time that scheme's Aircraft Noise Exposure Special Control Area mapping have been reviewed. The current mapping was incorporated into the scheme via approved Amendment No.193, which reflects the Perth Airport 2020 ANEF contour mapping of areas affected by the 20 and above ANEF contour.

This illustrates the ongoing need to review the scheme's Aircraft Noise Exposure Special Control Area mapping as and when the latest ANEF mapping is endorsed by the aviation regulator, Airservices Australia, and it is accepted by the Department of Planning, Land and Heritage (DPLH) for use in planning decisions. With newer mapping endorsed by Airservices Australia and accepted for use by DPLH, it is right time to review the scheme's mapping to match the latest aircraft traffic noise ANEF exposure levels.

During the advertising period of Amendment No.239, interested persons will be able to view on the City's intramaps page whether a property will be included, removed or remain in the scheme's mapping and what ANEF contours level(s) affect a property.

6. LIST OF APPENDICES

Supporting this scheme amendment are the following material that either support, justify or have informed this proposal. These appendices are separate documents to this scheme amendment report.

- | | |
|------------|---|
| Appendix A | Council minutes that initiated this scheme amendment (8.04.2026) |
| Appendix B | Latest 2026 Perth Airport ANEF map endorsed by Airservices Australia that have informed this scheme amendment |
| Appendix C | State Planning Policy 5.1 - Land use planning in the vicinity of Perth Airport (SPP 5.1) |

Disclaimer In reading and interpreting any appendices, readers should always cross reference the advertised resolution text and key pages of this scheme amendment for what is the current and latest proposal.

7. EXECUTIVE SUMMARY

Proposal	Amendment No.239 to City of Swan Local Planning Scheme No.17
Subject land	Various properties in different ownership within the scheme area. This includes some properties located in parts of Belleuve, Bushmead, Caversham, Dayton, Guildford, Hazelmere, Koongamia, Middle Swan, Midland, Perth Airport, South Guildford, Viveash and Woodbridge.
What is changing	To amend the scheme's Aircraft Noise Exposure Special Control Area mapping to be consistent with the endorsed 2026 Perth Airport Australian Noise Exposure Forecast (ANEF) contour mapping for land affected by the 20 and above ANEF noise contour
Motivation	The 2026 ANEF mapping has the requisite approvals in place for use. It has been endorsed by aviation regulator, Airservices Australia and is recognised as the best indicator of aircraft traffic noise exposure levels generated by aircraft landing at and departing from Perth Airport.
Rationale	It will ensure all properties affected by the 20 and above ANEF contour have the same requirement to lodge a planning application. For those properties removed, it will cut red tape by removing an unnecessary reason for them to apply for planning approval.
Implications on landowners	Overall, the latest mapping results in an aggregate reduction in the number of properties within Local Planning Scheme No.17 area needing to apply for planning approval, with the number of lots / properties removed (approximately 1137 lots) far exceeding the number of lots / properties introduced (approximately 99 lots).
<u>Advice 1:</u>	<i>During the advertising period of Amendment No.239, interested persons will be able to view on the City's intramaps page whether a property will be included, removed or remain in the scheme's mapping and what ANEF contours level(s) affect a property.</i>
<u>Advice 2:</u>	<i>In proceeding, note the City of Swan and its Council have no authority to refuse or modify the latest mapping endorsed by the aviation regulator. To modify or refuse the map's boundaries would be contrary existing aviation approvals as well as State Planning Policy 5.1 - Land use planning in the vicinity of Perth Airport.</i>

Planning and Development Act 2005

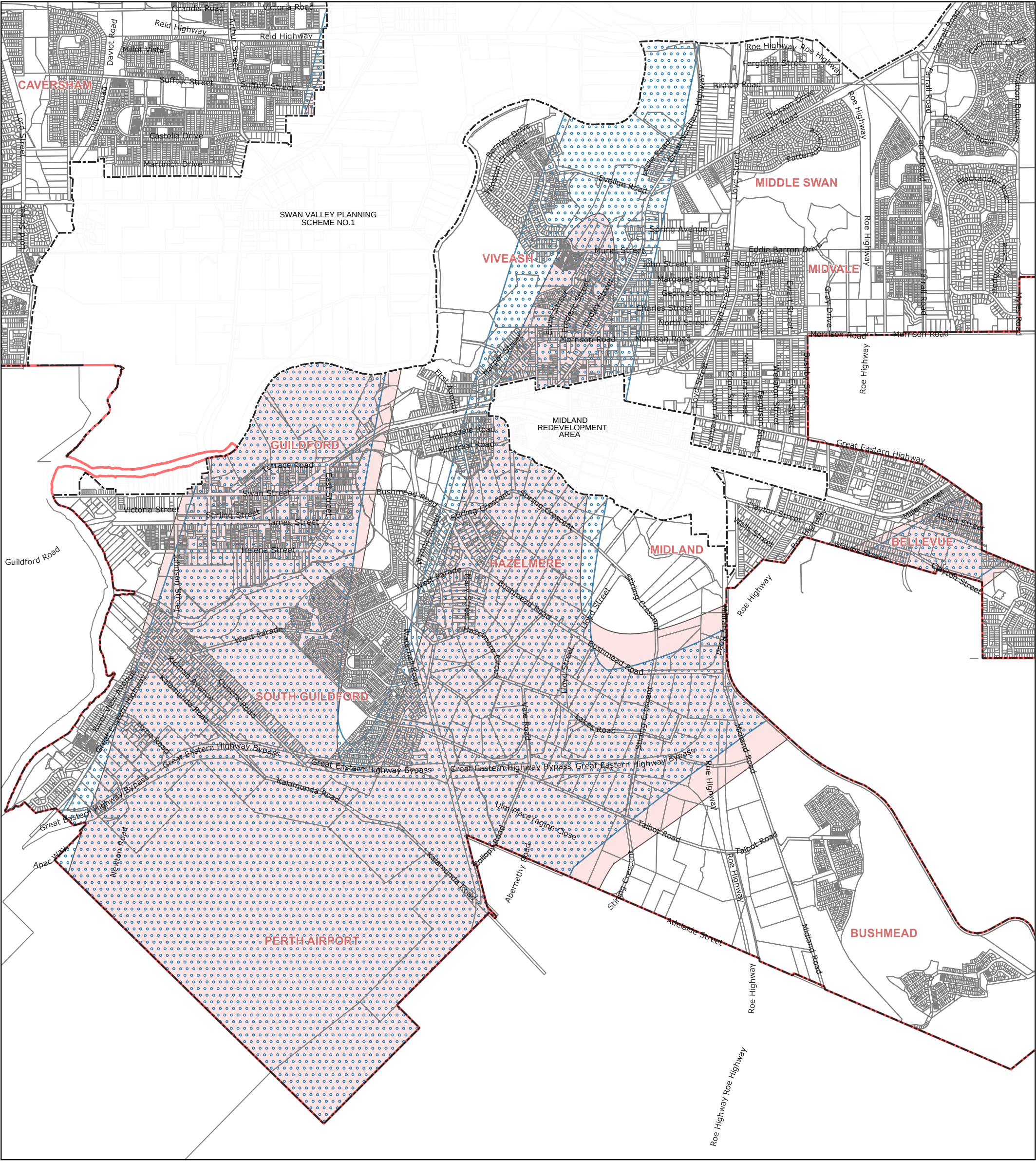
RESOLUTION TO AMEND LOCAL PLANNING SCHEME

City of Swan Local Planning Scheme No.17 Amendment No.239

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

- a. Amend the Scheme Maps so that the Aircraft Noise Exposure Special Control Area for Perth Airport is consistent with the endorsed 2026 Perth Airport Australian Noise Exposure Forecast (ANEF) contour mapping for land affected by the 20 and above ANEF noise contour.

PROPOSED AMENDMENT No. 239 TO LOCAL PLANNING SCHEME No. 17

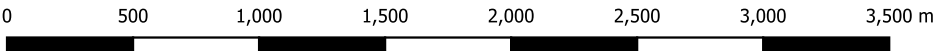


LEGEND

- MUNICIPAL BOUNDARY
- SCHEME BOUNDARY

SPECIAL CONTROL AREAS

- PROPOSED AIRCRAFT NOISE EXPOSURE Special Control Area (ANEF 2026)
- EXISTING AIRCRAFT NOISE EXPOSURE Special Control Area (ANEF 2020)



Scale 1:30000



February 2026

COUNCIL RESOLUTION TO INITIATE AN AMENDMENT TO SCHEME

This Standard Amendment was prepared by resolution of the Council of the City of Swan at the City of Swan Ordinary Meeting of the Council held on the 8th day of April, 2026:

AND

COUNCIL RESOLUTION TO ADVERTISE

By resolution of the Council of the City of Swan at the City of Swan Ordinary Meeting of the Council held on the 8th day of April, 2026, proceed to advertise this amendment

.....
MAYOR

.....
CHIEF EXECUTIVE OFFICER

COUNCIL RECOMMENDATION

In accordance with regulation 50(3) of the *Planning and Development (Local Planning Schemes) Regulations 2015*, this Amendment is:

- (a) supported without modification;
- (b) supported with modifications;
- (c) not supported;

by resolution of the Council of the City of Swan at the City of Swan Ordinary Meeting of the Council held on the _____ day of _____ 20____ and the Common Seal of the City of Swan was hereunto affixed by the authority of a resolution of the Council in the presence of:

.....
MAYOR

.....
CHIEF EXECUTIVE OFFICER

WAPC ENDORSEMENT (r.63)

.....

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

DATE.....

APPROVAL GRANTED

.....

MINISTER FOR PLANNING

DATE.....