

Planning Information Sheet: Development in ANEF Areas

WHAT DOES ANEF STAND FOR?

Australian Noise Exposure Forecast.

WHICH TYPES OF DEVELOPMENT NEED APPROVAL?

Portions of the City are affected by aircraft noise from both Perth and Jandakot Airports. If your property is within these areas then a development application may be required. Clause 61(1) of the *Planning and Development Regulations 2015* (the Regulations) exempts single houses and extensions to single houses and grouped dwellings where State Planning Policy 7.3 Volume 1 - Residential Design Codes (R-codes) apply and no variations to the Deemed to Comply requirements are proposed. However, Clause 61(3) of the Regulations identifies that where a Special Control Area is identified within the City's Local Planning Scheme development approval may be required.

The areas generally affected by Perth Airport are: Welshpool, Queens Park, East Cannington, Cannington, and a small portion of Ferndale and Lynwood. Jandakot Airport affects a smaller portion of the City which is contained to the upper area of Canning Vale.

New Dwellings

If you are developing a new dwelling in these areas and the property is captured within a Special Control Area (either a single house, ancillary accommodation or grouped dwelling) you are required to seek a development approval regardless of whether a variation to the R-Codes is proposed.

Additions and Alterations

Where an addition or alteration to an existing dwelling is no more than two habitable rooms and represents no more than a 25% increase in habitable floor space for a single house then planning approval is not required, unless a variation to the R-Codes is proposed.

HOW IS 'A HABITABLE ROOM' DEFINED?

A habitable room is defined in the R-codes as:

A room used for normal domestic activities that includes:

- *a bedroom, living room, lounge room, music room, sitting room, television room, kitchen, dining room, sewing room, study, playroom, sunroom, gymnasium, fully enclosed swimming pool or patio; but excludes*
- *a bathroom, laundry, water closet, food storage pantry, walk-in wardrobe, corridor, hallway, lobby, photographic darkroom, clothes drying room, verandah and unenclosed swimming pool or patio and other spaces of a specialised nature occupied neither frequently nor for extended periods.*

WHAT IS THE POLICY ON AIRCRAFT NOISE?

State Planning Policy 5.1 – Land Use Planning in the Vicinity of Perth Airport was developed by the Western Australian Planning Commission. You can view the Policy at on the Western Australian Planning Commissions website via www.dplh.wa.gov.au.

The intent and purpose of the Policy is to:

- protect Perth Airport from future claims from landowners whose property is affected or may be affected in the future;
- protect Perth Airport from unreasonable encroachment by incompatible (noise sensitive) development, to provide for its ongoing development and operation; and
- minimise the impact of airport operations on existing and future communities with reference to aircraft noise.

The City of Canning has a Special Control Area within its Local Planning Scheme No. 42 that outlines the need for a development approval for sites potentially affected by aircraft noise. The relevant part of the Scheme is Table 10 – Special Control Areas. The areas at risk of aircraft noise are mapped on the City’s Intramaps system and are split into categories dependent on the level of noise for that area (being either ANEF 20-25, 25-30 or 35+).

Noise insulation is not mandatory for residential development within the ANEF 20-25 noise exposure zone. The areas within the ANEF 25-30 and ANEF 35+ noise exposure zones, may experience peak aircraft noise levels in excess of the Indoor Design Sound Levels specified in the Australian Standards AS2021, and noise insulation is required in for these developments. Guidance on noise insulation measures are contained within the State Planning Policy 5.1 and the associated report, which has been produced by the Western Australian Planning Commission.

The report ‘Aircraft Noise Insulation for Residential Development in the Vicinity of Perth Airport, 2004’ can be accessed on the Western Australian Planning Commissions website via www.dplh.wa.gov.au

For further information about aircraft noise the interactive aircraft noise information portal run by the Perth Airport can be accessed online.



Figure 1: Areas affected by aircraft noise from Perth Airport (represented by green lines)

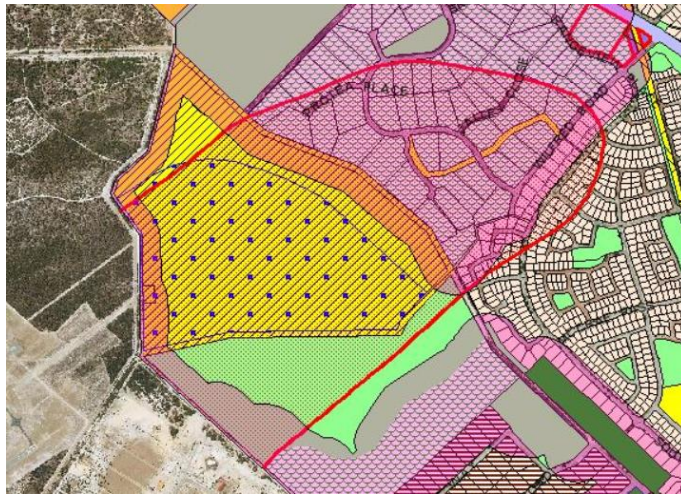


Figure 2: Areas affected by aircraft noise from Jandakot Airport (represented by red line)

Disclaimer

This information sheet is provided as generalised information. While we aim to keep the content of this document current and accurate, we accept no responsibility or warranties for actions based on the information provided. The City of Canning encourages you to seek professional advice before acting on any information contained in this document. Please contact the City of Canning if you wish to comment on the forms provided and information contained within. Any reported errors will be amended.

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