Attachment 4: Shellharbour Development Control Plan Compliance Assessment

Chapter 9 – Industrial Development			
Provisions		**Proposed**	**Compliance**
9.1 Building Line and Setbacks			
Front Building Lines			
9.1.1	Industrial development must be setback: a. 7 meres plus ½ building height for sites with a frontage to a main road b. 5 metres plus ½ building height for all other sites	The proposed development is for a rear extension to an existing aircraft hangar. The proposal will not alter the existing front setback of the HARS building.	N/A
9.1.2	Variation to the building setback may be considered for lots in the airport operational areas that adjoin airport runways as taxiways, and for parapet walls on other lots to a minimum of 5 metres. Justification for the variation must be submitted with the DA. Each proposal for variation will be determined on its merits	The subject development is located within the airport area and the proposed setbacks are considered appropriate for the nature of the development.	Yes
Side & Rear Boundary Setbacks			
9.1.4	Side and rear boundary setbacks of buildings will be assessed on the merits of the application and subject to the requirements of the Building Code of Australia. Where the site adjoins a public reserve, such as active or passive open space, a side/rear boundary setback may be required to enable landscaping between the building and public reserve so as to screen the development.	The proposed side and rear building setbacks are fit for purpose. As building works are proposed, the proposal will need to demonstrate compliance with the NCC at the construction certificate stage. The building is located within Shellharbour Airport and is not near any residential properties.	Yes
Car parking and Fencing Setbacks N/A – No car parking or fencing is proposed			
9.2 Design			
Built Form and Design			
9.2.1	All elevations and roof surfaces are to be constructed predominantly in masonry, textured pre-cast concrete panels or metal cladding. Where the building elevation is visible from a public place or road, metal cladding must not be the dominant building material.	The roof and building elevations will be colourbond. This is consistent with the existing HARS building and other hangars within the airport. The building elevation will not be visible from a public place or road.	Yes

Chapter 9 – Industrial Development			
Provisions		**Proposed**	**Compliance**
9.2.2	Building design must incorporate variation in parapet design, roofing heights and treatments.	A skillion roof is proposed with eaves/gutter that will sit over the existing roof. The skillion design is appropriate and consistent with the roof forms of other hangars within the airport.	Yes
9.2.3	Low-reflective roof surfaces are mandatory. Reflective materials such as mirror glass, colorbondTM white or off-white metal colours will not be permitted. The reflectivity index for glass used externally in the construction of a building (as a curtain wall or the like) must not exceed 20%.	Conditions in accordance with Chapter 32 have been imposed to ensure the roof material does not impact on airport operations.	Conditioned.
9.2.4	Development, which is free standing or abutting adjoining buildings, must avoid large, blank wall surfaces when viewed from a public place or a residential area. Substantial elevations must be articulated by either structural variation and/or a blend of external finishes and colours and decorative elements.	No large blank surfaces are proposed which would be visible from a public or residential area.	Yes
9.2.5	All roof mounted plant/equipment must be designed and screened in a manner that complements the building.	No roof mounted equipment is proposed.	N/A
9.2.6	The design and siting of development on land adjoining land zoned for open space and/or riparian areas must have regard to the visual and functional opportunities of the location	The site does not adjoin land zoned for open space or riparian areas.	N/A
9.2.7	The main entry to the building must be easily identifiable and directly accessible from the street.	The application is for extensions to Hangar 3 within the HARS building. The main entrance to the HARS building is unchanged and is clearly identifiable.	Yes
Design to Minimise Nuisance			
9.2.8	Major openings in buildings and all areas where work may be conducted outside the building must be located away from the nearest sensitive land uses.	The subject site is sufficiently distanced from residential zoned land. All activities are to be located within the building. When the sliding doors are open, the noise will be directed to the south where the nearest residential property is located approximately 450m.	Yes
9.2.9	Industrial buildings sharing a common side/rear boundary with residential areas must minimise potential impacts by: a. screening parking and storage areas	The site does not share a boundary with a residential area.	N/A

Chapter 9 – Industrial Development			
Provisions		**Proposed**	**Compliance**
	b. providing a buffer of at least 3 metres in width where the building wall has no openings and 6 metres where the building wall has openings c. maximising the distance of potential noise sources away from residential areas d. providing effective acoustic screening to areas where work could be conducted outside the building including waste collection e. noise emitting services such as air conditioning equipment, pumps and ventilation fans are located as far as is practical from residential areas		
9.3 Site Elements			
Waste Storage Areas			
9.3.1	Industrial developments must provide the physical infrastructure for the management of waste generated during the operational life (including future users) of the development. It must be demonstrated that the dimensions/area of waste storage areas are adequate to store waste pending collection for a range of likely future users of the development. Waste management and associated infrastructure must comply with the requirements of Chapter 15, Waste minimisation and management.	The proposed development is an extension of the existing Hangar 3 that is part of the HARS building. Waste generated by the development can be accommodated by the existing waste storage and collection arrangements for the building and hangars.	Yes
Parking and Access			
9.3.4	All parking must be provided off-street and must be appropriately line marked. Parking areas must be easily accessible and adequately identified at the entrance to the development.	A car park for visitors and workers is located to the north adjacent to the HARS building with vehicle access via Boomerang Avenue. No changes to the car parking are proposed.	Yes
9.3.5	All loading and unloading must take place within the loading docks for each building. Where practical, loading facilities or vehicular entries to buildings must not be provided on any street elevation. Where such facilities can only be provided to street frontages, they must be screened by suitable landscaping.	No loading docks are proposed or required.	N/A
Landscape			

Chapter 9 – Industrial Development			
Provisions		**Proposed**	**Compliance**
9.3.6	Landscaping must complement the scale and bulk of the industrial development and make a positive contribution to the streetscape.	No significant changes to landscaping is proposed. No tree removal is proposed. An area of grass is proposed to be hardstand. This is acceptable as there area cannot be used for plants/trees as it is within close proximity of the aircraft manoeuvring areas and runway.	Yes
Gates N/A – All gates are existing.			
Fencing N/A – All fencing is existing.			
Lighting			
9.3.19	The design of outdoor lighting poles and fixtures must be such as to minimise visual impact during daylight.	Insufficient information accompanied the proposal in relation to lighting. Accordingly, conditions of consent shall be imposed to ensure all lighting complies with the applicable controls in the Australian Standards and the airport requirements.	Conditions imposed.
9.3.20	Bollard light and wall mounted lights may be used at entrances to buildings and in setbacks along street frontages,	See above.	See above
9.3.21	Choice of material for poles should be related to other building materials.	See above.	See above
9.3.22	The design of internal lighting and spotlighting must ensure no adverse impact on approaching vehicles in terms of glare, blinding effects or driver confusion.	See above.	See above
9.3.23	All lighting must comply with AS 1158 – Lighting for Roads and Public Spaces and AS 4282 – Control of the obtrusive effects of outdoor lighting.	Compliance conditioned.	See above.
9.4 Strata Subdivision and Use Approvals **N/A**			
9.5 Noise and Vibration			

Chapter 9 – Industrial Development			
Provisions		**Proposed**	**Compliance**
9.5.1	Where it is considered that a development may have an adverse noise impact on nearby noise sensitive land uses or adjoining properties, an acoustic assessment undertaken by a qualified acoustic consultant must be submitted to Council with the development application. Refer to Chapter 31 on acoustic protection.	The site is not closed within close proximity to any residential zoned land or noise sensitive land uses.	N/A
9.5.2	Where it is considered that a development may have an adverse vibration impact on nearby residential areas or adjoining properties, an assessment of vibration by a qualified consultant must be undertaken and submitted to Council with the DA.	The site is not closed within close proximity to any residential zoned land or noise sensitive land uses. An acoustic report was not required to be submitted.	N/A
9.6 Hazardous goods & materials			
9.6.1	Where a development involves the storage and/or use of dangerous goods, full details of the quantities and types of goods and chemicals are to be submitted with the development application, together with the storage locations, mediums and the use intended for the goods and chemicals. The requirements of State Environmental Planning Policy No. 33 - Hazardous and Offensive Development must be complied with.	The development does not involve the storage of dangerous goods. Whilst the development involves the use of potentially dangerous goods, the handling is governed by CASA. A standard condition for consent for the management of chemicals and liquids has been imposed. Refer to SEPP (Resilience and Hazards) 2021 for assessment.	Yes
9.7 Land in vicinity of airport			
9.7.1	Development in the vicinity of the airport must comply with the requirements of Chapter 32, Airport and environs development.	See Chapter 32 assessment below.	See Chapter 32 assessment below.

CHAPTER 13 – PARKING, TRAFFIC & TRANSPORT			
Provisions		**Proposed**	**Compliance**
13.1 Numerical parking requirement			
Minimum parking requirement			
13.1.1	Table 13.1 below states the minimum car parking requirement that a development must provide.	The proposed development is for alterations and additions to an existing aircraft hangar. Aircraft hangars are not specified in Table 13.1. Refer to 13.1.3 for discussion.	Refer to 13.1.3.
13.1.2	The proposed parking provision for mixed use developments must be supported by a parking and traffic study.	The proposal does not relate to a mixed use development.	N/A

CHAPTER 13 – PARKING, TRAFFIC & TRANSPORT			
Provisions		**Proposed**	**Compliance**
13.1.3	For activities / uses not covered in the table, the parking requirement will be assessed on the merits of the application and must be supported by a parking and traffic impact and a needs study.	The proposed development is for alterations and additions to an existing aircraft hangar and hardstand works. Table 13.1 does not provide a car parking rate for the proposed use. The proposed extension area is to be used for the storage and maintenance of aircraft within the HARS Museum aircraft collection. The proposal will not generate any additional car parking demand (employees or visitors) at the site. The HARS museum has a designated car parking area via Boomerang Avenue. As the proposal will not generate any additional car parking demand, the existing car parking facilities are satisfactory.	Yes
13.2 Access and Design N/A – Changes to vehicle access are proposed.			

CHAPTER 15 - WASTE MINIMISATION AND MANAGEMENT		
15.1 Development types and waste		
15.1.1 A Waste Management Plan (WMP) is to be submitted with development applications for demolition, construction and operational works.	A WMP has been submitted and generally aligns with the requirement of this Chapter.	Yes
15.1.9 In addition to submitting a WMP, development applications must show/demonstrate: a. That the location layout and size of the designated general waste/recycling storage area(s) or room(s) is sized to meet the waste and recycling needs of all future tenants and designed	The WMP states that the waste storage and collection arrangement will be as per existing arrangements. The Applicant has confirmed that whilst the use of tools, cleaning equipment, materials, lubricants and oil trays under engines and the like will occur within the hangar area, they will be stored within existing designated storage areas and not in the proposed hangar.	Yes. Conditions imposed.

with designated storage areas for industrial waste streams (designed in accordance with specific waste laws/protocols). b. That there is a safe and convenient access from each tenancy and/or larger waste producing area of the development to the waste/recycling storage room/s or area/s. There must be step-free access between the point at which bins are collected/emptied and the waste/recycling storage room/s or area/s. c. That where hazardous wastes (such as contaminated or toxic material or products) are produced, stored or disposed, they have been given particular attention. The appropriate laws and protocols must be observed.	General conditions to ensure any waste generated by the development is adequately stored and disposed of have been recommended.	

CHAPTER 16 – ACCESS FOR PEOPLE WITH A DISABILITY
The proposal is for alterations and additions to an existing hangar within the HARS building. The proposed finished floor level of the extension is the same as the existing hangar creating equal access across the entire hangar. The existing HARS building complies with the relevant accessibility requirements incorporating a mixture of ramps and lifts for people with disabilities to access the facility.

CHAPTER 17 – CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN (CPTED)			
Provisions		**Proposed**	**Compliance**
17.1 Lighting			
17.1.1	Lighting of all entrances/exits of buildings, car parks, access routes and pathways to encourage safety and passive surveillance.	Insufficient information has been provided regarding lighting around the proposed extension. Conditions of consent are proposed to ensure that lighting complies with the relevant Australian Standards and airport requirements. adequate lighting is provided.	Yes – condition of consent.
17.1.2	Lighting type and distribution should be assessed to not produce glare and should eliminate any dark shadows and concealment areas particularly in parks, car parks and pathways.	Condition of consent to ensure compliance with AS4282-1997 Control of the Obtrusive Effects of Outdoor Lighting.	Yes – Condition of consent
17.2 Fencing/Walls N/A – Existing fencing is to remain and no changes are required for safety.			

17.7 Hours of Operation			
17.7.1	Instruct patrons when they leave the building to keep noise levels down if close to residential properties. Allocate security guards to patrol the surrounding areas.	The Statement of Environmental Effects state that the hours of operations are to be the same as the HARS building approved under DA310/2011 as follows: • Monday to Sunday 7:00am to 6:00pm The above hours of operation are appropriate, given that the proposed extension will be used for the same purposes. The site is not located near residential properties. The proposed uses are not anticipated to generate high noise levels by patrons. Given the proposes uses and hours of operations, security guards are not required.	N/A
17.7.2	Adequate security should be provided to buildings with extended hours of operation.	The proposed uses are not conducive to anti-social behaviour or loud noises by patrons.	Yes.
17.9 Security			
17.9.1	The use of quality locks on windows and doors	The existing building has adequately security measures.	N/A
17.9.2	Install viewers on entry doors.	The existing building has adequately security measures.	N/A
17.9.3	In case of emergency security grilles on windows, etc. should be operable from the inside	The existing building has adequately emergency procedures.	N/A
17.9.4	Ensure that skylights and/or roof tiles cannot be easily accessed, opened or removed from the outside.	No skylights are proposed.	N/A
17.9.5	Hiring of security guards/supervisors should be considered.	Given the proposes uses and hours of operations, security guards are not required.	N/A
17.9.6	Install lockable gates on rear or side access.	The proposed sliding doors will have locking mechanisms.	N/A
17.9.7	Monitored alarm systems should be considered	The existing building has adequately security measures.	Yes
17.9.8	Structures and buildings are to be designed so they can't be climbed.	The building is appropriately design.	Yes
17.12 Entrances			

17.12.1	Make the entry obvious through directional signage and design features	The proposed development is an extension to an existing hangar. The main pedestrian entrance to the HARS building is existing and is adequate.	Yes
17.12.2	Locate entrances in prominent positions	See 17.12.1 comment.	Yes
17.12.3	Locating entries to maximise opportunities for natural surveillance from the street.	See 17.12.1 comment.	Yes
17.12.4	Entrances should be designed to allow users to see into the building before entering	See 17.12.1 comment. The new entrance to hangar 3 is orientated to the adjoining hardstand area with high visibility into the main airport area.	Yes
17.12.5	Blank walls fronting the street should be avoided	The blank side walls of the extension will be minimally visible from the public domain.	Yes
17.12.6	Offices should be located at the front of industrial developments.	No offices are proposed.	N/A
17.17 Car parks - lighting N/A – No changes to existing car park is proposed.			
17.19 Car parks – site layout N/A – No changes to existing car park is proposed.			

CHAPTER 22 - CONTAMINATION	
Objectives 1. Integrating land contamination management into the development process aims to: a. ensure that changes of land-use will not increase the risk to health and the environment b. avoid inappropriate restrictions on land-use c. provide information to support decision-making and to inform the community.	The subject site is mapped as contaminated land due to its historic and current use as an airport. The proposal does not comprise a change of use as it is consistent with the intended use of the land as an airport. The proposal is satisfactory in relation to the objectives of Chapter 22.

22.1 The potential for and possibility of contamination must be considered in the development process for all development. The associated Appendix 8 provides information about the various state government requirements for identification and remediation of contaminated land.	An assessment against the State Environmental Planning Policy (Resilience and Hazards) 2021 in relation to contamination has been undertaken.

CHAPTER 23 - CUTTING, FILLING AND RETAINING WALLS			
Provisions		**Proposed**	**Compliance**
23.1 Structural and easements			
Depth of cut & fill			
23.1.1	The maximum depth of excavation on any portion of the allotment is 1 metre. Excavated areas may only exceed 1 metre where the retained sections are located within the confines of the external walls of the building. The depth of the excavation is measured at the cut face.	Minimal excavation is proposed and will not exceed 1m. The excavation is to provide the accommodate the foundation of the hangar extension.	Yes
23.1.2	The maximum depth of filling on any portion of the allotment is 1 metre	The depth of fill does not exceed 1m. The fill is required to raised the finished floor level of the hardstand are to provide a transition from the runway to the hangar entry.	Yes
Stabilisation			
23.1.3	The maximum grade of cut or fill where there is not a retaining wall or other method of stabilising cut or fill is 45˚(1:1).	Standard condition will be imposed.	To be conditioned.
23.1.4	Excavation or filling requiring retention must be shored or retained immediately to protect neighbouring development and land from loss of support and to prevent soil erosion.	Standard condition will be imposed.	To be conditioned.
23.1.5	Retaining walls, or other method of stabilisation, required as part of the development to control potential land stability and/or the	No retaining walls proposed. Standard soil stabilisation conditions of consent imposed.	To be conditioned.

	structural integrity of adjoining properties must be completed prior to occupation of the development.		
Structural integrity			
23.1.6	Retaining walls which exceed 600mm in height must be designed by structural engineer.	No retaining walls are proposed.	N/A
Easements			
23.1.9	Cut and fill platforms must not extend over a drainage easement.	There are no drainage easements.	N/A
23.1.10	Excavation associated with a development must not result in the loss of support of a drainage easement.	There are no drainage easements.	N/A
23.1.11	No part of a retaining wall including footings and aggregate drainage lines must encroach onto a drainage easement or transmission line easement without the approval of the consent authority.	There are no drainage easements.	N/A
23.4 Design/cut and fill			
23.4.1	Development should minimise changes to the natural landform of the site. Cut and fill should be minimised by siting the development across the contours, by split level design, elevated slab with deck rather than fill, use of landscaped terraces or batters or small stepped retaining walls rather than a single large retaining wall.	The proposed earthworks are a suitable response to the site characteristics and are to provide a transition from the hardstand area to the hangar finished floor level. The finished levels will slop away from the hangar and will enable stormwater to drain to the existing swale located south of the building.	Yes

CHAPTER 24 – FLOODPLAIN RISK MANAGEMENT	
1. Minimise the potential impact of development and other activity upon waterway corridors. 2. Increase public awareness of the hazard and extent of land affected by all potential floods, including floods greater than the 100 year average recurrence interval (ARI) flood such as the Probable	See discussion at 5.21 at SLEP 2013 above. The proposal is not expected to result in any significant flooding impacts downstream.

Maximum Flood (PMF) and to ensure essential services and land uses are planned in recognition of all potential floods. 3. Inform the community of Council's Plan for the use and development of flood prone land. 4. Reduce the risk to human life and damage to property caused by flooding through controlling development on land affected by potential floods. 5. Provide detailed controls for the assessment of applications lodged in accordance with the EP&A Act on land affected by potential floods. 6. Provide guidelines, for the use and development of land subject to all potential floods in the floodplain, which reflect the probability of the flood occurring and the potential hazard within different areas. 7. Apply a “merit-based approach” to all development decisions which take account of social, economic and ecological as well as flooding considerations. 8. To control development and activity within each of the individual floodplains within the LGA having regard to the characteristics and level of information available for each of the floodplains. 9. Deal equitably and consistently with applications for development on land affected by potential floods, in accordance with the principles contained in the Floodplain Development Manual as amended, issued by the NSW Government. 10. Restore / rehabilitate the riparian zone by returning as far as practicable the vegetation, geomorphic structure, hydrology and water quality of the original (pre European) condition of the stream. 11. Integrate the management of riparian land with floodplain risk management by assuming the riparian land is fully vegetated when developing flood models for analysis of flood risk.	

CHAPTER 25 – STORMWATER MANAGEMENT

25.1 The associated **Appendix 10** outlines background and technical information necessary to assist in the preparation of development applications so that it addresses: a. ecologically sustainable development b. methods to improve water quality of receiving waters c. ways to minimise adverse impacts on existing public infrastructure can be incorporated into the design of development proposals.	Councils Engineer has reviewed the submitted Stormwater Plans against the requirements of Appendix 10. Conditions have been recommended and are included within the draft consent.

CHAPTER 26 – BUSHFIRE HAZARD

A portion of the subject site is mapped as bushfire buffer zone. The proposed works are not located within the bushfire buffer area but will be connected to the existing building which is located within the bushfire buffer zone land. There is no requirement for Council to refer the application to the RFS under Section 4.14. The proposed works are located more than 100m from the bushfire vegetation and is separated by a road (Boomerang Road).

Figure 1: Bushfire Prone Land Mapping

CHAPTER 27 –ABORIGINAL HERITAGE
Councils Mapping indicates that the site is within an area which may contain aboriginal archaeological deposits. In the case of the subject application, the site is highly disturbed and has been used for the purposes associated with the Shellharbour Airport since its establishment. The likelihood of archaeological deposits being uncovered at the site is considered low. An AHIMS search has been undertaken and did not identify any Aboriginal sites within the vicinity of the development works and no Aboriginal places have been declared in or near the above location. Notwithstanding, a condition of consent has been recommended which requires that if Aboriginal archaeological artefacts are encountered during construction works, all ground disturbance in the area of the find must cease and the Department of Industry and Environment (DPIE) be contacted immediately to determine an appropriate course of action in line of relevant legislation.

CHAPTER 28 – EUROPEAN HERITAGE	
Chapter Objectives 1. Facilitate the conservation of heritage items. 2. Assist both applicants and Council in the assessment of proposed development of or near heritage items. 3. Assist both applicants and Council in the assessment of proposed development in heritage conservation areas.	The development application proposes alterations and additions to the existing HARS building (54 Airport Road) and a boundary adjustment (42 Airport Road). Whilst the HARS building is not heritage listed, Shellharbour Airport is listed as a local heritage item I338 under Schedule 5 of the *Shellharbour LEP 2013.* The Statement of Significance is as follows: *"Illawarra Airport is historically significant for the part it played during World War Two, protecting Port Kembla and for RAAF training.* *It has historic associations with the early 'Waterloo' land grant, c1876 house 'Marks Villa', dairy farming, and with various events and persons during the 20th century.* *The site contains ecological flora communities, 'Endangered Ecological Community - Illawarra lowland grassy woodland' assigned with a very high conservation priority, native paperbark forest trees are major local landmarks and provide visual separation between the airport 's southern boundary and around the knoll containing 'Ravensthorpe', its workers cottages and the c1876 'Marks Villa' (relocated) Johnston farm complex."* The proposed works will not compromise the operations of the airport and will facilitate extensions to hangar 3 at the HARS building for the storage and maintenance of historical aircraft. The continued use of the site for airport

	related activities and the preservation of historical aircraft reinforces the historical use of the site as an airport and the importance of conservation. The application was referred to Councils Heritage Officer whose assessment concluded *"the proposed development does not impact the historic associations of Shellharbour Airport and it will not impact any endangered ecological communities."* Given the scale of works, a Heritage Impact Assessment was noted submitted or deemed required. The Statement of Environmental Effects included an assessment of the proposal in terms of its heritage impacts that this is considered satisfactory.
28.4 – Albion Park Rail	
Objectives 1. To maintain the relationship of industrial and transport heritage buildings to the transport corridor 2. To ensure the continuing use of the Albion Park Rail Station as a rail stop. 3. To maintain the small scale of development around the Albion Park Rail Station that reflects the original growth of a small town centre around a small country rail stop. 4. To encourage heritage interpretation related to transport and industrial themes. 5. To encourage re-use within the original layout and fabric of former industrial and transport buildings. 6. To discourage additions to industrial or transport heritage items. 7. To protect the historic associations of Albion Park Airport with the Second World War. 8. To facilitate the best conservation outcome for Yovelton Farmhouse and Silo, 2 Wilga Close, Albion Park Rail (I019).	The proposal satisfies the objectives in that the proposed development will continue the use of the site for airport related purposes. The extension to Hangar 3 will enable the storage and maintenance of aircraft that will utilise the airport's runway for take-off and landings.
Development of Heritage Item	

28.4.1 Development must retain the significant fabric and form of the heritage item.	The Shellharbour Airport is a heritage listed item. The Statement of Significance does not identify any specific building. The proposed works will not alter any significant fabric or form of the airport.
28.4.3 A proposed use must be compatible with the existing form and layout of the heritage item.	The proposed works will continue the use of the site for airport related activities (hangar and associated runway hardstand areas). The proposed boundary adjustment will not compromise the heritage item.

CHAPTER 32 – AIRPORT AND ENVIRONS DEVELOPMENT	
Objectives 1. To protect the airport's operations. 2. To protect the community from airport impacts	The proposal satisfies the objectives in that the proposed development will not impact on airport operations or residential areas. The proposed development is compatible with the use and operations of the existing airport. The extension to Hangar 3 will enable the storage and maintenance of aircraft that will utilise the airport's runway for take-off and landings.
Aircraft noise 32.1 The LEP needs to be referred to in relation to provisions on preventing noise sensitive development from being located close to the airport and its flight paths, minimising aircraft noise impact via building noise attenuation in noise sensitive buildings and ensuring landuse and development does not hinder airport operations.	The proposed extensions to Hangar 3 and hardstand works support the land use and operations of the airport. The hangar will store and enable maintenance works of aircraft within the HARS Museum aircraft collection. These aircraft will use the airports runways for their take-offs and landings. The existing hangar is currently open on the southern elevation. The proposed extension works also include the installation of sliding doors along the southern elevation. The enclosure of the elevation will assist in noise mitigation within the building.
Airspace operations 32.2 The LEP needs to be referred to in relation to the airport's airspace not being compromised by proposed development that penetrates the Obstacle Limitation Surface (OLS) or the Procedures for Air Navigation Systems Operation Surface (PANS-OPS). 32.3 The OLS protect the immediate airspace in the vicinity of the airport for visual operation and are based on specifications laid down in the Civil Aviation Safety	The application has been assessed against Clause 6.7 of the SLEP and is satisfactory. The maximum building height does not penetrate the OLS.

Authority's Manual of Standards (MOS) 139 for the applicable runway classifications. 32.4 The PANS-OPS protect the immediate airspace in vicinity of the airport for instrument operations and are based on the Civil Aviation Safety Authority's Manual of Standards (MOS) 173. The PANS-OPS surfaces differ to the OLS in that they protect aircraft conducting operations under instrument flight rules (IFR) where only aircraft instruments are used for navigation. PANS-OPS surfaces generally (although not always) sit at a higher level in the airspace than the OLS (Obstacle Limitation Surface) and are therefore normally protected by virtue of the lower OLS.	
Lighting within a 6 kilometre vicinity of the airport 32.5 Any lighting associated with development in vicinity of the airport could be subject to lighting limitations. Lighting limitations are included in the Civil Aviation Safety Authority's Manual of Standards 139 Chapter 9 Section 9.21 "Lighting in the Vicinity of Aerodromes" available on the CASA website. 32.6 Chapter 9.21.3.1 of the MOS indicates that advice for the guidance of designers and installation contractors is provided for situations where lights are to be installed within a 6 km radius of a known aerodrome. This will generally take in most of the urban area west of Shellharbour Road and non-urban areas east of Calderwood. 32.7 Development applications will be assessed on a case by case basis for lighting implications in consultation with the airport manager.	Insufficient information regarding lighting has been submitted. Conditions to ensure compliance has been included in the development consent.
Reflectivity 32.8 Development on, adjoining or neighbouring the airport must account for the need to minimise the hazard to aircraft operations by reflectivity. All building materials must be low-reflective. Under no circumstances will the use of zincalume or similar be permitted.	Conditions to ensure compliance with this control has been imposed.
Navigation aids 32.9 Development on land where there are navigation aids, is to account for the need to protect navigation aids such as directional beacons. Contact Council's airport manager for more information.	The development application was referred to Council’s Airport Manager for referral advice. No objection to the application was raised.

32.10 Development applications will be checked on a case by case basis for implications with navigation aids with the airport manager and Air Services Australia.	
Bird and animal hazard management 32.11 Development on, adjoining or neighbouring the airport is to account for the need to minimise the hazard to aircraft operations created by the presence of birds and or animals on or in vicinity of the aerodrome. 32.12 Development applications on, adjoining or neighbouring the airport will be assessed on a case by case basis for bird and animal hazard management implications in consultation with the airport manager.	The existing hangar is currently open on the southern elevation and netting is used to prevent birds and animals from damaging the aircraft. The proposed extension works also include the installation of sliding doors along the southern elevation so the hangar can be completely enclosed. The doors will minimise the hazard of birds and animals on damaging the aircraft to a greater degree than the current netting arrangement.