



**CLAUSE 4.6 EXCEPTION REQUEST for
CLAUSE 4.3 SHELLHARBOUR LOCAL ENVIRONMENT PLAN 2013**

**for EXTENSION TO HANGAR 3 - HARS AVIATION MUSEUM
54 AIRPORT ROAD, SHELLHARBOUR REGIONAL AIRPORT**

Prepared June 2025
by GARY SQUIRE

INTRODUCTION

This formal request has been prepared in accordance with clause 4.6 of the Shellharbour Local Environment Plan 2013 to seek a variation to the building height limit imposed under clause 4.3 of the same document.

Clause 4.3(1) states that its objectives are:

- (a) to ensure the height of buildings complements streetscapes, rural or natural scenic character of the area in which the buildings are located,
- (b) to ensure the height of buildings protects the amenity of neighbouring properties in terms of visual bulk, access to sunlight, privacy and views,
- (c) to protect areas of scenic or visual importance.

Clause 4.3(2) states that:

The height of a building on any land is not to exceed the maximum height shown for the land on the Height of Buildings Map.

The maximum height approved for the land in question is eleven metres.

This exception request seeks, under the terms of SLEP 2013 Clause 4.6, to establish that none of the above objectives are adversely affected, that the exception requested is reasonable and essential to the development and that the development has merit in terms of serving the community in which it is to be located and the heritage aspirations of the Shellharbour Regional Airport.

The Historical Aircraft Restoration Society, Inc. (HARS) is a not-for-profit organisation run entirely by volunteers which operates the HARS Aviation Museum, one of the largest and most significant museums of airworthy aircraft exhibits in Australia. Famous around the world, the museum attracts visitors from all over Australia and from overseas. It provides volunteer employment for numerous people of all ages and skills, contributing to both physical and mental wellbeing. One of its most significant and appreciated features is its fleet of larger aircraft which visitors may enter and inspect. The aircraft are maintained and



operated from the museum buildings by its volunteers, who need undercover protection from the elements to work in safety, comfort and efficiency. Many of these points will be further raised in this statement. A significant percentage of HARS members, particularly active members, come from the South Coast.

THE PROPOSED PROJECT

The project under consideration is a 100 x 19 metre extension of HARS Hangar 3 in accordance with the Shellharbour Airport Master Plan 2024. The extension has been facilitated by Clause 5.5 of the Plan which includes details of the Runway 08/26 Obstacle Limitation Surface (OLS). Subject to survey, the OLS enables calculation of a building height up to fourteen metres at a line nineteen metres from the southern face of Hangar 3.

The proposed extension, with its raised OLS height and completely redesigned main entry profile to the hangar is designed to enable some of HARS larger exhibits, particularly those with higher tails, to be protected from the elements completely under cover. Such aircraft include two ex-RAAF De Havilland DHC-4 Caribous, an ex-RAAF Lockheed AP-3C Orion and a soon-to-be-received ex-RAAF Lockheed C130 Hercules. These are extremely important to Australia's aviation heritage having served the nation for many years in a variety of military and peacetime roles. A minimum clear entry for these aircraft has been determined as twelve metres.

STANDARD AND EXTENT TO BE VARIED

The maximum height of buildings determined for the area of the proposed project is set down in the SLEP (2013) Height of Buildings Map is eleven metres. The maximum height being sought for the proposed building is fourteen metres to take full advantage of the OLS. Depth of the entry structure would be two metres, leaving a clear entrance height of twelve metres.

ESSENTIAL TO DEVELOPMENT

The maximum clear entry height of the proposed extension will be the same as the existing hangar, although, due to design revision, the clear height will be made accessible over a larger span at the entry. In addition to providing badly-needed additional space for display, maintenance and shelter of aviation exhibits, the extension provides sole aircraft access into the entire hangar space. The height proposed is essential to provide:

- 1) Continued access to the existing hangar area,
- 2) Access for the particularly tall tails of a number of exhibits, and
- 3) Height in which to provide hangar doors for wind and weather protection, security and barriers against bird incursions.



COMPATIBILITY WITH EXISTING ADJACENT BUILDING HEIGHTS

The surrounding HARS buildings (Hangar 1, Hangar 2 and Hangar 3) all exceed the maximum height permitted by the SLEP (2013) Height of Buildings Map. The proposed extension will, in fact, appear in complete harmony with these surrounding buildings.

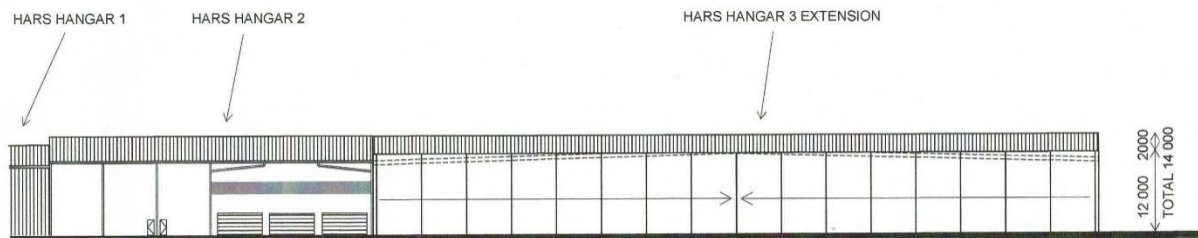


Fig.1 HARS Aircraft Museum Shellharbour, part south elevation

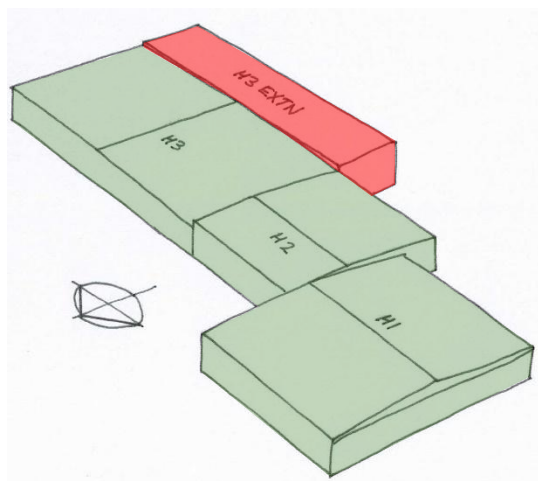


Fig.2 Sketch showing the proposed extension (in red) abutting the existing HARS facility (in green)
H3 extension exemption request – 14m
H1 – 13.24m
H2 – 14m (estimate)
H3 – 12m (estimate)

While the HARS Aviation Museum is by far the largest complex on the airport, its location is well within the airport boundaries and at a significant distance from any residential or commercial installation.

Overshadowing is not an issue, as the extended shadow to the south, east and west only covers airport apron, movement and grassed areas.



The extension will be very similar in appearance to the existing Hangar 3 face. Except at ultra-long range, the building will be viewed only from aircraft and other airside airport traffic. As an airport installation, it is entirely appropriate.

HARS commends this exception request to Council's consideration. One of the main reasons the museum is so universally acclaimed is that it contains numerous large aviation exhibits, many of which are airworthy; aircraft that can be flying one hour and accept onboard inspections by crowds of excited visitors the next. Such aircraft inevitably have tall tails.