

# Statement of Environmental Effects

## Ancillary Facilities within Existing Hangar (Class 7a)

**Proposed Development:** Internal Improvements to Existing Aircraft Hangar

**Property Address:** Lot 42, Aerodrome Rd, Rylstone Airpark

**Applicant:** Robert Loneragan

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## 1. Introduction

This Statement of Environmental Effects (SEE) supports a Development Application (DA) for the construction of ancillary aviation-related facilities, specifically a pilot preparation room, flight simulator room and lunchroom, within an existing hangar that has already received Development Approval (DA) and an Occupation Certificate. All proposed works will be fully contained within the existing hangar structure on the airfield, which is zoned SP2 - Infrastructure (Air Transport Facility) under the Mid-Western Regional Local Environmental Plan 2012 (MWRLEP 2012).

Rylstone Airpark was DA approved on 19/03/2015 for hangar construction on the north side of the grass runway 27-09. Lot 42 is on Aerodrome Rd, which is reserved exclusively for hangar-only structures.

This application has been prepared in accordance with Section 4.15 of the Environmental Planning & Assessment Act 1979 (NSW), addressing relevant planning controls, environmental impacts, and public interest considerations.

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## 2. Land Use and Zoning Considerations

Under the **MWR LEP 2012**, an **Air Transport Facility** is defined as:

*"An airport or a heliport that is not part of an airport, and includes associated communication and air traffic control facilities or structures."*

The proposed ancillary facilities are directly related to the primary use of the hangar for aviation purposes, providing essential amenities for pilots and airfield personnel.

Clause 2.3(3) of the MWRLEP 2012 states that development ancillary to a permitted use is also permissible, subject to obtaining development consent. Since the hangar is already approved as an air transport facility, the addition of internal pilot preparation and lunchroom facilities aligns with this provision.

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### **3. Building Classification under the National Construction Code (NCC)**

The existing hangar is most appropriately classified as Class 7a under the National Construction Code (NCC 2022), as it is an enclosed structure primarily used for parking vehicles (aircraft), similar to an enclosed carpark for motor vehicles. This classification is supported by the following:

- Class 7a is designated for enclosed parking structures used for vehicle storage.
- Aircraft are vehicles, and the hangar functions as a storage space for aircraft, making Class 7a the most relevant classification.
- The hangar is not used for manufacturing, servicing, or assembly, which would align with Class 8 (factory/workshop).
- It is not a warehouse or wholesale distribution centre, so it does not align with Class 7b (storage warehouse).

Since the proposed pilot preparation room, flight simulator room and lunchroom are ancillary to the primary Class 7a function, these spaces may be considered secondary uses within a Class 7a building, with specific Class 5 (office) or Class 9b (assembly building) provisions applying to these internal areas.

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## **4. Section 4.15 Considerations**

### **4.1 Environmental Planning Instruments (LEP & SEPPs)**

- The proposal complies with the Mid-Western Regional Local Environmental Plan (LEP 2012), which permits aircraft hangars in the applicable zoning.
- The State Environmental Planning Policy (SEPP) – Transport and Infrastructure 2021 facilitates development supporting aviation infrastructure.
- The proposal meets the objectives of Zone SP2 (Infrastructure – Airport) as it directly relates to airport infrastructure.
- The Airpark is an active airport, and each hangar lot is designated for aircraft storage and aviation-related activities.
- This SEE relates directly to the zoned use of the land.

### **4.2 Likely Impacts of the Development**

- **Physical Impact:** The proposal involves internal works only and does not alter the external structure other than small windows for ventilation, height, or footprint of the hangar. The windows do not look directly into any adjoining neighbour hangar.
- **Environmental Impact:** There is no significant impact on air, water, biodiversity, or local amenity.
- **Noise & Traffic:** The development does not increase aircraft movements, noise levels, or vehicle traffic beyond existing approved use.
- **Infrastructure Impact:** The proposal involves only minor plumbing and electrical works without placing additional demand on council services.

### **4.3 Suitability of the Site**

- The Airpark is an active airport, and each hangar lot is designated for aircraft storage hangars.
- The proposal does not increase land use intensity or create conflicts with surrounding properties.
- The site is adequately serviced by existing infrastructure (water, sewer, power).

### **4.4 Civil Aviation Safety Considerations**

- All proposed works are contained within the existing structure, ensuring no impact on Obstacle Limitation Surfaces (OLS) or external aviation safety assessments.
  - The modifications will remain compliant with CASA Part 139 (Aerodromes) regulations for safe airfield operations.
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## **5. Conclusion**

The proposed internal modifications are entirely contained within an approved and occupied Class 7a hangar, do not alter the external structure (other than the placement of 7 small windows for ventilation), and support the primary aviation function of the facility.

The works are consistent with zoning objectives, comply with relevant planning and building standards, and do not impact airfield operations. Given their ancillary nature, the proposal should be considered appropriate within the existing regulatory framework.

The applicant respectfully requests council approval for this development application.