

5 April 2024

John Ramsay
Delegate (Chair)
Tasmanian Planning Commission
Via email: tpc@planning.tas.gov.au

Dear Mr Ramsay,

RE: PDPSAMEND-2021-022808 - Draft Amendment to the Clarence Local Provision Schedule - Apply Airport Obstacle Limitation Area Overlay to land around Cambridge Airport

I have received a letter dated 18 March 2024 from the Tasmanian Planning Commission regarding the Draft Amendment to the Clarence City Council's Local Provision Schedule - PDPSAMEND-2021-022808. The letter confirms the Commission's receipt of additional information prepared by Gray Planning (acting on behalf of Airlines of Tasmania) and advises that this information is available for viewing on the Commission's website.

The letter also advises that submissions from the planning authority and affected property owners must be provided by 10 April 2024, in anticipation of a hearing scheduled to discuss any outstanding matters on Thursday 18 and Friday 19 April.

As indicated in our 2 previous submissions, we confirm that we own the land at 237 Kennedy Drive, Cambridge. Our site is located within the Light Industrial Zone and being in proximity to the Hobart Airport, it is also impacted by the Airport Obstacle Limitation Area overlay mapping.

This submission responds to the proposed amended OLS mapping and explanatory letter prepared by Gray Planning in response to the Commission's directions letter dated 23 November 2023, in which Gray Planning was requested to:

The owners and operator of Cambridge Airport (Cambridge Airport) are to prepare a draft revised obstacle limitation overlay (OLS) for the airport with the objective of achieving compatibility between –

- (a) the current and future use and operations of the airport; and*
- (b) the current and future use and development of the lands in the immediate vicinity of the airport.*

I note that as part of this review, Gray Planning was also requested to consider the written and oral submissions made by surrounding landowner submissions at the Commission hearing of the draft amendment on 15 & 16 November 2023 (including my submission).

After reviewing the amended OLS mapping, I note that the primary changes documented in the Gray Planning submission include the lessening of restrictions around the smaller east-west Runway 09/27. This submission also confirms that the previously documented restrictions OLS for the primary, larger Runway 12/30 (see Figures 1 and 2) will be maintained without revision.



Figure 1: OLS mapping from Gray Planning submission dated 4 August 2023

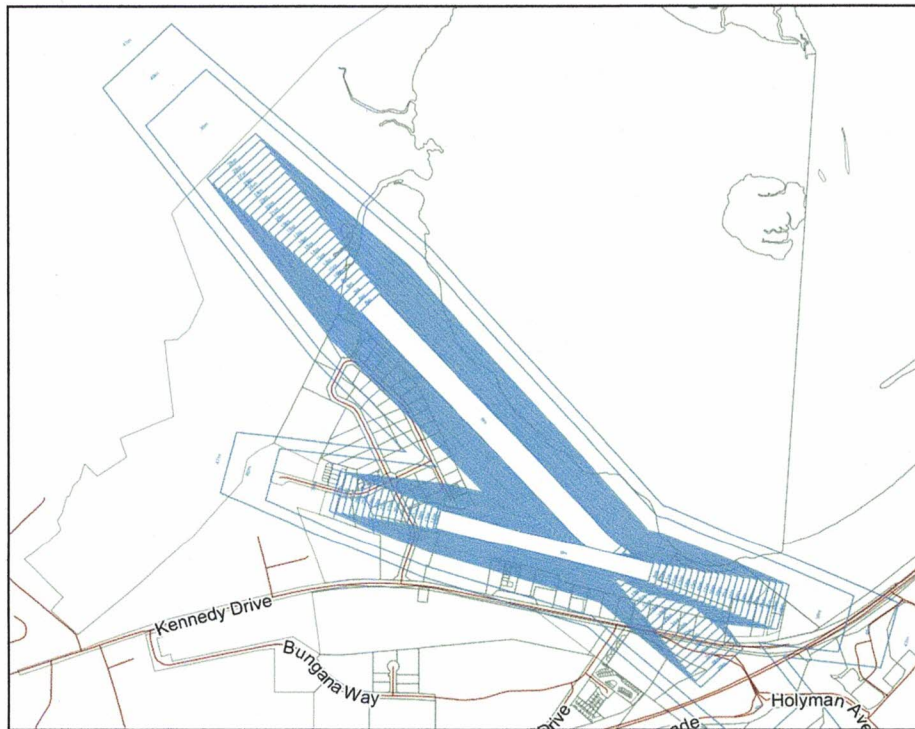


Figure 2: Amended OLS mapping from Gray Planning submission dated 8 March 2024

Accordingly, I also note that, with respect to my property at 237 Kennedy Dr, the OLS height restrictions remained unchanged, presumably on the basis that they pertain to the primary rather than secondary runway.

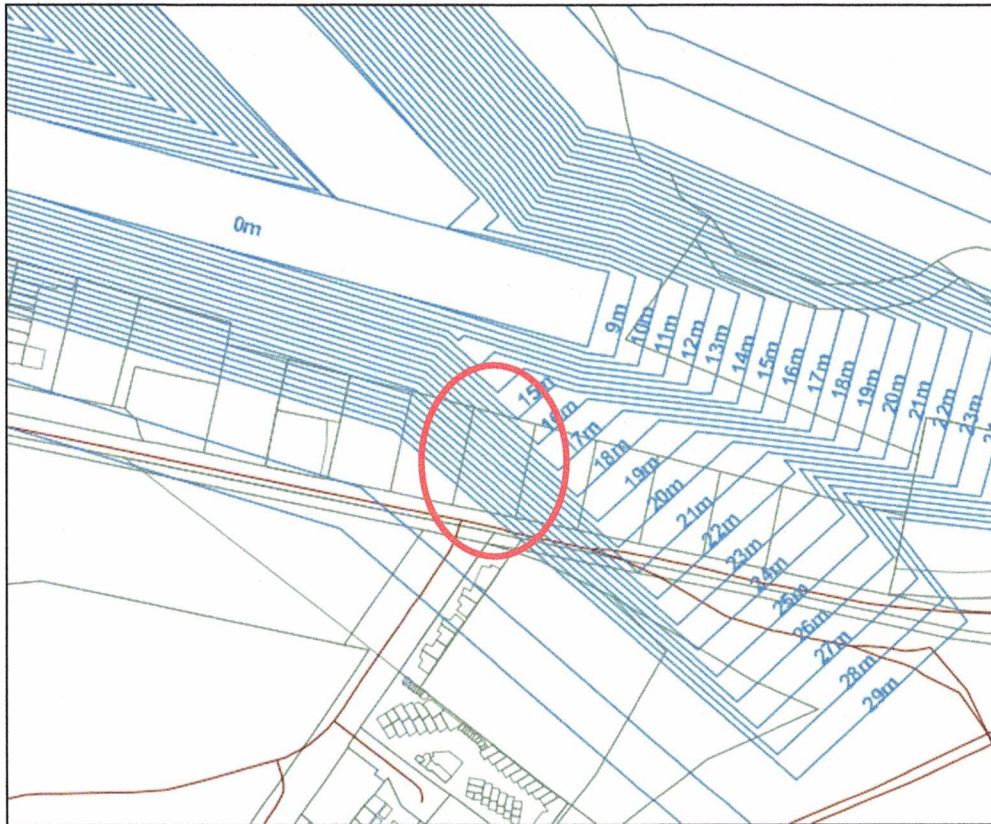


Figure 3: Identification of my property and applicable OLS restrictions

Despite the additional information provided in the Gray Planning submission of 23 November 2023, I remain unclear as to the effect the proposed height limitations for the primary Runway 12/30 will have on my ability to further develop the land in accordance with the specified building height of 10m permitted in within the Light Industry Zone.

The most recent Gray Planning response has not clarified the term 'residual height' nor, more specifically, whether the residual heights specified for my property (identified as 137962/25) of 7.05 (minimum) and 22.07 (maximum) are a reference to existing land levels (in metres AHD) or an alternative measurement.

Ms Gray's further emailed correspondence dated 13 March 2024 asserts that the concerns of neighbouring properties have been taken into consideration and that:

*I would not expect any new properties to be now affected that were not previously affected with the last lot of mapping. Where properties were previously affected by the original OLS mapping imposing height limitations as prepared by Cambridge Airport, I would expected (sic) **this amended OLS mapping to provide a reduced impact on height limits.** (emphasis added)*

It's my position that without this additional information, I cannot ascertain whether this statement from Ms Gray is correct with respect to my property.

As per my previous submission, I therefore request that I am provided with further explanation as to the likely impacts of the proposed revisions to the Airport Obstacles Limitation Area Overlay mapping to the development potential of my property. In particular, I would like the opportunity to view the 3D aerial imagery referred to in the Gray Planning submission to gain a better understanding of the height restrictions to be applied to my property.

Without this detail, I remain of the opinion that my property may be adversely affected by the proposed overlay mapping revisions, and I reiterate my request that my concerns be considered prior to the making of a final determination on this matter.

Yours faithfully

A handwritten signature in black ink, appearing to read 'Darren Kurzok', written in a cursive style.

Darren Kurzok

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