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**Cc:** [Don Wells](#); [Shannon Wells](#); [Tom Griffiths](#); [Duri Bradshaw](#)  
**Subject:** FW: further investigate OLS model to lift height limitations on Cherokee Drive properties RE: Clarence - draft amendment PDPSAMEND-2021-022808  
**Date:** Wednesday, 17 April 2024 5:14:07 PM  
**Attachments:** [image001.png](#)  
[95m reduction to runway.pdf](#)  
**Importance:** High

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**To the attention of Mr John Ramsay, Chair; and  
Panel members Mr Heath and Mr Hogan**

Dear Sirs,

Following instructions from Mr Shannon Wells to approach Insight GIS to commence undertaking further investigations on the OLS modelling to determine how much further amendment of the OLS can be undertaken to address concerns of Page Seager's clients I attach further preliminary investigation modelling provided by Insight GIS on behalf of Cambridge Airport for discussion at tomorrow's hearing.

The amendment of the modelling provides for a 95m shortening of the adjacent runway to raise the minimum height of the OLS overlay to address height concerns raised by representors.

This amended modelling has been based on the adjacent affected runway and the runway length required at a minimum.

The attached plan from Insight GIS provides increased minimum height clearances proposed to be achieved on 7, 8 and 9 Cherokee Drive while still allowing the nearby runway (Runway 2) to safely operate in line with safety requirements.

The attached plan by Insight has a legend with colour coding the applicable height limits and their extent on affected properties as would be imposed by an amended OLS that can be achieved by shortening the runway to the most acceptable limit and still allow runway function.

A full set of amended modelling will regrettably not be available prior to (tomorrow) Thursday's hearing as we will still require third party input from Airport Plus to confirm the modelling changed and outcomes but the attached provides an indicative amended OLS and its height limitations offered by Cambridge Airport to address concerns and for discussion with parties at tomorrow's hearing. Insight GIS have advised that further modelling based on the attached is subject to change once fully modelled by Airport Plus but this change is likely to be very minimal.

Regards  
Danielle  
Obo Mr Don Wells and Mr Shannon Wells

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**From:** Duri Bradshaw <duri.bradshaw@insightgis.com.au>  
**Sent:** Wednesday, April 17, 2024 4:17 PM  
**To:** tgr73732@bigpond.net.au  
**Cc:** 'Don Wells' <d.wells@paravion.com.au>; Danielle Gray <danielle@grayplanning.com.au>; 'Shannon Wells' <s.wells@paravion.com.au>  
**Subject:** RE: Please further investigate OLS model to lift height limitations on Cherokee Drive properties FW: Clarence - draft amendment PDPSAMEND-2021-022808 - Commission Directions, 20 November 2023

Thanks Tom,

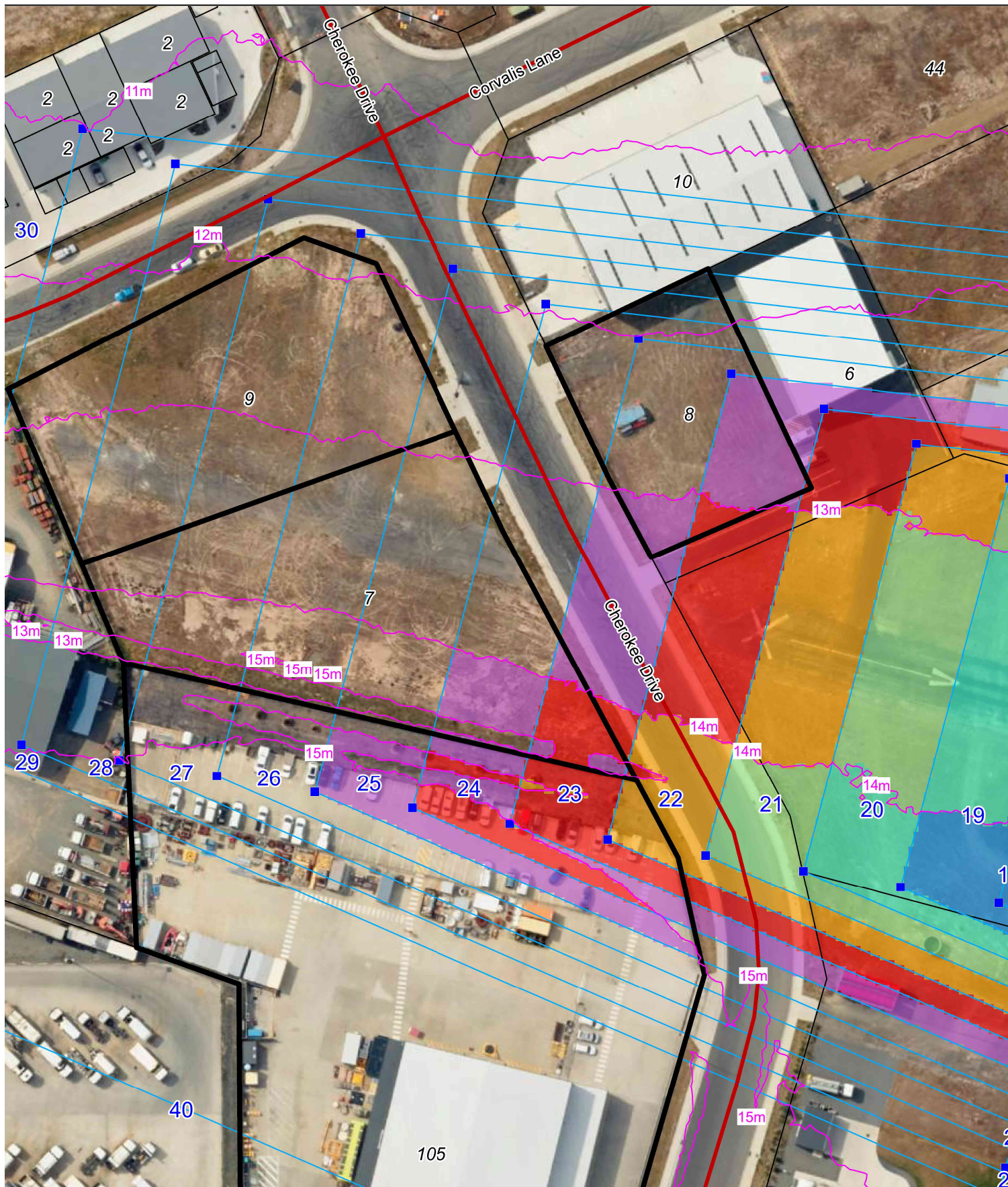
I have added a note that the OLS heights are in AHD while the building heights are above ground, I also made a minor change to the colours between 6-8m as they were previously both orange and have now split them into 6-7m, 7-8m.

Regards,  
**Duri Bradshaw**  
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# Runway reduced by 95m from western end



## Maximum Building Height (m)



0 50



- Road
- 1m Contours (AHD)
- OLS (reduced by 95m)
- Cadastral Parcels

Disclaimer: Preliminary drawing based on LiDAR data from 2013, all measurements need to be confirmed by a surveyor prior to any final decision.

Maximum building heights are shown in bands, for the 9 to 10m band a building up to 9m is acceptable anywhere in the band, any building greater than 9m and less than 10m would only be acceptable in the lower areas of the band.

OLS heights are in AHD, building heights are above ground level.