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**From:** Danielle Gray <danielle@grayplanning.com.au>  
**Sent:** Friday, 8 March 2024 1:54 PM  
**To:** Clarence General Mail User; TPC Enquiry  
**Cc:** evan@e3planning.com.au; frazer@allurbanplanning.com.au; Anthony Spence; Tom Griffiths; Shannon Wells; Duri Bradshaw; Gatenby, Simon; Fyfe, Karen  
**Subject:** FW: Clarence - draft amendment PDPSAMEND-2021-022808 - Commission Directions, 20 November 2023  
**Attachments:** Clarence - draft amendment PDPSAMEND-2021-022808 - Commission Directions to Gray Planning.pdf; Cambridge Airport Obstacle Limitation Area - 2024-02-28.pdf; Explanatory advice re revised mapping Clarence LPS Airport Gray Planning for Wells 8 March 2024.pdf; REVISED HEIGHTS\_2.jpg; REVISED HEIGHTS.jpg; REVISED HEIGHTS.pdf; REVISED HEIGHTS\_3.jpg; Airport Obstacle Limitation Area - 2024-02-28.zip

**To the attention of the Chair, TPC**

**RE: Tasmanian Planning Scheme - Clarence Draft amendment PDPSAMEND-2021-022808 Apply airport obstacle limitation area overlay to land around Cambridge Airport**

Dear Mr Ramsay,

I make reference to the 20 November 2023 direction of the Commission with respect to the application to amend to OLS mapping as it applies to Cambridge Airport, Clarence Draft amendment PDPSAMEND-2021-022808.

In response to those directions I now attach amended OLS mapping, images of the amended height levels as they apply to neighbouring property as discussed at last November's meeting and also an explanatory report.

I understand that a further hearing is currently being scheduled for April (dates yet to be confirmed).

To better illustrate the amendments made to the OLS mapping by Insight GIS in consultation with Mr Simon Gatenby of the Commission, it is requested that further discussions about the amended mapping are undertaken at the upcoming hearing as it is intended that a presentation on the amended modelling will be undertaken at the hearing to enable all parties to better understand the changes that have been made to address neighbouring concerns about the extent and height restrictions imposed.

If you wish to discuss this email I may be contacted on 0439 342 696.

Regards  
Danielle

**Danielle Gray** B.Env.Des, MTP, MPIA  
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**From:** TPC Enquiry <tpc@planning.tas.gov.au>  
**Sent:** Monday, November 20, 2023 11:29 AM  
**To:** Danielle Gray <danielle@grayplanning.com.au>  
**Subject:** Clarence - draft amendment PDPSAMEND-2021-022808 - Commission Directions, 20 November 2023

Good Morning,

The Commission has enclosed correspondence regarding the above-mentioned draft amendment.

Yours sincerely,

**TASMANIAN PLANNING COMMISSION**

Level 3 144 Macquarie Street Hobart TAS 7000  
GPO Box 1691 Hobart TAS 7001

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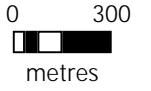


# Cambridge Airport Obstacle Limitation Area

**Legend**

- Airport Obstacle Limitation Area
- Cadastral Parcels

Map Scale: 1:10,000 @ A3  
 Coordinate System: GDA94 MGA Zone 55  
 Planning Data from Par Avion  
 Base topographic data from the LIST © State of Tasmania  
 Print Date: 28/02/2024 Cadastre Date: 01/12/2023





Danielle Gray, Principal Consultant  
Gray Planning  
224 Warwick Street  
West Hobart TAS 7000

8 March 2024

Mr John Ramsay AM  
Chair (Delegate), Tasmanian Planning Commission  
GPO Box 1691  
Hobart TAS 7001

**AMENDMENT TO CLARENCE LOCAL PROVISIONS SCHEDULE - AIRPORT CODE MAPPING,  
RE: PDPSAMEND-2021/022808**

Dear Mr Ramsay

I make reference to your letter dated 20 November 2023 with respect to November 2023 hearings regarding amendment of the OLS mapping for the airport obstacle limitation overlay applicable to land at 115 Kennedy Drive in Cambridge and the surrounding area.

In response to your letter, the Wells family through Mr Shannon Wells, Managing Director of Airlines of Tasmania Pty Ltd, further engaged Mr Tom Griffiths of Airport Plus and Insight GIS to prepare amended OLS mapping to take into account the concerns and issues made by surrounding landowner parties at the Commission hearing of the draft amendment on 15 and 16 November 2023.

Amended mapping was prepared during January and February 2024 to also take into account other surrounding properties, as if those owners had made a representation to the Commission hearing.

Consideration was also given to best practice application of the now obsolete requirements of CAAP 92A-1(0): "Guidelines on aerodromes intended only for small aeroplanes conducting RPT operations, published by CASA in October 2000, to the location of, and physical and operational circumstances of the airport.

Input and advice was also sought about the draft revised OLS for Cambridge Airport from the Commission's planning analyst Mr Simon Gatenby.



This has resulted in a further revised set of mapping for the OLS as it applied to Cambridge Airports dated 28 February 2024 prepared by Insight GIS on behalf of Cambridge Airport.

In making changes to the mapping, concerns raised by the owners of land adjacent to runways was taken into account including the extent of the OLS affecting their property and the resulting height restrictions imposed by the OLS originally proposed and discussed at the November 2023 hearing.

The revised mapping has been amended to increase the angle of the OLS in proximity to airport runways, particularly Runway 09/27. The OLS has also been amended to reduce the extent to which it would be applied to the site area of neighbouring properties, as far as possible without compromising safe use of the runways.

In considering concerns raised by adjacent land owners to runways, the amended OLS has been adjusted for Runway 09/27 to be the least restrictive requirements to allow light aircraft to use this runway in Day Visual Conditions, which is what currently happens. This is the east west shorter runway.

The existing more restrictive OLS will remain on the primary Runway 12/30, as this is used for night operations in larger aircraft and emergency services. This is the primary, longer runway that caters for large aircraft.

A less restrictive OLS in the case of the primary runway at Cambridge Airport is unable to be further amended without serious impact on the viability and safe function of this runway.

I provide the following images which show comparison of the previous OLS mapping tabled and discussed at the November 2023 hearing against the amended mapping now proposed and modelled in January and February 2024.

The OLS has now been amended to reduce the extent of its application (in terms of site area and height limitations) on adjoining properties including 269 Kennedy Drive and 105 Kennedy Drive.

While the OLS would still be applied to these properties, the extent of its application across neighbouring site area has been reduced with the recent amendments. Furthermore, the angle of the OLS has been considerably steepened to allow a reduction in height restrictions where the layer will apply.

I provide the following images for comparison purposes for consideration of all parties.

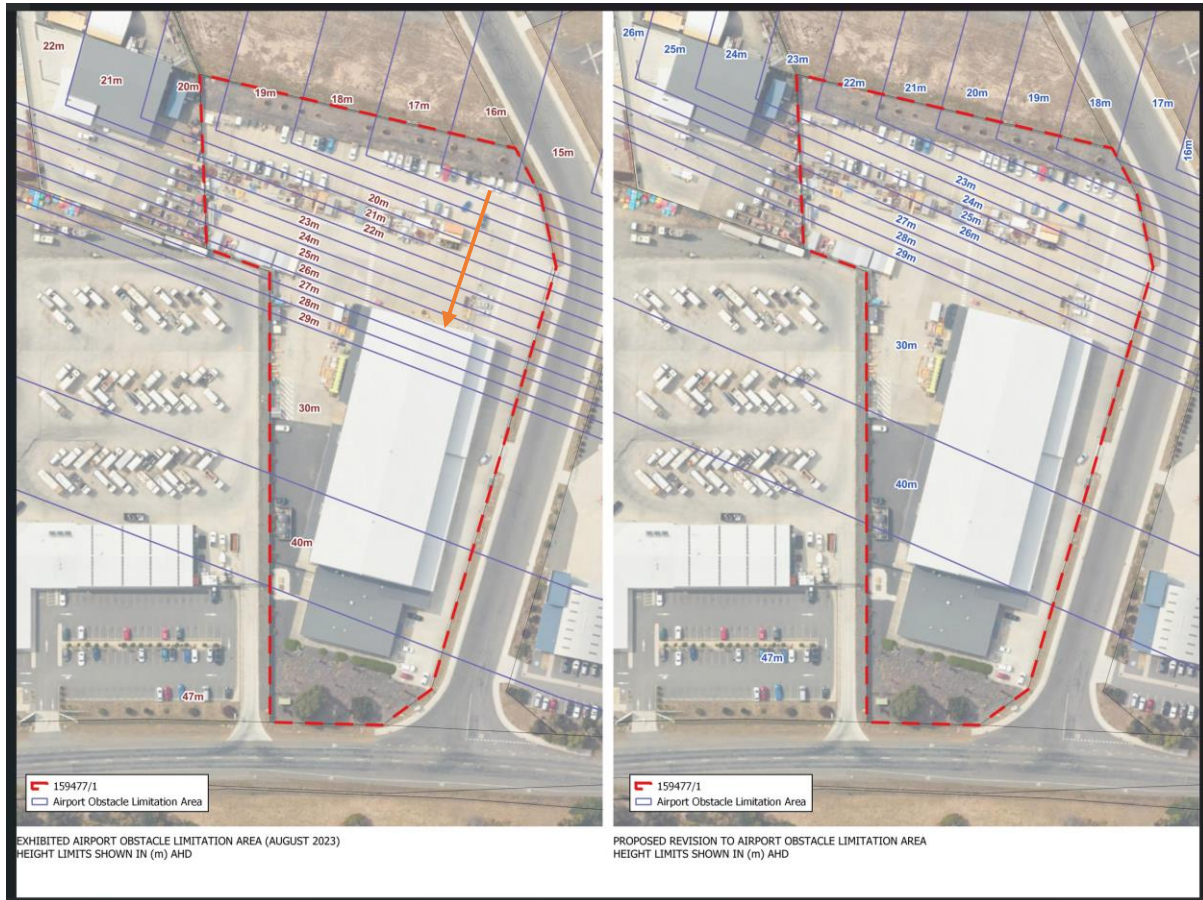




**Image 1. Comparative images for 2023 mapping (left) and 2024 proposed amended mapping (right) on 61 Cherokee Drive. This property is currently under construction. The OLS mapping as proposed would potentially impact any future extension of the building currently under construction in the southern half of the property but would not impact future building works within the northern half of the property.**

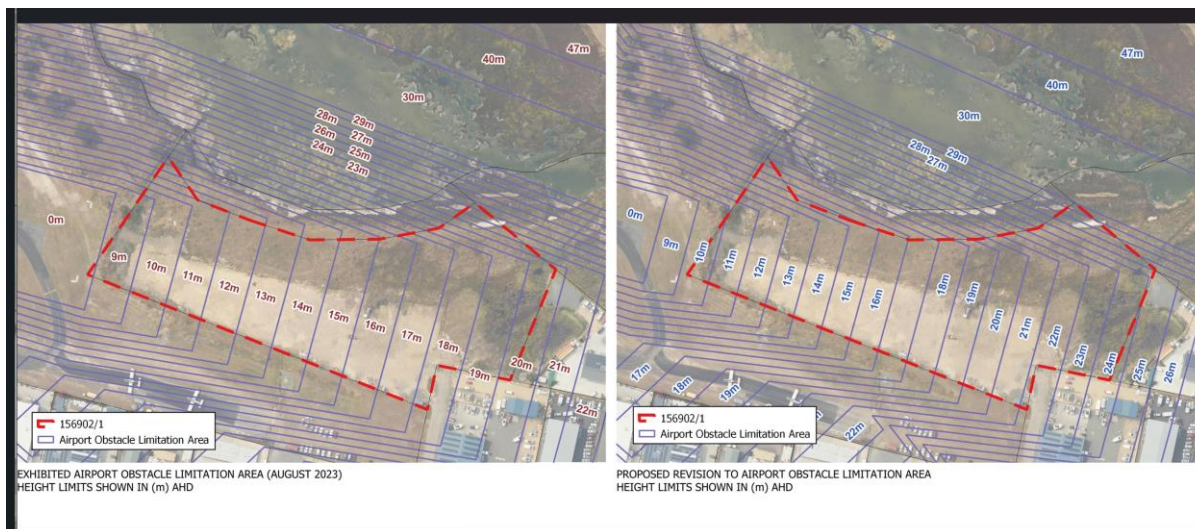






**Image 2. Comparative images for 2023 mapping (left) and 2024 proposed amended mapping (right) on 105 Kennedy Drive. The OLS mapping as proposed would potentially impact any future extension of the building in the northern end of the property which is currently used for car parking. The amended OLS would not impact future building works to the west and south of the existing building and also within approximately 10m of the north facing elevation of the building (arrowed).**





**Image 3. Comparative images for 2023 mapping (left) and 2024 proposed amended mapping (right) on 269 Kennedy Drive. This property is currently vacant. The OLS mapping as proposed would potentially impact any future building proposed to be located in the far western corner of the property that is directly adjacent to Cambridge Airport’s primary runway Runway 12/30. At least 75% of the property would be otherwise unaffected by the OLS.**

It is considered that the changes in the OLS mapping will be better illustrated to all parties by running through comparative mapping scenarios at the upcoming hearing scheduled in April 2024.

The amended mapping will also include 3D aerial images including OLS layers so that a 3D view of the height restrictions proposed to be imposed by the amended OLS on neighbouring properties adjacent to the Airport runways can be better understood. Mapping to be presented at the hearing will also include amended OLS layers being colour coded to better depict the location and extent of height restrictions proposed on adjoining properties. This mapping has been prepared by Insight GIS with assistance from Mr Simon Gatenby of the Commission.

The owners and operators of Cambridge Airport would oppose the further ‘watering down’ of OLS overlay mapping on Runway 12/30. This is the Airport’s primary runway and is used for night operations, larger aircraft and also emergency aircraft. Any further reduction of the OLS adjacent to this runway will impact upon the ongoing safe operations of Cambridge Airport and may make the airport unviable.

It is requested that the above additional mapping information is considered by the Commission and discussed in more detail at the upcoming April 2024 hearing at the TPC. Separate attachments have been sent through of the revised mapping as prepared by Insight GIS as well as original pdf copies of comparison images of OLS mapping with height levels mapped on neighbouring properties.





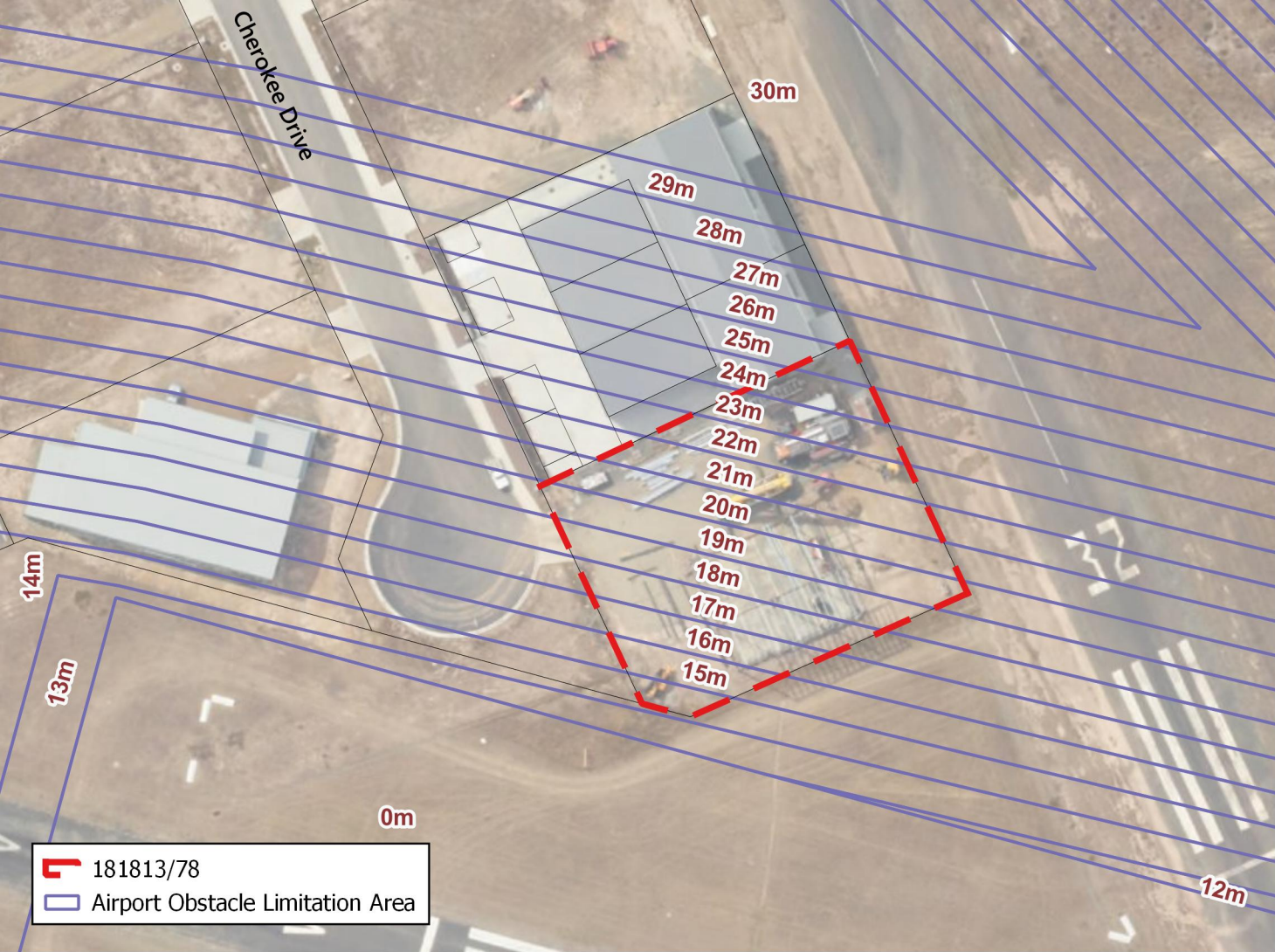
I am happy to discuss if required and may be contacted on 0439 342 696.

Yours faithfully

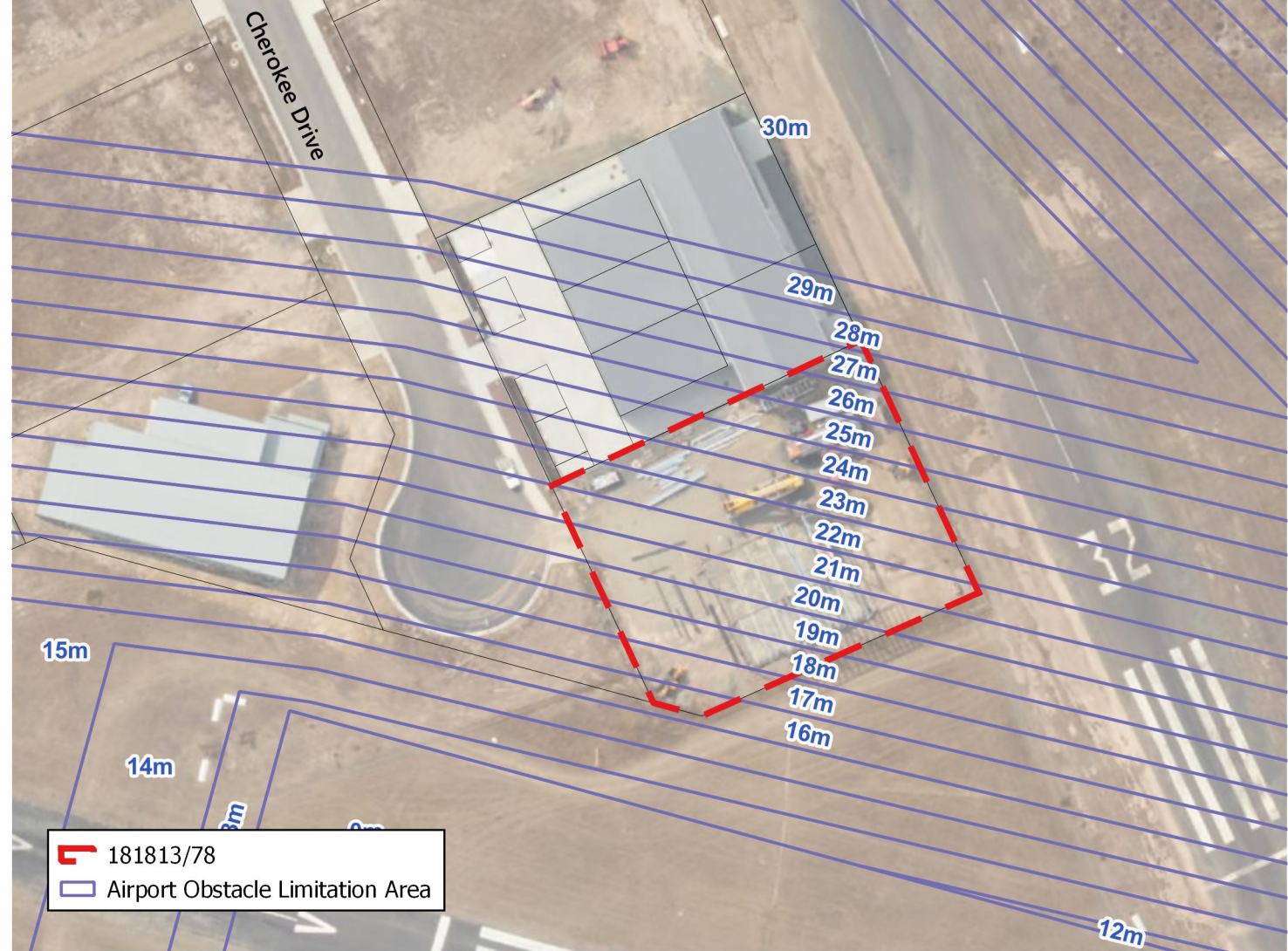


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Principal Consultant, Gray Planning



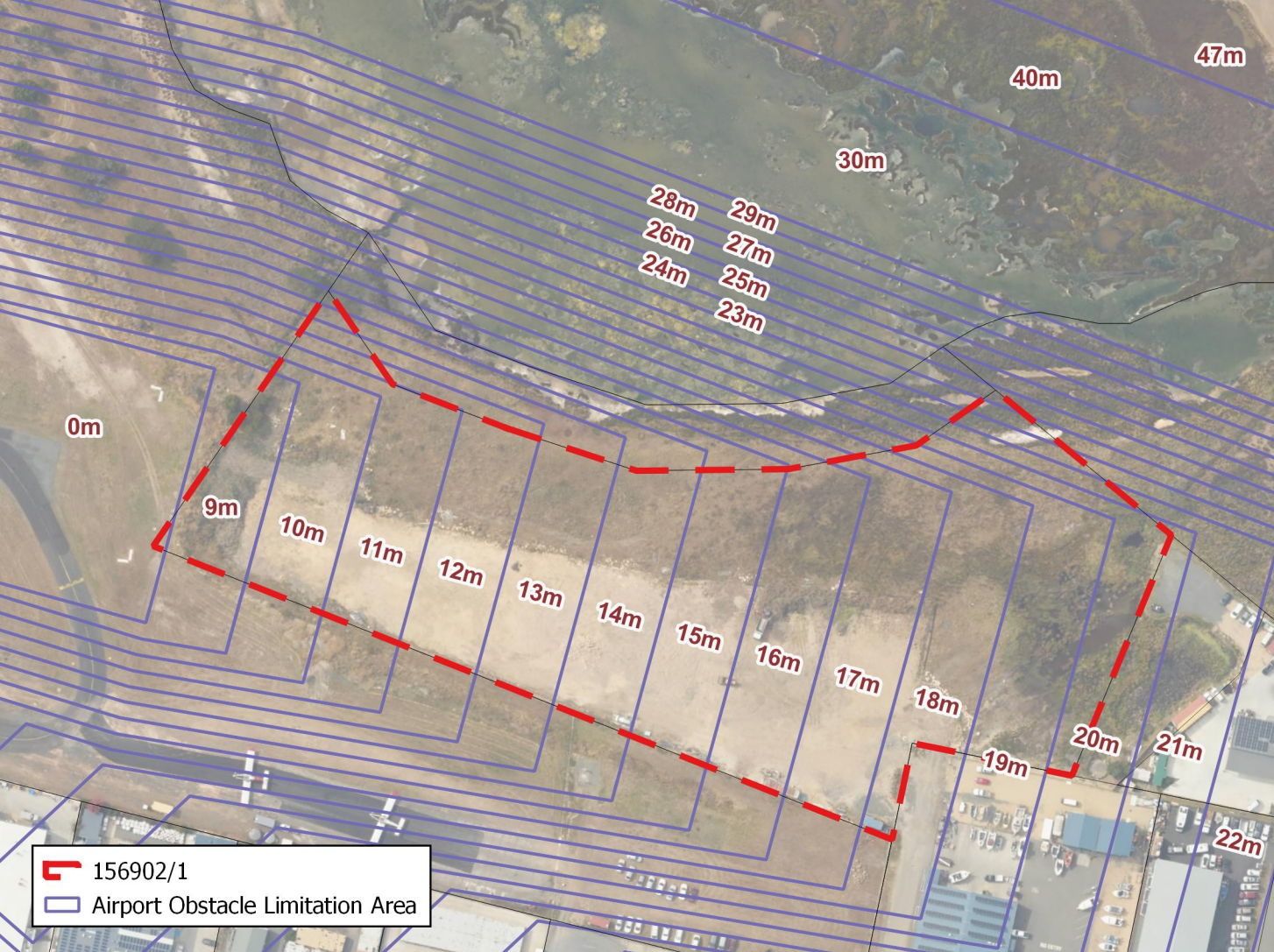


EXHIBITED AIRPORT OBSTACLE LIMITATION AREA (AUGUST 2023)  
HEIGHT LIMITS SHOWN IN (m) AHD

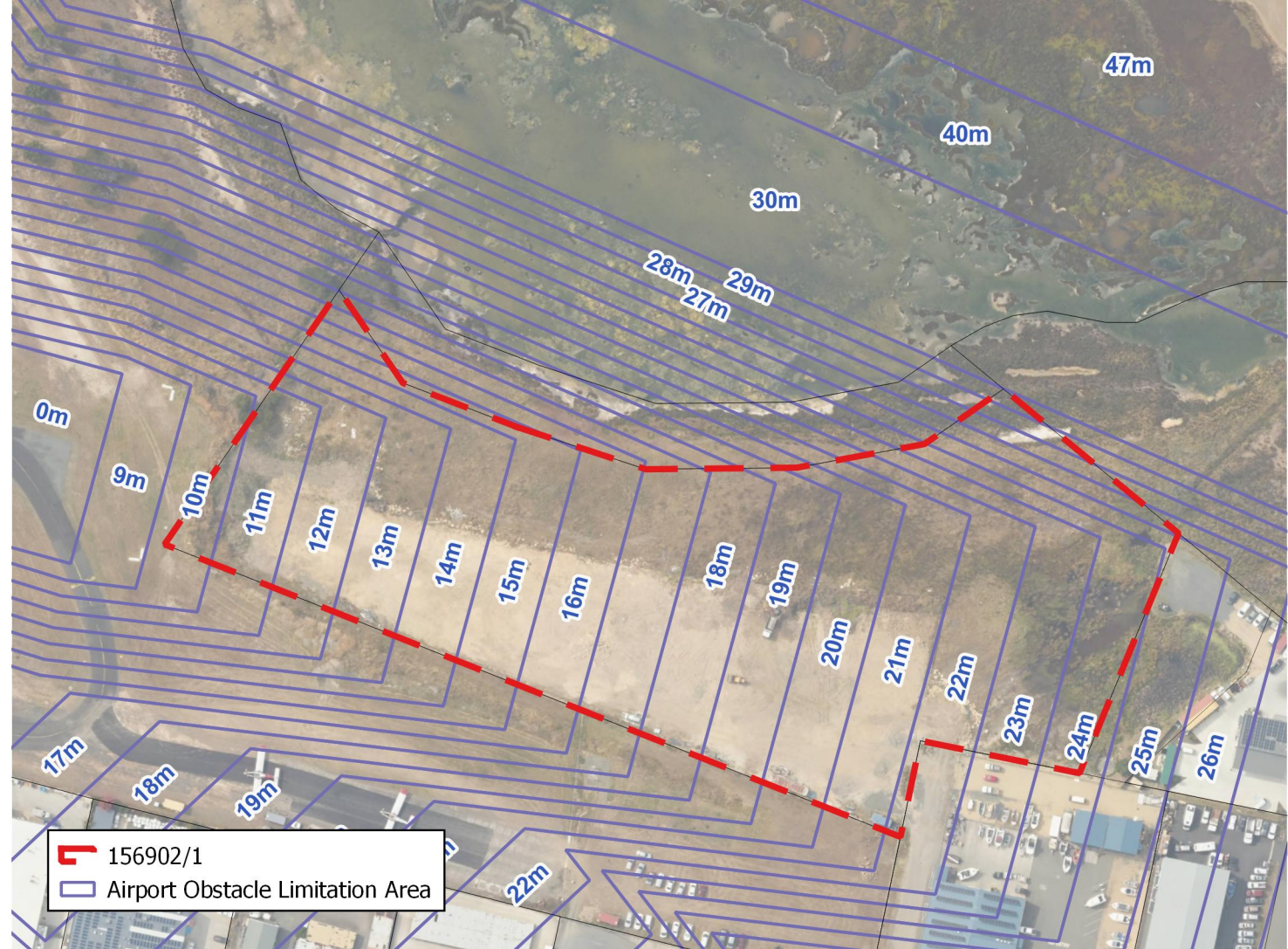


PROPOSED REVISION TO AIRPORT OBSTACLE LIMITATION AREA  
HEIGHT LIMITS SHOWN IN (m) AHD



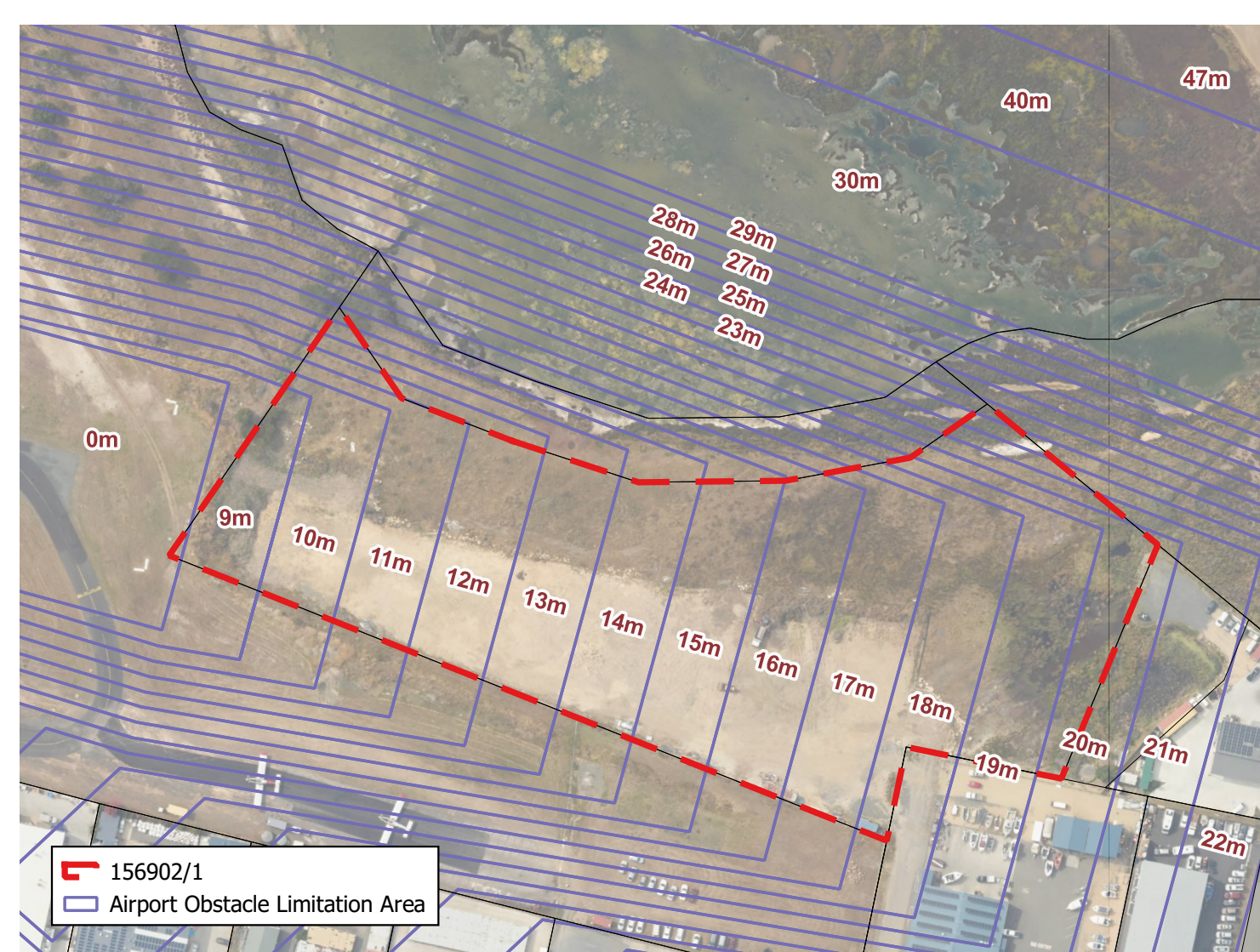


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HEIGHT LIMITS SHOWN IN (m) AHD

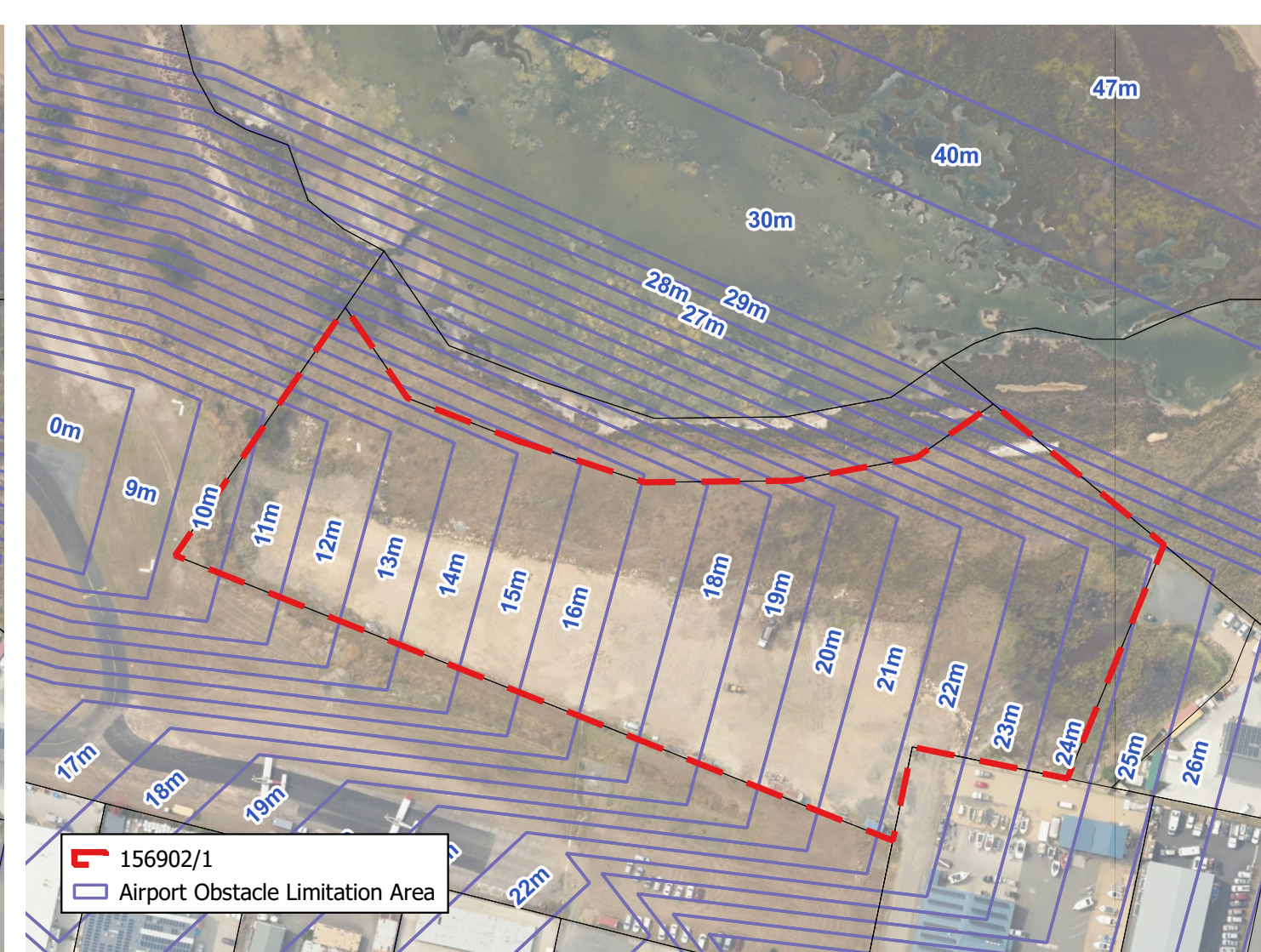


PROPOSED REVISION TO AIRPORT OBSTACLE LIMITATION AREA  
HEIGHT LIMITS SHOWN IN (m) AHD



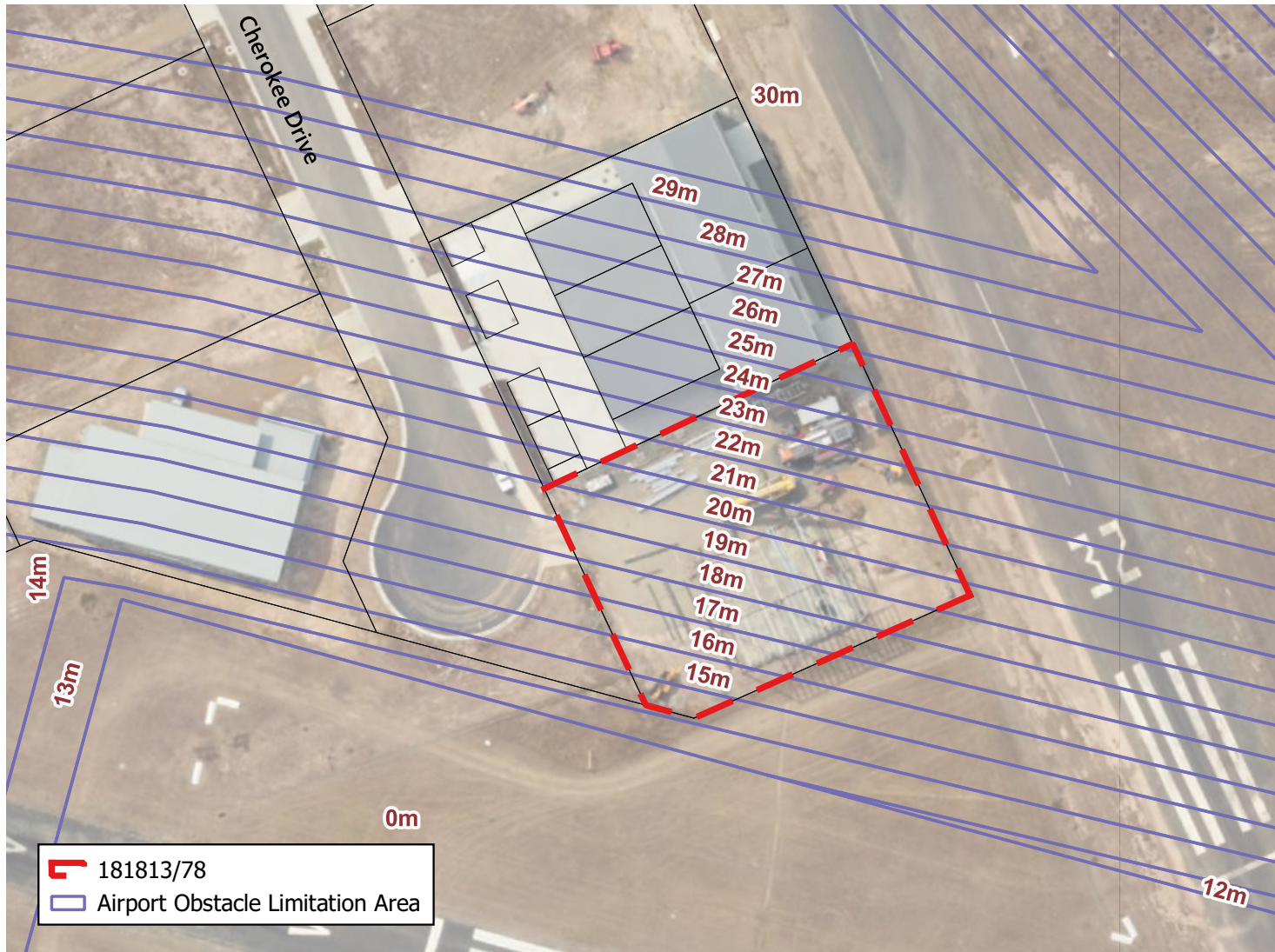


EXHIBITED AIRPORT OBSTACLE LIMITATION AREA (AUGUST 2023)  
HEIGHT LIMITS SHOWN IN (m) AHD

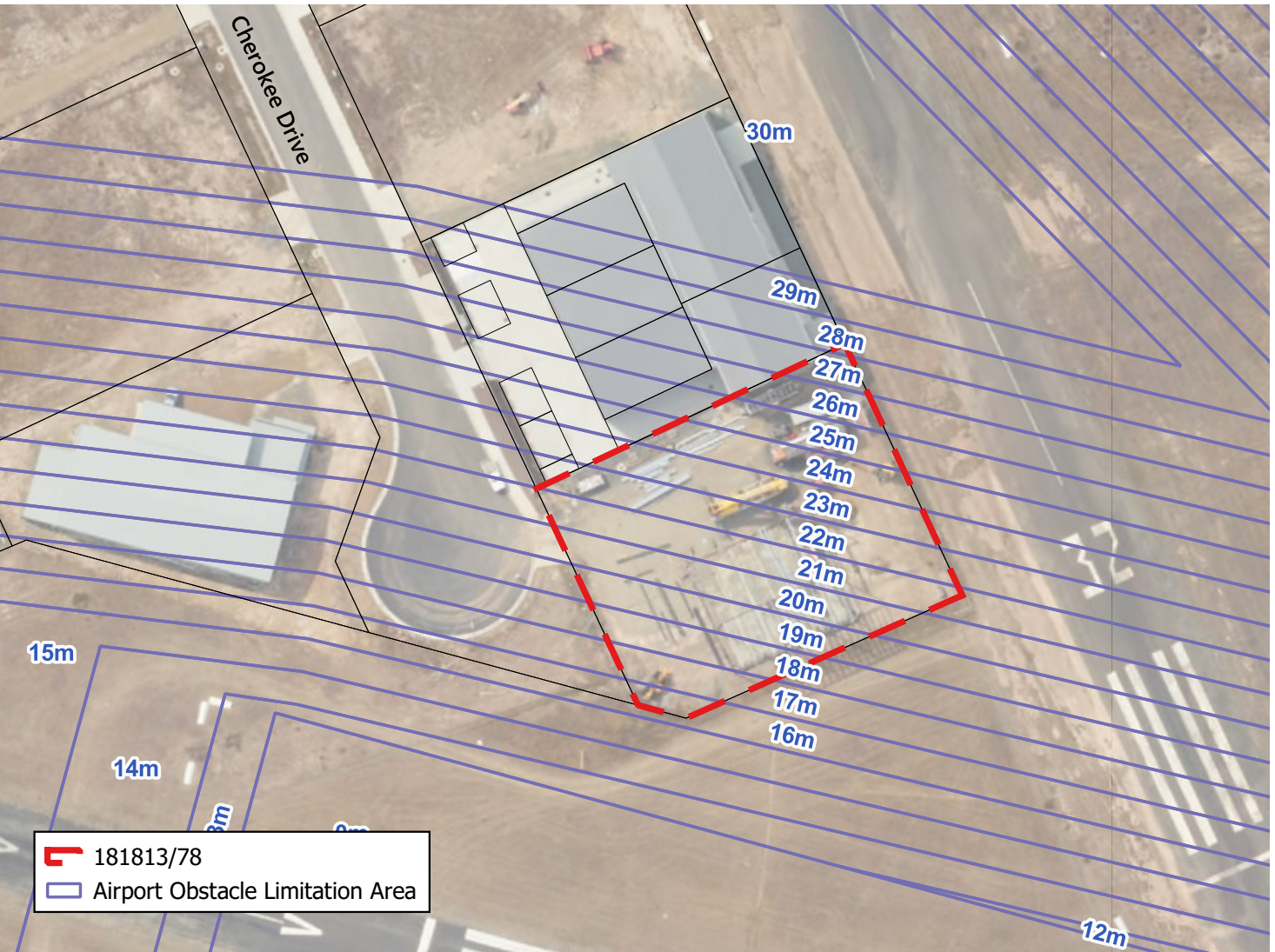


PROPOSED REVISION TO AIRPORT OBSTACLE LIMITATION AREA  
HEIGHT LIMITS SHOWN IN (m) AHD



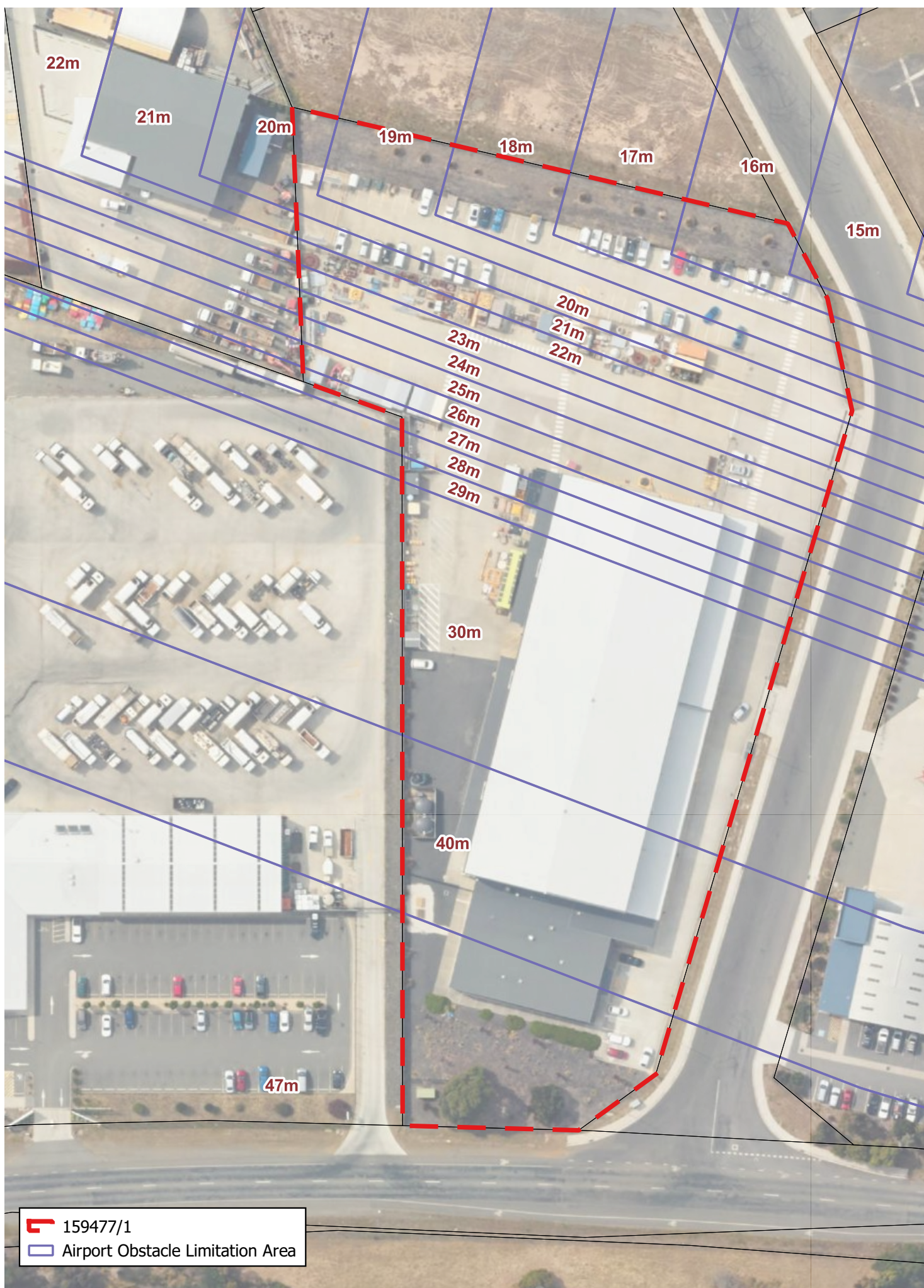


EXHIBITED AIRPORT OBSTACLE LIMITATION AREA (AUGUST 2023)  
 HEIGHT LIMITS SHOWN IN (m) AHD



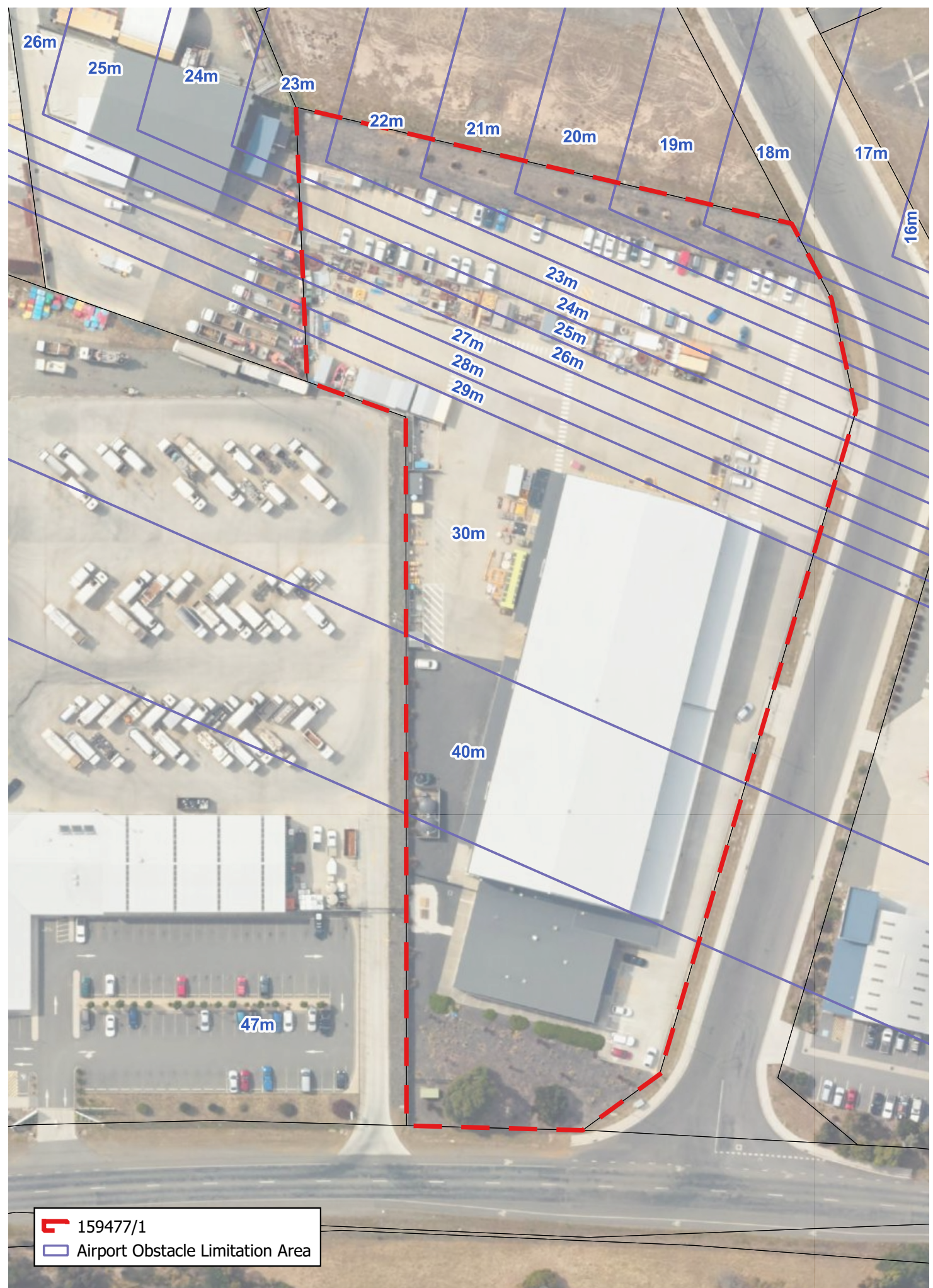
PROPOSED REVISION TO AIRPORT OBSTACLE LIMITATION AREA  
 HEIGHT LIMITS SHOWN IN (m) AHD





┌ 159477/1  
┌ Airport Obstacle Limitation Area

EXHIBITED AIRPORT OBSTACLE LIMITATION AREA (AUGUST 2023)  
 HEIGHT LIMITS SHOWN IN (m) AHD



┌ 159477/1  
┌ Airport Obstacle Limitation Area

PROPOSED REVISION TO AIRPORT OBSTACLE LIMITATION AREA  
 HEIGHT LIMITS SHOWN IN (m) AHD