

64881-4-002

27 September 2016

Laura Kerber
Senior Planning Officer
Development Division
Department of Planning, Transport and Infrastructure
GPO Box 1815
ADELAIDE SA 5001

Dear Laura

**PEREGRINE CORPORATION MIXED USE DEVELOPMENT – 270 THE PARADE KENSINGTON
GARDENS – FINAL DEVELOPMENT REPORT**

In relation to the above, we note that a new major project declaration was gazetted on 22 September 2016. In addition, revised DR guidelines were issued.

We confirm that the DR report prepared by our office is consistent with the revised DR guidelines.

Please do not hesitate to contact the undersigned should you require further clarification.

Yours sincerely



Michael Osborn
National Planning Manager



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16 August 2016

Laura Kerber
Senior Planning Officer
Development Division
Department of Planning, Transport and Infrastructure
GPO Box 1815
ADELAIDE SA 5001

Dear Laura

**PEREGRINE CORPORATION MIXED USE DEVELOPMENT – 270 THE PARADE KENSINGTON
GARDENS – FINAL DEVELOPMENT REPORT**

We refer to your electronic correspondence dated 13 July 2016 and 14 July 2016, which included comments from DEWNR – Stage Heritage Unit (dated 4 July 2016), ODASA (dated 5 July 2016), and DPTI – Transport (Dated 11 July 2016).

Further to this correspondence, the applicant and consultant team have reviewed the comments received and have amended the proposal and/or prepared additional material. These are appended to our Development Report (DR) which we have also amended to reflect the proposed changes before formal referral and consultation occur.

We address your comments in respect to each guideline in turn.

Guideline 1

As requested, DASH architects have amended their Heritage Impact Statement to consider the State Heritage listed drinking fountain, and to further develop the discussion in relation to the podium having regard to the heritage context.

Guideline 2

MPH has provided additional details in relation to the Design Review process in their revised Design Statement.

Guideline 3

Sonus have revised their noise assessment which is provided at Appendix T of the revised DR and have included recommendations in relation to the range of noise sources identified.

MPH has also provided further commentary in relation to the visual impact of the building.



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In relation to the Bowen Street interface, the proposed design has been modified in order to function within the existing Bowen Street configuration, including the one-way traffic movements.

The upgrade of Bowen Street is referred to as a potential future urban vision that is not included as part of this application. It is noted that the applicant has presented the City of Norwood, Payneham and St Peters with the relevant plans and proposal to upgrade and improve the streetscape and vehicular movements on Bowen Street. These plans are being considered by Council.

Additionally, planning officers from the Council attended all ODASA design review sessions.

It is envisaged that negotiations and timing of the Bowen Street upgrade may continue beyond the assessment period for this proposal, which is why the vision has been excluded from this application.

Notwithstanding, a drawing is provided as Appendix J of the DR which shows the potential future upgrade of Bowen Street, for context and information only.

Guideline 4

Peregrine Corporation considers the DPTI request to be unreasonable. It is not for Peregrine Corporation to design the tram network for DPTI at this intersection (and explore the viability of every conceivable option) through this planning process.

Peregrine Corporation met with representatives from DPTI in pre-planning meetings to determine DPTI's requirements. Very little guidance was provided by DPTI, particularly any specific set back requirements required for the Tram network. It was apparent that DPTI has not undertaken feasibility studies to determine what its requirements would be.

On this basis, Peregrine outlined its proposed approach and there were no objections raised by DPTI at that pre-planning meeting. From the recent correspondence, it appears that DPTI requires the applicant to undertake, essentially a full feasibility study of all tram options at the Portrush/The Parade intersection at Peregrine's cost. This is work that would otherwise have been undertaken by DPTI at its costs had this development not proceeded.

Peregrine has presented solutions that are viable having regard to the existing geometry of the intersection and existing heritage sites on the adjacent corners. If DPTI has a different tram design in mind, it was incumbent on DPTI to provide those details and for Peregrine's consultants to factor that into the design. DPTI have not done this so we have had to work with the information DPTI was able to provide.

With respect, Peregrine Corporation will not fund the design of the tram and its feasibility study for DPTI.

Notwithstanding GHD has been instructed to improve its presentation of the previous tram considerations within Section 4 of the updated "Traffic, Access & Pedestrian Impact Assessment Report".





Guideline 5

The landscaping plan has been revised by Oxigen to incorporate species and plant height at street level for wind protection to pedestrians, and details in relation to landscaping maintenance.

Guideline 6

We address your comments as follows:

Traffic analysis has not been undertaken on the affected road intersection for the 2016 Development case.

Please refer to Section 5.2.2 of the updated “Traffic, Access & Pedestrian Impact Assessment Report” prepared by GHD.

Calculation of the peak development traffic should coincide with the network peak.

Please refer to Section 3.6 of the updated “Traffic, Access & Pedestrian Impact Assessment Report” prepared by GHD.

Structural encroachments into the pre & post widening road reserve at basement & upper level which requires investigation / clarification.

Please refer to Section 6.3 of the updated “Traffic, Access & Pedestrian Impact Assessment Report” prepared by GHD.

Comments submitted by DPTI – Transport have also been reviewed and addressed by the applicant in our response to Guideline 4 above.

Other

The applicant has prepared signage plans which are provided at Appendix K of the revised DR. Additionally, as required by ODASA, further details are provided in MPH’s Design Statement and on the signage plans in relation to way finding across the site.

With respect to details of external materials, finishes and colours, these are provided on the elevations prepared by MPH.

The DR report provides additional details with respect to the following items:

- The proposed accommodation (now on Level 7): we note that the proposed accommodation is not proposed to be available for public hire or rental, and is to be considered as an ancillary use;
- The Staging section of the DR report has been modified; and





- Clarification in relation to the car parking arrangements: we note that the non-secured car park will be available for patrons of the retail, café, and other commercial facilities and services provided at Level 7, as described in the revised GHD report.

In relation to ODASA's request seeking clarification in façade treatments and the performance of the north-west facing glass atrium, we provide the following comments:

- The exterior façade of the building will comprise of high performance glazing shrouded by a cantilevered fritted glazed screen at the upper levels;
- The primary glazing system is expected to utilise double glazed units with a low emissivity layer and a neutral colour solar control tint;
- The fritted secondary screen will comprise a single layer of toughened glazing with ceramic fritting applied to reduce solar gain and glare. This combined with the deep balcony / deck's provide a high degree of shading to the primary glazing layer;
- Fritting is likely to be applied to the recessed double glazed atrium façade to minimise solar gain into the occupied zone and the use of active solar control 'sage glass' is currently being considered as an option for this discrete façade element; and
- The secondary screen is replaced with a more solid façade at the podium level with local shading applied to glazing. The overall result is an efficient envelope which maximises the opportunity for daylight capture, occupant amenity and energy minimisation.

We trust that this cover letter along with the revised DR and appendices address your comments and those received from ODASA, DEWNR – Heritage Unit, and DPTI – Transport.

Please do not hesitate to contact the undersigned should you require further clarification.

Yours sincerely

Michael Osborn
National Planning Manager





**270 THE PARADE KENSINGTON GARDENS
PEREGRINE CORPORATION MIXED USE DEVELOPMENT
DEVELOPMENT REPORT**

PREPARED FOR | Peregrine Corporation

PREPARED BY | Fyfe Pty Ltd

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REFERENCE | 64881-4-001

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EXECUTIVE SUMMARY

Peregrine Corporation is a respected and successful South Australian business. Peregrine Corporation is South Australia's largest private company by revenue and also one of the biggest investors in the South Australian economy. It has a proven track record in the retail, building and construction industry.

Peregrine Corporation is based at 270 The Parade, Kensington Park, being the head office for over 10 years. At June 2016, approximately 250 staff members were accommodated within the existing building. Peregrine Corporation has grown significantly in recent years to the extent that the head office premises is no longer suited to the needs of the business, the needs of its staff or its numerous visitors.

Peregrine Corporation now proposes to redevelop the current head office premises with a multi-level office building, together with associated storage and car parking. In addition, ground level retailing and an upper level restaurant and fitness centre are also proposed, providing amenity and services for not staff only but also the broader community.

Having regard to the provisions of the Norwood, Payneham & St Peters Development Plan, and noting the overall economic significance of the proposed development, it was considered that a planning assessment process that enables consideration of the project in the context of its wider economic, social and environmental benefits was warranted.

On 26 November 2015, the Chief Executive Officer as delegate for the Minister for Planning made a declaration in *The South Australian Government Gazette* that the Peregrine Corporation mixed use development at 270 The Parade, Kensington Park be assessed as a Major Development pursuant to Section 46 of the *Development Act 1993* (the Act).

A key requirement of the Major Development process is the preparation of a Development Report (DR). Guidelines for the preparation of the DR were prepared by the Development Assessment Commission (Commission) in January 2016. The Guidelines are included in **Appendix A**.

This DR has been prepared in accordance with the Guidelines. It contains all of the information sought by the Guidelines, including full details of the proposal, together with specialist technical reports, which are appended.

The DR includes an assessment of the proposal, having regard to the issues and impacts identified by the Commission. The DR identifies that all issues have been considered, with the proposal representing a project which has effectively responded to the opportunities and constraints appurtenant to the subject land and locality.



1. INTRODUCTION

1.1 Background, Objectives and Need for the Proposal

1.1.1 Background

Peregrine Corporation is a respected and successful South Australian business. Peregrine Corporation is South Australia's largest private company by revenue and also one of the biggest investors in the South Australian economy. It has a proven track record in the retail, building and construction industry.

Peregrine Corporation is based at 270 The Parade, Kensington Park. This has been the head office of Peregrine Corporation for over 10 years. At June 2016, approximately 250 staff members were accommodated at the head office. Peregrine Corporation has grown significantly in recent years to the extent that the office is no longer suited to the needs of the business, the needs of its staff or its numerous visitors.

1.1.2 Objectives and Need for the Proposal

Peregrine Corporation proposes to redevelop the current site with a multi-level office building, together with associated storage and car parking. In addition, ground level retailing and an upper level restaurant are also proposed, along with commercial fitness and recreational facilities, providing amenity and services for not staff only but also the broader community.

The proposed building will include:

- Retail floor space of approximately 1,060m²;
- Office space and training/meeting rooms of approximately 12,290m²;
- Short-term visitor accommodation for corporate guests of 805m², including a deck; and
- A restaurant, members lounge and fitness centre of approximately 1,995m² including a deck and terrace.

The redevelopment of the head office site is primarily designed to meet Peregrine Corporations growing demand for quality office space and to provide their staff with improved work facilities and amenity. The establishment of a landmark mixed use development will assist in consolidating its long term headquarters in South Australia.

The key objectives of the proposal can be summarised as follows:

- Offering a better work environment to a growing number of staff;
- Establishing a landmark building at a visually prominent site, with quality design; and



- Providing additional opportunities for local business and employment.

The intention is to achieve a high quality design outcome for the site, from both an internal accommodation and public realm perspective. This intended outcome needs to be considered in the context combined with the complex planning and heritage influences relating to the subject land.

1.2 Applicant Details

Peregrine is South Australia's largest private company by revenue and also one of the biggest investors in the South Australian economy.

As at June 2016, Peregrine currently employed 2747 staff members across its business, the vast majority within South Australia.

The redevelopment of the head office site is designed to meet the growing demands of the Peregrine Corporation business for quality office space and to provide its staff with improved work facilities and amenity.

1.3 Staging and Timing

Should planning approval be obtained in December 2016, detailed design work could be completed by mid-2017. On this basis, construction is expected to commence in mid-2017, for completion by 2018.

The proposed development will be seeking separate Construction Staging for Building Rules Consent and accordingly this application seeks the flexibility from the relevant authority to allow for the development to be structured in accordance with the following stages:

- Stage 1: Demolition and Substructure
- Stage 2: Superstructure
- Stage 3: Architectural and Fitout.

1.4 Procedural Matters

1.4.1 Major Development Process

Section 46 of the Act ensures that matters affecting the environment, the community or the economy to a significant extent, are fully examined and taken into account in the assessment of this proposal.

The major development process comprises six steps:

- The Development Assessment Commission sets the level of assessment (Environmental Impact Assessment, Public Environmental Report or Development Report) and provides guidelines;



- Proponent prepares an Assessment Document (in this case a Development Report (DR) – **this stage**);
- Public and agency consultation on the Assessment Document for a period of four to six weeks; depending on the level of assessment;
- Responding to public comment on an Assessment Document;
- Assessing the proposal and releasing the Assessment Report prepared by the Minister; and
- Decision by the Governor.

1.4.2 Preparation of Development Report (DR)

As required by Section 46D of the *Development Act 1993*, the DR must:

- *be prepared in accordance with guidelines determined by the Development Assessment Commission under this Subdivision;*
- *include a statement of—*
 - (a) the expected environmental, social and economic effects of the development;*
 - (b) the extent to which the expected effects of the development are consistent with the provisions of—*
 - (i) any relevant Development Plan; and*
 - (ii) the Planning Strategy; and*
 - (iii) any matters prescribed by the regulations;*
 - (d) the proponent's commitments to meet conditions (if any) that should be observed in order to avoid, mitigate or satisfactorily manage and control any potentially adverse effects of the development on the environment;*
 - (e) other particulars in relation to the development required—*
 - (i) by the regulations; or*
 - (ii) by the Minister.*

In respect to this proposal, the Guidelines prepared by the Development Assessment Commission (Commission) are included as **Appendix A**.

The proposed development does not involve a prescribed activity of environmental significance as defined by the *Environment Protection Act 1993*.

1.4.3 Referrals

The DR will need to be referred to the relevant Council and any other prescribed body.

1.4.4 Public Consultation

With respect to public consultation, it is noted that the Minister:



(b) must ensure that copies of the DR are available for public inspection and purchase (during normal office hours) for at least 15 business days at a place or places determined by the Minister and, by public advertisement, give notice of the availability of copies of the DR and invite interested persons to make submissions to the Minister on the DR within the time determined by the Minister for the purposes of this paragraph.

1.4.5 Minister's Response and Decision

Following the applicant's response to the submissions, the Minister will prepare an Assessment Report.

The Governor makes the final decision under Section 48 of the Act.

2. SUBJECT SITE AND LOCALITY

2.1 Subject Site and Locality

The subject land is located wholly within the city block between The Parade, Portrush Road, High Street and Bowen Street, Kensington Park SA.

It has a total area of approximately 6,014 square metres and is located within the Business Zone of the Norwood, Payneham & St Peters Development Plan (2 July 2015).

The subject land is currently used for office space, warehousing and associated car parking. The subject land has served as Peregrine's head office for over a decade.

The subject land comprises 7 allotments and Certificates of Title (refer **Appendix B**):

- a. Certificate of Title Volume 5933 Folio 307;
- b. Certificate of Title Volume 5933 Folio 308;
- c. Certificate of Title Volume 5271 Folio 714;
- d. Certificate of Title Volume 5265 Folio 136;
- e. Certificate of Title Volume 5272 Folio 818;
- f. Certificate of Title Volume 5272 Folio 819; and
- g. Certificate of Title Volume 5134 Folio 144.



A right of way is located over portion of CT 5272/819. It is understood that the benefit of the right of way is assigned to another allotment which comprises the subject land and is owned by the applicant. An application to extinguish has been made.

A site survey plan is provided at **Appendix C**. The site survey identified that the subject land:

- Is relatively flat with no gradient of note;
- Contains existing buildings (which will be demolished as part of this application); and
- Contains no vegetation of note.

A Context and Locality Plan is provided at **Appendix D**. It is evident that the subject land is bounded by:

- The Parade (arterial road) to the north, with a frontage of 106 metres;
- Portrush Road (arterial road) to the west, with a frontage of 61 metres;
- High Street (local road) to the south, with a frontage of 48 metres; and
- Bowen Street (local road) to the east, with a frontage of 118 metres.

Bowen Street is presently a one-way street landscaped with mature street trees. It provides access to existing residential and commercial properties, as well as access to the subject land. It accommodates on street car parking.

To the north of the subject land (across The Parade) is the Clayton Wesley Uniting Church (State Heritage Place). To the east (across Bowen Street) are residential properties and commercial storage facilities. To the south (across High Street) is the Tappeiner Court Nursing Home. To the west (across Portrush Road) are commercial properties and St. Ignatius College. In addition, it is noted that a residential development has been approved just south of the intersection of Portrush Road and The Parade.

The subject land is located within a broader locality where a number of heritage places exist. The spatial location of heritage places are identified in Figure 2.1 and are further considered in the Heritage Impact Assessment prepared by DASH Architects, and included as **Appendix O**.

State Heritage places include:

- 239 The Parade, Norwood: Former Norwood Wesleyan Methodist Church, Hall and Front Fence (shrcode 10950);
- 258 – 262 The Parade, Norwood: Two Storey Shops and Upstairs Dwellings (shrcode 12689);
- 278 Portrush Road, Beulah Park: Clayton Wesley Uniting (former Congregational) Church Complex (including 1882 Church, 1856 Chapel, 1875 Hope Hall and 1910 Clayton Institute (shrcode 13171);



- Corner of Portrush Road and High Street: Benson Memorial Drinking Fountain, Kensington (shrcode 10609);
- 268 Portrush Road, Kensington: St Joseph's Convent including the 1876 chapel, the 1908 main building and additions to it (shrcode 14150).

Local Heritage places identified include:

- 250 The Parade, Norwood: Victorian Bluestone and Red Brick Dwelling (Norwood, Payneham and St Peters);
- 271 Portrush Road, Norwood: Late Victorian Masonry Dwelling (Norwood, Payneham and St Peters);
- 278 Portrush Road, Beulah Park: House – former Clayton Memorial Church Manse (Burnside);
- 21 High Street, Kensington: Mid Victorian Bluestone Villa (Norwood, Payneham and St Peters);
- 279 Portrush Road, Norwood: High Victorian Bluestone Dwelling 'Arena Community Club' (Norwood, Payneham and St Peters)

Contributory places identified include:

- 8 Bowen Street, Kensington: Dwelling;
- 3 Phillips Street, Kensington: Dwelling;
- 15 Philips Street, Kensington: Dwelling.

The subject land is located on the south-eastern corner of the intersection of The Parade and Portrush Road. Portrush Road is an arterial road and The Parade (east of Portrush Road) is a major collector road.

An estimated two way traffic volume of 36,700 vehicles movements per day has been identified on Portrush Road, just north of The Parade. Accordingly the subject land has exposure to volumes of passing traffic.

The Parade, east of the intersection of Portrush Road, forms the boundary between the City of Norwood, Payneham and St Peters and the City of Burnside.

2.2 Site History

A Section 7 search was commissioned by the applicant. The documentation received in response to this search is included as **Appendix E**. It is evident that the site has been used for office and warehouse purposes since 1977. It is further noted that a search of the EPA public registers did not show any results relating to the subject land.

Peregrine Corporation therefore considers that the subject land is low risk in terms of potential contamination.

2.3 Site Services and Infrastructure

While the subject site is already connected to existing infrastructure, the proposed works may require local modifications to some existing services. The applicant will ensure that collaboration with relevant service providers occurs preceding and during the construction period.

Details of existing services and infrastructure are described in the advice from Peregrine Corporation, contained in **Appendix F**.

2.4 Zoning

The subject land is located within the Business Zone as identified by the Norwood, Payneham and St. Peters Development Plan (2 July 2015).

The subject land is also located within Policy Area 6.7 – Kensington.

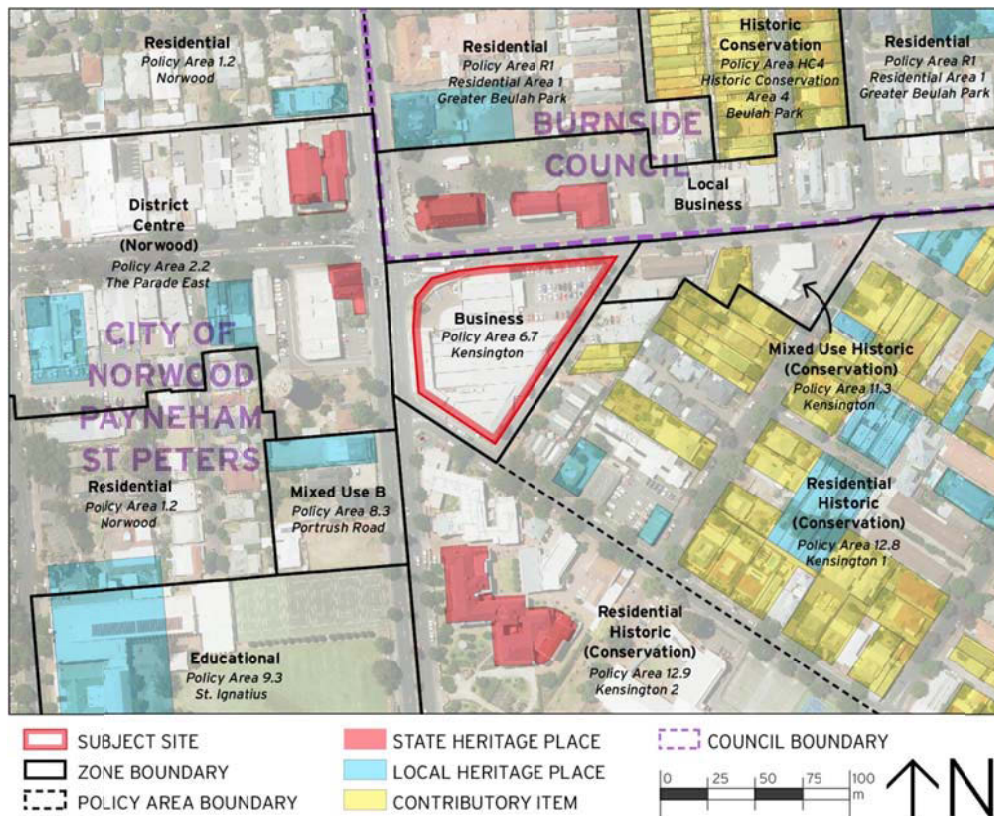


Figure 2.1 Planning Context



The subject land is influenced by a range of factors that are identified on Figure 2.1 above. Some of these key influencing factors include:

- The Parade forms the boundary between the City of Norwood, Payneham and St Peters and the City of Burnside;
- The Parade forms the boundary between the Business Zone and the Local Business Zone;
- Bowen Street forms the boundary between the Business Zone and the Residential Historic (Conservation) Zone - Policy Area 12.8 and also the Mixed Use Historic (Conservation) Zone – Policy Area 11.3;
- High Street forms the boundary between the Business Zone and the Residential Historic (Conservation) Zone - Policy Area 12.9;
- Portrush Road forms the boundary between the Business Zone and the District Centre (Norwood) Zone;
- The Mixed Use B Zone is located adjacent the subject land, on the opposite side of Portrush Road;
- Six State Heritage Places are located less than 200 metres from the subject land; and
- Two contributory items are located on the eastern side of Bowen Street.



3. THE PROPOSAL

3.1 Land Use and Key Features

The proposed development is primarily intended to meet Peregrine Corporations growing demand for quality office space and to provide staff with improved work facilities and amenity.

The new corporate head quarters will be accommodated within a purpose designed, multi-level office building, serviced with associated storage and car parking.

The proposal plans, prepared by MPH are provided at **Appendix G**, and include:

- Site plan;
- Elevations,
- 3D overviews;
- Sections;
- Floor plans; and
- Artist impressions.

In addition to the primary office function, it is proposed to include retail floor space at ground floor level, which will assist in activating the Portrush Road and The Parade frontages. A restaurant and fitness centre, comprising gymnasium and swimming pool are also proposed at the upper floor level. These uses will be operated by a third party and will be accessible to the wider community.

The upper floor level also includes temporary visitor accommodation for business associates or guests of Peregrine Corporation for temporary use on business related trips. The applicant envisages that a maximum of fifteen self-contained corporate accommodation suites will be provided. It is not proposed that these suites be available to members of the public for rental or hire. It is envisaged that the suites will be occupied for a total of a maximum of 60 days per year.

Overall, the proposed development will establish a mixed-use building of a contemporary form and design. With a total of nine floor levels, including one basement level, the proposal will be a landmark building in the locality, with the following gross floor areas are proposed at each floor level:

- Basement level: storage, car parking (81 car spaces, 12 motor bike spaces) and secured car parking (38 car spaces), end of trip facilities (365 sqm), storage and loading zone – 4,930 sqm;
- Ground floor: retail/café (1,060 sqm), lobby/reception, waste storage (165 sqm) and parking (60 car spaces) – 4,225 sqm;



- Level 1: Digital Hub (520 sqm), office (400 sqm), meeting rooms and training facilities (750 sqm) and parking (55 car spaces) – 4,375 sqm;
- Level 2: office (400 sqm), meeting rooms and training facilities (1,140 sqm) and parking (62 car spaces) – 4,240 sqm;
- Level 3: offices (3,540 sqm), deck (385 sqm) – 4,045 sqm
- Level 4: offices and meeting rooms (1,840 sqm), atrium (415sqm), deck (1,425 sqm) – 3,800 sqm;
- Level 5: offices (1,920sqm), deck (470 sqm) – 2,510 sqm;
- Level 6: offices (1,780 sqm), balconies– 1,900 sqm;
- Level 7: restaurant and Member’s Lounge (470 sqm), gym (450sqm), spa (120sqm), 50m swimming pool (315 sqm), temporary visitor accommodation (680 sqm) and deck (765 sqm) – 2,935 sqm; and
- Plant and equipment located at the roof level.

At ground level, the main pedestrian entrance will be oriented towards the intersection of The Parade and Portrush Road. The main entry will lead into the lobby and reception area, and will also provide direct access to the retail spaces on either side.

It is noted that, in the initial draft DR, Level 1 was previously described as a mezzanine floor also with office, meeting rooms and training facilities and car parking. While this mezzanine has now evolved into a new level in the revised DR (with similar proposed uses), this has not impacted on the overall height of the building or on the overall floor space.

It is noted that the proposed floor plates gradually decrease in area as the building elevates, with a footprint of approximately 4,225 square metres at ground level, reducing to a floor area of 2,935 square metres on Level 7.

This is an intended consequence of the design approach, which seeks to create a less dominant built form at the upper floor levels. Other design approaches which are intended to minimise the apparent building mass include the use of lighter materials and finishes, together with the creation of defined breaks and openings in the building, elements which are further described in the following sections.

The building has been designed with adaptability as a primary consideration. This is demonstrated by the fact that the office at Level 3 will be initially tenanted, ultimately occupied by Peregrine Corporation as their workforce expands and accommodation demands increase over time.

From a longer term perspective, the floor to floor heights of the above ground car parking levels have been designed so that ultimately such floors could be converted into further office space (subject to future required approvals).

3.2 Design Statement

Further details of the project brief and design response have been described by the MPH design statement which is included as **Appendix H**.

MPH state that the ambition of the design is to provide a “*healthy and sustainable workplace for staff*”, a “*landmark for the locale as well as a gateway into The Parade*” as well as a design that is respectful of the local context and public realm, including the potential future road widening of The Parade.

The design vision is further summarised by MPH as follows:

The built form reflects the history of the Peregrine Corporation with the solid podium representing the solid foundation of the organisation, and the contemporary lightweight form rising above representing the innovative and progressive direction of the organisation. The final design is one of international quality and provides a point of difference for the Peregrine brand.

The site is distinctive in character as it forms the intersection between the established wider Adelaide metropolitan north-south/east-west grid and the unique Kensington grid at 45 degrees, and verged by The Parade and Portrush Road. The design responds to the converging grids whilst formally addressing The Parade / Portrush Road corner and accommodating the potential future Parade road widening.

Ultimately, the design seeks to create a transitional built form, with varied and innovative materials and finishes introduced at upper levels in order to reduce the visual impact and massing of the building.

3.3 Built Form and Height

3.3.1 Height and Verticality

The proposed building will be of a total height of 38.15 metres above ground level. In addition, a basement is provided for storage and car parking purposes.

The podium of the building is proposed to be of a height of approximately 15 metres. The podium levels include floor to floor heights ranging between 3.6 and 4.2 metres. The levels above the podium have a floor to floor height of 4.2 metres. As described by MPH, the “height of the podium is reflective of The Parade’s general streetscape” – where buildings are typically of a height of two storeys or equivalent – and “massing of the church”.

The interior of the building will be broken up by void spaces and atriums, which will provide natural light to the centre of the building, and enhance orientation for users of the building. This design approach is further described in MPH’s statement as follows:

The built form is vertically articulated with a full height atrium that extends from The Parade and Portrush Road intersection through to the Bowen Street tower façade on the Kensington grid, providing a visual and physical link through the centre of the building. The resulting atrium defines the main entry to the building whilst

addressing the site corner and context. The atrium provides natural light to the centre of the building floor plates as well as supporting ESD objectives and efficient natural ventilation. All the vertical circulation is incorporated within the central atrium which creates simple clear wayfinding for the occupants and generates visual movement through activation at each floor level.

Decks and balconies are incorporated into all floor levels from Level 3 and above. They gradually increase in area and length as the building rises. Notwithstanding this general design approach, the largest deck, by area, is proposed on Level 4, where it will form a walking path around the perimeter of the building.

3.3.2 Setbacks

The ground level retail and café façades fronting The Parade, Portrush Road and High Street will incorporate a colonnade, establishing a setback of approximately 3 metres from the edge of the building.

The balance of the ground floor façades will be established on the High Street and Bowen Street property boundaries and align with the podium edge.

MPH state:

This defined built form reinforces the site proportions at both the macro and micro level. The podium is setback from all boundaries with an increased setback to The Parade and Portrush Road, providing a strong public landscaped amenity, circulation and entry address focus.

The podium terraces incorporate a continuous landscaping planter to the façade to enhance both their, and wider community's amenity. The setbacks create a habitable deck area for use by the occupants, as well as accommodating a continuous perimeter walking track on the floor.

With the introduction of decks and balconies, upper levels of the building will also be set back from the rear of the podium edge by approximately 5 metres up to some 11 metres at Level 4.

This is further described by MPH as follows:

The upper storeys are further set back from the podium edge to all main street frontages, with the greatest offset of 11m provided to Bowen Street and the opposing north/east projection towards The Parade and Portrush Road intersection. These setbacks significantly reduce the perceived mass of the building, and the visual shift of tower towards the intersection creates a dynamic crescendo and gateway gesture that mirrors the opposite church spire.

The podium upper third floor facing Bowen Street is setback an additional 4.5m to further reduce scale and impact on the adjacent residential properties both visually and in overshadowing. The effect is that the neighbouring properties are only be overshadowed by the built form from 3pm on the autumn equinox through winter solstice's to the spring equinox.

The proposed setbacks of upper levels will be consistent with the existing and likely future character of the locality. In respect to the existing character, MPH note:

The setback also reflects The Parade's character in urban context and public realm in respect to the emerging setback requirements of taller developments using the proposed Nuova Apartments as a reference.

In respect to the likely future character of the locality, it is noted that there are a number of factors influencing the likely future development of the locality, in particular the area to the west of the intersection of Portrush Road and The Parade. These factors include:

- The approval of the Nuova Apartments directly to the west of the subject land;
- Recent and proposed rezoning processes applicable to The Parade, west of Portrush Road; and
- The potential future tram extension to Magill, which would extend along The Parade, directly adjacent to the subject land.

3.3.3 Schedule of materials, finishes and colours

The design uses a combination of materials, including glass, steel, concrete and sandstone, which are detailed on the elevations provided at **Appendix G**.

As stated in MPH's design statement, the change in use of materials and finishes seeks to reduce the visual mass of the building and to create a lighter built form as the building elevates, by using heavier material and forms at lower floor levels.

As explained in MPH's design statement:

The podium element is constructed with an external façade comprising of sandstone cladding and expressed black metal trim and sun screening, and vertical clad stone fins to the ground floor carpark.

As the built form elevates the materials and detailing becomes lighter, with the exterior of the occupied spaces shrouded in a series of fritted glass planes which form an ephemeral veil to the façade diminishing the scale and mass of the upper levels. The white frit on a blue glass will imitate the sky further reducing perceived mass.

Further:

The cantilevered roof to the seventh floor restaurant and gym will also be of fritted glass to reduce the visual impact of this element, and together with the fritted glazed screen, will support the "lightening" of the built form and give the illusion of the building "dissolving" into the hues of the sky.

The window treatment generally comprises seamless, continuously glazed facades with uninterrupted views and access to daylight, thus providing a flexible and pleasant working environment for the contemporary office accommodation.

With further respect to colours, MPH specify that:

The stone is used to reference the colour and texture of the historic fabric of the area, and in particular, the adjacent church.

3.3.4 Crime Prevention through Environmental Design (CPTED)

As described in MPH's design statement, principles of CPTED have been integrated into the design of the building.

The building will be externally illuminated in order to ensure a safe external environment. Clear lines of sight will be established throughout the building. In addition, CCTV surveillance will operate both internal and external to the building.

Passive surveillance will also be facilitated through the incorporation of uses and activities which involve extended hours of operation. In particular, the ground floor retail uses will ensure a high degree of interaction with public spaces, facilitated through the extensive use of glazing as part of the integrated design approach.

Further, the decks and balconies provided on upper levels will enable surveillance over public spaces.

All access points will be readily identified and suitably illuminated. Plant species will also be selected in order to ensure that landscaping at ground level does not create opportunities for concealment.

3.4 Landscaping and Public Realm

Oxigen have prepared a landscaping design plan and statement, which is included as **Appendix I**.

Landscaping will be established at ground level as well as upper levels through the provision of balconies and decks. The balconies at Levels 3 and 4 will include planter boxes which will accommodate vegetation which will be trained to cascade over the building façades.

At ground level, landscaping will be provided adjacent to The Parade and Portrush Road frontages, with planter boxes, street tree planting, furniture and lighting designed to create a modern and attractive interface and seamless interaction with the public realm.

Separate to this development application, it is the applicant's intention to enhance Bowen Street with a range of streetscape improvements potentially including:

- Realignment of on street car parking;
- Street tree replacement; and
- Footpath replacement.

This concept is shown in **Appendix J**. Such public realm outcomes will require negotiation with and the approval of the City of Norwood, Payneham and St Peters. It is noted that the applicant has presented the City of Norwood, Payneham and St Peters with the relevant plans and proposal to upgrade and improve the streetscape and vehicular movements on Bowen Street. These plans are under consideration by

Council. Additionally, planning officers from the Council attended all ODASA design review sessions that occurred in relation to this application.

It is envisaged that negotiations and timing of the Bowen Street upgrade may continue beyond the assessment period for this proposal.

3.5 Signage

Corporate signage is proposed to be established on limited sections of the façade of the building, fronting The Parade, Portrush Road and High Street, as identified on the signage plans (**Appendix K**). This corporate signage proposed is modest in scale and has been designed to integrate with the form and design of the building so as not to dominate in any way the appearance of the building.

Further signage will be established on ground level façades for each tenancy in order to identify the nature of the associated business.

Wayfinding signage will also be developed for the building and the site, as shown on the signage plans.

3.6 Access and Parking

The proposed development includes the closure of existing vehicle access points and establishment of new crossovers specifically designed to service the ground level and basement car parking areas via High Street, Bowen Street and The Parade, as identified on the proposal plans (**Appendix G**) and described in the report prepared by GHD (**Appendix L**).

Access points for vehicles will be located off the following roads:

- The Parade (left-in, left-out);
- High Street (all movements); and
- Bowen Street, with entry via High St and exit on The Parade – with access for service vehicles into the building. EOT facilities will also be accessible via Bowen Street.

Access points via The Parade and High Street will be for non-service vehicles only.

Service vehicles will enter and exit the building via Bowen Street. A loading zone for deliveries will be located at ground level. A separate loading area will be located within the basement level car parking area.

The main pedestrian entry will be fronting the intersection of The Parade and Portrush Road, with the establishment of an extensive paved and landscaped forecourt, creating an attractive interface between the public and private realm.



In relation to on-site parking, a total of 296 car parking spaces will be established over four levels. 51 of the spaces at the basement level will be contained within a secured area.

The 51 secured car parking spaces within the basement are to be only available to vehicles owned and/or operated by Peregrine Corporation. All other parking spaces will be available for staff and customers of the retail, café, restaurant and other facilities of the integrated building design, as described in GHD's report.

The proposed car parking includes nine spaces which are designated for people with disabilities. A total of 12 motorbike spaces are also proposed, which are to be established at the basement level.

Bicycle storage will be provided at the basement level with up to 120 employee bicycles accommodated. Another 20 bicycle spaces will be provided at the ground floor level to cater for visitors and the users of retail spaces. End of trip facilities are proposed to further encourage cycling as a mode of transport.

Separate to this development application, it is the applicant's intention in the future to modify the traffic configuration on Bowen Street, by enabling two-way movements on the northern portion of Bowen Street, via The Parade, for service vehicles and access to the EOT facilities. The majority of Bowen Street would remain a one-way road, with enhanced amenity and reconfiguration of car parking. A landscaped junction would be established adjacent to the entry into the building. This future vision is shown in **Appendix J**.

As noted in Section 3.4, this future urban vision is not included in this proposal and will require further negotiations with the Council.

3.7 Stormwater Management

GHD have prepared a Stormwater Management Plan in relation to the proposed development (**Appendix M**).

GHD estimated that the flows resulting from the proposal will be "very similar, if not the same, between the existing and proposed site schemes. Accordingly, it is likely that no onsite detention will be required, purely for the purposes of limiting post-development flows to that of the pre-development site condition".

The Stormwater Management Plan identifies and includes:

- Connection points on High Street and The Parade;
- Collection and re-use of stormwater from the roof (toilet flushing and onsite irrigation); and
- Above or below ground storage tanks (this will be further defined during the final building design which will confirm the required capacity).

Water quality performance and management is proposed to be further considered during the detailed design phase.

3.8 Waste Management

GHD have prepared a Site Waste Management and Minimisation Plan (**Appendix N**).

The Plan identifies that demolition and construction waste will need to be managed by an appropriately qualified contractor.

In respect to operational waste, GHD have identified waste generation rates for each of the proposed land use activities.

A waste storage area is proposed to be established at ground level, including a dedicated hard and e-waste storage area. Waste will be brought in manually using a dedicated service lift.

As stated in the GHD report, “it is anticipated that bins will be emptied off a kerbside bin presentation zone in Bowen Street”.

3.9 Hours of Operation/Operational Management

The office is proposed to be open between the hours of 6am to 8pm, albeit staff will be able to access the premises on a 24 hour basis.

The proposed hours for the other activities include:

- Retail - in accordance with Shop Trading Act;
- Restaurant – 6.00am to 2.00am; and
- Fitness Centre – 24 hours.

In respect to after-hours access to the restaurant and fitness centre, the front entrance and lobby will be open, with one lift dedicated for top floor access only. Private security passes will be required to access the fitness centre.

4. ASSESSMENT OF IMPACTS

As required by the Development Act, an assessment of the proposal is required to address the issues identified in the Guidelines provided by the Development Assessment Commission (Commission).

The issues identified by DAC are categorised in a critical, medium or standard level of assessment. For the sake of clarity a response to the Guidelines has been prepared in the same order.

4.1 Critical Assessment (Guidelines 1-2)

4.1.1 Heritage Context Guideline 1

State Heritage Places are located on the north-west, north-east and south-west corners of the Parade and Portrush Road intersection, as well as the State Heritage listed Benson Memorial Drinking Fountain to the south of the subject site. The subject site is also adjacent two contributory items on Bowen Street and in close proximity to Local Heritage Places. It should therefore be demonstrated how the proposal respects and responds to the heritage context of this visually prominent intersection and the adjacent Residential Character Zone.

Evaluate the impacts of the proposal on the heritage context of the locality, taking into account scale, massing, configuration and design.

A Heritage Impact Assessment prepared by DASH Architects, is included as **Appendix O**. The assessment considered State Heritage Impacts, Local Heritage Impacts, and the interface with the adjacent Residential Historic (Conservation) Zone.

In relation to the State Heritage Impacts, the Heritage Impact Assessment formed the following conclusions:

It is acknowledged that the proposed development will be a notable visual element within the streetscape. Its impacts on the context of surrounding State Heritage places is, however, primarily limited to those on the adjacent Clayton Wesley Church, that's visual dominance in the existing locality was recognised in the heritage assessment that formed the basis of its original State Heritage nomination. The context and setting of the other surrounding State Heritage places is primarily to their immediate street frontage, and their interrelationship with each other (of which the proposed development does not affect).

The proposed development will also have limited impact on the primary setting and view corridors of the Clayton Wesley Church, namely looking eastward from the western end of The Parade, where the dog-leg in The Parade across Portrush Road has the affect of setting the proposed development back from this important view corridor.

It is within the immediate environs of the Clayton Wesley Church where the visual impacts of the proposed development will be most notable. These impacts have, however, been substantially mitigated through the design measures noted above.

In considering the acceptability (or otherwise) of these impacts I note:

- *the recent planning approval at 258-262 The Parade demonstrates a clear acceptance of increased bulk and scale of development within the immediate locality;*
- *the context and setting of bold, strong, high quality architecture (in this case the State Heritage places) is often improved through the provision of surrounding development of similarly bold and high quality nature, rather than the employment of a 'submissive' or 'apologetic' design response.*
- *The setting and context of historic buildings continually evolves with time, as has been the case to date with the ever expanding nature of Portrush Road and The Parade;*

In relation to the Local Heritage Impacts, the Heritage Impact Assessment formed the following conclusions:

My discussion in response to the State Heritage impacts (Section 5) is similarly applicable to the Local Heritage provisions noted above, namely that the design has been developed with strong regard to the context of the surrounding State Heritage places. This regard has included:

- *Mitigation of bulk and scale: through the provision of a visually 'monolithic' base and 'ephemeral' upper storeys (Obj 110 (b), PDC 345 (a))*
- *Setbacks: establishment of a visually strong base with setback upper storeys (Obj 110 (b), PDC 345 (b))*
- *Materiality: drawing reference from the stone and masonry from the surrounding historic context in the building podium (Obj 110 (b), PDC 345 (d))*
- *Design references: incorporating subtle design cues from the adjacent Clayton Wesley Church (Obj 110 (b), PDC 345 (c), (d))*

In relation to the Residential Historic (Conservation) Zone interface, the Heritage Impact Assessment has expressed the following:

...while the Subject Site interfaces the RH(C) Zone across both High and Bowen Streets, there is only one Contributory Item located (in total) to these frontages, namely 8 Bowen Street. As a consequence, Bowen Street and High Street (at the interface with The Subject Site) have very limited historic character. Following an inspection of the locality the following was observed:

- *The western side of Bowen Street is characterised by the Subject Site's existing warehouse and carpark facilities;*



- *The eastern side of Bowen Street is primarily warehouse facilities or modern townhouse accommodation (and the noted Contributory Item);*
- *The northern side of High Street is characterized by the Subject Site's existing office accommodation; and*
- *The southern side of High Street accommodates c1970 two storey structures associated with the adjacent Mary MacKillop Centre. These buildings do not interface with the street, but rather are set back behind a tall masonry wall.*

While the proposed development is notably taller than that across High Street, I consider it to have negligible impacts on the amenity and character of this interface as:

- *The current residential and historic character of High Street along this frontage is low / poor;*
- *Existing buildings located across High Street do not immediately activate or interface with the public realm (being located behind a large masonry wall along the street boundary);*
- *The existing interface of the Subject Site with High Street is relatively poor;*
- *The proposed design responds to the broader (positive) context of the locality (as discussed in detail earlier).*

Bowen Street has limited historic character, accommodating only a single Contributory Item (No 8). In addition to this, Bowen Street also has limited residential character, with just under half of the eastern side accommodating residential use (with the remainder being commercial), while the western side accommodates no residential use.

The Development Plan seeks carparking and vehicular access to be located away from Portrush Road, towards the rear of the site (Bowen Street). Despite providing basement parking, demands on the site (and limited existing off street parking) dictate that two above ground levels of parking are also required, which are similarly located along the Bowen Street interface. Floor to floor levels of this parking are atypically high to enable the potential for later adaptation to tenable space, at the request of ODASA through the Design Review Process.

The proposed use of vertical sandstone (coloured) fins, upper level setbacks, continuous green landscaped edge to the top of the podium, and the use of lighter ephemeral materials to the upper storeys also assist it lessen character and amenity impacts associated with the disparity in scale of the proposed development with the design and scale of the character sought in for the adjacent RH(C) Zone (ZPDC 4).

The Heritage Impact Assessment concludes that final detailing and materials selections for the Bowen Street façade will be critical to the successful resolution of this residential interface. Such further resolution can be accommodated, and reviewed, as part of the approval process.



4.1.2 Design Quality Guideline 2

The proposal will be a high quality landmark design for the site, the local area and the wider metropolitan area.

The proposal will respond to the Principles of Good Design by Office for Design + Architecture SA. The design will be developed through participation in the Government Architect led design review process. This process and its evolution shall be documented.

The applicant and design team have engaged with ODASA and Government Architect through design review meetings. The meetings were held at the following dates:

- 30 March 2016; and
- 18 May 2016.

Copy of the advices received from the Government Architect, following these meetings are included as **Appendix Q**. A discussion on the design review process and implications on the proposed design and its evolution is included in the Design Statement provided at **Appendix H**.

The Principles of Good Design by ODASA are reproduced below for context, along with a description of the various ways the proposal has responded to them.

Context

*Good Design is **contextual** because it produces developments that respond to their surroundings. Good design responds to adjacent built and natural elements negotiating the interface between development and public realm, and contributes to the quality and character of a place or precinct.*

Thorough consideration has been given to the surrounding environments by the design team. As noted in MPH's design statement, the following elements have been taken into consideration during the design process:

- The location of the subject site at the intersection of The Parade and Portrush Road, and the potential future road widening;
- The heritage context particularly formed by the Clayton Wesley Uniting Church;
- Adjoining zoning;
- The general character of the locality and compatible heights;
- The residential uses adjoining the subject land, particularly along Bowen Street; and
- Previous and proposed Development Plan policy changes within the broader locality, which may lead to future high rise development being established along The Parade.

Relevant Development Plan policies have also been considered, particularly the Desired Character Statement for the Kensington Policy Area which states that:

The corner of The Parade and Portrush Road is a visually prominent site within the city and any new building should be of massing and configuration which visually reinforces the corner, whilst respecting the scale of buildings in the adjacent Historic (Conservation) Zones and maintaining the prominence of the State Heritage listed buildings on the south-western, north-eastern and north-western corners of the intersection of Portrush Road and The Parade.

MPH note:

The final design has been cognizant of addressing its neighbours as well as the local context and public realm.

Relevant design treatments have been incorporated in the proposal in order to address these various elements (e.g. setbacks, landscaping, materials and finishes).

As identified in the Heritage Impact Assessment, the proposal is also considered to appropriately respond to the heritage context of the locality. In particular the Heritage Impact Assessment concludes:

While the proposal is of a notable scale, its design has been developed in respond to the context of its surrounds, to reduce its visual bulk and scale, and limit any material impacts on the context of surrounding State and Local Heritage places.

Durability

*Good Design is **durable** because it creates buildings and spaces that are fit for purpose, adaptable and long lasting. A durable new building should be designed in a way that carefully considers the existing development around it and also promotes the desired future character of the area.*

The proposed design has been conceived with sustainable materials and an adaptable floor plate and floor to floor height which could be converted to alternative uses in the future.

It is important to ensure that a proposed development of this scale is compatible with the future character of the area it is built in.

The desired future character of the area will be heavily influenced by the ongoing strategic, policy and design projects that are presently being prepared or investigated (e.g. Ministerial DPA, The Parade Master Plan, and the potential expansion of tram line). These key influencing factors will contribute to the future form and scale of The Parade precinct.

The proposed building will be compatible with the likely evolution of future development in the locality. The potential future road widening to accommodate a tram line has been integrated in the design.



Inclusivity

*Good Design is **inclusive** because it creates places for everyone to use and enjoy, which promotes community cohesion. New buildings that integrate landscape design can optimise useability, privacy, social opportunity, equitable access and respect for neighbours' amenity. Development that provides quality public spaces that cater for desired recreational uses, will help to optimise safety and security both internally to the development and to the public realm.*

While the proposed building will primarily function as an office building for the use of Peregrine Corporation, a number of retail and commercial uses will be integrated into the building which will be accessible to the wider public.

Retail uses including a café will be offered at the ground level. A restaurant, fitness centre including a pool will also be provided on Level 7 which again will be accessible to the public/members of the fitness centre.

It is also noted that the proposal complies with car parking requirements for people with disabilities, and also provides sufficient motor bike and bicycle parking facilities, thereby providing accessibility to all users.

A key design element is the seamless interface between the private and public realm.

Sustainability

*Good Design is **sustainable** because it produces buildings that meet the highest environmental imperatives and minimises embodied energy. New buildings should contribute to social sustainability by developing appropriate densities. Integrating sustainable systems in new buildings and surrounding landscape design will help improve quality and amenity for occupants.*

Peregrine Corporation has prepared a sustainability assessment which is included as **Appendix P**.

In relation to sustainable systems internal to the proposed building, key consideration has been given to the health and well-being of staff as well as the energy consumption and performance of the building.

Atriums, voids and windows have been designed in order to allow for adequate natural lighting.

The design has focused on:

- Health and well-being of staff within the building – Outside air, materials, daylight;
- Low Energy Use – High efficiency systems and free cooling systems;
- Adaptability to maximise use of off-site renewable Energy Sources – Energy storage; and
- Climate focused engineering services – Maximise use of diurnal temperature differences.

Sustainable strategies for air conditioning, night cooling/ventilation, circulation of air and thermal storage, for example, will be integrated in the design of the building.

Other potential initiatives are described in the sustainability statement.

Value

*Good Design **adds value** because it creates desirable places that promote local investment. New buildings that respond to the needs of the local community and promote social diversity encourage desired future communities.*

The proposed redevelopment of the building will create local investment through the perpetuation and creation of jobs during and after the construction period.

It will also add additional long-term value to the area as compared to the existing situation, by creating lease opportunities for those retail and commercial tenancies proposed at the ground floor and Level 6.

The proposed retail and commercial uses will add to the existing social, retail and recreational offering in the locality and therefore provide choice of service to the local community. The proposal will significantly contribute to the vibrancy of the precinct, through the establishment of a diverse range of uses, including those where the community can interact and meet. The proposal could also act as a catalyst for future development in the locality, adding to the investment impetus likely to be generated should the tram be extended along The Parade.

Performance

*Good Design **performs well** because it delivers on the objectives of the client's brief to the benefit of all its users. A new building that performs well promotes the well-being of its occupants and enables people to live and work comfortably. New buildings with successfully integrated and sustainable systems support precincts to operate effectively and efficiently.*

One of the primary goals of the proposal is to provide an improved working environment to Peregrine work force with the objective of a "healthy and sustainable workplace for staff" as described by MPH.

The sustainability features incorporated into the design together with extensive decking which provides safe and convenient outdoor/walking space for those accommodated in the building will be major contributors to the achievement of well-being for all.

4.2 Medium Assessment (Guidelines 3-4)

4.2.1 Neighbourhood Interface Guideline 3

The subject site is adjacent a Residential Character Zone at its Bowen Street and High Street interface. It should therefore be demonstrated how the interface impacts of the development on the neighbouring environs (including overlooking, overshadowing, noise, traffic generation and visual impact) will be managed.

Evaluate the impacts of the proposal on the locality, taking into account its bulk, scale and interface relationship to neighbouring residential development and nursing home, balanced with the expectation of increased development intensity.

Visual impact

In relation to visual appearance, it is noted that the design of the building has endeavoured to minimise the apparent bulk and scale of the building, with the integration of:

- A podium level and a range of setbacks in order to reduce the impact to the adjacent residents fronting Bowen Street;
- A cantilevered glass veil around a majority of the building;
- A range of materials and finishes including vertical stone fins at the car parking floors; and
- Landscaping, including at upper floor levels.

As stated by MPH, “the vision for this external treatment is to create an ephemeral top to the built form, representing the hues of the ever changing sky i.e. a white frit outer screen layered over blue glass vision panels reflecting the clear sky and clouds”.

Overshadowing

Solar diagrams (**Appendix R**) have been prepared to ascertain the extent of overshadowing likely to occur at:

- Summer solstice at 9am, 12 noon and 3pm;
- Autumn equinox at 9am, 12 noon and 3pm;
- Winter solstice at 9am, 12 noon and 3pm; and
- Spring equinox at 9am, 12 noon and 3pm.

The overshadowing diagrams demonstrate that on the winter solstice, the proposal will:

- Cast shadow to the south-west in the morning period, with some shadow extending across Portrush Road and High Street;
- Cast shadow over portion of Bowen Street and High Street at midday; and
- Cast shadow over Bowen Street and the adjacent properties to the west at 3pm.

Importantly, it is evident that the proposal will maintain at least 3 hours of sunlight to the adjacent residential properties to the east.

Overlooking

The proposed development has been designed to avoid direct overlooking of the private spaces of adjoining properties. Overlooking diagrams are included in the Section Plan provided at **Appendix S**.

In respect to Bowen Street, it is evident that the office and deck at Level 3 is located closest to the dwellings to the east of Bowen Street.

The separation distance to the front of the adjacent dwellings exceeds 15 metres, with views partially obscured by the existing street trees. This distance does not facilitate direct overlooking, as recognised by Good Residential Design SA.

Above podium level, the tower element is set back from the edge of the podium, thus limiting the downward vision of any persons in the offices/decking or accommodation.

The Section Plan demonstrates that views into the nearest residence will be restricted at lower levels of the building, while the distance and angle of vision from upper levels far exceeds the reasonable viewing distance of 15 metres.

The Section Plan demonstrates a similar outcome in relation to views to the west. Views from Level 3 and above the podium level will be across the busy public realm Portrush Road, with a distance exceeding 15 metres to the nearest properties located on the western side of Portrush Road.

Noise

An acoustic assessment has been prepared by Sonus and is provided as **Appendix T**.

The assessment has considered:

- Potential external and environmental noise disturbance, likely to be mainly caused by traffic noise, and with particular respect to the proposed accommodation on Level 7

Although the acoustic treatment requirements of Sound Exposure Category 1 will be determined when final room layouts are known, it is expected that the requirements can be achieved with 10.38mm thick laminated glass.

It is recommended that a detailed assessment of the acoustic treatment required to achieve Sound Exposure Category 1 is conducted during the detailed design phase of the project.

- Potential impacts of the development on the amenity of the immediate locality, likely to be mainly caused by:
 - *mechanical plant;*
 - *vehicle movements and car park activity;*
 - *loading area activity;*

- *waste collection; and,*
- *background music in the restaurant.*

Sonus prepared their assessment using the *Environment Protection (Noise) Policy 2007*. Key findings from the report include:

For development in a Business Zone and residences in a Residential Historic (Conservation) Zone, the Policy recommends:

- *an average noise level (Leq) of 52 dB(A) during the daytime (7am to 10pm); and,*
- *an average noise level (Leq) of 45 dB(A) during the night-time (10pm to 7am).*

In addition, the Policy also establishes an instantaneous maximum noise level (Lmax) requirement of 60 dB(A) for development that operates during the night period.

With respect to each of the likely noise sources, Sonus provide the following recommendations:

- **Mechanical plant:** *the noise level at closest residences is predicted to achieve the Policy levels without specific acoustic treatment other than its location on the roof. Notwithstanding, it is recommended that a detailed assessment of mechanical services noise is carried out following the final selection of mechanical plant, during the detailed design phase of the project.*
- **Vehicle movements and car park activity:** *The noise from the vehicle movements and car parking activity will generally be modulating in nature; however, will be similar in character to the noise from traffic and parking activity on the surrounding roads, which dominate the acoustic environment. Therefore, upon consideration of the measured existing ambient noise levels (refer Appendix B), a penalty for modulation is considered only applicable for any activity between 10pm and 6am, which has been applied to the predicted noise level in this assessment prior to comparison with the applicable criterion.*

Based on predictions, the goal noise levels of the Policy can be achieved at the closest residences when acoustic insulation is incorporated to half of the available surface area of the slab above the car park on the Ground Floor, Level 1 and Level 2. The acoustic insulation should cover area closest to the residences, that is, the southeastern half of the ceiling area.

The typical maximum instantaneous noise level at the closest residences from vehicle movements in the car park is predicted to be in the order of 56 dB(A), therefore achieving the Policy recommendation of 60 dB(A).

- **Loading area activity:** *Based on the prediction, the noise level at the closest residence will be no greater than 47 dB(A), therefore achieving the daytime goal noise level of Policy of 52 dB(A).*



- **Waste collection:** *In order to minimise the noise impact on amenity of the area, it is recommended that the hours for waste collection from the site be restricted to the hours of Division 3 of the Policy. That is, only between the hours of 9am and 7pm on a Sunday or public holiday, and 7am and 7pm on any other day.*
- **Background music in the restaurant:** *The design and location of the restaurant provides a significant separation from the interface with the residences that front Bowen Street.*

A prediction has been made with background music being played inside of the restaurant at a level of 80 dB(A), which is at the higher end of the music level typically considered as being “background” (the noise level below which voices do not need to be raised to be heard). The music noise predicted at the closest residences will be innocuous and well below the existing background noise level in the environment.

Sonus conclude that “the proposed development satisfies the relevant provisions of the Norwood Payneham and St Peters Development Plan and the requirements of the DAC guidelines”.

Traffic generation

GHD has considered the issue of traffic generation in its report which is included in **Appendix L**. Having regard to the NSW Roads and Traffic Authority (RTA) “Guide to Traffic Generating Development (2002)”, GHD have projected traffic generation rates based on the floor areas proposed for each use contained within the development. Current traffic patterns generated by the existing office use have also been considered.

From this analysis, GHD have ascertained that the projected additional peak hour (5.00pm-6.00pm) traffic generation will be 86 vehicles per hour. Further, the projected additional traffic generation will not change the current level of service of the intersection of Portrush Road and The Parade during peak periods.

4.2.2 Transport Planning Guideline 4

The development proposes substantial new building works on a site affected by the Metropolitan Adelaide Road Widening Plan and is adjacent to a corridor identified within the Integrated Transport and Land Use Plan as potentially being impacted by a new tram line.

Identify any potential road widening and/or setback requirements necessary to facilitate future road improvements at this location with particular emphasis on public transport projects identified in ITLUP.

It is noted in the Integrated Transport and Land Use Plan (prepared by the SA Government) that The Parade is likely to be the subject of a future road widening in order to facilitate the establishment of the EastLINK, i.e. an extended tram line along The Parade which will ultimately connect to the Magill Campus of the University of South Australia. It is suggested in the Plan that this is likely to occur in the medium term (5 to 15 years).

The need for future road widening has been considered by GHD, with an offset of 4.5 metres recommended.

As noted by GHD, land will also “potentially” be required “from the Portrush Road/The Parade corner for the possible future upgrade of the Portrush Road and The Parade intersection”. This potential future requirement has been considered in the siting and design of the building.

GHD have also prepared sketch plans showing the proposed tram line/traffic lanes configuration which are available at **Appendix L**.

4.3 Standard Assessment (Guidelines 5-9)

4.3.1 Public Realm Interface Guideline 5

The proposal will respond to the public realm within the local area in a meaningful and positive way.

Evaluate the proposal’s relationship within its urban public context, in particular its primary street frontages along The Parade and Portrush Road.

As stated in the Guidelines, the subject land has extensive frontages to The Parade and Portrush Road.

Given the nature of The Parade, the importance of the pedestrian environment and connections, as well as the potential future extension of the tram which will further strengthen the vibrancy and pedestrian atmosphere of the precinct, particular attention has been given to The Parade frontage, with:

- Landscaping and paving;
- Seating;
- Glazed façades and ground floor activation with retail/café, also fronting Portrush Road; and
- Pedestrian scale provided by the colonnade and building setback, also along Portrush Road.

The building will integrate on public realm and in the locality in general. It represents a contemporary and visually innovative design response which will create visual interest.

Whilst portion of the ground floor façade will screen a car park area, it is proposed to establish vertical gardens on the ground floor and Level 1 façade, in order to minimise the visual impact of car parking levels on the pedestrian environment.

As noted in Oxigen’s landscaping statement, the proposed landscaping and particularly vertical gardens will “provide a green fringe to the architectural form of the building”.

This will respond to the relevant provisions of the Development Plan in particular Principle 6 of the Business Zone, which states that:

PDC 6 Where development includes basement, part-basement or at-grade beneath-building car parking, it should not interrupt the continuity of the streetscape in both the horizontal and vertical planes and should be visually screened from the street.

In relation to potential micro-climatic impacts, the applicant commissioned ARUP to undertake a wind assessment, which is provided at **Appendix T**.

The wind assessment report states that “the proposed massing is designed such that impacts on pedestrian level are minimised”. This includes the proposed siting, setbacks, overhangs, which provide adequate protection against wind on pedestrian level. In those cases where wind accelerations might occur, vegetation is proposed which will assist in with minimising these impacts.

The report further recommends that “an airlock is introduced at the main entrance to minimise the impact of any potential recirculation”.

In summary, with respect to potential wind impacts on pedestrian activity, ARUP state that:

Overall, the pedestrian locations around the site will be suitable for leisurely walking or short periods of sitting or standing. Spaces that are adjacent to the retail and café spaces will likely be suitable for long periods of sitting or standing, particularly as they are protected by the Level 1 overhang and indicated planter boxes. On the whole, there are not likely to be any concerns with respect to pedestrian comfort levels.

With further respect to safety, and as previously mentioned and further explained in MPH’s design statement (**Appendix H**), adequate lighting and opportunities for passive surveillance will be provided internal and external to the building.

Based on the above, the proposal will successfully integrate the public and private realm, which will assist to strengthen and support the long-term vibrancy and amenity of the locality.

4.3.2 Traffic Impact Guideline 6

The proposal includes two new access points, one on The Parade in close proximity to the Portrush Road/The Parade signalised intersection and one on High Street in close proximity to the Portrush Road/High Street junction. In this regard, the proposal should not result in traffic impacts to the adjacent roads, or create road safety issues at or along the roads, particularly Portrush Road. The safe and efficient operation of Portrush Road and The Parade as well as the Portrush Road/The Parade intersection and the Portrush Road/High Street junction must be maintained.

Evaluate the traffic impact of the development on the surrounding road network by undertaking traffic analysis and modelling of the proposed access points and the affected road intersections/junctions (i.e. Portrush Road/The Parade intersection and Portrush Road/High Street junction).

Evaluate the adequacy of the existing pedestrian facilities along Portrush Road and The Parade and identify any improvements required to facilitate a safe and pedestrian friendly interface with the development, particularly the interface with the proposed retail component.

Traffic impact of the development on the surrounding road network

GHD have prepared a traffic assessment of the proposed application which is included as **Appendix L**.

Traffic generation rates have been estimated for each of the proposed uses, with a projected peak hour maximum generation of 180 trips and a total of 3,570 trips per day.

It is also important to note that DPTI have forecast a “negative growth rate of approximately 8% at around 2031 in the Parade traffic volumes”.

GHD have estimated that the proposal will generate the following additional vehicle movements during the 5.00pm to 6.00pm peak hour:

- The Parade travelling east – estimated 23% or approximately 51vph;
- The Parade travelling west – estimated 13% or approximately 29vph;
- Portrush Road travelling south - estimated 25% or approximately 56vph; and
- Portrush Road travelling north - estimated 39% or approximately 87vph.

The assessment included the preparation of a SIDRA analysis to determine the potential effects of the proposal on the Portrush Road/The Parade intersection, based on different options relating to the potential future configuration of the tram line:

- 8m tram zone;
- 4m tram zone; and
- Introduction of a shared-running lane.

It is recommended by GHD that “the Peregrine Corporation allow for generally a 4.5 m road widening adjustment to The Parade boundary of the site, subject to DPTI support for the proposed development within the current Portrush Road boundary”.

In relation to the Portrush Road/The Parade intersection, and based on the outcomes of SIDRA modelling, GHD note that “the additional peak hour traffic generated by the proposed development is sustainable. However, achievement of any ‘level of service’ improvement at the traffic signals will require the elimination of turning movements”.

GHD further note that “The Parade access driveway has also been positioned to achieve AS 2890 requirements and balance the position of a short term indented Taxi Zone / Loading Bay and the displacement from the start of the left turn slip lane into Portrush Road”.

A SIDRA analysis was also undertaken for the Portrush Road/High Street intersection.

It is noted by GHD that the proposed access point to/from the building via High Street “has been positioned at the south-eastern extremity of the site to maximise the queuing potential within High Street, to minimise impacts on Portrush Road”.

Access to the site for truck deliveries and heavy rigid vehicles used for refuse collection will be via Bowen Street and will include a parallel parking area just north of the entry point into the building to enable waste transfer from the enclosure in the north east corner of the site. This is compatible with the expectations of the Development Plan. The Desired Character for the Kensington Policy Area states that:

The Parade and Bowen Street should provide the primary points of access for delivery, service and visitors’ vehicles. The creation of new vehicle access points onto either Portrush Road or the portion of The Parade close to the Portrush Road intersection should be avoided.

Notwithstanding, it is recommended by GHD that “deliveries be restricted to off peak periods”.

Overall, GHD consider that “the additional peak hour traffic generated by the planned development is sustainable”.

Adequacy of the existing pedestrian facilities

As noted by GHD, the proposed building includes an “extensive paved/ landscaped forecourt of approximately twenty (20) metres in depth from the existing kerbing to the office building, retail and café entrances and approximately eight (8) metres on the Portrush Road boundary and approximately eleven (11) metres on The Parade boundary”.

The proposal also improves amenity and safety for pedestrians and cyclists by removing the existing car parking area from the north-west quadrant of the site, and by providing greater clearance from the intersection.

For these reasons, GHD considers that the proposal “significantly improves pedestrian safety and amenity”.

4.3.3 Economic Impact Guideline 7

The proposal should make a positive contribution to the commercial functions of the Norwood/Kensington Park area.

Evaluate the economic contribution of the proposal on the Norwood and Kensington precincts, taking into account the existing commercial and retail circumstances of the area.



Retail Turnover

As identified by Figures 4.1 and 4.2, retail turnover has generally been growing in South Australia over the past decade, although at a slower pace than Australia. Retail turnover in 2014-15 increased by 4.3%¹ compared to the previous year (+4.8% in Australia).

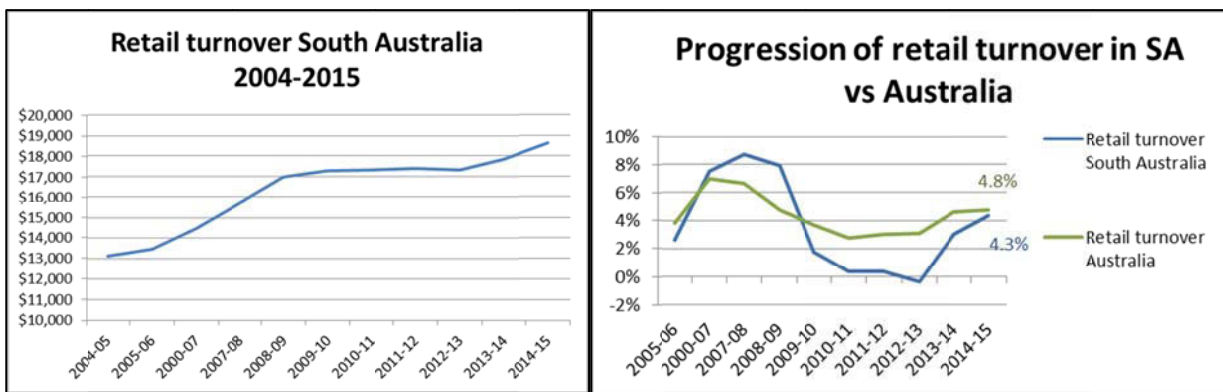


Figure 4.1 Progression of retail turnover in South Australia 2004/05 to 2014/15 in \$M

Figure 4.2 Progression of retail turnover in South Australia vs Australia 2005-2015

Spending in various retail groups vary considerably and Figure 4.3 below shows the growth of recorded expenditure in a range of different retail groups.

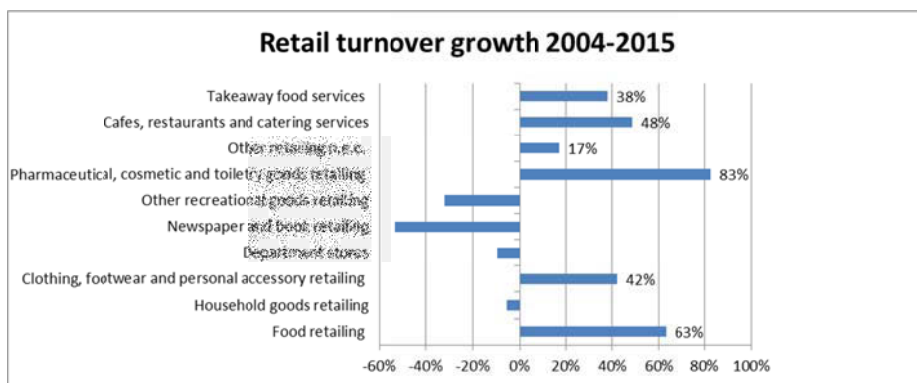


Figure 4.3 2004 to 2015 difference of turnover levels for retail subgroups

Retail sectors such as convenience retailing and cafes and restaurants have performed better than others in the past decade which partly shows a growing demand specifically for these services and goods.

¹ ABS, Retail Trade to June 2015, Retail Turnover by State by Industry Subgroup, Seasonally Adjusted



Peregrine Corporation is proposing to develop approximately 1,500 square metres of additional retail floor space (plus decks and terraces). The proposed retail activities will be part of those subgroups that are capturing the most expenditure (refer Figure 4.3).

As previously mentioned, The Parade is one of Adelaide's main shopping strips. But the Eastern part of the Parade is located slightly out of the Parade's core area and provides less than 10% of the total precinct retail floor space, with a larger number of non-food retailers.

The proposal will enable a better balance of retail floor space in the precinct. The proposed restaurant, for example, is consistent with the identified growing demand (refer Figure 4.3) and is likely to generate a profitable turnover. It will increase the provision of food businesses and will further enhance the retail profile and vibrancy of the area.

Based on ratios and estimated turnover levels on The Parade², retail turnover could be of approximately \$3-\$4M. for the proposed retail area.

It is further noted that the proposed fitness centre will further add to the mix of uses and to the vibrancy of the locality. The proposed mixed use development will help to integrate the eastern portion of The Parade with the existing centre/shopping precinct located to the west of Portrush Road.

4.3.4 Strategic Precinct Evaluation. Guideline 8

The proposal should be an extension of the wider Norwood/ Kensington Park precinct

Evaluate the nature and use of the proposal in a precinct wide sense, taking into account matters of alternative site availability, the urban form and relationship to development of scale and heritage context, and relationship and proximity to the commercial precincts of The Parade environs.

The future extension of the EastLINK tram line along The Parade turning north to Magill Campus within 5 to 15 years, as stated in the *Integrated Transport and Land Use Plan* released by the SA Government in 2015, will further reinforce the strategic nature of the site.

It is also noted that Norwood/The Parade is identified as a major district centre in the 30-Year Plan for Greater Adelaide.

As shown on Figure 4.4, The Parade retail strip is one of Adelaide's main shopping strips, located in Norwood, between Sydenham and Portrush Roads. The subject land is located contiguous with this precinct and therefore is well placed to integrate with the range of activities established and anticipated within the precinct.

² *Essential Economics, in their Draft The Parade Norwood - Retail Strategy dated 2013, estimated the trading Level on Eastern Parade at \$4,220 per square metre per annum. Our proposed value in the report is CPI adjusted.*

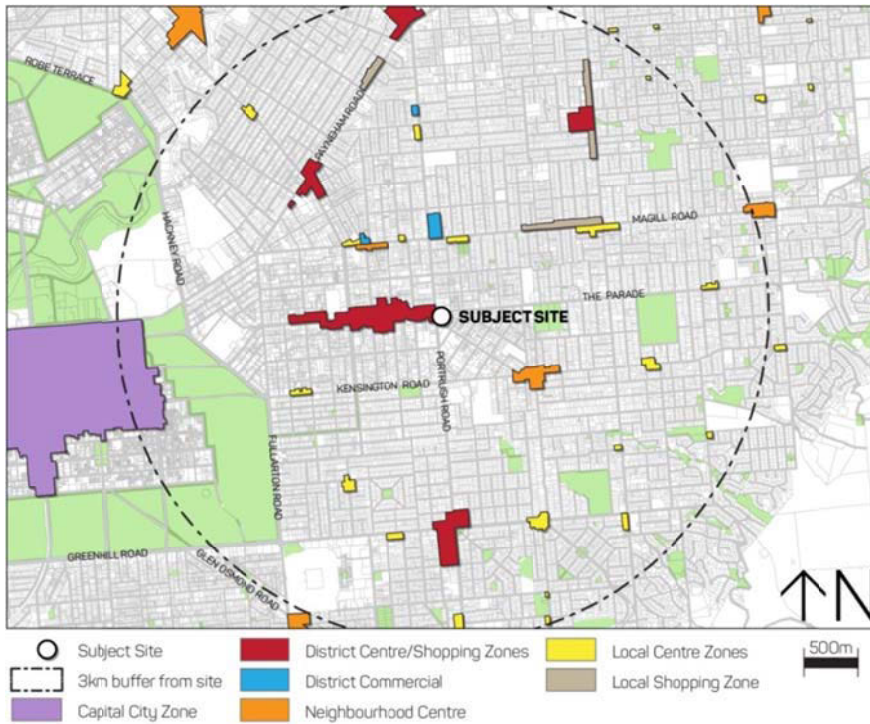


Figure 4.4 Centre Zones in a 3km radius

The Parade retail strip shows a low vacancy rate (estimated at 7.55% in 2014³) compared to other main shopping strips in the metropolitan area. A diverse range of fashion boutiques, homeware and gift retailers and dining options gives the strip a cosmopolitan feel. The tenancy mix at September 2014 is shown by Figure 4.5.

³ Savills Research, *Spotlight Adelaide Suburban Retail*, October 2014

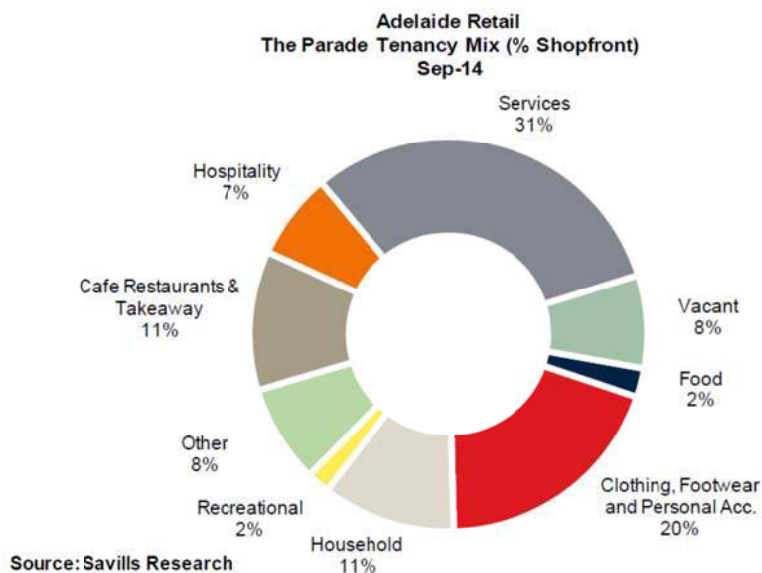


Figure 4.5 The Parade Tenancy Mix

The Kent Town & The Parade Strategic Growth DPA, reinforced The Parade as a Key Activity Centre with potential to accommodate mixed use developments, consistent with the 30 Year Plan for Greater Adelaide. The intersection of Portrush Road and The Parade is also described as being opportune for the development of a landmark building, given its strategically significant and high exposure location.

The subject site forms the continuity of that section of The Parade between Osmond Terrace and Portrush Road, which was envisaged in the DPA for the development of ground floor retailing and outdoor dining.

The DPA also aimed to support the increase of the residential population within the District Centre. It is therefore expected that the local residential community will continue to grow in the immediate vicinity of the site, thereby providing additional demand for local businesses.

Ongoing policy, infrastructure and design projects will further contribute to the rising role of The Parade as a key retail but also mixed use locality:

- The Inner and Middle Metropolitan Corridor Infill Development Plan Amendment is currently being prepared by the Minister. The DPA seeks to revitalise key locations in metropolitan Adelaide by allowing mixed use medium density infill close to services and transport. That portion of The Parade located between Osmond Terrace and Portrush Road (i.e. adjacent to the subject site) is included in the scope of the DPA. The DPA will consider increasing height limits to up to seven storey in the locality.



Whilst the subject site is not directly included in the scope of the DPA, it is considered that the DPA will influence and create opportunities for the subject site, and modify the future desired character for the locality.

- The future expansion of the tram line will also be a key influencing factor in respect to the future character of the locality;
- A Master Plan is currently being undertaken for The Parade. The aim of the Master Plan is to “provide a long term vision for The Parade that will meet the needs of an increasing number of people who will live, work and visit the Precinct”⁴. While the Study Area for the Master Plan primarily focuses on The Parade between Fullarton Road and Portrush Road, connections to adjacent precincts will also be considered, which is likely to have direct implications for the subject land.

It is anticipated that the final Master Plan will be presented to the Council for approval by early October 2016.

4.3.5 Employment Guideline 9

The proposal should enhance job creation and foster ongoing employment opportunities for the local area.

Evaluate the local and broader job creation and employment opportunities (including any multiplier effects) resulting from the proposal, from construction through to completion and operation.

The proposal will contribute to the creation of jobs both during the construction period and once the redevelopment is completed. The estimated job creation is outlined as follows.

- **Construction Full Time Equivalent Jobs**

The redevelopment of the site will involve an investment of over \$40 million in the South Australian economy. A study prepared by Property Insights on behalf of the Urban Development Institute of Australia (UDIA), 2009 examined the economic impact of investing one million dollars in property development.

Every one million dollars of development industry investment in South Australia generates 6.9 full time equivalent development industry jobs. Development industry investment also indirectly supports jobs in a range of other industries. For every one million dollars of development industry investment the combined direct and indirect employment impact is 14 full time equivalent jobs.

The direct employment impact of the proposal is estimated at 276 development industry jobs.

When indirect employment impacts are taken into account, the total employment impact of the proposal is 560 full time equivalent jobs.

- **Retail jobs**

⁴ City of Norwood Payneham & St Peters, *Have your Say, Planning The Parade*



The unemployment status rate in South Australia was recently estimated at 8.2% and the number of retail jobs has gradually decreased in South Australia over the past 10 years⁵.

The proportion of retail jobs in the Adelaide Central and Hills area has remained relatively stable (average of 10%⁶), confirming the stronger demand for retail in the CBD and inner suburbs.

The real number of retail jobs in the Adelaide Central and Hills area has grown as well since 2010⁷, and confirms the strengthening of the retail sector.

Based on assumptions, typical rates and our experience, it is estimated that:

- a. the proposed retail floor space will generate 60 retail jobs; and
- b. the proposed roof top restaurant will generate 50 hospitality jobs.

- **Jobs at completion**

The redevelopment of the site in South Australia will support the retention of 249 jobs, and allow for the expansion of the business with an additional 160 new jobs likely to be created at the head office over the next 10 years, together with 60 jobs associated with the retailing component. All up approximately 470 jobs are anticipated on an ongoing basis.

⁵ ABS Labour Force Survey, Employment by Industry, May 2015

⁶ Ibid.

⁷ Ibid.

5. ECONOMIC, ENVIRONMENTAL AND SOCIAL EFFECTS

5.1 Economic Effects

The broader locality can be described as having a relatively higher socio-economic status as compared to metropolitan Adelaide as a whole.

It is evident that the monthly average household income is higher in both the Burnside (\$1,472) and Norwood (\$1,133) Council area, (referred to as the catchment), as shown by Figure 5.1 below.

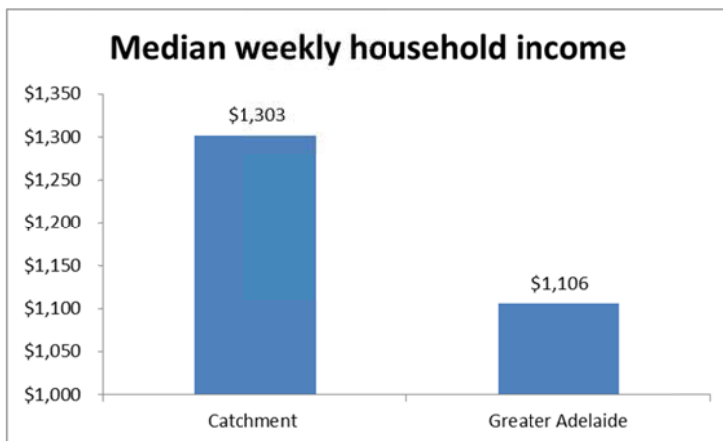


Figure 5.1 Median Weekly Household Income for Catchment as compared to Greater Adelaide

The unemployment rate is also lower in the catchment, with a combined rate of 4.8%, compared to 5.8% in Greater Adelaide (refer Figure 5.2).

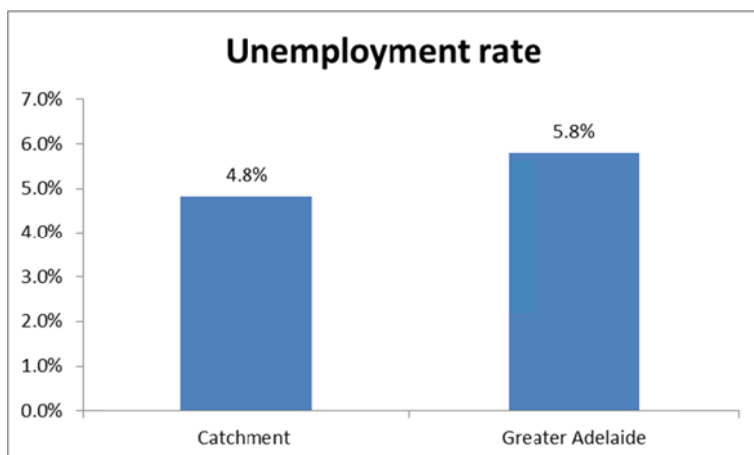


Figure 5.2 Unemployment Rate for Catchment as compared to Greater Adelaide

Further, the proportion of population employed in higher-income occupations is significantly greater in the catchment as compared to Greater Adelaide, particularly in respect to Professionals and Managers (refer Figure 5.3).

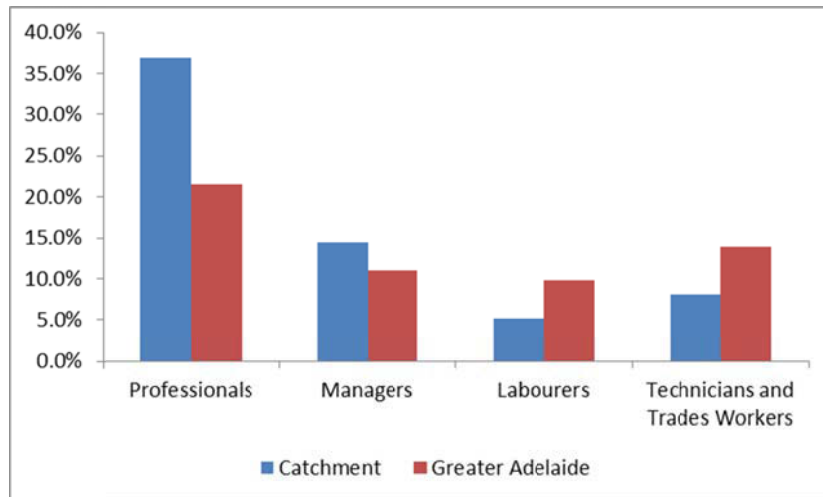


Figure 5.3 Occupations for Catchment as compared to Greater Adelaide

These three socio-economic indicators show that residents in the catchment are likely to benefit from larger incomes in which the proportion of rent or mortgage would be relatively smaller and the proportion of 'leisure' expenses relatively higher compared to other suburbs with lower socio-economic characteristics.

The local community would therefore have more capacity to support a new retail or food business.

Investment

The redevelopment of the site involves an investment of over \$50 million in the South Australian economy (development costs) and will support approximately 600 jobs in the building and construction in South Australia over the construction period.

Jobs

When indirect employment impacts are taken into account, the total employment impact of the proposal is 560 full time equivalent development industry jobs.

The expansion of the Peregrine Corporation business will support an additional 160 new jobs likely to be created at the head office over the next 10 years. A total of 110 retail jobs are expected to be generated by the retail activities integrated into the proposal.



Gross Operating Surplus

Gross operating surplus is a measure of business profits. According to Property Insights, every one million dollars of development industry investment in South Australia generates direct profits of \$280,263 to development industry businesses. Indirect impacts on other businesses arising from development industry investment generate additional gross operating surplus across a range of industries. The combined direct and indirect gross operating surplus impact of one million dollars of development industry investment is estimated at \$455,296.

The proposal is therefore estimated to deliver a direct gross operating surplus of \$11.2M to development industry businesses and a total gross operating surplus of \$18.2M across all industries.

State and Federal Taxes

Development industry activity attracts a range of State and Federal taxes. The industry contributes around 4.8% of the State tax base. Property Insights estimates that for every million dollars of development industry investment, direct taxes of \$62,921 are generated. When indirect taxation impacts are taken into account, total taxes generated by one million dollars of development industry investment is estimated at \$143,281.

The direct tax impact of the proposal is estimated at \$2.5M and the total tax impact, including direct and indirect impacts, is estimated at \$5.7M.

Wages and Salaries

Property Insights estimates that a one million dollar investment in the development industry generates wages and salaries of \$256,287 within the development industry.

The indirect impact on wages and salaries arising from development industry activity is substantial, estimated at an additional \$344,997 for every one million dollars of investment. The combined direct and indirect impact on wages and salaries is therefore estimated at \$601,284 per million dollars of investment.

The proposal is estimated to generate direct wages and salaries of \$10.25M and total (direct and indirect) wages and salaries of \$24.05M.

The redevelopment of the site involves an investment of over \$50 million in the South Australian economy (development costs) and will support approximately 600 jobs in the building and construction in South Australia over the construction period.

The redevelopment of the site in South Australia will also support the retention of 249 jobs, and allow for the expansion of the business, with an additional 160 new jobs likely to be created at the head office over the next 10 years. A further 110 jobs are likely in relation to the proposed retail and restaurant components.



5.2 Environmental Effects

The proposed mixed use development will represent a significant environmental improvement as compared to the existing building.

As previously mentioned, a sustainability assessment has been prepared (**Appendix P**) which outlines the range of strategies and initiatives that are being investigated by Peregrine Corporation in order to ensure that the proposed design is demonstrates an outstanding environmental performance.

Technical and engineering services will be implemented in order to ensure a low energy use and are described in the assessment and previous sections of this report.

It is important to note that the human aspect of health and well-being has also been duly considered. As such, the configuration of floors has been designed in order to maximise natural lighting, and the provision of walkways and landscaped balconies and decks will provide open space for staff.

5.3 Social Effects

The proposed development will generate the following social benefits:

- A significantly enhanced working environment for the existing, expanding Peregrine Corporation head office workforce;
- Associated improvements to health and well being of Peregrine staff; and
- An enhanced interface between the private and public realm, with active and vibrant ground floor uses optimising safety and security through passive surveillance.

Safety has been provided throughout the building through a range of design treatment including lighting and passive surveillance opportunities, ensuring a long-lasting safe environment for all.

5.4 Consequences of proposal not proceeding

Should the proposal, not proceed, the following consequences are foreshadowed:

- The existing constrained accommodation will continue to impact on the efficient administrative function of the Peregrine Corporation;
- The amenity for both workers and visitors to Peregrine Corporation will remain challenged; and
- External consequences arising from a lack of on street car parking will continue to impact on the amenity of the locality.



6. CONSISTENCY WITH THE PLANNING STRATEGY AND DEVELOPMENT PLAN

6.1 Planning Strategy

This proposal is consistent with State Government Policy as is reflected in the “South Australian Strategic Plan” and the “30 Year Plan for Greater Adelaide” and will contribute to the attainment of relevant employment and economic development directions contained within.

At a strategic Level, the proposal is consistent with key directions outlined in the 30-Year Plan for Greater Adelaide, particularly in respect to achieving:

- **Competitiveness**

The Plan will underpin the creation of at least 282,000 new jobs during the next 30 years, which will increase Greater Adelaide’s employment to 909,200 people. These new jobs will be located in areas of residential growth and in areas well serviced by transport networks.

- **Creating the preconditions for strong economic performance**

The state economy is forecast to grow by \$127.7 billion over the life of the Plan.

One of the Plan’s vital roles is to assist in creating some of the key preconditions for maximising economic growth. These include:

- *designating and protecting lands for employment*
- *encouraging flexible land-use controls to respond to industry changes*

The proposal by Peregrine Corporation, which will facilitate both the growth of their own staff numbers, in addition to construction jobs as part of the project, is consistent with the expectation that the Plan will underpin the creation of at least 282,000 new jobs during the 30 year period.

Other Principles of the 30-Year Plan are outlined below which are relevant to this proposal.

Principle 1 A compact and carbon- efficient city

The proposal will optimise the use of a prominent corner site located within the established urban footprint. The location is well supported in terms of:

- resident workforce;
- public transport routes; and
- allied and associated services.

As such the proposal supports the principle of a compact and carbon efficient city.

Principle 3 Accessibility

Whilst the proposal does not incorporate housing it supports the concept of an accessible city, with the subject land located in close proximity and with good connections to the surrounding residential areas within eastern Adelaide.

Principle 11 Climate change resilience

The proposal is located within an area well serviced by existing public transport (bus) routes. The 30-Year Plan for Greater Adelaide also makes reference to a potential future mass transit route (tram) along The Parade. The availability of such transport networks will assist in reducing car dependency arising from the development.

The proposal also provides the opportunity to incorporate new construction and building management techniques aimed at reducing emissions and increasing energy efficiency.

Locating new housing and new jobs in transport corridors

As mentioned the subject land is located at the intersection of two key road corridors. The proposal will assist in achieving employment targets for these key corridors.

Water and energy efficiency

The proposal also provides the opportunity to incorporate new construction and building management techniques aimed at reducing emissions and water usage and increasing energy efficiency.

Mixed-use activity centres

The subject land is an 'island' site with public roads (two arterial) providing separation to adjoining development. The subject land therefore represents an opportunity to accommodate a development of some intensity and accommodate activities and a scale of development which may not be achievable within existing centres. The subject land is in close proximity to the established District Centre and enjoys excellent connectivity through existing and potential future transit links.

Urban design

The proposal can satisfy these urban design outcomes with the ground floor Level designed to achieve an active street front to The Parade and Portrush Road. The floor plates and floor to ceiling heights both present opportunities for future adaptability.



The economy and jobs

The proposed office is anticipated to accommodate approximately 410 staff. Additional jobs (approximately 60) will also be generated as part of the ground floor retail and upper Level restaurant activities. The proposal therefore assists in the achievement of both the job and employment floor space targets referred to above.

6.2 Development Plan

The subject site is located within the Business Zone. The relevant provisions of the Business Zone are outlined as follows (our emphasis in bold):

Objective 1: *Development providing a range of business and related activities, including offices, consulting rooms and retail showrooms.*

Objective 2: *Development providing warehouses, light and service industry and service trade premises in locations specified hereunder.*

*The Business Zone accommodates a range of existing business activities in premises of variable nature and quality, **with opportunity for the development and consolidation of offices and consulting rooms with some retail showrooms** as well as for the upgrading, expansion and consolidation of business activities. Progressive improvements should be made to the environmental and servicing aspects of business, and **development in the zone should progressively upgrade existing business areas** and main road frontages.*

Kensington Policy Area

Kensington Policy Area occupies a key location at the corner of The Parade and Portrush Road. Development should consolidate the area with high quality offices, consulting rooms and retail showrooms.

The corner of The Parade and Portrush Road is a visually prominent site within the city and any new building should be of massing and configuration which visually reinforces the corner, whilst respecting the scale of buildings in the adjacent Historic (Conservation) Zones and maintaining the prominence of the State Heritage listed buildings on the south-western, north-eastern and north-western corners of the intersection of Portrush Road and The Parade.

The Parade and Bowen Street should provide the primary points of access for delivery, service and visitors' vehicles. The creation of new vehicle access points onto either Portrush Road or the portion of The Parade close to the Portrush Road intersection should be avoided.

The proposed redevelopment seeks the establishment of offices and training rooms along with ground floor retail and upper floor restaurant and fitness centre. This mixed use building represents significant upgrade to the existing site, and promote the retention of existing jobs as well as the creation of additional employment.

The corner location of the site is acknowledged in the Development Plan and recognised as a visually prominent location, which should be promoted whilst respecting adjoining heritage places. The proposed design is evidently an innovative, creative and contemporary, and will create a landmark building at this key intersection.

Heritage matters have been considered in the Heritage Impact Assessment prepared by DASH Architects.

They have concluded from their assessment that:

While the proposal is of a notable scale, its design has been developed in respond to the context of its surrounds, to reduce its visual bulk and scale, and limit any material impacts on the context of surrounding State and Local Heritage places.

Of the surrounding State Heritage places, the Clayton Wesley Church is most likely to be materially impacted by the proposed development, due to its proximity to the site, and current visual dominance. The proposed development will also have limited impact on the primary setting and view corridors of the Church, namely looking eastward from the western end of The Parade, where the dog-leg in The Parade across Portrush Road has the affect of setting the proposed development back from this important view corridor.

While the immediate context of the Church will be affected, such impact need to be considered in the context of:

- *recent nearby development application for buildings of a similarly notable scale;*
- *the quality of the design proposal, and noted design measures that lessen such impacts; and*
- *the natural and ongoing evolution to the setting of historic buildings, as has been the case to date with the ever expanding nature of Portrush Road and The Parade.*

For these reasons, and the design measures noted above, I consider the proposed development on the Subject Site to have an acceptable impact on the context of the surrounding State Heritage places.

Local Heritage impacts are largely negligible, with only two adjacent Local Heritage places, both of which are remnant former residential buildings. The Development Plan seeks proposals adjacent such places to demonstrate design consideration of their relationship with the heritage place. This provision applies to both State and Local Heritage places, however for reasons noted in my assessment, I consider the State Heritage response to take precedent. In responding to the State Heritage contextual issues, however, the design also demonstrates design consideration to the identified Local Heritage places through the selection of materials, mitigation of bulk and scale, and design references.

Impacts on the historic character of the adjacent Residential Historic (Conservation) Zone are limited, as the immediate interface with the Subject Site accommodates only one Contributory Item.

Impact on residential amenity and character are limited to Bowen Street, where the Development seeks the site's servicing, carparking and deliveries to be located. Once again, the design response seeks to lessen such impacts associated with a notable development of this size through the establishment of a clear podium level, materials selections, general articulation and upper level setbacks.

While the proposed design response has merit, final detailing and materials selections will be critical to its successful resolution, as is the case for the external façade treatment to all sides of the building.



Table 6.1 below provides an assessment of key elements of the proposed development.

Table 6.1 Development Plan Considerations

1. Land Use	
Zone Objective 1, 2 Zone PDC 1, 8	Offices and shops are both anticipated uses within the Business Zone, however the proposed floor area of each use exceeds the non-complying threshold.
2. Medium and High Rise Development (3 or More Storeys)	
City Wide Objectives 60, 62, 63	The proposed design provides a main pedestrian entrance which will front the intersection of The Parade/Portrush Road. This entrance will provide a transition between the public and private realm.
City Wide PDC 260, 261, 262, 268, 270, 272, 273, 274	<p>The prominence of the corner sight has been reinforced by the siting and design of the proposal which will create a landmark building, compatible with the surrounds.</p> <p>Visually interesting and active ground floor façades will also be established in order to improve the pedestrian and public realm.</p> <p>Wind effects have been considered and assessed and satisfy the expectations of the Development Plan. Similarly, waste management facilities have been provided as sought by the Development Plan.</p>
3. Height	
Zone PDC 7	<p>The proposed building exceeds the maximum height envisaged in the Zone.</p> <p>As noted, the Inner and Middle Metropolitan Corridor Infill DPA has been initiated and The Parade Master Plan is presently being prepared. These strategic planning projects, together with the expectations of the 30 Year Plan, are likely to result in a policy framework which supports increased building heights to the west of the subject land.</p> <p>The proposed height will be compatible with existing key buildings in the locality, approved development to the immediate west the likely evolution of built form as anticipated by the policy settings being reviewed.</p>
4. Design and Built Form	
Zone PDC 9	The proposed built form emerges from a contemporary and high quality design which will reinforce and respond to this key corner site.
City Wide Objectives 18, 19, 20, 22	The potential impacts on the Residential Historic (Conservation) Zone have been fully considered in the Heritage Impact Assessment.
City Wide PDC 28, 29, 30, 33, 34, 36, 37, 38, 39, 40, 42, 46, 50, 51, 52, 59, 60, 62, 63, 64,	<p>Thorough consideration has been given to the apparent bulk of the building. The design has sought to emphasise the lower levels and create visually lighter upper levels, using setbacks, decks and balconies, and cantilevered glass around the whole of the building.</p> <p>Principles of good design, including ODASA's principles, but also WSUD and CPTED</p>



principles have been integrated in the design.

The ground floor and more generally the podium has been designed to avoid extensive areas of uninterrupted walls, with active frontages (retail, café), landscaping and vertical gardens, and a main entry fronting the Portrush/The Parade intersection and creating a public/private space.

A range of materials and finishes will be used to ensure visual interest is achieved. Landscaping will also be established to enhance the amenity of the building and the interface with the public realm.

Setbacks

There is presently no consistency in setbacks in the locality.

The proposed design incorporates variations in setbacks, with the establishment of a podium, as well as architectural features such as the colonnade which will create visual openings.

Setbacks have been established to accommodate the potential future road widening requirements.

5. Heritage

City Wide Objective 111
 City Wide PDC 345, 346, 347

Refer Heritage Impact Assessment.

6. Interface

Zone PDC 2, 3

Interface issues have been considered in this assessment and particularly in respect to two contextual elements:

- City Wide Objective 26
- The heritage context of the locality; and
 - Existing residential properties that adjoin the subject site to the west.

City Wide PDC 11, 31, 35, 12, 80, 83, 84

Key impacts that are relevance to the proposal have been considered below:

Emissions of noise

Sonus have prepared an acoustic assessment and have reviewed the impacts of likely main noise sources (mechanical plant, vehicle movements/ car park, loading area, waste collection, music in the restaurant). While further assessment will be required in relation to the mechanical plant, “the noise level is predicted to achieve the Policy levels without specific acoustic treatment”.

Other likely noise sources have been assessed by Sonus as being manageable.

Sonus have also reviewed noise impacts on the proposed accommodation at Level



7. While “it is expected that the requirements can be achieved”, a detailed assessment will be required during the detailed design phase.

Wastewater - Stormwater (refer Sections 9 and 10 below).

The site will be connected to all relevant infrastructure networks and a Stormwater Management Plan has been prepared.
Localised upgrades may be required in respect to existing services.

Hours of operation

The proposed hours of operation will be compatible with the amenity of the locality, noting that access to those activities which will occur into the evening hours will be via the pedestrian entry which is located adjacent to the intersection of The Parade and Portrush Road.

Traffic impacts

Traffic impacts have been considered in Section 8 below. With particular respect to the interface with residential properties located east of Bowen Street, we note that the only vehicular access that is proposed via Bowen Street is for service vehicles, and will be located at the northern end of Bowen Street opposite existing commercial/warehouse properties. The impact on adjacent residents is therefore considered to be minimal.

Overshadowing

Overshadowing diagrams have been prepared (refer **Appendix R**) and show that the proposal will maintain at least 3 hours of sunlight to the adjacent residential properties located to the east of Bowen Street. It is relevant to note that the adjacent residential properties are already influenced by existing solid walls and landscaping which would create existing shadowing.

Loss of privacy/overlooking

Overlooking risks are detailed on the Section Plan provided at **Appendix S**. It is evident that separation distances and angle of views between the proposed building and dwellings located to the east of Bowen Street will mitigate the risks of overlooking.

Heritage (refer Heritage Impact Assessment at **Appendix O**)

7. Landscaping, Fences and Walls

City Wide Objectives 24, 25	Proposed landscaping will assist in defining and enhancing public space around the building, to provide climate control (e.g. sun, heat, wind), while also minimising potential entrapment spots.
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City Wide PDC 40, 73, 74, 75, 76, 78	Uninterrupted walls, particularly at ground floor level, will be avoided through the incorporation of active frontages, a colonnade, landscaping, and the creation of a large main entry.
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8. Movement, Transport and Car Parking

Zone PDC 5, 6	In relation to the potential impact of the development on the functional performance of the transport network, GHD have prepared a traffic impact assessment. Key elements of note, as previously explained in Section 4.3.2, are listed below:
City Wide Objectives 31, 32, 34	
City Wide PDC 92, 93, 98, 99, 100, 101, 102, 103, 104, 105, 109, 110, 111, 112, 113, 115, 116, 117, 117, 118, 119, 120, 122, 123, 124, 125, 126, 127, 129, 130, 134	<ul style="list-style-type: none"> • Access points have been located to minimise impacts on traffic flows on The Parade and Portrush Road, and on residents of Bowen Street; • With respect to service vehicles, these will be provided with a separate access point which will not impact on adjoining residential properties; • The proposed design is compatible with the future expansion of the tram line and associated traffic arrangements; • It will also encourage soft transportation by providing public cycling facilities for visitors and regular users of the building (end of trip facilities); • The proposed setbacks will also ensure adequate sightlines for all road users; • The additional peak hour traffic generated by the planned development is sustainable; • The proposal will improve pedestrian and cycling safety, potential and amenity in the area.

In relation to car parking, GHD estimate that the proposed development would generate a theoretical demand for at least 447 spaces.

However Principle 122 identifies that lesser car parking rates can apply in certain situations, including:

- Sites located within 200 metres walking distance of public transport. This is likely to be relevant when the tram line is expanded; and
- Mixed use buildings where there is a potential for shared parking across a range of uses occurring at different times.

Having regard to the above, GHD consider that the theoretical car parking demand is 360 spaces. Whilst the proposed provision of car parking supply does not achieve the 360 spaces sought, GHD consider that:

the emphasis in this proposal is about the nexus with the Central Business District of Norwood and the community expectation for parking supply while supporting a shift toward active and sustainable transport modes.

GHD further note that “the design creates stronger pedestrian and cycling facilities and improved amenity” and that “a number of other established Office/Commercial developments within the Norwood CBD similarly under subscribe in car parking provisions with an emphasis on the use of public transport”.



The proposed provision of parking spaces of people with disabilities, as well as bicycle parking, is consistent with the requirements of the Development Plan.

9. Infrastructure

City Wide Objective 38 The proposed building can be connected to all necessary infrastructure networks with only minor localised enhancements required.

City Wide PDC 135,
137, 138, 141

10. Stormwater Management

City Wide Objectives 42, 44, 45 A Stormwater Management Plan (SMP) has been prepared which has identified that flows resulting from the proposal will be very similar, if not the same, as existing.

City Wide PDC 147,
148, 152, 153, 161, The SMP identifies connection points to the stormwater network, as well as management of stormwater from the roof and storage tanks.

Water quality will be further considered during the detailed design phase.

11. Energy Efficiency

City Wide Objective 23 A sustainability assessment has been prepared by Peregrine which emphasised the low energy use and climate focused schemes that have been integrated in the design, along with a strategy to maximise the use of off-site renewable energy sources.

City Wide PDC 67,
69, 160 The design and configuration of the building seeks to maximise natural cross-ventilation and natural lighting.

Other techniques such as automatic voltage regulation or LED lighting will also be established which will further help to reduce the use of energy. The on-site generation of renewable energy is also being investigated and will be confirmed during the design stage of the project.

12. Advertisements

Zone PDC 10 Primarily corporate signage will be established on limited sections of some façades.

City Wide Objectives 114, 115 Additional signage will be established on ground level façades to identify each tenancy, as well as to improve way finding.

City Wide PDC 366,
367, 368, 370, 371,
373, 375, 376, 377,
378, 379, 380, 381,
382, 383



13. Orderly and Sustainable Development

City Wide Objectives 8, 12, 13	The proposal will generate additional employment opportunities as documented earlier in this report.
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City Wide PDC 2, 4	New businesses will also be given the opportunity to operate (retail, café, restaurant, fitness centre) and are likely to attract more users to the precinct.
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These services and facilities will also create a dynamic working and living environment, which is consistent with the City wide Objectives for an orderly and sustainable development.

7. CONCLUSION

This Development Report has been prepared in respect to a proposal by Peregrine Corporation to redevelop its head office site located at 270 The Parade, Kensington Park. The proposal is for a multi-level mixed use building, comprising:

- Basement level: storage, car parking (81 car spaces, 12 motor bike spaces) and secured car parking (38 car spaces), end of trip facilities (365 sqm), storage and loading zone – 4,930 sqm;
- Ground floor: retail/café (1,060 sqm), lobby/reception, waste storage (165 sqm) and parking (60 car spaces) – 4,225 sqm;
- Level 1: Digital Hub (520 sqm), office (400 sqm), meeting rooms and training facilities (750 sqm) and parking (55 car spaces) – 4,375 sqm;
- Level 2: office (400 sqm), meeting rooms and training facilities (1,140 sqm) and parking (62 car spaces) – 4,240 sqm;
- Level 3: offices (3,540 sqm), deck (385 sqm) – 4,045 sqm
- Level 4: offices and meeting rooms (1,840 sqm), atrium (415sqm), deck (1,425 sqm) – 3,800 sqm;
- Level 5: offices (1,920sqm), deck (470 sqm) – 2,510 sqm;
- Level 6: offices (1,780 sqm), balconies– 1,900 sqm;
- Level 7: restaurant and Member’s Lounge (470 sqm), gym (450sqm), spa (120sqm), 50m swimming pool (315 sqm), temporary accommodation (680 sqm) and deck (765 sqm) – 2,935 sqm; and
- Plant and equipment located at the roof level.

The proposal is intended to respond to the growing accommodation needs of the Peregrine Corporation, with a particular focus on providing a high amenity building for the benefit of the workforce accommodated within the building.

The Development Report includes several technical reports which have been undertaken in order to respond to the assessment matters listed in the Guidelines. It is evident from the assessment that the proposal appropriately responds to the key issues identified.



APPENDIX A

DEVELOPMENT REPORT GUIDELINES

GUIDELINES

For the preparation of a

DEVELOPMENT REPORT

**Peregrine Corporation Mixed Use Development
270 The Parade, Kensington Park**

Peregrine Corporation

January 2016



Department of Planning, Transport and Infrastructure

136 North Terrace
Adelaide SA 5001

www.sa.gov.au

**Development Assessment Commission
South Australia**

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1. BACKGROUND

On 26 November 2015, the Chief Executive Officer as delegate for the Minister for Planning made a declaration in *The South Australian Government Gazette* that the Peregrine Corporation mixed use development at 270 The Parade Kensington Park be assessed as a Major Development pursuant to Section 46 of the *Development Act 1993* (the Act).

Section 46 of the Act ensures that matters affecting the environment, the community or the economy to a significant extent, are fully examined and taken into account in the assessment of this proposal.

The major development process has six steps:

- The Development Assessment Commission sets the level of assessment (Environmental Impact Assessment, Public Environmental Report or Development Report) and provides guidelines (**this stage**)
- Proponent prepares an Assessment Document (in this case a Development Report)
- Public and agency consultation on the Assessment Document for a period of four to six weeks depending on the level of assessment
- Responding to public comment on an Assessment Document
- Assessing the proposal and releasing the Assessment Report
- Decision

This document is the guidelines as set by the Development Assessment Commission specifically prepared for this application. The Development Assessment Commission (Commission) has determined that the proposal will be subject to the processes of a Development Report (DR), as set out in Section 46D of the Act. The Commission's role in the assessment process is now completed. From this point the Minister will continue with the assessment under Section 46 of the Act.

2. DESCRIPTION OF PROPOSAL

The proposal comprises the construction of a mixed use building together with associated storage and car parking for the redevelopment of Peregrine's head office to meet the companies growing demand for quality office space and improved work facilities and amenities.

The application at this stage conceptually comprises the following:

- Demolition of any existing buildings within the site;
- A change in the use of land associated with any development;
- Retail floor space of approximately 1050m²,
- 314 car parking spaces and 90 bicycle parks;
- Training/meeting rooms of approximately 1540m²
- Office tenancy of approximately 7500m², including reception;
- Restaurant of approximately 1000m² including a deck and terrace;
- Any related or ancillary development associated with development listed above.

3. MAJOR DEVELOPMENT PROCESS AND ROLE OF GUIDELINES

- These Guidelines are prepared to inform the preparation of the Development Report (DR). They set out the assessment issues associated with the proposal along with their scale of risk as determined by the Development Assessment Commission.
- The DR must be prepared by the proponent in accordance with the Guidelines and should specifically address each guideline.
- Each guideline is intended to be outcome focused and may be accompanied by suggested assessment approaches. These suggestions are not exhaustive, and may be just one of a wide range of methods to consider and respond to a particular guideline.
- The DR should detail any expected environmental, social and economic effects of the development, and the extent to which the development is consistent with the provisions of the Councils Development Plan, the Planning Strategy and any matter prescribed by the Regulations under the Act.
- The completed DR is submitted to the Minister for public release, and is subsequently referred to Council and relevant government agencies for comment.
- An opportunity for public comment will occur when the completed DR is released. Public exhibition is undertaken for 15 business days. An advertisement will be placed in the *Advertiser* and local *Messenger newspapers* inviting submissions.
- Copies of the submissions from the public, Council and other relevant agencies will be provided to the proponent.
- The proponent may then prepare a 'Response Document' within 10 business days to address the matters raised during the Public exhibition period.
- The Minister then prepares an Assessment Report. The Assessment Report and the Response Document will be available for inspection and purchase at a place determined by the Minister for a period determined by the Minister.
- Availability of each of these documents will be notified by advertisements in *The Advertiser* and *local Messenger newspapers*. A copy of the DR, Response Document and the Assessment Report will be provided to the Council.
- When a proposal is subject to the DR process, the Governor makes the final decision under Section 48 of the Act.
- In deciding whether the proposal will be approved and any conditions that will apply, the Governor must have regard to:
 - Provisions of the Development Plan;
 - The Development Act and Regulations;
 - If relevant, the Building Code of Australia;
 - The South Australian Planning Strategy;
 - The 30 Year Plan for Greater Adelaide
 - The Integrated Land Use and Transport Plan
 - The DR and the Ministers Assessment Report;
 - Where relevant, any other government policy and/or legislation.
- The Governor can at any time indicate that the development will not be granted authorisation. This may occur if the development is inappropriate or cannot be properly managed. This is commonly referred to as an **early no**.

4. DEVELOPMENT REPORT (DR)

The DR should be presented in terms that are readily understood by the general reader. Technical details should be included in the appendices.

THE REPORT MUST INCLUDE THE FOLLOWING:

Information and Assessment

The provision of all information sought by the guidelines, together with consideration and assessment against each of the matters identified in Section 4 of these Guidelines.

Consistency with Policy and Legislation

The Act requires the DR to state its consistency with the relevant Development Plan and Planning Strategy, and other key policies and/or legislation as identified within these guidelines (refer to Appendix 2 for other 'useful documents').

Commitment to meet Conditions

The guidelines must state the proponent's commitments to meet conditions to avoid, mitigate, manage and/or control any potentially unreasonable impacts from the development.

THE REPORT SHOULD INCLUDE THE FOLLOWING:

Summary

A concise summary of the matters set out in Section 46D of the Act, including all aspects covered in the Guidelines set out below, in order for the reader to obtain a quick but thorough understanding of the proposal and all its effects.

Introduction

The introduction to the DR should briefly cover the following:

- Background to and objectives of the proposed development;
- Details of the proponent;
- Staging and timing of the proposal;
- Relevant legislative requirements and assessment process.

Need for the Proposal

A statement of the objectives and justification for the proposal, including:

- the specific objectives the proposal is intended to meet;
- expected local, state or national benefits and costs;
- a summary of environmental, economic and social arguments to support the proposal; including the consequences of not proceeding with the proposal.

Plans and Forms

- **Current Certificate(s) of Title**
- **Context and locality plans** should illustrate and analyse existing site conditions and the relationship of the proposal to surrounding land and buildings. The plan should be drawn to a large scale to allow presentation on a single sheet and be readily legible. The plan should indicate:
 - the neighbouring residential buildings on Bowen Street,

- location of state heritage buildings in relation to this site
 - the Mary MacKillop Tappeiner Court Nursing Home at 286 Portrush Road (backing onto High Street)
 - existing street trees
 - any other information that would help to set the context for the locality
- **Shadow diagrams** demonstrating the extent of overshadowing (pre and post development) on adjoining properties at 9am, 12noon and 3pm during the solstice and equinox.
 - A **landscaping plan** to be prepared which includes the location of any regulated or significant trees on the site and/or adjoining land.
 - Coloured high resolution **perspectives** of the proposal showing how it relates to the surrounding context from various locations, including streetscape perspectives, views at the human/pedestrian scale, as well as longer views from strategic approaches to the precinct.
 - **Site plan** (drawn at a scale of 1:100 or 1:200) clearly indicating the proposed buildings and works, including demolition.
 - **Elevations** (drawn at a scale of 1:100 or 1:200) are required for all sides of the building with levels and height dimensions provided in Australian Height Datum.
 - **Cross sections** of the building are required and should include ground levels, floor levels, ceiling heights and maximum height in Australian Height Datum.
 - Provide **floor plans** (drawn at a scale of 1:100 or 1:200) for each level of the building demonstrating what is proposed at each floor, with indicative internal layouts.
 - **Site survey** plan demonstrating the development will be contained within the allotment boundaries.
 - **Sequencing and staging plans** of the proposal if you wish to seek Building Rules Consent in stages.
 - A schedule of **materials and finishes and colours**.
 - Location and dimensions of any external **advertising displays**. If signs are to be illuminated or contain a moving display this needs to be included.

Specialist Reports and Details

- A **design statement** should provide an understanding the evolution of the proposal (including options explored and discounted) from the concept to the final design.
- **Transport, access and pedestrian impact assessment** prepared by a suitably qualified traffic engineer. The assessment should evaluate current and proposed access arrangements, car parking, as well as pedestrian and vehicle interface at the street level and the surrounding road network, and alternative travel options.
- **Waste management and minimization (for demolition, construction and operation)** demonstrating the location of waste storage (including separation of recyclables hard waste and e-waste) and disposal facilities on the site and provide details of how these facilities will be serviced.
- Provide a **noise assessment** prepared by an acoustic engineer to moderate external and environmental noise disturbance and amenity impacts for future occupants of the development, but also other sensitive uses within the immediate area as a result of the proposed development.

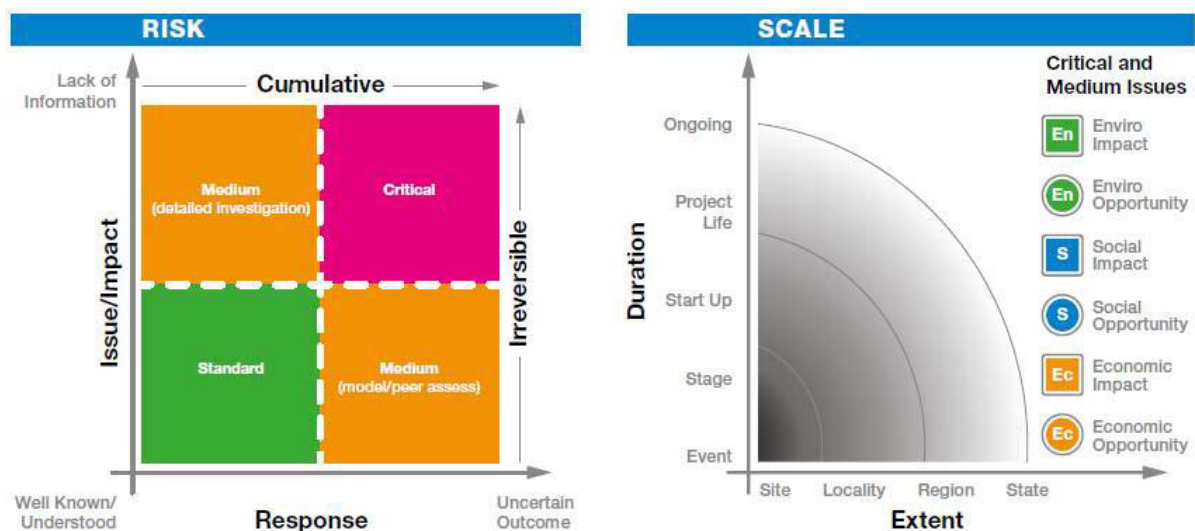
- Details of proposed **stormwater management/water sensitive urban design**, as well as any retention and reuse as part of the development, inclusive of details for connecting into any street drainage channel or council drain and the method of drainage and services proposed to be used. The proponent should have regard to the SA Water Sensitive Design strategy, particularly the performance targets.
- A **sustainability assessment** must be provided, and will outline the environmental sustainability measures (energy efficiency, use of renewable energy, water conservation etc) incorporated into the proposal. The State government's ESD guidelines (ostensibly for government buildings) may assist in this regard – <http://www.dpti.sa.gov.au/BuildingManagement/policies/esd>
- Provide **Crime Prevention Through Environmental Design (CPTED)** details which outline measures incorporated into the proposal to deter criminal behaviour through environmental design, including but not limited to:
 - Clear sight lines, directional devices and way finding;
 - Use of public lighting and CCTV cameras;
 - Active street frontages and balconies to encourage passive surveillance;
 - Identifiable building entry;
 - Provision of secure and private areas for residents;
 - Details of how the proposal addresses pedestrian amenity in the public realm.
- **Site history assessment** - Where a development is to occur on land that has the potential to be contaminated (through previous land uses) a site history assessment is required.
- Details of **site services and infrastructure** including utility services (water, gas, electricity, sewerage disposal, waste water, drainage, trenches or conduits); location of ground and roof plant and equipment (fire booster; electricity transformer; air conditioning; solar panels etc).

5. ASSESSMENT

Impact assessment is an important tool that enables the consideration of projects that might otherwise struggle to be addressed properly or fairly under the 'normal' assessment system.

In setting these Guidelines, the Development Assessment Commission has considered the scale of issues associated with the project and determined whether they represent issues or opportunities. The potential impacts and issues have then been organised according to the level of work and type of attention required by the Applicant: either standard, medium or critical:

- Where the issue is well known and the response is well understood then the risk assessment is classed as 'standard'
- Where work is required to address the issue but the risk is likely to be manageable with additional information then the risk assessment is classed as 'medium'.
- Where information about the issue is lacking and the response is unclear, the issue is classed as 'critical'.



The issues and impacts identified by the Commission as requiring standard, medium or critical level assessment are listed below. Each guideline includes a description of the issue/impact and a description of the action needed.

CRITICAL ASSESSMENT

Heritage Context

Guideline 1: State Heritage Places are located on the north west, north east and south west corners of the Parade and Portrush Road intersection, as well as the State Heritage listed Benson Memorial Drinking Fountain to the south of the subject site. The subject site is also adjacent two contributory items on Bowen Street and in close proximity to Local Heritage Places. It should therefore be demonstrated how the proposal respects and responds to the heritage context of this visually prominent intersection and the adjacent Residential Character Zone.

Evaluate the impacts of the proposal on the heritage context of the locality, taking into account scale, massing, configuration and design.

Design Quality

Guideline 2: The proposal will be a high quality landmark design for the site, the local area and the wider metropolitan area.

The proposal will respond to the Principles of Good Design by Office for Design + Architecture SA. The design will be developed through participation in the Government Architect led design review process. This process and its evolution shall be documented.

MEDIUM ASSESSMENT

Neighbourhood Interface

Guideline 3: The subject site is adjacent a Residential Character Zone at its Bowen Street and High Street interface. It should therefore be demonstrated how the interface impacts of the development on the neighbouring environs (including overlooking, overshadowing, noise, traffic generation and visual impact) will be managed.

Evaluate the impacts of the proposal on the locality, taking into account its bulk, scale and interface relationship to neighbouring residential development and nursing home, balanced with the expectation of increased development intensity.

Transport Planning

Guideline 4: The development proposes substantial new building works on a site affected by the Metropolitan Adelaide Road Widening Plan and is adjacent to a corridor identified within the Integrated Transport and Land Use Plan as potentially being impacted by a new tram line.

Identify any potential road widening and/or setback requirements necessary to facilitate future road improvements at this location with particular emphasis on public transport projects identified in ITLUP.

STANDARD ASSESSMENT

Public Realm Interface

Guideline 5: The proposal will respond to the public realm within the local area in a meaningful and positive way.

Evaluate the proposal's relationship within its urban public context, in particular its primary street frontages along The Parade and Portrush Road.

Traffic Impact

Guideline 6: The proposal includes two new access points, one on The Parade in close proximity to the Portrush Road/The Parade signalised intersection and one on High Street in close proximity to the Portrush Road/High Street junction. In this regard, the proposal should not result in traffic impacts to the adjacent roads, or create road safety issues at or along the roads, particularly Portrush Road. The safe and efficient operation of Portrush Road and The Parade as well as the Portrush Road/The Parade intersection and the Portrush Road/High Street junction must be maintained.

Evaluate the traffic impact of the development on the surrounding road network by undertaking traffic analysis and modelling of the proposed access points and the affected road intersections/junctions (i.e. Portrush Road/The Parade intersection and Portrush Road/High Street junction).

Evaluate the adequacy of the existing pedestrian facilities along Portrush Road and The Parade and identify any improvements required to facilitate a safe and pedestrian friendly interface with the development, particularly the interface with the proposed retail component.

Economic Impact

Guideline 7: The proposal should make a positive contribution to the commercial functions of the Norwood/Kensington Park area.

Evaluate the economic contribution of the proposal on the Norwood and Kensington precincts, taking into account the existing commercial and retail circumstances of the area.

Strategic Precinct Evaluation

Guideline 8: The proposal should be an extension of the wider Norwood/ Kensington Park precinct.

Evaluate the nature and use of the proposal in a precinct wide sense, taking into account matters of alternative site availability, the urban form and relationship to development of scale and heritage context, and relationship and proximity to the commercial precincts of The Parade environs.

Employment

Guideline 9: The proposal should enhance job creation and foster ongoing employment opportunities for the local area.

Evaluate the local and broader job creation and employment opportunities (including any multiplier effects) resulting from the proposal, from construction through to completion and operation.

6. APPENDIX 1 – SECTION 46D OF THE *DEVELOPMENT ACT 1993*

46D—DR process—Specific provisions

- (1) This section applies if a DR must be prepared for a proposed development.
- (2) The Minister will, after consultation with the proponent—
 - (a) require the proponent to prepare the DR; or
 - (b) determine that the Minister will arrange for the preparation of the DR.
- (3) The DR must be prepared in accordance with guidelines determined by the Development Assessment Commission under this Subdivision.
- (4) The DR must include a statement of—
 - (a) the expected environmental, social and economic effects of the development;
 - (b) the extent to which the expected effects of the development are consistent with the provisions of—
 - (i) any relevant Development Plan; and
 - (ii) the Planning Strategy; and
 - (iii) any matters prescribed by the regulations;
 - (c) if the development involves, or is for the purposes of, a prescribed activity of environmental significance as defined by the Environment Protection Act 1993, the extent to which the expected effects of the development are consistent with—
 - (i) the objects of the Environment Protection Act 1993; and
 - (ii) the general environmental duty under that Act; and
 - (iii) relevant environment protection policies under that Act;
 - (ca) if the development is to be undertaken within the Murray-Darling Basin, the extent to which the expected effects of the development are consistent with—
 - (i) the objects of the River Murray Act 2003; and
 - (ii) the Objectives for a Healthy River Murray under that Act; and
 - (iii) the general duty of care under that Act;
 - (cb) if the development is to be undertaken within, or is likely to have a direct impact on, the Adelaide Dolphin Sanctuary, the extent to which the expected effects of the development are consistent with—
 - (i) the objects and objectives of the Adelaide Dolphin Sanctuary Act 2005; and
 - (ii) the general duty of care under that Act;
 - (cc) if the development is to be undertaken within, or is likely to have a direct impact on, a marine park, the extent to which the expected effects of the development are consistent with—
 - (i) the prohibitions and restrictions applying within the marine park under the Marine Parks Act 2007; and
 - (ii) the general duty of care under that Act;
 - (d) the proponent's commitments to meet conditions (if any) that should be observed in order to avoid, mitigate or satisfactorily manage and control any potentially adverse effects of the development on the environment;
 - (e) other particulars in relation to the development required—
 - (i) by the regulations; or
 - (ii) by the Minister.

(5) After the DR has been prepared, the Minister—

(a) —

(i) must, if the DR relates to a development that involves, or is for the purposes of, a prescribed activity of environmental significance as defined by the Environment Protection Act 1993, refer the DR to the Environment Protection Authority;

(ia) must, if the DR relates to a development that is to be undertaken within the Murray-Darling Basin, refer the DR to the Minister for the River Murray;

(ib) must, if the DR relates to a development that is to be undertaken within, or is likely to have a direct impact on, the Adelaide Dolphin Sanctuary, refer the DR to the Minister for the Adelaide Dolphin Sanctuary;

(ic) must, if the DR relates to a development that is to be undertaken within, or is likely to have a direct impact on, a marine park, refer the DR to the Minister for Marine Parks;

(ii) must refer the DR to the relevant council (or councils), and to any prescribed authority or body; and

(iii) may refer the DR to such other authorities or bodies as the Minister thinks fit, for comment and report within the time prescribed by the regulations; and

(b) must ensure that copies of the DR are available for public inspection and purchase (during normal office hours) for at least 15 business days at a place or places determined by the Minister and, by public advertisement, give notice of the availability of copies of the DR and invite interested persons to make submissions to the Minister on the DR within the time determined by the Minister for the purposes of this paragraph.

(6) The Minister must, after the expiration of the time period that applies under subsection (5)(b), give to the proponent copies of all submissions made within time under that subsection.

(7) The proponent may then prepare a written response to—

(a) matters raised by a Minister, the Environment Protection Authority, any council or any prescribed or specified authority or body, for consideration by the proponent; and

(b) all submissions referred to the proponent under subsection (6), and provide a copy of that response to the Minister within the time prescribed by the regulations.

(8) The Minister must then prepare a report (an Assessment Report) on the matter taking into account—

(a) any submissions made under subsection (5); and

(b) the proponent's response (if any) under subsection (7); and

(c) comments provided by the Environment Protection Authority, a council or other authority or body; and

(d) other comments or matter as the Minister thinks fit.

(9) Copies of the DR, any response under subsection (7) and the Assessment Report must be kept available for inspection and purchase at a place determined by the Minister for a period determined by the Minister.

(10) If a proposed development to which a DR relates will, if the development proceeds, be situated wholly or partly within the area of a council, the Minister must give a copy of the DR, any response under subsection (7) and the Assessment Report to the council.



APPENDIX B

CERTIFICATES OF TITLE

CERTIFICATE OF TITLE

REAL PROPERTY ACT, 1886



South Australia

VOLUME 5134 FOLIO 144

Edition 4
Date Of Issue 26/07/1993
Authority CONVERTED TITLE

I certify that the registered proprietor is the proprietor of an estate in fee simple (or such other estate or interest as is set forth) in the land within described subject to such encumbrances, liens or other interests set forth in the schedule of endorsements.

REGISTRAR-GENERAL



REGISTERED PROPRIETORS IN FEE SIMPLE

SHAHIN BROTHERS PTY. LTD. OF 8 UNDIVIDED 10TH PARTS AND SHAHIN GROUP PTY.
LTD. OF 2 UNDIVIDED 10TH PARTS BOTH OF C/- 701 PORT ROAD WOODVILLE SA 5011

DESCRIPTION OF LAND

ALLOTMENT 8 FILED PLAN 103498
IN THE AREA NAMED KENSINGTON
HUNDRED OF ADELAIDE

EASEMENTS

NIL

SCHEDULE OF ENDORSEMENTS

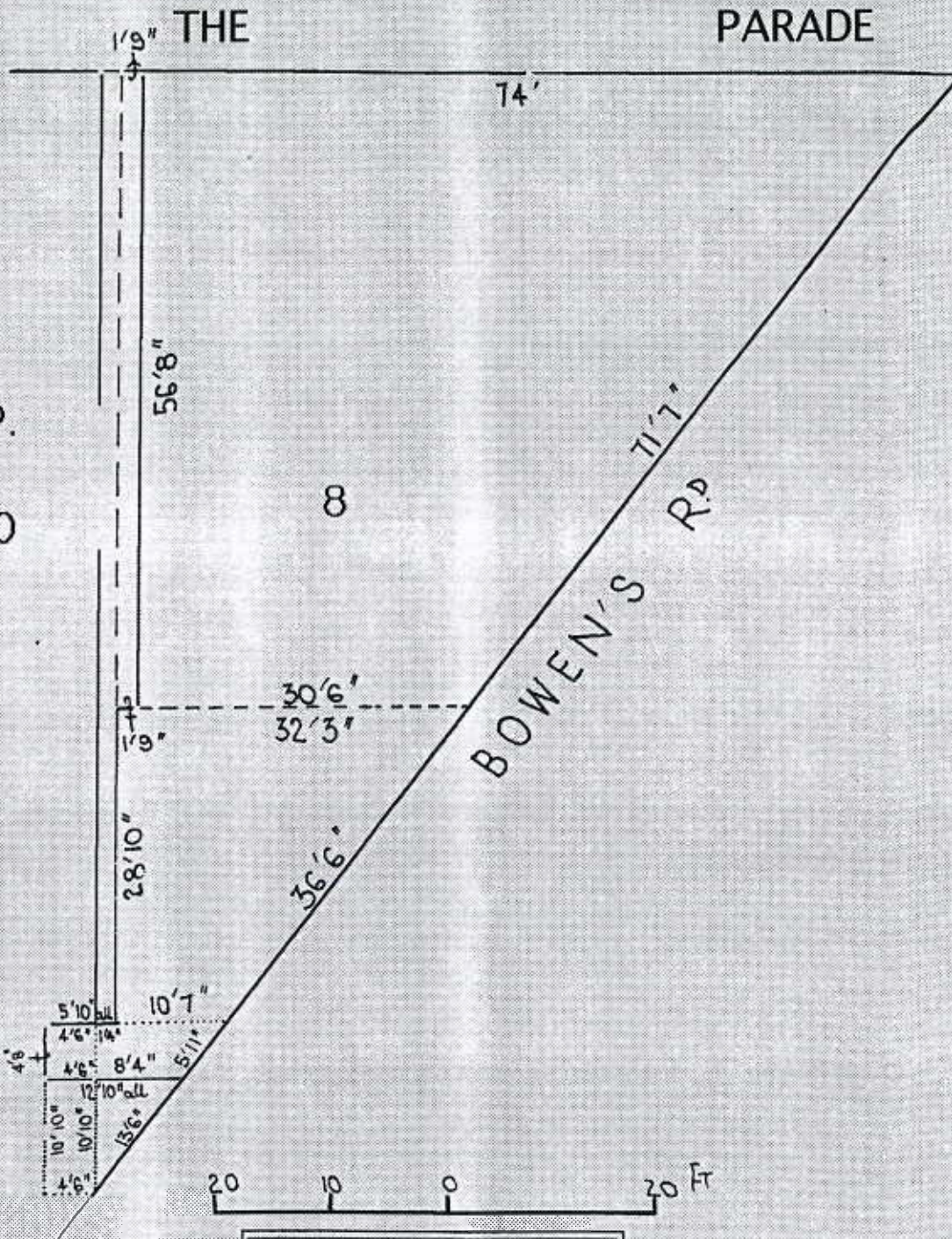
NIL

WARNING: BEFORE DEALING WITH THIS LAND, SEARCH THE CURRENT CERTIFICATE

This plan is scanned from Certificate of Title 3217/140

LAST PLAN REF. D.P. 410

D.P.
410



FOR METRIC CONVERSION	
1 FOOT	= 0.3048 metres
1 INCH	= 0.0254 metres

Note: Subject to all lawfully existing plans of division

CERTIFICATE OF TITLE

REAL PROPERTY ACT, 1886



South Australia

VOLUME 5265 FOLIO 136

Edition 4
Date Of Issue 04/05/1995
Authority CONVERTED TITLE

I certify that the registered proprietor is the proprietor of an estate in fee simple (or such other estate or interest as is set forth) in the land within described subject to such encumbrances, liens or other interests set forth in the schedule of endorsements.

A handwritten signature in cursive script.



REGISTRAR-GENERAL

REGISTERED PROPRIETORS IN FEE SIMPLE

SHAHIN BROTHERS PTY. LTD. OF 8 UNDIVIDED 10TH PARTS AND SHAHIN GROUP PTY.
LTD. OF 2 UNDIVIDED 10TH PARTS BOTH OF C/- 701 PORT ROAD WOODVILLE SA 5011

DESCRIPTION OF LAND

ALLOTMENT 95 FILED PLAN 139175
IN THE AREA NAMED KENSINGTON
HUNDRED OF ADELAIDE

EASEMENTS

NIL

SCHEDULE OF ENDORSEMENTS

NIL

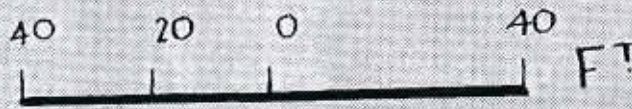
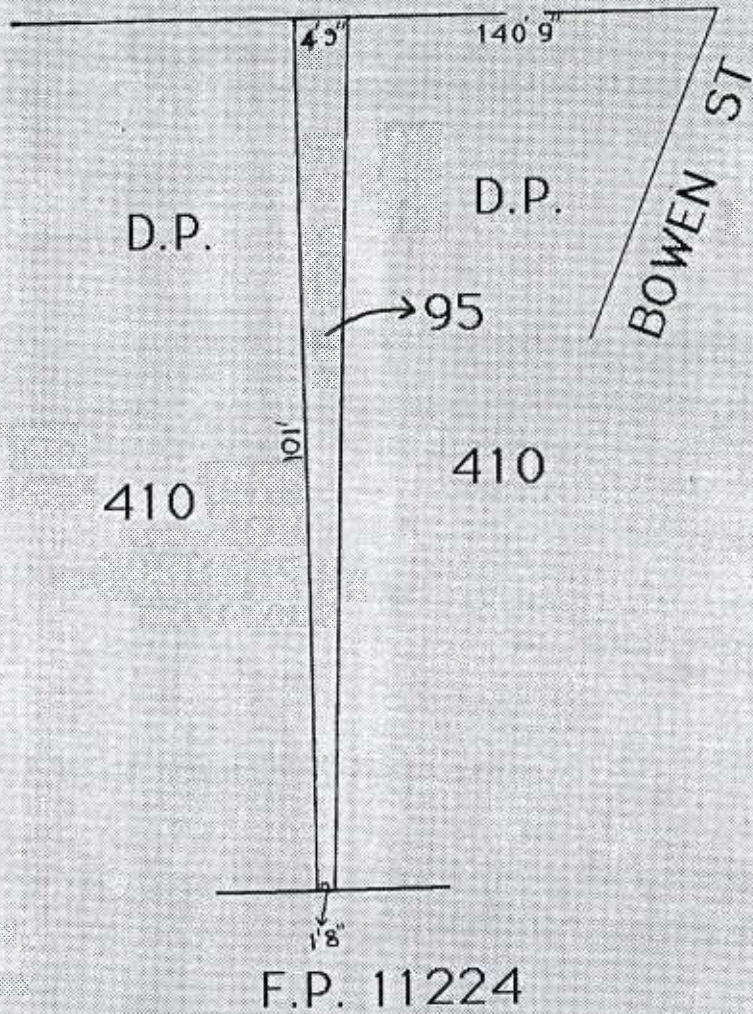
WARNING- BEFORE DEALING WITH THIS LAND SEARCH THE CURRENT CERTIFICATE

104

This plan is scanned for Certificate of Title 864/26

LAST PLAN REF : D.P.410

THE PARADE



DISTANCES ARE IN FEET AND INCHES
 FOR METRIC CONVERSION
 1 FOOT = 0.3048 metres
 1 INCH = 0.0254 metres

Note : Subject to all lawfully existing plans of division

CERTIFICATE OF TITLE

REAL PROPERTY ACT, 1886



South Australia

VOLUME 5271 FOLIO 714

Edition 4

Date Of Issue 07/06/1995

Authority CONVERTED TITLE

I certify that the registered proprietor is the proprietor of an estate in fee simple (or such other estate or interest as is set forth) in the land within described subject to such encumbrances, liens or other interests set forth in the schedule of endorsements.

A handwritten signature in cursive script, likely belonging to the Registrar-General.

REGISTRAR-GENERAL



REGISTERED PROPRIETORS IN FEE SIMPLE

SHAHIN BROTHERS PTY. LTD. OF 8 UNDIVIDED 10TH PARTS AND SHAHIN GROUP PTY. LTD. OF 2 UNDIVIDED 10TH PARTS BOTH OF C/- 701 PORT ROAD WOODVILLE SA 5011

DESCRIPTION OF LAND

ALLOTMENT 23 DEPOSITED PLAN 410
IN THE AREA NAMED KENSINGTON
HUNDRED OF ADELAIDE

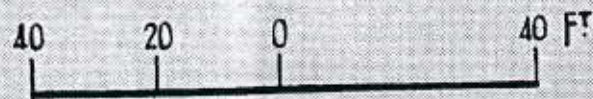
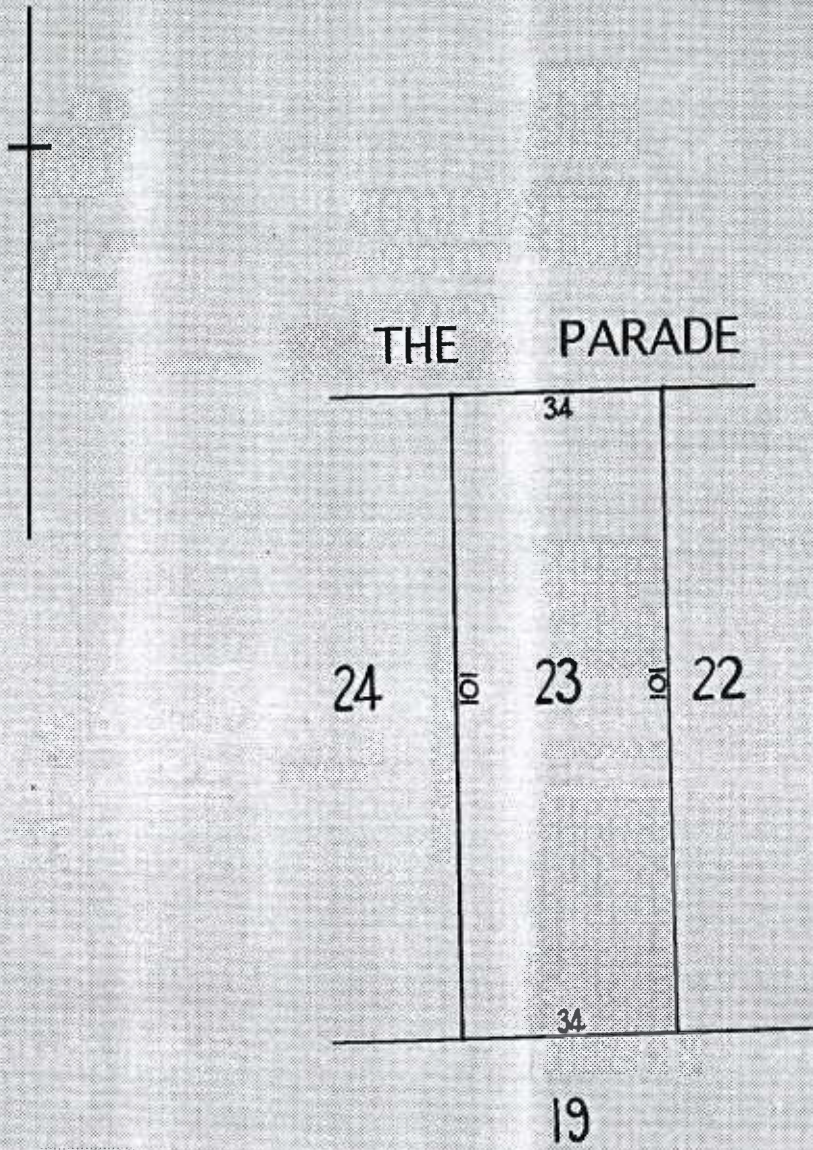
EASEMENTS

NIL

SCHEDULE OF ENDORSEMENTS

NIL

WARNING- BEFORE DEALING WITH THIS LAND, SEARCH THE CURRENT CERTIFICATE



DISTANCES ARE IN FEET AND INCHES
FOR METRIC CONVERSION
1 FOOT = 0.3048 metres
1 INCH = 0.0254 metres

CERTIFICATE OF TITLE

REAL PROPERTY ACT, 1886



South Australia

VOLUME 5272 FOLIO 818

Edition 4
Date Of Issue 14/06/1995
Authority CONVERTED TITLE

I certify that the registered proprietor is the proprietor of an estate in fee simple (or such other estate or interest as is set forth) in the land within described subject to such encumbrances, liens or other interests set forth in the schedule of endorsements.

A handwritten signature in cursive script, likely of the Registrar-General.

REGISTRAR-GENERAL



REGISTERED PROPRIETORS IN FEE SIMPLE

SHAHIN BROTHERS PTY. LTD. OF 8 UNDIVIDED 10TH PARTS AND SHAHIN GROUP PTY.
LTD. OF 2 UNDIVIDED 10TH PARTS BOTH OF C/- 701 PORT ROAD WOODVILLE SA 5011

DESCRIPTION OF LAND

ALLOTMENT 94 FILED PLAN 139174
IN THE AREA NAMED KENSINGTON
HUNDRED OF ADELAIDE

EASEMENTS

SUBJECT TO FREE AND UNRESTRICTED RIGHTS OF WAY OVER THE LAND MARKED A

SCHEDULE OF ENDORSEMENTS

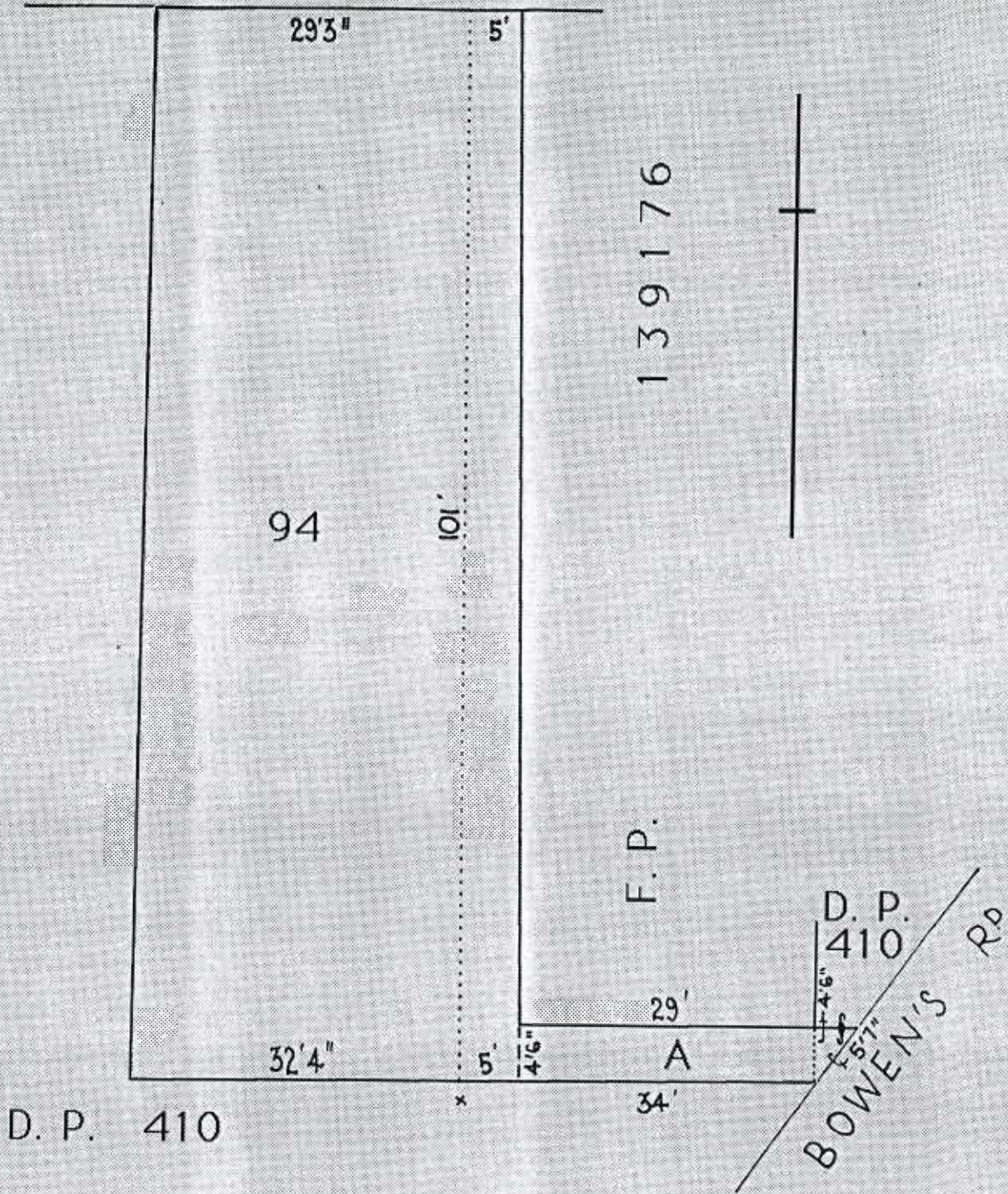
NIL

WARNING: BEFORE DEALING WITH THIS LAND, SEARCH THE CURRENT CERTIFICATE

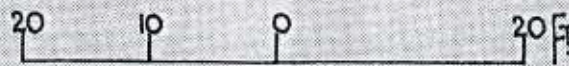
This plan is scanned for Certificate of Title 3211/12
See title text for easement details.

LAST PLAN REF :D.P.410

THE PARADE



D. P. 410



DISTANCES ARE IN FEET AND INCHES
FOR METRIC CONVERSION
1 FOOT = 0.3048 metres
1 INCH = 0.0254 metres

Note : Subject to all lawfully existing plans of division

CERTIFICATE OF TITLE

REAL PROPERTY ACT, 1886



South Australia

VOLUME 5272 FOLIO 819

Edition 4
Date Of Issue 14/06/1995
Authority CONVERTED TITLE

I certify that the registered proprietor is the proprietor of an estate in fee simple (or such other estate or interest as is set forth) in the land within described subject to such encumbrances, liens or other interests set forth in the schedule of endorsements.

A handwritten signature in cursive script, likely belonging to the Registrar-General.

REGISTRAR-GENERAL



REGISTERED PROPRIETORS IN FEE SIMPLE FOR LESS THAN ENTIRETY

SHAHIN BROTHERS PTY. LTD. OF 4 UNDIVIDED 10TH PARTS AND SHAHIN GROUP PTY. LTD. OF 1 UNDIVIDED 10TH PART BOTH OF C/- 701 PORT ROAD WOODVILLE SA 5011

DESCRIPTION OF LAND

ALLOTMENT 96 FILED PLAN 139176
IN THE AREA NAMED KENSINGTON
HUNDRED OF ADELAIDE

EASEMENTS

TOGETHER WITH A FREE AND UNRESTRICTED RIGHT OF WAY OVER THE LAND MARKED A

SCHEDULE OF ENDORSEMENTS

NIL

WARNING- BEFORE DEALING WITH THIS LAND, SEARCH THE CURRENT CERTIFICATE



Title Register Search

LANDS TITLES OFFICE, ADELAIDE

For a Certificate of Title issued pursuant to the Real Property Act 1886

REGISTER SEARCH OF CERTIFICATE OF TITLE * VOLUME 5933 FOLIO 307 *

COST : \$25.00 (GST exempt)	PARENT TITLE : CT 5271/948
REGION : EMAIL	AUTHORITY : RTD 9544126
AGENT : SHENP BOX NO : 000	DATE OF ISSUE : 05/01/2005
SEARCHED ON : 12/02/2013 AT : 08:59:27	EDITION : 2

REGISTERED PROPRIETORS IN FEE SIMPLE

SHAHIN BROTHERS PTY. LTD. OF 8 UNDIVIDED 10TH PARTS AND SHAHIN GROUP PTY.
LTD. OF 2 UNDIVIDED 10TH PARTS BOTH OF C/- 701 PORT ROAD WOODVILLE SA 5011

DESCRIPTION OF LAND

ALLOTMENT 12 DEPOSITED PLAN 61746
IN THE AREA NAMED KENSINGTON
HUNDRED OF ADELAIDE

EASEMENTS

NIL

SCHEDULE OF ENDORSEMENTS

10110198 MORTGAGE TO ST.GEORGE BANK LTD.

NOTATIONS

DOCUMENTS AFFECTING THIS TITLE

NIL

REGISTRAR-GENERAL'S NOTES

PLAN FOR LEASE PURPOSES GP 654/94

END OF TEXT.



Title Register Search

LANDS TITLES OFFICE, ADELAIDE

For a Certificate of Title issued pursuant to the Real Property Act 1886

REGISTER SEARCH OF CERTIFICATE OF TITLE * VOLUME 5933 FOLIO 308 *

COST : \$25.00 (GST exempt)	PARENT TITLE : CT 5186/227
REGION : EMAIL	AUTHORITY : RTD 9544126
AGENT : SHENP BOX NO : 000	DATE OF ISSUE : 05/01/2005
SEARCHED ON : 12/02/2013 AT : 09:00:32	EDITION : 2

REGISTERED PROPRIETORS IN FEE SIMPLE

SHAHIN BROTHERS PTY. LTD. OF 8 UNDIVIDED 10TH PARTS AND SHAHIN GROUP PTY.
LTD. OF 2 UNDIVIDED 10TH PARTS BOTH OF C/- 701 PORT ROAD WOODVILLE SA 5011

DESCRIPTION OF LAND

ALLOTMENT 13 DEPOSITED PLAN 61746
IN THE AREA NAMED KENSINGTON
HUNDRED OF ADELAIDE

EASEMENTS

NIL

SCHEDULE OF ENDORSEMENTS

10110198 MORTGAGE TO ST.GEORGE BANK LTD.

NOTATIONS

DOCUMENTS AFFECTING THIS TITLE

NIL

REGISTRAR-GENERAL'S NOTES

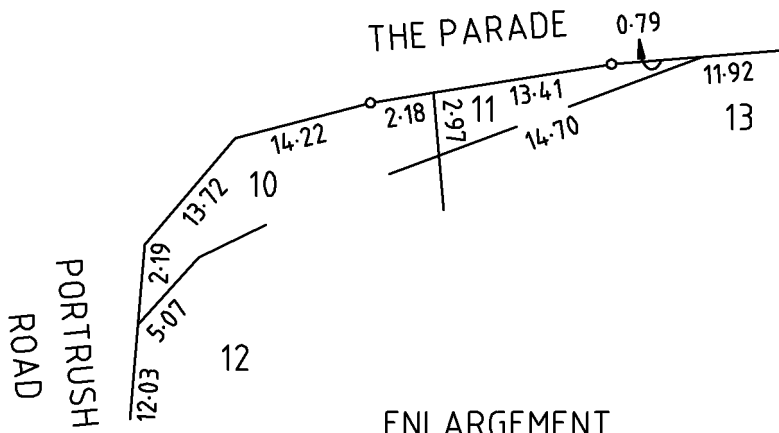
PLAN FOR LEASE PURPOSES GP 654/94

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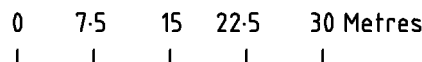
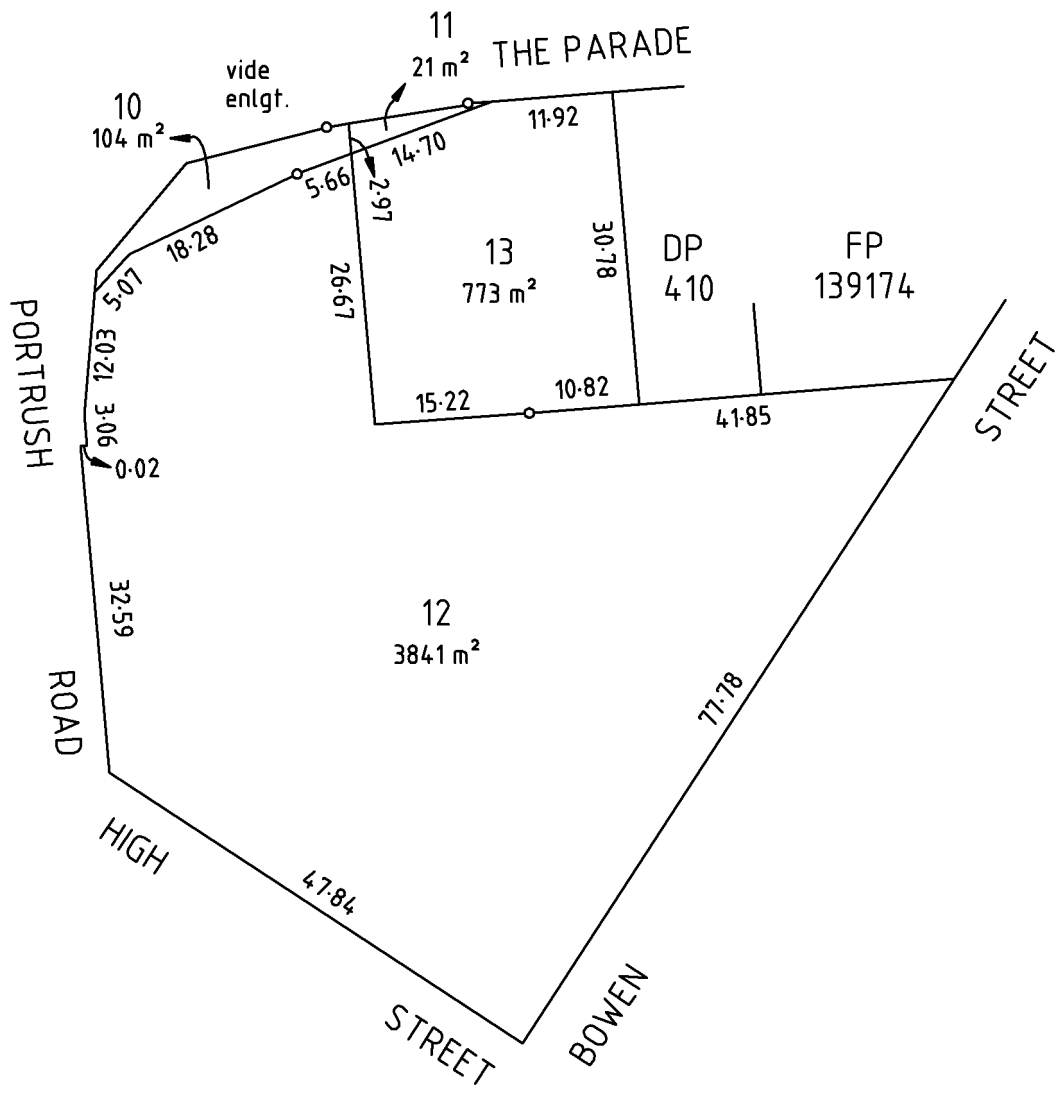
LANDS TITLES OFFICE ADELAIDE SOUTH AUSTRALIA

DIAGRAM FOR CERTIFICATE OF TITLE VOLUME 5933 FOLIO 308

SEARCH DATE : 12/02/2013 TIME: 09:00:32



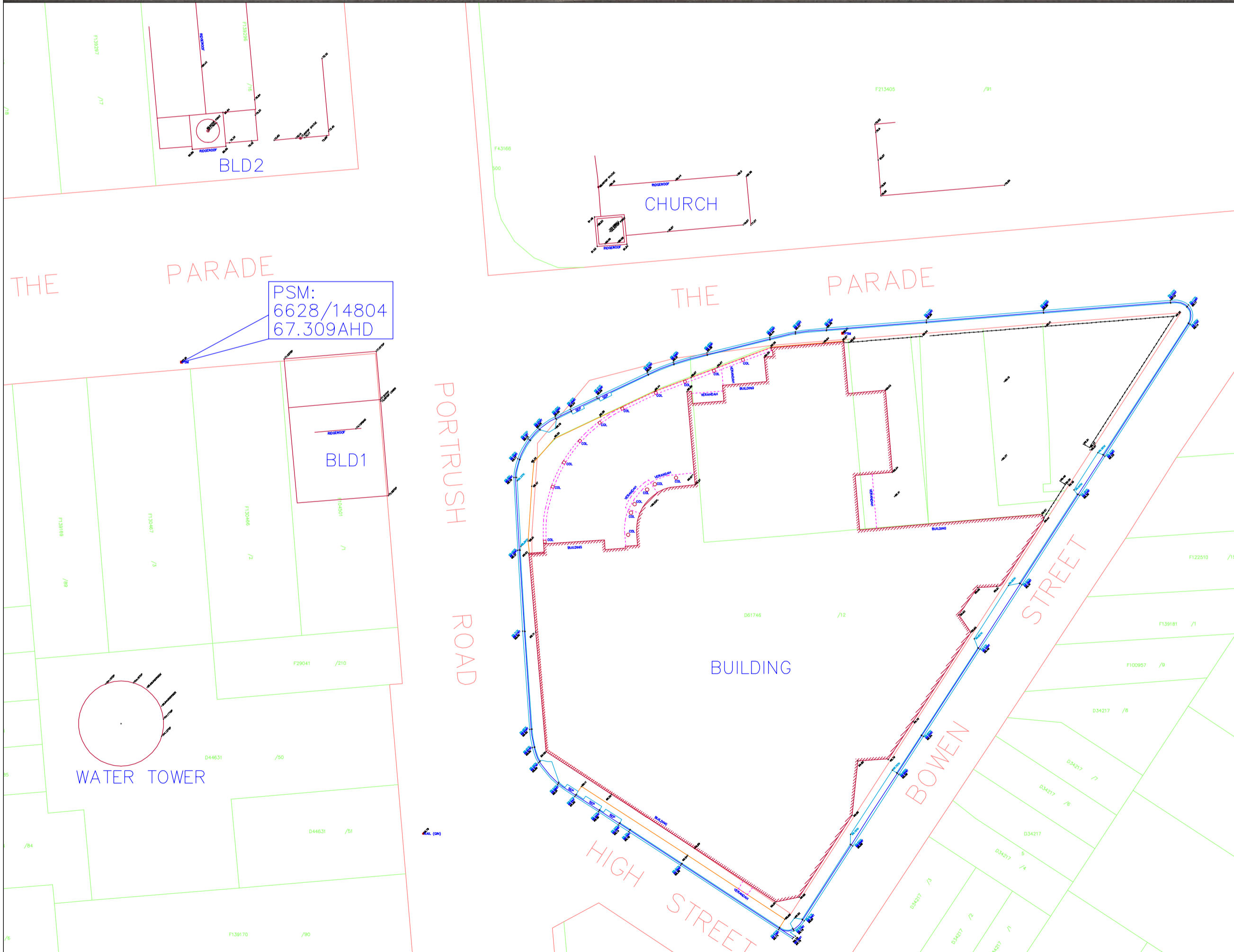
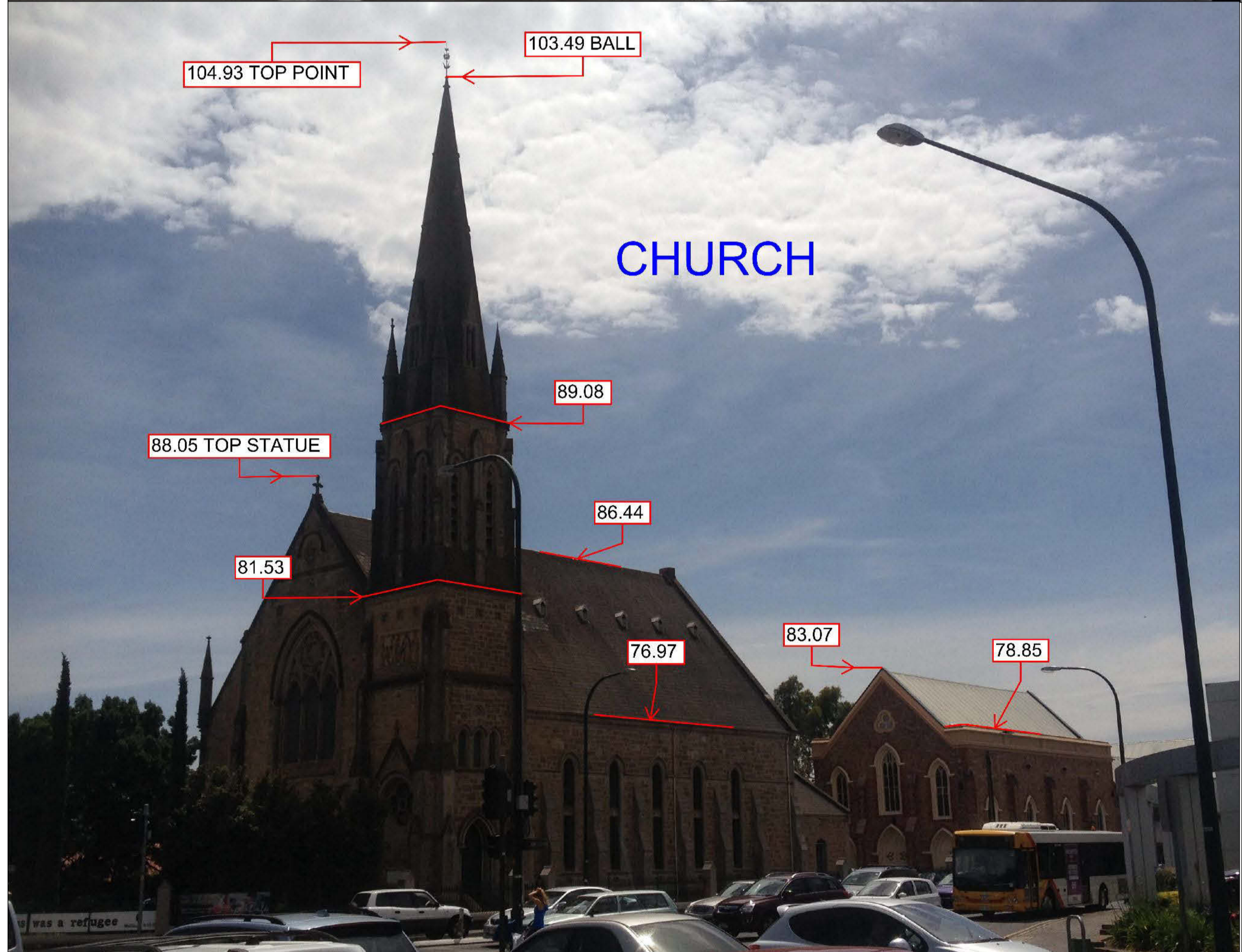
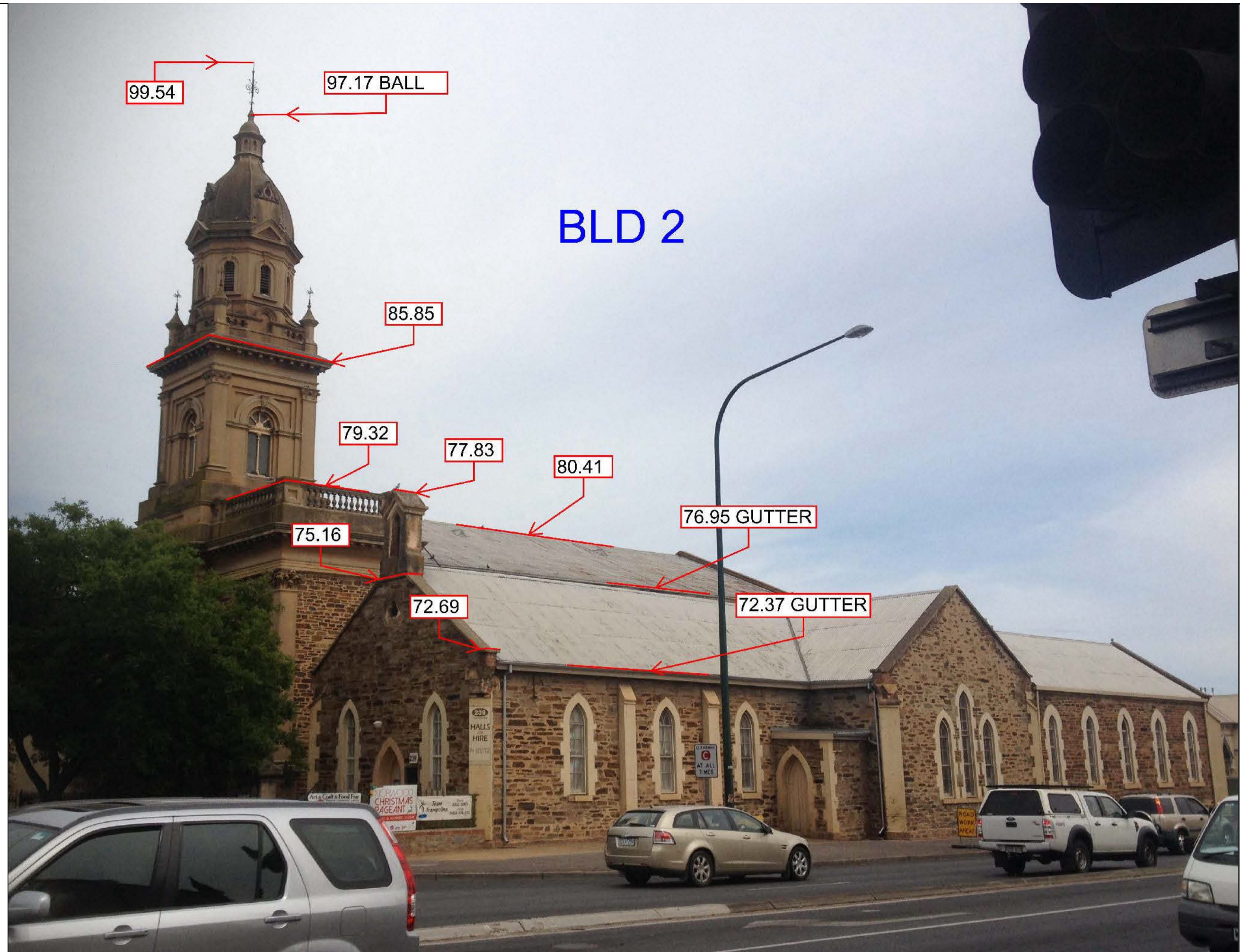
ENLARGEMENT
(NOT TO SCALE)





APPENDIX C

SITE SURVEY PLAN



SCHEDULE OF AMENDMENTS:

NO.	DATE	REVISION	CHECKED:

GENERAL NOTES:

NOTE: BOUNDARIES NOT SURVEYED, DCDB BOUNDARIES ARE FOR GRAPHICAL PURPOSES ONLY AND MAY NOT BE CURRENT. ACTUAL BOUNDARY LOCATIONS WOULD BE SUBJECT TO CERTIFIED SURVEY.

THIS DISCLAIMER FORMS AN INTEGRAL PART OF THIS PLAN AND SHOULD NOT BE REMOVED.

AUSTRALIAN CONSTRUCTION SURVEYS PTY. LTD.

ACS
AUSTRALIAN CONSTRUCTION SURVEYS

4 Ocean Ave
West Beach
SA 5024

Mobile: 0417 559 950
Fax: (08) 8356 3170
www.acsurvey.com.au
Email: acsurvey@bigpond.com.au

PROJECT: PEREGRINE CORPORATION DETAIL SURVEY
270 The Parade, Kensington, SA, 5068

DRAWING TITLE: ACS_PEREGRINE_SURVEY

DRAWING NO: ACS_PEREGRINE_SURVEY.dwg

MGA NORTH

N

HORIZONTAL DATUM: MGA
PSM: 6628/14804
VERTICAL DATUM: AHD
PSM: 6628/14804, 67.309AHD

SCALE N/A SHEET SIZE A1

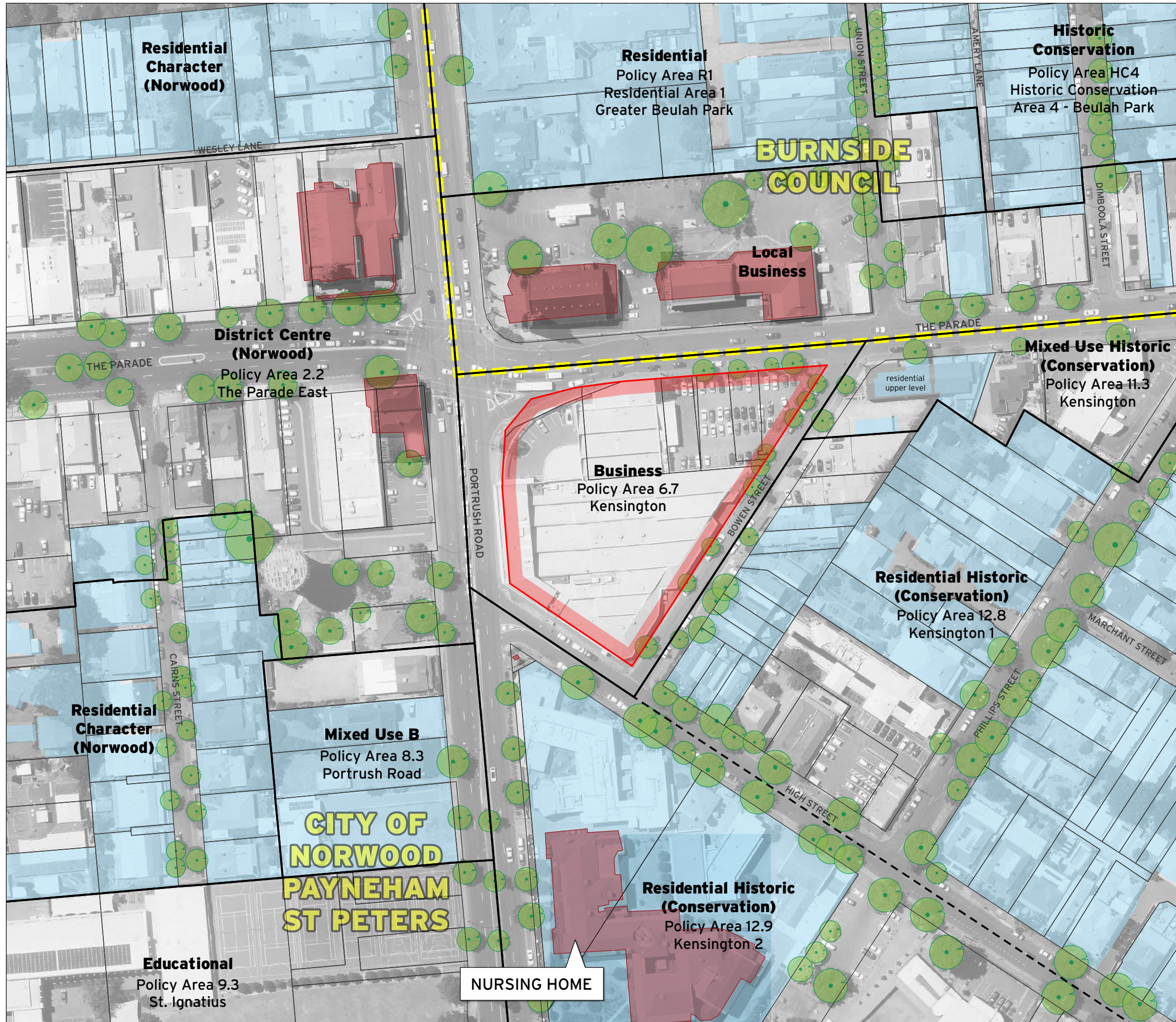
DATE OF ISSUE: 15/11/2014 DRAWING REV: 0

SURVEYOR: BRM
DRAWN BY: BRM
APPROVED BY: JD
SURVEY REF:
CAD REF:



APPENDIX D

CONTEXT AND LOCALITY PLAN



LEGEND

- SUBJECT SITE
- COUNCIL BOUNDARY
- ZONE BOUNDARY
- POLICY AREA BOUNDARY
- RESIDENTIAL LAND USE*
- STATE HERITAGE PLACE
- STREET TREES

* DPTI 2015 Land Use Dataset, data.sa.gov.au

PRELIMINARY

1:1,250 @ A3

CLIENT
PEREGRINE CORPORATION

PROJECT
HEAD OFFICE DEVELOPMENT

TITLE
LOCALITY & CONTEXT

PROJECT NO. 64881 DATE CREATED 16.06.16

64881_201_Context and Locality.ai
REV 1 > 16.06.16

FYFE
Earth Partners

ENVIRONMENT
DEVELOPMENT
RESOURCES



APPENDIX E

SITE HISTORY

CERTIFICATE OF RATES AND CHARGES

Issued under Section 187 of the Local Government Act 1999



City of
Norwood
Payneham
& St Peters

To: Tuckfield Conveyancing Pty Ltd
PO Box 120
COLLINSWOOD SA 5081

Date: 25/02/2016

URGENT

Particulars of the Property:	
Assessment Number	14038
Owner's Name	Shahin Brothers Pty Ltd & Shahin Group Pty Ltd
Property Address	284 Portrush Road KENSINGTON 5068
Valuation Number	1503704207
Property Description	Lot 8 FP 103498, Adelaide CT 5134/144, Lot: 12 DP: 61746 CT: 5933/307, Lot 94 FP 139174, Adelaide CT 5272/818, Lot 95 FP 139175, Adelaide CT 5265/136, Lot: 13 DP: 61746 CT: 5933/308, Lot 96 FP 139176, Adelaide CT 5272/819

175 The Parade
Norwood SA 5067

PO Box 204
Kent Town SA 5071

Telephone
8366 4555

Facsimile
8332 6338

Email
townhall@npsp.sa.gov.au

Website
www.npsp.sa.gov.au

Particulars of Rates and Charges Raised 2015-2016:	
Balance b/forward 2014-2015	\$0.00
2015-2016 Council Rates + NRM Levy	\$19,096.10
Plus Legal Fees	\$0.00
Plus Fines & Interest	\$0.00
Less Concession/Rebate	\$0.00
Less Payments	-\$14,322.10
Plus Property Related Debts	
Balance Now Due and Payable	\$4,774.00

2015-2016 Council Rates including NRM Levy	\$19,096.10
2015-2016 Capital Value	\$5,975,000



Environmentally
Certified
AU850-EC
ISO 14001:2004

Please note that the due date for 2015-2016 3rd Quarter of rates is 1st March 2016

Notes for your information:

- The next date for Fines and Interest to be calculated is 4 March 2016.
- If Balance Due above is *Nil*, rates have been paid to 30th June 2016 subject to pensioner concession eligibility.
- Upon settlement of the property, ensure that the total balance of rates to 30th June 2016 is paid to the Council. Action to recover unpaid rates will be taken against the owner of the property at the time of declaration of rates.
- A fine of 2% will be imposed on any current Rate not paid by the due date and interest at the prescribed rate **will** be added each month on unpaid arrears.
- This certificate relates only to the abovementioned assessment. If other assessments are included at the same address (eg: flats, shops, etc.) additional certificates will only be issued upon payment of additional fees.

100% Australian Made
Recycled Paper

Community
Well-being is...

Social Equity

Cultural Vitality

Economic Prosperity

Environmental
Sustainability

Mario Barone
CHIEF EXECUTIVE OFFICER



City of
Norwood
Payneham
& St Peters

City of Norwood Payneham & St Peters

Head Office: 175 The Parade, Norwood
Mailing Address: PO Box 204, KENT TOWN SA 5071

Telephone (08) 8366 4555
Facsimile (08) 8332 6338

Property Information and Particulars in response to an enquiry pursuant to Section 7 of the Land & Business (Sale & Conveyancing Act 1994)

To: Tuckfield Conveyancing Pty Ltd
PO Box 120
COLLINSWOOD SA 5081

Certificate Date: 25/02/2016
Certificate No: 14193

Details of Property Referred To:

Rates Assessment Number : 14038 0
Valuer General Number : 1503704207
Owner Details : Shahin Brothers Pty Ltd & Shahin Group Pty Ltd
Property Address : 284 Portrush Road KENSINGTON 5068
Property Description : Lot 8 FP 103498, Adelaide CT 5134/144, Lot 12 DP: 61746 CT: 5933/307,
Lot 94 FP 139174, Adelaide CT 5272/818, Lot 95 FP 139175, Adelaide
CT 5265/136, Lot 13 DP: 61746 CT: 5933/308, Lot 96 FP 139176, Adelaide
CT 5272/819
Hundred : Adelaide
Ward : Kensington Ward - Ward 6

Prescribed Encumbrances for 284 Portrush Road KENSINGTON 5068

Development Act 1993

Part 3 – Development Plan

The title or other brief description or label of the zone or policy area in which the land is situated
(as shown in the Development Plan):

Zone: Business

Policy: 6.7 Kensington Policy Area

*For information relating to objectives and provisions of development control that apply specifically to
the above-mentioned zoning refer to the Norwood, Payneham & St Peters (City) - Development
Plan.*

Is the land situated in a designated State Heritage Area? NO

Is the land designated as a place of Local Heritage Value? NO

Is there a current Development Plan Amendment released for public consultation by Council on which consultation is continuing or on which consultation has ended but whose proposed amendment has not yet come into operation?

NO

Is there a current Development Plan Amendment released for public consultation by the Minister on which consultation is continuing or on which consultation has ended but whose proposed amendment has not yet come into operation?

YES

Existing Activity Centres Policy Review Development Plan Amendment – by the Minister.

For further information about how this may apply to the relevant property, please contact the Department of Planning, Transport and Infrastructure on telephone (08) 7109 7007

Section 42 - Condition (that continues to apply) of a development authorisation

YES

Application No	155/158/2015
Description of Application	Alterations and additions to the existing office building (non-complying)
Date approved	12/05/2015

Application No	155/732/2002
Description of Application	Alterations & additions to existing office & warehouse
Date approved	27/12/2002

Repealed Act conditions

Condition (that continues to apply) of an approval or authorisation granted under the Building Act 1971 (repealed), the Planning Act 1982 (repealed) or the Planning and Development Act 1966 (repealed)

YES

Application No	CU 271
Description of Application	Converting existing store to offices
Date approved	05/08/1977

Application No	150/2467/90
Description of Application	Roofing Carport & repairs to Building
Date approved	11/05/1990

Application No	150/2463/90
Description of Application	Attach canopy to existing Building
Date approved	20/06/1990

Section 50(1) Requirement to vest land in council to be held as open space	NO
Section 50(2) Agreement to vest land in council to be held as open space	NO
Section 55 Order to remove or perform work	NO
Section 56 Notice to complete development	NO
Section 57 Land Management Agreement	NO
Section 69 Emergency Order	NO
Section 71 Fire Safety Notice	NO
Section 84 Enforcement Notice	NO
Section 85(6), 85(10) or 106 Enforcement Notice	NO
Part 11 Division 2 Proceedings	NO

Fire and Emergency Services Act 2005

Section 56 Fire Prevention on Private Land	NO
Section 83 Notice to Prevent Fires on Private Land	NO

Food Act 2001

Section 44 Improvement Notice	NO
Section 46 Prohibition Order	NO

Housing Improvement Act 1940

Section 23

Declaration that house is undesirable or unfit for human habitation NO

Part 7 (Rent Control for substandard houses)

Notice or Declaration NO

Local Government Act 1934

Notice or Order NO

Local Government Act 1999

Notice or Order NO

Refer to separate attachment for Rates and Charges under Section 187

Public and Environmental Health Act 1987

Part 3

Notice or declaration of Insanitary Conditions NO

Public and Environmental Health

(Waste Control) Regulations 1995 Part 2

Condition (that continues to apply) of an approval NO

Public and Environmental Health

(Waste Control) Regulations 1995 Regulation 19

Maintenance order (that has not been complied with) NO

Other

Charge of any kind affecting the land (not including any other item) NO

Housing Indemnity Insurance Certificate applicable NO

Encumbrance NO

Encroachment over Council Land (Sec 201 or 221 of LG Act 1999) NO

Particulars relating to Environment Protection

Does the Council hold details of any development approvals relating to-

(a) commercial or industrial activity at the land; or

(b) a change in use of the land or part of the land
(within the meaning of the Development Act 1993)? NO

Note: The question relates to information that the council may hold. If the Council answers YES to the question, it will provide a description of the nature of each development approved in respect of the land.

A YES answer to paragraph (a) of the question may indicate that a potentially contaminating activity has taken place at the land (see sections 103C and 103H of the Environment Protection Act 1993) and that assessment or remediation of the land may be required at some future time.

It should be noted that –

- (a) the approval of development by a council does not necessarily mean that the development has taken place;
 - (b) the council will not necessarily be able to provide a complete history of all such development that has taken place at the land.
-

Please Note:

The information provided is as required by The Land and Business (Sale and Conveyancing) Act 1994. The information should not be taken as a representation as to whether or not any other charges or encumbrances affect the subject land.

For example, various parts of the City of Norwood, Payneham & St Peters area are known to be prone to flooding in the event of unusually significant rainfall. The Council holds certain information in relation to flooding in its area. You are encouraged to make your own enquiries in relation to whether this property is affected and if affected, the extent of the affect.

Please contact the Council should you require further information.

This statement is made the **25 February 2016**

MARIO BARONE
CHIEF EXECUTIVE OFFICER

25 February 2016

Tuckfield Conveyancing Pty Ltd
PO Box 120
COLLINSWOOD SA 5081

Dear Sir / Madam

Smoke Alarms in Dwellings

In addition to the enclosed details and particulars provided pursuant to the Land and Business (Sales & Conveyancing) Act 1994, please advise any intending purchaser(s) of the following requirements in respect to the installation of smoke alarms in dwellings.

On the 1st February 1998, legislation came into force which varied the Development Regulations requiring the installation of smoke alarms **in all dwellings**.

Development Act 1993 - Regulation 76B
Fire Safety Requirements - Smoke Alarms in Dwellings ('**Dwelling**' means a building or part of a building used as a self-contained residence).

Regulation 76B requires that all dwellings shall be fitted with self contained smoke alarms by 1st January 2000.

However should an existing property title be transferred, the smoke alarm **shall be installed within six months of the day of transfer** and such smoke alarms shall comply with AS3786 -1993. That is they **shall be hardwired through the electricity mains and have a battery backup, or powered by 10 year life non replaceable, non-removable permanently connected batteries..**

The smoke alarms shall be installed in locations that will provide reasonable warning to occupants of bedrooms in the dwelling so that they may safely evacuate in the event of a fire, (ie adjacent to bedrooms within a safe path of travel to an exit).

Should the smoke alarms not be installed to the dwelling, the owner of the dwelling is guilty of an offence which carries a maximum penalty of \$750.

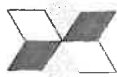
A licensed electrician will be required to install the smoke alarm(s).

Any enquiries relating to this matter should be directed to Council's Urban Planning & Environment Department on 8366 4531, or the South Australian Metropolitan Fire Service on 8204 3611.

Thank you for your assistance in bringing this matter to the attention of intending purchaser(s).

**URBAN PLANNING & ENVIRONMENT DEPARTMENT
CITY OF NORWOOD PAYNEHAM & ST PETERS**

P/13975



City of
Norwood
Payneham
& St Peters

DECISION NOTIFICATION FORM

South Australia - Regulations Under the Development Act, 1993 - Regulation 42

FOR DEVELOPMENT APPLICATION NUMBER: 155/158/2015
DATED: 13/03/2015
REGISTERED ON: 13/03/2015

TO: Shahin Enterprises Pty Ltd
270 The Parade
KENSINGTON PARK SA 5068

LOCATION OF PROPOSED DEVELOPMENT
284 Portrush Road KENSINGTON 5068 Lot 8 FP 103498, Adelaide CT 5134/144

NATURE OF PROPOSED DEVELOPMENT
Alterations and additions to the existing office building (non-complying)

In respect of this proposed development you are informed that :


NATURE OF DECISION	DECISION	DATE	NO. OF CONDITIONS
DEVELOPMENT PLAN CONSENT	Granted	27/4/2015	2
BUILDING RULES CONSENT	Certified	8/05/2015	3
DEVELOPMENT APPROVAL	APPROVED as issued by Private Certifier		

Reasons for this decision, any conditions imposed and the reasons for imposing those conditions are set out in the attached sheet.

The classification assigned to this building is Class 5, for the purposes of Section 66 and Regulation 82 of the Development Act, 1993.

Pursuant to Regulation 48 this approval is valid for twelve (12) months. Substantial commencement or a request for an extension of time shall be undertaken during this period or the Approval will lapse. Council requires 24 hours notice of commencement of this Development, please ring 8366 4569 or 8366 4576

Date of Decision: 12 May 2015 DAP or Delegate

Signed:  Council Chief Executive Officer or Delegate

Date: 12 May 2015 Private Certifier

Sheets Attached



City of
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& St Peters

DEVELOPMENT APPLICATION NUMBER: 155/158/2015
APPLICANT: Shahin Enterprises Pty Ltd
LOCATION: 284 Portrush Road KENSINGTON 5068
PROPOSED DEVELOPMENT: Alterations and additions to the existing office building (non-complying)
DECISION: Development Approved
DATE OF DECISION: 12/05/2015

REASONS FOR DECISION

Consent is granted, as the proposed development is considered to accord sufficiently with the provisions of the Development Plan.

The following conditions have been imposed to reasonably ensure that the development will not impair the orderly and proper planning of the locality or detrimentally affect the amenity of the locality, having particular regard to the Principles of Development Control applicable to such a use in the locality.

DEVELOPMENT PLAN CONSENT

Relevant Plans

Pursuant to Section 44 (2) and (3) of the Development Act 1993 and except where varied by a Condition specified hereunder, it is required that the development be undertaken, used maintained and operated in accordance with the following relevant plans, drawings, specifications and other documents:

Statement of Support prepared by Shahin Enterprises dated 18 March 2015 and received by Council on 18 March 2015; and
Plans marked SK03 and SK04 Revision A prepared by Peregrine Corporation dated 11 March 2015.

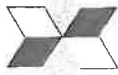
Conditions of Consent

- (1) The external materials and finishes of the new building work shall match those of the existing building, to the reasonable satisfaction of the Council or its delegate.
- (2) All stormwater from buildings and paved areas shall be disposed of in accordance with recognised engineering practices in a manner and with materials that does not result in the entry of water onto any adjoining property or any building, and does not affect the stability of any building and in all instances the stormwater drainage system shall be directly connected into either the adjacent street kerb & water table or a Council underground pipe drainage system

BUILDING RULES CONSENT

Conditions of Consent

See attached conditions and notes per the Certifiers Building Rules Consent dated 8/5/2015.



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PLANNING ADVISORY NOTE(S)

- (1) The Applicant is reminded of its responsibilities under the Environment Protection Act 1993 to not harm the environment. Specifically, paint, plaster, concrete, brick wastes and wash waters should not be discharged into the stormwater system, litter should be appropriately stored on site pending removal, excavation and site disturbance should be limited, entry/exist points to the site should be managed to prevent soil being carried off site by vehicles, sediment barriers should be used (particularly on sloping sites), and material stockpiles should all be placed on site and not on the footpath or public roads or reserves. Further information is available by contacting the EPA on 8204 2004.

- (2) The granting of this consent does not remove the need for the Applicant to obtain all other consents which may be required by any other legislation or regulation.

The Applicant's attention is particularly drawn to the requirements of the Fences Act 1975 regarding notification of any neighbours affected by new boundary development or boundary fencing. Further information is available in the 'Fences and the Law' booklet available through the Legal Services Commission available at www.lsc.sa.gov.au. Alternatively a hard copy can be mailed to you on request by contact the Planning Department on 8366 4530 or 8366 4508.

The Applicant's attention is also drawn to the need to consult all relevant electricity suppliers with respect to high voltage power lines.

- (3) The Applicant is advised that any works undertaken on Council owned land (including but not limited to works relating to crossovers, driveways, footpaths, street trees and stormwater connections) will require the approval of the Council's Urban Services Department, prior to any works being undertaken. Further information may be obtained by contacting the Council's Urban Services Department on 8366 4513.

All works on Council owned land required as part of this development are likely to be at the Applicant's cost.

- (4) This Development Plan Consent will lapse within 12 months of the date of this notice unless full Development Approval has been obtained.
- (5) The Council has not surveyed the subject land and has, for the purpose of its assessment, assumed that all dimensions and other details provided by the Applicant are correct and accurate. It is recommended that a building identification survey plan be obtained by a licensed surveyor prior to the development being undertaken, so as to avoid any encroachment onto adjoining land, Building Code compliance issues, and to ensure the development is sited in accordance with this consent/approval.

A handwritten signature in black ink, appearing to read 'Graeme Gibson', written over a white background.

Graeme Gibson
URBAN PLANNER

12 May 2015



City of
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& St Peters

IMPORTANT NOTICE

- The developer or building owner shall provide 20mm rubble on the site prior to work commencing, in areas of vehicular traffic to ensure compliance with the requirements of the **Environmental Protection Agency**. It is to be placed in such a way to minimise the amount of soil (mud and dust) transferred over public areas and into the street.
- **Boundary survey prior to commencing construction**
The person proposing to undertake the work shall ensure that no part of the proposed building work is to overhand the boundary of the site. It is strongly recommended that a Licensed Surveyor be engaged to undertake a survey before work commences to establish the location of the boundary.
- The owner of any building to be erected or altered which is used for food preparation, is obliged to obtain consent from the **Eastern Health Authority**, (phone 8132 3600)
- Important: This approval does not imply compliance with the Electricity Act, 1996 (in relation to minimum clearance distances of power lines adjacent to buildings), the (State) Equal Opportunity Act, 1995, the Occupational Health, Safety and Welfare Act 1991, or with Commonwealth Disability Discrimination Act, 1993 or with any regulations under those Acts. It is the responsibility of the owner and the person erecting the building to ensure compliance with same.
- Building work adjacent to street boundaries is required to be provided with a **hoarding** and a license for the hoarding shall be obtained from Council. Contact 8366 4525.

Your attention is drawn to the provisions of Section 60 of the Development Act 1993 which provide that:

Pursuant to Section 60 of the Development Act 1993, work that affects stability:

1. Where a building owner proposes to carry out building work of a prescribed nature that is, in accordance with the regulations to be treated for the purposes of this section as building work that affects the stability of other land or premises ("the affected land or premises") the following provisions apply:
 - (a) The building owner must, at least 28 days before the building work is commenced, cause to be served on the owner of the affected land or premises a notice of intention to perform the building work and the nature of the work; and
 - (b) The building owner must (in addition to complying with any condition imposed by a relevant authority at the time of approval) take such precautions as may be prescribed to protect the affected land or premises, carry out such other building work in relation to that land or premises as that adjoining owner is authorised by the regulations to require; and
 - (c) Nothing in this section relieves the building owner from liability for injury resulting from the performance of any building work.
2. A building owner who fails to comply with a provision under subsection (1) IS GUILTY OF AN OFFENCE.

Penalty: \$4,000 (maximum penalty)

A building owner may apply to the Court for a determination of what proportion (if any) of the expense incurred by the building owner in the performance of the building work requested by the owner of affected land or premises under subsection (1) should be borne by the owner of that land or premises, and the building owner may recover an amount determined by the Court from the owner of the affected land or premises as a debt.

Your attention is drawn to the provisions of Regulation 75 of the Development Regulations 1993 which provides that in respect of building work affecting other land

It must be assumed in designing, and assessing the design of a building that it is possible that an excavation which intersects (but does not extend beyond) a notional plane extending downwards from the boundary at the site at a slope of 1 vertical to 2 horizontal from a point 600 millimetres below natural ground level at the boundary could be undertaken on an adjoining site.

Regulation 75(2) provides that, work of the following nature is prescribed as building work which is to be treated for the purposes of that section as building work that affects the stability of other land or premises, namely:

- an excavation which intersects a notional plane extending downwards at a slope of 1 vertical to 2 horizontal from a point 600 millimetres below natural ground level at a boundary with an adjoining site (as depicted by the example shown as figure 1 in schedule 15); or
- an excavation which intersects any notional plane extending downwards at a slope of 1 vertical to 2 horizontal from a point 600 millimetres below natural ground level at a boundary with an adjoining site (as depicted by the example shown as figure 2 in schedule 15); or
- any fill which is within 600 millimetres of an adjoining site, other than where the fill is not greater than 200 millimetres in depth (or height) and is for landscaping, gardening or other similar purposes.

For the purposes of section 60 (1) (b) of the Act, the owner of the affected land or premises may require the building owner to shore up any excavation or to underpin, stabilise or otherwise strengthen the foundations of any building to the extent specified by a professional engineer engaged by the owner of the affected land or premises.



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The building owner must pay the reasonable costs of obtaining a report and plans and specifications from a professional engineer for the purposes of sub-regulation (3).

In sub regulations (3) and (4):

'professional engineer' means a person who is:

(a) a corporate member of the Institution of Engineers, Australia who has appropriate experience and competence in the field of civil and geotechnical engineering; or a person who is registered on the National Professional Engineers Register administered by the institution of Engineers, Australia and who has appropriate experience and competence in the field of civil and geotechnical engineering.

- **Section 223 of the Local Government Act 1999** provides that, where damage to Council roads, footpaths or kerbing occurs as a result of the development, the owner / applicant shall be responsible for the cost of repairs to the damage.
- A separate application to the Council **Works and Technical Services Department** is required for any installation of or modification to stormwater drains, underground electrical services or crossovers etc beyond the property alignment. Contact 8360 9000.
- The applicant shall at his/her own expense in all things carry out all alterations to existing inverts, watertables, footpaths pavements or other works in the public roads adjacent to the subject land necessary to give effect to the demolition of buildings or structures, siteworks and the construction of the buildings or structures and other works forming part of the development approval to the reasonable satisfaction of the Council and shall at his /her own expense in all things repair and make good any damage to any such inverts, kerbs, watertables, footpaths, pavements, or other such works to the reasonable satisfaction of the Council.
- An **approved toilet** privy is to be sensitively located on the site prior to any building work commencing. The privy should be suitably braced against overturning. No long drop toilets shall be used on site, only chemical toilets or toilets connected to the sewer shall be used.
- A minimum standard for **refuse containers** on a building site to restrain 'blowable' materials is to be either:
 - (a) a commercial type removable 'SKIP' type container (provided by a waste removal company) of adequate size for the building project (min 1.5m) with a top closable lid, or
 - (b) a suitable prefabricated rectangular (or square) enclosure of robust construction (ie steel sheeting material or steel mesh F72 or better - not chicken or bird wire) and located so as not to be demolished by vehicles off loading.
- The applicant is encouraged to install and maintain a rainwater tank to the dwelling(s) hereby granted authorisation.



City of
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Building Notifications – Important New Requirements from July 2012

As from July 2012, the State Government has introduced fines of \$500 for failure to notify the Council at certain stages of construction. Please read the following important information to ensure that you and those acting on your behalf are fulfilling your/their obligations.

At What Stages of Construction is Notification to the Council Required?

In accordance with Regulation 74(1) of the *Development Regulations 2008*, notifications to the Council are required at the following stages of construction, insofar as they are applicable to the building work being undertaken:

- (a) 1 business day's notice of the intended commencement of building work on the site; and
- (b) 1 business day's notice of completion of structural steel reinforcement for concrete footings or other floors; and
- (c) 1 business day's notice of the completion of all roof framing forming part of the building work (including top and bottom chord restraints, bracing and tie-downs)*; and
- (d) 1 business day's notice of the completion of all masonry walls; and
- (e) 1 business day's notice of completion of the building work.

* Where notice is given in relation to the completion of roof framing, the person who gives the notice must, within 1 business day after the notice is given, provide to the council a duly completed **supervisor's checklist** relating to the roof framing, signed by a registered building work supervisor, being a registered building work supervisor who has undertaken any training required and recognised under a scheme (if any) approved by the Minister.

A person **must not conceal** any completed roof framing until after the expiration of 2 clear business days after the notice of completion of roof framing has been received by the council.

Who is Required to Give the Notification?

The licensed building work contractor who is carrying out the work or who is in charge of carrying out the work, or if there is no such licensed building work contractor, the building owner is required to give notice to the Council.

What Structures are Exempt from the Notification Requirements?

Class 10 buildings under the Building Code are exempt from the notification requirements, other than where the Class 10 building is attached to any part of the roof framing of a building of another class. Transportable buildings are also exempt.

How Can Notification be Given to the Council?

The required notices may be given—

- (a) by email transmission to buildingnotice@npsp.sa.gov.au; or
- (b) by telephoning the Council's Development Assessment team on 08 8366 4530; or
- (c) by faxing it to the council on 08 8332 6338; or
- (d) by posting it to the council at 175 The Parade, Norwood SA 5067, ensuring that the date received by the Council accords with the notice requirements; or
- (e) by hand delivering a written notice with a duly authorised officer of the council.

In either case, the notices must include the name, address and telephone number of the persons who are proposed to sign Parts A and B of the Statement of Compliance under Schedule 19A (if relevant).

What Penalties Apply for Failure to Notify?

A person who breaches any of the requirements outlined in this information sheet is guilty of an offence with an expiation fee of \$500 or a maximum penalty of \$10 000.



NIKIAS CERTIFICATION

Building Surveyors Building Regulation Consultants Private Certifiers (Reg No. 027)
 11 Railway Terrace South Goodwood S A 5034 Phone 0418 846 192 / Fax 08 83579216

DECISION NOTIFICATION FORM Class 2 - 9

For Development Application Dated: 13. 3. 15 Development No. : 155/158/2015
 Registered On: 13. 3. 15

To: Peregrine Corporation
 P O Box 322
 Kensington Park S A 5068

LOCATION OF PROPOSED DEVELOPMENT:
 Street No: 284 Lot No. Street: PORTRUSH ROAD Suburb: KENSINGTON
 Section No: FP: Volume: Folio:

NATURE OF PROPOSED DEVELOPMENT:
 Alterations And Additions To The Existing Office Building (Non-Complying)

In respect of this proposed development you are informed that:

NATURE OF CONSENT	CONSENT GRANTED	NUMBER OF CONDITIONS
Development Plan Consent	Yes 27. 4. 15	2
Building Rules Consent	Yes	3
Land Division (Torrens/Strata)		
Public Space		
Other		
DEVELOPMENT APPROVAL	To Be Granted By	Local Council


FRONT COUNTER
 11 MAY 2015
 CITY OF NORWICH
 PAYNEHAM CUSTodian

THIS IS TO CERTIFY THAT THE BUILDING RULES ARE CONSISTENT WITH THE DEVELOPMENT PLAN CONSENT AND ANY CONDITIONS THAT APPLY IN RELATION TO THE DEVELOPMENT PLAN CONSENT.

If applicable, the details of the building classification and the approved number of occupants under the Building Code are attached.

.. there were third party representations, any consent/approval or consent/approval with conditions does not operate until the periods specified in the Act have expired. Reasons for this decision, any conditions imposed and the reasons for imposing those conditions are set out on the attached sheet.

Note: No work can commence on this development unless a Development Approval has been obtained. If one or more consents have been granted on this Notification Form, you must not start any site works or building work or change the use of the land until you have also received notification of a Development Approval from Council.

*Signed:  * PRIVATE CERTIFIER

Date: 8.5.15 [9] Sheets Attached Ref: 1505:4



NIKIAS CERTIFICATION

Building Surveyors Building Regulation Consultants Private Certifiers (Reg No. 027)

11 Railway Terrace South Goodwood SA 5034 Phone 0418 846 192 / Fax 08 83579216

CONDITIONS OF BUILDING RULES CONSENT : CLASSES 2-9

BUILDING WORK: Alterations And Additions To The Existing Office Building (Non-Complying)

SITE ADDRESS: 284 Portrush Road Kensington 5068

APPLICANT: Peregrine Corporation P O Box 322 Kensington Park 5068

OWNER: Shahin Brothers Pty Ltd & Shahin Group Pty Ltd 270 The Parade Kensington Park 5068

DEVELOPMENT No.: 155/158/2015 **DPC Dated:** 27.4.15

CLASSIFICATION: 5 Office Additions

RISE IN STOREYS: 2

TYPE OF CONSTRUCTION: C

PORTION OF BUILDING APPLICABLE : Alterations And Additions- Minor

RELEVANT AUTHORITY : City Of Norwood Payneham & St Peters

CONDITIONS:

1. Existing Fire Safety Provisions

Existing fire protection and services are to be maintained during construction far as practicable and any Alterations required to provisions in the area shall be executed so that the existing system is not rendered ineffective or inoperable. The Altered Area shall be covered by the existing criteria and provisions as listed in the existing/reigning Minister's Essential Safety Provisions. The completed work as a whole shall be inspected by an approved licensed contractor to ensure proper operation and logbooks updated to incorporate building additions.

A STATEMENT OF COMPLIANCE (REGULATION 83 AB SCHEDULE 19A) AND CERTIFICATEs OF COMPLIANCE (Form 2) ARE TO BE PROVIDED AT COMPLETION OF WORKS FOR ALL ITEMS OF ESSENTIAL SAFETY PROVISIONS UPGRADED OR ALTERED.

DUE TO MINOR NATURE OF THE WORKS A CERTIFICATE OF OCCUPANCY IS NOT REQUIRED TO BE ISSUED BEFORE OCCUPATION AND USE OF ADDED AREA. ALL ESSENTIAL SAFETY PROVISIONS ARE TO BE OPERATIONAL BEFORE THE ADDED AREA IS OCCUPIED

2. NCC BCA Vol 1 Part BP 1.1 (xv) Termite Risk Management

An approved Termite Barrier complying with the requirements of AS3660.1 and BCA Vol 1 Part BP 1.1 (xv) is to be provided to protect any new and associated existing construction and under any new pavements abutting the building.

A continuous physical termite barrier shall be installed where the timber floor abutts the Building to prevent migration of any termites into the building from under the area of the deck

3. BCA E 1.9 Fire Precautions During Construction

Fire Extinguishers to suit A, B and C as well as electrical fire to be provided at all times near each required exit or temporary exit during construction.

NOTES:

NOTIFICATIONS DURING BUILDING WORK:

Pursuant to Reg 74 a person proposing to undertake building work (or who is in charge of such work) must give the council 1 business day's notice of the commencement of building work on site of any stage of the building work and also of the completion of the building work.

If a licensed builder has not been engaged to undertake the building work a notice under Reg 74 (1) (a) must indicate details of the person (licensed building work contractor or a private certifier) who is proposed to provide any written statement under Reg 83 (2) (a) or (b).

BUILDING WORK AFFECTING OTHER LAND :

For building work prescribed in regulation 75, particular to excavation work, the building owner, must, at least 28 days before the building work is commenced cause to be served on the owner of the affected land or premises a notice of intention to perform the building work and the nature of that work, as required by Section 60.

Notes Continue Next page;



NIKIAS CERTIFICATION

Building Surveyors Building Regulation Consultants Private Certifiers (Reg No. 027)

11 Railway Terrace South Goodwood S A 5034 Phone 0418 846 192 / Fax 08 83579216

2

SCHEDULE OF ESSENTIAL SAFETY PROVISIONS:

Regulation 76 requires that the relevant authority on granting provisional rules consent, issue a schedule in the form set out in Form 1 of Schedule 16 that specifies the essential safety provisions for the building and the standards or requirements for the maintenance and testing in respect each of those essential safety provisions set out in Minister's Specification SA 76. The items to be inspected or tested are detailed on the attached schedule.

CERTIFICATE OF OCCUPANCY:

I recommend that the applicant be advised the Council will, before granting a certificate of occupancy Regulation 83(2) require:-

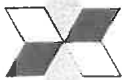
- 1 a written statement from the licensed builder, who under an agreement or arrangement with the owner of the land, was responsible for undertaking any part of the building work, that the building work has been carried out in accordance with any relevant approval and that the connections required to public authority or utility services or facilities have been made in accordance with the requirements of the relevant public authority or utility.
- 2 a certificate of compliance for each essential safety provision, in the appropriate form under schedule 16, signed by the installer of the safety provision, or where the installer is a company, signed by the manager responsible for the installation work.
- 3 where a building is required by the Building Rules to be equipped with a booster assembly for use by fire fighters; or to have installed a fire alarm that transmits a signal to a fire station; and facilities for fire detection, fire fighting or the control of smoke must be installed in the building pursuant to an approval under the Act, the Council must not grant a Certificate of Occupancy unless or until it has sought a report from the Fire Authority as to whether those facilities have been installed and operate satisfactorily.
- 4 The owners attention should be drawn to Appendix A & B of AS 2870 - 2011 'Performance Requirements and Foundation Maintenance'. Particular care should be exercised to ensure that the plumbing and perimeter paving is installed in accordance with the requirements of AS 2870 - 2011 and engineer's details.
- 5 .The owners attention is drawn to the requirement for strict compliance with S A Water Regulations for the Installation of all fixtures, appliances, pipes and fittings regarding supply, drainage and waste management.

IMPORTANT: This approval does not imply compliance with the Electricity Act, 1996 as amended or the regulations thereunder. It is the responsibility of the owner and the person/ company erecting the building to ensure compliance with the same. It is also the owners responsibility to ensure that all installations and development complies with the requirements of other utility authorities such as S A Water, Telstra and Origin Energy.

WARNING: AS 3660.1 - 'Protection of new buildings from subterranean termites', sets out methods for implementation during construction, for minimizing the risk to new buildings from damage to their structural members by subterranean termites. The protection methods will not provide a total guarantee against attack. The owner must be aware that regular inspections for termite activity will need to be carried out, at intervals not exceeding 12 months, to further reduce the risk of termite damage.

S. NIKIAS
Building Surveyor
Private Certifier
8. 5. 15

Ref : 1505:4



P/13975

City of
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& St Peters

DECISION NOTIFICATION FORM

South Australia - Regulations Under the Development Act, 1993 - Regulation 42

FOR DEVELOPMENT APPLICATION NUMBER : 155/00732/02
DATED : 23/08/2002
REGISTERED ON : 26/08/2002

TO:	Shahin Group of Companies Pty Ltd PO Box 512 WOODVILLE SA 5011
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LOCATION OF PROPOSED DEVELOPMENT
284 Portrush Road, KENSINGTON SA 5068

NATURE OF PROPOSED DEVELOPMENT
Alterations & additions to existing office & warehouse

In respect of this proposed development you are informed that :

NATURE OF DECISION	DECISION	DATE	NO. OF CONDITIONS
PROVISIONAL DEVELOPMENT PLAN CONSENT	Granted	09/12/2002	11
PROVISIONAL BUILDING RULES CONSENT	Certified	23/12/2002	4
DEVELOPMENT APPROVAL	Granted		

Reasons for this decision, any conditions imposed and the reasons for imposing those conditions are set out in the attached sheet.

The classification assigned to this building is Class 5 & 7, for the purposes of Section 66 and Regulation 82 of the Development Act, 1993.

Pursuant to Regulation 48 this approval is valid for twelve (12) months. Substantial commencement or a request for an extension of time shall be undertaken during this period or the approval will lapse.

Council requires 24 hours notice of commencement of this Development, please ring 8366 4531

Date of Decision:	27/12/2002	<input type="checkbox"/> Council or Delegate
Signed:	<i>A. Albanese</i>	<input checked="" type="checkbox"/> Council Chief Executive Officer or Delegate
		<input checked="" type="checkbox"/> Private Certifier
Date:	27 December, 2002	<input checked="" type="checkbox"/> Sheets Attached



City of
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& St Peters

DEVELOPMENT APPLICATION NUMBER : 155/00732/02
APPLICANT : Shahin Group of Companies Pty Ltd
LOCATION : 284 Portrush Road, KENSINGTON SA 5068
PROPOSED DEVELOPMENT : alterations & additions to existing office & warehouse
DECISION : **Development Approval Granted**
DATE OF DECISION : 27/12/2002

REASONS FOR DECISION

Consent is granted, since the proposed development is not considered to be at serious variance with the provisions of the Development Plan.

The following conditions have been imposed to reasonably ensure that the development will not impair the orderly and proper planning of the locality or detrimentally affect the amenity of the locality, having particular regard to the Principles of Development Control applicable to such a use in the locality.

PROVISIONAL DEVELOPMENT PLAN CONSENT

Conditions of Consent

1. The development shall proceed in accordance with the details of Development Application No. 155/732/02 and the approved plans, prepared by ADS Architects and James Hayter and Associates (Drawing No. 02.106.LP A) and received by Council on 3 October and 28 November 2002 except when varied by the following conditions of consent.
2. All plants existing and/or within the proposed landscaped areas shall be nurtured and maintained in good health and condition at all times with any diseased or dying plants being replaced, to the reasonable satisfaction of the Council or its delegate. All proposed landscaping shall be planted within 4 months of the date of the Development Approval.
3. All landscaped areas shall be separated from adjacent driveways and parking areas by a suitable kerb or non-mountable device to prevent vehicle movement thereon (incorporating ramps or crossovers where appropriate to facilitate the movement of disabled persons).
4. Driveways, car parking spaces, manoeuvring areas and landscaping areas shall not be used for the storage or display of any goods, materials or waste at any time.
5. All of the car parking spaces, driveway and vehicle manoeuvring areas shall be constructed of concrete, paving bricks or bitumen and drained in accordance with recognised engineering practices prior to occupation of the premises.
6. At no time shall any goods, materials or waste be stored in designated car parking areas, driveways, manoeuvring spaces or landscaping.
7. All stormwater from buildings and paved areas shall be disposed of in accordance with recognised engineering practices in a manner and with materials that does not result in the entry of water onto any adjoining property or any building, and does not affect the stability of any building.



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& St Peters

8. The existing canopy overhanging the footpath adjacent Portrush Road shall be removed within 3 months of the Development Approval.
9. That the warehouse shall operate only pursuant to the times listed in this condition:
 1. Monday to Friday 8.00am – 5.30pm
 2. Saturday 8.00am – 5.30pm
 3. Sunday Closed
 - 4.
10. All loading and unloading of vehicles is to be undertaken wholly within the building.
 1. All deliveries by van are to be made via the main entrance.

PROVISIONAL BUILDING RULES CONSENT

Conditions of Consent

The following conditions are as per the Certifiers Provisional Building Rules Consent dated 23rd December 2002.

1. Existing Fire Safety Provisions

Existing fire protection and services are to be extended into new Reception area and connected to the existing FIP.
This shall include Fire Detection Sensors, Audible Fire Alarm, Fire Sprinklers and Air Conditioning Shutdown Control.
The completed service as a whole shall be inspected and tested by an approved licensed contractor to ensure proper operation and logbooks updated to incorporate building additions.
2. BCA E4.5 Exit Signs

Exit signs of a maintained type with a self contained battery back up complying with AS2293.1 are to be provided at the new exit at the ground floor at Reception and on the divisional partition/wall in front of the head of the external escape stair on at the upper floor level.
3. New Enclosed Executive Car-parking Area

The new area shall be protected by the extension of the existing fire service or by the provision of a self closing fire door with a rating of -/60/30 fitted to the wall in accordance with AS1905.1.
4. BCA E1.9 Fire Precautions During Construction

Fire Extinguishers to suit A, B and C as well as electrical fire to be provided at all times near each required exit or temporary exit during construction of alterations.



City of
Norwood
Payneham
& St Peters

ADVISORY NOTE(S)

1. The granting of this consent does not remove the need for the applicant to obtain all other consents which may be required by any other legislation or regulation.
The Applicant's attention is particularly drawn to the need to consult all relevant Electricity suppliers with respect to high voltage power lines.
2. The applicant is advised that any works undertaken on Council owned land (including but not limited to works relating to crossovers, driveways, footpaths, street trees and stormwater connections) will require the approval of the Council's Urban Services Department, prior to any works being undertaken. Further information may be obtained by phoning 8360 9000.

All works on Council owned land required as part of this development are likely to be at the applicant's cost.
3. The Council is aware that significant trees exist on the land and care must therefore be taken during demolition/construction of the buildings that no damage is done to those trees (including their root systems) unless otherwise approved by the Council.
4. The Council has not surveyed the subject land and has, for the purpose of its assessment, assumed that all dimensions and other details provided by the applicant are accurate.
5. The Provisional Development Plan Consent for warehousing does not include consent for the storage of any materials, or the conduct of any activities, defined as being development of a primary secondary impact level as defined in the 21st and 22nd Schedule to the Regulations under the Development Act, 1993.
6. Attached is a copy of comments received from Transport SA. The Metropolitan Adelaide Road Widening Plan shows that a strip of land up to 4.5 metres in width may be required from the Portrush Road frontage of this property, together with additional land at the Portrush Road/The Parade corner and a 4.5m x 4.5m corner cut off from the Portrush Road/High Street corner, for the future upgrading of the Portrush Road/The Parade intersection. Please note that the consent of the Commissioner of Highways is required for all building works on or within 6.0 m of the above requirements.

Tony Albanese
DEVELOPMENT OFFICER - BUILDING

27 December 2002

CU271

F I F T H S C H E D U L E

PLANNING AND DEVELOPMENT ACT, 1966-1971

SOUTH AUSTRALIA

METROPOLITAN DEVELOPMENT PLAN CORPORATION OF THE CITY OF

KENSINGTON AND NORWOOD

PLANNING REGULATIONS - ZONING

INSTRUMENT OF CONSENT

(Pursuant to Regulation 37)

To the Applicant by application dated 23rd June, 1977

Consent to) proposed use of land
~~XXXXXX~~

Owner's Name A.W. BAULDERSTONE PTY. LTD.
(Full Name)

Address 284 Portrush Road, Kensington

Your application for use of land at
282 Portrush Road, Kensington being Volume 1915 Folio 152

for the purpose of converting existing store to offices.

in accordance with application dated 23rd June, 1977

is hereby (granted consent
~~XXXXXXXXXXXX~~)

subject to the following conditions:

SEE ATTACHED LIST

This consent is valid for a period of Twelve (12) Months
only (which period shall not be less than 12 months).
If development is not substantially completed within this
period a fresh consent must be obtained before commencing
or continuing the use of the land.

A right of appeal to the Planning Appeal Board is available
in respect of refusal of consent or of the granting of
consent subject to conditions. For the procedure, in respect
of such an appeal, see Sections 26, 27 and 27a of the Act
and the Planning Appeal Board Regulations.


Signed _____

TOWN CLERK

Date 5th August, 1977

CONDITIONS OF CONSENT

1. That the premises be maintained, kept tidy and in good repair and condition to the reasonable satisfaction of the Planning Officer at all times;
2. That the area shown as driveways and parking and access points and crossovers be constructed and sealed with bitumen, concrete and/or monier paving blocks and line marked as shown on the plans submitted with variations necessary to comply with any relevant condition imposed herein and maintained at all times to the reasonable satisfaction of the Planning Officer;
3. That a 15 cm high kerb be constructed between all carparking areas and driveways and adjoining unbuilt upon portions of the allotment and in such other positions and locations as may be reasonably required by the Planning Officer;
4. That a further landscaping plan showing all planting proposed in detail be submitted for the approval in writing of the Planning Officer;
5. That no additional signs be established on the subject land;
6. That no means of illumination be established on the subject land which in the opinion of the Planning Officer may have an adverse affect upon the amenity of the locality;and
7. That the premises not be used directly or indirectly for the purpose now approved until all conditions of consent have been complied with except running conditions numbered (1), (5) and (6).



THE CORPORATION OF
THE CITY OF KENSINGTON AND NORWOOD

175 THE PARADE, NORWOOD, S.A. 5067

POSTAL ADDRESS:
P.O. BOX 204
NORWOOD, S.A. 5067
Telephone (08) 332 3922

PLANNING DECISION NOTIFICATION

Development Number
15072336790

LEGEND: WHITE — Original
YELLOW — Duplicate
PINK — Triplicate
BLUE — Quadruplicate

FOR DEVELOPMENT APPLICATION

DATED 03/05/90
REGISTERED ON 03/05/90

To A W BAULDERSTONE PTY LTD
284 PORTRUSH RD
KENSINGTON 5068

Location of Proposed Development
284 PORTRUSH RD, KENSINGTON

Nature of Proposed Development
ROOFING CARPORT & REPAIRS TO BLDG.

From: Corporation of the City of Kensington and Norwood

In respect of this proposed development you are informed that:

- consent is refused
- consent is granted
- consent is granted subject to (1) condition(s)

0 representation(s) from third parties concerning your proposal were received.

If there were third party representations, any consent or consent with conditions does not operate until the periods specified on the back of the original of this form have expired. Reasons for this decision, any conditions imposed, and the reasons for imposing those conditions, are set out below. Please also refer to the information on the back of this form about appeal rights and operation of consent.

Council approves this Development Application as it is generally consistent with the Objectives and Principles contained in the Development Plan and the following Condition(s) are applied to the approval to ensure that the development will meet those Objectives and Principles:

* * SEE ATTACHED LIST * *

Please refer to the further advice on matters relating to this Development Application (refer also attached).

Date of Decision 11/05/90

Signed:

City Manager

Date: 11/05/90

Sheets attached

South Australia Planning Act 1941 Development Control Regulations

CONDITIONS OF CONSENT

1. That stormwater disposal from the subject site shall be to the reasonable satisfaction and prior written approval of the Council.

* * * * *

FURTHER ADVICE

1. That the design, siting, building materials and colours of all buildings and structures and landscaping and planting must be implemented as shown on the plans submitted and approved, unless varied by any conditions of consent imposed on the approval.
2. That no other building work may be carried out on the subject land at any time without the consent of the Council pursuant to relevant legislation, whether or not such buildings are accessory to the use of the land hereby approved.
3. That this is a planning approval only and plans and specifications for any building work and any change in the class of use of a building must also be approved under the Building Act. If you have already made application under that Act then you will be advised presently when work may commence.
4. That you must obtain the approval of the Council in respect of any amendments to the approved scheme of development which may result from:
 - (a) the requirements of other authorities which may have jurisdiction over the applicant, the land or the buildings erected; and/or
 - (b) the requirements of other Acts or Regulations which may have effect regarding the proposed development.

* * * * *



THE CORPORATION OF
THE CITY OF KENSINGTON AND NORWOOD

175 THE PARADE, NORWOOD, S.A. 5067

POSTAL ADDRESS:
P.O. BOX 204
NORWOOD, S.A. 5067
Telephone (08) 332 3922

PLANNING DECISION NOTIFICATION

Development Number
150/2463/90

LEGEND: WHITE — Original
YELLOW — Duplicate
PINK — Triplicate
BLUE — Quadruplicate

FOR DEVELOPMENT APPLICATION

DATED 07/06/90
REGISTERED ON 07/06/90

To A W BAULDERSTONE PTY LTD
284 PORTRUSH RD
KENSINGTON 5068

Location of Proposed Development 284 PORTRUSH RD, KENSINGTON

Nature of Proposed Development ATTACH CANOPY TO EXISTING BUILDING

From: Corporation of the City of Kensington and Norwood

In respect of this proposed development you are informed that:

- consent is refused.
- consent is granted.
- consent is granted subject to }) conditions(s)

0 representation(s) from third parties concerning your proposal were received.

If there were third party representations, any consent or consent with conditions does not operate until the periods specified on the back of the original of this form have expired. Reasons for this decision, any conditions imposed, and the reasons for imposing those conditions, are set out below. Please also refer to the information on the back of this form about appeal rights and operation of consent.

Council approves this Development Application as it is generally consistent with the Objectives and Principles contained in the Development Plan and the following Condition(s) are applied to the approval to ensure that the development will meet those Objectives and Principles:

* * SEE ATTACHED LIST * *

Please refer to the Further Advice on matters relating to this Development Application (refer also attached).

Date of Decision 20/06/90

Signed

City Manager

Date: 19/06/90

Sheets attached

PLEASE READ THE INFORMATION ON THE BACK OF THIS FORM

Regul 41
Sixth Schedule

South Australia
Planning Act
Development Control Regulations

CONDITION OF CONSENT

1. That stormwater disposal from the subject site shall be to the reasonable satisfaction and prior written approval of the Council.

* * * * *

FURTHER ADVICE

1. That the design, siting, building materials and colours of all buildings and structures and landscaping and planting must be implemented as shown on the plans submitted and approved, unless varied by any conditions of consent imposed on the approval.
2. That no other building work may be carried out on the subject land at any time without the consent of the Council pursuant to relevant legislation, whether or not such buildings are accessory to the use of the land hereby approved.
3. That this is a planning approval only and plans and specifications for any building work and any change in the class of use of a building must also be approved under the Building Act. If you have already made application under that Act then you will be advised presently when work may commence.
4. That you must obtain the approval of the Council in respect of any amendments to the approved scheme of development which may result from:
 - (a) the requirements of other authorities which may have jurisdiction over the applicant, the land or the buildings erected; and/or
 - (b) the requirements of other Acts or Regulations which may have effect regarding the proposed development.

* * * * *



APPENDIX F

SITE SERVICES AND INFRASTRUCTURE REPORT



Peregrine Head Office Development

Infrastructure Report

1.0 Introduction:

The Peregrine Head Office Development is well situated for the provision of services required for its operation. Whilst the development is still in the early stages of development, an assessment of the existing services in the locality has been undertaken to ensure that the development can be supported. Negotiations will be ongoing with utility providers during the course of the design process for the disconnection of existing services and the connection of new services when required. These works may require the local modification to some infrastructure as required.

2.0 Existing Conditions:

A summary of the local utility services in the vicinity of the building are as follows:

2.1 Electrical Services

The building is currently served by two pad mount transformers on the local 11kV underground network. The first transformer on the High Street connects to the 11kV underground service running along Portrush road with the second on Bowen Street being served by a short length of underground 11kV cable from a more extensive overhead supply along the Parade. These 11kV services are managed by SAPN.

An underground 275kV network runs up the Parade and is managed by ElectraNet. No disturbance of this service is proposed. A 66kV underground feeder runs along Portrush Road and there are a number of low voltage (415/220V) supplies underground along Portrush, The Parade and Bowen Street.

It is proposed that a new transformer will be situated within the building footprint and serviced by the 11kV supply from Bowen Street.

2.2 Potable and Fire Water Services

SA Water maintains potable water services in the area and the development is currently served by connections from Portrush Road. These comprise a Fire connection and Potable Water connection to the existing 300 CICS and 150 CI mains in Portrush Road. In addition to these services, a 150 CICL and 125 CICL services run in The Parade, a 150 AC main in High Street with an interconnecting 80 CICL main in Bowen Street.

The new development is likely to retain the two connections from Portrush Road with the final location being dependant on booster locations.

2.3 Waste Water Services

SA Water maintains wastewater services in the area and the development is currently served by connections to the existing network along Portrush Road, The Parade and along Bowen Street. As



part of the works these connections would unlikely be retained and new connections sought in the required locations.

2.4 Natural Gas

APA maintains the gas services in the vicinity of the development. Records highlight a number of abandoned mains with a primary 150 main in Portrush Road supplying a 100 main in High Street and an 80 main in Bowen Street.

The building is currently served from the 150 main on Portrush Road and it is likely that this connection is maintained for the new development.

2.5 Communications Services

The development is well services by communications infrastructure with available infrastructure in the vicinity maintained by;

- iinet – Currently servicing the development from the Parade
- Telstra – Services in the Parade, Portrush Road and High Street
- NBN – service runs underground along The Parade
- nextgen – service runs underground along Portrush Road
- Optus – Services cross Portrush Road onto high Street and along Bowen

The existing communications connections from The Parade will be maintained whilst NBN continue the activation of their network assets.

3.0 Conclusions

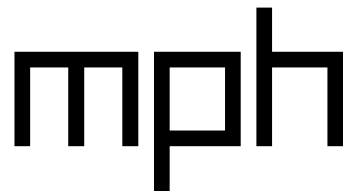
The new development has access to adequate power, Water, Waste Water and Communications infrastructure around the perimeter of the proposed building which offers flexibility in connections and providers.

Negotiations with utility services are underway as design loads are calculated.



APPENDIX G

PROPOSAL PLANS AND DIAGRAMMS PREPARED BY MPH



5 Vardon Avenue Adelaide South Australia 5000 | Telephone 08 8418
ABN 16 759 676 449

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Peregrine Head Office Development Site Plan

1465 17/08/2016 scale1 : 2500 @ A3 SK00 (5)

Whilst every effort has been made to capture all relevant details on these plans, it is acknowledged that these plans are for planning purposes only and may not contain complete information pertaining to the development. All relevant and necessary details will be documented in the detailed design and plans submitted for Building Rules Consent.



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0 5 25m

**Peregrine Head Office Development
 Basement Plan**

1465 17/08/2016 scale 1 : 500 @ A3 SK09 (9)

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The Parade

The Parade

Portrush Road

Bowen Street

High Street

Residential

Warehouses

State Heritage Place

The Arena Community Club

Possible Future Tram / Road widening - 4500mm offset

Waste 165sqm

Loading area (3 spaces)

Cafe / Retail 380sqm

Lobby 300sqm

Recep.

Entry

Entry

Cafe / Retail 680sqm

2700sqm
60 Car parks
Total Car parks 296
M/Bikes 12

Vehicle Entry/Exit

Service Vehicle and FOT Entry

Loading Zone

UP

UP

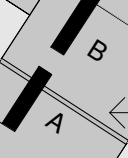
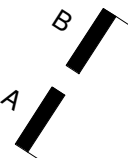
DN

DN

Vehicle Entry/Exit

One-way Road

One-way Road

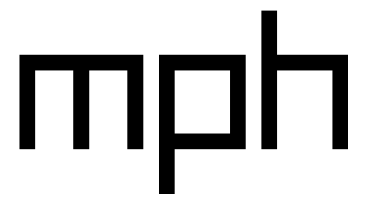
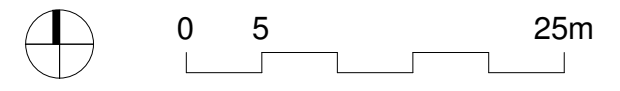


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Peregrine Head Office Development
Ground Floor

1465 17/08/2016 scale 1 : 500 @ A3 SK01 (8)

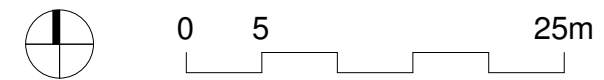
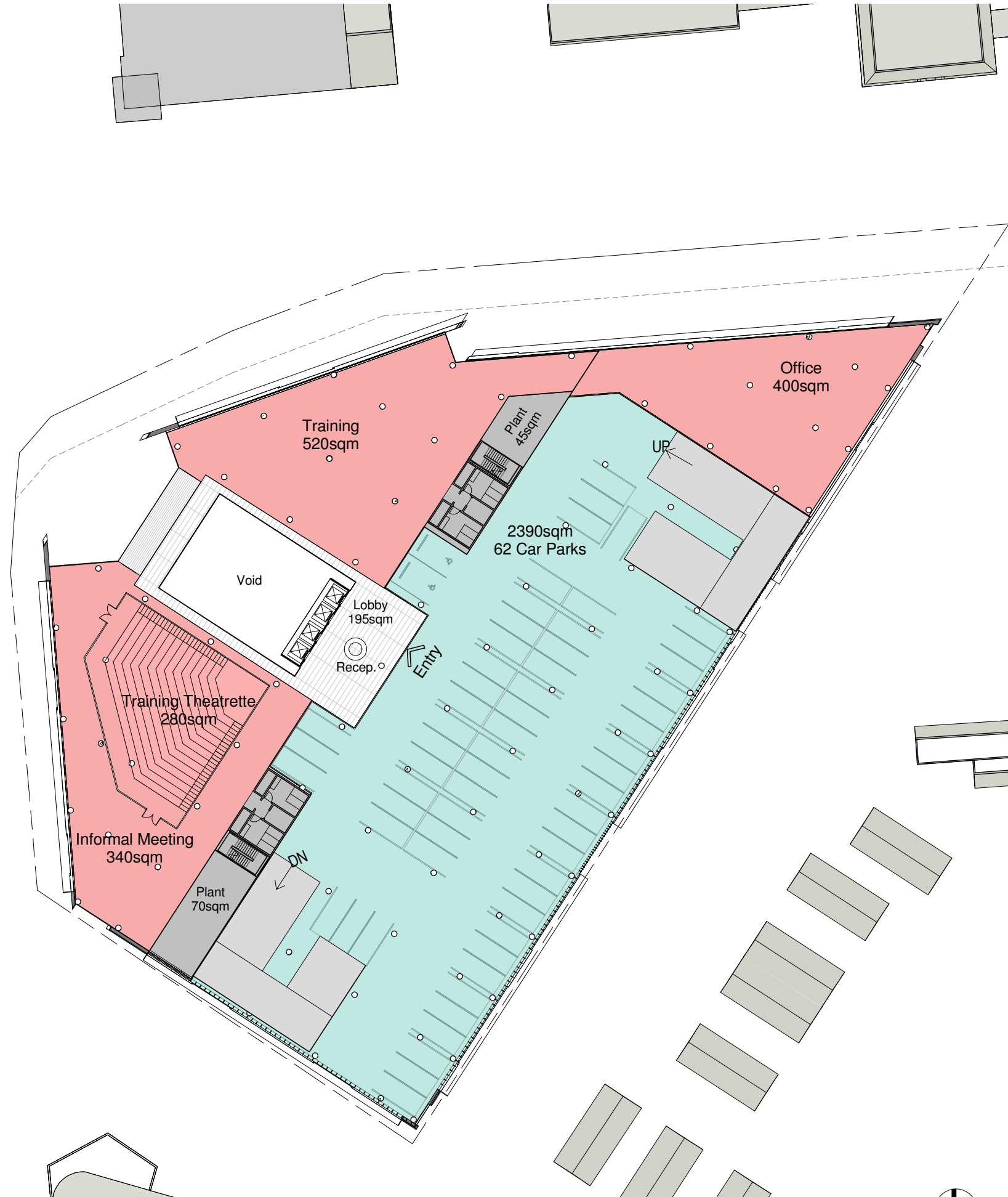
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**Peregrine Head Office Development
 Level 1**

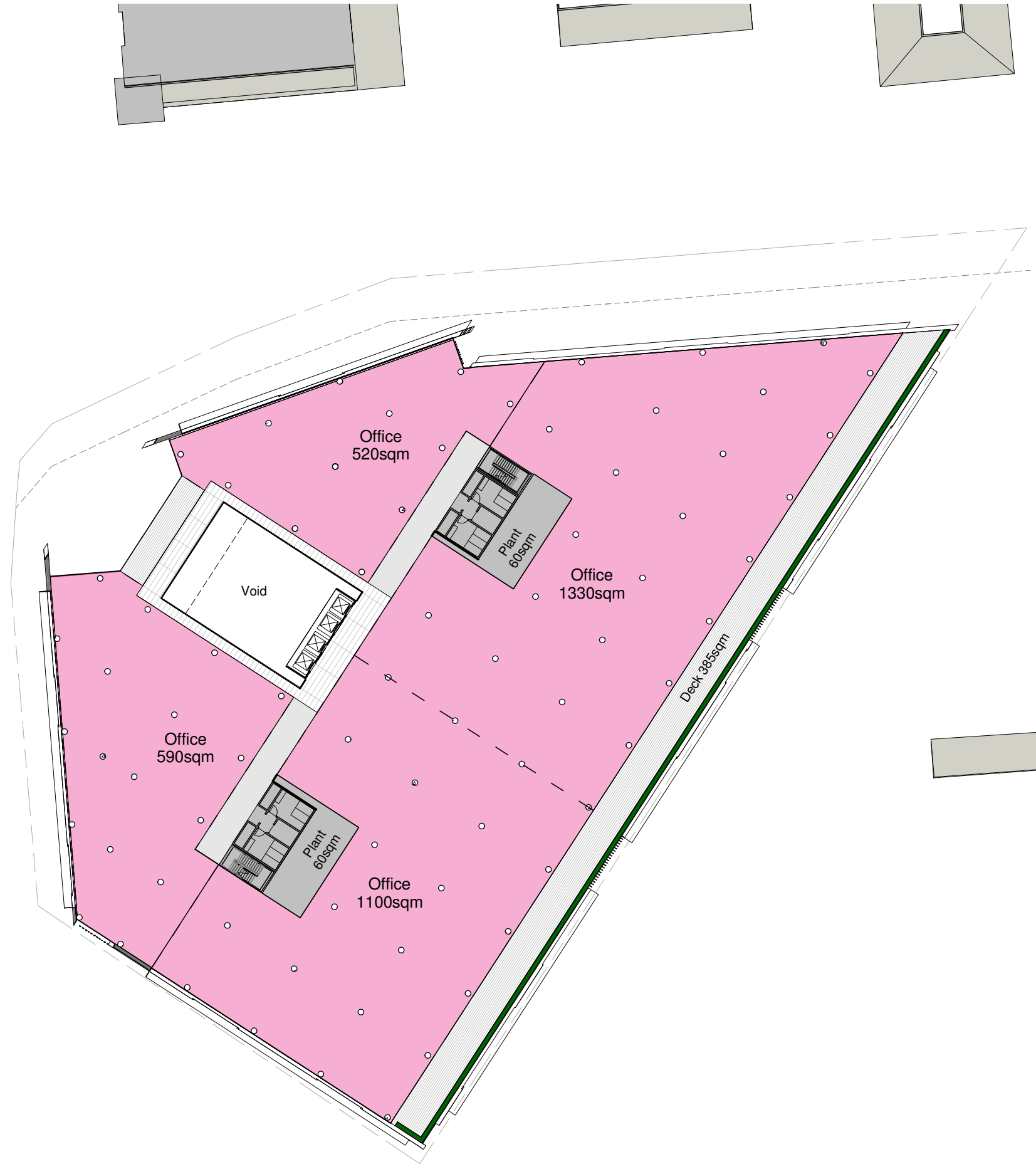
1465 17/08/2016 scale 1 : 500 @ A3 SK02 (8)
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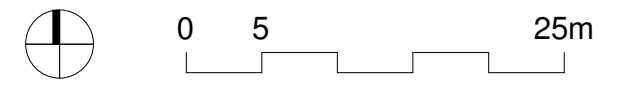
**Peregrine Head Office Development
 Level 2**

1465 17/08/2016 scale 1 : 500 @ A3 SK12 (3)
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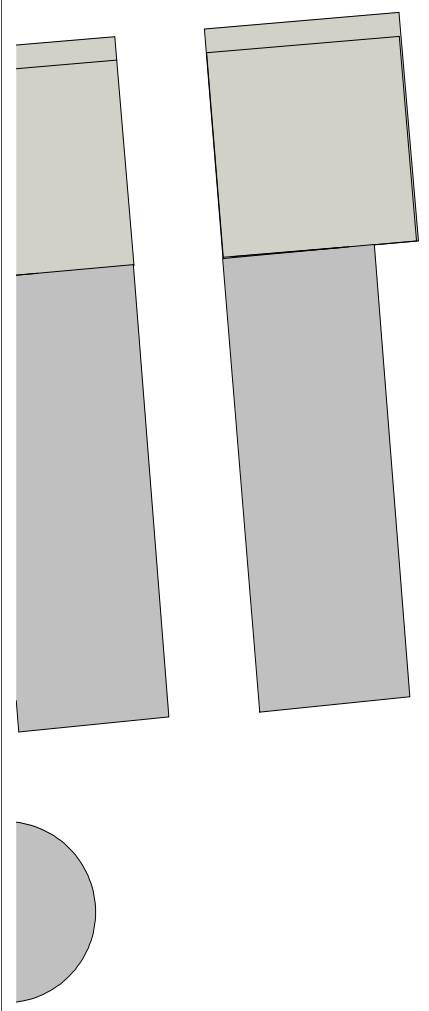
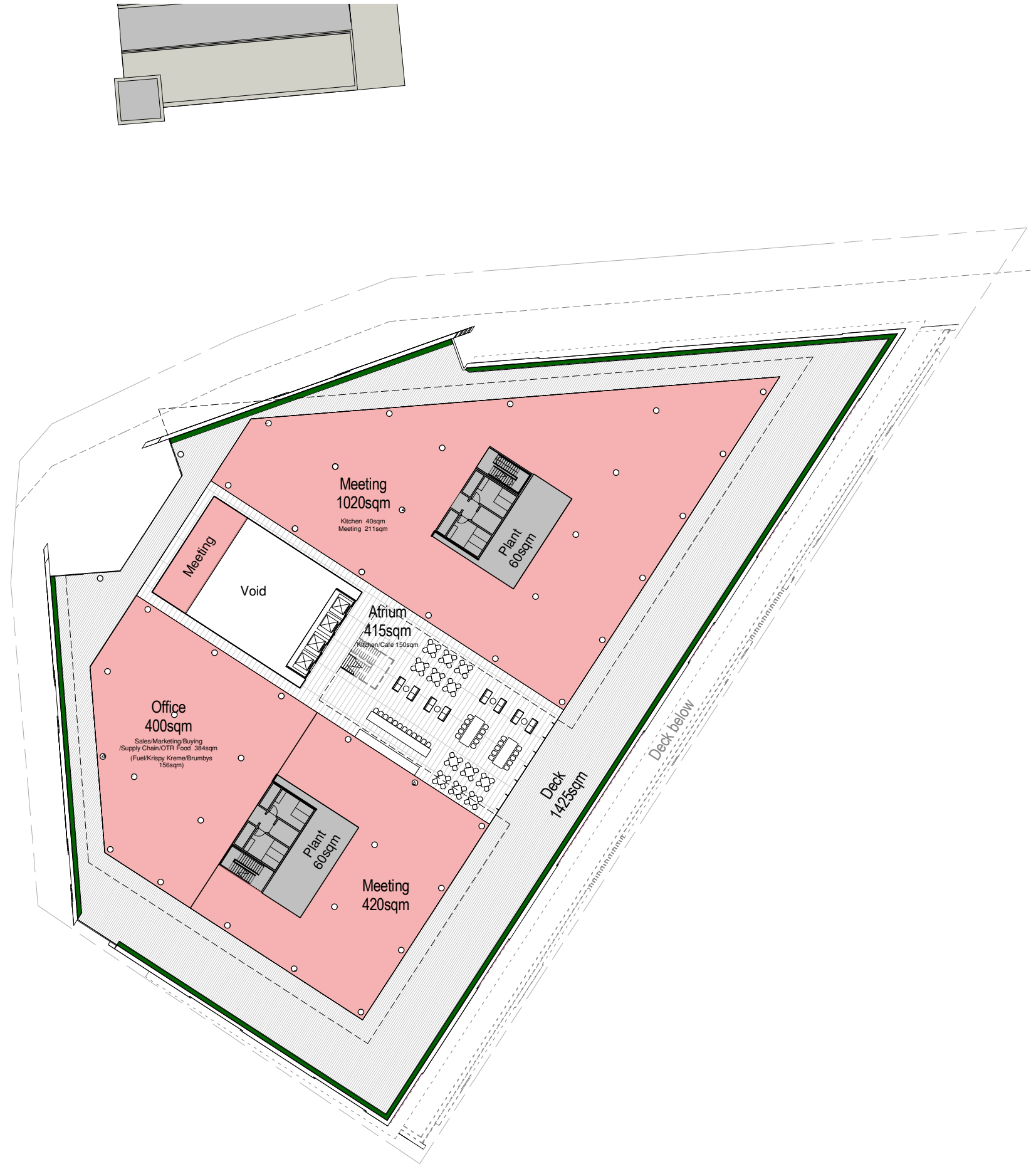
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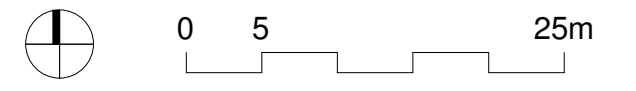
**Peregrine Head Office Development
 Level 3**

1465 17/08/2016 scale 1 : 500 @ A3 SK03 (7)

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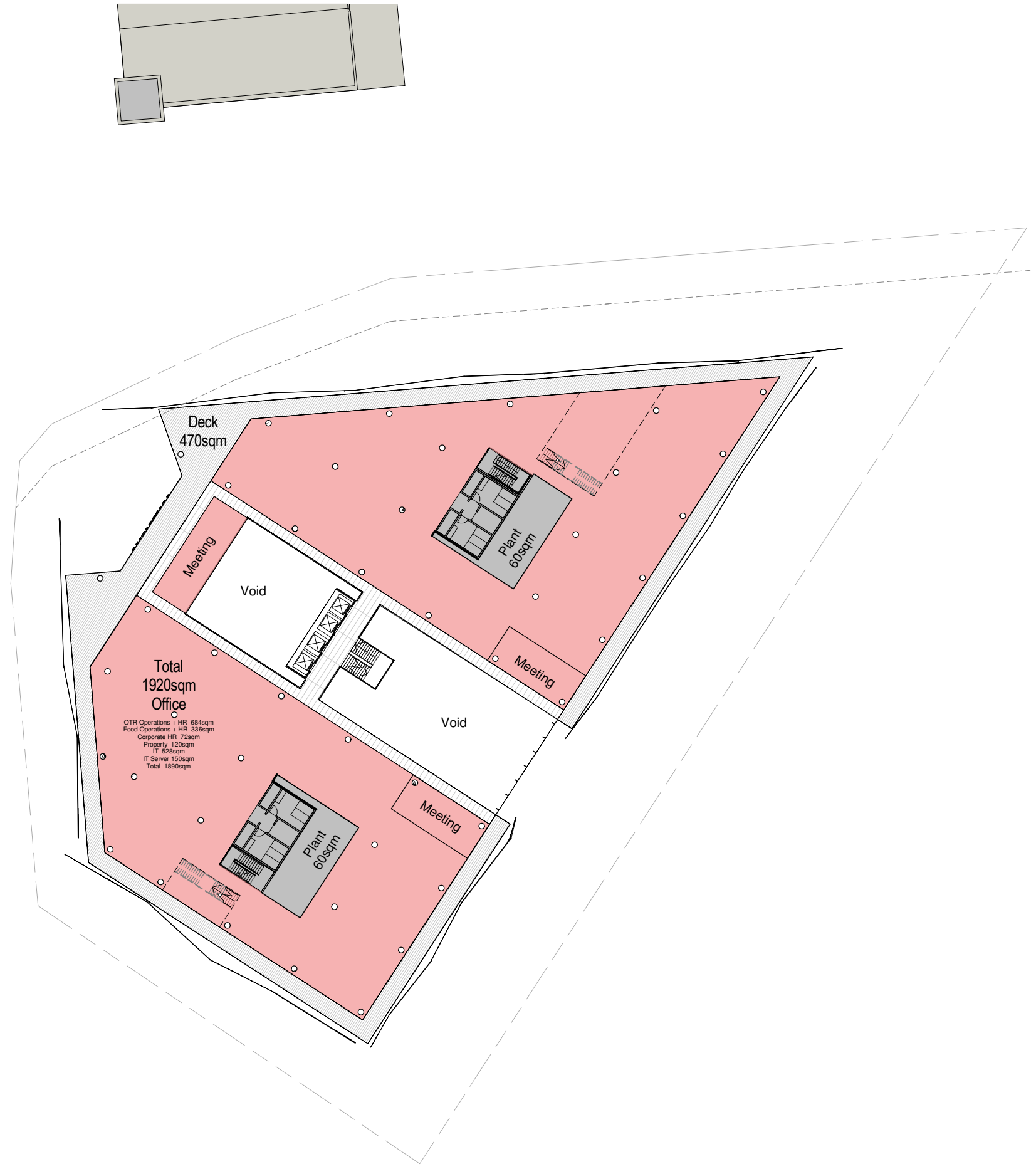
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**Peregrine Head Office Development
 Level 4**

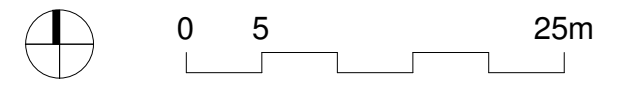
1465 17/08/2016 scale 1 : 500 @ A3 SK04 (7)

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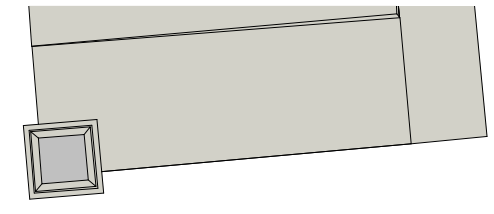
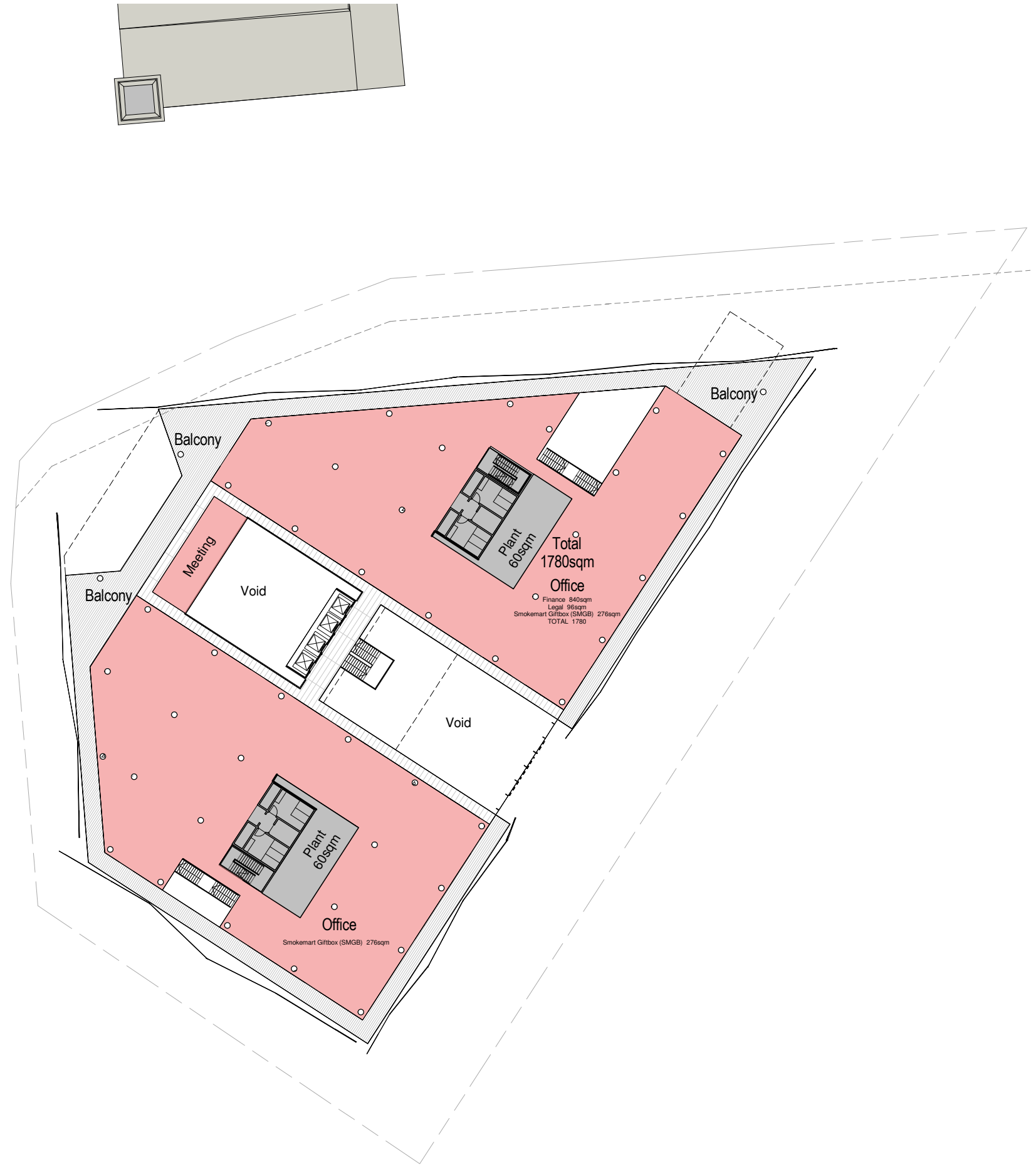
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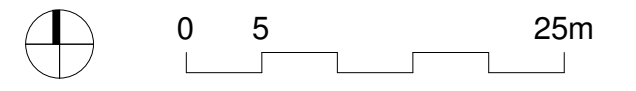
**Peregrine Head Office Development
 Level 5**

1465 17/08/2016 scale 1 : 500 @ A3 SK05 (7)

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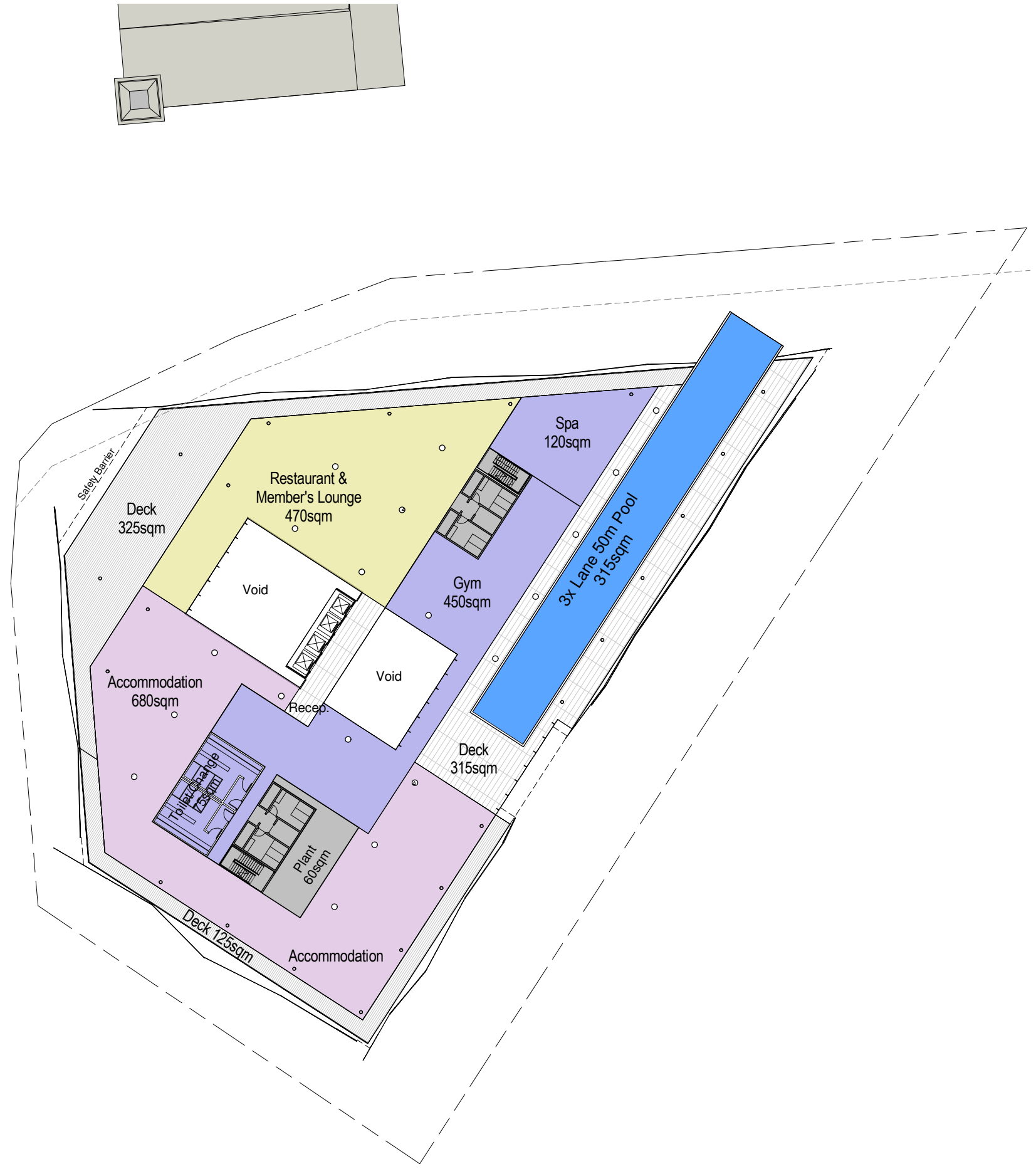
5 Vardon Avenue Adelaide South Australia 5000 | Telephone 08 8418
 ABN 16 759 676 449
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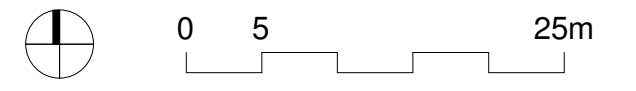
**Peregrine Head Office Development
 Level 6**

1465 17/08/2016 scale 1 : 500 @ A3 SK06 (7)

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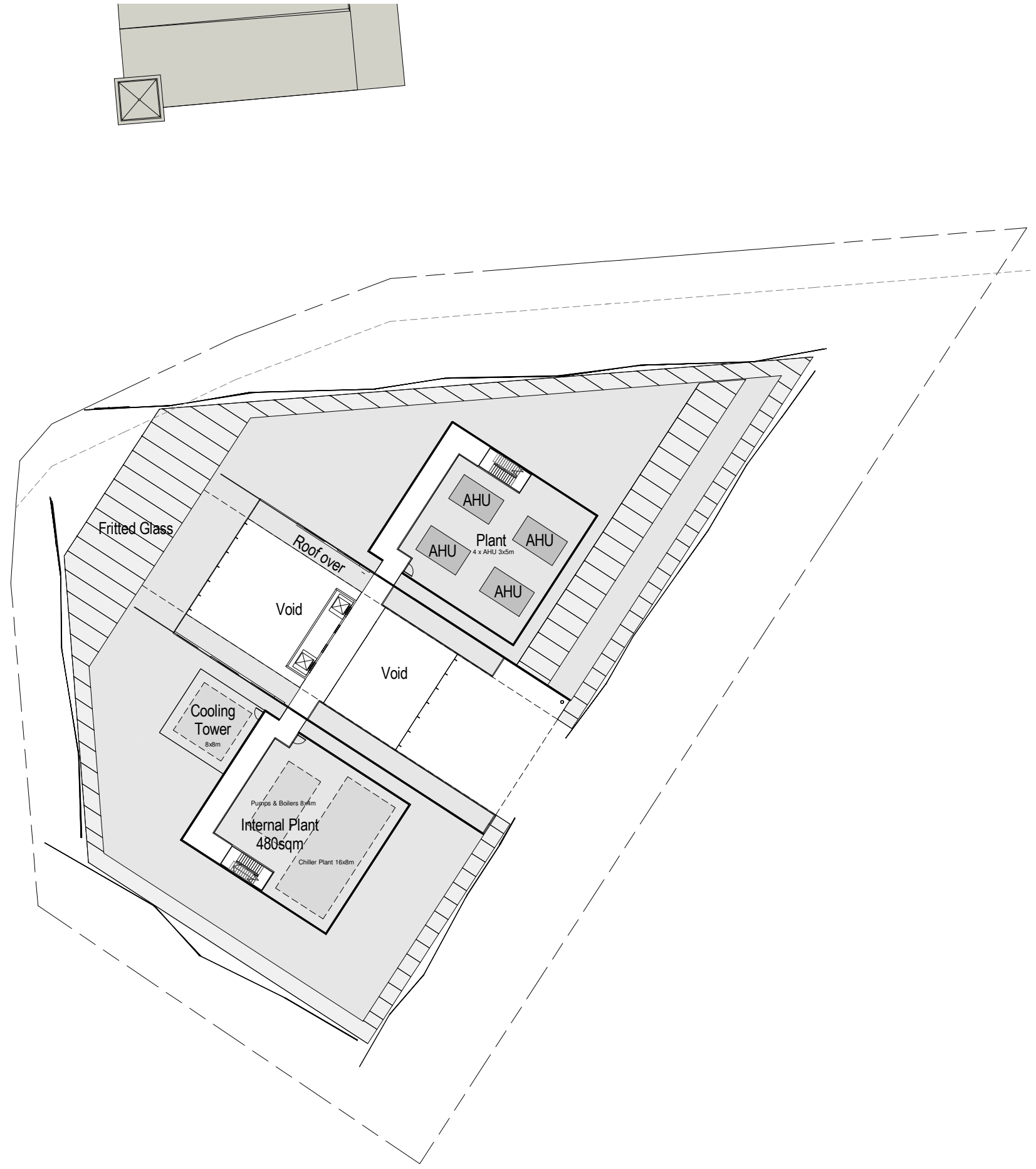


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 ABN 16 759 676 449
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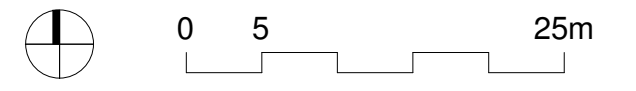


**Peregrine Head Office Development
 Level 7**

1465 17/08/2016 scale 1 : 500 @ A3 SK07 (8)
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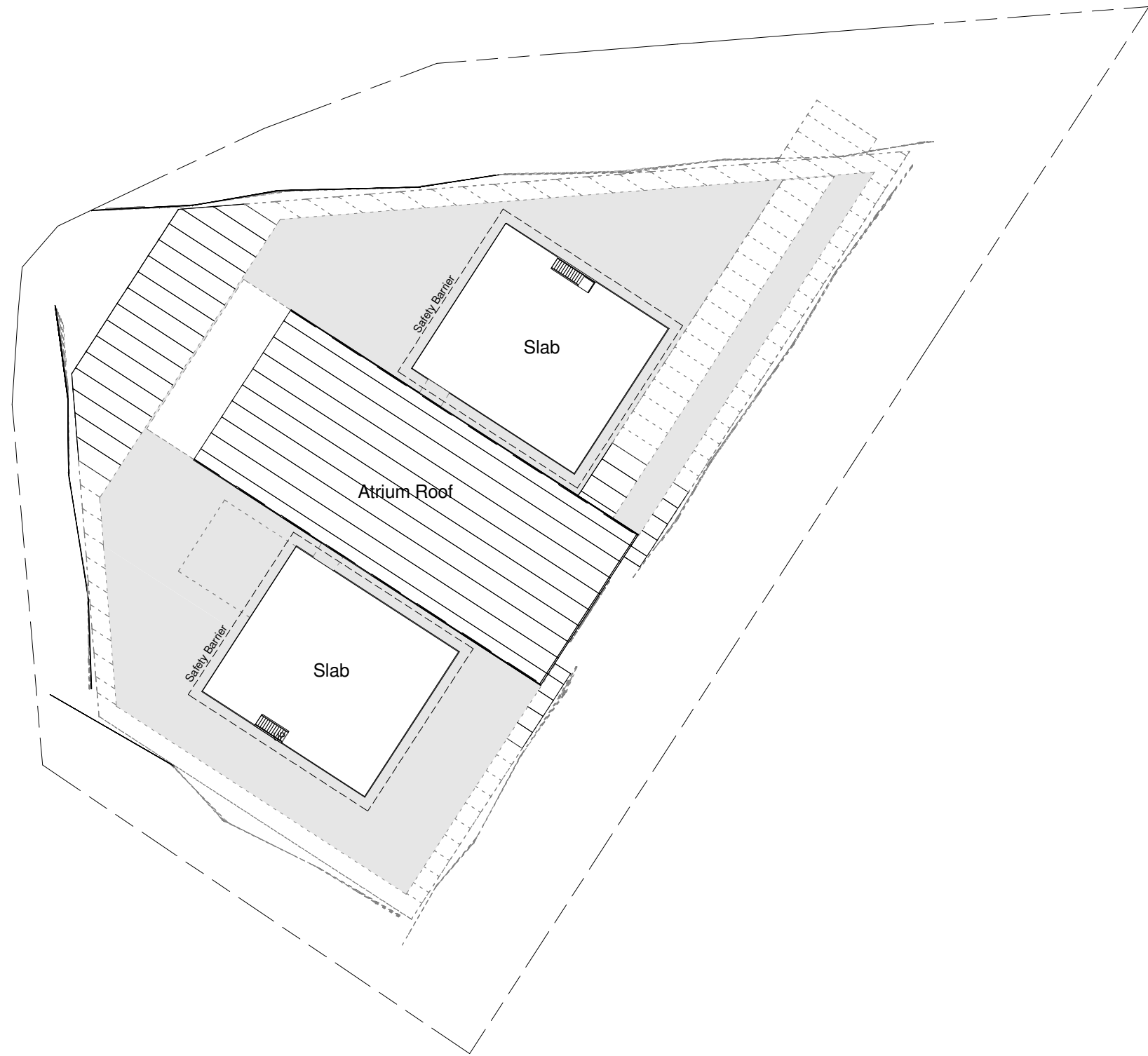
5 Vardon Avenue Adelaide South Australia 5000 | Telephone 08 8418
 ABN 16 759 676 449
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**Peregrine Head Office Development
 Roof Plan**

1465 17/08/2016 scale 1 : 500 @ A3 SK08 (6)

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 ABN 16 759 676 449

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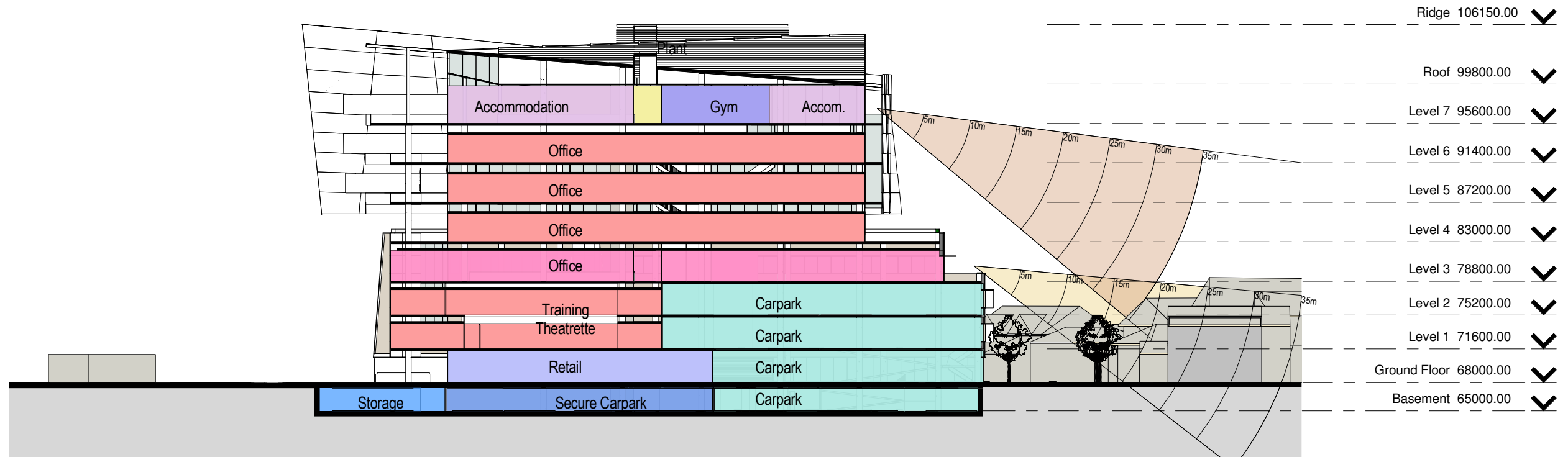


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**Peregrine Head Office Development
 Roof Plan**

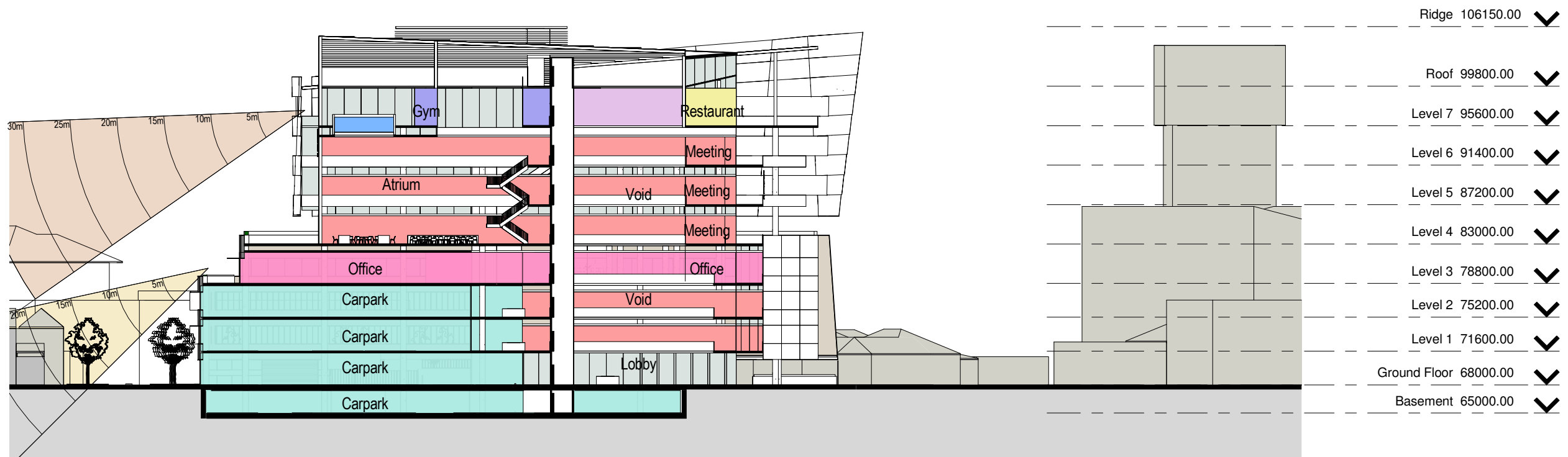
1465 17/08/2016 scale 1 : 500 @ A3 SK55 (4)

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Section A

1 : 500



Section B

1 : 500



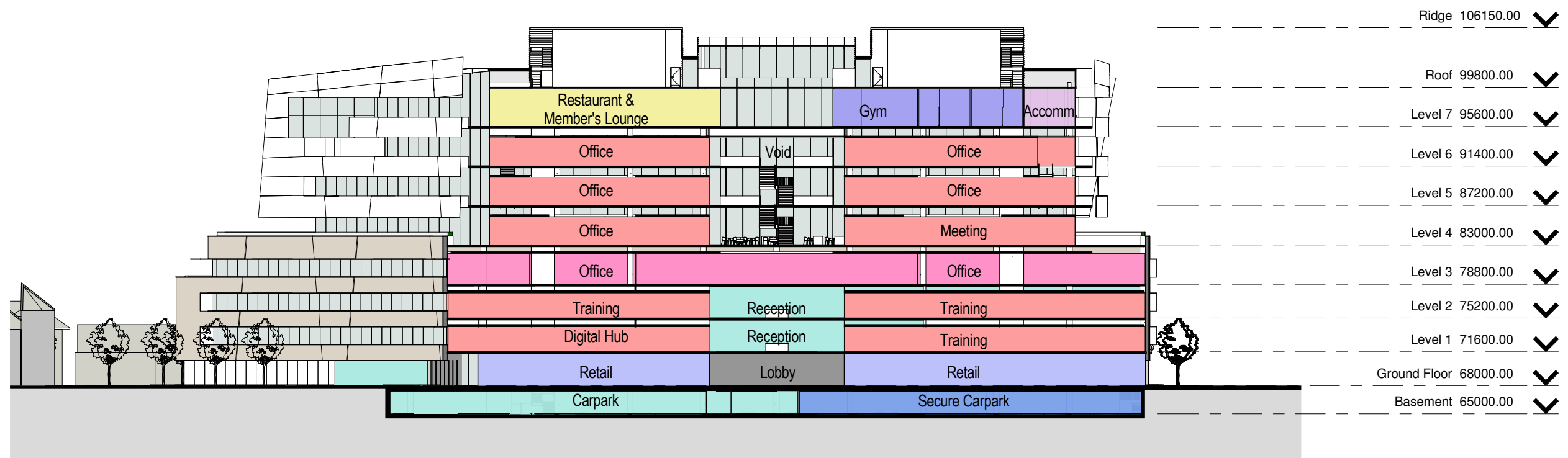
5 Vardon Avenue Adelaide South Australia 5000 | Telephone 08 8418
ABN 16 759 676 449

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Peregrine Head Office Development
Sections

1465 17/08/2016 scale 1 : 500 @ A3 SK35 (5)

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Section C

1 : 500



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ABN 16 759 676 449

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Peregrine Head Office Development
Sections

1465 17/08/2016 scale 1 : 500 @ A3 SK53 (3)

Whilst every effort has been made to capture all relevant details on these plans, it is acknowledged that these plans are for planning purposes only and may not contain complete information pertaining to the development. All relevant and necessary details will be documented in the detailed design and plans submitted for Building Rules Consent.

Glazed curtain wall to main building facade
(behind fritted glass screen)

Cantilevered glazed swimming pool
penetrating through facade

Fritted Glass screens cantilevered
from main building face

Sandstone clad podium facade

Black metal panels with low
level planter



Fritted Glass screens cantilevered
from main building face

Black steel surround to podium
facade

Black metal expressed surrounds / sun
shading to podium openings

Black metal reveal with signage opportunity
integrated with podium surround

Glazed curtain wall to atrium

Glazed facade to ground floor retail / cafe
setback from Podium facade to form negative

Black metal reveal in Podium facade
with signage opportunity

Ridge 106150.00

Roof 99800.00

Level 7 95600.00

Level 6 91400.00

Level 5 87200.00

Level 4 83000.00

Level 3 78800.00

Level 2 75200.00

Level 1 71600.00

Ground Floor 68000.00

North Elevation - The Parade

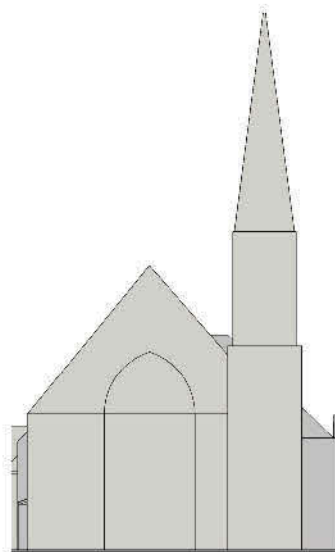
1 : 500

Cantilevered glazed swimming pool
penetrating through facade

Fritted Glass screens cantilevered
from main building face

Glazed curtain wall to atrium

Sandstone clad podium facade
with Black metal surround



Fritted Glass screens cantilevered
from main building face

Landscaped 'cap' to podium

Sandstone clad podium facade

Vertical sandstone coloured stone fins
to carpark extent

Ridge 106150.00

Roof 99800.00

Level 7 95600.00

Level 6 91400.00

Level 5 87200.00

Level 4 83000.00

Level 3 78800.00

Level 2 75200.00

Level 1 71600.00

Ground Floor 68000.00

West Elevation - Portrush Rd

1 : 500

Black metal expressed surrounds / sun
shading to podium openings

Continuous glazed facade

Glazed facade to ground floor retail / cafe
setback from Podium facade to form negative



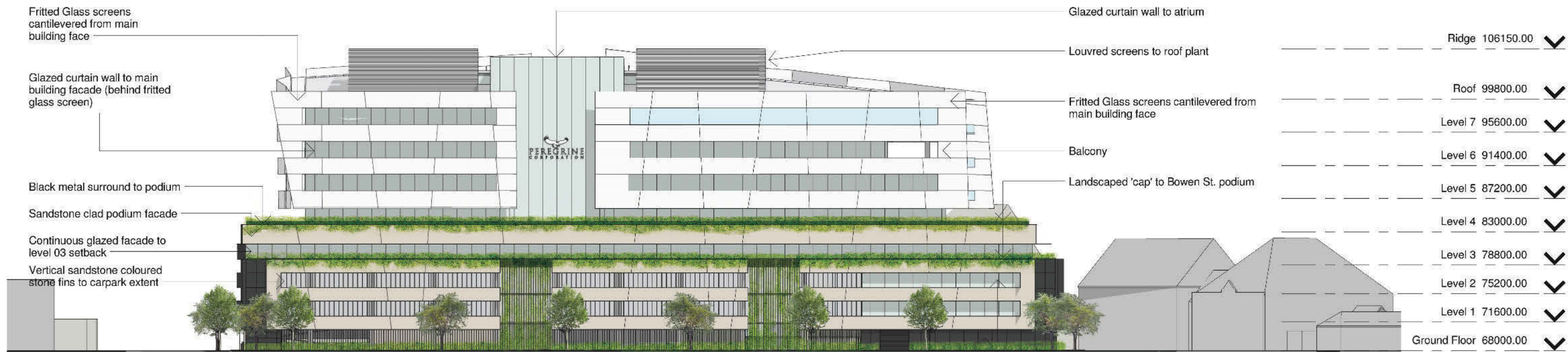
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ABN 16 759 676 449

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Peregrine Head Office Development Elevations

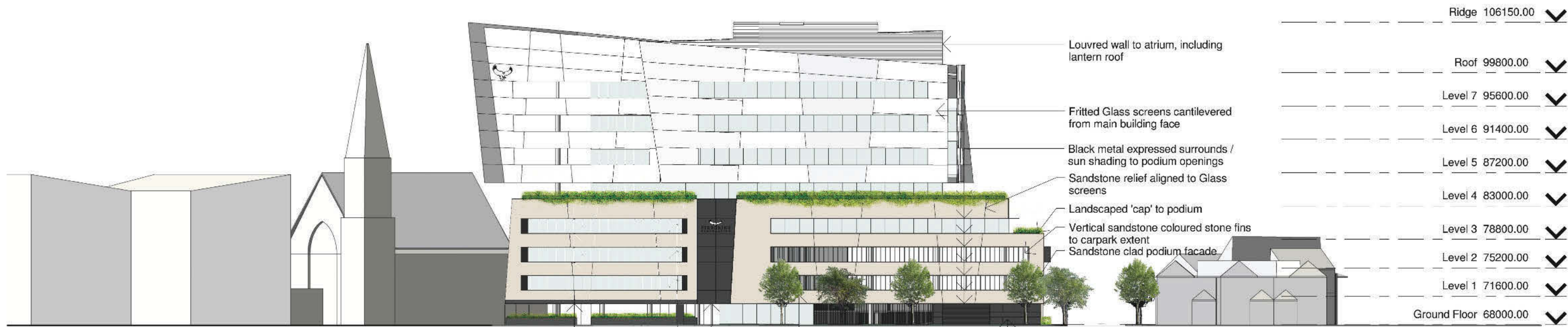
1465 17/08/2016 scale 1 : 500 @ A3 SK36 (5)

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Bowen St Elevation

1 : 500



High Street Elevation

1 : 500



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Peregrine Head Office Development Elevations

1465 17/08/2016 scale 1 : 500 @ A3 SK54 (2)

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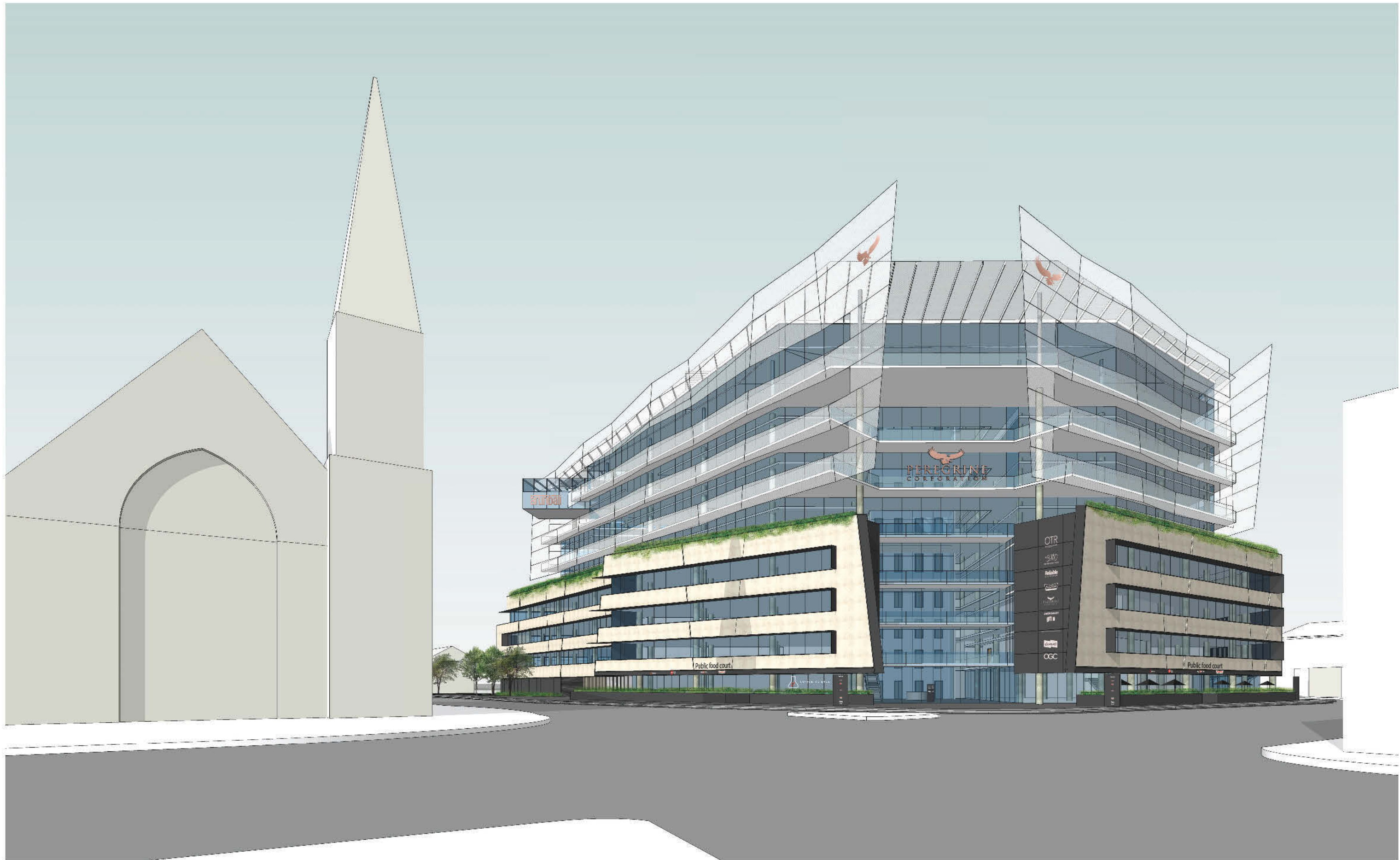
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ARTIST IMPRESSION

**Peregrine Head Office Development
3D Overview**

1465 17/08/2016 scale @ A3 SK21 (7)

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ARTIST IMPRESSION

Peregrine Head Office Development
South East view from The Parade

1465 17/08/2016 scale @ A3 SK25 (7)

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ARTIST IMPRESSION

**Peregrine Head Office Development
Parade looking West**

1465 17/08/2016 scale @ A3 SK24 (7)

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ARTIST IMPRESSION

**Peregrine Head Office Development
Portrush looking North**

1465 17/08/2016 scale @ A3 SK27 (6)

Whilst every effort has been made to capture all relevant details on these plans, it is acknowledged that these plans are for planning purposes only and may not contain complete information pertaining to the development. All relevant and necessary details will be documented in the detailed design and plans submitted for Building Rules Consent.



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ARTIST IMPRESSION

**Peregrine Head Office Development
Parade looking East**

1465 17/08/2016 scale @ A3 SK47 (5)

Whilst every effort has been made to capture all relevant details on these plans, it is acknowledged that these plans are for planning purposes only and may not contain complete information pertaining to the development. All relevant and necessary details will be documented in the detailed design and plans submitted for Building Rules Consent.



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ARTIST IMPRESSION

**Peregrine Head Office Development
Portrush looking South**

1465 17/08/2016 scale @ A3 SK48 (5)

Whilst every effort has been made to capture all relevant details on these plans, it is acknowledged that these plans are for planning purposes only and may not contain complete information pertaining to the development. All relevant and necessary details will be documented in the detailed design and plans submitted for Building Rules Consent.



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ARTIST IMPRESSION

Peregrine Head Office Development
High St looking West

1465 17/08/2016 scale @ A3 SK49 (5)

Whilst every effort has been made to capture all relevant details on these plans, it is acknowledged that these plans are for planning purposes only and may not contain complete information pertaining to the development. All relevant and necessary details will be documented in the detailed design and plans submitted for Building Rules Consent.



APPENDIX H

DESIGN STATEMENT PREPARED BY MPH



Peregrine Design Statement

The submitted design for this iconic Office development is the result of the client's passionate vision, for a state of the art facility for their organisation, which supports and encourages a healthy and sustainable workplace for staff. The final design has been cognizant of addressing its neighbours as well as the local context and public realm. The design has developed alongside commentary received from ODASA to deliver a high quality landmark building whilst responding to the principals of good design. The final design provides a landmark for the locale as well as a gateway into The Parade.

Early Design Process and Considerations

The final design has evolved through many client reviews and ODASA feedback.

Key drivers that impacted on the built form included:

- Desire to reference the historical nature of the area through the use of stone cladding but in a contemporary way to reflect modern office design
- Strengthen the interface of the two influencing street grids that define the site
- Create a "light glazed top" to the building to maximise views and daylight, and reduce scale of building
- Form to be in scale with future and current higher scaled buildings, and be iconic to reflect the dynamic nature of the owner occupier
- Perimeter continuous walking decks at all levels
- Environmentally sustainable
- Minimise carpark impact
- improve the public realm interface of the site to Bowen Street

Council planning policy seeks the carpark and service areas to be located to the rear (Bowen Street) of the site. This configuration minimises the carpark impact to the primary road frontages. This, in addition to the site's unique configuration and broader context, informs the remaining conceptual development of the proposal.

The first scheme presented to ODASA proposed to have the main building entry off The Parade, away from the busy intersection. The built form of this earlier concept was centred around a north facing multileveled atrium that also defined the main entry. The northern facade was dominated by horizontal decks, and the remaining facades, screened with stone fins for sun control.

This concept was later discounted as there was a desire to strengthen the building form and presence to the main road intersection, reduce building mass to Bowen Street and increase articulation of the form with a base, middle and seamless top. These measures would also seek to establish an appropriate contextual relationship to the nearby heritage places.

The building entry was relocated to address the main road intersection, establishing a visual relationship with the spire of the adjacent Clayton Wesley Church. The built form of the upper floors was defined by a diagonal atrium that drew alignment reference from the unique subdivision pattern of Kensington. This atrium, and gird set out, extends through the building providing increased opportunities to provide more articulation to the Bowen Street interface.

Further refinement of the concept resulted in the use of stone as a primary cladding material to the building's podium. This cladding, utilised in a carefully modelled façade, provided a solid "weighting" to the building's podium and established visual scale and material relationship to the surrounding built form, and heritage context.

The contextual relationship of this visually solid podium to its urban surrounds was further strengthened through the visual "lightening" of the upper floors. This approach visually 'de-emphasises' the overall scale of the building, and provides an ephemeral quality against the skyline, and backdrop of the adjacent Clayton Wesley Church. The use of a floating second glazed screen for solar control further enhances these qualities.

Design Philosophy

The built form reflects the history of the Peregrine Corporation with the solid podium representing the solid foundation of the organisation, and the contemporary lightweight form rising above representing the innovative and progressive direction of the organisation. The final design is one of international quality and provides a point of difference for the Peregrine brand.

The site is distinctive in character as it forms the intersection between the established wider Adelaide metropolitan north-south/east-west grid and the unique Kensington grid at 45 degrees, and verged by The Parade and Portrush Road. The design responds to the converging grids whilst formally addressing The Parade / Portrush Road corner and accommodating the potential future Parade road widening.

The built form is boldly defined visually with a solid four level podium consistent in materiality and height of the neighbouring church, a fourth floor transparent articulation level with external terraces and a layered glazed transparent three level tower above.

This defined built form reinforces the site proportions at both the macro and micro level. The podium is setback from all boundaries with an increased setback to The Parade and Portrush Road, providing a strong public landscaped amenity, circulation and entry address focus. The setback also reflects The Parade's character in urban context and public realm in respect to the emerging setback requirements of taller developments using the proposed Nuova Apartments as a reference. The height of the podium is reflective of The Parade's general streetscape and massing of the church.

The upper storeys are further set back from the podium edge to all main street frontages, with the greatest offset of 11m provided to Bowen Street and the opposing north/east projection towards The Parade and Portrush Road intersection. These setbacks significantly reduce the perceived mass of the building, and the visual shift of tower towards the intersection creates a dynamic crescendo and gateway gesture that mirrors the opposite church spire.

The podium upper third floor facing Bowen Street is setback an additional 4.5m to further reduce scale and impact on the adjacent residential properties both visually and in overshadowing. The effect is that the neighbouring properties are only be overshadowed by the built form from 3pm on the autumn equinox through winter solstice's to the spring equinox.

The podium terraces incorporate a continuous landscaping planter to the façade to enhance both their, and wider community's amenity. The setbacks create a habitable deck area for use by the occupants, as well as accommodating a continuous perimeter walking track on the floor.

The built form is vertically articulated with a full height atrium that extends from The Parade and Portrush Road intersection through to the Bowen Street tower façade on the Kensington grid, providing a visual and physical link through the centre of the building. The resulting atrium defines the main entry to the building whilst addressing the site corner and context. The atrium provides natural light to the centre of the building floor plates as well as supporting ESD objectives and efficient natural ventilation. All the vertical circulation is incorporated within the central atrium which creates simple clear wayfinding for the occupants and generates visual movement through activation at each floor level.

Both the podium and tower facades are “fragmented” into planes echoing the complex site proportions and boundary corners. This fragmentation reduces perceived scale, creates defined and strategic signage locations at podium level and most significantly reinforces The Parade Portrush Road intersection and the formal north/west entry and associated central atrium space. The facades are further articulated with a dynamic geometry of 7.5 degree vertically folded facets which are a contextual reference to the adjacent church spire roof slope.

The tower’s outer layered fritted glazed screen provides sun shading and enclosure to the external perimeter walkways to on each level to support the client's desire for walking tracks at each level for ‘walking meetings’ and to nurture a healthy working environment ethos.

The vision for this external treatment is to create an ephemeral top to the built form, representing the hues of the ever changing sky i.e. a white frit outer screen layered over blue glass vision panels reflecting the clear sky and clouds.

The cantilevered roof to the seventh floor restaurant and gym will also be of fritted glass to reduce the visual impact of this element, and together with the fritted glazed screen, will support the “lightening” of the built form and give the illusion of the building “dissolving” into the hues of the sky.

The window treatment generally comprises seamless, continuously glazed facades with uninterrupted views and access to daylight, thus providing a flexible and pleasant working environment for the contemporary office accommodation.

The podium façade treatment at uppers levels is design to suite both actual and future potential office accommodation with horizontal bands of stone spandrels and opening zones. Window bands in the office areas are defined by expressed black metal trim which also extend to form sun shading devices.

The south eastern zone of the podium is set to the Bowen Street boundary alignment and responds to the functional requirements of a multilevel public car-parking. The large horizontal floor plates together with the proposed floor to floor heights will enable future alternative use adaptability. The carpark extends into a full basement to minimise the impact of the total cars parking numbers on the massing of the podium.

Where carparking occurs at upper levels the opening zone band comprises fins to create a dynamic changing visual effect as it is viewed from different angles and to allow maximum natural ventilation. Importantly the band approach will also allow for ease of fin replacement with windows in the future if the carparking is converted to alternative accommodation. This treatment is interrupted on the Bowen Street Façade with full height stone fin sections to articulate this façade and to introduce landscaping trellis. At ground level the carpark façade also comprises full height stone fins to achieve

a predominantly solid grounded form, maintain the dynamic changing visual effect and maximum natural ventilation.

In addition to this approach, the client has commenced discussions with the Norwood and St Peters Council about the opportunity create a better public realm to Bowen Street through a better traffic management strategy of parallel parking and two way access to commercial properties at the northern end of Bowen Street, extended landscaping and paving treatments. Nevertheless the current proposal will improve amenity through a continuous landscaping zone within the property boundary.

Schedule of materials, finishes and colours

The proposed building material pallet and it application has been established to supporting and reinforcing the architectural form and design philosophy.

The material palette comprises glass, steel, concrete and sandstone. The emphasis placed on each material varies with the built form. The podium is to be a “heavy” solid base hence requiring visually “heavy” finishes, with the “lighter” materials dominated by glass taking prominence on the upper levels.

The podium element is constructed with an external façade comprising of sandstone cladding and expressed black metal trim and sun screening, and vertical clad stone fins to the ground floor carpark. The stone is used to reference the colour and texture of the historic fabric of the area, and in particular, the adjacent church.

As the built form elevates the materials and detailing becomes lighter, with the exterior of the occupied spaces shrouded in a series of fritted glass planes which form an ephemeral veil to the façade diminishing the scale and mass of the upper levels. The white frit on a blue glass will imitate the sky further reducing perceived mass.

Signage

The buildings corporate signage has been provided in limited controlled locations so as to not distract from the built form. At a macro level the “Peregrine” building identification is located for various distant views. Closer to site tenant signage is located for ease of identification at road level and adjacent the main entry. The Peregrine corporate identity will be in the form of applied signage to each cantilevered fritted glass screen, and be subtly lit as to not detract from the screens. The main entry sign will be located on the glass atrium.

Finally there will be a wayfinding signage overlay developed for the building and site, this will be sympathetic to the architecture whilst providing a legible method of navigating the building internally and externally.

Crime Prevention Through Environmental Design

Principles of Crime Prevention through Environmental Design (CPTED) have been integrated into the design of the Building.

The building’s main entrance, located at the busy intersection of The Parade and Portrush Road, will be identifiable and secure. Clear signage will distinguish the different uses within the building (café,

retail, office, restaurant, private gym etc) which will be accessible from the ground level reception area.

Street level legibility enables a clear sense of address for the retail and other tenancies in the building and is promoted through clear design of entry points, stairwells, lifts and exit points and will be supplemented with appropriate signage.

External lighting of the building will be multifaceted and integrated, ensuring a safe and well-lit environment for all areas of the building and perimeter, including the colonnades along Portrush Road, High Street and the Parade.

Passive surveillance over public areas is provided through the location of highly trafficked land uses with extended hours of operation such as cafes and retail fronting onto and overlooking ground level public spaces. Visibility is high when coupled with the extensive use of glazing at ground level. This is further strengthened with the open fin design to the perimeter of the carpark providing two-way passive surveillance to the carpark and the building exterior.

Decks from upper levels of the building will provide opportunities for elevated casual surveillance over Bowen Street and High Street.

The building has been designed to avoid areas that could provide for potential entrapment. Blind corners and dead ends have been avoided and clear lines of sight are provided. Pedestrian routes are typically straight and have good lines of sight. Pedestrian amenity in the public realm is enhanced through a generous footpath width, additional street tree planting, associated ground level landscaping, bollard lighting and the retention of street lighting.

Landscaping will be selected not only for its sustainable growing properties and green impact but also for CPTED properties and thus clean trunked trees and low scale vegetation prevail over bushes and shrubs that of themselves can provide opportunities for concealment.

CCTV surveillance will be used internally and externally around the perimeter and car parking areas. Whilst CCTV is not a fail-safe mechanism to avoid crime, in conjunction with those other mechanisms, it is a clear deterrent.



APPENDIX I

LANDSCAPE DESIGN REPORT PREPARED BY OXIGEN

Peregrine Head Office Development

LANDSCAPE DESIGN

AUGUST 2016

oxigen

Context



Landscape approach

The Peregrine Head Office development, located at the intersection of The Parade and Portrush Road, is a prominent corner site with significant road frontage. The development will be a landmark for the precinct that requires a high quality public realm and private open space.

The public realm is functional and responds to the internal uses of the building that include mixed use office, retail and commercial functions.

Ground level

At street level, low height raised planters provide enclosure to the street and respond to the ground level uses of the building. Deciduous street trees provide shade and amenity and extend the existing avenue tree planting of The Parade.

Bowen Street (not included in Development Application)

Bowen Street provides service access to the development, on-street carparking and enhances permeability through the site. Planting of deciduous trees and groundcovers softens the street and provides shade and amenity for users.

Carpark facades

Vertical gardens (climbers) grow on the facade of the ground and first level carpark and provide a green fringe to the architectural form of the building.

Upper level private balconies

Private balconies located on levels 2 and 3 provide private open space for users with outlook across the Adelaide Hills and surrounding suburbs. Raised planters to the perimeter of the balconies are planted with suitable species for low and full sun conditions.

Character

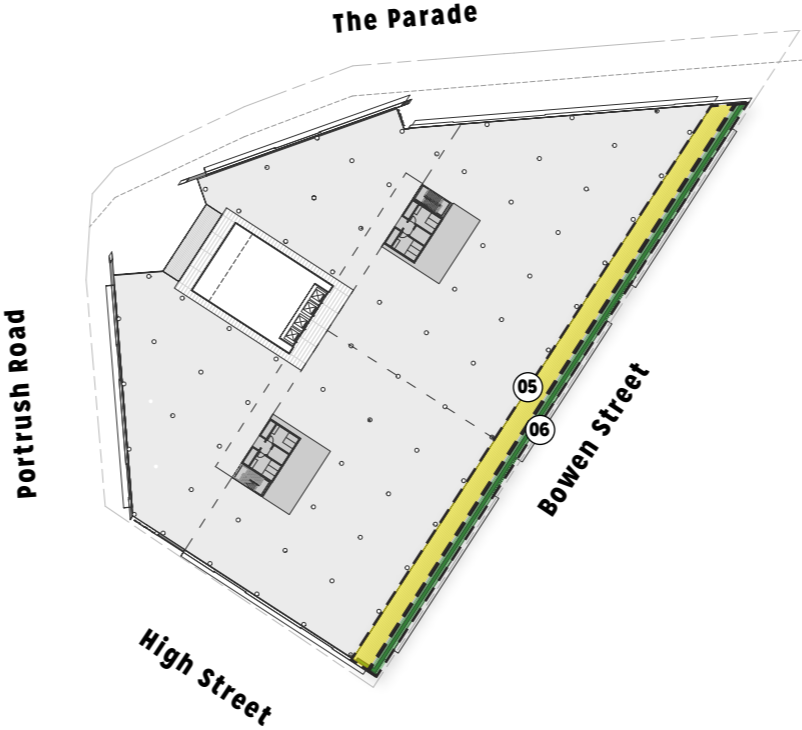


Extent



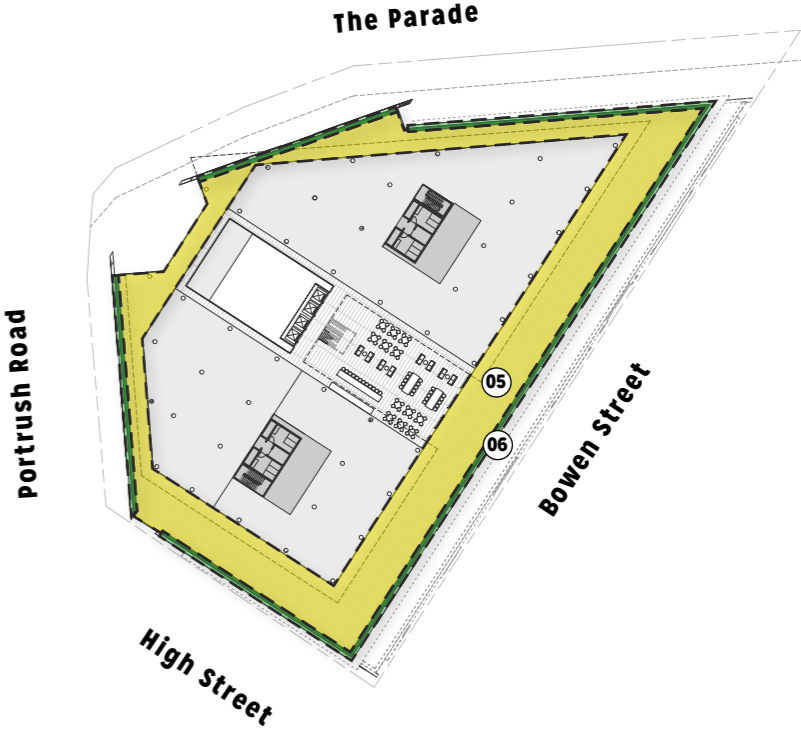
Ground Level

- 01. Streetscape
- 02. Building interface
- 03. Bowen Street (not included in Development Application)
- 04. Carpark facade



Level 03 Balcony

- 05. Balcony
- 06. Raised planters



Level 04 Balcony

- 05. Balcony
- 06. Raised planters

Extent

01 Streetscape

PHILOSOPHY:

To establish an avenue of deciduous trees providing shade and enhancing the street experience and amenity.



USERS:

Pedestrians and building visitors.

MATERIALITY:

Robust and long lasting materials consistent with The Parade. Bold deciduous street trees and street furniture providing shade and amenity.

02 Building Interface

PHILOSOPHY:

To establish a green edge to the road allowing the functions of the ground level to actively engage with the street.



USERS:

Pedestrians, general public and building visitors.

MATERIALITY:

Robust and high quality materials suitable for higher use area. Raised planters with ornamental planting and small deciduous trees.

03 Bowen Street

(not included in Development Application)

PHILOSOPHY:

Shared use streetscape providing service access, carparking and pedestrian and cycling access to the rear of the development.



USERS:

Pedestrians and cyclists, general public, building users, services.

MATERIALITY:

High quality ground surface materials with deciduous street trees.

04 Carpark Facade

PHILOSOPHY:

To articulate the ground and first floor carpark facades with vertical gardens (climbers) and mesh.



USERS:

Carpark users.

MATERIALITY:

Steel mesh trellis with climber.

05 Balconies

PHILOSOPHY:

To provide a green edge to the upper level balconies that cascade over the building facade.



USERS:

Building visitors.

MATERIALITY:

Ornamental planting in raised planters suitable for low light and full sun conditions.

Planting

Plant species selected have proven reliability in urban settings and are able to withstand the site specific microclimates at ground and balcony levels. The planting design incorporates the following initiatives:

- Plant structure and form to create interest and variety
- Use of trees to provide amenity and seasonality
- Species tolerance of deep shade and sun
- Distinct and consistent planting styles for each landscape zone

Street trees



Sophora japonica
Japanese Pagoda Tree



Lagerstroemia indica 'Natchez'
Crepe Myrtle

Ground Level



Ground level planting softens hardscape elements and provides colour and texture in the public realm. Small deciduous flowering trees contribute shade and buffer the adjacent roads.

Climbers



Trachelospermum jasminoides
Star jasmine

Hibbertia scandens
Snake vine



Hardy climbers with proven reliability in urban settings are planted on steel mesh provide a green fringe to the building facade to the carpark.

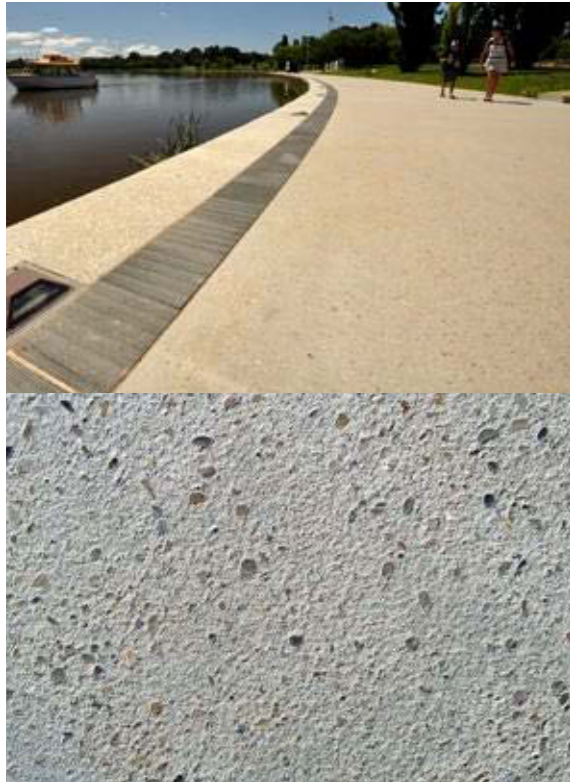
Balconies



Garden beds on the level 2 and 3 balconies provide a green edge to the building. Plants are selected for their diversity, tolerance to sun and minimal maintenance qualities.

Materials & Elements

Materials and landscape elements are fundamental in establishing a public realm and private open space character that is reflective of the unique sense of place of the area and provides amenity for users. Materials and elements are selected for their robust qualities and low maintenance requirements.



Paving

In-situ concrete, concrete and stone unit pavers



Ground level planters

Concrete and steel raised planters



Vertical facade

Steel mesh trellis with climbing plants



Furniture & lighting

Feature lighting and tree up-lighting

Ground level concept



KEY

- ① Raised planters
 - ② Paved entry and footpaths around building
 - ③ Tree planting in The Parade verge (*Sophora japonica*)
 - ④ Future carparking along Bowen Street with street tree planting (not included in Development Application)
 - ⑤ Existing Bowen Street Trees to be retained.
 - ⑥ Vertical climbing plants on trellis
 - ⑦ High Street tree planting (subject to council approval)
 - ⑧ Footpath access to foyer and cafe
- Vehicle Access
- Primary Pedestrian Access
- Bowen Street (Not included in Development Application)



APPENDIX J

FUTURE URBAN VISION PREPARED BY MPH

The Parade

The Parade

Portrush Road

High Street

Bowen Street

Residential

Warehouses

Possible Future Tram / Road widening - 4500mm offset

3 spaces

Vehicle Entry/Exit

Waste 165sqm

Loading area (3 spaces)

Collection Point

Cafe / Retail 380sqm

Lobby 300sqm

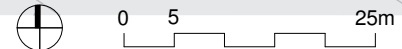
Recep.

Cafe / Retail 680sqm

2700sqm
60 Car parks
Total Car parks 296
M/Bikes 12

State Heritage Place

The Arena Community Club



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Peregrine Head Office Development
Future Urban Vision

1465 17/08/2016 scale 1 : 500 @ A3 SK57 (3)

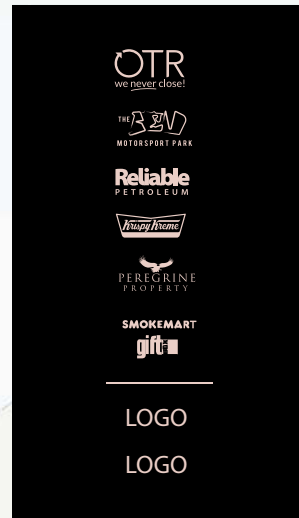
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APPENDIX K

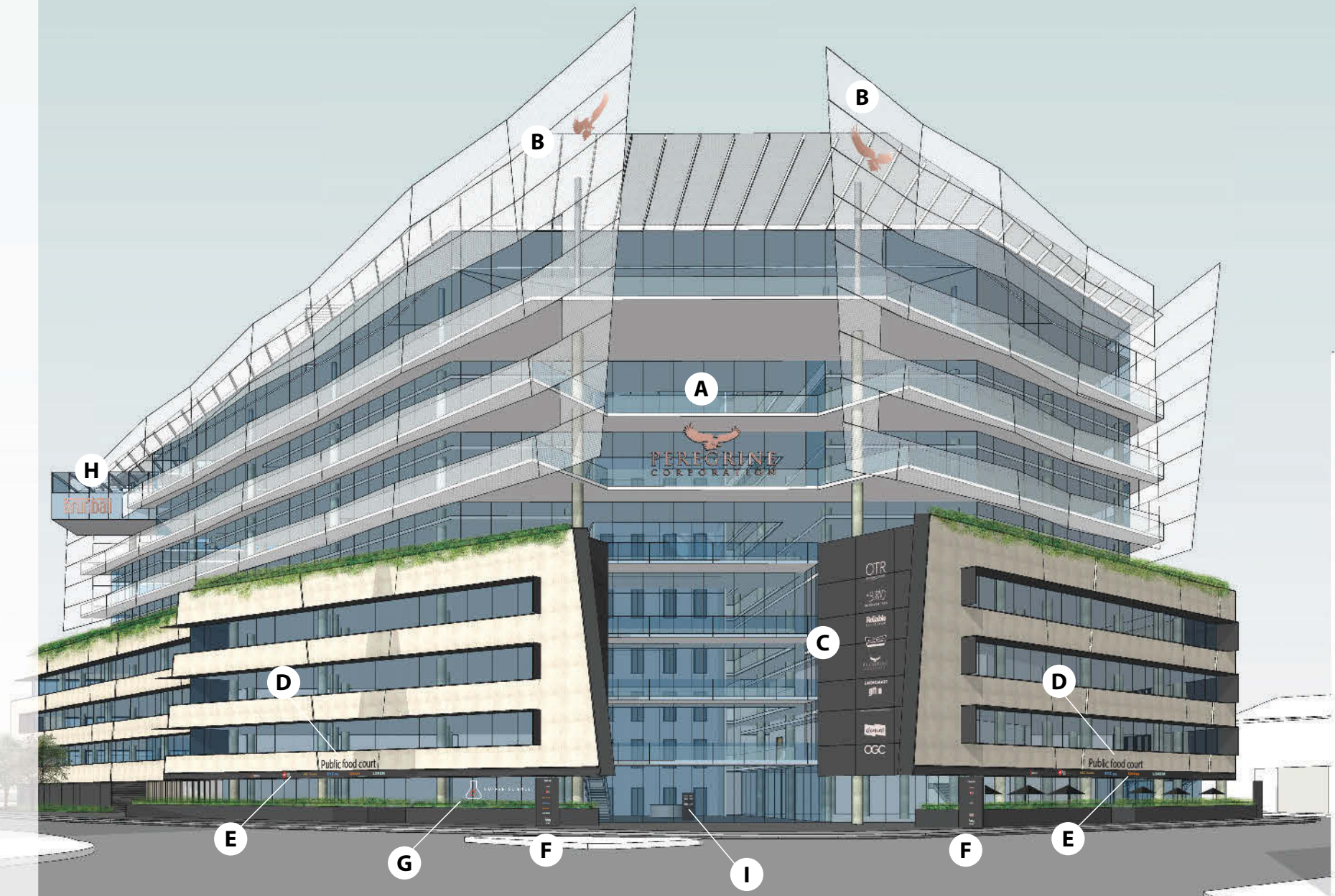
SIGNAGE PLANS PREPARED BY MPH

- A** Peregrine Corporation
Stainless steel sign with copper effect - 7500 x 3500mm
- B** Peregrine mark
Stainless steel sign with copper effect - 7500 x 3500
- C** All signs stainless steel sign with copper effect



- C1** OTR logo- 1700 x 1000mm
- C2** The Bend Motorsport Park logo- 1800 x 900mm
- C3** Reliable Petroleum logo- 1800 x 670mm
- C4** Krispy Kreme logo- 1700 x 600mm
- C5** Peregrine Property logo - 1800 x 870mm
- C6** Smokemart Giftbox logo - 1800 x 900
- C7** External tenant logo 1 - 1500 x 600
- C8** External tenant logo 2 - 1500 x 600

- D** Food court signage x 2
Dark steel finish with back illumination onto stone - 500 x 5000
- E** Eave food court offer signage x 2 sets
Back illuminated through dark steel strip
Each logo max 1600 x 500
- F** Pedestrian food court sign x 2
Dark steel with uplight 1000 x 2500
- G** Cafe window graphics
Lasercut acrylic mounted on window 4000 x 1200
- H** Restaurant signage
Edge-lit Stainless steel sign with copper effect - 4000 x 1400mm
- I** Foyer pylon
(Inside foyer)



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ARTIST IMPRESSION
 Peregrine Head Office Development
 South East view from The Parade

1465 17/08/2016 scale @ A3 SK25 (7)
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J Peregrine mark
Stainless steel sign with copper effect - 7500 x 3500

K All signs stainless steel sign with copper effect



K1 Peregrine Corporation logo- 2100 x 900mm

K2 OTR logo- 1300 x 800mm

K3 The Bend Motorsport Park logo- 1300 x 670mm

K4 Reliable Petroleum logo- 1300 x 570mm

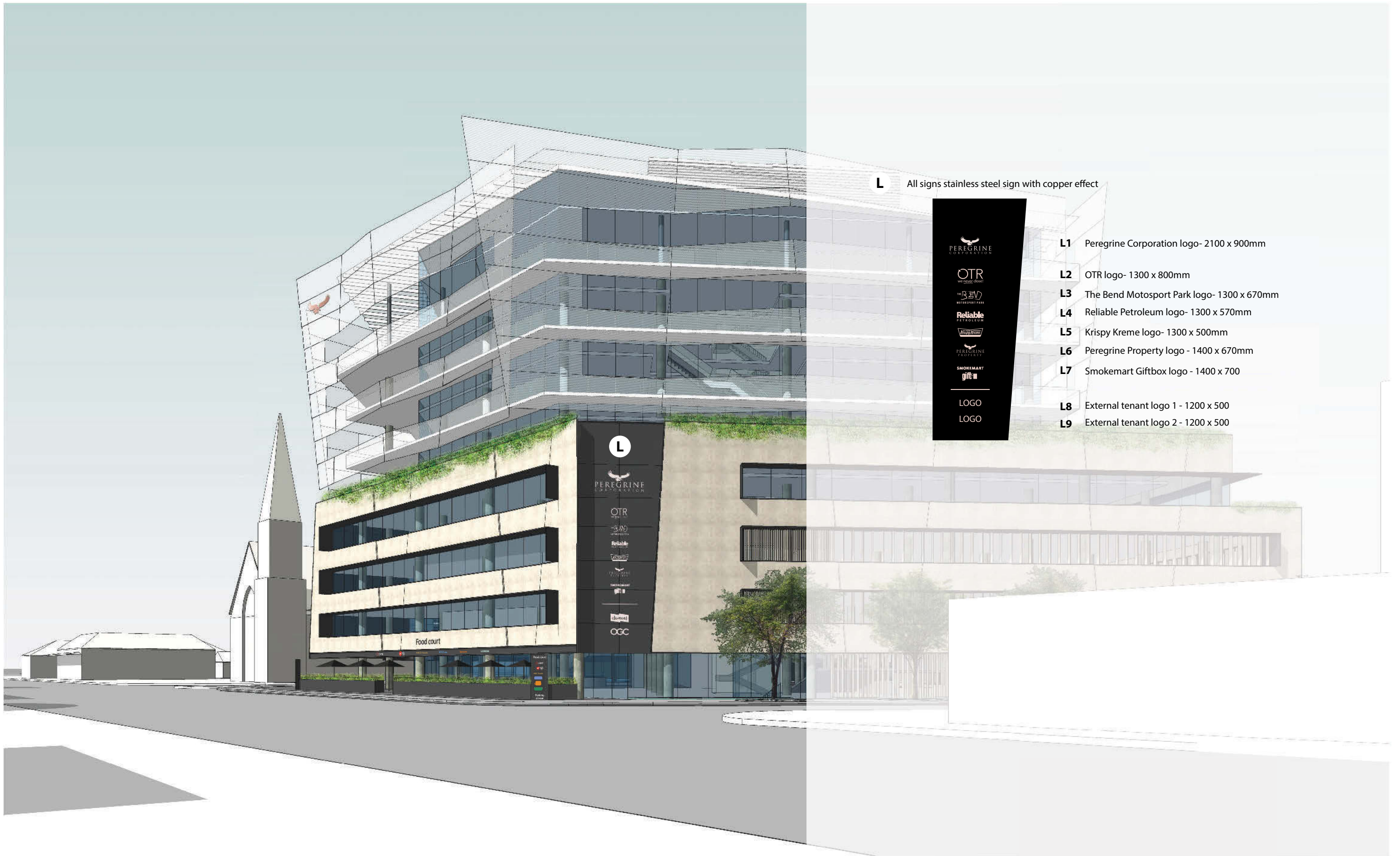
K5 Krispy Kreme logo- 1300 x 500mm

K6 Peregrine Property logo - 1400 x 670mm

K7 Smokemart Giftbox logo - 1400 x 700

K8 External tenant logo 1 - 1200 x 500

K9 External tenant logo 2 - 1200 x 500



L All signs stainless steel sign with copper effect



- L1** Peregrine Corporation logo- 2100 x 900mm
- L2** OTR logo- 1300 x 800mm
- L3** The Bend Motosport Park logo- 1300 x 670mm
- L4** Reliable Petroleum logo- 1300 x 570mm
- L5** Krispy Kreme logo- 1300 x 500mm
- L6** Peregrine Property logo - 1400 x 670mm
- L7** Smokemart Giftbox logo - 1400 x 700
- L8** External tenant logo 1 - 1200 x 500
- L9** External tenant logo 2 - 1200 x 500



- M** Peregrine Corporation sign
Stainless steel sign with copper effect - 6000 x 3000mm
- N** Car Park signage
Dark steel finish with back illumination onto stone - 500 x 2600
- O** Car Park Details
Non-illuminated lettering mounted onto black metal - 1500 x 800
- P** Bowen Street Details x 2
Non-illuminated lettering mounted onto black metal - 1500 x 800



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ARTIST IMPRESSION

**Peregrine Head Office Development
High St looking West**

1465 17/08/2016 scale @ A3 SK49 (5)

Whilst every effort has been made to capture all relevant details on these plans, it is acknowledged that these plans are for planning purposes only and may not contain complete information pertaining to the development. All relevant and necessary details will be documented in the detailed design and plans submitted for Building Rules Consent.



APPENDIX L

TRAFFIC REPORT PREPARED BY GHD



Peregrine Corporation
Transport, Access & Pedestrian
Impact Assessment Report
Peregrine Head Office
270 The Parade Kensington

August 2016

Executive summary

The following Report is to specifically address the transport, access and pedestrian requirement of the Development Assessment Commission's consideration of the preliminary development proposal.

This assessment included (among other matters) an investigation of the following;

“Guideline 4: The development proposes substantial new building works on a site affected by the Metropolitan Adelaide Road Widening Plan and is adjacent to a corridor identified within the Integrated transport and Land Use Plan as potentially being impacted by a new tram line.”

“Guideline 6: The proposal includes two new access points, one on The Parade in close proximity to the Portrush Road/the Parade signalised intersection and one on High Street in close proximity to the Portrush Road/High Street junction. In this regard, the proposal should not result in traffic impacts to the adjacent roads, or create road safety issues at or along the roads, particularly Portrush Road. The safe and efficient operation of Portrush Road and The Parade as well as the Portrush Road/The Parade intersection and the Portrush Road/High street junction must be maintained.”

Consequently, GHD has identified the potential road widening and/or setback requirements necessary to facilitate future road improvements at this location with particular emphasis on public transport projects identified in State Government's *“Integrated Transport Land Use Plan”*.

Traffic volumes on The Parade within this particular area range between 16,800 AADT and 13,900 AADT although the expected growth rate at around 2031 could result in a decrease in The Parade traffic volumes (decreasing to 11,500 and 14,700 AADT respectively). The overall cross sectional capacity of the eastern end of The Parade has also been a determining factor in which of the Tram options could ultimately adopted.

Based upon the information obtained and considered by GHD it is considered the adoption of an eight (8) metre wide segregated Tram Path is not warranted east of Portrush Road and the “Gauntlet” Tram (one lane width) running also has considerable constraint in platform design and dual track sections to enable opposing trams to pass each other. It is however, recommended that Shared (Tram/ Vehicle) running lanes of 3.5 m be considered further.

Accordingly, it is recommended that the Peregrine Corporation allow for generally a 4.5 m road widening adjustment to The Parade boundary of the site, subject to DPTI support for the proposed development within the current Portrush Road boundary to accommodate.

GHD has also evaluated the traffic impact of the development on the surrounding road network by undertaking traffic analysis and modelling of the proposed access points and the affected road intersections/junctions (i.e. Portrush Road/The Parade intersection and Portrush Road/High Street junction).

An evaluation of the adequacy of the existing pedestrian facilities along Portrush Road and The Parade has also been concluded and identification of improvements included within the building setback and design. The proposed design strengthens the link with the “Main Street Shopping/Business Precinct” on the western side of the Portrush Road.

GHD considers the MPH design significantly improves pedestrian safety and amenity. An assessment of the proposed parking arrangements has also been assessed and is discussed in the following report.

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Appendices

Appendix A Preliminary Sketch Plans & Turning Profiles

Appendix B Road Geometry for Potential Tram

1. Project Background

1.1 Introduction

This section provides a brief overview of the project background and work to date.

1.2 Development Application

GHD Pty Ltd (GHD) has been engaged by Peregrine Corporation Pty Ltd (Peregrine), to prepare a "Traffic Impact Assessment Report" to support its development application associated with a proposed site redevelopment of the Peregrine Headquarters at the Portrush Road and The Parade intersection, Kensington.

1.3 Existing Site Operations

The existing 4296 m² Office and Warehouse accommodation includes provision for 310 staff members and additional Meeting Room space of 156 m² and Training Rooms of 228 m².

Two separate parking areas are available at the site, a small visitor parking area of six (6) spaces in the north-west corner of the property accessed via Portrush Road and another car park of forty-one (41) spaces in the northeast corner of the site accessed via Bowen Street.

Truck deliveries are currently made via Bowen Street.

1.4 Development Proposal

It is proposed (by the developer) that:

1. The existing Office will be demolished and replaced with a new six level integrated Offices / commercial building including training, gymnasium, retail, café and restaurant facilities.
2. Car parking is proposed over four levels including provisions for people with disabilities;
3. Motor cycle parking and "End of Trip" bicycle parking facilities have also been included;
4. Streetscape improvements are also proposed to Portrush Road and The Parade;
5. Primary vehicular access arrangements will be via entries at High Street and The Parade together with a secondary 'service area' accessed to Bowen Street.

2. Existing Traffic Conditions

2.1 Introduction

This section sets out the existing traffic conditions in the vicinity of the subject site. Data collected about the existing conditions has been sourced from DPTI, Council and a site visit on 6 May 2016 by GHD.

2.2 Site Location

The site is known locally as 270 The Parade Kensington, South Australia as shown in Figure 1.



Figure 1 Site Locality Plan (Source Google Maps 2016)

2.3 Road Network

Portrush Road functions as an Arterial Road and is managed and maintained by the Department of Planning, Transport and Infrastructure (DPTI) and is configured as follows:

- Dual southbound traffic lanes of (3.3 m) & (3.0 m) and northbound traffic lanes (3.3 m) and (3.0 m), governed by the speed limit of 60 km/h;
- Segregated right turn lanes (3.0 m) at The Parade intersection;
- Segregated right turn lane (3.0 m) within a raised median at the High Street intersection;
- Bicycle Lanes (1.2 m) on Portrush Road with associated full time parking restrictions;
- Footpath paving adjacent to the site is full depth of kerb to boundary;

The Parade (West) also functions as an Arterial Road and is managed and maintained by the Department of Planning, Transport and Infrastructure (DPTI) and is configured as follows:

- Dual eastbound traffic lanes of (3.0 m) & (3.0 m) and a left turn slip lane for northbound vehicle movements of (4.6 m);
- Dual westbound traffic lanes (3.0 m) and (3.0 m), governed by the speed limit of 50 km/h;
- A raised median of 0.5 m at the Portrush Road intersection that expands to 3.3 m west of Cairns Street;
- Footpath paving on both corner quadrants exists between the full depth of kerb to boundary;

The Parade (East) functions as a Secondary Arterial Road which is managed by the City of Norwood Payneham & St. Peters (NPSP) and is configured as follows;

- Dual eastbound traffic lanes of (3.0 m) & (3.6 m) and a left turn slip lane for southbound vehicle movements of (4.6 m);
- Dual westbound traffic lanes (3.1 m) and (3.0 m), governed by the speed limit of 60 km/h;
- A raised median of 0.5 m at the Portrush Road intersection;
- Footpath paving on both corner quadrants exists between the full depth of kerb to boundary;

The intersection of Portrush Road and The Parade is controlled by traffic signals.

High Street is a local road under the control and management of Council (NPSP) and is configured as follows;

- Single traffic lanes (4.8 m) & (4.8 m) in each direction, governed by the urban speed limit of 50 km/h;
- Footpath paving exists on both corner quadrants the full width of kerb to boundary.

Bowen Street is also a local road under the control and management of Council (NPSP) and is configured as follows;

- A single traffic lane (5.8 m) in the north-eastbound direction, governed by the urban speed limit of 50 km/h;
- Footpath paving exists on both corner quadrants between the kerb and boundary.

2.4 Existing Site Access and Egress

Access to the site is currently via existing inverts and crossovers on Portrush Road and Bowen Street.

The Portrush Road access driveway links to an existing car park for visitors accommodating six (6) spaces used as the primary visitor entry.

Bowen Street is a “one way” road, which provides access to a staff carpark of forty-one (41) spaces and connects to an adjacent Peregrine Corporation site used as a storage/delivery and logistics property.

Pedestrian entry points for the general public are restricted to the main foyer off The Parade /Portrush Road supplemented with authorised staff access permitted to entry points off Bowen Street, The Parade and High Street.

2.5 Existing Traffic Volumes

Recorded traffic volume information has been obtained from DPTI and Council which has revealed the following;

- Portrush Road, north of Kensington Road annual average daily traffic 36,400 including (7% Commercial Vehicles) (Source: DPTI 2015);
- Portrush Road, south of Magill Road annual average daily traffic 36,700 including (7% Commercial Vehicles) (Source: DPTI 2015);
- The Parade, east of Portrush Road annual average daily traffic 13,200 including (3.5% Commercial Vehicles) (Source: DPTI 2015);
- The Parade, west of Portrush Road annual average daily traffic 16,400 including (2.8% Commercial Vehicles) (Source: DPTI 2014);
- Bowen Street, north of High Street 300 vehicles per day (Source: Council April 2005);
- High Street, east of Bowen Street 1500 vehicles per day (Source: Council April 2005);

Note: No recent traffic volumes were available for Bowen Street and High Street. As such, a 10% growth was added to each street and an extra 10 trips per day for each residential property on Bowen Street was added. Therefore, the annual average daily traffic count used for Bowen Street was 510 vehicles per day and 1650 vehicles per day for High Street.

2.6 Crash History Portrush Road / The Parade

Road crash data for the last complete five (5) year period has been obtained from DPTI (SA Map Viewer) for the area including the intersections of Portrush Road / The Parade; Kensington Park.

Table 1 Crash history for the intersection of The Parade and Portrush Road

Crash History 2010 - 2015									
Location	PDO	Injury	Rear End	Right Turn	Right Angle	Side Swipe	Hit Fixed Object	Hit Pedestrian	Other
Centre of Intersection	40	12	30	12	4	4	0	0	2
Portrush Road (North)	9	3	7	0	1	3	0	1	0
Portrush Road (South)	1	1	1	0	0	1	0	0	0
The Parade (East)	2	2	3	0	0	0	1	0	0
The Parade (West)	1	0	1	0	0	0	0	0	0
Total	53	18	42	12	5	8	1	1	2

Seventy-one 71 crashes were recorded at the intersection of Portrush Road and The Parade during the five (5) year period between 2010 and 2015. The majority of the crashes were 'rear end' collisions with 42 and the second highest crash type of 'right turn' with a total of 12.

Future remodelling of this intersection to account for the installation of a tram service should take the frequency and prevalent crash type into account in designing the lane and traffic signal phasing changes.

2.7 Crash History Portrush Road / High Street

Assessment of crash records has revealed that there has been three (3) reported crashes associated with this junction; however, it is also noted that these crashes may have been caused by the conflict created with the right turn lane into High Street and the right turn lane into The Parade.

One of the crashes occurred during night time conditions and was within the right turn lane directly opposite High Street, classified as a “hit fixed object” that resulted in property damage only (PDO). The two remaining crashes both occurred during day time conditions and resulted in PDO. One of the crashes was a “rear end” and the other was a “side swipe” with both occurring within the right turn lane into High Street.

As the crash numbers at the intersection of High Street and Portrush Road are generally low, no conclusions can be drawn from the crash data.

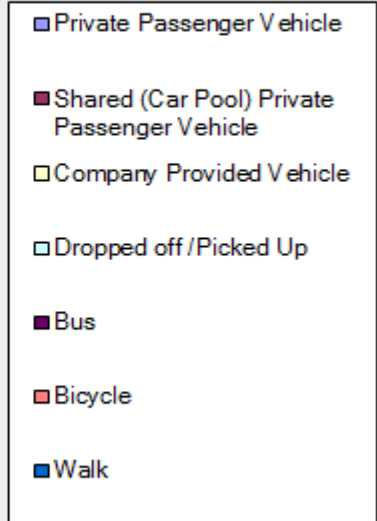
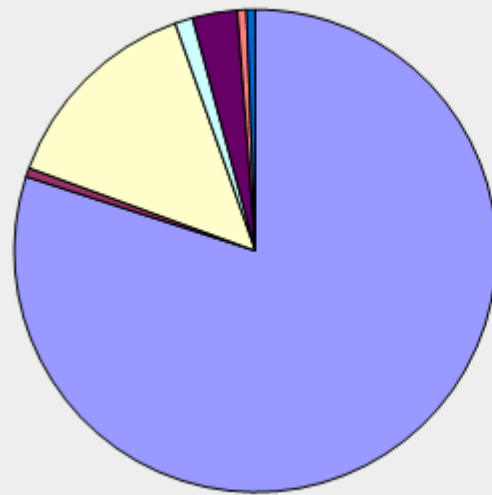
2.7 Existing Staff Travel Patterns

As part of the collection of data related to the existing travel patterns Peregrine Corporation arranged to survey the existing transport mode, timing and orientation of staff movements to and from work during April 2016.

Of the 310 staff 164 responded representing a solid 53% return rate with the following results;

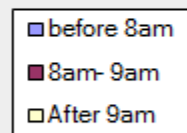
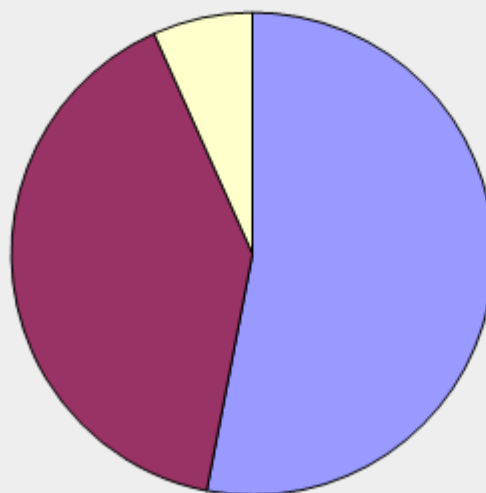
What mode of transport do you use to get to/from work each day?		
Answer Options	Response Percent	Response Count
Private Passenger Vehicle	79.9%	131
Shared (Car Pool) Private Passenger Vehicle	0.6%	1
Company Provided Vehicle	14.0%	23
Dropped off /Picked Up	1.2%	2
Bus	3.0%	5
Bicycle	0.6%	1
Walk	0.6%	1
Comments - Note any variations to this pattern (days and time)		15
	<i>answered question</i>	164
	<i>skipped question</i>	0

What mode of transport do you use to get to/from work each day?

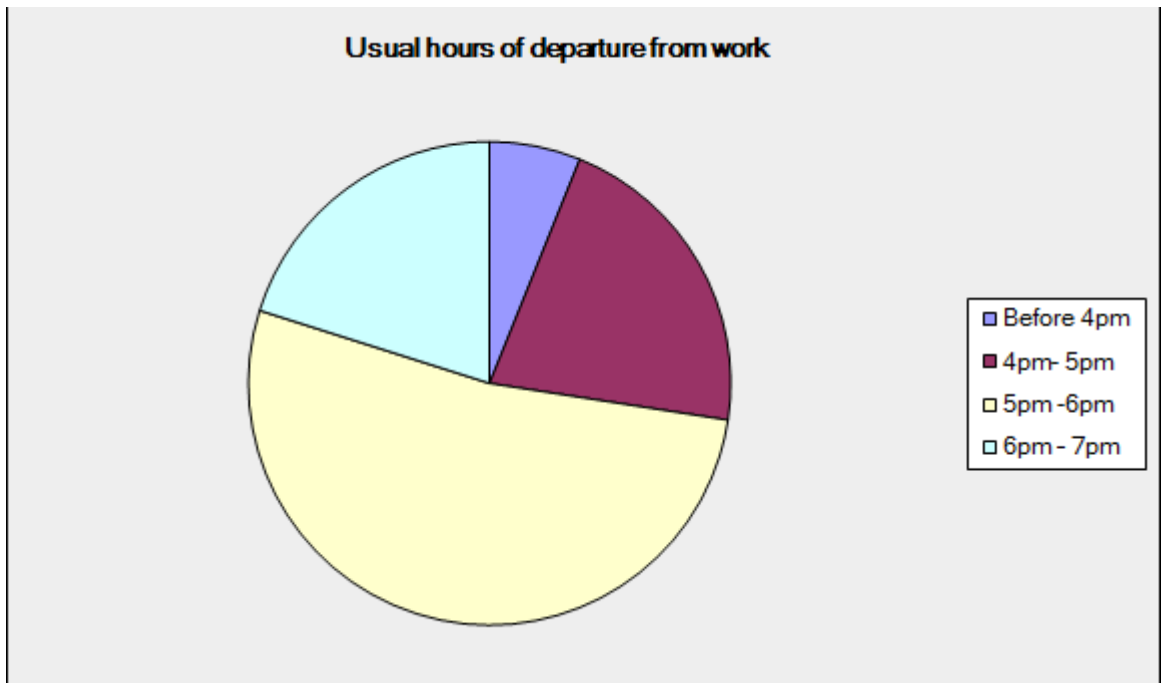


Usual hours of arrival to work		
Answer Options	Response Percent	Response Count
before 8am	53.0%	87
8am- 9am	40.2%	66
After 9am	6.7%	11
answered question		164
skipped question		0

Usual hours of arrival to work



Usual hours of departure from work		
Answer Options	Response Percent	Response Count
Before 4pm	6.1%	10
4pm- 5pm	21.3%	35
5pm -6pm	52.4%	86
6pm - 7pm	20.1%	33
answered question		164
skipped question		0



Route used to arrive at/depart from work?		
Answer Options	Response Percent	Response Count
Generally East of the Peregrine site via The Parade	22.7%	37
Generally North of the Peregrine site via Portrush	39.3%	64
Generally West of the Peregrine site via The Parade	13.5%	22
Generally South of the Peregrine site via Portrush	24.5%	40
answered question		163
skipped question		1

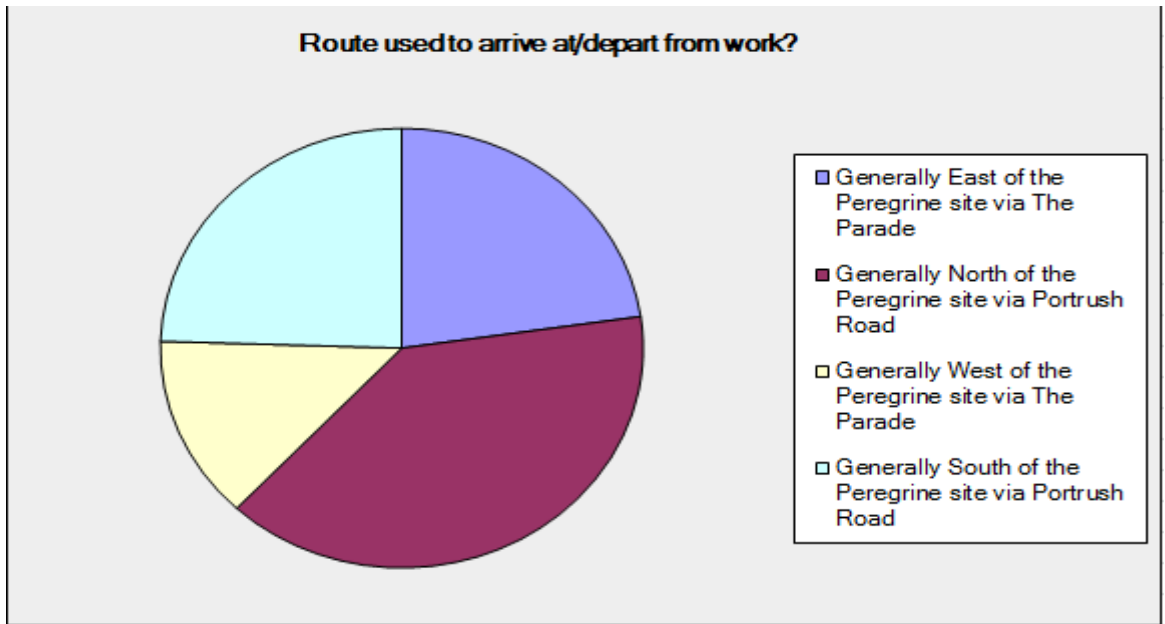


Figure 2 Existing Staff Travel Patterns (Source Peregrine Corporation 2016)

2.8 Video Traffic Surveillance

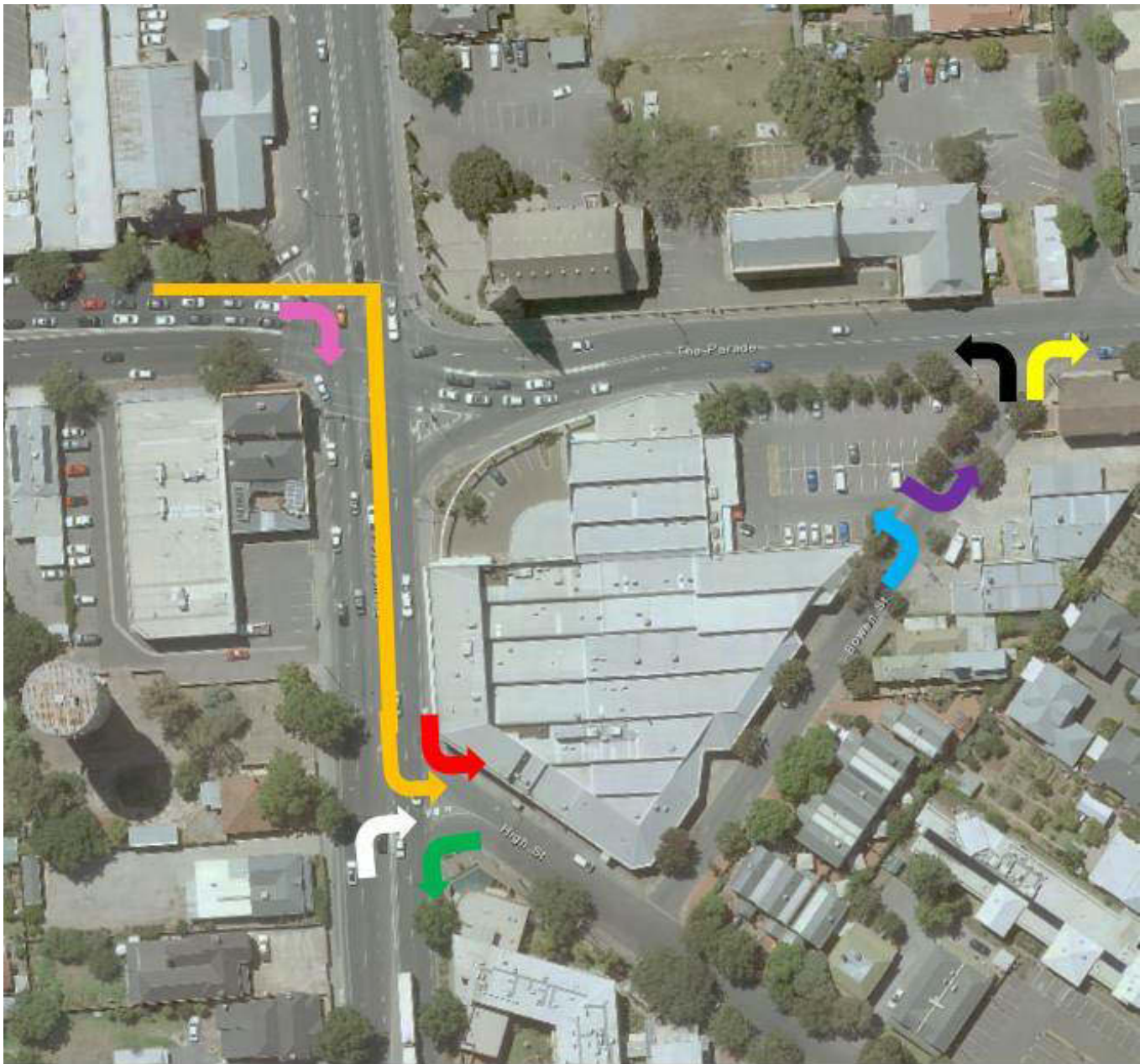
Vehicle turning movements (during 'peak hour' traffic flow) related to access and egress to the existing Peregrine Head Office was conducted using video surveillance on Thursday 10 March 2016 (am) and Friday 11 March 2016 (pm).

Camera equipment was set up at the intersection of Portrush Road /The Parade, Portrush Road /High Street and Bowen Street /The Parade, Kensington.

Key findings:

- During 8.00 – 9.00 am there were 120 right turn movements out of The Parade (West) and 34 of these vehicles turned left into High Street;
- During 7.30 - 8.30 am there were 36 right turns and 83 left turns from Portrush Road into High Street;
- During the same period 149 left turns out of High Street into Portrush Road;
- Between 8.00 – 9.00 am 32 vehicles turned left out of Bowen Street and 6 turned right into The Parade;
- During 4.00 – 5.00 pm there were 163 right turn movements out of The Parade (West) and 19 of these vehicles turned into High Street;
- During 5.00 – 6.00 pm there were 63 right turns and 38 left turns from Portrush Road into High Street;
- During the same period 74 left turns out of High Street into Portrush Road; and
- Between 4.00 – 5.00 pm 26 vehicles turned left out of Bowen Street and 5 turned right into The Parade.

Figure 3 details a summary of the video survey results.












Movement									
AM Peak	86	34	134	36	149	30	0	6	32
PM Peak	144	19	38	63	74	0	10	5	26

Figure 3 Austraffic Pty Ltd Video Surveillance Survey 2016

3. Projected Traffic Generation

3.1 Traffic Generation of Proposed Development

To establish the traffic generation rates for the proposed development reference has been made to the NSW Roads and Traffic Authority (RTA) “Guide to Traffic Generating Development”

This source recommends the following traffic generation rates;

- “Office/ Commercial Premises – Daily traffic generation rate of 10 trips per 100m² of GFA and evening peak hour (5pm – 6pm) of 2 trips per 100m² GFA”;
- “Retail less than 10,000m² - Daily traffic generation rate of 121 trips per 100m² of GFA and peak hour (4.30 pm -5.30 pm Friday and 11am-12 noon Saturday) of 12.5 trips per 100m² GFA”;
- “Restaurant – Daily traffic generation rate of 60 trips per 100m² of GFA and peak hour of 5 trips per 100m² GFA”;
- “Gymnasium - Daily traffic generation rate of 20 trips per 100m² of GFA and evening peak hour (6pm – 7pm) of 3 trips per 100m² GFA”;

A Training Theatrette is now to be accommodated within the development. Although, direct reference for this particular application has not been found within the above references, the 8th Edition of the International Traffic Engineers “Trip Generation” Report recognises the traffic generation rates for such a land use in the United States of America. Given that there are no Australian documents that have such an assessment comparison, this guide has been adopted in this instance.

The projected traffic generation has been summarised in Table 2;

Table 2 Traffic Generation Projections for Proposed development

Use	Unit	Daily Generation	Peak Hour	Peak Hour Generation
Office/ Comm.	9010m ²	901 trips	5 pm – 6 pm	180 trips
Meeting / Training Rooms	2765m ²	277 trips	3 pm – 4 pm	55 trips
Retail / Café	1060m ² (70% R) (30% C)	898 trips 385 trips	4.30 pm- 5.30 pm Friday; 11 am – 12 noon Saturday	129 trips
Restaurant / Members Area	470m ²	282 trips	12 noon -1 pm Friday; 7 pm- 8 pm Saturday	24 trips
Gymnasium	1055m ²	211 trips	6 pm – 7 pm weekdays	32 trips
Theatrette	350 Seats	616 trips	Dependant on training sessions	25 trips
Total		3570 trips		180 trips (Highest)

The 665m² accommodation area is for very rare international business partners' short term stay and has not been included within the above figures as it will not generate frequent residential or hotel style traffic movements.

3.2 Traffic Generation of Existing Peregrine Offices

To establish the variation in daily and peak hour traffic movements, a similar assessment of the existing site activity from the total Office / Commercial GFA of 4680 m², would equate to 468 daily vehicle trips and 94 trips during the peak period of 5 pm to 6 pm.

Accordingly, the proposed development would realise a projected increase in daily vehicles trips of 3102 trips (being 3570 minus the existing 468) and the highest peak hour variation would mean an increase of say 86 trips (being 180 minus the existing 94).

3.3 Traffic Circulation

Traffic circulation at the site is projected to remain as a predominantly anticlockwise rotation based upon median restrictions affecting turning movements and the Bowen Street 'one way' orientation heading north. The existing driveway crossovers in Bowen Street and High Street will be closed with new facilities to be constructed to cater for the swept path of vehicles entering the car park areas. Access and egress will also be available via The Parade, which is restricted by an existing median that will mean access will be via left in and left out vehicle movements.

Access to the site for heavy rigid vehicles used for refuse collection will be via Bowen Street and include a parallel parking area just north of the car park access to enable waste transfer from the enclosure in the northeast corner of the site.

The position of these driveway crossovers and the location of fixed objects within the site have been assessed against road safety requirements and for clear unobstructed access and egress a 12.5 m Heavy Rigid Truck potentially collecting waste. Analysis of the turn paths is provided as part of Appendix A – GHD Sketch Plans 33-181714 SK312.

B99 passenger vehicle movements both through and within the car park have also been assessed and are detailed in Appendix A.

3.4 Projected Traffic Growth

DPTI modelling for the projected overall traffic growth rate of Portrush Road and The Parade indicates an expectation of Portrush Road increasing from 36,400 AADT (2016) to 40,500 AADT (2031) and The Parade, which presently has 13,900 AADT (2016) decreasing to 11,500 AADT (2031).

Subject to resolution of the alignment and functional design of the proposed tram corridor on The Parade the above traffic growth figures may vary.

3.5 Staff Traffic Distribution Survey

Traffic circulation patterns derived from a recent 2016 staff travel survey are another indication of the existing office /commercial traffic distribution.

3.6 Projected Traffic Distribution

The implications of the site design parameters, management controls proposed by the recommendations, together with the current travel patterns has been considered and GHD has concluded the following assumed distribution of traffic associated with the site redevelopment;

Projected additional peak hour (5 pm -6 pm)_traffic will equal the projected office peak hour trips of 180 plus the retail/ café trips of 129 and minus the existing site movements (180 projected vph + 129 projected vpd – 86 = 223 vph).

Based upon the measured staff survey traffic distribution outcomes, an extrapolation of those results would mean a peak hour projection of;

- The Parade travelling east – estimated 23% or approximately 51 vph;
- The Parade travelling west – estimated 13% or approximately 29 vph;
- Portrush Road travelling south - estimated 25% or approximately 56 vph
- Portrush Road travelling north - estimated 39% or approximately 87 vph

A SIDRA assessment has been undertaken on this increase and is provided in Section 5.



Figure 4 Predicted Staff Traffic Distribution AM Peak



Figure 5 Predicted Staff Traffic Distribution PM Peak

4. Metropolitan Adelaide Road Widening Plan (MARWP) & Integrated Transport and Land Use Plan (ITLUP).

4.1 Major Development Requirement “Guideline 4”

As part of the Development Assessment Commission’s consideration of the preliminary proposal, it required the preparation of a Development Report that included (among other matters) an assessment of the following;

“Guideline 4: The development proposes substantial new building works on a site affected by the Metropolitan Adelaide Road Widening Plan and is adjacent to a corridor identified within the Integrated transport and Land Use Plan as potentially being impacted by a new tram line.”

Consequently, GHD has identified the potential road widening and/or setback requirements necessary to facilitate future road improvements at this location with particular emphasis on public transport projects identified in ITLUP.

4.2 MARWP Requirements

The Metropolitan Adelaide Road Widening Plan Act 1972 was established to provide the State Government with the authority to control development adjacent to critical arterial roads. To provide for future demands a network plan has been prepared which in this case has an impact on the Portrush Road and The Parade boundary alignments.

The Metropolitan Adelaide Road Widening Plan (MARWP) has been reviewed and it has been determined that a strip of land up to 4.5 m in width may be required from the existing Portrush Road property boundary as detailed in Figure 6



Figure 6 Portrush Road MARWP requirements

Additionally, land is also potentially required from the Portrush Road/The Parade corner (as indicated by the circle in Figure 6) for the possible future upgrade of the Portrush Road and The Parade intersection.

It should also be noted that the consent of the Commissioner of Highways is also required for all new building works located on or within 6.0 m of an Arterial Road affected by MARWP.

This requirement does not include The Parade east of Portrush Road.

4.3 ITLUP Requirements

As part of the State Government's vision for transport improvements across the Adelaide Metropolitan Region, it considers that a tram to the eastern suburbs will form part of a new tram network across Adelaide called "AdeLINK". This strategy is one important element in the South Australian Government's draft Integrated Transport and Land Use Plan (ITLUP). Within "AdeLINK" the tram to the east will be known "EastLINK" and its proposed route is planned to travel along The Parade (including adjacent to the existing Peregrine Head Office and therefore the site proposed for redevelopment).

To accommodate for the movement of trams, buses and general traffic through Portrush Road and The Parade the State Government proposes significant upgrading of the intersection of these roads. While at this stage this is a proposal, the ITLUP has identified the implementation timeframe for EastLINK as within the medium term (5 to 15 years).

Attributes of the planned upgrades for The Parade and the Portrush Road/The Parade Intersection as identified by DPTI do not at this stage include a new bus or tram stop within the vicinity of the Peregrine Head Office redevelopment.

DPTI has however determined that the future road requirements for The Parade and Portrush roads (as identified in ITLUP) would maintain the existing north and south lanes on Portrush Road. It has also resolved to change the western approach lanes to include the tram lane, left turn island with left turn lane similar to existing and the east approach lanes similarly including the tram lane, lane, left turn island with left turn lane extending along northern side of Peregrine site.

4.4 Tram Considerations for The Parade East

4.4.1 Separated Tram Running

In this scenario, the tram is proposed to be operated within its own “right of way” separated from other traffic. The overall tram path width is required to be 8 m, similar to the existing King William Street tram path (refer Figure 7)



Figure 7 Existing King William Street Tram corridor

Current DPTI practice is for any adjacent standard traffic lane to be 3.5 m however; 3.3 m can be supported in lower speed environments.

The implications for separated tram running on the cross section of the intersection and nearby environs can be found in sketch format in Appendix B.

4.4.2 Single Track (Gauntlet) Tram Running

In this scenario, the tram is proposed to be operated within its own separated path from other traffic however, in a short section (500 m) of single-track system designed for two-way movement. The tram path width in this example is required to be 4 m, although there are no typical schemes which are local examples.

Current DPTI practice is for any adjacent standard traffic lane to be 3.5 m. However, 3.3 m can be supported in lower speed environments.

The implications for single track (Gauntlet) tram running on the cross section of the intersection and nearby environs can be found in sketch format in Appendix B; however, it is not considered the most feasible option for the eastern segment of The Parade.

4.4.3 Shared (Tram / Vehicle) Running

In this scenario, the tram is proposed to be operated within the traffic lanes shared with other traffic. The overall tram path width is required to be 3.7 m, similar to the existing King William Street (south of Victoria Square) shared lane.



Figure 8 Shared Tram/ Vehicle Running

Current DPTI practice is for any adjacent standard traffic lane to be 3.5 m. However, 3.3 m can be supported in lower speed environments.

The implication for shared tram/ vehicle lane running on the cross section of the intersection and nearby environs can be found in sketch format in Appendix B.

4.4.4 Tram Considerations and Conclusions

Traffic volumes on The Parade within this particular area range between 16,800 AADT and 13,900 AADT. The DPTI expected negative growth rate of approximately 8% at around 2031 could result in a decrease in The Parade traffic volumes (decreasing to 11,500 and 14,700 AADT respectively). Projected traffic volumes in this range can be satisfactorily accommodated within single lanes in each direction, supplemented with bicycle lanes and occasional parallel parking.

The overall cross sectional capacity of the eastern end of The Parade will be the determining factor in which of the Tram options is ultimately adopted. The introduction of a segregated Tram path of 8 m for the length of this segment of The Parade will have significant impacts within the Parade / Portrush Road intersection and upon properties along this route and come at a considerable cost. It is therefore not considered feasible.

Based upon the above information GHD considers the adoption of an eight (8) metre wide segregated Tram Path is not warranted east of Portrush Road and the "Gauntlet" Tram running also has considerable constraint in platform design and dual track sections to enable opposing trams to pass each other. It is however, recommended that Shared (Tram/ Vehicle) Running lanes of 3.7 m be considered further.

Accordingly, it is recommended that the Peregrine Corporation allow for generally a 4.5 m road widening adjustment to The Parade boundary of the site, subject to DPTI support for the proposed development within the current Portrush Road boundary.

5. Intersection Impacts

5.1 Major Development Requirement “Guideline 6”

As part of the Development Assessment Commission’s consideration of the preliminary proposal, it required the preparation of a Development Report that included (among other matters) an assessment of the following;

“Guide 6: The proposal includes two new access points, one on The Parade in close proximity to the Portrush Road/the Parade signalised intersection and one on High Street in close proximity to the Portrush Road/High Street junction. In this regard, the proposal should not result in traffic impacts to the adjacent roads, or create road safety issues at or along the roads, particularly Portrush Road. The safe and efficient operation of Portrush Road and The Parade as well as the Portrush Road/The Parade intersection and the Portrush Road/High street junction must be maintained.”

Consequently, GHD has evaluated the traffic impact of the development on the surrounding road network by undertaking traffic analysis and modelling of the proposed access points and the affected road intersections/junctions (i.e. Portrush Road/The Parade intersection and Portrush Road/High Street junction). Calculation of the peak development traffic coincides with the network peak of 5 pm to 6 pm..

5.2 Portrush Road / The Parade intersection impacts

5.2.1 SIDRA “Pre Development” Analysis

A SIDRA analysis has been conducted on the intersection of Portrush Road and The Parade to determine the effects of any changes associated with the Peregrine development on the south eastern side of the intersection. To conduct this analysis turning movement counts, SCATS and MASTEM data were provided by DPTI to allow for modelling of future growth situations. This analysis was conducted on three different options that varied based on the different scenarios described in Section 4 involving the layout of the proposed tram network. The tram operation was not modelled for this analysis however the analysis in SIDRA did allow for the configuration of the tram along the eastern leg of The Parade by representing the space required by the tram with a solid median in SIDRA. For shared vehicular and tram operation the lane widths were based on existing situations within Adelaide. A gap acceptance of 3.5 seconds was also assumed for the purpose of modelling the intersection for filtered right turns which is a constant throughout all model scenarios to follow.

Table 3 lists the current condition of the intersection of Portrush Road and The Parade to use as a bench mark for comparison of all options explored.

Table 3 SIDRA analysis of the Existing Conditions – Pre Development

Overall Intersection Operation				
Existing Conditions	Level of Service	Queue length (m)	Delays (s)	DOS
2016 AM Peak	F	1051.3	249.8	1.157
2016 PM Peak	F	546.9	170.9	1.085
2021 AM Peak	F	1877.8	502.3	1.329
2021 PM Peak	F	2451.7	762.4	1.562
2031 AM Peak	F	1567.8	371.1	1.253
2031 PM Peak	F	1458.8	298.5	1.206

h

e tram has not been included in this assessment

5.2.2 SIDRA “Post Development” Analysis

Table 4 SIDRA analysis of the existing conditions Post Development

Overall Intersection Operation				
Existing Conditions	Level of Service	Queue length (m)	Delays (s)	DOS
2016 AM Peak	F	1152.7	285.0	1.202
2016 PM Peak	F	710.0	257.0	1.141
2021 AM Peak	F	1980.0	529.2	1.367
2021 PM Peak	F	1762.4	874.0	1.635
2031 AM Peak	F	1001.5	408.1	1.291
2031 PM Peak	F	944.5	379.4	1.268

Note: The tram has not been included in this assessment

5.2.3 Separated Tram Running Impacts on Intersection Level of Service

The potential addition of an 8 metre separated “Tram Zone” similar to the Tram line in Victoria Square could include a single lane of traffic in either direction with a width of 3.3 metres as well as a full time bike lane with a width of 1.5 metres. The main focus of this option is to assess the amount of space required on the eastern side of The Parade and the amount of road widening required. Figure 9 shows the function of the intersection with the provision of an 8 metre Tram Zone shown with a solid median island on the eastern and western leg of the intersection.

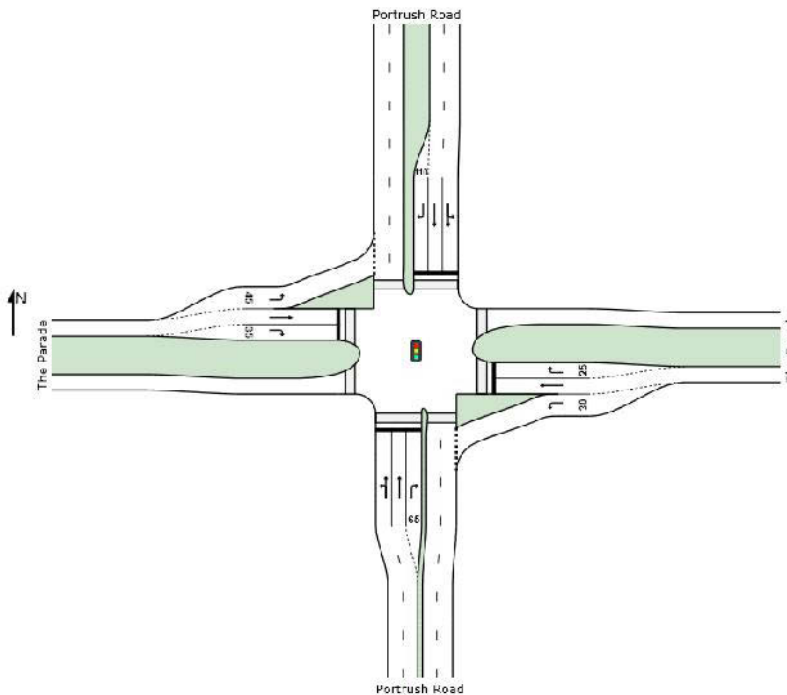


Figure 9 Separated Tram Running as modelled on SIDRA (not to scale)

Table 5 shows a summary of the SIDRA results for the performance of the intersection both in the AM and PM peak. Predicted future growth volumes were provided by DPTI from MASTEM and have been applied to the intersection to determine how it would perform for the years 2021 and 2031 to assess the traffic impact. This model only allowed for space for the tram and did not consider the effects on the intersection with the tram in operation.

Table 5 Overall Level of Service Separated Tram Running Impacts.

Overall Intersection Operation				
Option One	Level of Service	Queue length (m)	Delays (s)	DOS
2016 AM Peak	F	1051.3	249.8	1.157
2016 PM Peak	F	805.1	170.9	1.085
2021 AM Peak	F	2150.2	636.2	1.428
2021 PM Peak	F	1790.2	912.3	1.677
2031 AM Peak	F	959.1	418.1	1.290
2031 PM Peak	F	1012.7	385.9	1.283

Note: The tram has not been included in the 2016 assessment

The SIDRA analysis of this option showed a further increase in overall queue lengths and delays compared to the existing conditions. This option will not improve the overall level of service of the intersection. Based on the MASTEM data provided by DPTI the traffic volumes in 2031 will decrease compared to the 2021 volumes. As such it is predicted that the intersection will perform better in 2031.

Table 6 Overall Level of Service - Removed right turn lanes on The Parade

Overall Intersection Operation				
Option One	Level of Service	Queue length (m)	Delays (s)	DOS
2016 AM Peak	F	645.4	102.2	1.037
2016 PM Peak	F	428.1	89.6	1.018
2021 AM Peak	F	1402.4	270.0	1.191
2021 PM Peak	F	942.3	254.0	1.190
2031 AM Peak	F	556.6	190.9	1.112
2031 PM Peak	F	396.6	91.3	1.026

Note: The tram has not been included in the 2016 assessment

Further SIDRA analysis was conducted for the possibility of removing the right turn lanes on The Parade. The results showed a significant improvement to the queue lengths and delay times.

5.2.4 Single Track (Gauntlet) Tram Running Intersection Level of Service

This scenario includes the addition of a 4 metre separated “Tram Zone” that will operate as a shared track for the eastern portion of The Parade. This option has been included to reduce the amount of space required along The Parade and is reliant on the tram widening into a larger space further down the track to allow for the tram to manoeuvre and permit another tram to travel in the opposite direction. Either side of the Tram Zone will be a single lane of traffic in either direction with a width of 3.3 metres as well as a full time bike lane with a width of 1.5 metres. The main focus of this option is to assess the amount of space required on the eastern side of The Parade and the amount of road widening required. Figure 10 shows the function of the intersection with the provision of a 4 metre Tram Zone shown with a solid median island on the eastern and western leg of the intersection.

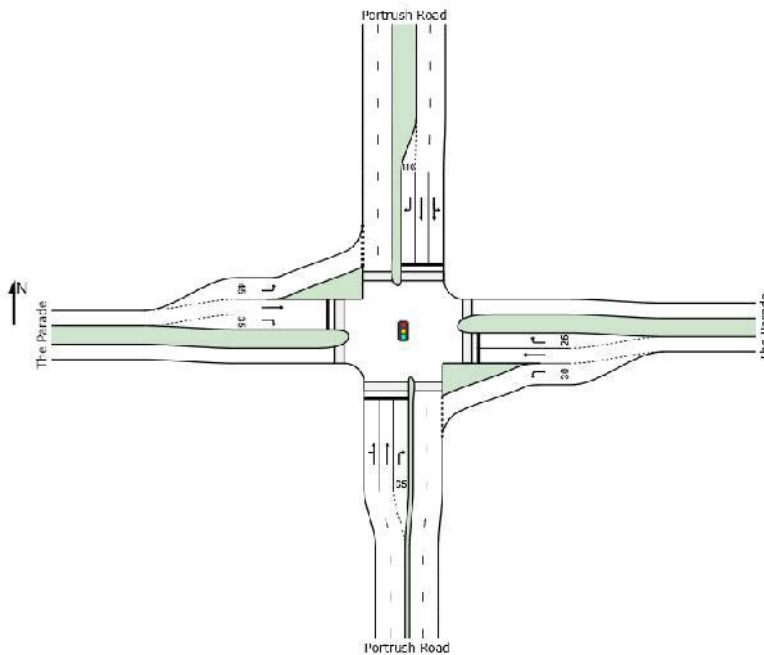


Figure 10 Single Track (Gauntlet) Tram Running as modelled on SIDRA (not to scale)

Table 7 shows a summary of the SIDRA results for the performance of the intersection both in the AM and PM peak. Predicted future growth volumes were provided by DPTI from MASTEM and have been applied to the intersection to determine how it would perform for the years 2021 and 2031 to assess the traffic impact. This model only allowed for space for the tram and did not consider the effects on the intersection with the tram in operation.

Table 7 Overall Level of Service Single Track (Gauntlet) Tram Running

Overall Intersection Operation					
Option Two	Level of Service	Queue length (m)	Delays (s)	DOS	
2016 AM Peak	F	1051.3	249.8	1.157	
2016 PM Peak	F	805.1	170.9	1.085	
2021 AM Peak	F	2150.2	636.2	1.428	
2021 PM Peak	F	1790.2	912.3	1.677	
2031 AM Peak	F	959.1	418.1	1.290	
2031 PM Peak	F	1012.7	385.9	1.283	

included in the 2016 assessment

The SIDRA analysis of this scenario showed a further increase in overall queue lengths and delays compared to the existing conditions. This option will not improve the overall level of service of the intersection. Based on the MASTEM data provided by DPTI the traffic volumes in 2031 will decrease compared to the 2021 volumes. As such it is predicted that the intersection will perform better in 2031.

Table 8 Overall Level of Service - Removed right turn lanes on The Parade

Overall Intersection Operation				
Option Two	Level of Service	Queue length (m)	Delays (s)	DOS
2016 AM Peak	F	645.4	102.2	1.037
2016 PM Peak	F	428.1	89.6	1.018
2021 AM Peak	F	1402.4	270.0	1.191
2021 PM Peak	F	942.3	254.0	1.190
2031 AM Peak	F	556.6	190.9	1.112
2031 PM Peak	F	396.6	91.3	1.026

Note: The tram has not been included in the 2016 assessment

Further SIDRA analysis was conducted for the possibility of removing the right turn lanes on The Parade. The results showed a significant improvement to the queue lengths and delay times.

Both of these scenarios will retain the existing intersection layout however the tram zone would potentially change from 8.0 metres to 4.0 metres with the single track scheme. As the tram zone will only allow room for one track the operation of the tram at this point will be shared for both directions.

5.2.5 Shared Tram/Vehicle Running Intersection Level of Service

This scenario includes one lane of traffic in either direction which function as a “Shared Running” lane for vehicles and trams in a similar style to that of King William Street (South), Adelaide. The lane widths of the shared lanes are to be 3.7 metres wide with a bike lane on either side of the road with a width of 1.5 metres. Figure 11 shows the function of the intersection with the provision of a Tram Zone for the western leg of the intersection shown with a solid median island.

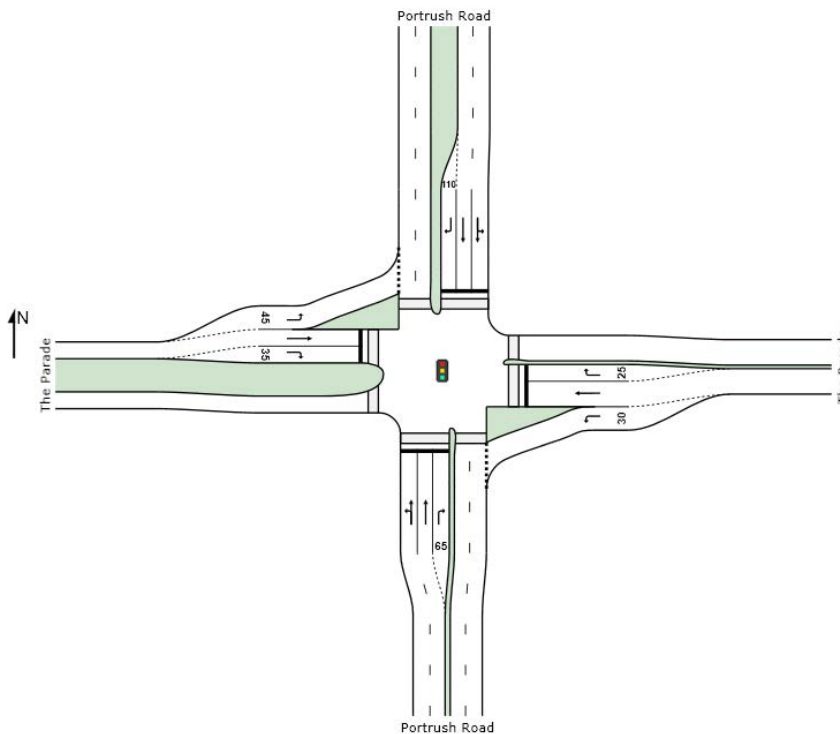


Figure 11 Shared Tram / Vehicle Running as modelled on SIDRA (not to scale)

Table 9 shows a summary of the SIDRA results for the performance of the intersection in the AM and PM peak. Predicted future growth volumes were provided by DPTI from MASTEM and have been applied to the intersection to determine how it would perform for the years 2021 and 2031 to assess the traffic impact. This model only allowed for space for the tram and did not consider the effects on the intersection with the tram in operation.

Table 9 Overall Level of Service for Shared Tram / Vehicle Running

Overall Intersection Operation				
Option Three	Level of Service	Queue length (m)	Delays (s)	DOS
2016 AM Peak	F	1051.3	249.8	1.157
2016 PM Peak	F	805.1	170.9	1.085
2021 AM Peak	F	2150.2	630	1.428
2021 PM Peak	F	1756.0	904.8	1.669
2031 AM Peak	F	959.1	414.9	1.279
2031 PM Peak	F	1012.7	383.2	1.272

e tram has not been included in the 2016 assessment

The SIDRA analysis of this scenario showed a further increase in overall queue lengths and delays compared to the existing conditions. This option will not improve the overall level of service of the intersection. Based on the MASTEM data provided by DPTI the traffic volumes in 2031 will decrease compared to the 2021 volumes. As such, it is predicted that the intersection will perform better in 2031.

Table 10 Overall Level of Service - Removed right turn lanes on The Parade

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Overall Intersection Operation				
Option Three	Level of Service	Queue length (m)	Delays (s)	DOS
2016 AM Peak	F	428.1	89.4	1.018
2016 PM Peak	F	645.4	98.8	1.022
2021 AM Peak	F	1402.4	265.5	1.178
2021 PM Peak	F	895.1	249.6	1.190
2031 AM Peak	F	556.6	189.3	1.112
2031 PM Peak	F	377.8	85.3	1.011

Note: The tram has not been included in the 2016 assessment

Further SIDRA analysis was conducted for the possibility of removing the right turn lanes on The Parade. The results showed a significant improvement to the queue lengths and delay times.

5.3 Portrush Road / High Street Junction Impacts

5.3.1 SIDRA Analysis

A SIDRA analysis was conducted on the junction of Portrush Road and High Street in network with the signalised intersection of Portrush Road and The Parade (which is located approximately 60 metres north of High Street). To conduct this analysis turning movement counts were used to input the vehicle data for each movement through the intersection. Figure 12 is the network as modelled in SIDRA.

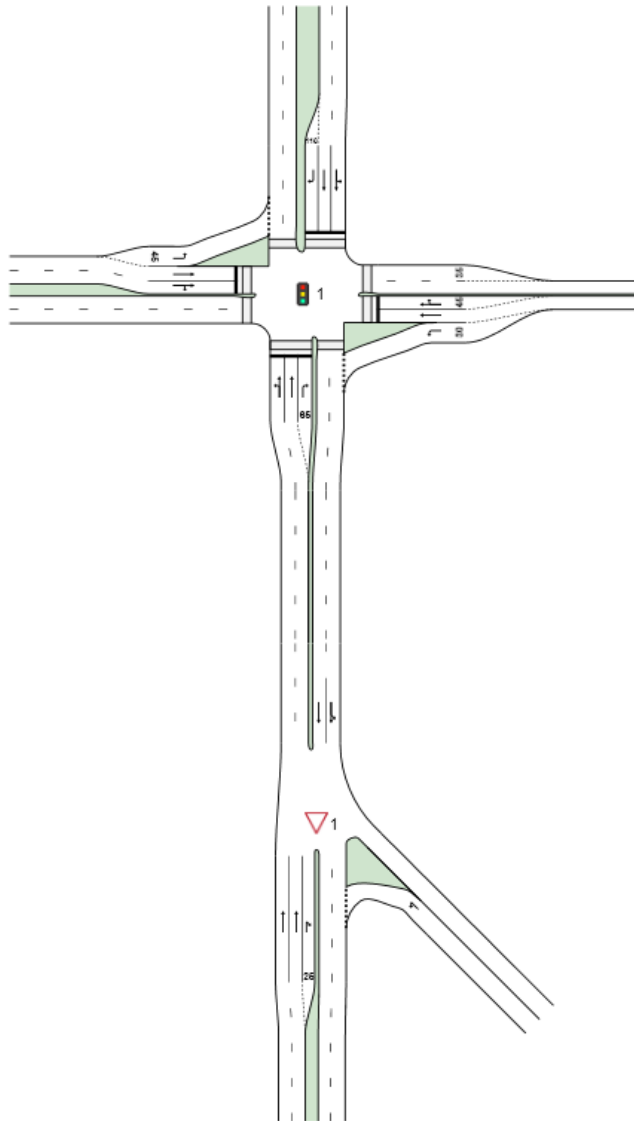


Figure 12 High Street Network with The Parade / Portrush Road

The turning movement counts were conducted in March 2016 over two (2) days with the AM and PM peaks measured on different days. The counts did not provide data for ‘through’ movements along Portrush Road; accordingly, these movements were assumed to be the same as the ‘through’ movements along Portrush Road for north and southbound traffic (minus the turning movements into High Street).

The analysis has been conducted for three (3) different scenarios with the first being a representation of the existing conditions and then two (2) other scenarios for predicted future growth situations in 2021 and 2031. A gap acceptance of 3.5 seconds was also assumed for the purpose of modelling the intersection.

Table 11 provides a summary of the Sidra Modelling findings;

Table 11 Summary of SIDRA Modelling AM and PM Peaks

Overall Intersection Operation				
High Street	Level of Service	Queue length (m)	Delays (s)	DOS
2016 AM Peak	A	597.5	0.9	0.730
2016 PM Peak	A	1083.1	0.8	0.716
2021 AM Peak	A	1588.0	1.0	0.782
2021 PM Peak	A	3643.4	0.8	0.750
2031 AM Peak	A	2197.9	1.8	0.924
2031 PM Peak	A	2062.1	1.3	0.887

5.4 Access Crossover Assessment

The proposed development includes the closure of existing vehicle access points and development of new locations specifically designed for the undercroft car parking access and egress via High Street and The Parade.

Secondary access to Bowen Street has also been included designed for Service Vehicle loading and unloading functions. It is also supported by a proposed loading bay within Bowen Street north of this access point.

Notably the High Street entrance has been positioned at the south-eastern extremity of the site to maximise the queuing potential within High Street, to minimise impacts on Portrush Road. The Parade access driveway has also been positioned to similarly adhere to AS 2890 requirements and balance the position of a short term indented Taxi Zone / Loading Bay and the displacement from the start of the left turn slip lane into Portrush Road.

5.4.1 Turning Profile Analysis

An analysis of the swept path movements of B99 passenger vehicles circulating within the car park levels and negotiating the High Street and The Parade driveway crossovers has been assessed and details are provided as GHD Sketch Plans 33-18174-SK300; SK310; SK313; SK314; SK320 and SK330. Service Vehicle swept path turning movements within the planned loading area has also been assessed as detailed on GHD Sketch Plan 33-18174-SK312.

5.4.2 Queuing

The required minimum of a 10 m separation (between the rear of a vehicle waiting at the closest parking space or car park ramp entry and the property boundary at the crossover) is available from The Parade approach but not from High Street. This requirement is to ensure the design provides queuing capacity of two (2) vehicles and potential to avoid congestion on the public road (if any).

The actual separation from the property boundary to the closest parking space or car park ramp to High Street does not meet this requirement, as it is less than a metre. However, the queuing capacity from the nearest parking space to The Parade current property boundary is 16.2 m. The proposed road widening recommendation would mean this dimension would reduce to 11.7 m.

As such, the potential exists to impede High Street near the Bowen Street intersection. The use of the first six parking spaces on the ground floor level at the High Street entrance should be dedicated to low turnover long-term parking. This will ensure the full use of approximately 40 m of queuing capacity within High Street before there is impact on Portrush Road.

The proposed development has been assessed and queuing capacity has been detailed on GHD Sketch Plan 33-18174-SK313 and SK314.

Notably the waste collection process will require a Medium Rigid Vehicle (MRV) or Heavy Rigid Vehicle (HRV) truck to make use of the proposed parallel parking space on Bowen Street due to limited headroom clearance (3.5 m) on the ground floor level of the building.

It is also recommended that due to the potential of partially restricting the Bowen Street walkway access for a short period that deliveries be restricted to off peak periods.

6. Pedestrian Facilities

6.1 Major Development Requirement “Guideline 6”

As part of the Development Assessment Commission’s consideration of the preliminary proposal, it required the preparation of a Development Report that included (among other matters) an assessment of the following;

“Guide 6: The proposal includes two new access points, one on The Parade in close proximity to the Portrush Road/the Parade signalised intersection and one on High Street in close proximity to the Portrush Road/High Street junction. In this regard, the proposal should not result in traffic impacts to the adjacent roads, or create road safety issues at or along the roads, particularly Portrush Road. The safe and efficient operation of Portrush Road and The Parade as well as the Portrush Road/The Parade intersection and the Portrush Road/High street junction must be maintained.”

Consequently, GHD has evaluated the adequacy of the existing pedestrian facilities along Portrush Road and The Parade and identified any improvements required to facilitate a safe and pedestrian friendly interface with the development, particularly the interface with the proposed retail component.

6.2 Existing Pedestrian Facilities

The existing development site is presently surrounded by formed paved footpath areas ranging from full footway depth on Portrush Road frontage, approximately 2.0 m to 1.2 m wide on the Bowen Street boundary, approximately 2.8 m to 1.7 m wide on The Parade boundary and approximately 1.6 m wide on High Street. All of these pathways are also supplemented with kerb ramps as required to enable connection across the adjacent intersections and junctions. Although pedestrian facilities to cross Bowen Street are consistent with the minimum standard for a local street, High Street is supported by the provision of a pedestrian refuge.

Crosswalks (2.5 m wide) are available for pedestrian movements at The Parade and Portrush Road traffic signals. Pedestrian actuated traffic signal crossings are in operation on Portrush Road approximately 280 metres south of the development site and The Parade approximately 360 metres east of the site.

6.3 Proposed Improvements

The proposed development includes a main entry foyer with an intentional north-west orientation towards the Portrush Road / The Parade intersection.

This strategy strengthens the link with the “Main Street Shopping/Business Precinct” on the western side of the Portrush Road. The new building design includes an extensive paved / landscaped forecourt of approximately twenty (20) metres in depth from the existing kerbing to the Office building, retail and café entrances and approximately eight (8) metres on the Portrush Road boundary and approximately eleven (11) metres on The Parade boundary.

The proposed development also removes the existing car parking area from the north-west quadrant of the site, providing a direct, efficient and safe space for both pedestrians and cyclists. It also improves amenity for pedestrians travelling around the western and northern footpath areas by giving greater clearance from the intersection.

GHD Sketch Plan 33-18174-SK340 details the alignment of the existing property boundary, proposed building alignment (including planned position of planter boxes at street level), alignment of the basement retaining walls and position of the potential future property boundary along The Parade.

Notably, the alignment of the northern basement retaining wall is proposed to be at the extremity of the potential road widening boundary. Equally, street level planter boxes within this same location would require modification as part of any potential road widening to ensure pedestrian clearances are maintained.

The planter boxes are the only potential encroachment into the potential future road reserve as the building alignment along The Parade is consistent between the ground floor level and first floor level. It is understood the design does not impose a headroom clearance issue.

GHD considers the MPH Architect design significantly improves the current pedestrian safety and amenity of the south-east quadrant of the intersection and maintains a similar level of existing service along High Street and Bowen Street.

7. Parking Assessment

In conjunction with a review of the *Norwood Payneham & St. Peters Council (NPSP) (City) Development Plan* requirements for car and bicycle parking provisions, a comparative assessment of demand has also been carried out. The NSW Roads and Traffic Authority (RTA) *“Guide to Traffic Generating Development (2002)”* has been reviewed and due to the extensive multi-storey office development within the Adelaide CBD, (similar to this type of development) the *Adelaide (City) Development Plan* has been included in the following section.

7.1 NPSP Development Plan Requirements

A review of the Norwood Payneham & St Peters (City) Development Plan (consolidated 28 April 2016) Table NPSP/9 indicates the off-street vehicle parking requirements for non-residential land uses namely:

- *“Retail (shop or a group of shops > 250m²) - minimum number of required parking spaces five (5) parking spaces per 100m² of gross leasable floor area, (no maximum number of required vehicle parking spaces)”;*
- *“Office - minimum number of required parking spaces four (4) parking spaces per 100m², (no maximum number of required vehicle parking spaces)”;*
- *“Restaurant (including Cafe) - minimum number of required parking spaces one (1) parking spaces per three (3) seats (no additional requirement for outdoor dining up to 25% of indoor seating) (no maximum number of required vehicle parking spaces)”;*

Application of the above proposed car parking requirements would be as detailed in Table 12;

7.2 NSW Roads & Traffic Authority (RTA) Guide

NSW Roads and Traffic Authority (RTA) Guide to Traffic Generating Development (2002) (herein referred to as the RTA Guide) has been examined as a comparative source of parking and traffic generation rates.

This source recommends the following parking generation rates;

- *“Office/ Commercial Premises – Unrestrained situation one (1) parking space per 40 m² of gross leasable floor space”;*
- *Shop with a gross leasable floor space less than 10,000 m² – (6.1) parking spaces per 100 m²;*
- *Restaurant – whichever is greater either fifteen (15) parking spaces per 100m² or one (1) parking space per three (3) seats.*

This source recommends the following Service Spaces rates;

- *“Shops and Restaurants less than 2000 m² GFA – one (1) space per 400 m² GFA.*

The requirement for service vehicle parking spaces is proposed to be met by the dedication of a parallel parking space provided on the western side of Bowen Street for the temporary storage of 12.5 m Heavy Rigid Trucks for waste collection in particular.

Additionally, three (3) indented parallel parking spaces are proposed for the southern kerb line of The Parade for taxis and other short-term use. Supplementary to these spaces are three short term parking areas planned within the service access to Bowen Street marked as a loading area.

7.3 Comparative Assessment

'Off-street' car parking requirements demanded by other similarly positioned local government authorities and that of Adelaide City have been included within Table 12 as a comparative assessment.

Assumptions and points worth noting about this comparative assessment include the following;

Assumptions

- Restaurant will be formal table service (fine dining) seating arrangements on average four per table (2 m² per guest or 9 m² for a table of four including some circulation space) indoors. Also assumes that the kitchen, potential bar / waiting area and amenities will account for approximately 40% of the indoor spaces (40% of 500 m² say 200 m²);
- Based upon a potential floor space of 500 m² and an average of 9 m² for a table of four guests it is estimated that the seating capacity of the Restaurant will be approximately 150 guests at 1 space per 3 guests say 50 parking spaces;
- The Member's Lounge will include a bar but not a commercial kitchen and the level three Café is a staff room used for respite supplementing the adjacent training Rooms;
- The 38 secured car parking spaces within the basement are to be only available to vehicles owned and/or operated by Peregrine Corporation. All other parking spaces will be available for staff and customers of the retail, café, restaurant and other facilities of the integrated building design.

Notes

- All of the comparative Council Development Plans and the RTA acknowledge carpark supply can be reduced due to integrated nature of the development;
- RTA is sourced from empirical data obtained through site surveys in NSW and assumes unrestrained policy position on driving to work and that car occupancy of 1.19 people/car and mean employee density is 4.75 employees per 100 m² (21 m² per employee);
- The integrated nature of the development and the potential for shared use of the parking supply namely Office Staff being Café and restaurant customers and peak trading periods or the restaurant being outside of the general Office hours. Peak parking demands for the integrated development vary from Office/ Commercial prior to 5 pm; Gymnasium between 6 pm and 7 pm weekdays; retail 11 am – 12 noon Saturday; restaurant / café 12 noon – 1 pm and 7 pm – 8 pm Saturday
- The development has been designed to meet community expectation for parking supply while supporting a shift toward active and sustainable transport modes accounting for both the existing and proposed bus and future tram services;
- The discounted parking rate factors a degree of shared use for all users.

7.4 Discount Factors

Consistent with other Development Plans the NPSP (City) Development Plan also acknowledges that in particular designated areas capable of making use of significant public transit services that the demand for car parking would vary, namely in Table NPSP9A “Off-street Vehicle Parking Requirements for Designated Areas”.

This Table NPSP/9A relates to a specific list of designated areas based upon existing public transport infrastructure, which does not presently include the potential of Tram Services along The Parade.

However, the South Australian Government’s draft “*Integrated Transport and Land Use Plan*” (ITLUP) does include a proposal for a tram to the eastern suburbs (as part of a new tram network across Adelaide called AdeLINK). Within AdeLINK the tram to the east is known as EastLINK and its route is planned to be along The Parade (to Magill) including the section adjacent to the site of the Peregrine Head Office redevelopment.

As this project is scheduled for the medium term (5 to 15 years), it is considered that the implications for the subject site are relevant and accordingly, should be considered in the determination of the parking supply for the Peregrine Head Office.

As a potential NPSP (City) “*designated area*” with the consideration of this site being within 200 metres of a proposed high frequency public transit service and potentially within 400 metres of a passenger tram station the parking provisions is considered to be appropriate to be reduced.

The off-street vehicular parking requirement is also impacted by the development having a mixed use with integrated (shared) parking potential where respective peak period parking demands across a range of uses occurs at different times.

Subject to acceptance of these circumstances the NPSP (City) Development Plan provides that within a non-residential development (excluding tourist accommodation), the desired minimum number of vehicle parking spaces is three (3) per 100 m² of gross leasable floor area. The maximum number of vehicle parking spaces is capped at six (6) per 100 m² of gross leasable floor area.

After considering the integrated nature of the development, it is considered that there will a sliding scale of demand based upon the hours of operation of the various activity zones. Namely, the parking supply should be available for;

- 100% of the Office /Commercial use;
- 100% Retail;
- 10% of the Café use as custom will generally be from the retail of commercial areas;
- 50% of the Restaurant use for the lunch trade with the shared use of other existing spaces in the evening and week end trade period;
- 90% Training demand with the majority of off-site employees in attendance;
- 10% of the Meeting Rooms demand as the majority of use will be internal commercial;
- 10% of Gymnasium demand due to the high use pre and post office hours;
- 20% for the Training Theatre due to the overlap with other internal training/ meeting supply and the potential use after hours;

As detailed in Table 12 based upon these parameters the recommended parking supply is 360 parking spaces.

Table 12 Comparative Assessment

Land Use Activity	NPSP Council	RTA NSW	Burnside Council	TTG Council	Adelaide Council	Demand Range	NPSP Discount Factor 3/100m ²	MPH Design Supply 11/08/2016
Office / Commercial (9010m²)	4 spaces /100m ² GFA	1 space / 40m ² GFA	4 spaces /100m ² GFA	4 spaces /100m ² GFA	3 spaces / 100m ² building floor area	(360 spaces) NPSP/ TTG/Burn (225 spaces) RTA (272 spaces) ACC	270 Spaces	Basement 38 Secured+ 82 public =1189 plus 12 M/C; G/ Floor 57 spaces; and 3 loading; Level 1 & 2 (62 + 55) 115 spaces
Retail (Est 70% of 1060m²) = 742m²	5 spaces /100m ² GFA	Range 6.1 to 5 spaces / GLFA	7 spaces / 100m ² building floor area	3 spaces / 100m ² building floor area	3 spaces / 100m ² building floor area	(37 spaces) NPSP (37 spaces) RTA (22 spaces) ACC/TTG (52 spaces) Burn	22 Spaces	Shared use of above
Café (Est 30% of 1060m²) =318m²	1 space / 3 seats	1 space / 3 seats	1 space / 3 seats	1/15m ² building floor area	1 space / 3 Seats	Based upon 1/15m ² 21 spaces	21 Spaces (10% equals 2 spaces)	Shared use of above
Restaurant & M/ Lounge (470m²)	1 space / 3 seats	1 space / 3 seats	1 space / 3 seats	1/15m ² building floor area	1 space / 3 Seats	Based upon 1/15m ² 31 spaces	14 Spaces – 50% reduction lunch trade only allow 7 spaces)	Shared use of above
Training Rms (520m²)	4 spaces /100m ² GFA	1 space / 40m ² GFA	4 spaces /100m ² GFA	4 spaces /100m ² GFA	3 spaces / 100m ² BFA	(21 spaces) NPSP/TTG/Burn (16 spaces) ACC (13 spaces) RTA	(42 spaces) Shared use of above – 90% external attendance allow 38 spaces	Shared use of above
Meeting Rms (2245m²)	4 spaces /100m ² GFA	1 space / 40m ² GFA	4 spaces /100m ² GFA	4 spaces /100m ² GFA	3 spaces / 100m ² building floor area	(90 spaces) NPSP/TTG/Burn (67 spaces) ACC (56 spaces) RTA	(56 spaces) Shared use of above – allow 10% which equal say 6 spaces	Shared use of above

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Gymnasium (1055m²)	Needs Basis	3 spaces /100m ² BFA	10 spaces /100m ² GFA	No specific requirement	No specific requirement	Nil (32 spaces) RTA (106 spaces) Burn	(32 spaces) Shared use of above assumed most attendance outside of business hours- allow 10% say 3 spaces.	Shared use of above
Training Theatre (350 seats)	No specific requirement	No specific requirement	No specific requirement	1 space per 3 seats (concert hall /theatre)	No specific requirement	50 spaces (NPSP Discount) 175 spaces TTG Council (conservative factor of 1 per 2 spaces applied)	(50 spaces) Shared use of above assume 20% which equals 10 spaces during business hours	Shared use of above
TOTALS							Demand say 358	MPH Design 297

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7.5 Parking for People with Disabilities

The site design also includes nine (9) parking spaces for people with disabilities.

A review of the AS 2890.6 indicates the provision of accessible car parking spaces requires two (2) disabled parking spaces for the first 50 parking spaces and for every additional 50 car parking spaces or part thereof not less than one (1) extra space. This equates to a requirement of seven (7) to satisfy an overall car parking provision of 297 spaces.

As such the proposed supply more than satisfies these requirements.

7.6 Off street Bicycle Parking Requirements

A review of the Norwood Payneham & St Peters (City) Development Plan (consolidated 28 April 2016) Table NPSP/10 indicates the off-street bicycle parking requirements for non-residential land uses are as follows;

- Office Development – Employee / resident bicycle parking space rate is one (1) for every 100 m² of gross leasable floor area;
- Office Development – Visitor / shopper bicycle parking space rate is two (2) plus one (1) per 500 m² of gross leasable floor area;
- Shop Development – Employee / resident bicycle parking space rate is one (1) for every 150 m² of gross leasable floor area;
- Shop Development – Visitor / Shopper bicycle parking space rate is one (1) per 300 m² of gross leasable floor area;

Based upon the MPH Architect Plan No. 1465 dated 11/08/2016 and the proposed building floor space areas, the NPSP (City) Development Plan therefore requires an employee bicycle parking provision of ninety seven (97) spaces and visitor / shopper provision of twenty four (24) spaces.

The proposal includes secured basement bicycle parking for (120) employee spaces located on the same level as the “End of Trip” facilities positioned at the northern end of the basement level. Visitor and /or shopper bicycle parking provisions for (20) spaces will also be included at the ground floor level as part of the streetscape planned for the area adjacent to the Café /Retail and primary office entrance.

On this basis, the proposed bicycle parking provisions exceeds the requirement of the NPSP (City) Development Plan.

7.7 Off Street Bicycle Parking Supply Assessment

An area of approximately 365 m² has been included for “end of trip” (EOT) bicycle parking provisions within the basement.

GHD can confirm the geometric design (refer GHD 33 – 18174-SK031) requirements for access aisles; storage space; basement ramps and doorways have been assessed and satisfy the design specifications of AS 2890.

7.8 Motor Cycle Parking

The design notably includes the provision of thirteen (13) motor cycle parking spaces within the basement floor level. These spaces have been checked and comply with the requirements of AS 2890.

7.9 Parking rate conclusion

It is acknowledged that the proposed supply of 297 car parking spaces does not meet the discounted Council's Development Plan requirements; however, the emphasis in this proposal is about the nexus with the Central Business District of Norwood and the community expectation for parking supply while supporting a shift toward active and sustainable transport modes.

In keeping with the projected shift to the future use of the proposed Tram and supporting the potential use of bicycles (120 spaces) the design creates stronger pedestrian and cycling facilities and improved amenity. It is also notable that 13 motor cycle parking spaces have been included in the design.

It is also noted that a number of other established Office/Commercial developments within the Norwood CBD similarly under subscribe in car parking provisions with an emphasis on the use of public and sustainable transport.

8. Recommendations & Conclusions

8.1 Introduction

This section details the assessment conclusions and recommendations aimed at the management of traffic, parking control, pedestrian and cyclist safety that should be implemented.

8.2 Conclusions

As detailed in this report the key findings from a traffic and road safety perspective are:

- Pedestrian and cyclist access, egress and 'end of trip' facilities can be significantly improved with the planned redevelopment with the wider footpaths and "end of trip" facilities including secured under cover bicycle parking;
- Property access crossovers to The Parade, Bowen Street and High Street have been positioned in optimum locations to both service the site and minimise any disruptions to the adjacent road network;
- The development proposes substantial new building works on a site affected by the Metropolitan Adelaide Road Widening Plan and is adjacent to a corridor identified as potentially becoming part of a new tram system. The assessment has concluded that the future development of "Shared-lane running" and "Single Track (Gauntlet) Tram Running" service along The Parade can be accommodated within the proposed design streetscape, (subject to a potential 4.5 m road widening along the northern boundary).
- The proposed provision of 297 car parking spaces does not satisfy the requirements of the Norwood Payneham & St. Peter's Development Plan, however discount provisions have been acknowledged including the future provision of the Tram Service. The design also exceeds the bicycle parking requirements and offers secure motor cycle parking.
- Evaluation of the proposed design has concluded that the planned changes will improve pedestrian safety and amenity within this area, enhance cycling potential and parking provisions.

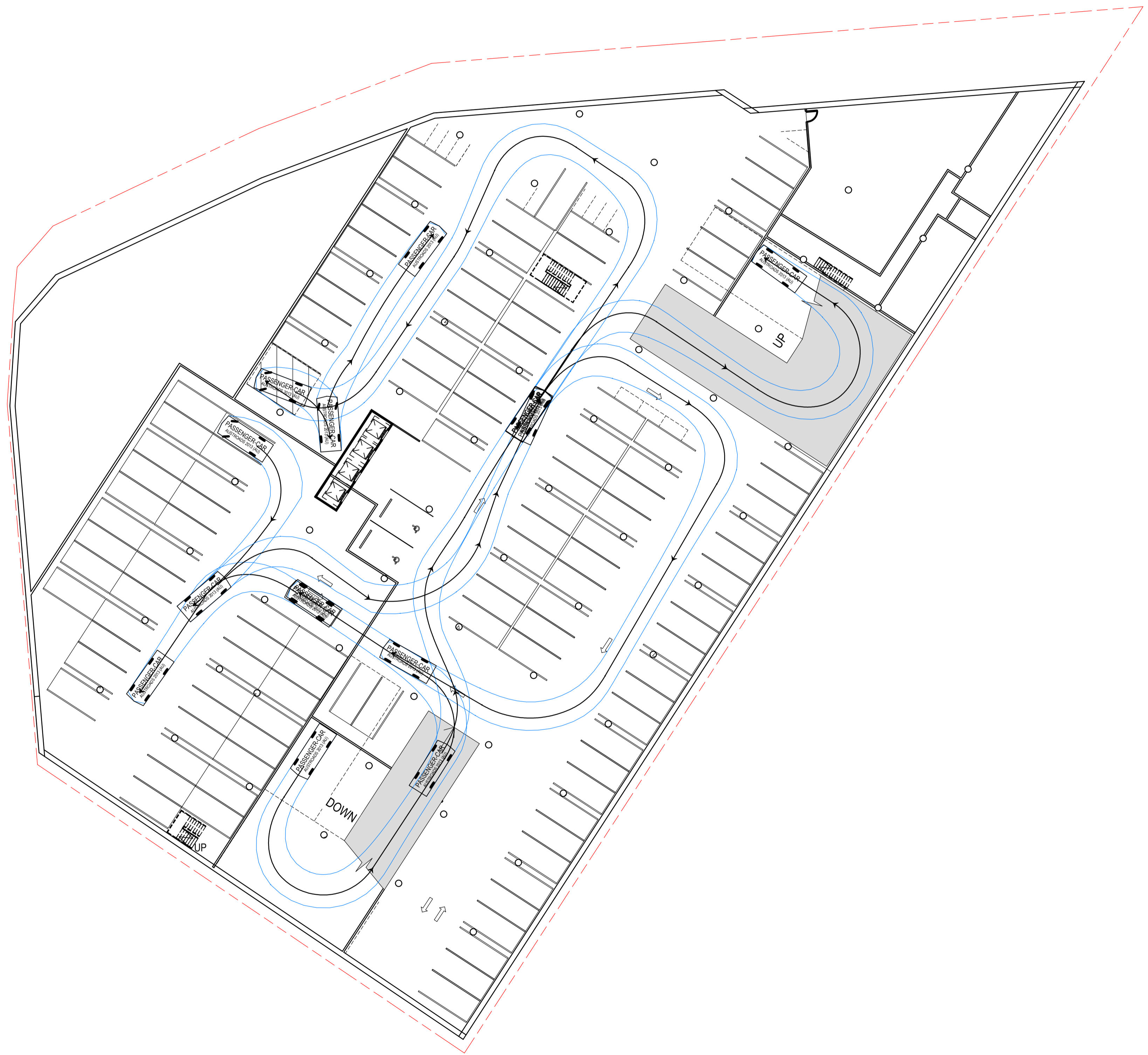
8.3 Recommendations

As detailed in this report key recommendations from a traffic and road safety perspective are:

- Modelling projections of the future implications on the Portrush Road/The Parade signalised intersection and the Portrush Road/ High Street junction have revealed that the additional peak hour traffic generated by the proposed development is sustainable. However, achievement of any 'level of service' improvement at the traffic signals will require the elimination of turning movements.
- Parking control changes will be required in Bowen Street to define a loading zone for waste collection and no stopping to ensure clearances past a HRV truck parked within the loading zone.
- An indented parking bay scheme on the southern side of The Parade should be supported for use by short term parking requirements.
- The proposed planter boxes adjacent the northern façade of the building be modified as part of any potential road widening.
- Peregrine Corporation considers the introduction of a policy to promote carpooling.

Appendices

Appendix A Preliminary Sketch Plans & Turning Profiles



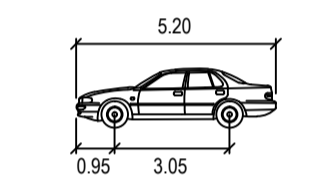
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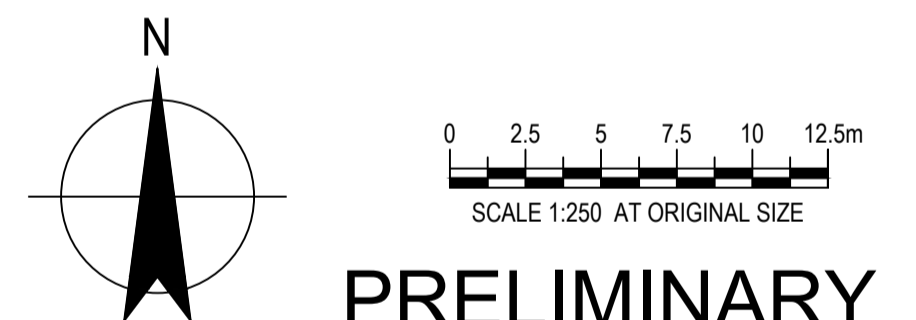
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Lock to Lock Time	: 6.0
Steering Angle	: 33.6



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CAR PARK CIRCULATION

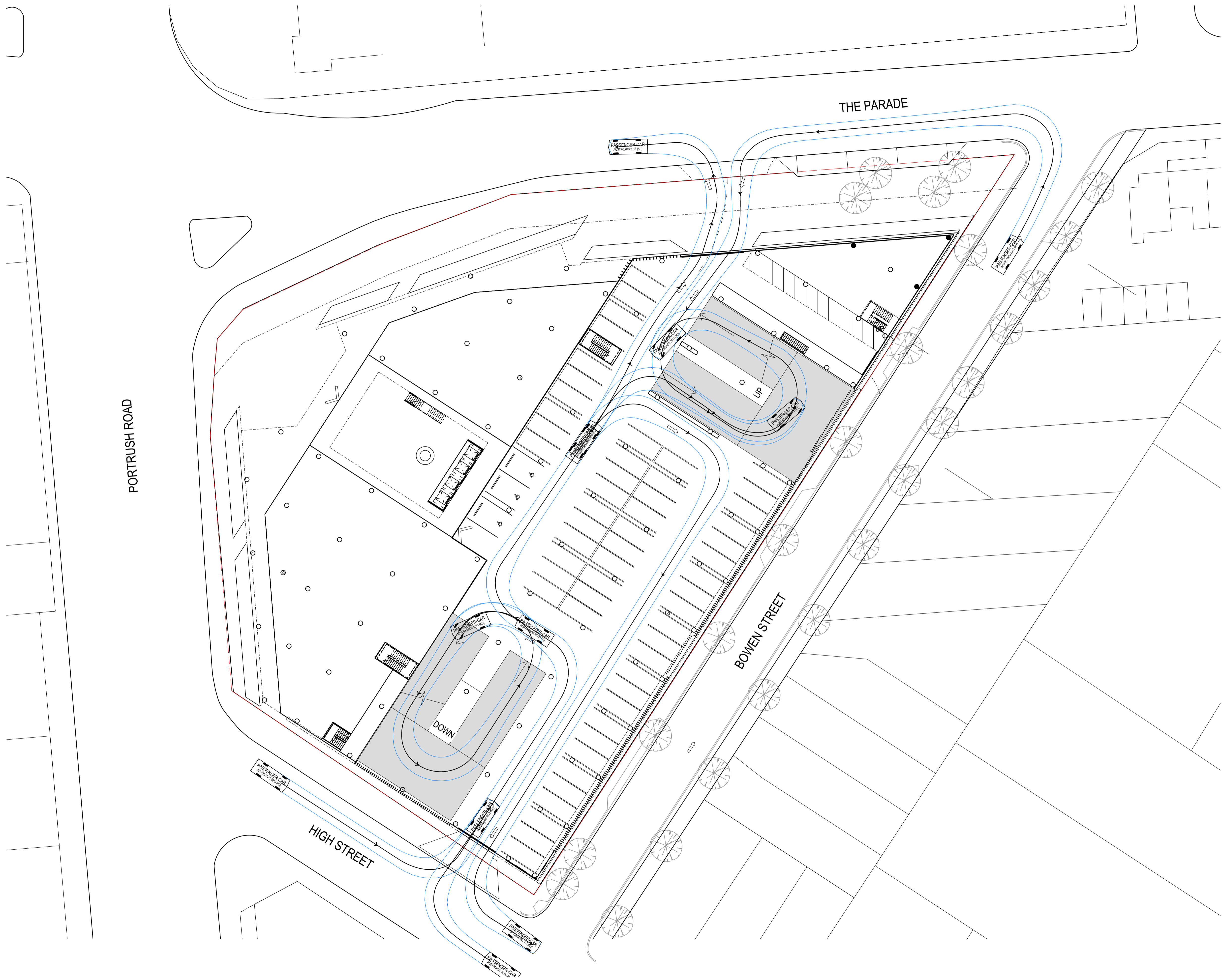


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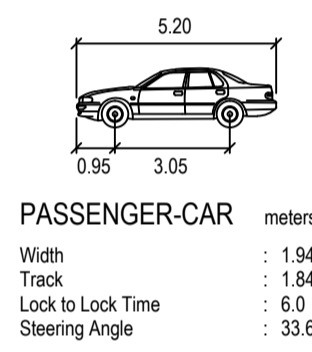
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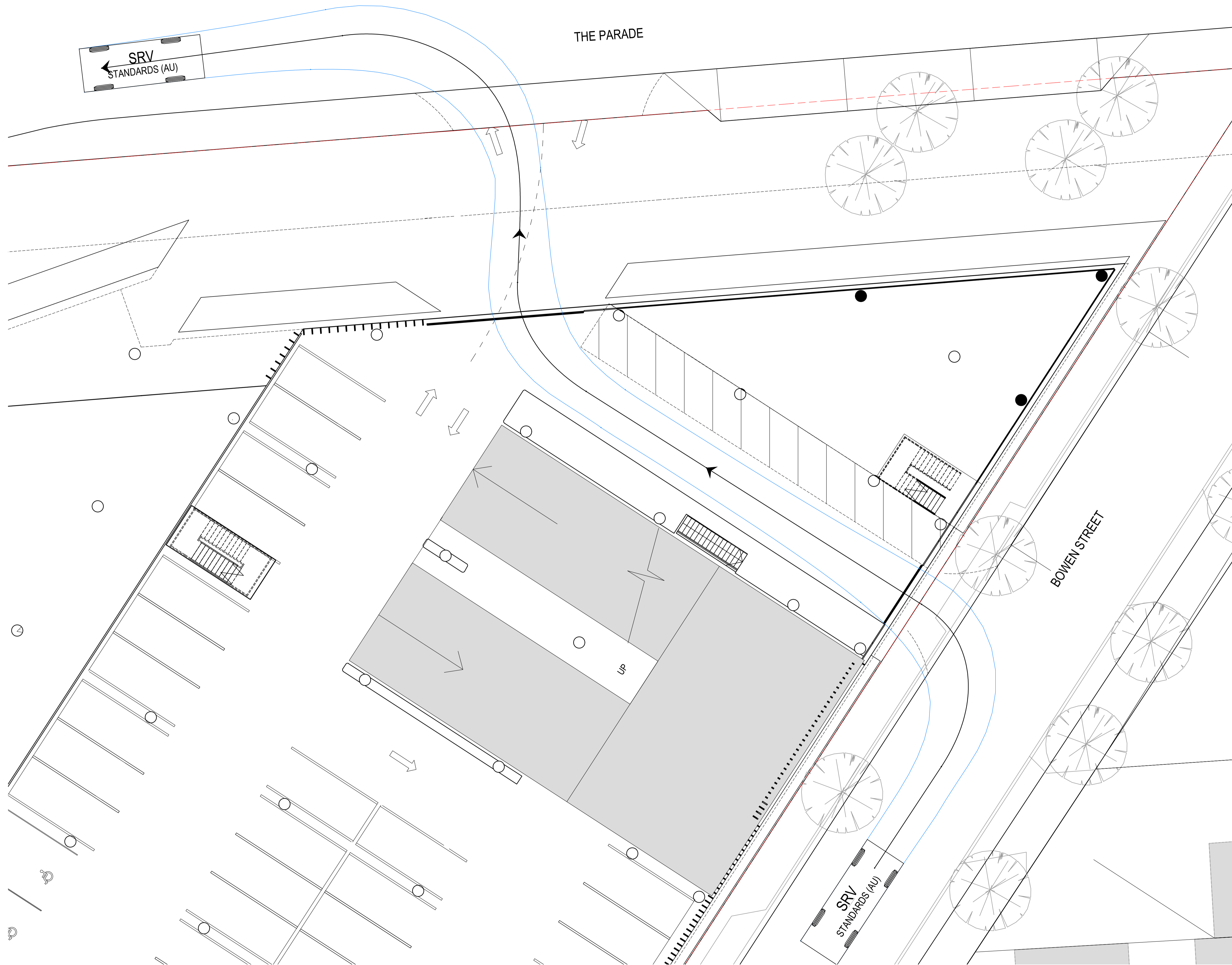


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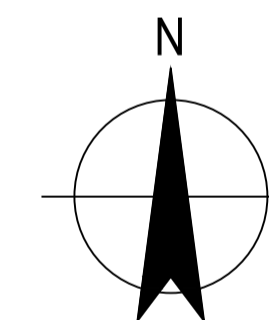
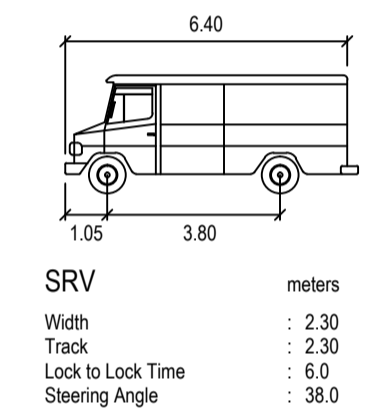
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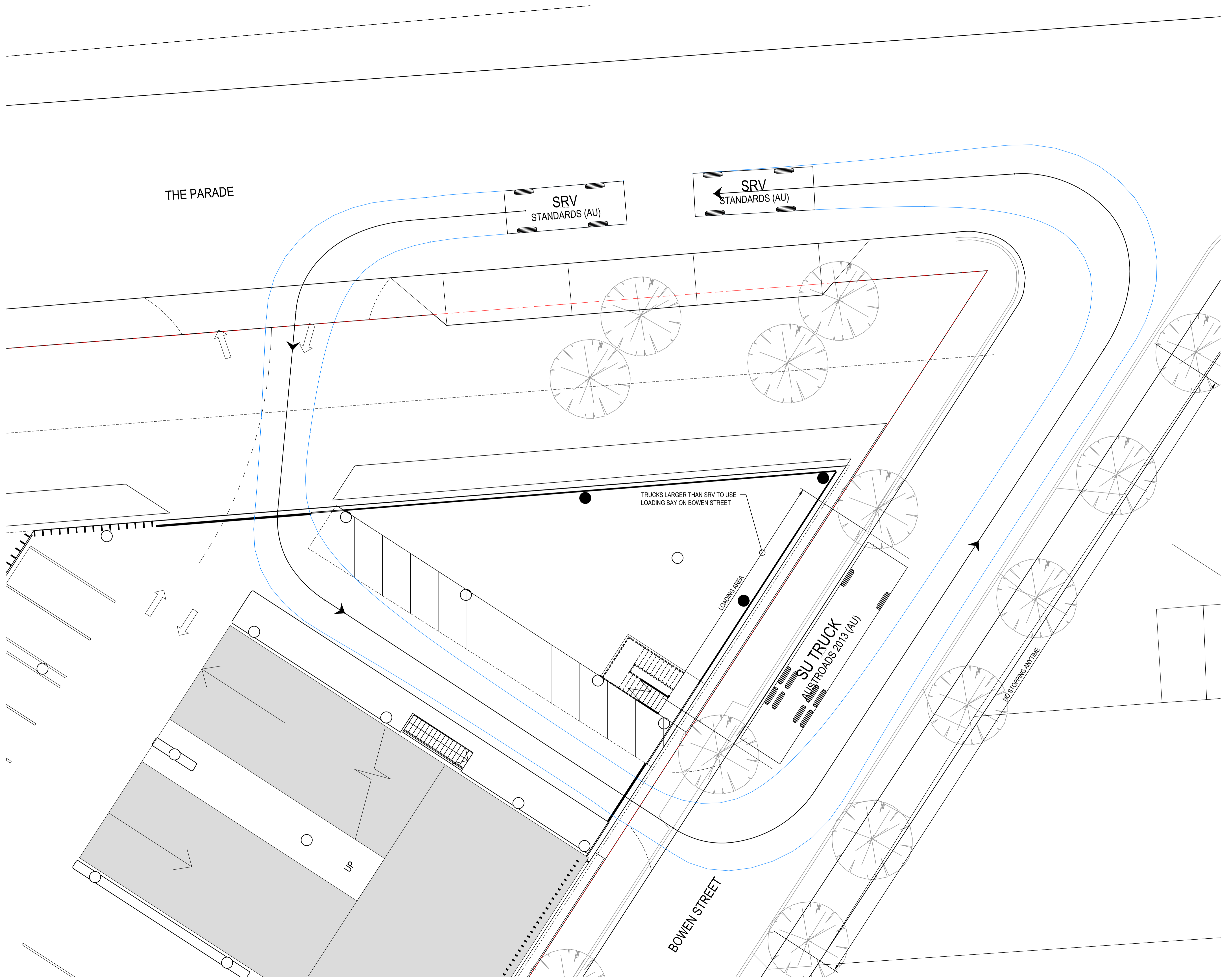


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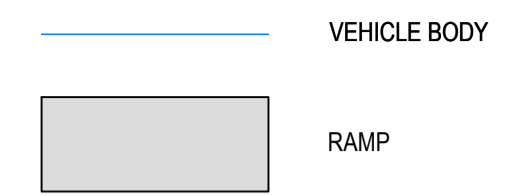
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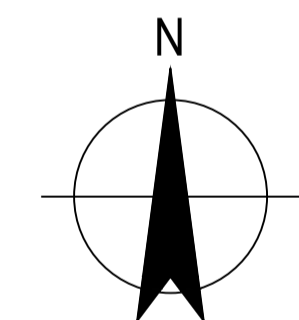
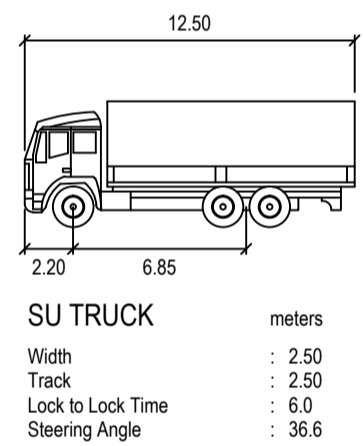
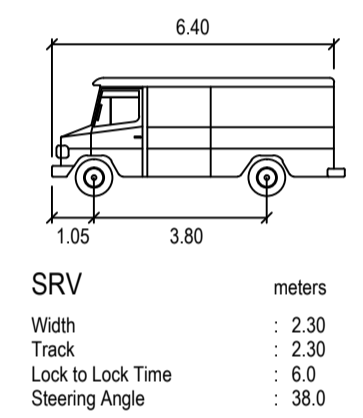
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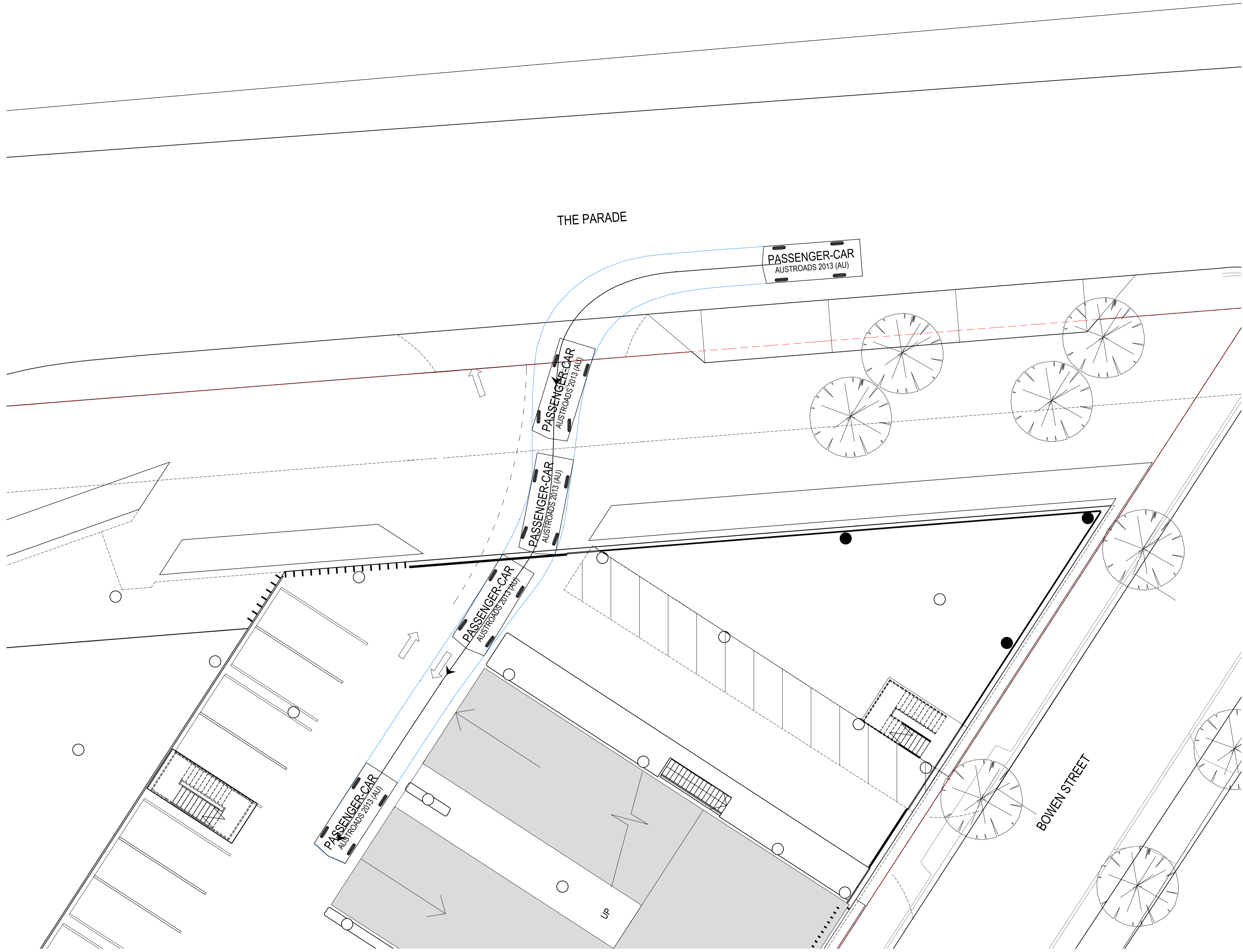


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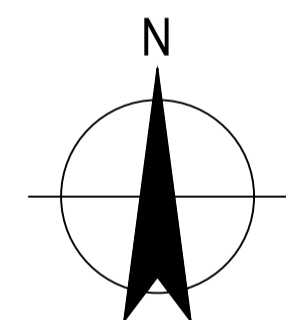
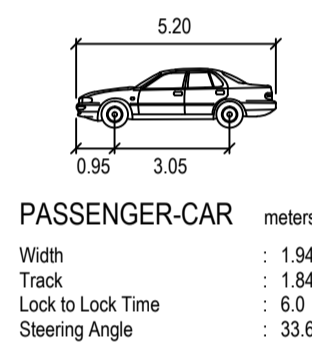
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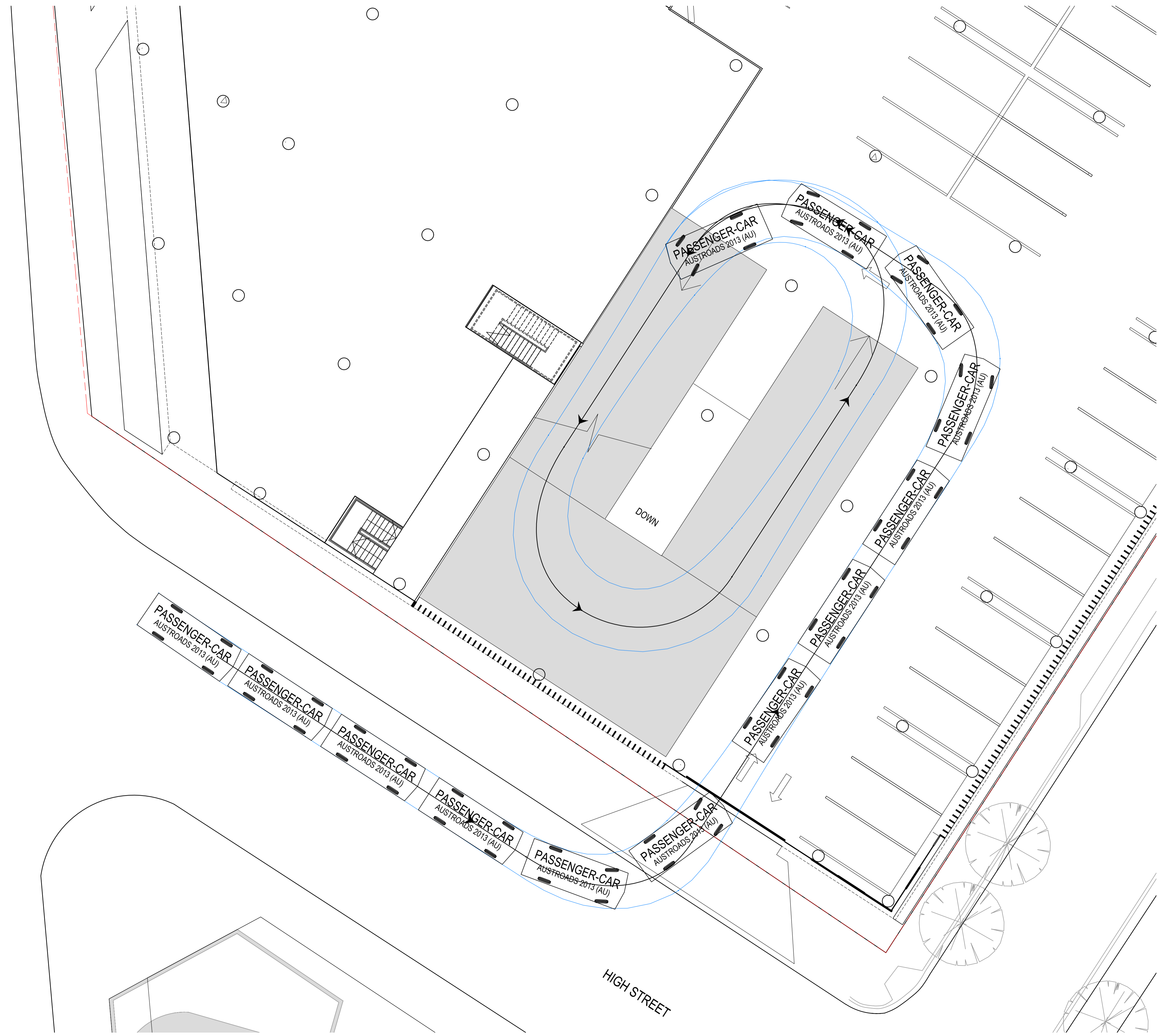
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PORTRUSH ROAD



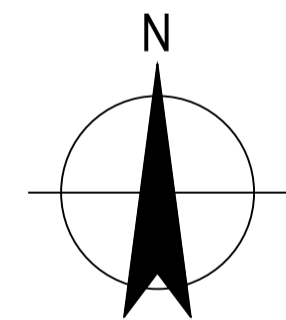
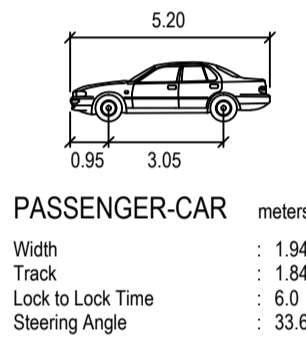
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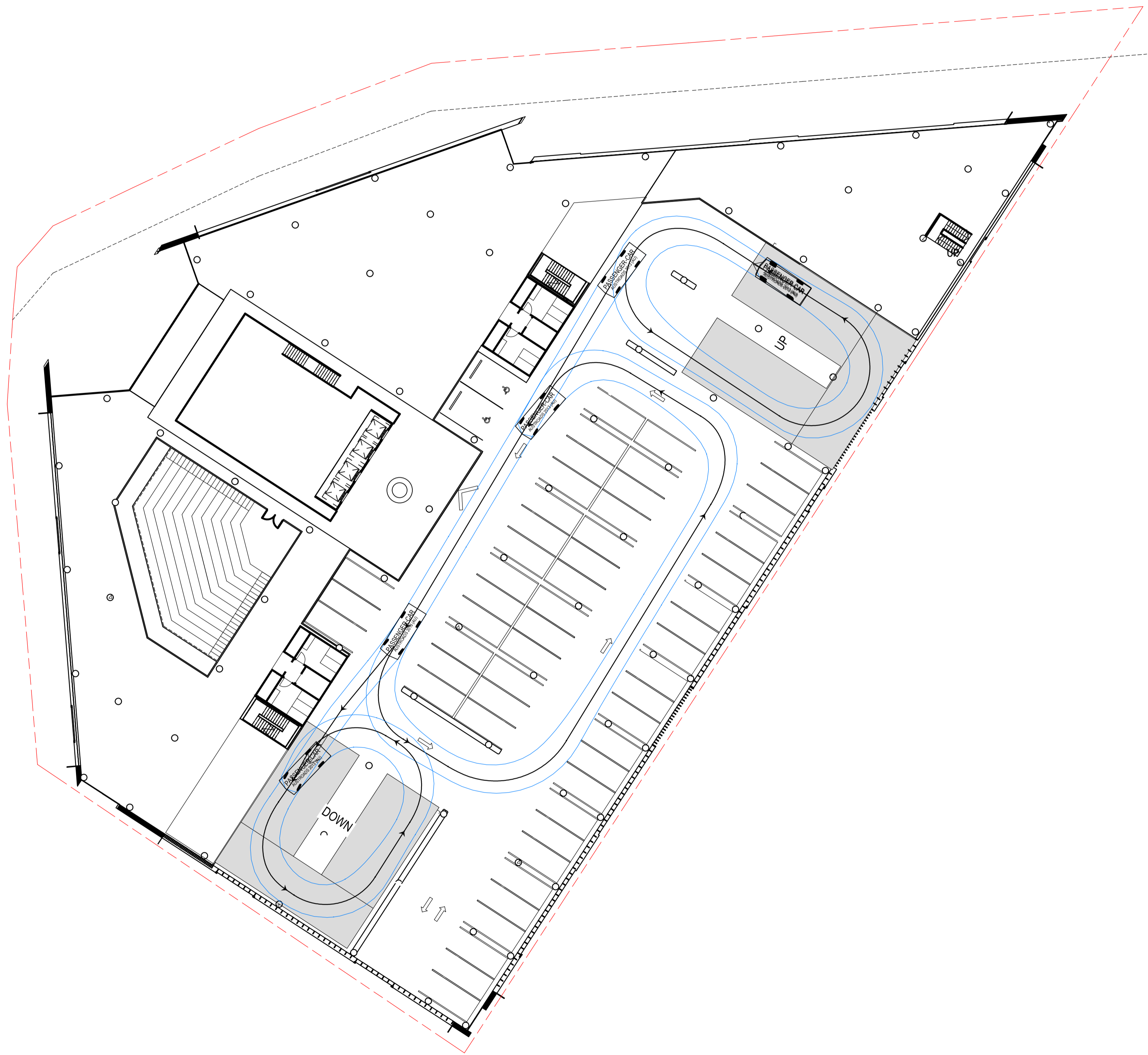


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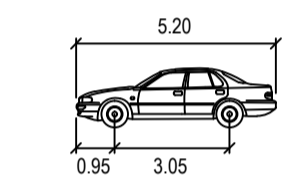
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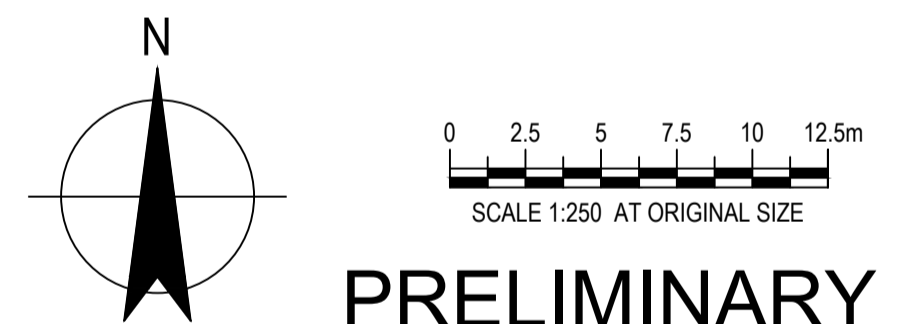
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VEHICLE TYPE:



PASSENGER-CAR		units
Width	: 1.94	meters
Track	: 1.84	
Lock to Lock Time	: 6.0	
Steering Angle	: 33.6	



PRELIMINARY

rev	description	app'd	date
C	ISSUED FOR INFORMATION	DM*	16.08.16
B	ISSUED FOR INFORMATION	DM	08.08.16

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PEREGRINE HEAD OFFICE
TURN PATH ANALYSIS - LEVEL ONE
CAR PARK CIRCULATION

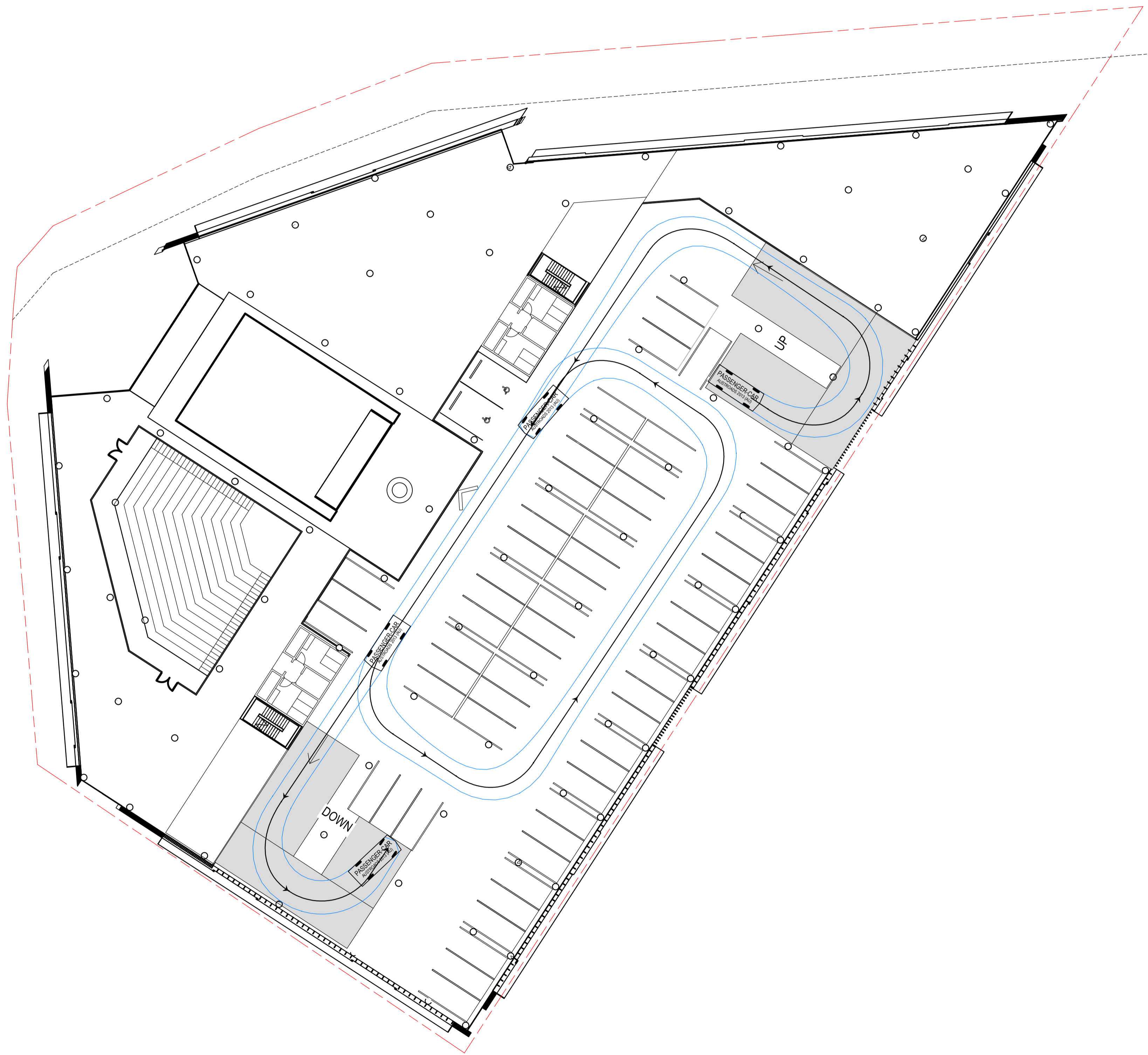


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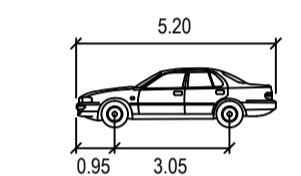
LEGEND:

- VEHICLE BODY
- RAMP

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VEHICLE TYPE:



PASSENGER-CAR		meters
Width	: 1.94	
Track	: 1.84	
Lock to Lock Time	: 6.0	
Steering Angle	: 33.6	



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CAR PARK CIRCULATION

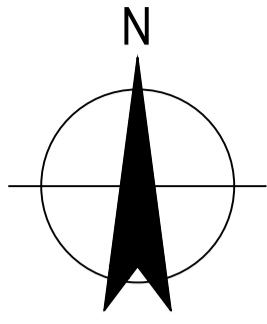


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LEGEND:

- EXISTING
- EXISTING PROPERTY BOUNDARY
- POTENTIAL PROPERTY BOUNDARY (4.5m OFFSET)
- BASEMENT LEVEL FOOT PRINT
- GROUND LEVEL FOOT PRINT
- LEVEL ONE FOOT PRINT
- PLANTER BOX



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 PEREGRINE HEAD OFFICE
SITE LAYOUT
BUILDING ALIGNMENT



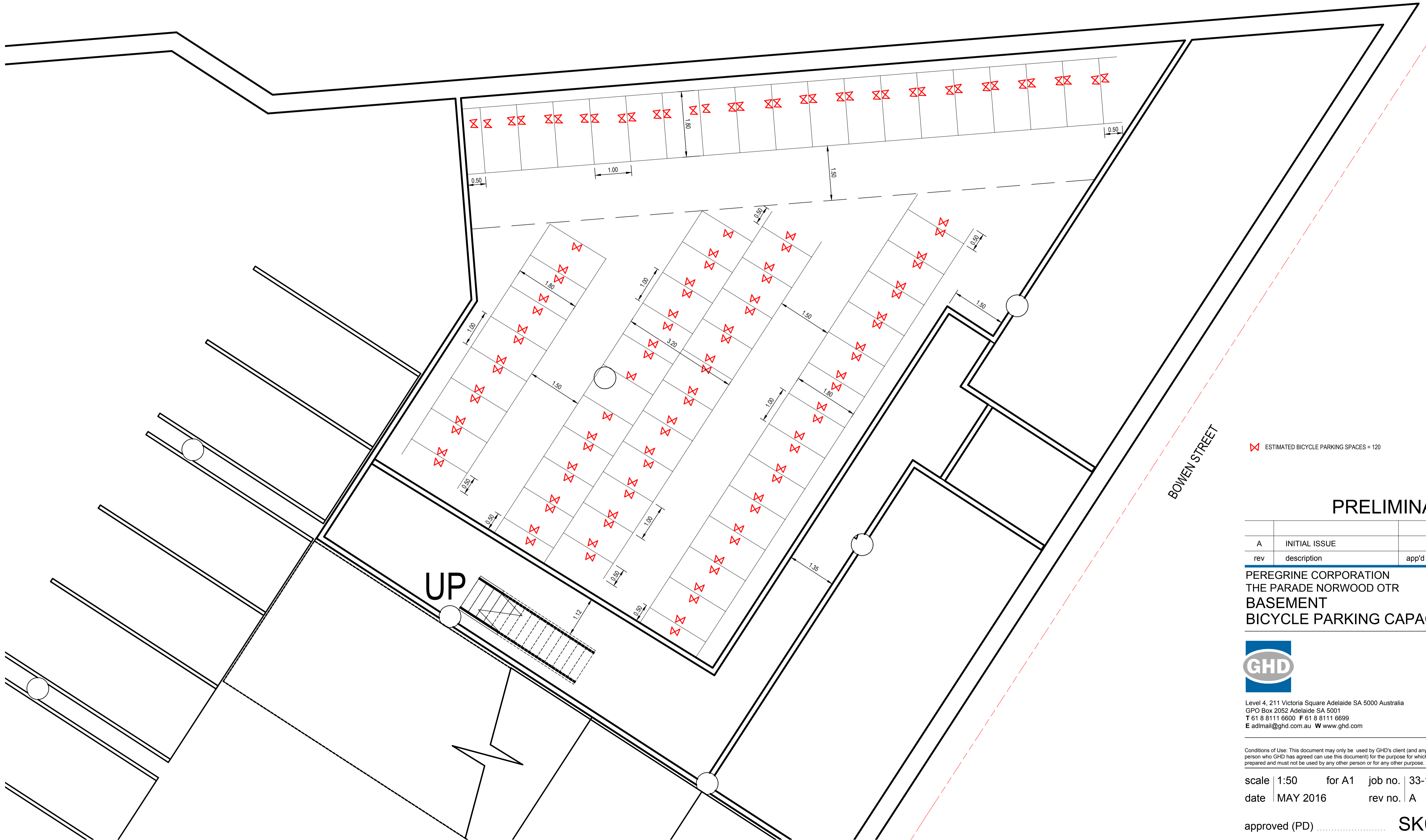
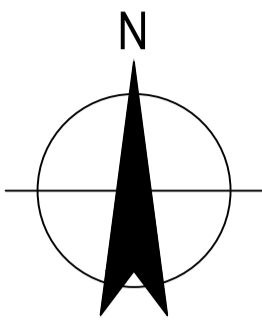
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THE PARADE



ESTIMATED BICYCLE PARKING SPACES = 120

PRELIMINARY

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A	INITIAL ISSUE		

PEREGRINE CORPORATION
 THE PARADE NORWOOD OTR
**BASEMENT
 BICYCLE PARKING CAPACITY**



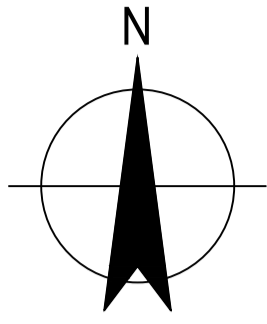
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Appendix B Road Geometry for each Tram Option

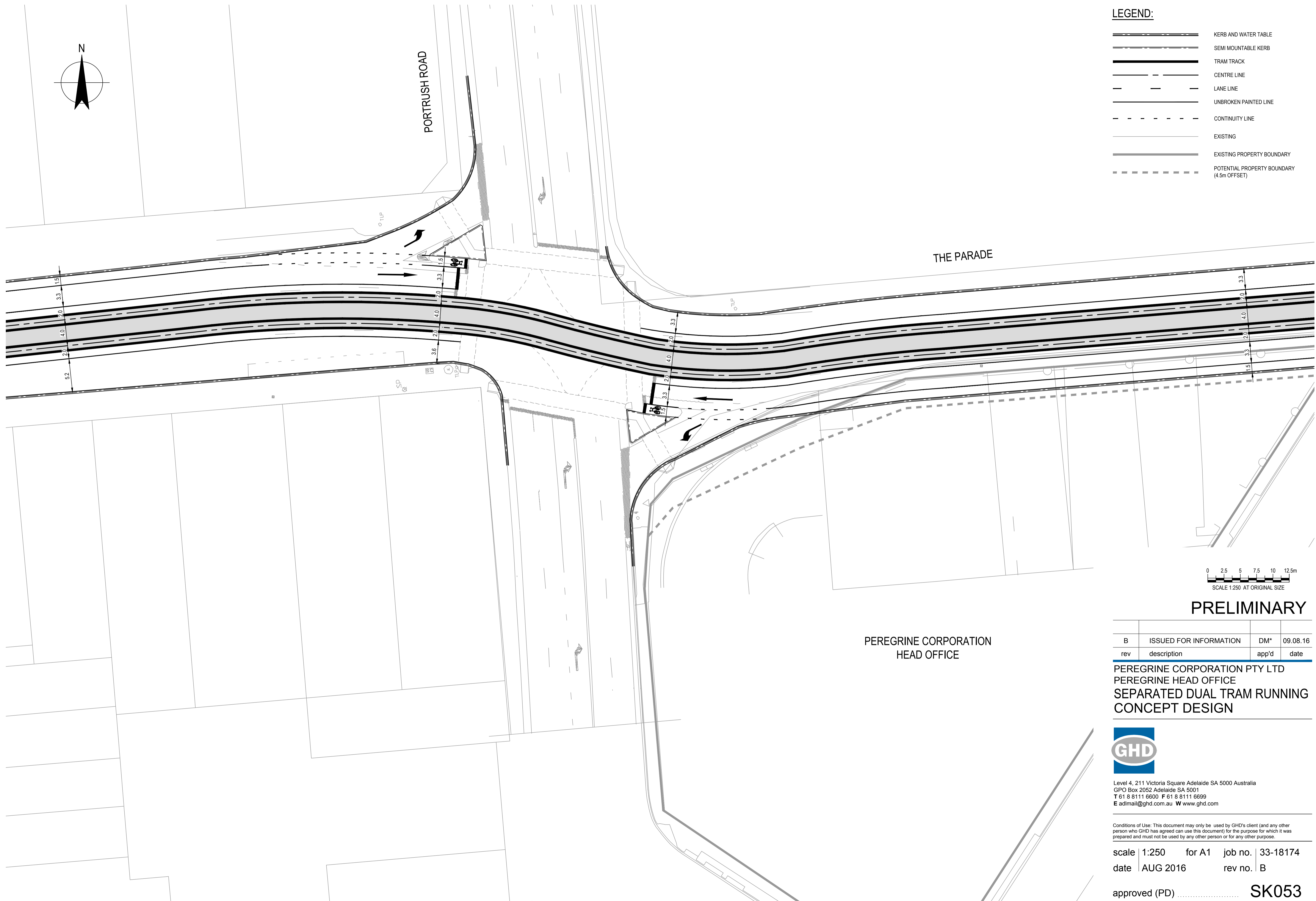


PORTRUSH ROAD

THE PARADE

LEGEND:

-  KERB AND WATER TABLE
-  SEMI MOUNTABLE KERB
-  TRAM TRACK
-  CENTRE LINE
-  LANE LINE
-  UNBROKEN PAINTED LINE
-  CONTINUITY LINE
-  EXISTING
-  EXISTING PROPERTY BOUNDARY
-  POTENTIAL PROPERTY BOUNDARY (4.5m OFFSET)



PEREGRINE CORPORATION
HEAD OFFICE

PRELIMINARY

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 PEREGRINE HEAD OFFICE
 SEPARATED DUAL TRAM RUNNING
 CONCEPT DESIGN

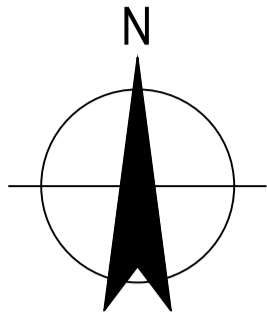


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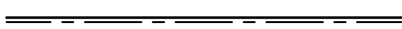








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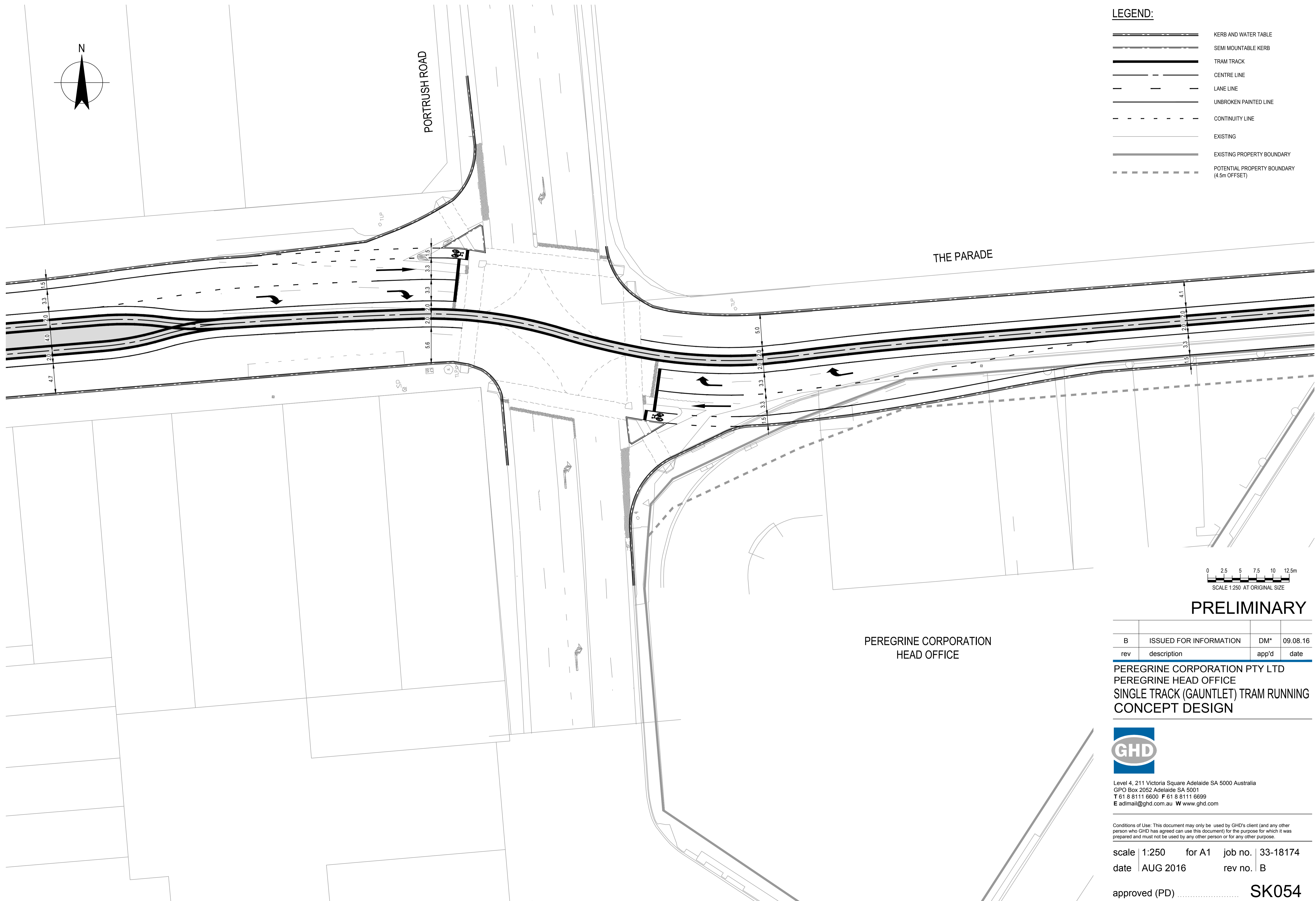
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approved (PD) SK053



LEGEND:

-  KERB AND WATER TABLE
-  SEMI MOUNTABLE KERB
-  TRAM TRACK
-  CENTRE LINE
-  LANE LINE
-  UNBROKEN PAINTED LINE
-  CONTINUITY LINE
-  EXISTING
-  EXISTING PROPERTY BOUNDARY
-  POTENTIAL PROPERTY BOUNDARY (4.5m OFFSET)



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PEREGRINE CORPORATION PTY LTD
 PEREGRINE HEAD OFFICE
 SINGLE TRACK (GAUNTLET) TRAM RUNNING
 CONCEPT DESIGN



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 HEAD OFFICE

GHD

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Document Status

Revision	Author	Reviewer		Approved for Issue		
		Name	Signature	Name	Signature	Date
0	S. Hartland/ D. Murray	C. Dunn		C. Dunn		9-6-2016
A	S. Hartland/ D. Murray	C. Dunn		C. Dunn		9-8-2016

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APPENDIX M

STORMWATER MANAGEMENT PLAN PREPARED BY GHD



30 May 2016

Brendan Le Var
MPH Architects
5 Vardon Ave
Adelaide SA 5000

Our ref: 33/18174
Your ref: 60520

Dear Brendan

Peregrine Head Office Development, The Parade, Kensington Park Concept Stormwater Management Plan

GHD has been commissioned by Peregrine Corporation to investigate the stormwater management for the proposed redevelopment of the Peregrine Head Office building, situated at the corner of The Parade and Portrush Road, Kensington Park. The content herein presents the relevant findings and potential options.

1 Site Reconnaissance

A site visit was undertaken by a GHD representative (on 25 May 2016) to understand how the existing site drains to the surrounding roads and to specifically confirm (at surface only) existing external stormwater infrastructure and locations. The results of the observations made are presented on the attached concept plan SK100 RevA, dated 30 May 2016.

Approximately 10 minor drainage discharge points were observed, with the majority being from the roof catchment, then via downpipes and box gutters, to each surrounding road. The existing car park located on the corner of The Parade and Bowen Street drains via an over the surface driveway crossover to Bowen Street and also via a grated inlet pit (GIP) which appears to drain via an underground connection to the existing stormwater drain located within The Parade road reserve.

There is a group of double (1 no.) and triple (2 no.), side entry pits (SEPs) in the northern kerb line of High Street, adjacent Portrush Road. These seem to discharge to a 375mm stormwater pipe flowing north toward the intersection of Portrush Road and The Parade. There are also two (2) double SEPS in the kerb of the left turn lane from The Parade onto Portrush Road (adjacent the north-western corner of the site), which likely connect to an underground stormwater drain (1200mm) flowing east-west within The Parade.

The majority of the existing site otherwise appears to discharge to the adjacent road water tables, including Bowen St, where flow is only along the water table. Grades along Bowen Street are slight to flat in some areas. During the site visit water ponding within the gutter and roadway was observed.



2 Review of Existing Information

Stormwater plans for Norwood Payneham St Peters Council have been reviewed via the Locations SA database. Dial before you dig (DBYD) results have also been sourced for the local area. Concept design plans (and some external sections) of all the levels of the new building have been sighted, provided by MPH Architects (dated 13th May 2016, SK01 to SK09, 1465 – Peregrine Ground Floor Plan & Office Sections SK35).

3 Liaison with Council

There has not been any direct liaison with Norwood, Payneham and St Peters Council (Council). However, GHD has reviewed the Council's Development Plan Policy, specifically to inform these stormwater matters. It has been concluded that site discharge is to satisfy the pre-development condition for the 5 year and 100 year ARI event flow (defined as the minor and major event for design purposes). It is on this basis that DRAINS stormwater modelling has been undertaken, to compare the existing scheme with that proposed (for the post-development peak flows).

4 Stormwater Management Concept Plan

The pre-development / post-development catchment information and estimated flows are presented on Concept Plans SK100 and SK101, attached. These plans show the interpretation of the existing system based on site observations and the proposed stormwater management system, based on the current architectural plans (MPH Architects, dated 13th May 2016, SK01 to SK09, 1465 – Peregrine Ground Floor Plan & Office Sections SK35

The peak flows for the minor and major rainfall events were estimated using the DRAINS software package, using site specific input data and assumptions based on the current design. This analysis has been undertaken to understand limitations, if any, with regard to the existing drainage system, and to identify if detention/retention solutions are required, and to what capacity.

Table 1 Existing and Proposed Catchments and Flows

Existing Catchment (approximate)	Proposed Catchment (approximate)
Roof = 0.42 ha	Roof = 0.52 ha
Carpark = 0.16 ha	Pavement = 0.06 ha (depends on road widening)
Total Site Area = 0.58 ha	Total Site Area = 0.58 ha
Peak Flow	Peak Flow
1 in 100 years:	1 in 100 years:
Pavement – 0.079 m ³ /s	Pavement – 0.031 m ³ /s
Roof – 0.211 m ³ /s	Roof – 0.26 m ³ /s
Total = 0.29 m³/s (= 290 L/s)	Total = 0.291 m³/s (= 291 L/s)
1 in 5 years:	1 in 5 years:
Pavement – 0.032 m ³ /s	Pavement – 0.013 m ³ /s
Roof – 0.085 m ³ /s	Roof – 0.106 m ³ /s
Total = 0.117 m³/s (= 117 L/s)	Total = 0.119 m³/s (= 119 L/s)

On the basis of current information available, the resultant flows from the site will be very similar, if not the same, between the existing and proposed site schemes. Accordingly, it is likely that no onsite detention will be required, purely for the purposes of limiting post-development flows to that of the pre-development site condition. This applies with respect to the site in isolation and without as yet fully understanding the current local network issues beyond the subject site. These should be further investigated and negotiated with the relevant approving authorities in the preliminary design phase of the project.

It is prudent to recognise the requirements of Council's Development Policy and Principles of Development Control, and AS/NZS 3500 – Part 3 Stormwater Drainage, specifically with regard to the below design aspects.

5 Potential Water Sensitive Urban Design Elements

5.1 Rainwater Harvesting and Re-Use

It is envisaged to capture a limited amount of clean stormwater from the roof area and re-use this where possible, the most likely uses being toilet flushing and onsite irrigation of landscaped areas (within the limitations of the site). Any water storage would be within tanks, either above or below ground, depending on the capacity required and final building design. The most likely location will be within the nominated waste area adjacent to The Parade. This location will also allow any water overflow to drain to the adjacent water table.

5.2 Buffer Strips/ Tree Pits

Buffer strips and/or tree pits may also be possible at ground/street level only, depending on the final ground floor layout and landscape design. The opportunities for these features will be very limited.

6 Water Quality and Performance against Agreed Objectives

It is proposed to analyse water quality outcomes during the preliminary design phase, once critical aspects of the design have been incorporated. Given the high percentage of runoff water that will be generated from the roof surface, the water quality of runoff will be very good, as the water will not have the opportunity to come into contact with potential contaminants (for example, hydrocarbons on roadways / car parks).

All car parking is proposed to be under cover, so rainwater runoff will not be generated from these areas.

The other sources of rainwater runoff will be paved areas, decks and balconies which will not have potential contaminants present, so runoff quality will be high.

Water quality objectives will be in accordance with those agreed by the proponent and Council / EPA and the requirements of the Environmental Protection Policy (Water Quality).

Modelling (for example using MUSIC software) has not been completed at this stage.

7 Exclusions

The assessment and conclusions herein are on the basis none of the following have been undertaken: engineering survey, actual service location and depth, geotechnical investigation, preliminary or detailed design, liaison with any of the relevant authorities. This stormwater management plan is to be reviewed when all information becomes available.

Sincerely
GHD Pty Ltd



Heath Sandland

Senior Civil Engineer
(08) 8111 6713














Cc: John Domino, Engineering Construction Manager, Peregrine Corporation

Attachments:

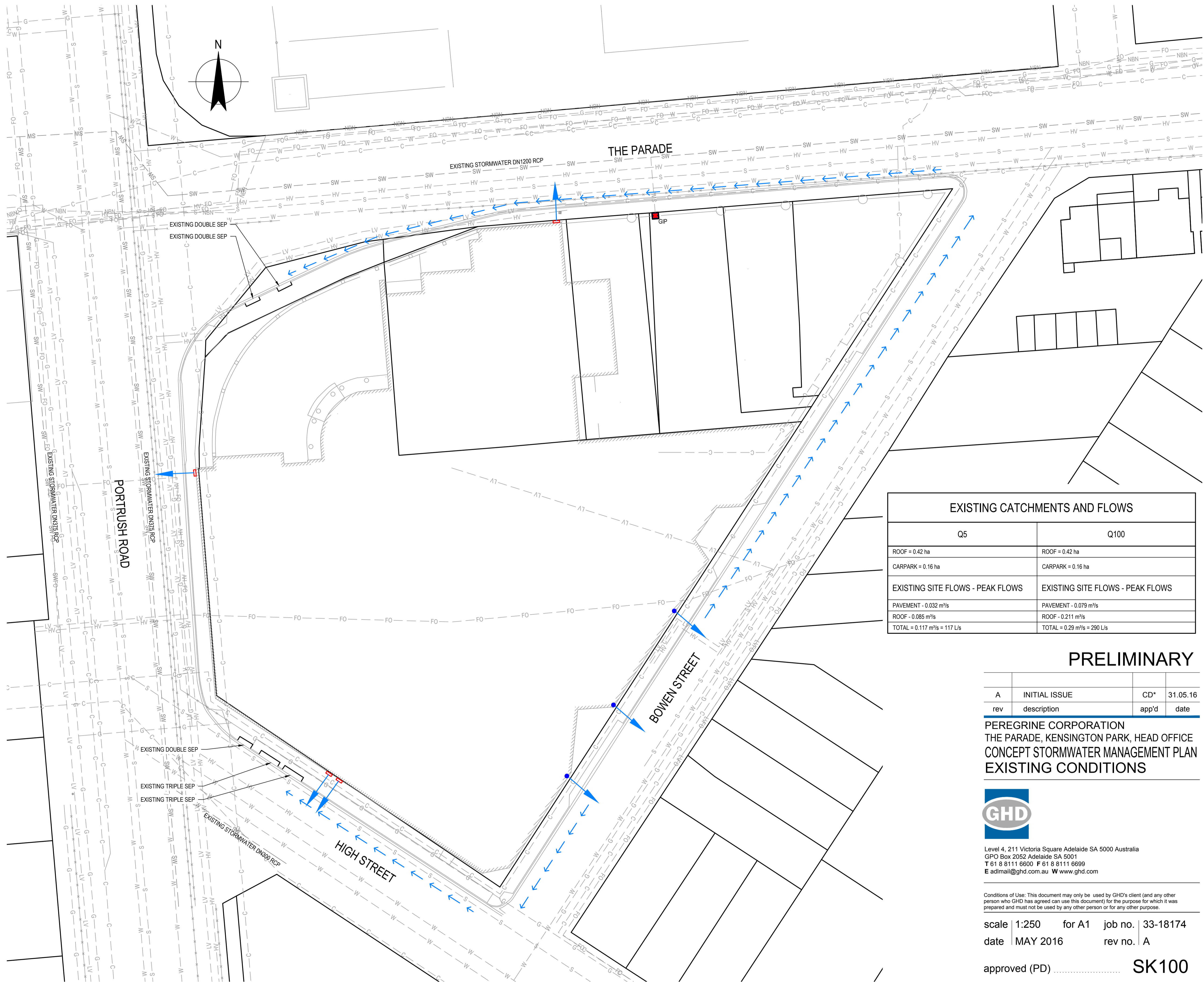
SK100. Concept Stormwater Management Plan – Existing Conditions (May 2016, Rev A)

SK101. Concept Stormwater Management Plan – Proposed System (May 2016, Rev A)

LEGEND:

-  EXISTING BOX GUTTER AND OUTLET TO STREET
-  EXISTING DOWNPIPE AND OUTLET TO STREET
-  EXISTING GRATED INLET PIT (GIP)
-  DIRECTION OF FLOW IN STREET WATER TABLE
-  EXISTING REDUNDANT GAS
-  EXISTING GAS
-  EXISTING HV ELECTRICAL
-  EXISTING LV ELECTRICAL
-  EXISTING COMMUNICATIONS
-  EXISTING FIBRE OPTIC
-  EXISTING WATER
-  EXISTING SEWER
-  EXISTING STORMWATER

NOTE:
ALL SERVICES INDICATIVE ONLY. LOCATION ONSITE REQUIRED PRIOR TO CONSTRUCTION.



EXISTING CATCHMENTS AND FLOWS	
Q5	Q100
ROOF = 0.42 ha	ROOF = 0.42 ha
CARPARK = 0.16 ha	CARPARK = 0.16 ha
EXISTING SITE FLOWS - PEAK FLOWS	EXISTING SITE FLOWS - PEAK FLOWS
PAVEMENT - 0.032 m ³ /s	PAVEMENT - 0.079 m ³ /s
ROOF - 0.085 m ³ /s	ROOF - 0.211 m ³ /s
TOTAL = 0.117 m³/s = 117 L/s	TOTAL = 0.29 m³/s = 290 L/s

PRELIMINARY

rev	description	app'd	date
A	INITIAL ISSUE	CD*	31.05.16

PEREGRINE CORPORATION
THE PARADE, KENSINGTON PARK, HEAD OFFICE
CONCEPT STORMWATER MANAGEMENT PLAN
EXISTING CONDITIONS
















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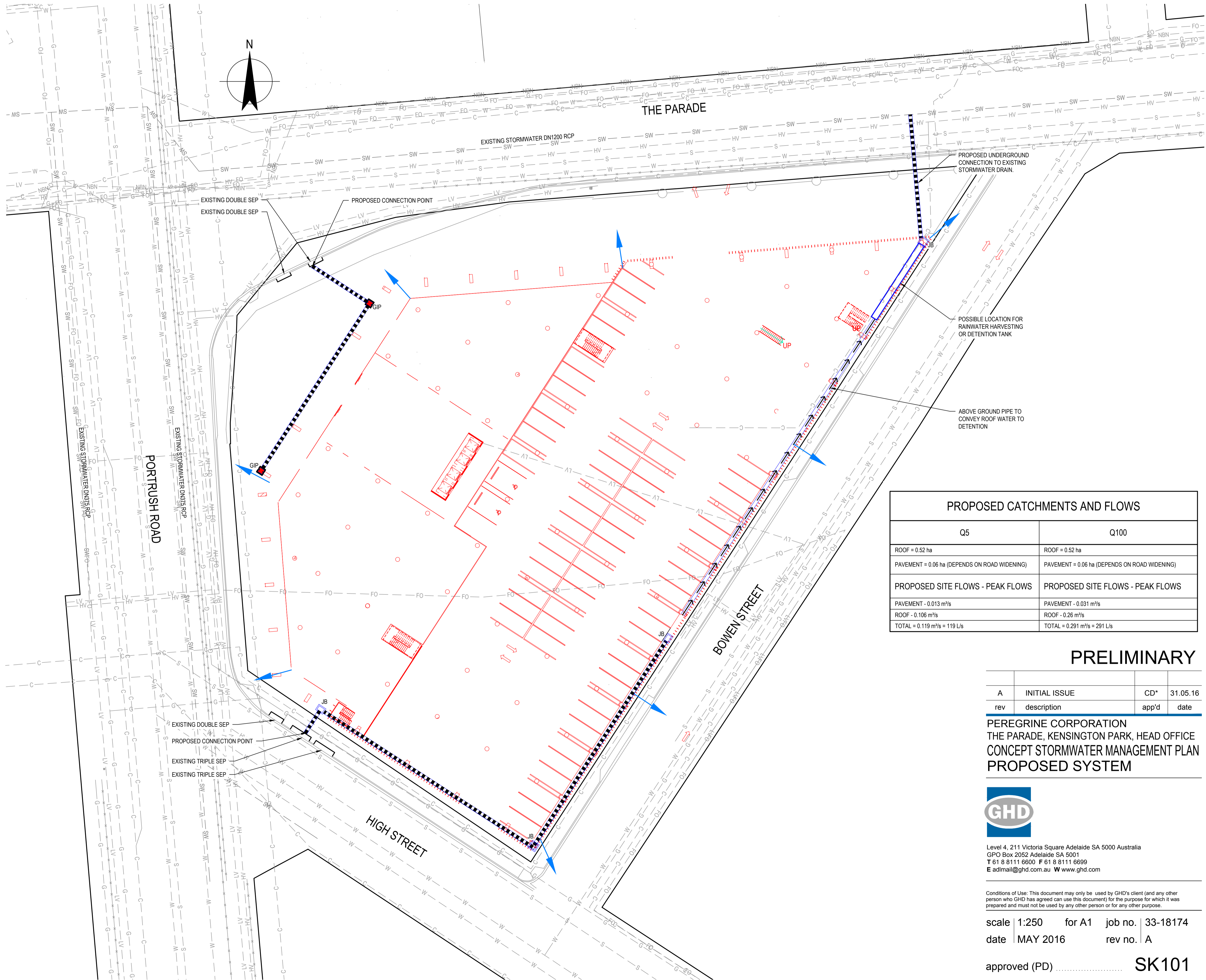
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date MAY 2016 rev no. A

approved (PD) **SK100**

LEGEND:

-  PROPOSED 1 IN 100 OVERFLOW POINT
-  PROPOSED UNDERGROUND STORMWATER PIPE (1 IN 5 YEAR EVENT)
-  PROPOSED JUNCTION BOX (JB)
-  PROPOSED GRATED INLET PIT (GIP)
-  EXISTING REDUNDANT GAS
-  EXISTING GAS
-  EXISTING HV ELECTRICAL
-  EXISTING LV ELECTRICAL
-  EXISTING COMMUNICATIONS
-  EXISTING FIBRE OPTIC
-  EXISTING WATER
-  EXISTING SEWER
-  EXISTING STORMWATER

NOTE:
ALL SERVICES INDICATIVE ONLY. LOCATION ONSITE REQUIRED PRIOR TO CONSTRUCTION.



PROPOSED CATCHMENTS AND FLOWS	
Q5	Q100
ROOF = 0.52 ha	ROOF = 0.52 ha
PAVEMENT = 0.06 ha (DEPENDS ON ROAD WIDENING)	PAVEMENT = 0.06 ha (DEPENDS ON ROAD WIDENING)
PROPOSED SITE FLOWS - PEAK FLOWS	PROPOSED SITE FLOWS - PEAK FLOWS
PAVEMENT - 0.013 m³/s	PAVEMENT - 0.031 m³/s
ROOF - 0.106 m³/s	ROOF - 0.26 m³/s
TOTAL = 0.119 m³/s = 119 L/s	TOTAL = 0.291 m³/s = 291 L/s

PRELIMINARY

rev	description	app'd	date
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PEREGRINE CORPORATION
THE PARADE, KENSINGTON PARK, HEAD OFFICE
CONCEPT STORMWATER MANAGEMENT PLAN
PROPOSED SYSTEM



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approved (PD) SK101



APPENDIX N

WASTE MANAGEMENT PLAN PREPARED BY GHD



Peregrine Corporation

Head Office Development

Site Waste Management and Minimisation Plan

June 2016

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Appendix A – WRAP Waste Arisings Model Data

1. Introduction

1.1 Background and Purpose of Report

Peregrine Corporation has submitted a proposal for the redevelopment of the Peregrine Corporation head offices at 270 The Parade, Kensington Park, Adelaide. The proposal has been assessed as a Major Development and subject to assessment by the Development Assessment Commission (DAC) South Australia. The site location is shown in Figure 1.

Figure 1- Site Location



Following its review, the DAC has determined that, to fulfil the requirements of the Development Act 1993, the proposal will require the preparation and submission of a Development Report.

In the Guidelines for the preparation of that Report, DAC has, inter alia, requested that the following specialist report be undertaken.

- *Waste management and minimisation (for demolition, construction and operation) demonstrating the location of waste storage (including separation of recyclables hard waste and e-waste) and disposal facilities on the site and provide details of how these facilities will be serviced.*

The purpose of this report is to respond to that Guideline, and it has been produced with reference to relevant information including

- Conceptual design drawings (May 2016) produced by MPH Architects
- South Australian Better Practice Guide: Waste Management in Residential or Mixed Use Developments (Zero Waste SA, 2014)
- Liaison with private waste contractors regarding service options and vehicle characteristics
- UK Waste and Recycling Action Programme construction waste website <http://dowtb.wrap.org.uk/Performance.aspx>

1.2 Scope and limitations

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The opinions, conclusions and any recommendations in this report are based on conditions encountered and information reviewed at the date of preparation of the report. GHD has no responsibility or obligation to update this report to account for events or changes occurring subsequent to the date that the report was prepared.

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GHD has prepared this report on the basis of information provided by Peregrine and others who provided information to GHD (including Government authorities)], which GHD has not independently verified or checked beyond the agreed scope of work. GHD does not accept liability in connection with such unverified information, including errors and omissions in the report which were caused by errors or omissions in that information.

2. Regulatory Context

The legislation, regulation and guidance used to produce this Site Waste Management and Minimisation Plan includes:

- Environmental Protection Act 1993 (SA)
- Development Act 1993 (SA)
- Environment Protection (Waste to Resources) Policy 2010 (SA)
- Integrated Waste Services Policy (City of Norwood Payneham and St Peters, 2010)
- Better Practice Guide: Waste Management in Residential or Mixed Use Developments (Zero Waste SA, 2014)

3. Demolition Waste

In the absence of firm material quantities for the proposed development, the 'Designing Out Waste calculation tool' produced by the Waste Recycling Action Program (WRAP)¹ in the UK provides a robust estimation of materials use and waste arisings for buildings of generally standard Australian construction.

The current Peregrine Office facilities comprise a combination of predominantly one- storey construction over the approximately 5500m² site, with the western side of the building as a two- storey.

3.1 Site Waste Management Activities

An appropriately qualified waste management contractor would need to be engaged to provide services for the waste streams generated during demolition, and to maintain data on waste generation and recycling.

Concrete will be crushed and stockpiled, for re-use either on or off-site. Asphalt will be similarly stockpiled.

For other materials, it is intended to undertake on-site skip segregation of waste into at least the following categories:

- blockwork, timber, wood products, plasterboard, metal, glass, residual other.

The overall site area is approximately 6125 m². There are hard stand areas of 1000 m² (car park) and 420 m² (entrance plaza) that may be made available for locating demolition waste management skips (Figure 2). should sufficient space not be safely available on-site, off-site sorting of comingled waste would be required to be undertaken.

Figure 2 – Potential Demolition Waste Sorting Area Locations



¹ <http://dowtb.wrap.org.uk/Home.aspx>

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3.2 Asbestos

It is not known whether the demolition waste will include asbestos, and at this stage it has been assumed that no asbestos is present. Should the presence of asbestos be indicated, a licensed contractor will need to be engaged for its removal in accordance with regulatory requirements.

3.3 Waste Quantities

An estimate of the demolition Arisings is provided in Table 1.

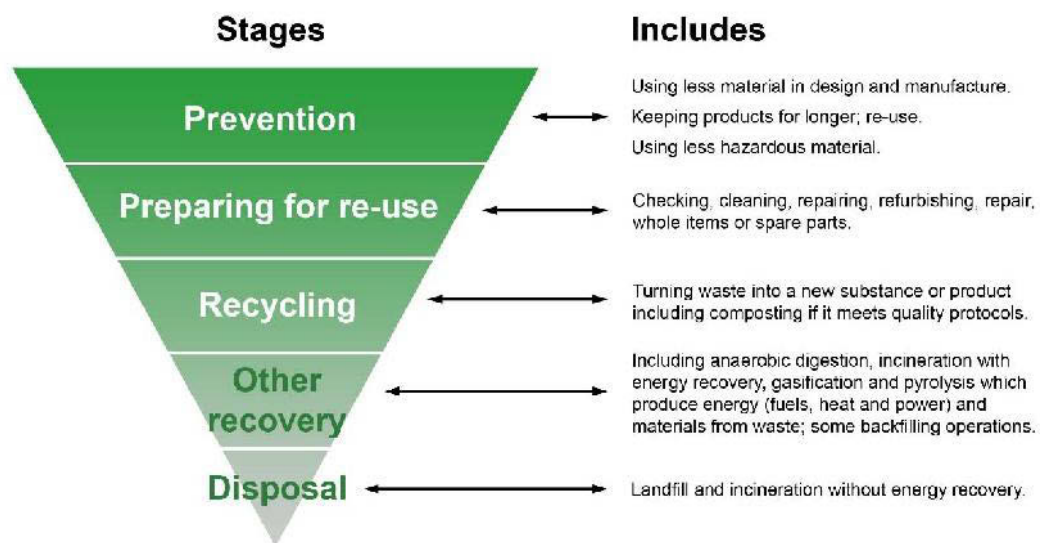
Table 1 -Estimated Demolition Waste Arisings

Material	Mass (t)
Concrete	4180
Masonry	1860
Asphalt	430
Aggregates	1010
Ferrous	6970
Non-Ferrous	120
Timber	140
Glass	20
Plasterboard	240
Slates	40
Miscellaneous	1500
TOTAL	16510

4. Construction Waste

The waste hierarchy is an internationally recognised approach that ranks waste management options according to what is best for the environment. It gives top priority to preventing waste in the first place. When waste is created, it gives priority to preparing it for re-use, then recycling, then recovery, and last of all disposal (e.g. landfill). The hierarchy is a key component of the management approach stipulated by the Zero Waste Act 2004 in South Australia. It is illustrated below in Figure 3.

Figure 3 – Waste Hierarchy



The new office facilities comprise a six-storey development; primarily office space and car parking, but also including facilities such as a café, a restaurant, a gym and a swimming pool.

4.1 Prevention of Waste

The primary effort will be to engage in waste prevention and reduce the amount of waste generated in the first place i.e. minimise the resources needed to do the job. Prevention is financially advantageous, as it will reduce the quantity of construction materials and obviates the need to remove wastes from site. Activities that may be undertaken in this regard include:

- ensuring materials are ordered on an “as needed” basis to prevent over supply to site;
- purchasing coverings, panelling or other materials in shape, dimensions and form that minimises the creation of excessive scrap waste on site;
- ensuring correct storage and handling of construction materials to minimise generation of damaged materials/waste e.g. keeping deliveries packaged until they are ready to be used;
- ensuring correct sequencing of operations; and
- assigning individual responsibility (through appropriate contractual arrangements) to sub-contractors for the purchase of raw materials and for the management of waste arising from their activities,

4.2 Site Waste Management Activities

An appropriately qualified waste management contractor will need to be engaged to provide services for the waste streams generated, and to maintain data on waste generation and recycling.

Concrete will be crushed and stockpiled, for re-use either on or off-site. Asphalt and excavated soil will also be stockpiled for off-site use or recycling.

For other materials, it is intended to undertake on-site skip segregation of waste into at least the following categories:

- blockwork, timber, wood products, plasterboard, metal, glass, residual other.

Segregated materials will be sent to a licensed waste contractor for recycling and re-use.

The overall site area is approximately 6125 m², and the development footprint is approximately 5200 m². The works programme, including the location of laydown and waste sorting areas has not been confirmed, and should sufficient space not be safely available on-site, off-site sorting of comingled waste will be undertaken prior to recycling and reuse.

An estimate of the construction waste arisings has also been produced using the WRAP Designing Out Waste calculation tool, and is provided in Table 1.

Table 1 – Estimated Construction Waste Arisings

Material	Mass (t)
Concrete	200
Ferrous	74
Rockwool	4
Masonry	2605
Glass	2
Non-Ferrous	1
Plasterboard	12
Miscellaneous	17
Aggregates	37
Plastic	9
Electrical	1720
Waste Fill	4960
TOTAL	9643

5. Operational Waste

5.1 Waste Quantities

Waste generation has been determined using the data provided in the Zero Waste SA, Review of SA Waste Resource Generation Rates (April 2014) applied to the latest floor plan layouts supplied by MPH Architects.

The relevant generation rates for the planned site uses are provided below in Table 2

Table 2 – Waste Generation Rates

Usage	General Waste	Recycling	Organics	Metric
Offices or Consulting Rooms	15	15	2.5	L/10m ² /week
Café/Restaurant	30	20	40	L/10m ² /day
Retail > 100m ²	6	6	0.3	L/10m ² /day
Low Density Residential	40	35	40	L/bedroom/wk

The operational waste arisings for the development have been calculated using the most current layout drawings supplied by MPH Architects, and are shown in Table 3.

Table 3 – Arisings per Floor per Use

Floor	Usage	Area (m ²)	Notional Waste Generation Usage	Weekly Waste Arisings (m ³)		
				General	Recycling	Organics
B	car park	3810	None	0.00	0.00	0.00
B	EOT	365	10% office	0.05	0.05	0.01
B	store	730	10% office	0.11	0.11	0.02
G	car park	2700	None	0.00	0.00	0.00
G	café	390	café	7.02	4.68	9.36
G	retail	660	Retail > 100m ²	0.4	0.4	0.02
1	training	1085	20% office	0.33	0.33	0.05
1	car park	2390	None	0.00	0.00	0.00
1	office	390	office	0.59	0.59	0.10
2	office	3420	office	5.13	5.13	0.86
3	office	485	office	0.73	0.73	0.12
3	meeting	1420	20% office	0.43	0.43	0.07
4	office	1920	office	2.88	2.88	0.48
5	office	1830	office	2.75	2.75	0.46
6	restaurant	700	restaurant	12.60	8.40	16.80
6	gym/spa	455	10% office	0.07	0.07	0.01
6	Accommodation	405	Assume 3 beds	0.12	0.11	0.12
6	deck	320	None	0.00	0.00	0.00
R	Plant Room	480	None	0.00	0.00	0.00
Total				33.2	26.6	28.5

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5.2 Bin Sizes

The selection of bin sizes will take into account the following factors:

- Quantity of waste;
- Frequency of collection;
- Storage space;
- Bin store to service area distance and clear paths;
- Waste collection area dimensions; and
- Vehicle size and pick-up mechanism.

Table 4 shows the number of bins required, for the calculated weekly waste generated by the proposed development, for a range of bin capacities.

Table 4 – Bin Size Options

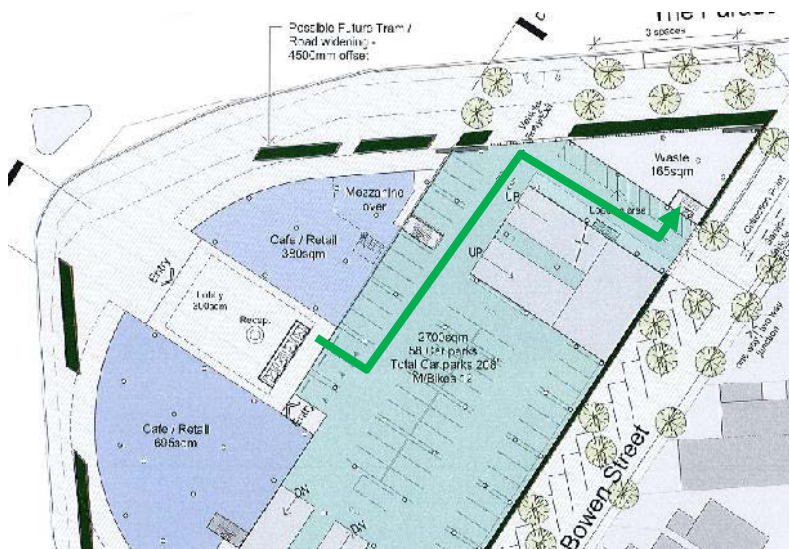
Waste Type	Bin Size (L)					
	1100		660		240	
	Bins / week	Bins/ Day	Bins / week	Bins/ Day	Bins / week	Bins/ Day
General	30	6	50	10	137	28
Recycling	24	5	40	8	109	22
Organics	26	6	44	9	119	24

On the basis of minimising the number of individual bin movements while maintaining mobility, the 1100 L mobile garbage bin (MGB) has been selected as the most appropriate receptacle for waste from the development.

5.3 Bin Storage

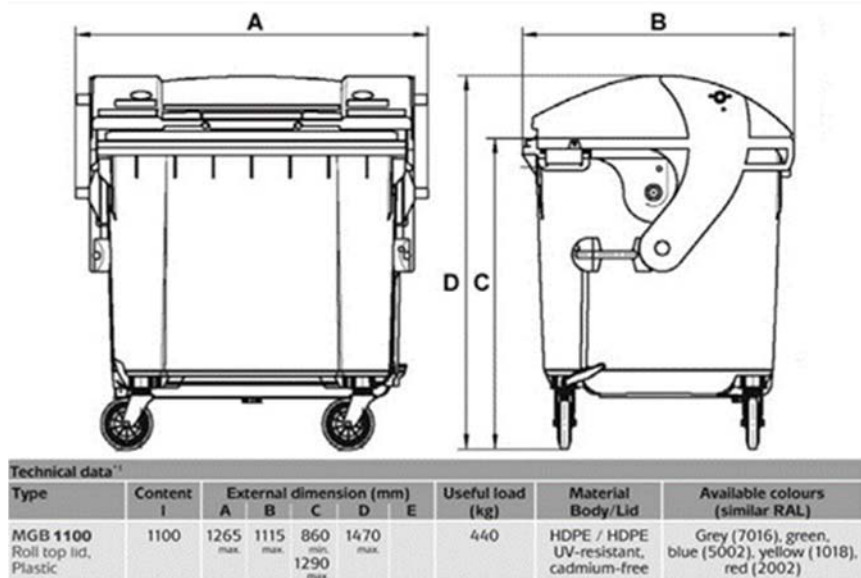
From each floor, waste will be brought manually to the ground floor using a dedicated service lift as shown in Figure 4, and then transferred to the Bin Store.

Figure 4 – Route from Service Lift to Bin Store



It will then be transferred to the 1100 L MGBs. The dimensions of the 1100L MGB are shown below in Figure 5.

Figure 5 – Dimensions of 1100 L Mobile Garbage Bin



The arrangement of each of the bin types (yellow lid – recyclables, green lid – organics, red lid – general waste) within the dedicated bin store is shown to scale in Figure 6.

Figure 6 – Bin Storage Area Arrangement

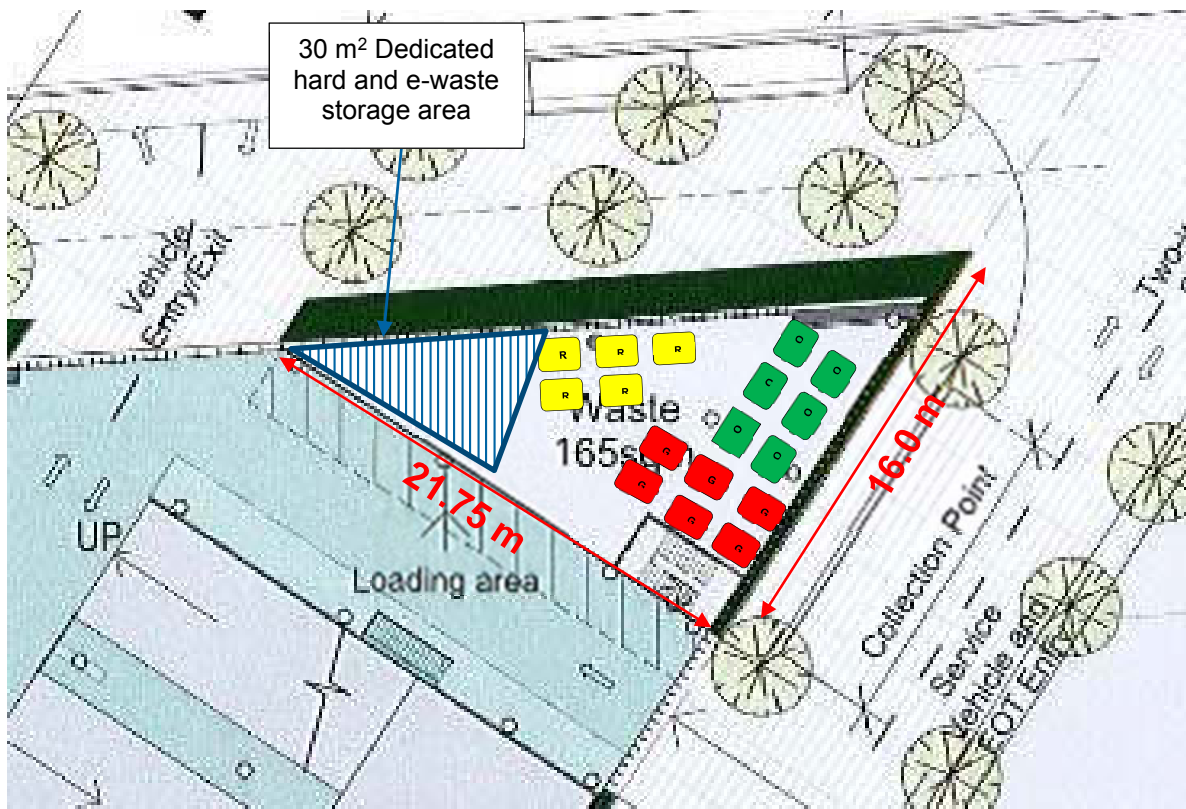


Figure 6 confirms that the residential bin store of 165 m² on the Ground Floor is of adequate size and layout to accommodate the required number of 1100 litre plastic MGBs, i.e. 6 general waste, 5 recyclable waste, and 6 organics/ food. The bin store will be secured to restrict interference by the general public.

5.4 Service Days and Frequency

Refuse will be collected 5 times a week, Monday through Friday. Most collections should be undertaken at the same time, should this prove feasible from an operational point of view.

Each of the waste types will be collected by a single vehicle from the Bin Presentation Zone on Bowen Street (see Section 5.5)

The Integrated Waste Policy of the City of Norwood Payneham and St Peter's states that commercial waste producers are entitled to one collection of each type (recyclable, organic, general residual), with additional service being available upon payment of a fee.

At this stage, the proponent has not entered into any contractual arrangements with either the City of Norwood Payneham and St Peter's Commercial Waste arm or a private waste contractor. It is envisaged that discussions and negotiations in this regard will commence upon acceptance of the waste management and collection methodology within this SWMMP.

5.5 Street Access and Collection

It is anticipated that bins will be emptied off a kerbside bin presentation zone in Bowen Street, having been moved from the Bin Store using the route shown in Figure 7. The bin presentation zone is 16m long by 2.5 m deep. Bins of each particular waste type will only be moved into Bowen Street immediately prior to the scheduled collection time for that waste type. At any one time, a maximum of 12 bins will be in the bin collection zone. The distance from bin storage area to bin collection zone is a maximum of 15m, in accordance with the Zero Waste SA Better Practice Guide: Waste Management in Residential or Mixed Use Developments. The 1100 L bins are able to serviced by a standard rear loading refuse vehicle. Typical dimensions are shown in Figure 8.

Figure 7 – Bin Collection from Kerbside

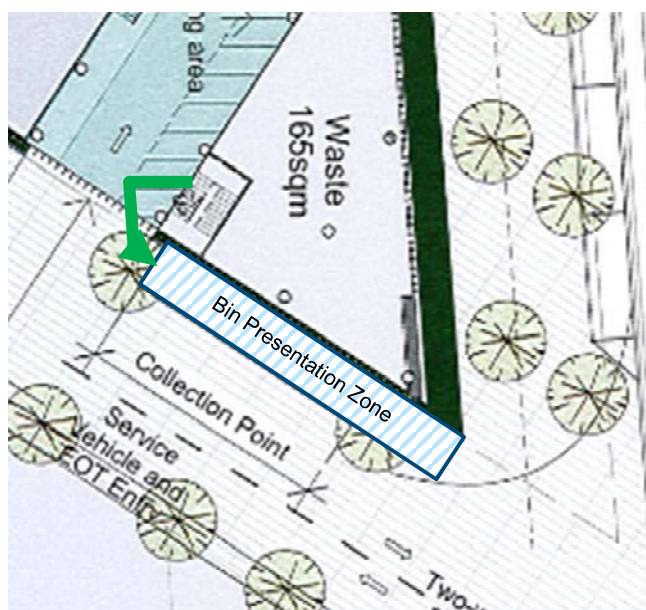
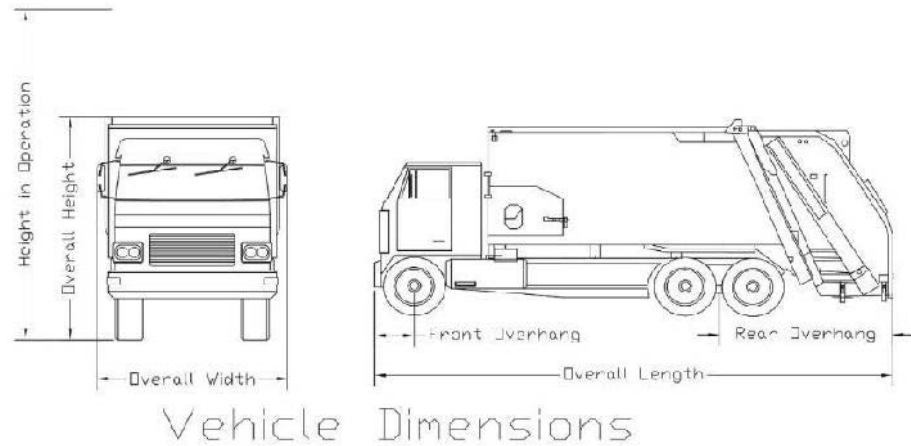


Figure 8 – Typical Dimensions of Rear Loading Refuse Vehicle



Rear Loader Collection Vehicle

Parameter	Clearance of Vehicle (m)	Required Clearance (m)
Overall length	8.0	9.5
Overall width	2.5	3.0
Overall height	2.5	4.0
Height in operation	3.5	4.0

5.6 Hard Waste and e-waste

Hard waste and e-waste will be collected from the building and stored in the 30 m² dedicated area of the Bin Store area. It will be collected by a licensed waste contractor as required.

5.7 Management

On site, the Office manager’s representative or caretaker will be responsible for:

- Managing the transfer of waste to the 1100 L bins;
- Managing the transport of full bins to the waste storage area;
- Managing waste and recycling to ensure bins are filled consecutively, with only full bins to be presented for collection;
- The cleaning of waste storage areas and bins;
- Managing the movement of full bins onto Bowen Street for collection; and
- Ensuring that no more than 12 bins are presented to the kerbside at any one time prior to vehicle collection.

Appendix A – WRAP Waste Arisings Model Data

Content

- Model Inputs
- SWMMP Outputs

Peregrine

Save

Save & next

Cancel

Project description

Project name

Project description

Building type

Project type

Site details

Site area
m²

Building site coverage
%

Landscaping hard
%

Landscaping soft
%

Site conditions

Estimated qty of excavation

Enter excavation in
m³

Basement and substructure
m³

Site works
m³

Demolition of existing structures Yes

[Launch demolition quantities estimator](#)

Design details

Gross internal floor area
m²

Number of storeys

Above ground
nr

Basement
nr

Occupied floors
nr

Average floor to floor height
m

Building footprint
m²

Basement footprint
m²

Building perimeter length

Exposed walls
m

Party walls
m

Basement perimeter length
m

Glazing ratio to external walls
%

Internal atrium Yes

Width
m

Length
m

Enclosed / open Enclosed

Glazing ratio to atrium walls
%

If you have edited the project details, press SAVE. If you want to recalculate your results you can either:

1. Re-confirm your selected specification (click 'save' on the View/edit assumptions screen)
2. Re-apply the default specification (tick box below)

Apply default specification

Save

Save & next

Cancel

WRAP SWMMP Model Outputs

C, D or E Activity	Material Type	Further description of waste - optional	(tonnes)
Construction	concrete	Concrete	200.09
Construction	iron and steel	Ferrous	74.27
Construction	insulation materials	Rockwool	4.36
Construction	bricks	Masonry	2,605.06
Construction	glass	Glass	2.31
Construction	aluminium	Non-Ferrous	1.19
Construction	gypsum-based construction materials	Plasterboard	12.16
Construction	mixed construction and demolition wastes	Miscellaneous	17.20
Construction	soil and stones	Aggregates	37.20
Construction	plastic	Plastic	8.72
Construction	discarded electrical and electronic equipment	Electrical	1,720.34
Excavation	soil and stones	Waste Fill	4,960.00
Demolition of New Build	bituminous mixtures	Asphalt	100.00
Demolition of New Build	bricks	Masonry	5,198.00
Demolition of New Build	concrete	Concrete	11,694.00
Demolition of New Build	glass	Glass	33.00
Demolition of New Build	gypsum-based construction materials	Plasterboard	650.00
Demolition of New Build	mixed construction and demolition wastes	Miscellaneous	1,200.00
Demolition of New Build	mixed metals	Ferrous	19,491.00
Demolition of New Build	mixed metals	Non-Ferrous	325.00
Demolition of New Build	mixtures of concrete, bricks, tiles and ceramics	Aggregates	2,826.00
Demolition of New Build	tiles and ceramics	Slates	104.00
Demolition of New Build	wood	Timber	390.00

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Document2

Document Status

Revision	Author	Reviewer		Approved for Issue		
		Name	Signature	Name	Signature	Date
	G M Lutton			C Dunn		09/06/16

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APPENDIX O

HERITAGE REPORT PREPARED BY DASH

DASH (Danvers Schulz Holland) Architects was founded in 1964 and has since established itself as one of South Australia's leading practices in the provision of specialist heritage services.

DASH Architects has been at the forefront of the development of a sustainable paradigm for the conservation of cultural heritage within Australia. This approach is based on contemporary values and traditions, and recognises the importance of both tangible and intangible cultural significance within our community.

Peregrine Head Office Redevelopment

270 The Parade, Kensington Park

Heritage Impact Assessment

DA163272 Issue A

11.08.16

1.0 Introduction

This report has been prepared by Jason Schulz, Director of DASH Architects. I have over 20 years experience as a heritage architect, with particular expertise in adaptive reuse, heritage policy and impact assessments. I also have a detailed knowledge of the State's planning system, including relevant legislation (Development Act & Regs, SA Heritage Places Act & Regs), Council Development Plans, DAC, PLP and related processes. This collective expertise has afforded me the following past and present postings:

Present

- South Australian Heritage Council (since 2011);
- Local Heritage Advisory Committee (since 2011); and
- City Centre Design Review Panel (ODASA).

Past

- Deputy Presiding Member, City of Unley Development Assessment Panel;
- Presiding Member, City of Adelaide Urban Design Advisory Committee;
- City of Adelaide Heritage Advisor; and
- Salvation Army Advisory Board.

I have been engaged by Shahin Brothers Pty and Shahin Group Pty Ltd to undertake a Heritage Impact Assessment (HIA) of the proposed redevelopment at 270 The Parade, Kensington Park. This engagement extended to the provision of heritage advice to the design team, MPH Architects, during the development of the concept and current application.

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ABN 82 059 685 059

This advice, and associated HIA, is provided in response to the Department of Planning Transport and Infrastructure's Development Report (January 2016) Guideline 1, which notes:

State Heritage Places are located on the north west, north east and south west corners of the Parade and Portrush Road intersection, as well as the State Heritage listed Benson Memorial Drinking Fountain to the south of the subject site. The subject site is also adjacent two contributory items on Bowen Street and in close proximity to Local Heritage Places. It should therefore be demonstrated how the proposal respects and responds to the heritage context of this visually prominent intersection and the adjacent Residential Character Zone.

Evaluate the impacts of the proposal on the heritage context of the locality, taking into account scale, massing, configuration and design

On this basis, this assessment will consider the following:

- State Heritage Impacts;
- Local Heritage Impacts;
- Interface with adjacent Residential Historic (Conservation) Zone.

My advice has been based on:

- Burnside (City) Development Plan (consolidated 28 April 2016).
- Norwood Payneham and St Peters (City) Development Plan (consolidated 28 April 2016)

Documentation prepared by MPH Architects as follows:

- Peregrine Design Statement;
- 1465, 04/08/2016, SK00(3) Site Plan
- 1465, 04/08/2016, SK09(6) Basement Plan
- 1465, 04/08/2016, SK01(6) Ground Floor
- 1465, 04/08/2016, SK02(6) Level 1
- 1465, 04/08/2016, SK03(6) Level 3
- 1465, 04/08/2016, SK04(6) Level 4
- 1465, 04/08/2016, SK05(6) Level 5
- 1465, 04/08/2016, SK06(6) Level 6
- 1465, 04/08/2016, SK07(6) Level 7
- 1465, 04/08/2016, SK08(5) Roof Plan
- 1465, 04/08/2016, SK12(1) Level 2
- 1465, 04/08/2016, SK21(6) 3D Overview
- 1465, 04/08/2016, SK24(6) Parade looking West
- 1465, 04/08/2016, SK25(6) South East view from The Parade
- 1465, 04/08/2016, SK27(5) Portrush looking North
- 1465, 04/08/2016, SK35(4) Sections
- 1465, 04/08/2016, SK36(4) Elevations

- 1465, 04/08/2016, SK40(4) Solar Diagrams
- 1465, 04/08/2016, SK47(4) Parade looking East
- 1465, 04/08/2016, SK48(4) Portrush looking South
- 1465, 04/08/2016, SK49(4) High St looking West
- 1465, 04/08/2016, SK52(2) Solar Diagrams
- 1465, 04/08/2016, SK53(2) Sections
- 1465, 06/06/2016, SK54(1) Elevations
- 1465, 04/08/2016, SK55(2) Roof Plan
- 1465, 04/08/2016, SK57(6) Future Urban Vision

Disclaimer: This HIA has been based on the information scheduled above. Any changes to these scheduled items may result in differing heritage impacts to those considered and assessed in the below report. It is recommended that the above issue dates and revision numbers be confirmed to those lodged for Development Plan Consent when considering the findings are recommendations of this report.

2.0 Subject Site / Locality

The proposed development is located at 270 The Parade, Kensington (The Subject Site). This site occupies the south-east corner of the busy Portrush Road / The Parade intersection.

While the site is located within the City of Norwood Payneham and St Peters, its northern (The Parade) boundary interface with the City of Burnside.

The site is located within a Business Zone, Kensington Policy Area 6.7. The site's eastern (Bowen Street) and southern (High Street) sides interface with a Residential Historic (Conservation) Zone (RH(C)Z).

There are no heritage places on the Subject Site, however there are several State and Local Heritage places within the immediate locality, as illustrated in Image 1 below. Image 1 also identifies the adjoining RH(C)Z, and associated Contributory Items.

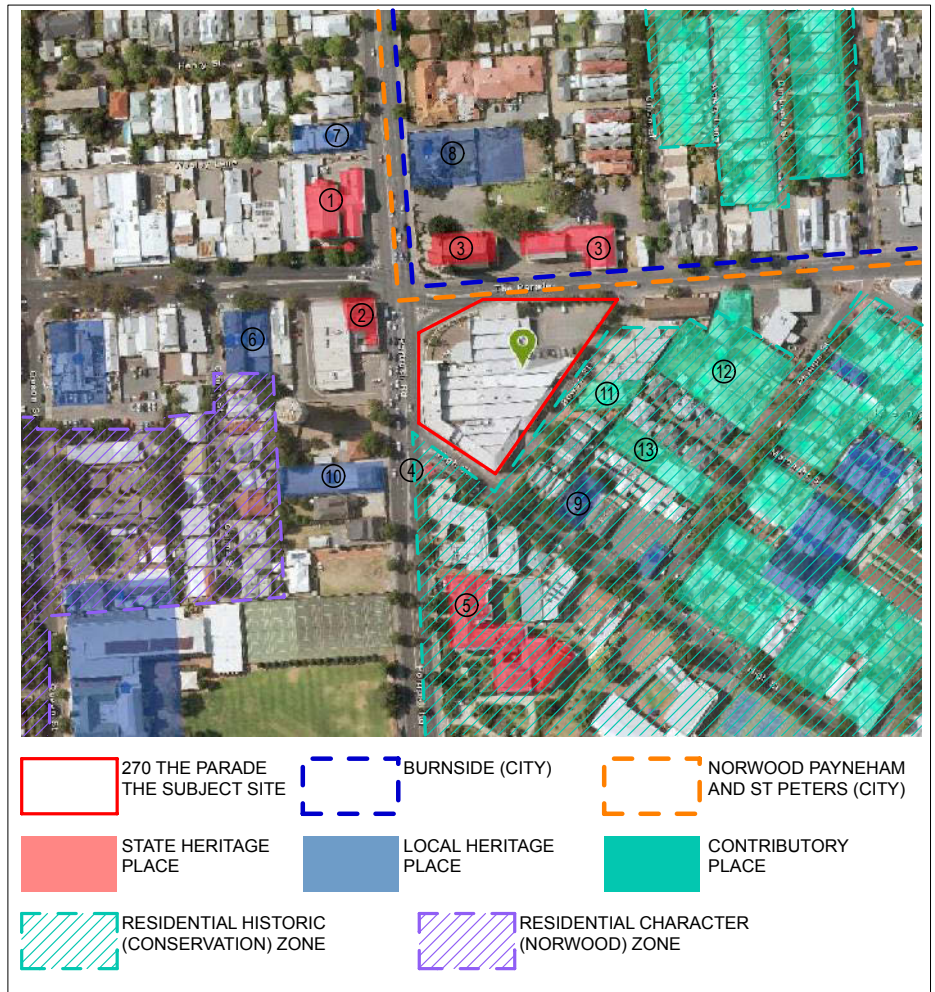


Image 1. Locality plan, showing nearby heritage places (State heritage in red, Local heritage in blue): Source: Base image sourced www.location.sa.gov.au

State Heritage places identified in the above image include:

1. 239 The Parade, Norwood: Former Norwood Wesleyan Methodist Church, Hall and Front Fence (shrcode 10950);
2. 258 – 262 The Parade, Norwood: Two Storey Shops and Upstairs Dwellings (shrcode 12689);
3. 278 Portrush Road, Beulah Park: Clayton Wesley Uniting (former Congregational) Church Complex (including 1882 Church, 1856 Chapel, 1875 Hope Hall and 1910 Clayton Institute (shrcode 13171);
4. Corner of Portrush Road and High Street: Benson Memorial Drinking Fountain, Kensington (shrcode 10609);
5. 268 Portrush Road, Kensington: St Joseph's Convent including the 1876 chapel, the 1908 main building and additions to it (shrcode 14150)

Local Heritage places identified in the above image include:

6. 250 The Parade, Norwood: Victorian Bluestone and Red Brick Dwelling (Norwood, Payneham and St Peters);

7. 271 Portrush Road, Norwood: Late Victorian Masonry Dwelling (Norwood, Payneham and St Peters);
8. 278 Portrush Road, Beulah Park: House – former Clayton Memorial Church Manse (Burnside);
9. 21 High Street, Kensington: Mid Victorian Bluestone Villa (Norwood, Payneham and St Peters);
10. 279 Portrush Road, Norwood: High Victorian Bluestone Dwelling ‘Arena Community Club’ (Norwood, Payneham and St Peters)

Contributory places identified in the above image include:

11. 8 Bowen Street, Kensington: Dwelling;
12. 3 Phillips Street, Kensington: Dwelling;
13. 15 Philips Street, Kensington: Dwelling.

The site currently accommodates the applicant’s existing two storey office facility, which includes carparking and warehousing to the Bowen Street interface.



Image 2. Subject Site interface with The Parade / Portrush Road intersection



Image 3. Subject Site interface with Portrush Road and High Street intersection



Image 4. Subject Site interface with Portrush Road and High Street intersection



Image 5. Subject Site's warehousing interface with Bowen Street. Source: Google Maps



Image 6. Subject Site's carpark interface with Bowen Street and The Parade. Source: Google Maps

3.0 Adjacent Planning Consent

In March 2015 the IMDAC approved a redevelopment proposal 254-256 The Parade (DA 155/M053/14). This proposal effectively ‘wraps’ around the State Heritage place located at 258-262 The Parade (Ref 2, Image 1), to accommodate a mixed use multi-storey residential and retail development. Exact details of the proposal were not able to be located in preparing this HIA, however from the IMDAC agenda of 12 March 2015 I understand the development to be 6 storeys in height.

While there is no certainty that the proposed development will proceed, it clearly demonstrates an acceptance of increased bulk and scale of development within the immediate locality.

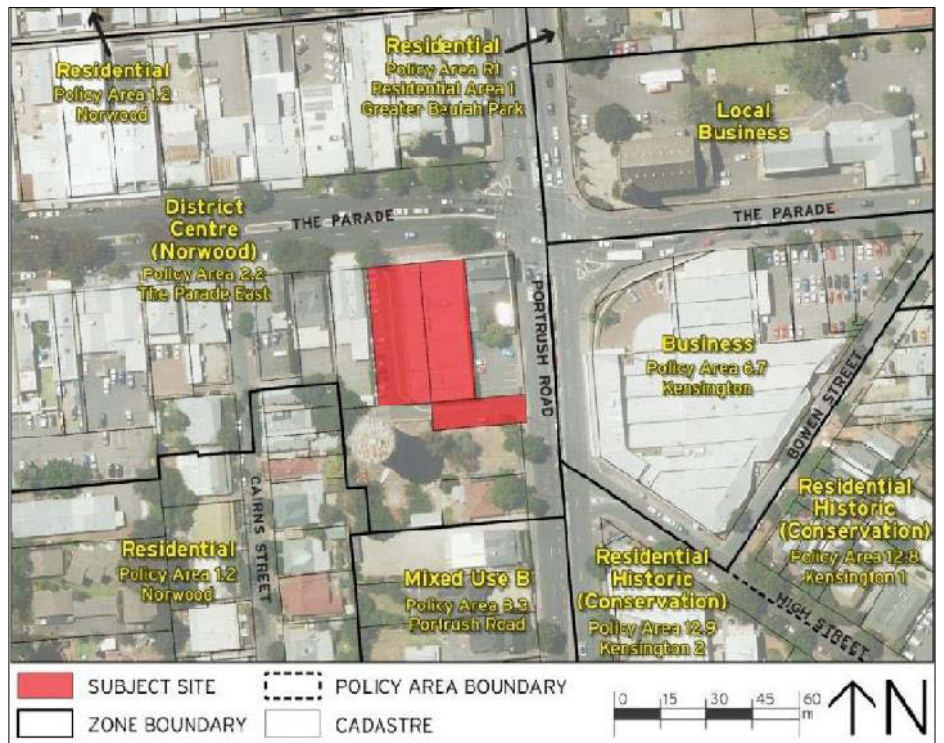


Image 7. Proposed Development at 254-256 The Parade: Source: http://www.dac.sa.gov.au/_data/assets/pdf_file/0005/158117/3.1_The_Parade_Norwood_155_M053_14_254-256_3.pdf



Image 8. Proposed Development at 254-256 The Parade: Source: http://www.dac.sa.gov.au/__data/assets/pdf_file/0005/158117/3.1_The_Parade_Norwood_155_M053_14_254-256_3.pdf



Image 9. Proposed Development at 254-256 The Parade: Source: http://www.dac.sa.gov.au/__data/assets/pdf_file/0005/158117/3.1_The_Parade_Norwood_155_M053_14_254-256_3.pdf

4.0 Proposed Development

4.1 Summary of Development

The application seeks to demolish this existing facility on the site to develop a new mixed use development containing:

- Basement level: carparking, EOT and storage;
- Ground Floor: Carparking, retail, hospitality (café), office reception, and waste management;
- Level 1: training, office and carparking;
- Levels 2 to 5: office
- Level 6: restaurant, accommodation and gymnasium;
- Roof level: plant

The proposal also includes external balconies and 'walking track', and an upgraded public realm to The Parade, Portrush Road, High Street and Bowen Street. The Bowen Street upgrade includes proposals to reconfigure on street parking, street trees and a revised traffic management strategy for the street. As, however, this will be subject to Council concurrence I understand it does not form part of this current application.



Image 10. Perspective of Proposed Development. Source: MPH Architects

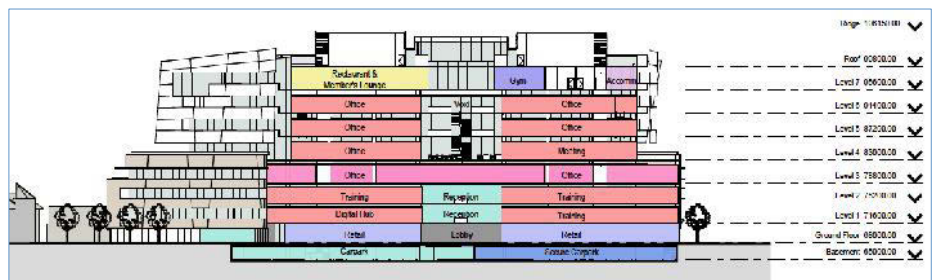


Image 11. Section of Proposed Development. Source: MPH Architects

4.2 Architect's Design Statement

The Architect's design statement included additional detail with regards to the design intent and proposed materiality. It notes:

Peregrine Design Statement

The submitted design for this iconic Office development is the result of the client's passionate vision, for a state of the art facility for their organisation, which supports and encourages a healthy and sustainable workplace for staff. The final design has been cognizant of addressing its neighbours as well as the local context and public realm. The design has developed alongside commentary received from ODASA to deliver a high quality landmark building whilst responding to the principals of good design. The final design provides a landmark for the locale as well as a gateway into The Parade.

Early Design Process and Considerations

... Council planning policy seeks the carpark and service areas to be located to the rear (Bowen Street) of the site. This configuration minimises the carpark impact to the primary road frontages. This, in addition to the site's unique configuration and broader context, informs the remaining conceptual development of the proposal...

The built form of the upper floors was defined by a diagonal atrium that drew alignment reference from the unique subdivision pattern of Kensington. This atrium, and gird set out, extends through the building providing increased opportunities to provide more articulation to the Bowen Street interface...

The contextual relationship of this visually solid podium to its urban surrounds was further strengthened through the visual "lightening" of the upper floors. This approach visually 'de-emphasises' the overall scale of the building, and provides an ephemeral quality against the skyline, and backdrop of the adjacent Clayton Wesley Church. The use of a floating second glazed screen for solar control further enhances these qualities.

Design Philosophy

The built form reflects the history of the Peregrine Corporation with the solid podium representing the solid foundation of the organisation, and the contemporary lightweight form rising above representing the innovative and progressive direction of the organisation. The final design is one of international quality and provides a point of difference for the Peregrine brand.

The site is distinctive in character as it forms the intersection between the established wider Adelaide metropolitan north-south/east-west grid and the unique Kensington grid at 45 degrees, and verged by The Parade and Portrush Road. The design responds to the converging grids whilst formally addressing The Parade / Portrush Road corner and accommodating the potential future Parade road widening.

The built form is boldly defined visually with a solid four level podium consistent in materiality and height of the neighbouring church, a fourth floor transparent articulation level with external terraces and a layered glazed transparent three level tower above.

This defined built form reinforces the site proportions at both the macro and micro level. The podium is setback from all boundaries with an increased setback to The Parade and Portrush Road, providing a strong public landscaped amenity, circulation and entry address focus. The setback also reflects The Parade's character in urban context and public realm in respect to the emerging setback requirements of taller developments using the proposed Nuova Apartments as a reference. The height of the podium is reflective of The Parade's general streetscape and massing of the church.

The upper storeys are further set back from the podium edge to all main street frontages, with the greatest offset of 11m provided to Bowen Street and the opposing north/east projection towards The Parade and Portrush Road intersection. These setbacks significantly reduce the perceived mass of the building, and the visual shift of tower towards the intersection creates a dynamic crescendo and gateway gesture that mirrors the opposite church spire.

The podium upper third floor facing Bowen Street is setback an additional 4.5m to further reduce scale and impact on the adjacent residential properties both visually and in overshadowing. The effect is that the neighbouring properties are only be overshadowed by the built form from 3pm on the autumn equinox through winter solstice's to the spring equinox.

The podium terraces incorporate a continuous landscaping planter to the façade to enhance both their, and wider community's amenity. The setbacks create a habitable deck area for use by the occupants, as well as accommodating a continuous perimeter walking track on the floor.

The built form is vertically articulated with a full height atrium that extends from The Parade and Portrush Road intersection through to the Bowen Street tower façade on the Kensington grid, providing a visual and physical link through the centre of the building. The resulting atrium defines the main entry to the building whilst addressing the site corner and context. The atrium provides natural light to the centre of the building floor plates as well as supporting ESD objectives and efficient natural ventilation. All the vertical circulation is incorporated within the central atrium which creates simple clear wayfinding for the occupants and generates visual movement through activation at each floor level.

Both the podium and tower facades are "fragmented" into planes echoing the complex site proportions and boundary corners. This fragmentation reduces perceived scale, creates defined and strategic signage locations at podium level and most significantly reinforces

The Parade Portrush Road intersection and the formal north/west entry and associated central atrium space. The facades are further articulated with a dynamic geometry of 7.5 degree vertically folded facets which are a contextual reference to the adjacent church spire roof slope.

The tower's outer layered fritted glazed screen provides sun shading and enclosure to the external perimeter walkways to on each level to support the client's desire for walking tracks at each level for 'walking meetings' and to nurture a healthy working environment ethos.

The vision for this external treatment is to create an ephemeral top to the built form, representing the hues of the ever changing sky i.e. a white frit outer screen layered over blue glass vision panels reflecting the clear sky and clouds.

The cantilevered roof to the seventh floor restaurant and gym will also be of fritted glass to reduce the visual impact of this element, and together with the fritted glazed screen, will support the "lightening" of the built form and give the illusion of the building "dissolving" into the hues of the sky.

The window treatment generally comprises seamless, continuously glazed facades with uninterrupted views and access to daylight, thus providing a flexible and pleasant working environment for the contemporary office accommodation.

The podium façade treatment at uppers levels is design to suite both actual and future potential office accommodation with horizontal bands of stone spandrels and opening zones. Window bands in the office areas are defined by expressed black metal trim which also extend to form sun shading devices.

The south eastern zone of the podium is set to the Bowen Street boundary alignment and responds to the functional requirements of a multilevel public car-parking. The large horizontal floor plates together with the proposed floor to floor heights will enable future alternative use adaptability. The carpark extends into a full basement to minimise the impact of the total cars parking numbers on the massing of the podium.

Where carparking occurs at upper levels the opening zone band comprises fins to create a dynamic changing visual effect as it is viewed from different angles and to allow maximum natural ventilation. Importantly the band approach will also allow for ease of fin replacement with windows in the future if the carparking is converted to alternative accommodation. This treatment is interrupted on the Bowen Street Façade with full height stone fin sections to articulate this façade and to introduce landscaping trellis. At ground level the carpark façade also comprises full height stone fins to achieve a predominantly solid grounded form, maintain the dynamic changing visual effect and maximum natural ventilation.

In addition to this approach, the client has commenced discussions with the Norwood and St Peters Council about the opportunity create a better public realm to Bowen Street through a better traffic management strategy of parallel parking and two way access to commercial properties at the northern end of Bowen Street, extended landscaping and paving treatments. Nevertheless the current proposal will improve amenity through a continuous landscaping zone within the property boundary.

Schedule of materials, finishes and colours

The proposed building material pallet and it application has been established to supporting and reinforcing the architectural form and design philosophy.

The material palette comprises glass, steel, concrete and sandstone. The emphasis placed on each material varies with the built form. The podium is to be a “heavy” solid base hence requiring visually “heavy” finishes, with the “lighter” materials dominated by glass taking prominence on the upper levels.

The podium element is constructed with an external façade comprising of sandstone cladding and expressed black metal trim and sun screening, and vertical clad stone fins to the ground floor carpark. The stone is used to reference the colour and texture of the historic fabric of the area, and in particular, the adjacent church.

As the built form elevates the materials and detailing becomes lighter, with the exterior of the occupied spaces shrouded in a series of fritted glass planes which form an ephemeral veil to the façade diminishing the scale and mass of the upper levels. The white frit on a blue glass will imitate the sky further reducing perceived mass.

5.0 State Heritage

5.1 Legislative Framework

As the Subject Site contains no State Heritage places, potential State Heritage impacts are limited to those associated with the context of the nearby State Heritage places.

The Schedule 8 of the South Australian Development Regulations (2008) notes the following forms of development to necessitate a lodgement referral to the Minister administering the South Australian Heritage Places Act (ie DEWNR):

...development which directly affects a State heritage place, or development which in the opinion of the relevant authority materially affects the context within which the State heritage place is situated.

To determine whether or not a development affects the context of a heritage place such that it materially affects its heritage values, one must consider:

- what the setting of the potentially affected State Heritage places is;
- the extent to which this setting is intrinsic to the State Heritage values of the place, and
- whether this setting is impacted on by the proposed works.

5.2 Context of State Heritage Places

Specific details of the above identified State Heritage places are included in the Appendix of this report.

Collectively, the three State Heritage places at the intersection of The Parade and Portrush Road contribute to the context of each other through the establishment of a historic visual character and (to some extent) a historically consistent setting.



Image 12. Wesleyan Methodist Church (left) and Congregational Church (centre) at the intersection of The Parade and Portrush Road, c1910. Source: SLSA, B-30565

The strongest of these relationships was between the Wesleyan Methodist Church and the Congregational Church, where the two prominent towers to this end of The Parade formed a notable visual element in the local landscape. This relationship was most visually notable during the early period of the development of the locality (refer Image 9 above).

While over time the surrounding development has diminished views of this relationship from further west along The Parade, these views remain relatively preserved within closer proximity to the intersection.



Image 13. Intersection of The Parade and Portrush Road, looking east. 2016

The Clayton Wesley Uniting (former Congregational Church), however, remains the most dominant built form element at this intersection, with the 'dog-leg' between the eastern and western sections of The Parade affording it significant prominence. This is recognised in the Heritage Survey that formed the basis of the State Heritage listing, which noted:

...the dominance of the church on the site and important landmark qualities suggests placing the church on the Register individually [sic].



Image 14. The Parade, looking east toward the Congregational Church, c1908. Source: SLISA, B-30555

While the primary setting and views of the Clayton Wesley Church are eastward down The Parade, the setting of the building along Portrush Road also remains of some importance.

In addition to these buildings, the intersection of High Street and Portrush Road also accommodates the State Heritage listed Benson memorial drinking fountain. This online Heritage Places Database provides the following Statement of Significance for this item:

This elaborate cast iron drinking fountain was erected by public subscription to the memory of Dr John Benson, a local doctor who died prematurely in 1877. The ornateness of the fountain reflects Benson's standing in the community. Erected on land donated by the nearby Sisters of St Joseph, the fountain illustrates the social attitudes of the time in the provision of public and utilitarian memorials for notable or popular identities. It is one of three of similar design in South Australia believed to be the work of Walter Macfarlane's Saracen Foundry in Glasgow. Adelaide's Elder Park rotunda is another of their works. Founded in 1849 in Saracen Lane, Gallowgate, the foundry is said to have been the most important manufacturer or ornamental ironwork in Scotland.

The Benson memorial drinking fountain's primary setting, and context, is to the intersection of High and Portrush Road, on land donated by the Sisters of St Joseph.



Image 15. Benson memorial drinking fountain. Source: Google Maps

5.3 Heritage Impact Assessment

The Benson memorial drinking fountain's primary setting and context is, as noted, to the intersection of High and Portrush Road. Its spatial relationship to the adjacent Sisters of St Joseph is also an important aspect to the significance of this item. The proposed development will have negligible, if any, material impact on this context and setting.

As noted in Section 5.2 of this assessment, the Clayton Wesley Uniting Church remains a dominant built form element to the intersection of The Parade and Portrush Road. This prominence was identified in the Heritage Survey that formed the basis of its State Heritage listing, which noted:

...the dominance of the church on the site and important landmark qualities suggests placing the church on the Register individually [sic]

As also noted in Section 5.2, the primary setting and views of the Church are eastward down The Parade, while its setting along Portrush Road remains of some importance.

At seven storeys (plus roof plant) the proposed development will be a notable visual element within the streetscape. Notwithstanding this, the 'god-leg' between the eastern and western section of The Parade will largely preserve the existing prominence of the Clayton Wesley Church when viewed from its primary vantage points down the western end of the Parade. Views of the proposed development will increase closer to the intersection, as illustrated in the below, very indicative, images (prepared by DASH Architects), where the overall form of the development is identified as a red mass.



Image 16. Views of proposed development (indicative red mass) from the western end of The Parade.



Image 17. Views of proposed development (indicative red mass) from the western end of The Parade, approaching the Portrush Road intersection.



Image 18. Render of proposed development from The Parade. Source: MPH Architects.

I do not consider the context and setting of the Clayton Wesley Church to necessitate an 'apologetic' development on the Subject Site. As noted in the architect's Design Statement, the client is seeking to develop an *iconic* building that reinforces the intersection, while nonetheless sitting compatibly with the adjacent State Heritage place.

The design team's approach to mitigate adverse impacts on the context and setting of the Church has been to:

Informed by boarder context

The design has been heavily informed by the broader context of the locality. The building layout response the unique (in the South Australian context) interface of a 45 degree and 90 degree subdivision grid, with proposed floor plates aligned to both.

Reconciling road / future tram alignments

The existing road alignment has resulted in a 'cropped' corner to the site. The need to provide an allowance for potential future tram extension further erodes the site's important corner interface with both the intersection, and its relationship to the Clayton Wesley Church. The design response to this uncontrollable compromise by setting the podium base back from The Parade, and providing an upper level cantilevered corner to the important north-west corner of the site.

Mitigation of Bulk and Scale

Whilst the Development Plan Consent for 254-256 The Parade (ref Section 3.0) will (if built) increase the height bulk and scale of development within the locality, the current prevailing scale is 2 to 3 storeys. This existing built form is also predominantly 'monolithic' in character, and displays a fine grain of detail.

The design response to this context though the establishment of a strong podium base (of a more monolithic, fine grained character), and a visually 'lighter' upper levels.

As noted in the architect's Design Statement:

The podium element is constructed with an external façade comprising of sandstone cladding and expressed black metal trim and sun screening, and vertical clad stone fins to the ground floor carpark. The stone is used to reference the colour and texture of the historic fabric of the area, and in particular, the adjacent church.

As the built form elevates the materials and detailing becomes lighter, with the exterior of the occupied spaces shrouded in a series of fritted glass planes which form an ephemeral veil to the façade diminishing the scale and mass of the upper levels. The white frit on a blue glass will imitate the sky further reducing perceived mass.

The use of a 'flowing veil' upper façade skin visually softens the upper storeys, and creates a contrasting backdrop to the strong geometric forms of the Clayton Wesley Church spire when viewed from the north.

This overall articulation, and careful use of materials, significantly mitigates the overall visual bulk and scale of the proposal in the context of its immediate surrounds.



Image 19. Aerial perspective of proposed development, showing solid podium and lighter top.
Source: MPH Architects



Image 20. 'Softened' upper storeys creates contrasting backdrop to the strongly geometric forms of the church spire. Source: MPH Architects

Setbacks

As noted above, the design incorporates several key setbacks, to both accommodate the potential for a future tram extension to The Parade, and to establish a strong visual podium base to the building.

In addition to mitigating the overall visual bulk and scale of the building, these setbacks also:

- retain views of the Clayton Wesley Church from Portrush Road;
- provide a lower scale interface to the adjoining Residential Zones, particularly along Bowen Street; and
- provides a compatibility to the broader urban context and character of The Parade.



Image 21. View from Portrush Road (looking north) with Clayton Wesley Church to left beyond development proposal. Source: MPH Architects



Image 22. View from Portrush Road (looking south) with Clayton Wesley Church in foreground. Source: MPH Architects



Image 23. View from High Street looking towards Bowen Street. Source: MPH Architects

Materiality

While the final selections of the proposed materials are yet to be confirmed, the design team has clearly articulated in their Design Statement and on the elevations (SK36, 54) the intended and characteristics of these selections.

The lower level of the building is to utilise sandstone cladding, glass, and expressed black metal trim and window framing / suncreening to the main podium facades. The Bowen Street façade utilizes a similar configuration, with the inclusion of vertical sandstone fins to the carpark. As noted in the Design Statement:

The stone is used to reference the colour and texture of the historic fabric of the area, and in particular, the adjacent church.

The highly glazed upper levels deliberately contrast this podium level, creating visually ephemeral upper storeys. The Design Statement notes:

As the built form elevates the materials and detailing becomes lighter, with the exterior of the occupied spaces shrouded in a series of fritted glass planes which form an ephemeral veil to the façade diminishing the scale and mass of the upper levels. The white frit on a blue glass will imitate the sky further reducing perceived mass.

This approach to the material selection on the project greatly contributes to its integration into the existing streetscape, particularly with regards to the identified State Heritage places, and the mitigation of the proposal's overall visual bulk and scale.

Design References

The design team has deliberately avoided any blatant or tokenistic referencing of the adjacent heritage buildings, instead responding to the existing high quality surrounding buildings through the provision of a new high quality building (in its own right). This approach is highly commendable.

Notwithstanding this, the architects have recognised that good design nonetheless responds to its context. In addition to the measures outlined above, the design also:

- reinforces a corner address of an important intersection within the local area;
- draws subtle referencing from the spire of the adjacent church in the alignment and geometry of the building's north-west corner and angle of the podium; and
- material selection an higher solid-to-void to lower levels.

5.3.1 Summary

It is acknowledged that the proposed development will be a notable visual element within the streetscape. Its impacts on the context of surrounding State Heritage places is, however, primarily limited to those on the adjacent Clayton Wesley Church, that's visual *dominance* in the existing locality was recognised in the heritage assessment that formed the basis of its original State Heritage nomination. The context and setting of the other surrounding State Heritage places is primarily to their immediate street frontage, and their interrelationship with each other (of which the proposed development does not affect).

The proposed development will also have limited impact on the primary setting and view corridors of the Clayton Wesley Church, namely looking eastward from the western end of The Parade, where the dog-leg in The Parade across Portrush Road has the affect of setting the proposed development back from this important view corridor.

It is within the immediate environs of the Clayton Wesley Church where the visual impacts of the proposed development will be most notable. These impacts have, however, been substantially mitigated through the design measures noted above.

In considering the acceptability (or otherwise) of these impacts is I note:

- the recent planning approval at 258-262 The Parade demonstrates a clear acceptance of increased bulk and scale of development within the immediate locality;
- the context and setting of bold, strong, high quality architecture (in this case the State Heritage places) is often improved though the provision of surrounding development of similarly bold and high quality nature, rather than the employment of a 'submissive' or 'apologetic' design response.
- The setting and context of historic buildings continually evolves with time, as has been the case to date with the ever expanding nature of Portrush Road and The Parade;

For these reasons, and the design measures noted above, I consider the proposed development on the Subject Site to have an acceptable impact on the context of the surrounding State Heritage places.

5.3.2 Recommended Conditions of Approval

Final materials selection and detailing will be critical to achieving the high quality contextual design response noted above, and within the architect's Design Statement. For this reason, consideration should be given by the Approval Authority to include a Condition to any planning consent granted to review and confirm final materials selections and façade detailing.

Possible working of such a Condition for consideration could be as follows:

Proposed façade detailing and materials selections are to be further documented to the satisfaction of the Approval Authority in consultation with their heritage advisor prior to final Development Approval being granted.

6.0 Local Heritage

6.1 Policy Framework

The NPSP Development Plan provides the following policy guidance for development adjacent a Heritage Place:

Obj 110: Development that retains the heritage value of State and Local Heritage Places such that the heritage value of the place, locality and the Council area is reinforced through:

(b) the complementary development of land and sites adjacent to such places.

PDC 345: Development on land adjacent to land containing a State or Local Heritage Place as designated in Tables NPSP/5 and 6 should respect the heritage value, integrity and character of the heritage place and should clearly demonstrate design consideration of the relationships with the heritage place and its setting (without necessarily replicating its historic detailing) and the character of the locality by establishing compatible:

- (a) scale and bulk;*
- (b) width of frontage and boundary setback patterns;*
- (c) proportion and composition of design elements;*
- (d) form and visual interest (as determined by play of light and shade, treatment of openings and depths of reveals, roofline and pitch and silhouette, colour and texture of materials as well as detailing, landscaping and fencing);*
- (e) fencing and areas set aside for landscaping, particularly on the primary street frontage of an allotment, which complement the era, style and landscaping setting of the heritage place; and*
- (f) garages, carports or outbuildings set-back at a greater distance from the primary street frontage than the main face of the primary building.*

PDC 346: Development on land adjacent to land containing a heritage place and sited in strategic locations, such as corners or at the termination of vistas, should have a scale and visual interest in the streetscape at least equal to that of the adjoining heritage place, providing the heritage value of the place within its setting is not diminished

PDC 347: Development on land adjacent to land containing a State or Local Heritage Place should not be undertaken if it is likely to dominate or detract from the heritage value and integrity of the heritage place by way of design, appearance or standard of construction.

Without specific guidance within the Development Plan for the definition of the term “adjacent” I defer to that contained within the Development Act (1993) which states:

adjacent land in relation to other land, means land—

- (a) that abuts on the other land; or*
- (b) that is no more than 60 metres from the other land and is directly separated from the other land only by—*
 - (i) a road, street, footpath, railway or thoroughfare; or*
 - (ii) a watercourse; or*
 - (iii) a reserve or other similar open space;*

Based on the Development Act’s definition of adjacent land, the proposed development is ‘adjacent’ to only two Local Heritage place, namely:

- 21 High Street, Kensington: Mid Victorian Bluestone Villa (Norwood, Payneham and St Peters) (Item 9 on Image 1, Image 21);
- 279 Portrush Road, Norwood: High Victorian Bluestone Dwelling ‘Arena Community Club’ (Norwood, Payneham and St Peters) (Item 10 on Image 1, Image 22)



Image 24. Local Heritage place, 21 High Street Kensington



Image 25. Local Heritage place, 279 Portrush Road Norwood

Both Local Heritage places are residential in form and character, with 21 High Street remaining in a Residential Historic (Conservation) Zone, while 279 Portrush Road is located within a Mixed Use (B) Zone.

It is notable and relevant that the locality of the Subject Site is characterised by several small Zones and Policy Areas, often with competing objectives. The Subject Site (for example) is a separate Zone in itself (Business Zone), which interfaces with two separate Councils and five other Zones, namely:

Councils:

- City of Norwood Payneham and St Peters; and
- City of Burnside

Zones:

- Mixed Use Historic (Conservation);
- Residential Historic (Conservation);
- Mixed Use (B)
- District Centre (Norwood); and
- Local Business

The Desired Character of the Business Zone notes:

The Business Zone accommodates a range of existing business activities in premises of variable nature and quality, with opportunity for the development and consolidation of offices and consulting rooms with some retail showrooms as well as for the upgrading, expansion and consolidation of business activities

The Kensington Policy Area's Desired Character (which consists of only the Subject Site)

Kensington Policy Area occupies a key location at the corner of The Parade and Portrush Road. Development should comprise high quality offices, consulting rooms and retail showrooms.

The corner of The Parade and Portrush Road is a visually prominent site within the city and any new building should be of massing and configuration which visually reinforces the corner, whilst respecting the scale of buildings in the adjacent Historic (Conservation) Zones and maintaining the prominence of the State Heritage listed buildings on the south-western, north-eastern and north-western corners of the intersection of Portrush Road and The Parade...

This Policy Area direction clearly establishes that the site should be developed as office / consulting room / retail accommodation and be *of massing and configuration which visually reinforces the corner*.

This is consistent with the proposed development.

The NP&SP Development Plan seeks development adjacent a Heritage place (be it Local or State) to *respect the heritage value, integrity and character of the heritage place and should clearly demonstrate design consideration of the relationships with the heritage place and its setting (without necessarily replicating its historic detailing)*.

Having reviewed the locality, Zoning and Policy Area provisions, I am of the opinion that these policies are more relevantly applicable to the *adjacent* State Heritage provision, rather than the *adjacent* Local Heritages places, for the following reasons:

- The Local Heritage places noted above are remnant residential buildings within a locality that has evolved to be more commercial in nature;
- Development Plan policy clearly envisages a larger scale and more intensive development on the site than that represented by the Local Heritage listed early dwellings;
- Heritage influences over the context of the site are primarily derived from the State Heritage places identified in Section 5 of this report, that the Local Heritage places identified above.

This is not to say that the design response to the identified Local Heritage places can be ignored, but rather (in my opinion) the response to State Heritage matters should be given greater weighting.

In this context, my discussion in response to the State Heritage impacts (Section 5) is similarly applicable to the Local Heritage provisions noted above, namely that the design has been developed with strong regard to the context of the surrounding State Heritage places. This regard has included:

- Mitigation of bulk and scale: through the provision of a visually 'monolithic' base and 'ephemeral' upper storeys (Obj 110 (b), PDC 345 (a))
- Setbacks: establishment of a visually strong base with setback upper storeys (Obj 110 (b), PDC 345 (b))

- Materiality: drawing reference from the stone and masonry from the surrounding historic context in the building podium (Obj 110 (b), PDC 345 (d))
- Design references: incorporating subtle design cues from the adjacent Clayton Wesley Church (Obj 110 (b), PDC 345 (c), (d))

7.0 Residential Historic (Conservation) Zone interface

The Subject Site is located across Bowen and High Streets from a Residential Historic (Conservation) Zone, Policy Area 12.8 Kensington 1.

When considering the design response to the proposal's interface with this RH(C) Zone it is also relevant to consider:

- The planning policy for the Business Zone Policy Area 6.7 (Kensington), which consists solely of the Subject Site; and
- The existing historic and residential character and amenity of Bowen and High Streets.

The NPSP Development Plan notes with regards to the Business Zone Policy Area 6.7 (Kensington):

Desired Character

Kensington Policy Area occupies a key location at the corner of The Parade and Portrush Road. Development should comprise high quality offices, consulting rooms and retail showrooms.

The corner of The Parade and Portrush Road is a visually prominent site within the city and any new building should be of massing and configuration which visually reinforces the corner, whilst respecting the scale of buildings in the adjacent Historic (Conservation) Zones and maintaining the prominence of the State Heritage listed buildings on the south-western, north-eastern and north-western corners of the intersection of Portrush Road and The Parade.

The Parade and Bowen Street should provide the primary points of access for delivery, service and visitors' vehicles. The creation of new vehicle access points onto either Portrush Road or the portion of The Parade close to the Portrush Road intersection should be avoided.

ZPDC 4: Development adjacent to the Kensington 1 and Kensington 2 Policy Areas of the Residential Historic (Conservation) Zone should be compatible in design and scale with the character sought for that Zone and those Policy Areas.

ZPDC 7: Development in the Business Zone should not exceed two storeys in height above mean natural ground level, except where identified in the West Norwood Policy Area and the Magill Road West Policy Area, where development incorporating a residential component above ground level non-residential land use/s, should not exceed three (3) storeys above natural ground level.

As identified in Image 1, while the Subject Site interfaces the RH(C) Zone across both High and Bowen Streets, there is only one Contributory Item located (in total) to these frontages, namely 8 Bowen Street. As a consequence, Bowen Street and High Street (at the interface with The Subject Site) have very limited historic character. Following an inspection of the locality the following was observed:

- The western side of Bowen Street is characterised by the Subject Site's existing warehouse and carpark facilities;
- The eastern side of Bowen Street is primarily warehouse facilities or modern townhouse accommodation (and the noted Contributory Item);
- The northern side of High Street is characterized by the Subject Site's existing office accommodation; and
- The southern side of High Street accommodates c1970 two storey structures associated with the adjacent Mary MacKillop Centre. These buildings do not interface with the street, but rather are set back behind a tall masonry wall.



Image 26. Contributory Item, 8 Bowen Street.



Image 27. Warehousing to eastern side of Bowen Street. Source: Google Maps



Image 28. Warehousing to western side of Bowen Street.



Image 29. Modern Townhouses to eastern side of Bowen Street



Image 30. c1970 two storey red brick buildings, Mary MacKillop Centre, Kensington



Image 31. Office accommodation associated with existing site use.

In summary:

- The Development Plan seeks commercial development on the site that is of a massing and configuration that visually reinforces the primary intersections, while being compatible in design and scale with the character sought in the adjacent RH(C) Zone;
- The Development Plan seeks site service, deliveries, carparking and vehicular access to be provided off Bowen Street; and
- There is very limited historic or residential character at the interface of the RH(C) Zone with The Subject Site.

While the proposed development is notably taller than that across High Street, I consider it to have negligible impacts on the amenity and character of this interface as:

- The current residential and historic character of High Street along this frontage is low / poor;
- Existing buildings located across High Street do not immediately activate or interface with the public realm (being located behind a large masonry wall along the street boundary);
- The existing interface of the Subject Site with High Street is relatively poor;

- The proposed design responds to the broader (positive) context of the locality (as discussed in detail earlier).

Bowen Street has limited historic character, accommodating only a single Contributory Item (No 8). In addition to this, Bowen Street also has limited residential character, with just under half of the eastern side accommodating residential use (with the remainder being commercial), while the western side accommodates no residential use.

The Development Plan seeks carparking and vehicular access to be located away from Portrush Road, towards the rear of the site (Bowen Street). Despite providing basement parking, demands on the site (and limited existing off street parking) dictate that two above ground levels of parking are also required, which are similarly located along the Bowen Street interface. Floor to floor levels of this parking are atypically high to enable the potential for later adaptation to tenatable space, at the request of ODASA through the Design Review Process.

The architects have noted the following with regards to their design response to this Bowen Street interface:

The upper storeys are further set back from the podium edge to all main street frontages, with the greatest offset of 11m provided to Bowen Street and the opposing north/east projection towards The Parade and Portrush Road intersection. These setbacks significantly reduce the perceived mass of the building...

The podium upper third floor facing Bowen Street is setback an additional 4.5m to further reduce scale and impact on the adjacent residential properties both visually and in overshadowing...

The podium terraces incorporate a continuous landscaping planter to the façade to enhance both their, and wider community's amenity...

This approach has considerable merit to addressing the immediate interface of the proposed development with Bowen Street, particularly in the context of the Development Plan seeking this street to accommodate the site's primary servicing, vehicular access and deliveries.

The proposed use of *vertical sandstone* (coloured) *fins*, upper level setbacks, *continuous landscaping* to the top of the podium, and the use of lighter *ephemeral* materials to the upper storeys also assist it lessen character and amenity impacts associated with the disparity in scale of the proposed development with the *design and scale* of the *character sought in for the* adjacent RH(C) Zone (ZPDC 4).

Final detailing and materials selections for the Bowen Street façade will, however, be critical the successful resolution of this residential interface. Such further resolution can be accommodate, and reviewed, as part of the approval's process under the Condition of Approval recommended in Section 5.3.2 above.

8.0 Summary

The application for 270 The Parade, Kensington Park, seeks to demolish the existing commercial facility on the site and develop a new mixed use facility containing retail, office, health and leisure and hospitality offerings.

The site is located adjacent several State and Local Heritage places, and interfaces with a Residential Historic (Conservation) Zone across High and Bowen Streets.

While the proposal is of a notable scale, its design has been developed in respond to the context of its surrounds, to reduce its visual bulk and scale, and limit any material impacts on the context of surrounding State and Local Heritage places.

Of the surrounding State Heritage places, the Clayton Wesley Church it most likely to be materially impacted by the proposed development, due to its proximity to the site, and current visual dominance. The proposed development will also have limited impact on the primary setting and view corridors of the Church, namely looking eastward from the western end of The Parade, where the dog-leg in The Parade across Portrush Road has the affect of setting the proposed development back from this important view corridor.

While the immediate context of the Church will be affected, such impacts needs to be considered in the context of:

- recent nearby development application for buildings of a similarly notable scale;
- the quality of the design proposal, and noted design measures that lessen such impacts; and
- the natural and ongoing evolution the to setting of historic buildings, as has been the case to date with the ever expanding nature of Portrush Road and The Parade.

For these reasons, and the design measures noted above, I consider the proposed development on the Subject Site to have an acceptable impact on the context of the surrounding State Heritage places.

Local Heritage impacts are largely negligible, with only two adjacent Local Heritage places, both of which are remnant former residential buildings. The Development Plan seeks proposals adjacent such places to *demonstrate design consideration of their relationship with the heritage place*. This provision applies to both State and Local Heritage places, however for reasons noted in my assessment, I consider the State Heritage response to take precedent. In responding to the State Heritage contextual issues, however, the design also *demonstrates design consideration* to the identified Local Heritage places through the selection of materials, mitigation of bulk and scale, and design references.

Impacts on the historic character of the adjacent Residential Historic (Conservation) Zone are limited, as the immediate interface with the Subject Site accommodates only one Contributory Item.

Impact on residential amenity and character are limited to Bowen Street, where the Development seeks the site's servicing, carparking and deliveries to be located. Once again, the design response seeks to lessen such impacts associated with a notable development of this size through the establishment of a clear podium level, materials selections, general articulation and upper level setbacks.

While the proposed design response has merit, final detailing and materials selections will be critical to its successful resolution, as is the case for the external façade treatment to all sides of the building. For this reason I recommend consideration of a Condition of Approval to review and confirm this resolution as part of the approval's process.



APPENDIX P

SUSTAINABILITY REPORT PREPARED BY PEREGRINE



Peregrine Head Office Development

Sustainability Report

This initial report is presented to outline the direction the design and planning of the environmental systems for the Peregrine Head Office Building is to follow. Whilst many initiatives are subject to further analysis, it is acknowledged that a clear direction for the design process is established from project initiation stage to ensure that desired initiatives are not precluded later from an inflexible built form.

This document therefore outlines the current vision for the building, how it addresses the balance of energy and occupant health as well as demonstrating the design team's inclusion of strategic key initiatives.

Overview:

It is proposed that an in-house self-assessed rating system be developed early in the design process to guide and inform the team through completion of design, construction and occupation.

This rating system will be based around the well-established principles set out by BREAM, LEED and Greenstar rating systems. This will be developed during the concept design stage but an outline of the key principles is contained within this summary.

It is believed that a self-assessed procedure will deliver an optimum design solution for the project and provide the balance required between energy and occupant health.

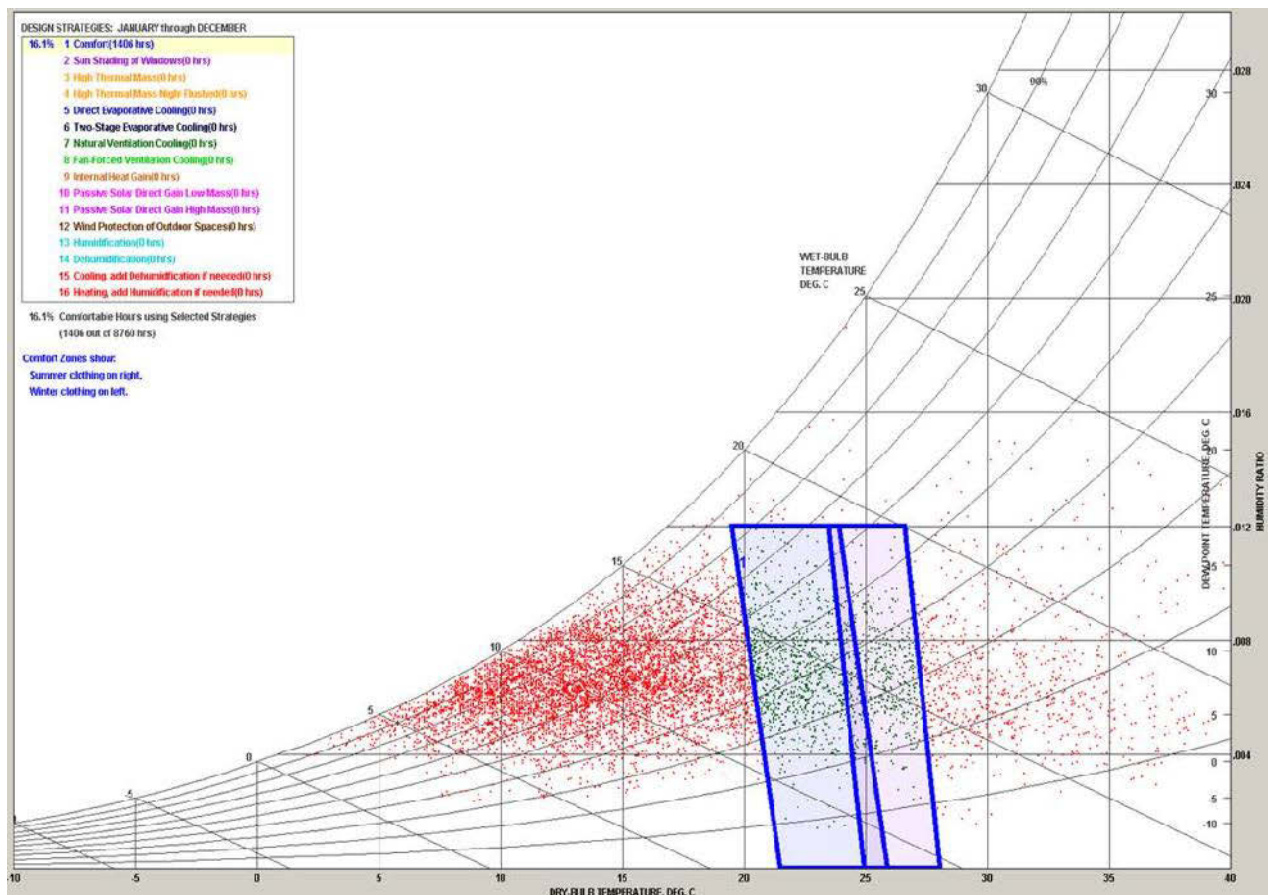
Key focuses:

- Health and well-being of staff within the building – *Outside air, materials, daylight.*
- Low Energy Use – *High efficiency systems and free cooling systems.*
- Adaptability to maximise use of off-site renewable Energy Sources – *Energy storage*
- Climate focused engineering services – *Maximise use of diurnal temperature differences.*

With the increasing production of renewable energy, building and customer usage needs to adjust to allow these new sources of energy to make a sustainable impact on building energy use. Past 'energy saving' technologies have utilised energy storage as a means to shift energy use from daytime to night-time periods when cheaper power tariffs have been made available. This was driven by the need to permit large coal fired power stations to remain operating at periods when there was lower usage and there was an effective excess of production. With renewable power sources, this excess is now appearing during day periods and not at night and therefore a modified approach is required. By providing thermal energy storage with appropriate control strategies, off site renewable energy can be utilised more effectively which benefits not only the building but also the local supply network.

With a primary focus on the health and wellbeing of the occupants, the design will progress utilising an increased outside air flow rate of 15L/s/p in lieu of the more traditional level of 10L/s/p. With an increased energy demand imposed on the building from this strategy, appropriate means of pre-conditioning the outside air volumes is critical so as not to adversely increase the energy consumption of the building. It is acknowledged however that this increased volume will offer energy savings during night purge cycles. It is proposed that a pre conditioning system be provided for the outside air using condenser water from the cooling towers. This simple solution will remove excess load during high ambient conditions and will be linked with the thermal storage system for greater effectiveness.

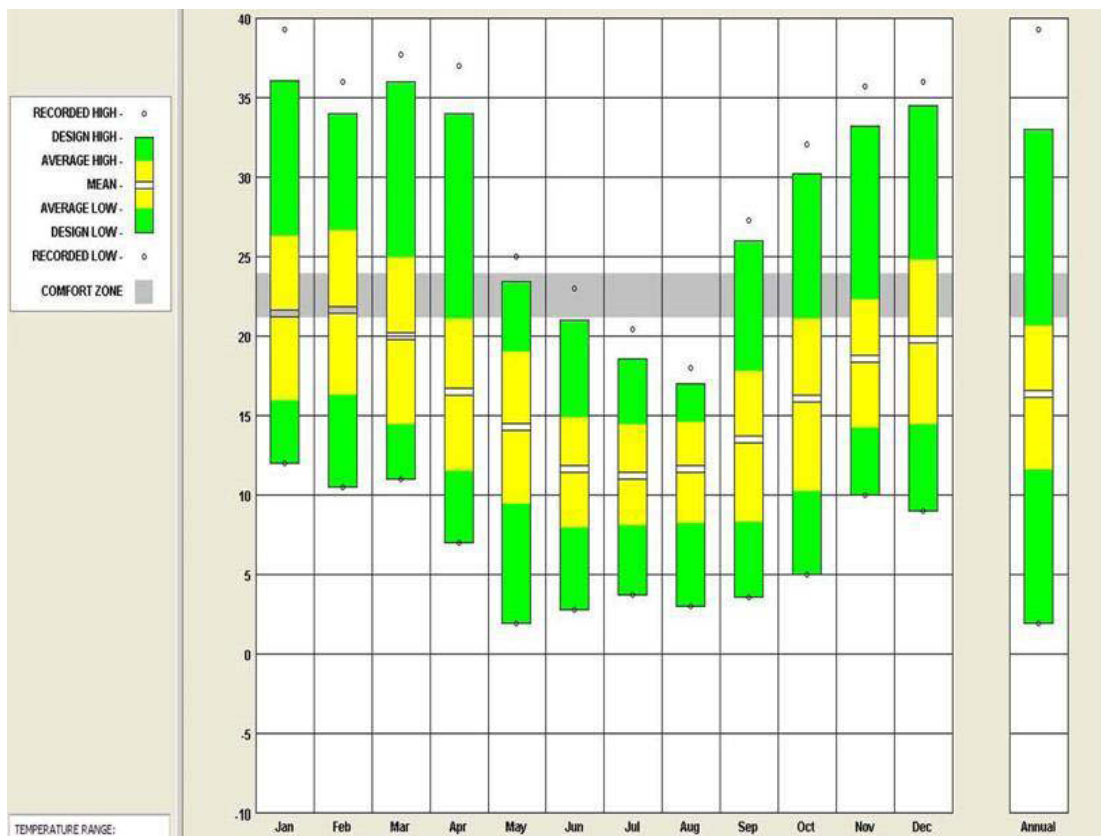
The focus on reduction in energy use will centre on the selection of the primary HVAC system and its capabilities. Direct expansion air conditioning equipment has a peak coefficient of performance (COP) of around 3-4, i.e. 3-4 kW thermal for every 1 kW of electrical power. Ground sourced, geothermal systems may reach 5-6 but these still fall far short of the efficiencies achieved from water cooled equipment. By utilising a 'series-counter-flow' arrangement of water cooled chillers a COP at 75% load duty in the order of 14-15 can be achieved. Aside from the energy savings, the life expectancy of the equipment is 20-25 years as opposed to 12-15 years for the direct expansion equipment. This simple yet robust arrangement provides a reliable solution for cooling energy provision with an inherent benefit of plant redundancy.



Psychrometric Frequency Analysis of Adelaide Climate

By using a water cooled chiller system, a number of options for internal conditioning of the space are available, each with their pro's and con's but eventually the selection will come down to cost and for that reason it is proposed to initially use multiple packaged fan air handling units on each floor for the provision of conditioned air to the interior spaces. By locating these air handling units adjacent to an external façade, full economy cycle operation is possible which has been demonstrated to greatly reduce compressor operation in air conditioning systems in Adelaide's climate.

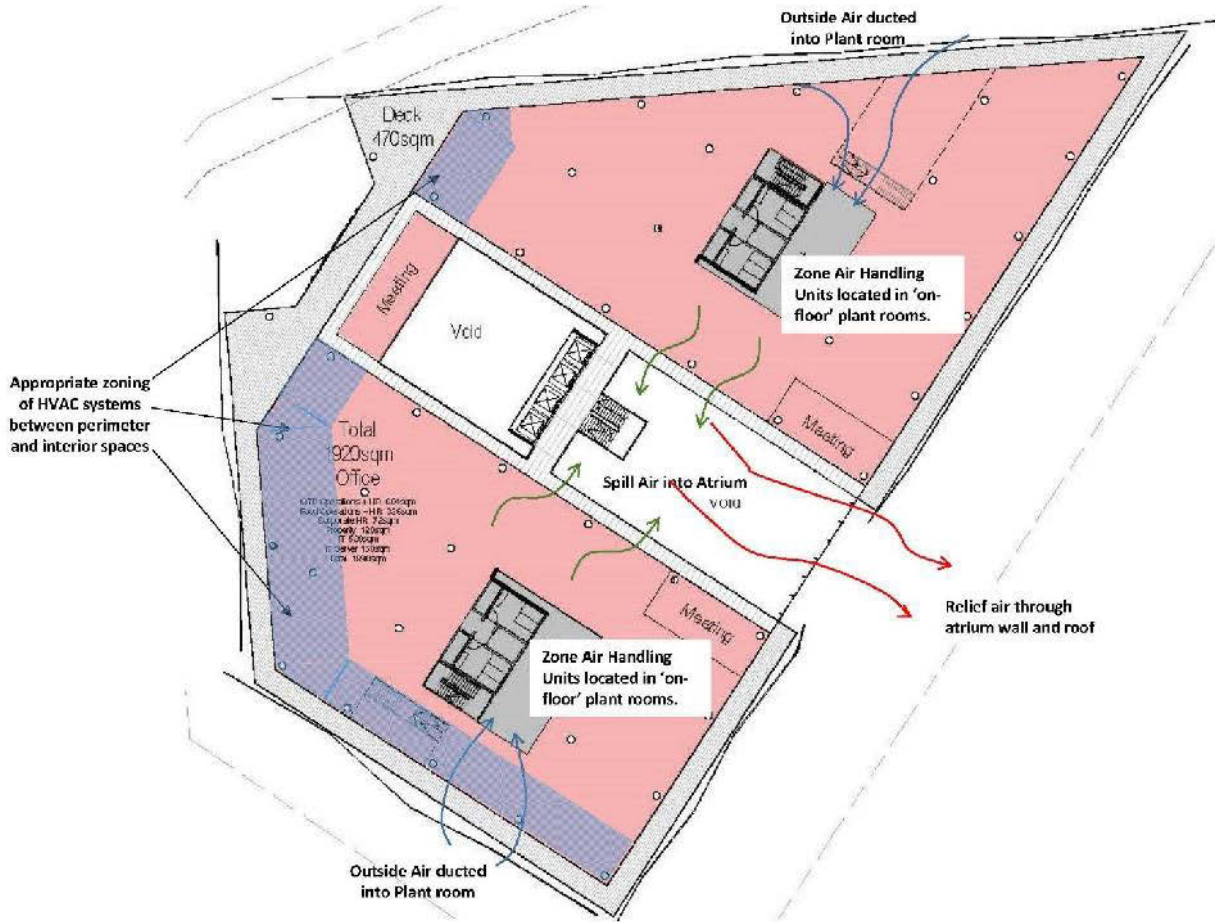
Whilst Adelaide is perceived to present a hot climate, a quick review of the actual weather data demonstrates that for a large proportion of the year, cool and dry ambient air is available. The exploitation of this natural resource will be a key strategy in the design of the environmental systems for the building.



Monthly temperature range for Adelaide

Whilst the annual frequency chart shows an abundance of cool, dry air, Adelaide's climate presents much of this availability during night-time hours. This highlights the need for strategies such as night cooling and thermal storage. Both these initiatives are at the core of the design for the new building.

Economiser and night ventilation strategies, combined with an increased provision of outside air are utilised to secondary effect in the passive conditioning of the central atrium. Spill air from the occupied floors is directed into the atriums which in addition to maintaining comfortable conditions within the spaces also eliminates the need for additional ducting. This reduced materialisation within the building as well as required fan power to operate the systems.



Typical HVAC Layout on floors showing spill air path to atrium

The inclusion of a building condenser water loop to the cooling towers would also offer tenants the opportunity to install supplementary equipment should the need arise (for high load areas or computer/server room equipment). The same loop would be utilised for pre conditioning of the outside air to the building as noted earlier.

Other sustainable initiatives which are proposed to be included into the building design and construction are as follows:

1. Utilisation of high induction swirl diffusers for an enhanced room air change effectiveness. This combined with appropriate provisions for supply air volumes will ensure the average mean age of air within the space is minimised. This provides a superior internal room environment and ensures that air mixing is not compromised during part load conditions of the variable air volume (VAV) system.
2. Carbon dioxide monitoring and control of outside air volumes. This will enable the full benefit of large volumes of outside air when ambient conditions are suitable.
3. Active monitoring of humidity levels within the space to prevent the conditions suitable for mould growth. Whilst unlikely in Adelaide's climate, the provision of moisture and humidity sensors will control and alarm events which may cause mould growth.

4. Use of packaged, plant room located Air Handling Units with attention on noise levels to minimise interference in the occupied spaces
5. Electrical sub-metering to all power and lighting circuit's throughout the building for peregrine and external tenant occupied areas. This will enable a baseline of building use to be generated and any deviation alarmed for investigation.
6. Automatic Voltage Regulation. Active power conditioning of the incoming electricity supply to control voltage and reduce consumption. A reduction of 10% of typical energy use has been demonstrated by this technology with a corresponding reduction in carbon dioxide emissions.
7. Use of LED lighting technology maximised throughout the development. This should bring the lighting power density down to a minimum and also reduce the situation of higher initial illuminances with LED's degrading less than conventional fluorescent fittings.
8. Base electrical services will have the provision for on-site renewable energy generation. This may be in the form of solar PV or co/tri generation – but the final scope will need to be developed during the design development stage of the project.
9. Provision for space for future energy storage systems (batteries or compressed air energy storage) in the roof plant room. Whilst technology is still advancing in this field, space is being allocated for the future inclusion of onsite electrical energy storage. This 'future proofing' combined with a provision for connection in the buildings base systems will ensure that when technologies are ready, the building can utilise them without modifications.
10. Design of external lighting to minimise intrusion into neighbouring properties. This process will extend to the lighting of Bowen Street to ensure that appropriate illumination is provided.
11. Delivery of the project as a shell and integrated fit out. This principle will extend to all areas of the building to ensure that materials are not wasted and that all works follow the buildings sustainability plan.
12. Careful selection of materials used to minimise the use of Volatile Organic Compounds (VOC's), Formaldehyde and PVC. This will be managed by the production of a sustainable materials guide which will form part of the buildings record documentation.
13. Low Ozone Depletion Potential (ODP) and Global Warming Potential (GWP) refrigerant selection with leak detection and recovery systems integrated into the central cooling plant.
14. Full economy cycle control of the air conditioning systems. This will enable the building to capitalise on Adelaide's climate and has been demonstrated to deliver superior reduction in energy use.
15. Control strategies to accentuate the benefit gained from night cooling of the building mass using the outdoor air systems. To maximise the benefit gained from such a strategy, the internal air conditioning layout will be arranged to provide a clear air path through the ceiling plenum in each zone. This will enable the transfer of cool energy from night air to the building structure without the need to expose all ceilings.
16. Solar boost to domestic hot water service generation plant.
17. Collection and reuse of fire system test water. Whilst the use of sprinklers is minimal within the building, collection of the water is facilitated by a tank in the basement and water will be re-used for irrigation.

18. Grey water collection and reuse for irrigation of landscaping. Simple separation of grey water and black water into discrete stacks will enable great water to be used with minimal treatment. Water from showers and basins will be directed to a dedicated pump station and reticulate do to irrigation zones within the development.
19. Stormwater collection from roofs and balconies for reuse for irrigation of landscaping. Stormwater will be used to supplement grey water for irrigation. Collection and storage will be separate from the grey water to permit ease of disposal of an excess of either should demand be low.
20. Smart control of artificial lighting and air conditioning systems by linking signals from biometric security scanners to control lighting and air conditioning during low occupancy periods. This will be most effective during 'out of hours' period to minimise inadvertent activation of unnecessary systems. When staff enter the building out of hours, way finding lights to their area are activated and user activation of multiple areas is eliminated. Likewise, when staff leave all lights are deactivated automatically.
21. End of Trip (EOT) facilities for cyclists which includes changing rooms, showers and secure cycle storage. This will promote a shift from vehicular travel to more sustainable means. With the EOT facility being in the basement, staff can enter the building fully prepared for work and not disturb other building occupants with changing or storage of bikes and clothing.
22. Electrical charging stations for vehicles to promote their use within the community. A limited number will be initially provided with the expectation that this will increase as time progresses. Dedicated parking for smaller cars will also be provided to encourage occupants to use a more efficient means of transport when cars are necessary.
23. A strong focus on the embodied energy within the building will also be undertaken. Whilst the recycled content of certain materials is well understood in the industry, minimisation of concrete depth of structures using technologies such as bubble deck will also be investigated.
24. The provision of integrated walking routes within the building is seen as a major design initiative. The ability for staff to leave their desks and walk within the building and around the deck provided will greatly enhance the working day, improve well-being and productivity. The inclusion of planting within the atriums and decks will also add to the experience whilst also filtering the air within the building.

Climate Change.

Whilst the use of computer simulation software is common for the design and optimisation of buildings and their services, it is proposed that future weather data be utilised as a comparison, to ensure the building performs sustainability throughout its entire life cycle. Using parameters from the International Panel for Climate Change (IPCC), future weather data can be derived and used in energy simulations.

It is already commonly understood that changing weather patterns are causing an increase in average global ambient temperatures but a climate specific analysis will be used to inform and advise the design team during the optimisation of the building fabric and systems.

It is expected that this information will be used to ensure that control routines can adapt automatically and to inform the team on the thermal specifications for materials, in particular glazing and shading systems.

Building Arrangement:

The design of the building has been optimised to provide an efficient envelope which achieves the balance of energy efficiency whilst providing an appealing outlook for occupants with a high degree of daylight.

The inherent thermal capacitance of the building is being maximised by the provision of return air paths through ceiling plenums to permit charging of the concrete structure during occupied periods and discharging during night ventilation periods.

The footprint and arrangement of the two atriums have been developed to maximise net lettable areas (NLA) with a view to outside. Following the principles of sustainable design, over 70% of the NLA is within 8m of a window, either to outside or to an atrium. This greatly enhances the environment whilst providing the outlook for reducing eye strain. This also has a positive effect on daylight factors within the building and artificial lighting systems will be zones to maximise the energy saving potential this provides.

Ongoing Considerations:

It should be appreciated that many 'energy saving devices' and systems are subject to a financial analysis as well as the benefit these provide in reducing emissions. For that reason a number of additional systems are being investigated but are not specifically included at this stage. Should assessments prove favourable, some may be included as part of the initial build or at a later date.

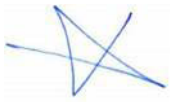
A key strategy for the building though is flexibility and it is for this reason that these technologies are being highlighted so that their future inclusion is not precluded by the initial design and construction process.

1. On site energy generation (co or tri generation). Once the operational patterns and base load of the development is ascertained, it will be possible to assess the effectiveness of these generation systems. Negotiation with SAPN will be required by adequate space for such plant is available on the roof of the development.
2. Passive / Active Chilled Beams. The base scheme for consideration at this stage is a traditional Variable Air Volume (VAV), with high efficiency chiller plant and evaporative cooling towers. Enhancements in the form of induction and low temperature designs can be easily integrated into this system and the provision of full economy cycle delivers a robust, efficient outcome. The additional comfort and efficiency benefits of chilled beams are acknowledged and may be investigated as an option at a later date.
3. Peak Load Reduction Strategies. In addition to thermal energy storage as noted earlier, the opportunity exists for energy storage in the form of batteries or compressed air. These technologies, their advantages to the development and cost are being investigated. Space is available for their inclusion either as part of the initial build or at a later date. This is particularly relevant since the evolution of electrical storage is not completed and optimum technologies for commercial buildings may be some years away.



The buildings internal infrastructure will however, be designed to easily accommodate such technologies when they become available.

4. Outside Air Pre-conditioning. An additional layer of energy efficiency can be achieved by pre-conditioning of the outside air requirement for the building. This can take the form of either heat recovery from exhaust streams or the use of other methods such as direct/indirect evaporative coolers and evaporative / hydronic cooled coils in air streams. Each of these technologies will be tested during design development and their inclusion assessed. It is proposed that the base building may include a condenser water loop to pre-condition outside air into the plenum plant rooms, but these more active solutions will be investigated during the ongoing design process.



Phillip Anthony Roach

BEng(Hons); CPEng; MIEAust; MCIBSE; MEI; MAIRAH; MASHRAE; RPEQ; NPER

Engineering Services Manager

Peregrine Corporation



APPENDIX Q

CORRESPONDENCE FROM GOVERNMENT ARCHITECT

File No:
2014/10746/01

13 April 2016

Ref No:
10354388

Mr Tony Materne
Partner
MPH Architects
5 Vardon Avenue,
Adelaide SA 5000

email: tmaterne@mpharchitects.com.au

Dear Mr Materne,

Thank you for consulting the Office for Design and Architecture SA (ODASA) about this proposal. Materials submitted were considered by the Design Review Panel at the project's first Design Review session on 30 March 2016. As Government Architect, my recommendations, informed by the Design Review Panel are set out below.

270 The Parade, Norwood

In response to materials presented at the Design Review for this scheme, in principle I commend the project team's aspirations to provide a working environment that promotes wellbeing. I acknowledge the willingness with which the project team has engaged with the Design Review process. However, my support is contingent on the proposed scheme being executed to an exemplary quality appropriate to this location. While I support the intent to create a gateway building to The Parade precinct, I recommend that the site organisation should be informed by further contextual analysis to reduce the impact of height and massing of the building. To achieve the best possible design outcome for this proposal I encourage consideration of the following issues through the next stages of design development.

The subject site is approximately 5,935 square metres, located wholly within the city block between The Parade, Portrush Road and Bowen Street. The surrounding context includes a number of residential dwellings, small scale commercial properties and consulting services, as well as a number of State and Local Heritage Places surrounding The Parade and Portrush Road intersection. The site is subject to a requirement for road widening under the provisions of the Metropolitan Adelaide Road Widening Plan. The proposal incorporates the future Parade road widening into the site by providing a setback from the northern boundary.

The proposed building will be a new landmark on The Parade, with six above-ground levels for mixed use (retail, office, meeting, public restaurant and carparking), and one level of basement car park. In principle I support the mix of uses, and welcome the benefit the increased daily population could bring to the precinct. The building has an overall above-ground height of 28.4m excluding the rooftop plant. Given the existing low scale of adjacent properties and general character of the area, the massing and apparent bulk of this development will present a significant contrast to the immediate context. As such, mitigating the impact of the proposed height and massing will be essential to the success of the proposal. I recommend further consideration of the proposed built form is informed by long view perspectives to the site, includes known future development within the precinct and has regard to the site's landmark corner location.

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I recognise the potential of a new gateway building to The Parade precinct, however my support for the proposal is subject to the scheme's successful contribution to the public realm, particularly given the prominent nature and size of the site. The proposal includes the provision of 300 car parks, accessed from Bowen Street, with two levels of the car parking located above-ground, a function that is inconsistent with the main street character of The Parade. In my opinion, this does not provide a meaningful lower level interface to the public realm at both The Parade and Bowen Street, and is not supported. I strongly encourage further exploration of opportunities to relocate a greater proportion of the above-ground car parking to the basement levels to attenuate the impact of this use on the public realm.

The current architectural expression aims to achieve an identity that reflects the unique location of the site within a heritage precinct, and is characterised by vertical fins that wrap the west, south-east and south-west facades. The northern facade is characterised by a banding of horizontal balconies. In my opinion, the coherence of the overall proposal would benefit from an architectural expression that considers the building's elevations collectively. I recommend further design development of the facade treatment referencing the locality's existing built fabric and the specific environmental factors of each elevation.

The scheme has lengthy frontages to The Parade and Portrush Road that require careful management to contribute positively to the typology of the street networks in this locality. The character of Bowen and High Streets is vastly different to that of Portrush Road and The Parade. I support the aspiration for a building that interprets the surrounding materials palette in a modern form, however I recommend further analysis of the surrounding built form with a view to achieve a material palette in accord with the immediate context.

The building is characterised by a habitable facade that integrates a walking track and landscaped terraces. I support this provision of green space and increased staff amenity, however I recommend the design team undertake further design development of the hierarchy of outdoor spaces with a view to reducing the scale and apparent bulk of the building.

Currently, the building proposes floor to floor levels of 4.2m to the office levels, 5m to the level five restaurant and gym, and 6m to the ground floor retail. While I support the provision of generous ceiling heights, the accumulated overall height adds apparent bulk to the building form which I do not support. I recommend further consideration of the ceiling heights to successfully integrate the services requirements while maintaining amenity for the office areas.

The scheme proposes an active retail edge to The Parade and Portrush Road interface, with the transparency of the retail component aiming to visually open up the site corner. A full height, atrium addresses The Parade and is the interface of the City and Kensington Park 45 degree grids. The built form intends to reflect the unique interface of the grids, with the form evolving out of the site shape. However, in my view, all frontages should respond to the immediate context with a clear sense of address for visitors and employees. I recommend further investigation of alternative approaches to activate the site's multiple frontages and to ensure the proposal offers a generous and positive contribution to the public realm.

I anticipate that future design review sessions will include additional information that demonstrates the overall approach to environmentally sustainable design (ESD) for the proposal. Further information is required that demonstrates the likely impact of overshadowing on the nearby residents.

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Similarly, the site's location within a busy inner metropolitan intersection and along a future tram road widening route is an important factor to consider in the management of vehicle access to and from the site. I recommend the design team undertake a more comprehensive analysis of vehicle access to better understand the impact of traffic volumes during peak operational times.

I thank the proponent team for participating in the Design Review process and recommend that the project would benefit from further Review. I am encouraged by the current design direction of this proposal, however my ongoing support will be contingent on the successful resolution of the issues outlined above. Additionally, achieving design excellence will be critical to my continued support in the next stages of the Major Projects Assessment process.

Yours sincerely



Kirsteen Mackay
South Australian Government Architect

cc Jason Bailey

DPTI

jason.bailey@sa.gov.au

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24 May 2016

Mr Tony Materne
Partner
MPH Architects
5 Vardon Avenue,
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email: tmaterne@mpharchitects.com.au

Dear Mr Materne,

Thank you for consulting the Office for Design and Architecture SA (ODASA) about this proposal. Materials submitted were considered by the Design Review Panel at the project's second Design Review session on 18 May 2016. As Government Architect, my recommendations, informed by the Design Review Panel are set out below.

270 The Parade, Norwood

In response to materials presented at the second Design Review for this scheme, I commend the project team's aspirations to provide a working environment that promotes wellbeing. I acknowledge the willingness with which the project team has engaged with the Design Review process. However, my support is contingent on the proposed scheme being executed to an exemplary quality appropriate to this location. While I support the intent to create a gateway building to The Parade precinct, I recommend that the proposed built form should be informed by further contextual analysis to reduce the impact of height and massing of the building. To achieve the best possible design outcome for this proposal through the next stages of design development, I encourage consideration of the following issues.

The subject site is approximately 5,935 square metres, located wholly within the city block between The Parade, Portrush Road and Bowen Street. The surrounding context includes a number of residential dwellings, small scale commercial properties and consulting services, as well as a number of State and Local Heritage Places surrounding The Parade and Portrush Road intersection. The site is subject to a requirement for road widening under the provisions of the Metropolitan Adelaide Road Widening Plan. The proposal incorporates the future Parade road widening into the site by providing a setback from the northern boundary.

The proposed building will be a new landmark on The Parade, with seven above-ground levels for mixed use (retail, office, meeting, public restaurant and car parking), and one level of basement car park. In principle I support the mix of uses, and welcome the benefit the increased daily population could bring to the precinct. The building has an overall above-ground height of 35.3m to the highest point of the facade. Given the existing low scale of adjacent properties and general character of the area, the massing and apparent bulk of this development will present a significant contrast to the immediate context. As such, mitigating the impact of the proposed height and massing will be essential to the success of the proposal. I recommend further consideration of the upper level cantilevered geometry and its visual impact on the site's landmark corner location.

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I recognise the potential of a new gateway building to The Parade precinct, however my support for the proposal is subject to the scheme's successful contribution to the public realm, particularly given the prominent nature and size of the site. The proposal includes the provision of 261 car parks, accessed from The Parade, Bowen and High Streets, with two levels of the car parking located above-ground, a function that is inconsistent with the main street character of The Parade. In my opinion, this does not provide a meaningful lower level interface to the public realm at both The Parade and Bowen Street, and is not supported. I acknowledge the ceiling heights of the car park levels to allow for adaptive reuse, however I strongly encourage further exploration of opportunities to relocate a greater proportion of the above-ground car parking to the basement levels to attenuate the impact of this use on the public realm.

The current architectural expression aims to achieve an identity that reflects the unique location of the site within a heritage precinct, and is represented as two elements contrasting in material and expression. The podium is characterised by vertical fins coloured to match the stone of the heritage church to the north of the site. The horizontal spacing of the fins is reduced at the lower levels with the intent to screen the above ground car parking, forming a distinct solid base to the proposal. The upper levels of the development are set back from the podium edge and are characterised by a dynamic, folded and fritted glass facade with the intent to reduce the mass and bulk of the proposal and reference the verticality and angle of the church spire. In my opinion, the detailing of the facades of both of these elements is critical to a successful design outcome that is commensurate with the distinctive location. I recommend further design refinement of the facade treatments referencing the specific environmental factors of each elevation including access to natural ventilation for the southern balconies is undertaken. I also recommend further consideration of the diurnal quality of the proposed glass, its integration with structure and signage, and the depth and spacing of stone fins to the podium.

The scheme has lengthy frontages to The Parade and Portrush Road that require careful management to contribute positively to the typology of the street networks in this locality. The character of Bowen and High Streets is vastly different to that of Portrush Road and The Parade. I support the aspiration for a building that interprets the surrounding materials palette in a modern form, however I recommend further design development of the material palette in combination with facade detailing to achieve a design outcome that is in accord with the immediate context.

The building is characterised by a habitable facade that integrates a walking track and landscaped terraces. I support this provision of green space and increased staff amenity, however I recommend the design team undertake further design development of the hierarchy of outdoor spaces with a view to reducing the scale and apparent bulk of the building.

Currently, the building proposes floor to floor levels of 4.2m to the office levels. While I support the provision of generous ceiling heights, the accumulated overall height adds visual bulk to the building form which I do not support. I recommend further consideration of the ceiling heights to successfully integrate the services requirements while maintaining amenity for the office areas.

The scheme proposes an active retail edge to The Parade and Portrush Road interface, with the transparency of the retail component aiming to visually open up the site corner. A full height, glass atrium addresses the corner and is the interface of the City and Kensington Park 45 degree grids. The built form intends to reflect the unique interface of the grids, with the form evolving out of the site shape. To achieve the best possible amenity for all users, I recommend analysis of the full height glass atrium is undertaken with the view to address any potential heat and glare impacts on user comfort. I also recommend further design development and analysis of the retail and cafe functions is undertaken to ensure the design intent for visual permeability is realised and the proposal offers a generous and positive contribution to the public realm.

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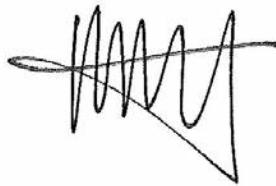
**Government
of South Australia**

I anticipate that future design review sessions will include additional information that demonstrates the overall approach to environmentally sustainable design (ESD) for the proposal.

Similarly, the site's location within a busy inner metropolitan intersection and along a future tram road widening route is an important factor to consider in the management of vehicle access to and from the site. I recommend the design team undertake a more comprehensive analysis of vehicle access to better understand the impact of traffic volumes during peak operational times.

I thank the proponent team for participating in the Design Review process and recommend that the project would benefit from further Review. I am encouraged by the current design direction of this proposal, however my ongoing support will be contingent on the successful resolution of the issues outlined above. Additionally, achieving design excellence will be critical to my continued support in the next stages of the Major Projects Assessment process.

Yours sincerely



Kirsteen Mackay
South Australian Government Architect

cc Laura Kerber DPTI laura.kerber@sa.gov.au
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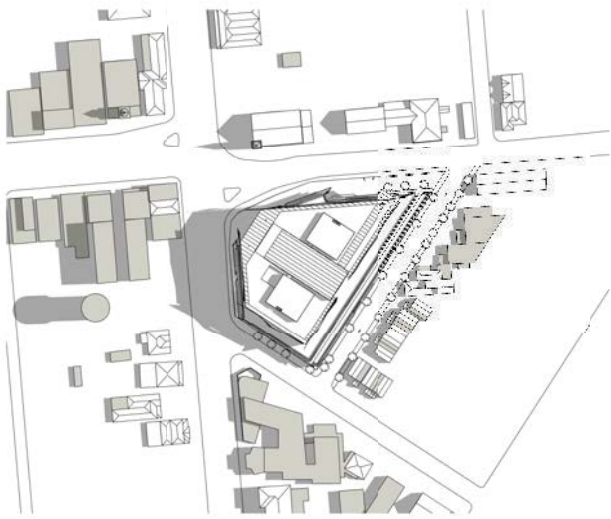
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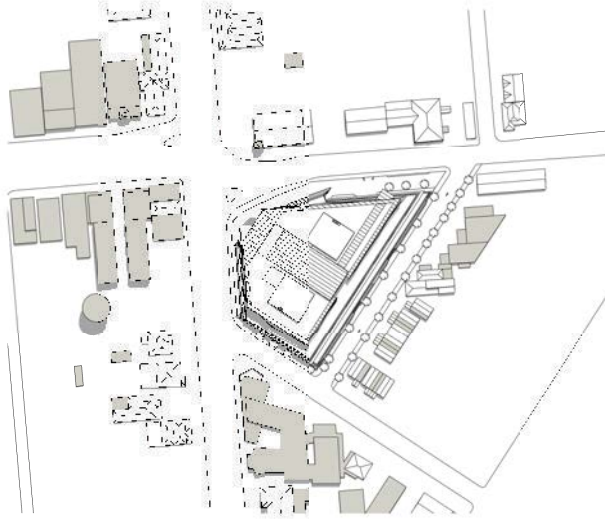


APPENDIX R

OVERSHADOWING DIAGRAMS PREPARED BY MPH



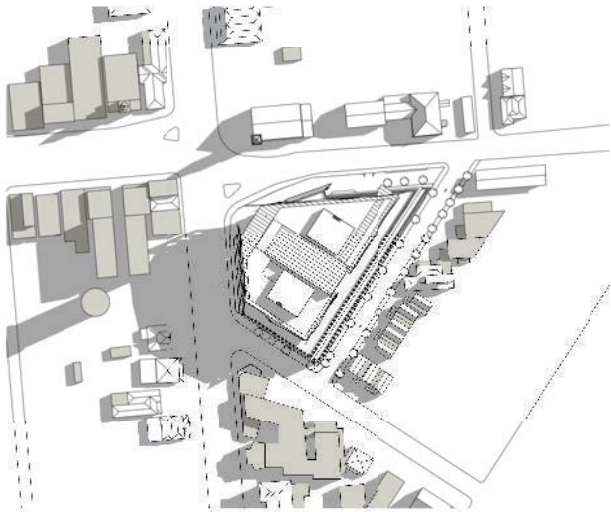
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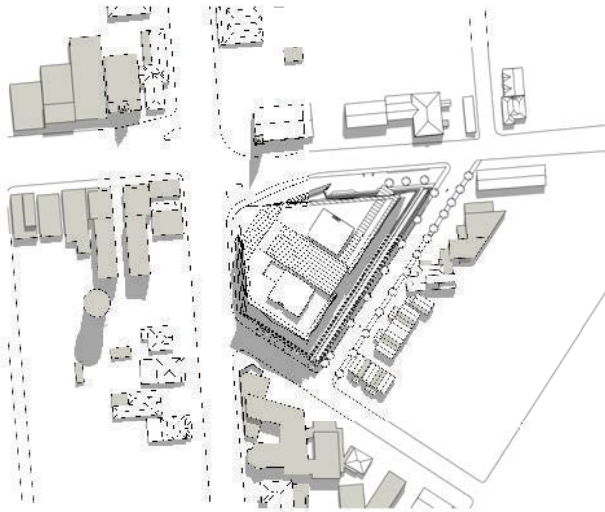
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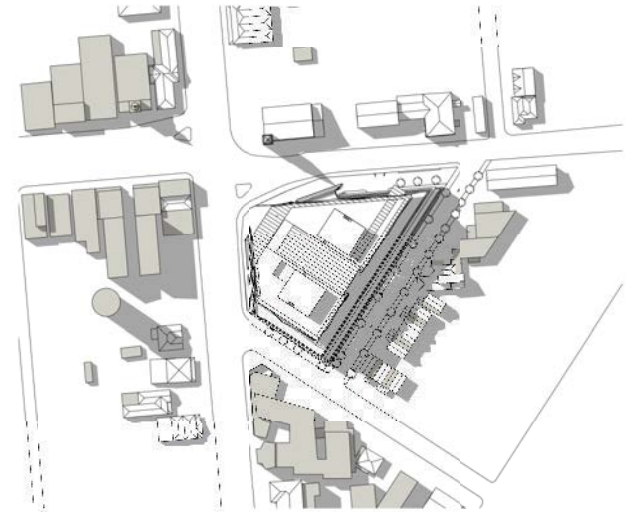
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Autumn Equinox 9am
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Autumn Equinox 12 noon
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Autumn Equinox 3pm
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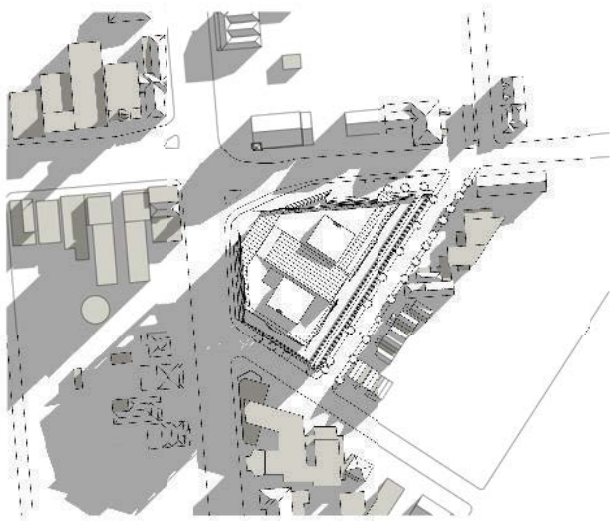


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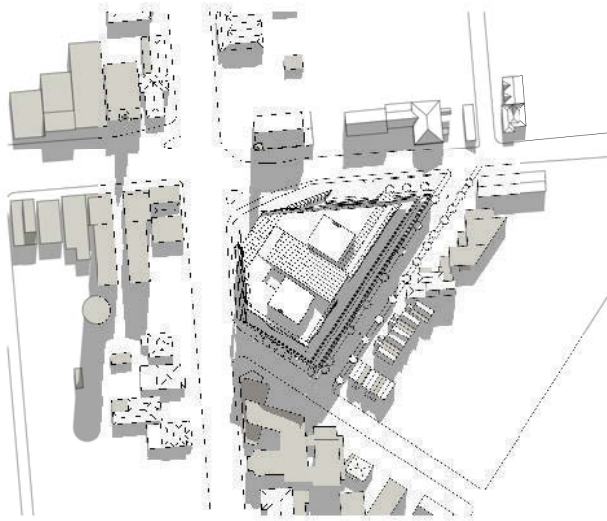
Peregrine Head Office Development
Solar Diagrams

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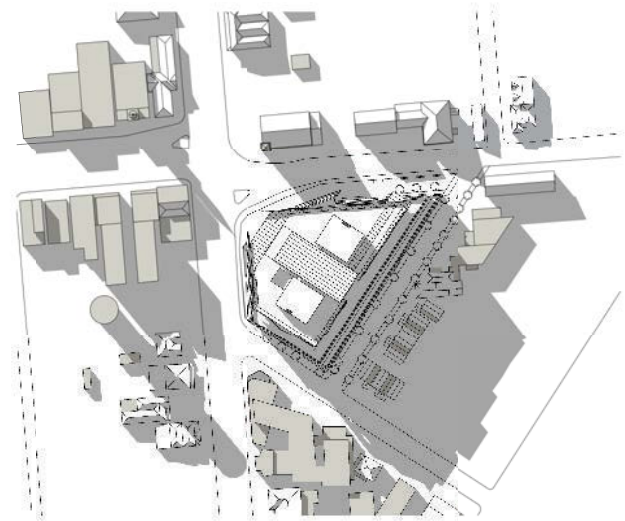
Whilst every effort has been made to capture all relevant details on these plans, it is acknowledged that these plans are for planning purposes only and may not contain complete information pertaining to the development. All relevant and necessary details will be documented in the detailed design and plans submitted for Building Rules Consent.



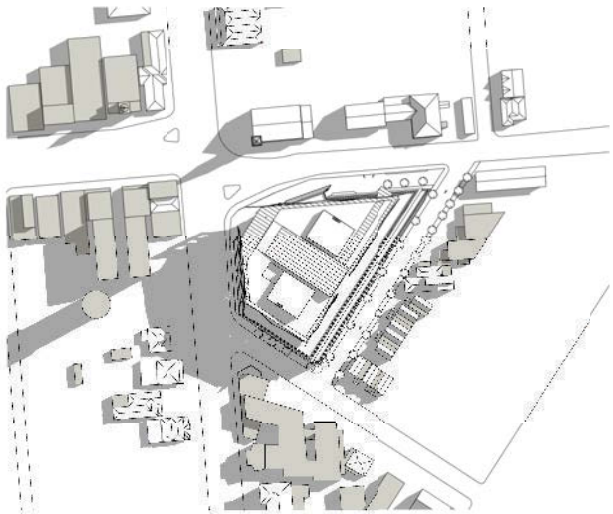
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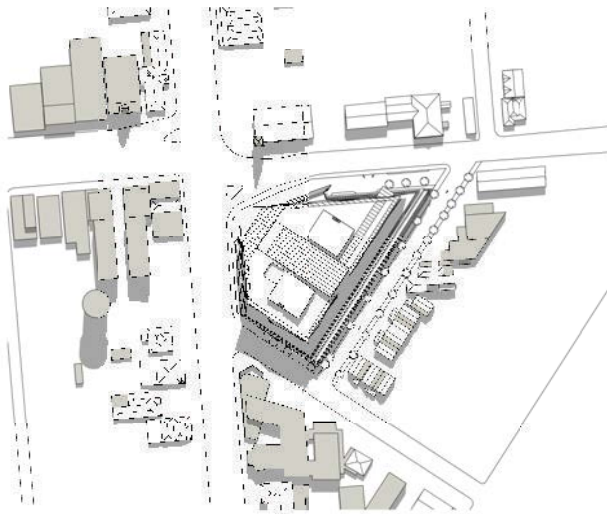
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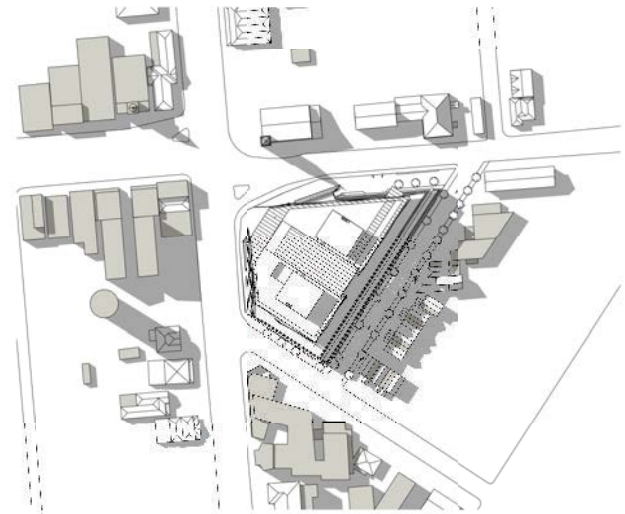
Winter Solstice 3pm
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Spring Equinox 9am
1 : 2500



Spring Equinox 12 noon
1 : 2500



Spring Equinox 3pm
1 : 2500



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Solar Diagrams

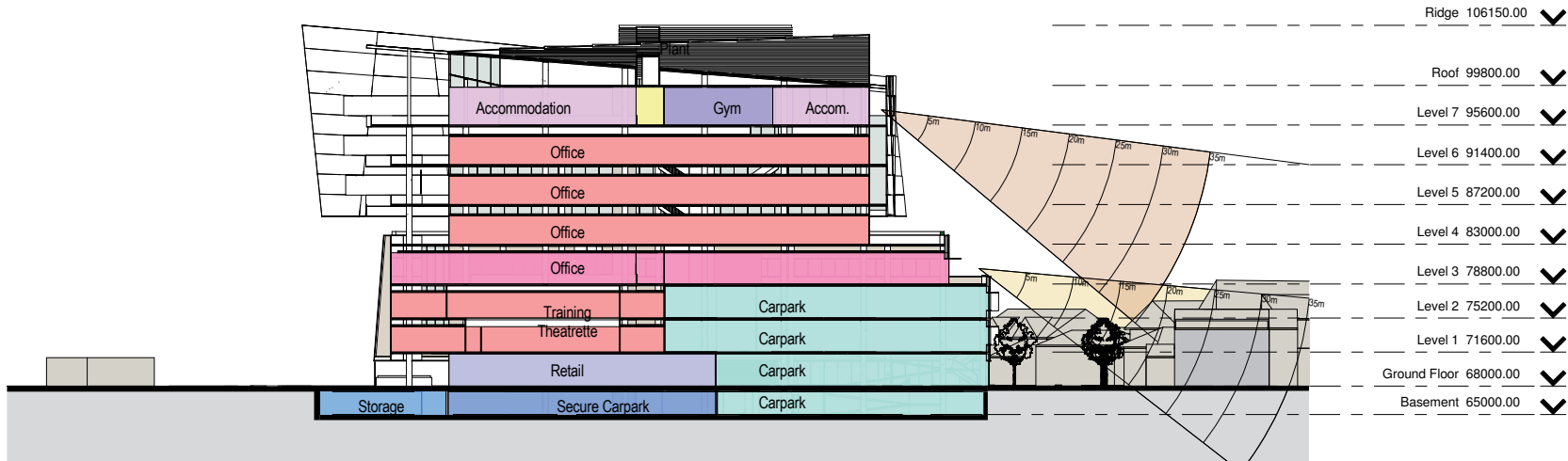
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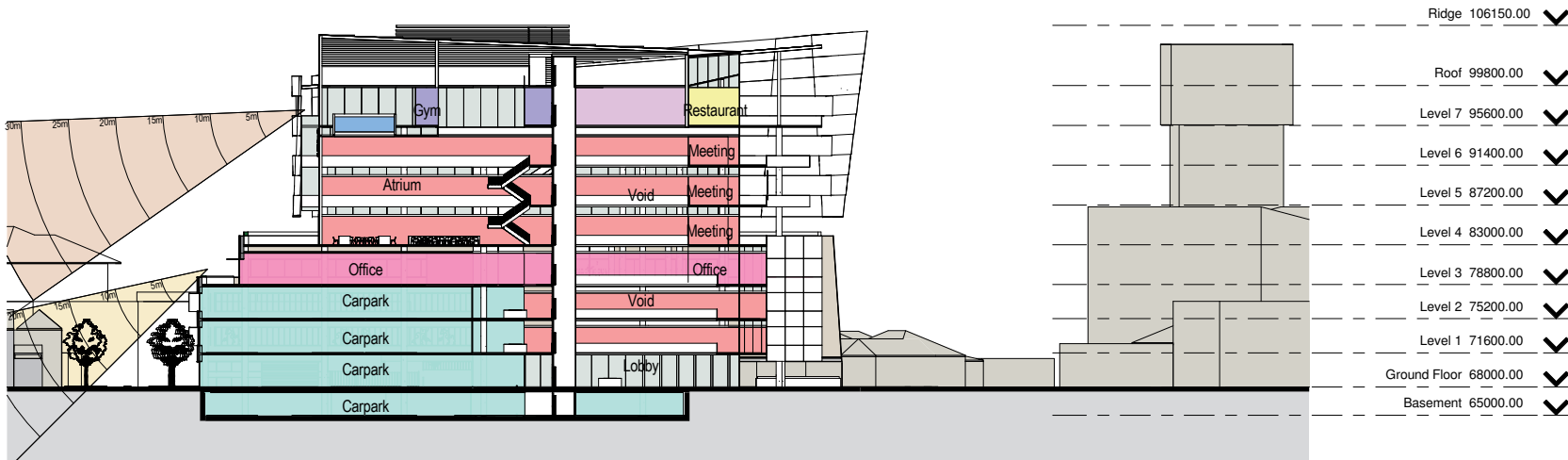


APPENDIX S

OVERLOOKING ANALYSIS PREPARED BY MPH



Section A
1 : 500



Section B
1 : 500



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Peregrine Head Office Development
 Sections

1465 17/08/2016 scale 1 : 500 @ A3 SK35 (5)

Whilst every effort has been made to capture all relevant details on these plans, it is acknowledged that these plans are for planning purposes only and may not contain complete information pertaining to the development. All relevant and necessary details will be documented in the detailed design and plans submitted for Building Rules Consent.



APPENDIX T

ACOUSTIC REPORT PREPARED BY SONUS

Peregrine Head Office Development

Noise Assessment

August 2016

S4658C2

sonus.

Document Title : Peregrine Head Office Development – Noise Assessment

Document No : S4658C2

Date : 9 August 2016

Prepared by : Sonus Pty Ltd
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Author : Jason Turner (MAAS)

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Reviewer : Chris Turnbull (MAAS)

}
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1 INTRODUCTION

A mixed use development is proposed to be located at the corner of Portrush Road and The Parade, Kensington Park. The development will include office and meeting spaces, cafe / retail, training spaces, a digital hub, a restaurant, a gymnasium and spa, accommodation, covered car parking, a loading area and a waste collection area.

The Development Assessment Commission (DAC) has released “Guidelines for the Preparation of a Development Report”, which state that the applicant should:

Provide a noise assessment prepared by an acoustic engineer to moderate external and environmental noise disturbance and amenity impacts for future occupants of the development, but also other sensitive uses within the immediate area as a result of the proposed development.

This noise assessment has been prepared in response to the DAC Guidelines and specifically considers:

- environmental noise at the closest residences, located southeast of the site across Bowen Street (refer Appendix A) from main noise sources and activities associated with the development (mechanical plant, vehicle movements and car park activity, loading area activity, waste collection and background music in the restaurant); and,
- external noise ingress to the accommodation component of the development on Level 6 from traffic on the surrounding roads.

The assessment has been based on:

- MPH Architects drawings “160805_1465_Peregrine_IssueforDA Approval”, dated 4/8/2016;
- the projected traffic generation information provided in the GHD report “Traffic, Access & Pedestrian Impact Assessment Report – Peregrine Head Office, 270 The Parade Kensington”, dated June 2016; and,
- the continuous noise monitoring conducted between 27 July 2016 and 3 August 2016, at a location representative of the closest residences.

2 DEVELOPMENT PLAN

The proposed site is located within the Kensington Policy Area of the Business Zone of the City of Norwood Payneham and St Peters Development Plan¹, whilst the closest residences are within the Kensington 1 Policy Area of the Residential Historic (Conservation) Zone of the same Development Plan. The Development Plan has been reviewed and particular regard has been given to the following specific acoustic provisions:

City Wide Provisions

Objective 26 Development located and designed to minimise adverse impact and conflict between land uses.

Objective 27 Protect community health and amenity from the adverse impacts of development and support the continued operation of all desired land uses.

PDC 80 Development should not detrimentally affect the amenity of the locality or cause unreasonable interference through any of the following:

...

(b) noise;

PDC 81 Residential development adjacent to a non-residential land use or zone or within a non-residential zone should be located, designed and sited in a manner which

(a) protects residents from any adverse effects of non-residential activities; and

(b) minimises negative impact on existing and potential future land uses considered appropriate in the locality.

PDC 84 Non-residential development on land abutting a residential zone or within a residential zone should be designed to minimise noise impacts and achieve adequate levels of compatibility between existing and proposed uses.

PDC 85 Sensitive land uses which are likely to conflict with the continuation of lawfully existing developments and land uses considered appropriate for the zone should not be developed.

PDC 86 Development that emits noise (other than music noise) should include noise attenuation measures that achieve the relevant Environment Protection (Noise) Policy criteria when assessed at the nearest existing noise sensitive premises.

¹ Consolidated 28 April 2016.

- PDC 237 Residential development close to high noise sources (eg major roads, O-bahn, and industry) should be designed to locate bedrooms, living rooms and private open spaces away from those noise sources, or protect these areas with appropriate noise attenuation measures.*
- PDC 238 Residential development on sites abutting established collector or higher order roads should include front fences, walls and landscaping that will supplement the noise control provided by the building facade.*

3 ENVIRONMENTAL NOISE ASSESSMENT

This part of the assessment considers the environmental noise at the closest residences from the proposed development and specifically addresses the noise from the following:

- mechanical plant;
- vehicle movements and car park activity;
- loading area activity;
- waste collection; and,
- background music in the restaurant.

3.1 Criteria

City Wide Principle of Development Control 86 references the *Environment Protection (Noise) Policy 2007* (the Policy). The Policy provides a tool to objectively assess environmental noise at noise sensitive locations to ensure that it does not unreasonably interfere with the amenity and desired character of the locality.

3.1.1 General Activity

The Policy recommends goal noise levels depending on the principally promoted land use of the particular zones where the noise source (the proposed development) and noise sensitive receivers (residences) are located. For development in a Business Zone and residences in a Residential Historic (Conservation) Zone, the Policy recommends:

- an average noise level (L_{eq}) of 52 dB(A) during the daytime (7am to 10pm); and,
- an average noise level (L_{eq}) of 45 dB(A) during the night-time (10pm to 7am).

In addition, the Policy also establishes an instantaneous maximum noise level (L_{max}) requirement of 60 dB(A) for development that operates during the night period.

When measuring or predicting levels for comparison with the Policy, penalty adjustments are made for any dominant characteristic of tone, low frequency, modulation or impulsiveness. A single penalty of 5 dB(A) is applied if one characteristic is present, 8 dB(A) is added for two characteristics and 10 dB(A) is added for three of four characteristics. To apply a penalty, consideration is given to the ambient acoustic environment (refer Appendix B).

3.1.2 Waste Collection

The Policy deals with waste collection by effectively limiting the hours to the least sensitive period of the day. Division 3 of the Policy requires waste collection to only occur between the hours of 9am and 7pm on Sundays or public holidays, and between 7am and 7pm on any other day, except where it can be shown that the maximum (L_{max}) noise level from such activity is less than 60 dB(A).

3.2 Assessment

3.2.1 Mechanical Plant

At the Development Application stage of a project, the mechanical plant is generally not designed or selected. Therefore, the assessment has considered indicative mechanical plant typically used for developments of this nature, which have the following maximum sound power levels:

Mechanical Plant	Total Maximum Sound Power Levels, dB(A)
AHUs	91
Cooling Tower	105
Chiller	101
Boilers	105
Pumps	95

The proposed design places the mechanical plant on the roof, with a significant barrier to residences on Bowen Street, and with the boilers and pumps within a fully enclosed plant room.

With the proposed design and the plant having the maximum sound power levels specified above, the noise level at closest residences is predicted to achieve the Policy levels without specific acoustic treatment other than its location on the roof. Notwithstanding, it is recommended that a detailed assessment of mechanical services noise is carried out following the final selection of mechanical plant, during the detailed design phase of the project.

3.2.2 Vehicle Movements and Car Park Activity

The noise from vehicle movements and car park activity within the multi-level car park has been predicted to the closest residences based on:

- a range of previous noise measurements of car park activity which includes vehicle movements, the opening and closing of vehicle doors, and getting in and out of cars; and,
- the following number of vehicle movements and car park activity in any 15-minute period², based on the GHD traffic impact assessment report:

² Default assessment period of the Policy.

Time of Day	Number of Vehicle Movements and Car Park Bays with Activity in 15 minute period
Between 10pm and 6am	Up to 10
Between 6am and 7am	Up to 20
Between 7am and 10pm	Up to 42 ³

The noise from the vehicle movements and car parking activity will generally be modulating in nature; however, will be similar in character to the noise from traffic and parking activity on the surrounding roads, which dominate the acoustic environment. Therefore, upon consideration of the measured existing ambient noise levels (refer Appendix B), a penalty for modulation is considered only applicable for any activity between 10pm and 6am, which has been applied to the predicted noise level in this assessment prior to comparison with the applicable criterion.

Based on predictions, the goal noise levels of the Policy can be achieved at the closest residences when acoustic insulation is incorporated to half of the available surface area of the slab above the car park on the Ground Floor, Level 1 and Level 2. The acoustic insulation should cover area closest to the residences, that is, the southeastern half of the ceiling area.

The acoustic insulation can be provided by 25mm thick polyester insulation (having a minimum density of 48 kg/m³, such as GreenStuff "AAB 48-25") and lined with a perforated material having at least 15% open area (such as wire mesh or perforated sheet steel), or, by 25mm thick spray insulation (having a minimum density of 65 kg/m³, such as EnviroSpray 300).

The typical maximum instantaneous noise level at the closest residences from vehicle movements in the car park is predicted to be in the order of 56 dB(A), therefore achieving the Policy recommendation of 60 dB(A).

3.2.3 Loading Area Activity

The noise sources associated with the area will typically be delivery vans or light rigid trucks, with deliveries and/or collections occurring during the daytime only (7am to 10pm). Loading and unloading of packages will be conducted using non-motorised equipment, such as sack trucks or a lift table carts.

A prediction has been made for a refrigerated rigid truck arriving at the loading area and parking in the designated loading area with its engine and refrigeration off, whilst loading or unloading activity occurs. Based on the prediction, the noise level at the closest residence will be no greater than 47 dB(A), therefore achieving the daytime goal noise level of Policy of 52 dB(A).

³ Equivalent to 168 vehicles/hour, i.e., the projected maximum traffic generated during peak hour (5pm to 6pm).

3.2.4 Waste Collection

In order to minimise the noise impact on amenity of the area, it is recommended that the hours for waste collection from the site be restricted to the hours of Division 3 of the Policy. That is, only between the hours of 9am and 7pm on a Sunday or public holiday, and 7am and 7pm on any other day.

3.2.5 Background Music in the Restaurant

Consideration has been given to the potential noise from background music in the restaurant, which is located on Level 7 and on the northern side of the development. The design and location of the restaurant provides a significant separation from the interface with the residences that front Bowen Street.

A prediction has been made with background music being played inside of the restaurant at a level of 80 dB(A), which is at the higher end of the music level typically considered as being “background” (the noise level below which voices do not need to be raised to be heard). The music noise predicted at the closest residences will be innocuous and well below the existing background noise level in the environment.

4 EXTERNAL NOISE INGRESS ASSESSMENT

This part of the assessment considers external noise ingress to the accommodation component of the development located on Level 6 from traffic on the surrounding roads.

4.1 Criteria

The Development Plan includes an Air and Noise Emissions Overlay (the Overlay) for specific areas. For sites within the Overlay, there is a mandatory requirement for the noise within apartments to be reduced by complying with the Minister's Specification SA78B (SA78B). The Overlay is identified for sites along the Parade to the west of Portrush Road but does not include the proposed site.

Although the proposed site is not within the Overlay and therefore there is not a mandatory requirement to achieve SA78B, it is proposed that the assessment will be conducted as if the site were within the Overlay to the west of Portrush Road.

4.2 Assessment

Based on the proposed location of accommodation, the classification in accordance with SA78B is "Sound Exposure Category 1". Although the acoustic treatment requirements of Sound Exposure Category 1 will be determined when final room layouts are known, it is expected that the requirements can be achieved with 10.38mm thick laminated glass.

It is recommended that a detailed assessment of the acoustic treatment required to achieve Sound Exposure Category 1 is conducted during the detailed design phase of the project.

5 CONCLUSION

An assessment has been made of the noise:

- into the accommodation part of the development from traffic on the surrounding roads; and,
- to the closest dwellings from main noise sources and activities associated with the development comprising mechanical plant, vehicles movements and car park activity, loading area activity, waste collection and background music in the restaurant).

The assessment establishes the criteria which will be used to adequately address external and environmental noise disturbance and amenity impacts.

The assessment provides recommendations for acoustic treatment in order to achieve the criteria, including:

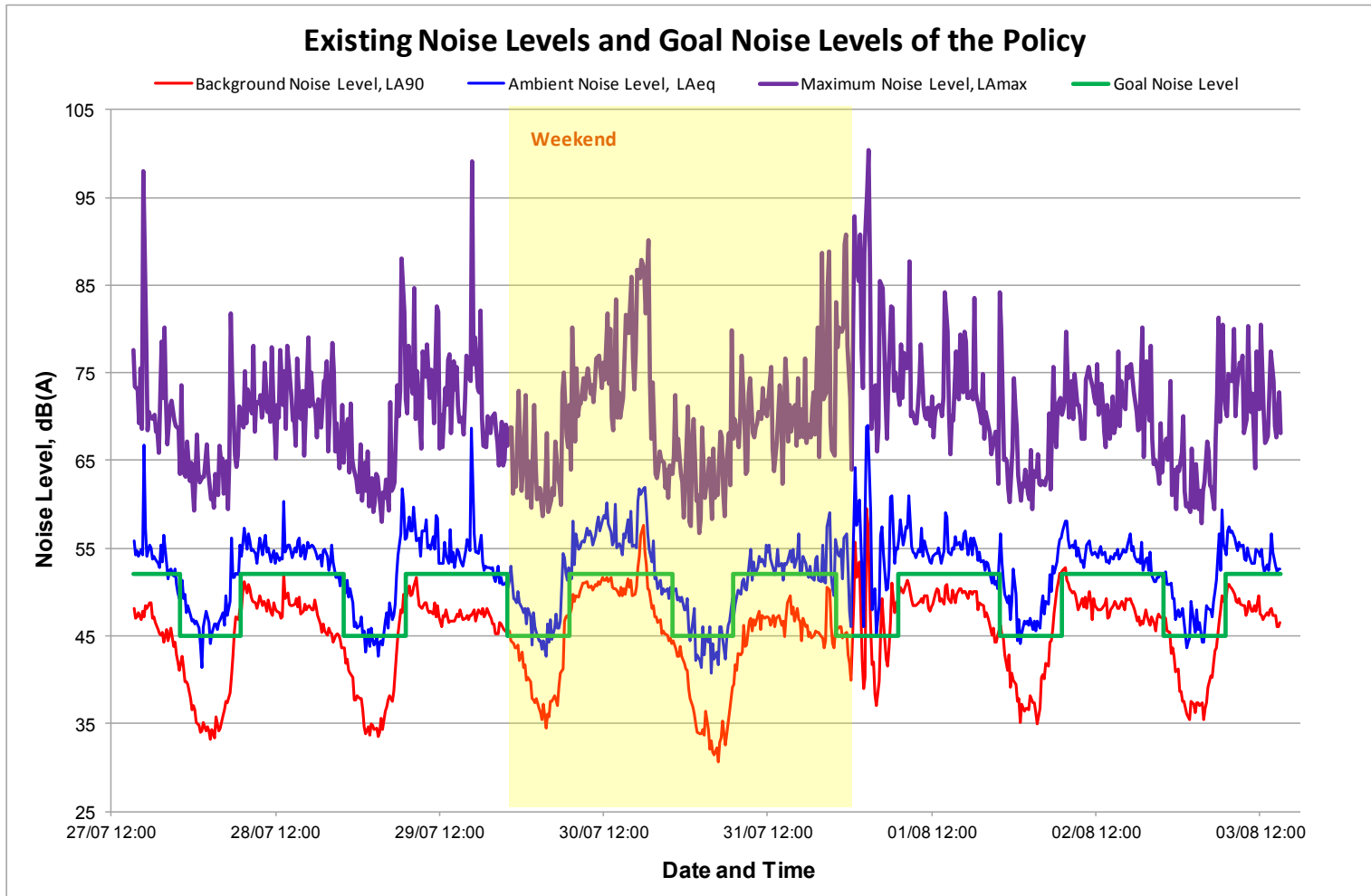
- A detailed assessment of the mechanical services plant and equipment during the design stage of the project when equipment selections have been finalised;
- Installation of acoustic insulation to half of the soffit area of the car park slab above the Ground Floor, Level 1 and Level 2 parking areas;
- Restriction of loading activity to between 7am and 10pm in the designated area only;
- Ensuring engines and refrigeration units are turned off when in the designated loading area;
- Ensuring loading and unloading activity does not utilise a forklift;
- Restriction of waste collection to the hours in Division 3 of the *Environment Protection (Noise) Policy 2007*;
- Restriction of music in the restaurant to background music only, being a music level such that voices do not need to be raised to be heard;
- Conducting an external noise assessment based on SA78B once the floor plan and elevations for the apartment component are finalised in the design stage.

Based on the above, the proposed development satisfies the relevant provisions of the City of Norwood Payneham and St Peters Development Plan and the requirements of the DAC Guidelines.

APPENDIX A: SITE LOCALITY



APPENDIX B: EXISTING NOISE LEVELS





APPENDIX U

WIND ASSESSMENT PREPARED BY ARUP

Peregrine Corporation
Peregrine Corporation Head Office
Environmental Wind Assessment

ESD

Issue 3 | 9 August 2016

This report takes into account the particular instructions and requirements of our client.

It is not intended for and should not be relied upon by any third party and no responsibility is undertaken to any third party.

Job number 249675-00

Arup
Arup Pty Ltd ABN 18 000 966 165



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ARUP

Document Verification

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Job title		Peregrine Corporation Head Office		Job number	
				249675-00	
Document title		Environmental Wind Assessment		File reference	
Document ref		ESD			
Revision	Date	Filename	20160530 Draft01 Environmental Wind Assessment.docx		
Draft 1	30 May 2016	Description	First draft		
			Prepared by	Checked by	Approved by
		Name	Lauren Clay	Alexander Hesse	
		Signature			
Issue 1	2 June 2016	Filename	20160602 Issue01 Environmental Wind Assessment.docx		
		Description	Issue 1		
			Prepared by	Checked by	Approved by
		Name	Lauren Clay	Alexander Hesse	Nick Roach
		Signature			
Issue 2	8 June 2016	Filename	249675_EWA_Arup[Issue02].docx		
		Description	Updated as per revised drawings dated 06/06/2016		
			Prepared by	Checked by	Approved by
		Name	Lauren Clay	Alexander Hesse	Nick Roach
		Signature			
Issue 3	9 August 2016	Filename	249675_EWA_Arup[Issue03].docx		
		Description	Updated as per revised drawings dated 04/08/2016		
			Prepared by	Checked by	Approved by
		Name	Lauren Clay	Alexander Hesse	Nick Roach
		Signature			
Issue Document Verification with Document					
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1 Introduction

Arup have been commissioned by Peregrine Corporation to provide an environmental wind assessment for the proposed development of the Peregrine Corporation Head Office at 270 The Parade in Kensington Park, South Australia. The development consists of a 8 storey commercial office building with a maximum height of 38.15m. The building includes retail spaces at ground level, parking split over basement, ground and Levels 1-2, and a restaurant, spa, gym, accommodation and pool on Level 7. Decks are also proposed for Levels 4 to 7.

The report is an assessment of the expected environmental wind conditions at pedestrian level in the public domain relating to comfort, at the site and in the surrounding environs based on the proposed massing of the development.

1.1 Site Description

The subject site is located on the south-eastern corner of The Parade and Portrush Road intersection in Kensington Park. The site is additionally bounded by High Street and Bowen Street.

The site has the following features:

- Is of an irregular shape and comprises a total area of approximately 6,000 m².
- It has street frontages of approximately:
 - 106m to The Parade (N-NW aspect)
 - 52m to Portrush Road (W aspect)
 - 49m to High Street (SW aspect)
 - 118m to Bowen Street (SE aspect)
- The site is currently occupied by the existing, two-storey Peregrine Corporation Head Office and a car park
- There is no significant vegetation on site.

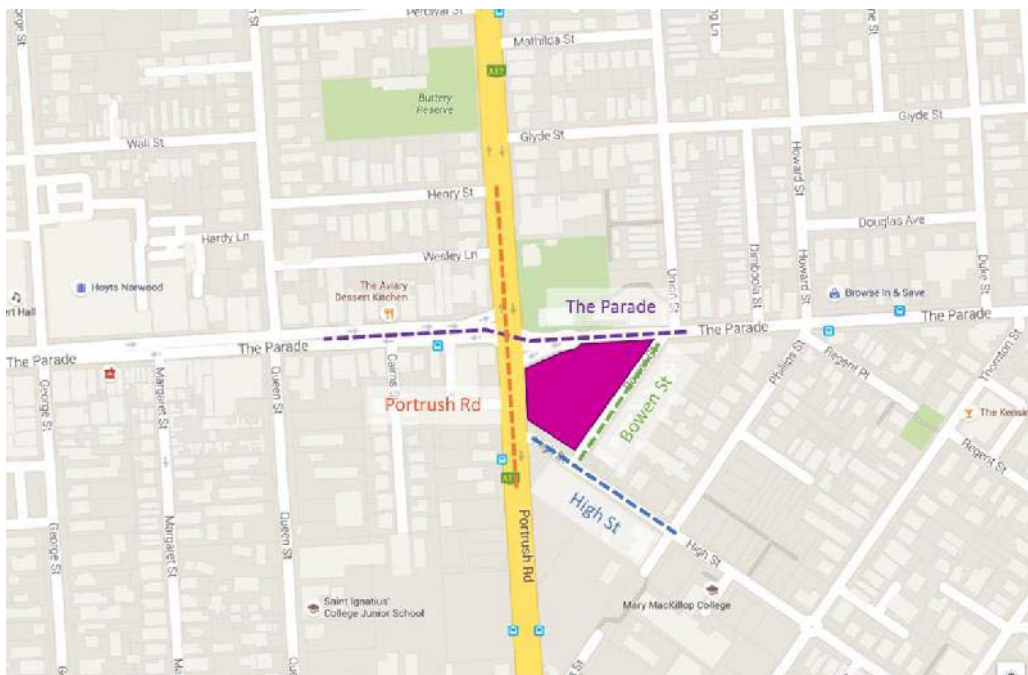


Figure 1 Indicative site location shaded in pink (source: Google Maps)

1.2 Regulatory System

The site is located in the City Norwood Payneham and St Peters; refer to Figure 2. Principle of Development Control 270 of the Development Plan (Consolidated – 28 April 2016), relating to Environmental, states the following:

“Development of five or more storeys, or 18.5 metres or more in building height (excluding the rooftop location of mechanical plant and equipment), should be designed to minimise the risk of wind tunnelling effects on adjacent streets...”

This report is prepared in response to this Principal of Development Control and aims to identify and analyse the likely wind conditions in the public domain at ground plane both within the site and also in adjacent streets. This relates to pedestrian comfort and does not cover distress.

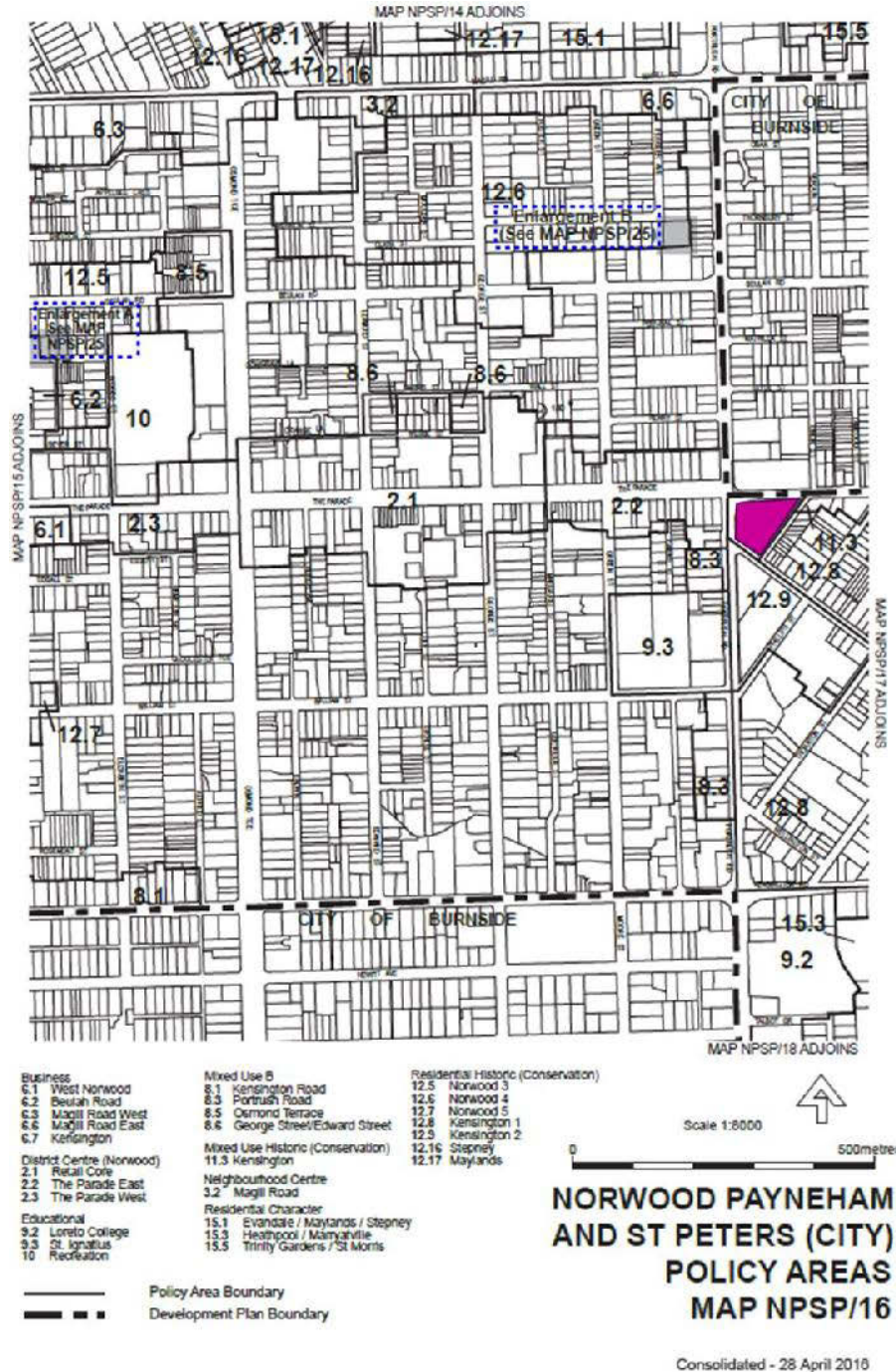


Figure 2 Norwood Payneham and St Peters (City) Development Plan Boundary; site shown in pink (source: Norwood Payneham and St Peters (City) Development Plan)

1.3 Reference Documents

In preparing the assessment, the following documents have been referenced to understand the building massing and features.

Architectural drawing set, MPH Architects, dated 4 August 2016.

Drawing List
SK00 (3) Site Plan
SK09 (6) Basement Plan
SK01 (1) Ground Floor
SK02 (6) Level 1
SK12 (1) Level 2
SK03 (6) Level 3
SK04 (6) Level 4
SK05 (6) Level 5
SK06 (6) Level 6
SK07 (6) Level 7
SK08 (5) Roof Plan
SK55 (2) Roof Plan
SK35 (4) Sections
SK53 (2) Sections
SK36 (4) Elevations
SK54 (1) Elevations
SK40 (4) Solar Diagrams
SK52 (2) Solar Diagrams
SK21 (6) 3D Overview
SK25 (6) South East view from The Parade
SK51 (2) Parade Elevation
SK27 (5) Portrush looking North
SK24 (6) Parade looking West
SK47 (4) Parade looking East
SK48 (4) Portrush looking South
SK49 (4) High St looking West
SK57 (6) Future Urban Vision

1.4 Disclaimer

This assessment of the site environmental wind conditions is presented based on engineering judgement. In addition, experience from more detailed simulated and/or wind tunnel studies has been used to refine recommendations. No detailed simulation, physical or computational study has been made to develop the recommendations presented in this report.

2 Environment

2.1 Urban Context

The site is located to the east of the Adelaide central business district. The surrounding areas are predominantly low-rise and the terrain is generally flat. Across the road, to the north of the site, there is a church (equivalent of approximately three storeys). To the west of the site, there is a water tower. These are the only multiple storey structures near the site. They are not previewed to have any significant influence on the local wind environment at the proposed site. All other development in the surrounding area is considered to be insignificant in relation to the potential impact on the local wind environment.

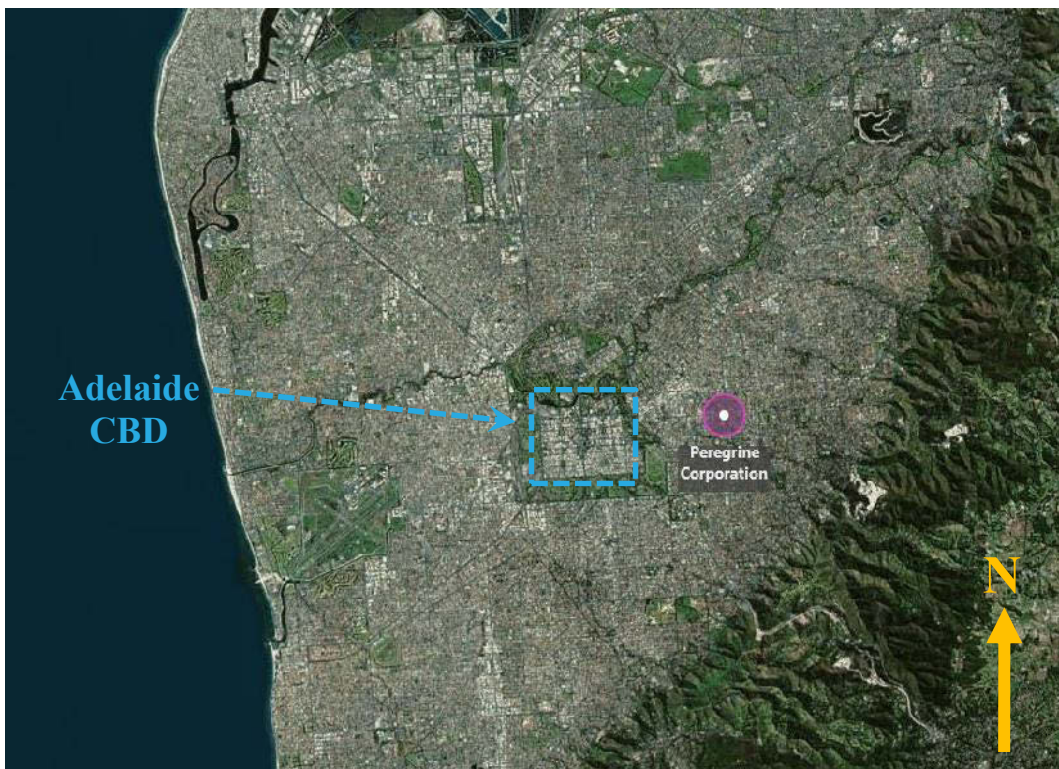


Figure 3 Aerial photograph of site surrounds (source: Google Earth)

An aerial image of the site taken from the south-east is shown in Figure 4, highlighting the nearby buildings of significance.



Figure 4 Aerial image of site (view from south-east showing adjacent structures (source: Google Maps)

2.2 Wind Climate

Wind data from the Bureau of Meteorology (BOM) Kent Town weather station has been reviewed to develop a detailed understanding of the local wind climate. This weather station is located approximately 2km west of the site. Data was collected by the BOM over the period of 24 years (1993 to 2016) and processed to identify prevailing wind conditions.

The wind rose for the collected data is shown as Figure 5.

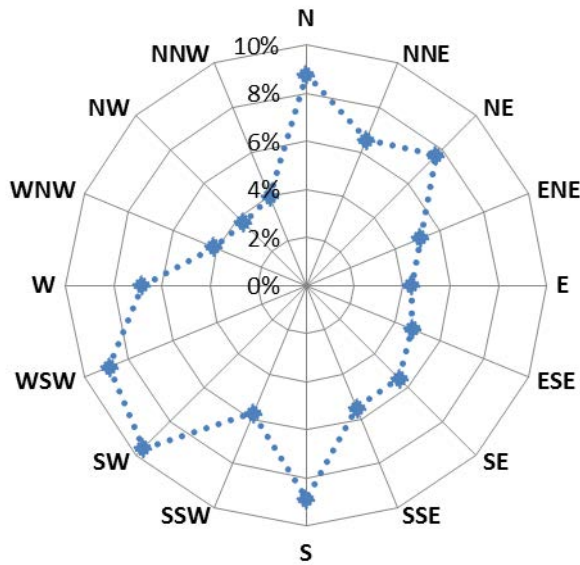


Figure 5 Wind rose - frequency distribution for wind direction

Figure 5 clearly shows that there are two dominant prevailing wind directions; north-easterly and south-westerly. South-westerlies (WSW, SW and SSW) represent 24% of the wind records. If southerlies are included, in addition to WSW, SW and SSW, this represents 33% of the wind records. North-easterlies (NNE, NE and ENE) represent 19% of the wind records. If northerlies are included, in addition to NNE, NE and ENE, this represents 28% of the wind records. A full table of wind direction probability is shown as Table 1.

Table 1 Wind direction probability (~186,000 records, 1993-2016)

N	NNE	NE	ENE	E	ESE	SE	SSE	S	SSW	SW	WSW	W	WNW	NW	NNW
0.09	0.07	0.08	0.05	0.04	0.05	0.05	0.06	0.09	0.06	0.10	0.09	0.07	0.04	0.04	0.04

Average wind speeds from the same BOM data have been assessed and are reproduced below.

Table 2 Average wind speed in m/s (~186,000 records, 1993-2016)

N	NNE	NE	ENE	E	ESE	SE	SSE	S	SSW	SW	WSW	W	WNW	NW	NNW
3.4	3.0	2.9	2.7	2.5	3.0	3.2	3.4	3.0	2.9	4.0	4.6	4.4	3.9	3.8	3.7

2.3 General Wind Impacts

For bluff-body buildings, airflow patterns will typically be as per Figure 6. Wind flow around this type of building is well understood. Although the height to plan ratio for the building shown in this diagrams is higher than the proposed building, the airflow patterns will be similar.

For wind incident on the face of the building, a large amount of downdrafts is expected (Figure 6, No. 5), resulting in turbulent conditions at ground level on the windward side of the building. This air will tend to work its way along the windward face at low level before traversing around the base of the building (Figure 6, No. 6 and 8).

While the proposed building massing is not completely rectangular in plan form, it does have multiple facades of similar length, constituting a bluff body; conditions are likely to be similar to that of Figure 6.

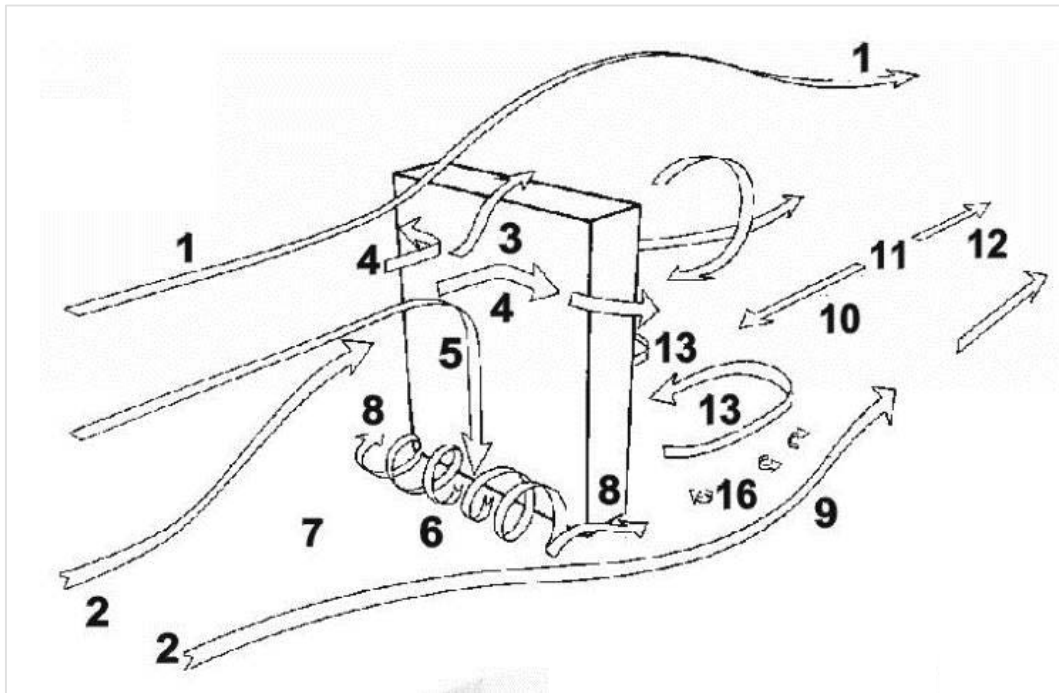


Figure 6 Wind effects for flow incident on long face of tall building (source: Blocken and Carmeleit 2004)

3 Assessment

3.1 Wind Comfort Criteria

The wind environment becomes less comfortable as the air speed increases; particular air speed ranges are considered appropriate for different uses. Above a certain threshold, higher air speeds start to cause distress and can potentially create unacceptable wind conditions; these are assessed under distress criteria.

Criteria for the assessment of environmental wind comfort varies between jurisdictions. No guidance is given in the Adelaide Planning Scheme as to the preferred metric. Environmental wind comfort for the proposed development has been assessed against the generally accepted industry standard, Lawson criteria. These criteria are based on the expected 95th percentile air speeds. Extreme air speeds are excluded as the criteria take into account the fact that the spaces under consideration are not continuously occupied. Table 3 shows the Lawson criteria as used for this assessment.

Table 3 Lawson Criteria for environmental wind comfort

Annual mean hourly air speed exceeded 5% of the time (m/s)		
1	< 4 m/s	Long periods of sitting or standing
2	4 to 6 m/s	Short periods of sitting or standing
3	6 to 8 m/s	Leisurely walking or window shopping
4	8 to 10 m/s	Fast or business walking
5	> 10.0 m/s	Uncomfortable for all uses

3.2 Predicted Conditions

Generally, the massing and orientation of the building results in minimal impacts to the environmental wind conditions adjacent to the site.

The High Street façade is perpendicular to one of the major prevailing wind conditions, south-westerlies. Compared to the rest of the frontages, the south-western façade is one of the smaller frontages but downdrafts will likely occur. However, the approximately >5m setback of Levels 4 – 7 will assist minimising these downdrafts. Therefore, the impact at pedestrian may result in only a small increase in air speeds along the High Street façade. This may also result in local increases in speeds at the High Street/Portrush Road and High Street/Bowen Street corners and along Portrush Road and Bowen Street. The café / retail space at the corner of High Street and Portrush Road has a 3m overhang from Level 1. This will assist with minimising the impact at pedestrian level immediately adjacent to this cafe space when sitting/standing underneath the overhang. This space underneath the Level 1 overhang immediately adjacent to the cafe space facade is likely to be suitable for outdoor seating. The dark green zones (presumed to be planter boxes) will provide additional protection.

The other key wind direction is north-easterlies. The proposed massing is such that there are no faces perpendicular to this wind direction for the upper Levels 5-7, with the Bowen and The Parade facades intersection at the north-east corner of the site. As such, north-easterly winds will likely traverse parallel along the Bowen and The Parade facades and result in minimal impact on the pedestrian environment. At the lower levels (Levels 1-4), there is an approximately 3.4m wide portion of The Parade façade orientated towards approximately ENE. This may result in some downdrafts impacting on ground level during periods of north-easterly winds. Given that this is at the lower levels only, only applies to a small portion of the facade and there is shelter provided at ground level due to the Level 1 overhang, the impact is not expected to be significant.

The Parade (north) façade will be exposed to northerlies and is one of the longer faces of the proposed development. This will likely result in downdrafts. At ground level, the café /retail space is recessed by approximately 3m under the Level 1 overhang and will likely be protected from downdrafts when standing/sitting underneath the overhang. This space underneath the Level 1 overhang immediately adjacent to the café / retail space facade is likely to be suitable for outdoor seating. The dark green zones (presumed to be planter boxes) will provide additional protection. Levels 4-7 are setback by approximately 1.7m. While this will help, the setback is likely not significant enough to completely mitigate downdrafts impacting on pedestrian level when not standing/sitting underneath the Level 1 overhang. A small increase in air speeds along this façade may result. Northerly winds are, however, not a key prevailing wind and typically occur around 9% of the time.

The Portrush Road façade will predominantly be exposed to westerlies, however it is one of the smaller faces of the proposed development. Similarly to The Parade façade, the same recessed retail space at the north-west corner of the site at ground level, will likely be protected by the 3m recess, when sitting/standing underneath the Level 1 overhang. The approximately 1.9m setback for Levels 4-7 will assist with mitigating the impact of downdrafts on pedestrian level but would need to be more significant to more effectively minimise the impact. However, westerlies occur for approximately 7% of the time and therefore, the small increase in air speeds as a result of downdrafts is not likely to be a concern.

The Bowen Street façade has the longest face and will be exposed to south-easterly winds, which occur approximately 16% of the time. For Levels 4-7, the Bowen Street façade is setback by 12m. This is a significant setback and as a result, is likely to mitigate the impact of downdrafts on pedestrian level. The impact on air speeds at pedestrian level is likely to be insignificant. As mentioned above, south-westerlies hitting the Portrush Road façade may result in accelerations around the corner and along Bowen Street. However, the vegetation in Bowen Street will assist with minimising the impacts.

The north-west façade at the intersection of The Parade and Portrush Road is likely to be exposed to north-westerlies for approximately 12% of the time. At ground level, an approximately 3.1-8.7m overhang is provided to the spaces immediately adjacent to the café and retail spaces by the Level 1 overhang. While the entrance is not completely covered overhead, the deck that protrudes for Levels 5-7 will likely minimise the likelihood of downdrafts forming and

impacting pedestrian level. Further to this, north-westerlies are not a key wind direction and therefore, the conditions at pedestrian level of this façade are expected to be minimally impacted.

In summary, for the key wind directions, the proposed massing is designed such that impacts on pedestrian level are minimised. There is no façade perpendicular to north-easterlies for Levels 5-7 and the south-west façade on Portrush Road has a reasonable setback of >5m for Levels 4-7. South-westerlies incident the Portrush Road façade may result in accelerations around the corner to Bowen Street, but proposed vegetation will likely assist with minimising these impacts.

A summary of the predicted conditions at critical locations around the proposed development is noted in Table 4. Refer to Figure 7 for a mark-up of the corresponding locations.

Table 4 Predicted Conditions – Lawson Environmental Wind Conditions

Location	Description	Condition
1	High Street, mid-length of the proposed development	3
2	High Street, near corner of Portrush Road (outside of building façade line/Level 1 overhang)	3
3	High Street, near corner of Bowen Street	4
4	NE corner of site (The Parade & Bowen St intersection)	2
5	The Parade, mid-length of the proposed development (outside of building façade line/Level 1 overhang)	2
6	Portrush Road, mid-length of the proposed development (outside of building façade line/Level 1 overhang)	3
7	Bowen Street, mid-length of the proposed development	2
8	NW façade, mid-length of the proposed development	2

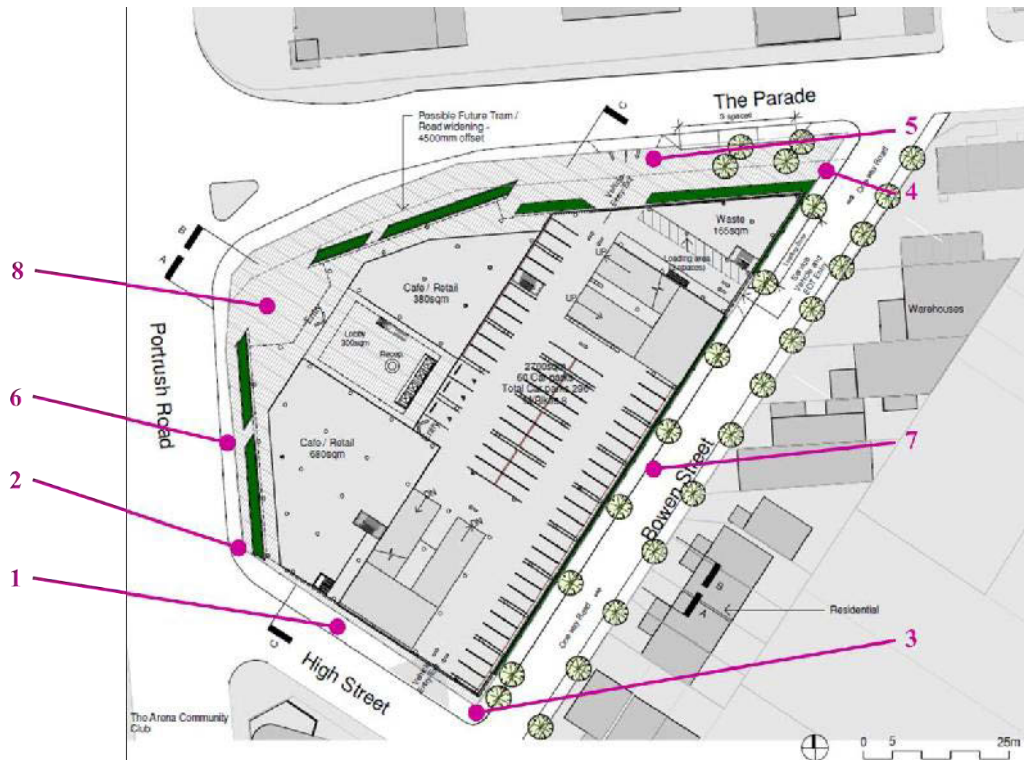


Figure 7 – Locations corresponding to predicted conditions in Table 4

3.3 Recommended Ameliorations

Generally, the massing of the building results in appropriate setbacks or small frontages for the key prevailing wind directions.

It is recommended that an airlock is introduced at the main entrance to minimise the impact of any potential recirculation.

The dark green zones (presumed to be planter boxes) indicated on the ground level adjacent to the outdoor spaces next to the café / retail spaces will likely provide additional protection to these areas that are also protected overhead by the Level 1 overhang. It is recommended that the appropriate species and height of these plants are considered in later design stages to provide a sufficient level of protection. This also applies to the vegetation selected for Bowen Street,

4 Summary

In summary, for the key wind directions, the proposed massing is designed such that impacts at pedestrian level are minimised. There is no façade perpendicular to north-easterlies for Levels 5-7. As a result, there won't be significant downdrafts. The south-west façade on Portrush Road has a reasonable setback of >5m for Levels 4-7, which also minimises the tendency for downdrafts to occur. South-westerlies incident the Portrush Road façade may result in accelerations around the corner to Bowen Street. However, given that this space is likely only to be used as a transitional area, this is considered likely acceptable.

Overall, the pedestrian locations around the site will be suitable for leisurely walking or short periods of sitting or standing. Spaces that are adjacent to the retail and café spaces will likely be suitable for long periods of sitting or standing, particularly as they are protected by the Level 1 overhang and indicated planter boxes. On the whole, there are not likely to be any concerns with respect to pedestrian comfort levels.

The assessment provided in this report is based on engineering judgement and previous experience, and in our opinion, is sufficient for a planning stage assessment. It is noted that when the project progresses to the next stage, Arup recommend that wind-tunnel testing is undertaken to assist in confirming the performance of the proposed ameliorations and assess any possible wind distress conditions.

5 References

Blocken and Carmeleit (2004) Pedestrian Wind Environment around Buildings: Literature Review and Practical Examples, Journal of Thermal Envelope and Building Science, Vol. 28, No. 2.