

[REDACTED]

Sent:

Wednesday, 11 March 2020 3:29 PM

To:

DPTI:State Commission Assessment Panel

Subject:

Proposed Peregrine Helipad - 270 Portrush Rd Kensington

Minister for Planning
[REDACTED]

We wish to voice our strong opposition to the proposed helipad on the redeveloped Peregrine Building.

This development is entirely inappropriate for a residential area, especially a site located next to a major arterial road. As residents we bought the homes in this area for its' heritage, peaceful surrounds and green areas. If we had known this development was imminent, we would never have considered residing in this area. Helipads are not intended for residential areas and I find that 6 of the 7 emergency landing sites are school ovals nearby and the other is a croquet club. This is also entirely inappropriate as a safety issue, as any emergency landing will not be able to give sufficient notice to any schools, residents and the general public using these areas for recreation purposes which all utilised in daylight hours. Finally we find that helicopter noise is intrusive when they operate in our area (usually the emergency helicopters for RAH). Given that there could be 3 helicopter landings per our on occasions this would be most intrusive for elderly residents , particularly those in Tappener Court Nursing home.

W wish our opposition to this development to be placed on notice.

[REDACTED]
[REDACTED]
[REDACTED]

[Redacted]

From: [Redacted]
Sent: Wednesday, 11 March 2020 3:34 PM
To: DPTI:State Commission Assessment Panel
Subject: Helipad proposal

Dear Sir/Madam

I am writing to add my support to those who wish to stop the construction of the proposed helipad on Peregrine’s new building on the Portrush Rd and Parade intersection. I live in Beulah Park, less than one kilometre from the site. We have lived in the suburb since 2002 and enjoy the relative suburban quiet it affords. We are between major arterial roads and understand the noise and busyness that is necessarily associated with them. We accept that they are needed to ensure transport corridors to and from the city to our eastern and northern suburbs. However, we do not accept that the proposed helipad is necessary for any other reason than the interests of Peregrine. In terms of community needs this proposal does not register; in terms of community wishes this proposal does not register. This begs the question – why is the matter being discussed? Why has this exercise in excess been allowed to proceed to the point where I am forced to respond against it.

Please note that my response is in the strongest terms available. Put simply, it is a ridiculous idea, and one for which I have not heard any positive reasoning. My understanding is that Peregrine has the capital available to build and use a helipad. That alone is not a justification. Does the proposal contribute anything to the local community? I think not. Does the community offer any support for the proposal? I think not. Should it be discussed further? I think not.

I request that you refuse the application and thank you for considering this email.

Regards

[Redacted signature block]

[REDACTED]

From: [REDACTED]
Sent: Wednesday, 11 March 2020 3:37 PM
To: DPTI:State Commission Assessment Panel
Subject: Peregrine Heliport Proposal

To Mr Stefan Knoll,
Minister for Planning,
c/o: Mr Robert Kleeman,
Department of Planning, Transport and Infrastructure

I am writing to indicate my objection to the installation of a 'Heliport' or 'Helipad' at the proposed redevelopment of the Peregrine Corporation offices on the southeastern corner of the Portrush Road, The Parade intersection.

I believe that the quiet urban living, casual shopping and the alfresco dining/coffee ambiance for which the Parade is well known, will be severely impacted by the proposal.

Furthermore, I would also like to mention that, as helicopters generally land into the wind, many of the landings would be from the northeast which places the flight path directly over Beulah Park and more particularly over my property in Union Street. The accompanying noise pollution, risk of crashes, engines fumes and other factors would be likely to have a significant negative impact on my and my neighbours' housing and land values, and on future rental returns.

I look forward to a response in due course.

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

11 March 2020

[Redacted]

Sent: Wednesday, 11 March 2020 3:47 PM
To: DPTI:State Commission Assessment Panel
Subject: Opposition to helicopter landing area in Kensington for private use.

[Redacted]

Please note my opposition to the application by Peregrine to have their **own helicopter landing area** located right in the middle of Kensington- an area surrounded by schools and residential areas.

The idea that it is even being considered speak to me volumes about what money can buy.

Please make sure this application does not go ahead. We have an airport in Adelaide. Please tell them to use it.

I don't want to have my surroundings, environment and livelihood impacted upon by Peregrines personal desires of convenience.

[Redacted]

[Redacted]

[Redacted]

[REDACTED]

From: [REDACTED]
Sent: Wednesday, 11 March 2020 3:57 PM
To: DPTI:State Commission Assessment Panel
Subject: Peregrine Mixed Use Major Development Variation 2

To Whom it May Concern,
Attention : Mr Kleeman

I attended the two public information sessions on 18 February at the Norwood Concert Hall which were part of the Assessment Process for the approval of helipads at 270 The Parade, Kensington.

2. Mr Robert Kleeman from Department of Planning, Transport and Infrastructure explained the process of assessment and said that there were three factors to be assessed - Environmental, Economic and Social. Peregrine's PER discusses these factors and after reading their submissions, I consider that they have not justified the need for the development of the helipads :

- . Refer to page 31, sub-para 5.3.2 Economic Impact Guideline 6.
- . Refer to page 32, sub-para 6.2 Environmental Effects - they admit to the noise and emissions impacts but have not even mentioned anything about the risk to safety; and sub-para 6.3 Social Effects.

3. I found that the Peregrine Corporation approach to these sessions was one of not providing very much information at all. The Community Engagement employee did not offer much information other than about 20 minutes advocating Peregrine's many businesses. There was also incorrect information provided by the Community Engagement employee about who she had met to discuss the emergency laydown areas. The community forums did not allay my genuine fears about safety and noise issues that this proposal will generate if approved.

4. It was also difficult to obtain from the Peregrine representatives what they considered to be the 'daylight' hours in which flights would operate. They could not provide information on how many flights per day or which days, though probably Sundays would be involved. Considering that the Clayton-Wesley church holds services on Sundays, the helicopter flights will be very inconsiderate to the congregations attending services.

5. In the first public information session, Colin Weir of Flight Services spent more time talking about his credentials than providing any useful information. He improved in the second session and showed two videos of take-off and landing of a helicopter but would not allow the sound of these activities to be heard as he said that it would be too distracting. Mr Weir quoted the average number (200 odd) flights a day over Adelaide but that number does not relate to our residential areas of Kensington, Norwood and Beulah Park which have very few flights directly overhead. Although his report discusses catastrophic engine failure during take-off, it does not seem to consider the effect of a stricken helicopter falling off the building to the roads below. The traffic report mentions an increase of 2200 daily motor vehicle movements on Portrush Road since the original report in 2017. Mr Weir wrote "Fortuitously the proposed Head Office site is strategically situated in an area surrounded by multiple available sites." These sites are local schools, one of which has a high voltage electrical cable crossing the oval. One other site is the Norwood Croquet Club on Portrush Road which has lighting constructed across its playing fields.

6. Questioning by audience members brought attention to the fact that the prevailing weather at the time of landing/take-off will affect the level of noise produced by the helicopter. I have found a Fact Sheet which discusses the measurement of aircraft noise that is considered annoying by the general community - 57dB(A) :

[https://www.defence.gov.au/aircraftnoise/ Master/docs/nfpms/Factsheet Measurement of aircraft noise.pdf](https://www.defence.gov.au/aircraftnoise/Master/docs/nfpms/Factsheet%20Measurement%20of%20aircraft%20noise.pdf)

(The Aircraft Noise Index Study - 1985) identified a step in people's reaction at a LAeq of 57 dB(A). Based on this report, the UK Government adopted the LAeq parameter as a measure of aircraft noise and used 57 dB(A) as the approximate value where there is general community annoyance from aircraft noise. Evidence from the study showed that ...

7. Regarding the noise levels provided by the Sonos representative, these noise levels were only shown affecting residential areas in one direction of landing and departing. Why couldn't they have shown how many residences would be affected by helicopters flying in and out from all directions?
8. Australian Standard AS2363 provides a methodology for the measurement and analysis of helicopter noise. Was this standard used by Sonos?
9. The Sonos representative admitted that the graph entitled 'Existing Noise Levels' (page 9 Appendix E HELICOPTER NOISE ASSESSMENT REPORT PREPARED BY SONUS) showed very short and sharp sounds (3 seconds in a 15 minute time period) in the over 95dB range which is quite different from the expected helicopter landing/take-off noise levels and durations that have been advised.
10. Is there a precedent for a helipad in a residential area anywhere in Australia or the world?
11. Is it correct that television studio, Channel Seven, was not granted permission to have a helipad at their building at the corner of Port Road and Adam Street, Hindmarsh?
12. How do helicopters handle crash conditions?
13. I have other questions below which relate to the wording in the PER and appendices:

13.1 Helicopter Landing Facility Public Environment Report

Page 6

"DPTI staff confirmed the updated PER satisfactory addressed agency comments provided by DPTI Transport, DPTI Planning, ODASA and DEW State Heritage."

Does this mean that this proposal will go ahead even though there is community concern? How will the Minister or delegate give weight to community concern?

Page 8

"The helicopter landing facility is required to assist Peregrine in the efficient conduct of its business operations from its (to be constructed) headquarters redevelopment and the Tailem Bend Motorsport Park Complex."

How exactly will this assist? Their statement should not carry much weight as they have not appeared to have done a business case to assess the benefits of the helipad.

Page 14

Why is the helipad of modular aluminium construction and the emergency helipad is concrete? What type of emergency is envisaged for using the concrete helipad? What fire fighting equipment is available for the concrete helipad?

"Where possible, 24 hours notice will be provided before an operational day and a register of operational days will be kept to ensure the 10 days per year are not exceeded."

Who is provided with the 24 hours notice and who can look at the register of operational days? What happens if there are helicopter flights over more than 10 days a year? Is there a penalty for surpassing the 10 days? Which days of the week are going to be selected for the flights?

Page 17

The loudest noise levels will occur on the top of the building, therefore closest to sensitive areas (eg Clayton-Wesley church spire, Nuova apartments) and for the longest times of take-off and landing.

Practice Note 75 in the Victorian State planning code mentions that permits are not required for helipads over 500 metres away from sensitive areas.

“No permit is required under any provision of the planning scheme to use land for a helicopter landing site where the landing point is located more than 500 metres from a building used for a sensitive use that is not associated with the helicopter operation and more than 200 metres from a shipping channel in the Port of Melbourne, provided:

Frequency limitation: The number of flight movements does not exceed eight in a 30 day period and four in a 24 hour period. The take off and landing of a helicopter are calculated as separate flight movements.

Time limitation: Flight movements do not take place before 7am or after sunset on a weekday. Flight movements do not take place before 8am or after sunset on a weekend or holiday.

What is considered a sensitive use?

Uses that are sensitive to the potential adverse amenity impact of a heliport or a helicopter landing site include accommodation, child care centre, education centre and hospital. See Clauses 74 and 75 of the planning scheme for a definition of these sensitive uses and related uses that may be included within these land use terms.”

Sensitive uses surround Peregrine’s site and definitely within 500 metres. Why doesn’t this requirement apply to Peregrine’s submission? Why doesn’t the Fly Neighborly guide apply in South Australia?

When does the Emergency Response Plan have to be developed? Prior to the assessment by the Minister?

Page 18

“Fortuitously the proposed Head Office site is strategically situated in an area surrounded by multiple available sites that could be used as emergency laydown areas. As all operations will be conducted during daylight hours only, all these sites become viable options for emergency use. In an emergency landing situation helicopters, unlike fixed wing, only require a small area for an emergency landing.”

How do helicopters usually cope with engine failure? Can they fall off buildings when landing and fall to the ground, eg land on Portrush Road, The Parade etc? How does Peregrine expect the helicopter to get to one of these open emergency laydown areas safely?

Pages 32/33

Sub-paras 6.1 and 6.4 - I do not agree that the **economic effects** that are so important to Peregrine’s business can override the risks to public safety. The residents should not be negatively affected by this proposal. Why should the residents have to contend with the noise and the continual concern about their safety. The economic benefits have not been quantified at all so there cannot be any justification to allow the approval of the helipads when there is such an increased risk to residents and road users. There are no risks at the present time as helicopters do not take-off or land in this area. Who is held accountable if there is a catastrophic helicopter accident?

Page 34

7.1 This topic appears to be covered by motherhood statements without much proof provided how this helipad will actually help to achieve the 30 year Plan for Greater Adelaide.

Page 35

7.2 Development Plan - What about the 9 local heritage homes in Marchant Street and contributory items in Phillips Street, just one block away from the proposed site?

Kensington Policy Area 6.7 - I still don't understand how the original building was allowed to pass given the policy guidelines provided by this item. Unfortunately, DPTI has let us down by not following this guideline. The amenity of the adjacent residential zones will be adversely affected by this development.

14. Appendix J Traffic Assessment Prepared by GHD

Page 8

“As the Helicopter Landing Facilities will not operate more than ten (10) helicopter flights per year in which these are to be taken during daytime hours only, there is no foreseen impact on the adjacent network from a traffic / transport or road safety perspective.”

Has this conclusion been calculated on the basis of 10 flights per year - not 10 flying days? No mention has been made about the visual and noise impacts on drivers of seeing/hearing a helicopter landing so close to the intersection of Portrush Road and The Parade.

15. Appendix K Evaluation of Economic & Employment impacts prepared by Fyfe

Page 2

“We understand that a helicopter landing facility is now proposed for the roof of the building. 10 helicopter movements are anticipated per year.”

Once again, a conclusion is based on only 10 flights. How many flights have been considered necessary by Peregrine to make it a viable cost for their business?

Why does the evaluation of a project always have to focus on the number of jobs in the construction phase which is a temporary phase? What about focussing on the negative impact it will have on the residential areas surrounding this project?

16. Appendix L Adequacy Check Feedback Applicant Response

16.1 The responses by Peregrine to questions from DPTI appear to be dismissive and show contempt for concerns raised by DPTI. Peregrine does not appear to be wanting to acknowledge local neighbours' concerns and appears to lack any community spirit. Peregrine keeps referring back to helipad design and does not want to address the issues of noise and the possibility of crashes. In particular:

Page1 - Guideline 1 – Aviation Operations -

“DPTI Transport Policy – The PER provides for a register of operational days and yearly audit process. The process to be adopted for the regular auditing should be clarified, including whether this will be available online for the community and adjacent neighbours to access. A complaints procedure should be developed in accordance with the Fly Neighbourly Guide by the Helicopter Association International (HAI) as a reference see 7.4.2 of the guide.

Applicant Response

A register of operational days will be kept by the applicant and will be made available if requested. The helicopter audit processes are confidential and are the property of Flight Safety and the client (PCI), the helideck audits are managed in similar fashion. The Helicopter Association International (HAI) "Fly Neighbourly Guide" has no aviation legal standing or relevance to this application.”

Page 2 -

“DPTI Transport Policy – The PER should refer to whether or not the proposed helicopter land facility will be consistent with CASA Guidelines in particular: Civil Aviation Advisory Publication (CAAP) 92-9 – Guidelines for the establishment and operation of onshore Helicopter Landing sites.

Applicant Response

The PER states that while the proposed operation of the helicopter landing facility falls into the Private Category, the design considerations for the proposal include ICAO Annex 14 Volume 2. Flight Safety Group confirm CAAP 92-2 is not relevant to this application. The document is for guidance only and is now obsolete.”

Pages 2/3

“DPTI Transport Policy – The PER references a number of locations that are identified as emergency laydown areas:

- Saint Ignatius College playfield field (west of Portrush Road) – also identified as an ‘ideally located’ Emergency Diversion Area;*
- Croquet club at 259 Portrush Road, Norwood;*
- Loreto College playing field, Kensington Road;*
- Marryatville High School Oval, Kensington Road;*
- Marryatville Primary School, Shipsters Road;*
- Kensington Park Oval, Olympic Lane;*
- Haslam Oval, Magill Little Athletics Centre, Cnr The Parade & Gurr’s Road; and*
- Pembroke School playing field, Walsall St*

The risks and safety implications of utilising these areas for emergency landings should be further clarified in the PER, on the basis that these locations are available and viable for this purpose. It is acknowledged that their ‘availability’ would be sporadic depending on their use for educational and community purposes (and that discussions have been held with their operators/owners as to their current use). None of these locations should be used for ‘pre-planned’ landings.

Applicant Response

A helicopter “emergency laydown area” can be any area that can contain the size, or “D” value of the helicopter i.e. 15-20 metres. However this is not relevant to the assessment of the proposal, as only the helipad design and surrounding environmental considerations should be taken into account. All other operational factors are already covered under the existing CASA (Civil Aviation Safety Authority) regulations.

An information letter will be sent out to all owners / operators of sites identified in the PER as potential emergency laydown areas.

No landings will be pre-planned at the identified “Emergency laydown areas.”

“DPTI Transport Policy – See above – further detail is required on physical obstructions, adjacent structures, use times and ranking of these emergency / forced landing locations.

Applicant Response

Helicopter operational procedures are the responsibility of the Helicopter Operator and Airservices, through the Adelaide Airport Control Authority. Multiple helicopter flights are undertaken on a daily basis over the Adelaide CBD area.”

16.2 Regarding the provision of the information letter to all owners/operators of sites - when was that done? The Croquet Club had not received a letter as at 17/2/20.

17. Appendix M Supplementary Sonos Report dated 30/9/19

Page 2

“Limiting operation to daylight hours (7am – 10pm).”

What are the actual daylight hours that are referred to throughout the submissions? Practice Note 75 in the Victorian State planning code states *“Time limitation: Flight movements do not take place before 7am or after sunset on a weekday. Flight movements do not take place before 8am or after sunset on a weekend or holiday.”*

18. I hope that my concerns regarding the negative impact and safety/noise issues that this proposal will generate, if approved, will be seriously considered by DPTI, the Minister, Cabinet and the Governor. This

proposal should not be approved - residents' safety and right to a quiet environment should override the unsupported so-called 'benefits' to Peregrine Corporation.

Yours faithfully,

[REDACTED]

[REDACTED]

[REDACTED]

From:

Sent:

[REDACTED]
Wednesday, 11 March 2020 4:13 PM

To:

DPTI:State Commission Assessment Panel

Subject:

Peregrine Mixed Use Major Development Variation 2

To Robert Kleeman,

I am writing regarding the proposed Peregrine Helipad in Kensington. The proposal to allow the Marryatville Primary School oval as an emergency landing site is ridiculous, with a power line across that oval and children using that space for a large percentage of the time, both inside and outside school hours. Who would make the decision to allow an emergency landing if kids are on the oval? How many innocent children could be killed as a result of this decision? The helipad should not be approved until this poorly thought out plan is shelved and a new sensible plan proposed in its place.

Regards,

[REDACTED]

[REDACTED]

Sent:

[REDACTED]
Wednesday, 11 March 2020 4:15 PM

To:

DPTI:State Commission Assessment Panel

Subject:

PER Peregrine - variation 2 helicopter landing facility

Dear Minister for Planning,

I would like to put forward my opposition to the variation 2 as an owner of a house on Bowen Street, directly opposite the already approved seven storey development.

I have concerns regarding the proposed development mainly in terms of noise and lowering the value of my property. I have looked at the reports regarding noise and can see that on the ten days per year, it will be noisy.

I have the following questions that cause me concern:

Will we know what days have been chosen or will it be random and not publically available information?

How many flights per day could be occurring? There was some confusion over what exact hours flights could be made between - at the public meeting I attended.

If this variation is approved, what penalties are in place should Peregrine Corporation exceed the ten days or the permitted hours?

Could the permission be retracted?

If this variation is approved, could Peregrine apply for more and more days to be added to the flying schedule, eventually resulting in a daily occurrence?

Could the approval be conditional; if further sound reports are made and found to be more excessive than presented initially in reports, could the approval be retracted? If there is damage to nearby properties could the approval be removed also?

If approval is given, would there be further testing of sound for surrounding properties to ensure it remains within the expected noise levels, as presented in the PER?

Is there any risk to the air quality around helicopters? Would the local air quality be reduced? Have these studies been carried out and presented?

I feel that regular testing would be required if approval is given to ensure there is no further detriment to the surrounding area.

I believe that having a helipad on this building would reduce the value of my property and is definitely not in keeping with the lovely local neighbourhood around The Parade that I enjoy living in (even with multi storey buildings). I feel that any further development towards the top end of the Parade (at Portrush Road) will be thwarted by a helipad also.

And finally, I do not feel a helipad is at all fitting in this position - with the lovely church across the road - it all seems incongruous and would be very much out of place.

I would welcome any further input into this development. I attended the public meeting at Norwood Concert Hall in February.

Kind regards,

[REDACTED]
[REDACTED]
[REDACTED]

[Redacted]

From: [Redacted]
Sent: Wednesday, 11 March 2020 4:21 PM
To: DPTI:State Commission Assessment Panel
Subject: I oppose the helicopter pad application and want my opposition noted

I oppose the helicopter pad application on the corner of the Parade and Portrush road and want my opposition noted.

[Redacted]
|
[Redacted]
[Redacted]
|
[Redacted]
[Redacted]
|

[REDACTED]

Sent: Wednesday, 11 March 2020 4:38 PM
To: DPTI:State Commission Assessment Panel
Subject: Peregrine Mixed Use Major Development - Variation 2 Helicopter Landing Facility

Dear Major Development Administration,

I email in regard to the above proposal to provide a helicopter landing facility on top of the new Peregrine building.

As a resident of the Norwood Council area and regular shopper on The Parade, I have thought long and hard to find a reason why this proposed and requested facility would have any significant benefit to this region of Norwood. And I can find none! Even though it is suggested that the facility would not be used more than 10 times a year, I cannot find a good reason at agree to it from the angles of health, education, transport for local people, marketing for the Norwood area or general quietness.

It seems to me that the owners are wanting a facility to bring 'prominent' people to their new building for their own business enhancement rather than any benefit for the local area or people. It is not that far from the airport that it needs to be provided for a particular group of people that can afford or be deemed necessary to use this form travel to a company's premises.

So I register my 'no' vote to this project and hope that the SA Government agree likewise.

With regards,

[REDACTED]



Major Development Proposal Peregrine Mixed Use Major Development – Variation 2 Helicopter Landing Facility

The Public Environmental Report (PER) for Variation 2 is currently on public consultation

TELL US WHAT YOU THINK

Submissions will be made publicly available and will be included in the proponent's Response Document (that will be released for public information at a later date). Please indicate below if you object to your submission being made available in this way.

What is your interest in this proposed development?

- Neighbour
- Local resident
- Business operator
- Community group
- Landowner
- Other

What is your overall position on the proposed development?

- I support the development
- I support the development with some concerns
- Neutral
- I oppose the development

Do you have concerns regarding the proposed development?

This is a residential area and residents deserve peace and normal life without too much noises.





Major Development Proposal Peregrine Mixed Use Major Development – Variation 2 Helicopter Landing Facility

What could be done to address your concerns?

Other general comments:

Written submissions commenting on the PER are invited until 5pm Friday 13 March 2020 addressed to:

Minister for Planning
c/- Robert Kleeman,
Department of Planning, Transport and Infrastructure
GPO Box 1815
ADELAIDE SA 5000

or via email to: majordevadmin@sa.gov.au



Government of South Australia
Department of Planning,
Transport and Infrastructure



Major Development Proposal

Peregrine Mixed Use Major Development – Variation 2 Helicopter Landing Facility

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- Neighbour
- Local resident
- Business operator
- Community group
- Landowner
- Other

What is your overall position on the proposed development?

- I support the development
- I support the development with some concerns
- Neutral
- I oppose the development

Do you have concerns regarding the proposed development?

This is a dangerous proposal that will affect the local community. It is loud, dangerous & unnecessary. I work at one of the schools suggested as an emergency landing site and it worries me that the government would even consider the proposal.





Major Development Proposal Peregrine Mixed Use Major Development – Variation 2 Helicopter Landing Facility

What could be done to address your concerns?

Please do not even consider this proposal. It will have a huge & ongoing impact to the local community as well as friends & families visiting the area. 10 days to start ?? and then what. Once you open the door, there is no going back.

Other general comments:

There is no benefit to our community, only inconvenience, unsettling noise & safety concerns. If this company wants a helipad, tell them to relocate where it does not impact the neighbourhood & locals.

Written submissions commenting on the PER are invited until 5pm Friday 13 March 2020 addressed to:

Minister for Planning
c/- Robert Kleeman,
Department of Planning, Transport and Infrastructure
GPO Box 1815
ADELAIDE SA 5000

or via email to: majordevadmin@sa.gov.au



Government of South Australia

Department of Planning,
Transport and Infrastructure

RECEIVED

13 MAR 2020

8 / 3 / 2020

Dear Mr. Fleeman, Minister for Planning.

As a concerned resident & supporter of Hensington & Norwood for many years, I am definitely against the supposed "helipad" being built on the corner of Portrush Rd. & Norwood Parade.

1. Dangerous on very busy intersection.
2. Very noisy for residents & nearby there are Nursing Homes & a Hospital.
3. Close to at least 6 schools & the owners want to use school ovals for emergencies, How dangerous that would be!!
4. 8 Trips per day over 10 days, that is 160 take off & landings. A lot of noise!!
5. Users could afford a Taxi to airport where helicopters can take-off & land more safely.
6. Once given permission, over time the trips could be extended, we have seen this happen on other projects.



Major Development Proposal Peregrine Mixed Use Major Development – Variation 2 Helicopter Landing Facility

The Public Environmental Report (PER) for Variation 2 is currently on public consultation

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What is your interest in this proposed development?

- Neighbour
- Local resident
- Business operator
- Community group
- Landowner
- Other

What is your overall position on the proposed development?

- I support the development
- I support the development with some concerns
- Neutral
- I oppose the development

Do you have concerns regarding the proposed development?

It is too noisy for family's normal life.





Major Development Proposal Peregrine Mixed Use Major Development – Variation 2 Helicopter Landing Facility

What could be done to address your concerns?

Other general comments:

Written submissions commenting on the PER are invited until 5pm Friday 13 March 2020 addressed to:

Minister for Planning
c/- Robert Kleeman,
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GPO Box 1815
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Government of South Australia

Department of Planning,
Transport and Infrastructure



Major Development Proposal

Peregrine Mixed Use Major Development – Variation 2 Helicopter Landing Facility

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What is your interest in this proposed development?

- Neighbour
- Local resident
- Business operator
- Community group
- Landowner
- Other

What is your overall position on the proposed development?

- I support the development
- I support the development with some concerns
- Neutral
- I oppose the development

Do you have concerns regarding the proposed development?

YES! THIS IS NOT SAFE OR RESPECTFUL
TO THE LOCAL COMMUNITY.
BEEN TO THE MEETINGS AND NO ONE
WANTS THE THING BUILT, INCLUDING COUNCILS.
ASK KOBI BRYANT WHAT HE THINKS
ABOUT HELICOPTER SAFETY.





Major Development Proposal Peregrine Mixed Use Major Development – Variation 2 Helicopter Landing Facility

What could be done to address your concerns?

DONT LET THEM BUILD IT.

IT ONLY TAKES ONE TIME FOR SOMETHING
TO GO WRONG! BIRD STRIKES, lots in the
area, Pilot error or mechanical failure
you cannot guarantee anyones SAFETY.

Other general comments:

IF THEY WANT THIS, TELL THEM TO
MOVE WHERE IT DOESNT MATTER.
THE BUILDING IS OUT OF CHARACTER
FOR THE AREA ANYWAY!

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Minister for Planning
c/- Robert Kleeman,
Department of Planning, Transport and Infrastructure
GPO Box 1815
ADELAIDE SA 5000

or via email to: majordevadmin@sa.gov.au



Government of South Australia

Department of Planning,
Transport and Infrastructure

RECEIVED

13 MAR 2020

11 March 2020

Minister for Planning

Attention: Robert Kleeman
Unit Manager Policy and Strategic Assessment Planning and Land Use Services
Department of Planning, Transport and Infrastructure
GPO Box 1815 Adelaide SA 5000
majordevadmin@sa.gov.au

Peregrine Corporation Helicopter Landing Facility Public Environment Report Response

Dear Minister

I strongly object to the construction of a Helicopter Landing Facility (helipad) at the Peregrine Major Development located 270 The Parade, Kensington.

By way of background I am a professional pilot with 15 years military and 15 years civilian flying experience.

Firstly and importantly I want to highlight that the Applicant has clearly stated in the Public Environment Report (PER) that this helipad will create no economic benefit.

***PER (para 5.3.2)** "The Fyfe assessment found that due to the limited and integrated use of the proposed helicopter landing facility, the proposal would likely generate no further economic contribution or impact on the Norwood and Kensington Precincts and beyond that of the previously approved Headquarters redevelopment."*

The Applicant further states that there will be no more jobs created from the construction of the helipad.

***PER (para 5.3.3)** "The updated report found that the integrated nature of the facility on the roof of the approved building, reinforces that no significant local or broader job creation will result from the construction of the helicopter landing facility itself (i.e. the landing facility will be delivered as part of the overall building works)".*

So why the need for a helipad? We are given fleeting references to the requirement for a pleasurable experience for visiting business guests, and the need to transport guests to The Bend Motorsport Park. It is extremely disheartening and disappointing to think that the local

community will suffer more noise, that they will suffer more pollution and that they will be forced to accept an increased safety risk so that a very few, select, privileged business guests over 10 days of the year can save less than 15 minutes in a car to the airport.

After reading the Public Environmental Report provided by the Applicant, I wish to highlight certain areas and provide some balance to the proposal. In particular I will reference Appendix L of the proposal, known as the Adequacy Check Feedback Applicant Response. This letter contains excellent points raised by the DPTI Transport, DPTI Planning, The EPA, ODASA and DEW State Heritage.

Appendix L Page 1

DPTI Transport Policy – *The PER provides for a register of operational days and yearly audit process. The process to be adopted for the regular auditing should be clarified, including whether this will be available online for the community and adjacent neighbours to access. A complaints procedure should be developed in accordance with the Fly Neighbourly Guide by the Helicopter Association International (HAI) as a reference see 7.4.2 of the guide.*

Applicant Response - *A register of operational days will be kept by the applicant and will be made available if requested. The helicopter audit processes are confidential and are the property of Flight Safety and the client (PCI), the helideck audits are managed in similar fashion. The Helicopter Association International (HAI) "Fly Neighbourly Guide" has no aviation legal standing or relevance to this application.*

It's disappointing to see the Applicant not respond to the reasonable request that a complaints procedure be developed. The simple dismissal that the Fly Neighbourly Guide has no legal standing or relevance is not an encouraging sign that the Applicant will be sympathetic to the local neighbours and community. Their commitment to listening to the local community and working collaboratively with neighbours should be questioned.

Appendix L Page 2

DPTI Transport Policy – *The PER references a number of locations that are identified as emergency laydown areas:*

- *Saint Ignatius College playfield field (west of Portrush Road) – also identified as an 'ideally located' Emergency Diversion Area;*
- *Croquet club at 259 Portrush Road, Norwood;*
- *Loreto College playing field, Kensington Road;*
- *Marryatville High School Oval, Kensington Road;*
- *Marryatville Primary School, Shipsters Road;*

- Kensington Park Oval, Olympic Lane;
- Haslam Oval, Magill Little Athletics Centre, Cnr The Parade & Gurrs Road;and
- Pembroke School playing field, Walsall St

The risks and safety implications of utilising these areas for emergency landings should be further clarified in the PER, on the basis that these locations are available and viable for this purpose. It is acknowledged that their 'availability' would be sporadic depending on their use for educational and community purposes (and that discussions have been held with their operators/owners as to their current use). None of these locations should be used for 'preplanned' landings.

Applicant Response - *A helicopter "emergency laydown area" can be any area that can contain the size, or "D" value of the helicopter i.e. 15-20 metres. However this is not relevant to the assessment of the proposal, as only the helipad design and surrounding environmental considerations should be taken into account. All other operational factors are already covered under the existing CASA (Civil Aviation Safety Authority) regulations. An information letter will be sent out to all owners / operators of sites identified in the PER as potential emergency laydown areas. No landings will be pre-planned at the identified "Emergency laydown areas".*

The emergency laydown areas are mainly schools. The Applicants submission failed to acknowledge the risk associated with using school ovals and at times the unsuitability of those areas. Indeed one of the proposed sites (Marryatville Primary School) has high voltage lines running across the open space, a hazard for any helicopter! The report was weak in this area. The local community is being forced to accept a higher level of risk for no appreciable gain. For what would be a small inconvenience for an extremely small number of people (less than a 15 minute car ride to Adelaide Airport) the risk could be removed altogether.

Appendix L Page 3

DPTI Transport Policy – *See above – further detail is required on physical obstructions, adjacent structures, use times and ranking of these emergency / forced landing locations.*

Applicant Response - *Helicopter operational procedures are the responsibility of the Helicopter Operator and Airservices, through the Adelaide Airport Control Authority. Multiple helicopter flights are undertaken on a daily basis over the Adelaide CBD area.*

The Applicant has rightly been asked to further explain contingency and emergency procedures, something intrinsic to the idea of building a helipad in a suburban

neighbourhood. Their response is that it's not their responsibility but that of the operators and the local controlling authority. Why have they not contacted or worked with local helicopter operators and the local controlling authority to ensure the safety of the local community? They have also highlighted that multiple flights over the CBD occur suggesting there is no issue. The flights over the CBD are at higher altitudes than the landing and takeoff phase (excepting emergency services), which lowers risk significantly over the CBD

Appendix L Page 3

DPTI Transport Policy – *Would be assisted by further details regarding procedures to take advantage of meteorological conditions to minimise noise see HAI Fly Neighbourly Guide section 4.8.*

Applicant Response - *The HAI Fly Neighbourly Guide Section 4.8 is not relevant to this assessment.*

Once again we see the Applicant dismissive of a "neighbourly" approach. It is truly disappointing to see such an attitude given the nature of what is proposed!

Appendix L Page 4

DPTI Transport Policy – *The assessment provided regarding risk of bird strike is very brief and does not consider the local context. The National Airports Safeguarding Framework – Guideline H provides additional guidance in this regard in terms of land uses which have the potential to be high risk wild life attractants. This section of the PER should be updated to review whether any of these land uses referenced in #72 of Guideline H are in proximity to the proposed helicopter land facility and if so how potential bird strike might be managed.*

Applicant Response - *The National Airports Safeguarding Framework – Guideline H is titled "Protecting Strategically Important Helicopter Landing Sites" which are defined as "a site declared by state or territory to be of critical need to the provision of identified services". None of the high-risk land uses mentioned in Clause 72 of that document are present in close proximity to the subject land. Flight Safety Group has confirmed this document is not relevant to the assessment*

This is another excellent example of the detail lacking in the report. The suburbs around the proposed landing area are known for their leafy character, obviously a haven for birds and bats. The report has no detailed analysis of the risks associated with local helicopter operations and the impact with birds or bats. Adelaide airport has strict controls and procedures to minimise collisions with wildlife, obviously this is a safer place for the Applicant to charter a helicopter. Once again we see the local community being forced to accept more risk for no gain.

Appendix L Page 6

DPTI Transport Policy - Confirmation that the total number of trips (which includes take offs and/or landings for each trip event) that might occur during each day of the 10 days (i.e. how many take off and landings may occur on any given day?) and clarification of the length of start-up and shut down noise timeframe and total number of minutes/hours for the full calendar year. These timeframes should also take account of take-off and landing procedures (i.e. engine warm-up, passenger departure or boarding etc.) for which a noise impact may result. These details should naturally form part of the noise assessment referenced above. Note - the PER does not make any reference to the potential to develop a Fly Neighbourly Agreement which seeks to address potential amenity impacts with sensitive land uses. Refer to Fly Neighbourly Guide – Helicopter Association International.

Applicant Response - The HAI Fly Neighbourly Guide is not relevant to this assessment and has no legislative standing. Peregrine Corporation cannot commit to how many landings / take-offs may occur on each of those (maximum) 10 days of use per year, there are limited numbers of the type of helicopters referenced for used in the PER. Use of these helicopters is subject to availability and operational procedures of the 3rd party Helicopter Operators. A useful description of the nature of the Helicopter Landing Facility including best estimated time frames for landing and take of procedures is outlined in Section 4a of the Aviation Specialist Advice Report prepared by Flight Safety included in Appendix D

Once again the DPTI is simply seeking clarity, confirmation and a commitment from the Applicant. It is yet again dismissed with the comment that "Fly Neighbourly" is not relevant. The Applicant will not commit to a number of flights and it's left to the community to guess how many times they will be disrupted each day of operation.

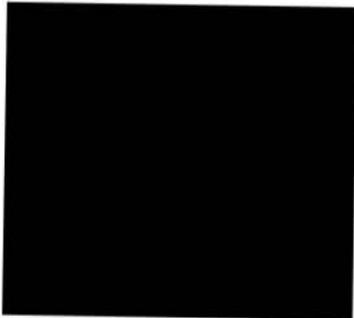
In Appendix L, pages 4 through 6 the EPA asks and raises pointed questions on the issue of noise. It is intuitively obvious that a helicopter will add a great deal of disruptive noise to the local community. The area is currently free from any flight paths and arguably many people live in the area to specifically avoid the threat and noise of over flying aircraft. The EPA's detailed request is a fair attempt to try and ensure that the local community does not suffer. The Applicant once again suggests it's too onerous, outside scope, and not required. Simply put, the local community will suffer a huge amount of noise pollution for no gain and a minimal benefit to few.

Road safety is mentioned in the PER, but not in the context of low flying aircraft as a distraction to drivers. There has been no modelling or risk analysis of the distraction to drivers and pedestrians of a low flying aircraft. Approach and departure paths will be over Portrush Road, a major arterial, there is a real risk of low flying helicopters presenting a distraction to drivers.

Lastly, Adelaide Airport has a full time professional aviation fire fighting service which in all ways will eclipse the aviation firefighting and emergency services provided at the Applicant's site. There is no doubt in my mind that the passengers, crew and local community are accepting a higher risk than if the helicopter was to land and depart at Adelaide Airport.

On behalf of the local community and indeed the state of South Australia I implore our regulators and leaders to not allow an aircraft to operate in a local suburb. We are a fortunate city, transit times to our international airport are extremely short, there is no need to accept more risk and disrupt any local community to avoid an extremely short car ride for a privileged few.

Sincerely



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13 MAR 2020



Major Development Proposal

Peregrine Mixed Use Major Development – Variation 2 Helicopter Landing Facility

The Public Environmental Report (PER) for Variation 2 is currently on public consultation

TELL US WHAT YOU THINK

Submissions will be made publicly available and will be included in the proponent's Response Document (that will be released for public information at a later date). Please indicate below if you object to your submission being made available in this way



What is your interest in this proposed development?

- Neighbour
- Local resident
- Business operator
- Community group
- Landowner
- Other

What is your overall position on the proposed development?

- I support the development
- I support the development with some concerns
- Neutral
- I oppose the development

Do you have concerns regarding the proposed development?

Yes. It should not be in a heavily populated area. It is not safe and cannot be 100% guaranteed safe
Even one helicopter landing is too many!!!





Major Development Proposal Peregrine Mixed Use Major Development – Variation 2 Helicopter Landing Facility

What could be done to address your concerns?

Nothing. I do not think that helicopters should be allowed near residences or businesses. Why do you think the airport is not surrounded by communities. The government should listen to the voters and stop this ridiculous plan.

Other general comments:

Tell them to move if they want it somewhere because no one in the community wants it. Attending the meetings showed me that I am not the only one concerned. Even my friends said it is dangerous & helicopters are extremely loud so low to the ground.
loud, disrespectful & unsafe.

Written submissions commenting on the PER are invited until 5pm Friday 13 March 2020 addressed to:

Minister for Planning
c/- Robert Kleeman,
Department of Planning, Transport and Infrastructure
GPO Box 1815
ADELAIDE SA 5000

or via email to: majordevadmin@sa.gov.au



Government of South Australia
Department of Planning,
Transport and Infrastructure



Major Development Proposal Peregrine Mixed Use Major Development – Variation 2 Helicopter Landing Facility

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What is your overall position on the proposed development?

- I support the development
- I support the development with some concerns
- Neutral
- I oppose the development

Do you have concerns regarding the proposed development?

Why should my right to quiet enjoyment in my retirement years be destroyed and my property devalued by a man who seems to believe that his wealth gives him the right to not consider others who may be disadvantaged both physically and financially by what is for him a giant ego trip? His VIP guests will probably come from interstate. They should catch the helicopter from the airport where it is to be stored. A stretch limo can be used to transport any locals to Tailem Bend or the airport.

In answer to a question raised at the meeting on 18 February 2020 concerning funerals at Clayton Church, we were told that 24 hours notice would be given of pending flights. What arrogance!! Funerals can not be rescheduled in that time, particularly if there are mourners coming from out of town.

Most schools, churches and private homes in the area do not have double glazing or acoustic glass. In an unrelated connection I have a personal report from Sonus which states that acceptable noise levels in bedrooms is 30dB(A), far lower than Peregrine's levels of 80dB(A) to 95 dB(A) shown on its slide on the "Maximum Predicted Noise Level Bell 206", levels which are not those for the largest helicopters using the site.

The proposal to use local schools in an emergency is obscene. Such an emergency would not allow time to clear the grounds of children who have a much greater right to be there.

There is very much a need for Peregrine to apply the Golden Rule and consider others.



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13 MAR 2020



Major Development Proposal Peregrine Mixed Use Major Development – Variation 2 Helicopter Landing Facility

What could be done to address your concerns?

Disallow the application

Other general comments:

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Government of South Australia

Department of Planning,
Transport and Infrastructure

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13 MAR 2020

Major Development Proposal

Peregrine Mixed Use Major Development – Variation 2 Helicopter Landing Facility

The Public Environmental Report (PER) for Variation 2 is currently on public consultation

TELL US WHAT YOU THINK

Submissions will be made publicly available and will be included in the proponent's Response Document (that will be released for public information at a later date). Please indicate below if you object to your submission being made available in this way.

What is your interest in this proposed development?

- Neighbour
- Local resident
- Business operator
- Community group
- Landowner
- Other

What is your overall position on the proposed development?

- I support the development
- I support the development with some concerns
- Neutral
- I oppose the development

Do you have concerns regarding the proposed development?

I have very serious concerns that the Liberal State Government supports this dangerous venture, even though local councils, business owners & local residents strongly oppose the proposal. If allowed, the government will prove they are putting profits over people & communities. The safety of this venture will at some point put everyone in the surrounding area at risk.



Government of South Australia
Department of Planning,
Transport and Infrastructure



Major Development Proposal Peregrine Mixed Use Major Development – Variation 2 Helicopter Landing Facility

What could be done to address your concerns?

Do not allow the Peregrine Group permission to build a helipad. They have not been able to prove that this venture will not impact the local community & surrounding areas through noise & safety concerns. Using schools and local parks as emergency landing sites are unacceptable. This corporation is not taking their responsibility to the surrounding community into account.

Other general comments:

The helipad will not add any additional benefit financially or otherwise. This is purely an indulgence for the owners. The local councils, residences, business owners, churches, nursing homes & schools in our community do not want this.

WHY IS THE STATE GOVERNMENT NOT LISTENING?

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ADELAIDE SA 5000

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Government of South Australia
Department of Planning,
Transport and Infrastructure

RECEIVED

13 MAR 2020

5 March 2020

Minister for Planning
C/- Robert Kleeman,
Department of Planning, Transport and Infrastructure
GPO Box 1815
ADELAIDE SA 5000

Dear Minister

Re: Peregrine Mixed Use Major Development – Variation 2 Helicopter Landing Facility

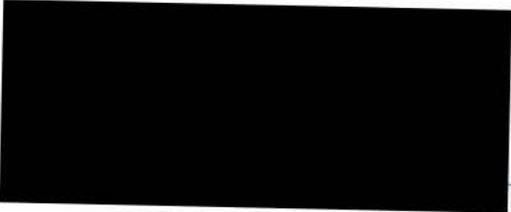
I am writing on behalf of the Sisters of Saint Joseph who have been the owners of this property at [REDACTED] since 1872. Saint Mary MacKillop lived here with our early Sisters. We have a community of Sisters who continue to live here.

Until a few years ago we also ran a nursing home, Tappeiner Court on the site. This has been transferred to Calvary Retirement Communities and all residents were moved into a new facility at Cowandilla. We are now in the process of redeveloping the Tappeiner Court building to provide independent living units for our Sisters. When this is complete towards the end of this year, there will be around 40 Sisters living in the convent and units.

Our High Street boundary is directly opposite the proposed Peregrine major development. While we accept that the office complex has received approval, we have serious concerns about the idea of a Helipad on the top of this building.

Our attendance at one of the information sessions did little to assuage our fears that our quality of life would be seriously impaired by helicopters, even though we were assured that it would only be for 10 days per year. The noise of an approaching helicopter, the hovering to land and subsequent down drafts cause us grave concerns. We were led to believe that there was no restriction on how many flights would occur on these 10 days. It was said that flights would occur during daylight hours between 7 am and 10 pm. We have never seen daylight at 10 pm!

Our concern is also for other local residents who adjoin this area and also for the many motorists who could easily be distracted along Portrush Road and The Parade. The sudden appearance of a helicopter could easily cause serious accidents. We were not reassured when a



speaker at the information session had to agree that the most likely time for a helicopter to crash was on landing and take-off!

From what I could read in the very long collection of reports comprising the Public Environmental Report, there was no recognition of our presence as a significant neighbour. On page 27 of 39 under 5.2.2 reference is made to an earlier conclusion that, "Local heritage impacts are largely negligible, with only two adjacent Local Heritage places, *both of which are remnant former residential buildings.*" The front of our convent does have local heritage listing and it is and will remain a residential building – and our home - for many years to come.

We ask that the proposed helipad not be approved.

Yours sincerely,



On behalf of other Sisters whose names and signatures are on the attached sheet.



I am opposed to a Helipad on the Peregrine Building

Name	Signature		



11 March 2020

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13 MAR 2020

ATTN: Minister for Planning
c/- Robert Kleeman
Department of Planning, Transport and Infrastructure
GPO Box 1815
Adelaide SA 5000

RE: Response to PEREGRINE CORPORATION HELICOPTER LANDING FACILITY PUBLIC ENVIRONMENT REPORT for 270 The Parade, Kensington.

Dear Sir

As a resident of Kensington I am writing to voice my complete opposition to the proposal for a Helicopter Landing Facility on the Peregrine Corporation headquarters at 270 The Parade, Kensington.

This is based on the following:

- Lack of amenity to the local residents. Many residents will be impacted due to the flight path over Norwood and Beulah Park.
- The proposal provides no economic or employment benefit to the wider community, only to Peregrine Corporation.
- The public safety risks are manifestly unacceptable and are not adequately addressed.
- The proposal doesn't provide a pleasant living environment for nearby residents and may cause devaluation of nearby residential properties.
- The proposal is of incompatible use within a high density, mixed use activity centre and does not achieve appropriate land use separation distances from nearby sensitive residential areas.
- Proposed frequency of flight movements and hours of operation (between 7am and 10pm) are excessive and would result in unacceptable impacts on nearby sensitive residential areas.
- Helicopters offer little margin for error and when disasters do occur the results are often catastrophic. The majority of incidents involving helicopters occur in proximity to take off / landing.

The following sections go into these point in more detail.

Safety

- The proposed helipad is to be located at 270 The Parade, Kensington. This area is immediately surrounded by busy arterial roads, residential areas and educational facilities from kindergarten to high school. A helicopter crash in this environment would have catastrophic consequences.
- At the public information session held at the Norwood Concert Hall on 18 February 2020, the author of the Aviation Specialist Advice report, Mr Colin Weir, advised that:
"there has only been one emergency landing in this area in the past five years" and
"the majority of incidents involving helicopters occur in proximity to take off / landing"

- Across all aircraft, incidents are more likely to occur at the beginning or end of the flight when the aircraft is 'low and slow'; and when there is less time for a pilot to successfully react.
- From time to time helicopters already fly over the area, with examples being SAPOL and other emergency related agencies. While there is already a risk of helicopter emergencies, the risk will be enhanced with the introduction of the proposal, particularly as it was confirmed at the public briefing, that helicopters are more likely to be involved in an incident within close proximity to taking off or landing, compared with during its general flight path.
- Helicopters (as with all aircraft) are more likely to be involved in an accident close to the point of takeoff or landing and the public safety risks have not been adequately addressed in the Report;
- The building will be in an existing built up area with dwellings and places of work unlike airports and less populous areas
- The open space areas which have been identified as potential emergency landing sites are not appropriate. Using sites such as school ovals and public parks and reserves as emergency landing sites would put the users of those spaces at significant risk.
- The PER states under the section Proximity, accessibility and availability of an alternative landing facility **in the event of a catastrophic engine failure during take-off and landing** *"Fortuitously the proposed Head Office site is strategically situated in an area surrounded by multiple available sites. As all operations will be conducted during daylight hours only, all these sites become viable options for emergency use."* What this doesn't indicate is that six of these 'viable options' are local primary and high school ovals which are in high use during these 'daylight hours'. Below are photos taken at various times of these locations showing them to be inappropriate as an emergency landing location. All of these locations are in use 7 days a week.



Marryatville Primary School - taken at 2:50pm on a Friday



Marryatville High School - taken at 1:20pm on a Wednesday



Saint Ignatius College playfield field - taken at 10:00am on a Sunday

- Marryatville Primary also has high voltage power lines crossing the proposed emergency landing site. Signage at the school state *"66000 volt lines above. Flying kites and line controlled model aircraft in this area is dangerous and prohibited"*. An emergency landing on this site in low light increases the potential for contact with these lines.
- The seventh 'viable option' is the Croquet club at 259 Portrush Road, Norwood. Inspection of this locations shows it to be inappropriate as a emergency landing site due to hazards at the site. The area is surrounded by high fences and features high tennis lights and cabling with lighting over the area.



Norwood Croquet Club

- As shown in the recent Kobe Bryant helicopter crash, there is a concern that powerful passengers can pressure a pilot to complete a trip in unsafe conditions.

Traffic

- The report included MPH Architects' artists impressions of the site from a number of angles. On the following pages the artists impression have been inserted into location photos to show the visibility of the helipad/helicopter landing or taking off.
- This will provide a **major** distraction to the traffic and pedestrians at this intersection.
- The PER has only taken into consideration impact *"on the existing traffic movement, traffic flows or traffic generation associated with the mixed-use development is believed to have little to no adverse effect relating to the traffic impact or road safety on the adjacent road network for the area."* The Report does not take into consideration the distraction a landing helicopter will have on the local arterial roads.
- It is inconceivable that a helicopter hovering low over arterial roads will have no effect on traffic accidents. The PER states *"the pre-landing, hover phase of flight (usually within 45 seconds) and the take-off phase of flight (usually accomplished within 60 seconds)."*
- Please note that the overall building height is only 34.85m above ground level. On approach to the proposed landing facility the helicopter will be low over Portrush Road and low over The Parade after take off.



Parade looking west



Parade looking east



Portrush Road looking North



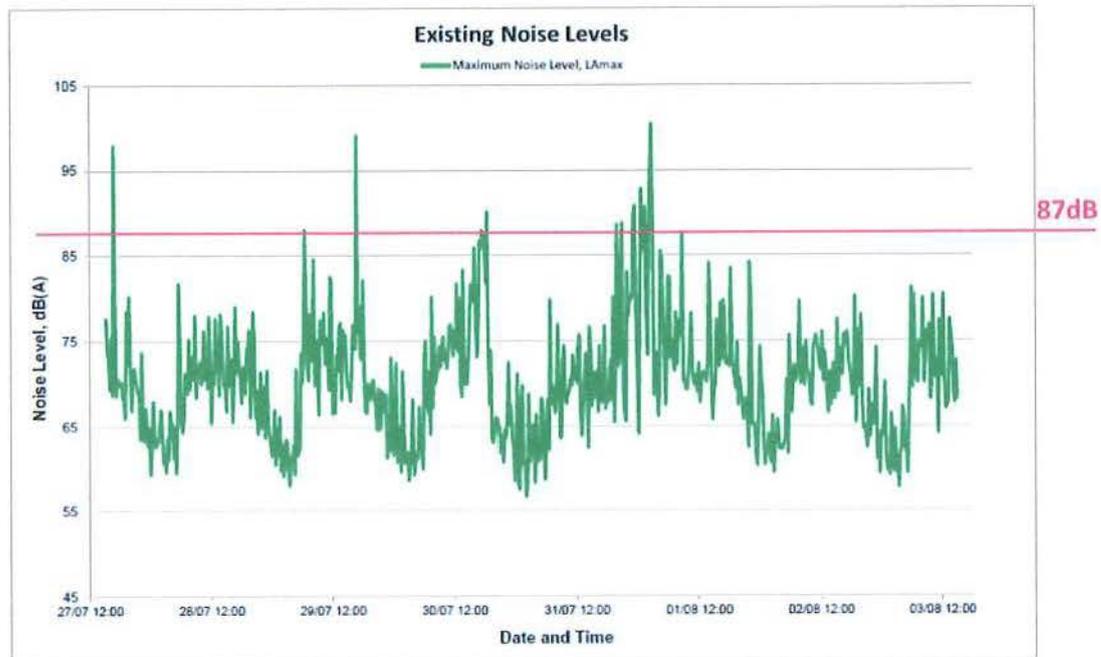
Portrush Road looking south

No economic benefit to the immediate and wider community

- Peregrine Corporation has stated that the helipad will be used predominately for transportation of overseas and interstate business guests from their headquarters on The Parade (which includes short stay accommodation suites) to The Bend Motorsport Park at Tailem Bend which is owned by the Peregrine Corporation. This means that the helipad will **provide no economic benefit to the state** - just to Peregrine Corporation.
- The Fyfe assessment in the PER found that *"due to the limited and integrated use of the proposed helicopter landing facility, the proposal would likely generate no further economic contribution or impact on the Norwood and Kensington Precincts and beyond that of the previously approved Headquarters redevelopment."*
"The updated report found that the integrated nature of the facility on the roof of the approved building, reinforces that no significant local or broader job creation will result from the construction of the helicopter landing facility itself (i.e. the landing facility will be delivered as part of the overall building works)."
- The use of the helicopter landing facility for only 10 days a year would provide minimal economic benefit. A general assumption is that in time there would be a proposal to increase the number of flight days.

Noise

- The proposed helicopter landing facility will have a significant adverse impact on the amenity for residents living in the surrounding residential area, through noise from helicopters using the landing facility.
- The Sonus acoustic concludes that the proposal will not impact on residential amenity, as *"the predicted maximum levels are regularly exceeded in the existing noise environment"*. This statement is made based on a survey of background noise levels which revealed three peaks in a week. It would be very surprising if those peaks were sustained for any length of time comparable to a helicopter landing and taking off.
- During the public information session held at the Norwood Concert Hall on 18 February 2020, the author of the Sonus report, Mr Chris Turnbull, stated that the 95-100dB(A) peaks in background noise which were recorded in Bowen Street, were likely associated with a car driving past and could have lasted for as little as 3 seconds. This type of noise would be very brief in comparison to the duration of noise caused by a helicopter landing, passengers boarding or alighting and then the helicopter taking off.
- A car driving past would typically generate noise in the order of 70dB(A). It is also understood that noise is measured on an exponential scale and that a level of 90dB(A) is four (4) times louder than 70dB(A). It therefore would appear misleading to suggest that noise from the operation of the helicopter landing facility would be akin to that of a car driving along a street.



- The report states that the predicted noise levels from the proposed helicopter types (Eurocopter AS350B2 and Bell 206 Jetranger) would be 87dB(A), measured at the closest residences. However, BlueSkyRotor.com, a website which quotes data from the manufacturers datasheets, lists the three helicopter models proposed for use as having 'noise at takeoff, limit' levels ranging from 92-94 dB(A).
- The PER states *"Preference will be given to lower noise helicopters using the site."* So, helicopters with higher noise levels may be used if ones may be used if the 3 specified are not available.
- Helicopter noise should not be compared to traffic noise. Noise from elevated sources propagate noise over a much wider area than ground level noise sources and protection against its intensity or character is not typically a feature of noise sensitive receivers due to its unusual nature.
- The Sonus report also addresses vibration and states that for vibration from a helicopter to impact on sensitive land uses in the vicinity of the proposed development, the vibration would need to travel down the proposed building structure and through the ground to residences. It concludes that ground vibration from helicopters at the development will be insignificant. The report does not, however, address the potential for vibration caused by rotor wake, which is understood to be a potential issue in close proximity to a helicopter landing facility.

Consultation with proposed emergency landing sites

- There has been little consultation with the proposed emergency landing site locations. Considering that 6 of the 7 sites are local primary and high school ovals this is unacceptable. The PER states on page 235 *"An information letter will be sent out to all owners / operators of sites identified in the PER as potential emergency laydown areas."*
- At the Public Consultation meeting at Norwood Concert Hall on 18 February 2020 we were told that Peregrine Corporation had met "face to face" with the schools. In the case of Marryatville Primary this is not accurate. The Principal, Angela Van Enkhuyzen wrote the following to the school community the following day:

"You may be aware of the Peregrine Major Development Proposal, outlining details regarding

a private helicopter landing facility. I have attached an extract from the proposal for your information. The Aviation Specialist Advice Report has details of proposed alternate helicopter landing facilities in an emergency. You will see that the Marryatville Primary School oval is a proposed site.

I can confirm that I have had no direct communication with Peregrine and that I was unaware of the proposal until several weeks ago. I have since been in contact with Department for Education facilities personnel to ensure they are aware and to express my safety concerns. Marryatville Primary School is a government owned site to be utilised for the benefit of the community, not for private enterprise."

- In The Messenger 6 Feb 2020, Loreto College principal Nicole Archard told The Messenger it was "cheeky" for Peregrine to list the school as a landing area for its proposed helipad without any conversations. "We've had zero discussions," Dr Archard said. "It's news to us. I know nothing. And it's not something we would support. "Student safety is our number one priority. "The courtesy would be to discuss it with us before putting us down on the application."

Monitoring flights / registering

- The Report states "Where possible, 24 hours notice will be provided before an operational day and a register of operational days will be kept to ensure the 10 days per year are not exceeded." No indication of how this is to be reported and monitored. On page 234 the Report states "A register of operational days will be kept by the applicant and will be made available if requested." Surely external monitoring is required.

10 days per year

- It has been proposed that the helicopter landing facility will be operated for up to ten days per year. In absence of any other explanation for applying a limit of ten days, it is most likely that this limitation has been chosen to avoid the proposal constituting an activity of environmental significance pursuant to the *Environmental Protection Act 1993*.
- The construction of two helipads on the building represents a large investment by the applicant, on the strength of assessing the impacts of its use up to ten days per year. Clearly, the facility has the capacity to be operated far more frequently than ten days per year. The Report states "The helipad will be inspected daily and audited annually."
- It is unbelievable that a helipad can be built in a high density area and because its activity will operate on no more than 10 days per year and only during daylight periods, the non-commercial nature of the flights and limitation to daylight hours it does not trigger a requirement for any approval or licencing from the EPA, CASA (Civil Aviation Safety Authority) or any other regulatory body.
- There appears to be no limit to the number of flights that may occur in a single day. On page 237 of the Report Peregrine Corporation advised that the highest number of helicopter trips using the helipad in one day is eight trips (8 landing and 8 takeoffs), and the highest anticipated number of helicopter movements in one hour is three trips. While on page 239 it says "Peregrine Corporation cannot commit to how many landings / take-offs may occur on each of those (maximum) 10 days of use per year."

Two helipads

- It is not clear in the Report why the second slab is proposed and how it would be used in an emergency event and under what circumstances the aluminum landing facility would not suffice.
- An assumption could be made that this second helipad is 'future-proofing' the facility for potential increases in use.

Definition of Daylight hours

- The proposal is for helicopters to only be used in daylight hours, and in any event not outside the hours of 7am and 10pm. There seems to be some incongruence between these two measures. According to the South Australian Government, the latest official sunset this summer was 8.33pm, running between 1 January and 13 January 2020.
- Even if sunset is not taken to mean the end of daylight hours, it is commonly understood that daylight, during the longest days of the year, would not extend much beyond 9pm, if at all. In winter this can be as early as 6:00pm.
- The permitted landing period between 7:00am and 10:00pm is over-generous. While it may barely cover usual sleeping patterns, it does not display consideration for residents who may be awake and wish to live quietly and undisturbed in their own homes.
- On page 237 of the Report Peregrine Corporation advised that the highest number of helicopter trips using the helipad in one day is eight trips, and the highest anticipated number of helicopter movements in one hour is three trips.

Errors in the report

- On page 244 of the report it states that High Street, Kensington has an "Annual Average Daily Traffic (AADT) of **500 vehicles** per day (vpd)". On the same page, Bowen Street is shown to have an "Annual Average Daily Traffic (AADT) of **2,500 vehicles** per day (vpd)". One of these figures is completely incorrect - Bowen Street is a one way street with access only available from the High Street end. It is impossible for 2,500 cars to access Bowen Street without first accessing High Street.
- On page 30 of the report "*As the Helicopter Landing Facilities **will not operate more than ten (10) helicopter flights per year** in which these are to be taken during daytime hours only, there is no foreseen impact on the adjacent network form a traffic /transport or road safety perspective.*" This differs to the 10 days stated through the remainder of the report.

Case Studies

Kestelman's Capitol Grand (corner of Chapel St and Toorak Road, South Yarra Melbourne. February 2018

- A proposed helipad to be built on a 54 storey building outside of Melbourne's CBD was rejected by Stonnington Council.
- The council refused the bid on five grounds, including noise, perceptions of safety, and it not "providing for the fair development of land" or securing a pleasant living environment for nearby residents.
- The council also said the proposed helipad was an "incompatible use within a high density mixed use activity centre and does not achieve appropriate land use separation distances from nearby sensitive residential areas".
- The Council said the proposed frequency of flight movements and hours of operation (no more than twice a day between 7am and 10pm) were excessive and would result in "unacceptable impacts to nearby sensitive residential uses".

Flinders Wharf, Melbourne

- The North Wharf helipad was removed on January 31 2018. The self-monitored helipad was only 6 metres from the footpath, 30 metres from a busy pedestrian bridge and closer than 60 metres from a residential high-rise building and shops.

Summary

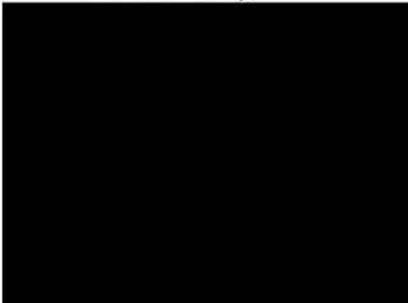
Many of the impacts addressed in the PER are said to be acceptable due to the proposed infrequency of use. The public safety risks are manifestly unacceptable and have not been adequately addressed in any of the documentation

The proposed helicopter landing facility will have a significant adverse impact on the amenity for residents living in the surrounding residential area, through noise from helicopters using the landing facility.

The attempts to limit the use of the helicopter landing facility to ten days per year is problematic. It would seek to limit the use of a facility that is clearly designed for far more intense usage and avoids dealing with the fundamental question of whether the use is appropriate in the first instance.

I am not sure what the next stage is from here but I sincerely hope that it includes independent analysis or independent testing of the noise, pollution and safety aspect of this proposal.

Yours sincerely,



[REDACTED]

From: [REDACTED]
Sent: Wednesday, 11 March 2020 4:46 PM
To: DPTI:State Commission Assessment Panel
Cc: [REDACTED]
Subject: Peregrine Mixed Use Major Development Variation 2

Dear Robert Kleeman,

We are writing to you to rise our concern about proposed Peregrine Helipad development. We live in very close distance from Peregrine office and we believe the noise from helicopter flights are going to disturb our peaceful heritage property. We can already hear loud noise from helicopters used during the Tour Down Under bike race and we can not imagine how can we deal with regular noise coming from Peregrine helipad.

We live in residential zone and we should be protected from industrial investments to be able to enjoy our properties. The noise can be heard not only in our backyards but also inside our houses.

My husband works for aerial mapping company Aerometrex and they do a lot of image capturing using helicopters. They fly helicopters around 100-200m above the ground and they always get complains from the residents. Luckily these flight are only few days long not like proposed Peregrine development to have regular flights over our roofs.

Our house is listed as heritage property. The walls are cracking very often and we need to fix them frequently. Have you perform any studies and tests how the vibration from frequent helicopter flights are going to affect the over 100 years old properties?

The other issue is proposing Marryatville Primary School Oval as an emergency landing spot. In my opinion we should not put our school children at danger (my son attends the school recently). The children would not be able safely use the oval because there will be always the possibility of emergency landing. How can you within short time make sure that the oval is empty and the children are safe? The only way to do it is to stop children from using the oval.

We believe that this kind of development should be allowed in specially dedicated industrial development zones. We, simple residents are not going to benefit from this development except gaining more traffic and not being able to block the helicopter noise.

As the owners of heritage properties we respect the limits put on our properties but we are expecting our councils to support our rights to be able to use our properties.

We hope you could help us to stop the helipad development.

Kind Regards,

[REDACTED]
[REDACTED]

[REDACTED]

From: [REDACTED] >
Sent: Wednesday, 11 March 2020 5:19 PM
To: DPTI:State Commission Assessment Panel
Subject: No Helicopter pad!

To whom it may concern,
I live in Stepney and oppose the application for a helicopter pad in Kensington and wish for my opposition to be noted.
Thank you
[REDACTED]

Sent from my iPhone

[REDACTED]

[REDACTED]

[REDACTED] >

Sent: Wednesday, 11 March 2020 5:22 PM
To: DPTI:State Commission Assessment Panel
Subject: Helicopter Landing area

To Whom It May Concern,
I wish to express my opposition to the proposed helicopter landing area in Kensington.

Regards

[REDACTED]

[REDACTED]

From:

Sent:

[REDACTED]
Wednesday, 11 March 2020 5:23 PM

To:

DPTI:State Commission Assessment Panel

Subject:

Helicopter landing pad on the Parade at Norwood.

I oppose a helicopter landing pad at peregrine corporation on The Parade at Norwood. It is a ridiculous idea and not appropriate around so many schools and community facilities.

Why would they need to commute by helicopter? They have made a massive amount of money selling tobacco to children among others, I don't think rolling out the red carpet to them is the best idea, not considering the favours/incentives that have been offered around.

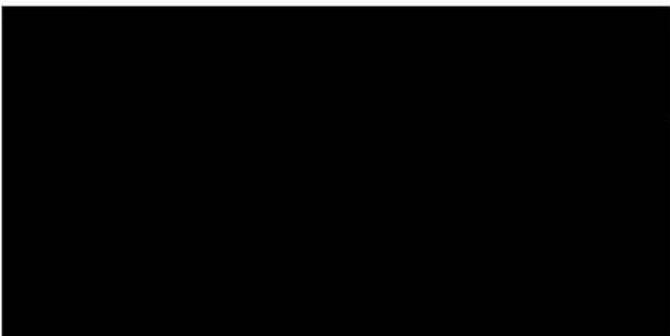
No airport for Norwood.

Sincerely

[REDACTED]

|

[REDACTED]



Minister for Planning
c/- Robert Kleeman
Unit Manager Policy and Strategic Assessment
Planning & Land Use Services
Department of Planning, Transport and Infrastructure
Email: majordevadmin@sa.gov.au

March 11, 2020

MAJOR DEVELOPMENT PROPOSAL

Peregrine Mixed Use Major Development - Variation 2 Helicopter Landing Facility

Dear Sir,

It is a pity that I am even writing this letter about a proposed helipad for the top of the 7 storey Peregrine headquarters on the SE corner of The Parade and Portrush Road intersection.

Helicopters landing and taking off in such a densely populated area is sheer lunacy. What benefit is there for the general community? This helipad is not servicing emergency retrieval needs or providing a platform for security patrols. This is blatant self-aggrandisement at the expense of Norwood and Kensington residents, whose safety and amenity will be severely compromised. An accident in this locality would have devastating consequences.

What do we have an airport and air traffic controllers for? Surely the Peregrine Corporation's interstate and overseas business clients would be better and more safely accommodated by a direct flight to Tailem Bend from the carefully monitored facility at Adelaide airport.

And if this helipad project is allowed to proceed, where does it stop? Why wouldn't other companies follow suit? We also know full well that the 10 days per year flight limit is really the thin edge of the wedge – grant that as the first step and there will soon be pressure to increase the number.

This development variation totally disregards the social and financial investments of many local residents for the business interests of a few and should not be sanctioned.

Sincerely



From: [REDACTED] >
Sent: Wednesday, 11 March 2020 5:51 PM
To: DPTI:State Commission Assessment Panel
Subject: Peregrine Mixed Use Major Development - Variation 2

Minister for Planning,
c/- Robert Kleeman,
Department of Planning, Transport and Infrastructure

Dear Minister,

I attended the recent Peregrine Development Proposal public meeting at the Norwood Town Hall (evening meeting) and obtained a copy of the Peregrine submission which I have read through. Both raise far too many issues to comment on, so I have concentrated in detail on one of particular concern to me and will add a few brief notes on one or two others. I am emailing my response to you because it will not fit on the printed form.

The first concerns the noise problem.

Data presented at the meeting included a set of nested contours showing expected noise levels that will be produced by helicopter operations. While the correctness of what was shown is not questioned, deducing anything of wider generality from it requires further thought. It is after all based at a single site and one preferred flight path direction. What are the wider consequences?

While it is agreed that the Peregrine Proposal makes the case that winds experienced in Adelaide have a preferred direction, there is no claim that winds in other directions are not to be expected. This must in turn influence flight paths. Moreover while there may at this time be certain preferred locations from and to which helicopters operating from the Peregrine site will most likely connect, there is nothing binding about this.

Since over time we can reasonably expect all possible flight paths to be used, anyone inside a circle having a radius equal to the major axis of any of the roughly elliptical noise contours and sharing a common centre with them has a likelihood of being subjected to those noise levels. ***This is a much larger catchment than that shown on the contour plots*** which consider only a single flight path to the southwest of the helipad site and one single position of the helicopter.

As the helicopter moves in the early or late parts of its flight path, necessarily at an altitude comparable with the helipad, it takes this set of contours with it to encompass an even greater area of effect. ***The number of residents who stand to be adversely affected by helicopter noise is therefore much larger than is suggested in the Peregrine Proposal.***

The Peregrine Proposal seeks to make the case that noise levels likely to be experienced in adjoining streets from helicopter operations will be no worse than those produced by existing traffic levels. This claim seems to be based on a single case, measurements made over a short period of time in a single street. We are being asked to accept what happens in Bowen Street, Kensington as generally representative. Moreover quite apart from the question of how representative the data is, ***we are being asked to accept the proposition that because some new hazard will be no worse than one already existing, it is somehow tolerable.***

Bowen Street, it is to be noted, adjoins a major intersection, forming the third side of the roughly triangular Peregrine property at the intersection of Portrush Road and The Parade, both heavily trafficked streets, the first the more so because of its use as a major trucking route into and out of Adelaide. The noise made by

several B-doubles accelerating to speed after being drawn to a halt by the traffic lights at the intersection, while likely making a major contribution to what is experienced in Bowen Street, cannot be held to be representative of what is currently experienced in other residential sites likely to be affected by helicopters flights to or from the Peregrine site.

Taking together the much larger area likely to be adversely affected than is suggested in the Peregrine presentation and the unrepresentative noise data on which projections are being made provides strong evidence that ***a large number of residents in what to date has been a peaceful and sought after residential area stand to be inconvenienced if the Peregrine proposal goes ahead, with little or no gain to them*** or the district in which they live.

Other issues concern safety, the integrity of the public consultation process and the effect on property valuations.

There is every reason to be concerned about the public consultation.

Are we being subject to nibbling, no one bite decisive but together adding up to something quite intolerable? First we have a proposal from Peregrine to construct a multistorey building at one end of The Parade. This destroys the one hundred year old ambience of a streetscape terminated as it is by Clayton Church – excusable perhaps as we have to move with the times! Then we have a proposal to vary what has been already approved by adding a heliport with a limited flying license. Once it's there, how long do we have to wait to see an application to vary the license to facilitate more flights? One can hear us being told that it's good for the economic development of the State. Where do we stop?

The other was the meeting itself. It would have been hard to have found a more bored looking lot than the Peregrine team or the superficiality of its presentation. Justified or not, it screamed “why do we have to sit here and listen to you lot when everything's already decided anyway?”

Public safety needs a comment. ***Allowing low flying helicopters to traverse any built up area introduces a hazard, in its outcome possibly fatal to the residents***, and in an area where currently no such hazard exists. Where's the benefit to those made to accept the risk? Particularly near takeoff and landing, any helicopter which finds itself in difficulties which necessitate immediate landing will find itself with few options. The idea that school yards should be designated as emergency landing sites is simply obscene.

Lastly is the long term effect on the Norwood Parade, a vibrant centre of activity and now the only remaining high street in greater Adelaide. What too of property values in Norwood?

Yours sincerely,

██
██
██
██

[REDACTED]

From: [REDACTED]
Sent: Wednesday, 11 March 2020 6:29 PM
To: DPTI:State Commission Assessment Panel
Subject: Re: peregrine helipad

I am writing in opposition of the helipad.

I am a local resident and mother of a child soon to be enrolled at Marryatville primary school .

I find a project like this to be an unnecessary display of extravagance. Mega Structures such as Peregrines 7 stories in suburbia are bad enough, but when out of sight easily forgotten and life moves on. To be constantly reminded However, by a deafening hum in the skys of the greed and personalities required to attained such a lifestyle does not resonate with suburbs I call home. Suburbs where the definition of success is a nice house on nice street obtained via ethical simple means - a doctor, accountant, teacher or public servant. Such display of wealth creates the idea for those less enlightened that the average person lives a menial life.

Does the inconvenience of 20minute taxi for 7 people outweigh the noise disruption in a suburb of people who used to think they were successful until a new level of successful moved into town? Or does it just show that money is power? and that Adelaide can easily be monopolized if you have the right last name.

The eastern suburbs is not a play toy for one families need flaunt their wealth. socially separating the mega rich from those who can never attain such wealth (well not via ethical means) is not the Norwood I know or the NORWOOD I want to call home. Such displays belong in New York at places like Trump tower

I used to hang out with billionaires- (yes billions not millions) until I got bored of them, they're private jets and pilots and realized a simple cup of coffee can bring just as much joy as hanging out on a yacht.

No ones coming to adelaide just because of a helipad and if they are send them back! Super loops, tailem bend do what you want, increase tourism, but don't annoy us on a daily basis.

Progress is not helipads, it's insuring our young people know that the "menial" life is the good life and the rest is just "stuff".

Progress is someone spending their money on something that helps society into the future, not feather a nest and changing the status of the East into a tacky display of wealth - that's what glenelg is for.

[Redacted]

Sent:

Wednesday, 11 March 2020 4:29 PM

To:

DPTI:State Commission Assessment Panel

Subject:

Att: Robert Keeman

Dear Mr Keeman,

I am dismayed at the prospect of having a helicopter landing pad in my neighbourhood. I am a Kensington resident and I have loved living here for 23 years. My children have attended kindergarten, primary school and high school in this neighbourhood. I value the community, the social nature, the parks, the pool and the vibe of this area. I believe a helicopter landing pad would severely disrupt the quality of our lives here. I oppose the helicopter pad application and want my opposition noted.

Yours sincerely,

[Redacted signature block]

[Redacted signature block]

[REDACTED]

Sent:

Wednesday, 11 March 2020 7:19 PM

To:

DPTI:State Commission Assessment Panel

Subject:

Helicopter pad

To whom it may concern

I oppose the helicopter pad application and want my opposition noted.' I am incensed that a private company does not have to use the airport like everyone else!

The proposed pad will be in the vicinity of schools and a busy shopping area of Norwood

Yours sincerely

[REDACTED]

[REDACTED]

From: [REDACTED]
Sent: Wednesday, 11 March 2020 9:02 PM
To: DPTI:State Commission Assessment Panel
Subject: ' I oppose the helicopter pad application and want my opposition noted.'

' I oppose the helicopter pad application and want my opposition noted.'

March 11, 2020

Minister for Planning
c/- Robert Kleeman
Department of Planning, Transport & Infrastructure
GPO Box 1815, Adelaide 5000

(sent via email to: majordevadmin@sa.gov.au)

Dear Minister,

We write in strong objection to the proposal by Peregrine Corporation to build two helipads on their proposed new building on the corner of The Parade and Portrush Road at Kensington.

We are residents of High Street, Kensington and have been for 17 years. We are about 600 metres from the proposed development, and are absolutely horrified at the thought of helicopters taking off and landing for up to 8 flights per day for 10 days per year – that is potentially 160 take-offs and landings, not only right on a very busy intersection, but right in the midst of a highly populated suburb.

There are many concerns for us about this proposal but the extreme danger this poses in such a built-up community is at the fore.

Australia's Transport Safety Bureau's most recent figures show that helicopters are involved in 25% of general aviation accidents in this country despite only accounting for 14% of the aviation fleet. Coupled with the confirmation by Peregrine's own flight safety consultant, Colin Weir, at the 1pm Norwood Town Hall community of February 18, that most helicopter accidents occur at take-off and landing it should be enough for any authority to reject this application immediately.

This is exactly the reason why we have an airport, conveniently located only 7 kilometres from the city, with an abundance of vacant land around it. It provides safety for the aircraft of all types to take off and land.

Shockingly, Peregrine's Public Environment Report (PER) states that they have identified "viable options" in the event of catastrophic engine failure as seven local sites, six of which are school ovals. That is extraordinary. One of these is our daughter's school. How do you expect the pilot to communicate such an emergency and clear the site? What if they simply cannot clear the site in time? There are so many questions. One of the identified schools, Marryatville Primary, has 66,000 volts of powerlines running right across the oval. This was not even identified in Peregrine's report.

.../2

If that is not enough, Peregrine's own noise experts, Sonus, confirm that residents in close proximity will have noise levels that are the equivalent to a front-end loader truck flying low over their homes up to 160 times per year, anytime from 7am, right up to 10pm at night. Where is the consideration for residents and their emotional and psychological welfare?

If the very real dangers and community disruption are not enough, Peregrine's staff confirmed at the Town Hall meeting that there is no economic benefit to the State by building this helipad, rendering this proposal absolutely non-sensical. We hope the government can, however, see some sense.

There is enormous unrest in the community about this proposal, and many questions that remain unanswered, of which we have posed a small number. The potential dangers are real, the potential local disruption is real, and so are our voices. Please hear them on this occasion.

Yours sincerely,

A solid black rectangular redaction box covering the signature area.

[REDACTED]

From: [REDACTED]
Sent: Wednesday, 11 March 2020 9:14 PM
To: DPTI:State Commission Assessment Panel
Subject: Helicopter

Dear Keeman,

I am writing to make it clear that I oppose the helicopter pad application for Norwood and want my opposition noted. I find the idea inconsiderate and offensive. The Shahins can use airports just like everyone else.

[REDACTED]

|

[REDACTED]

[REDACTED]

From: [REDACTED]
Sent: Wednesday, 11 March 2020 9:22 PM
To: DPTI:State Commission Assessment Panel
Subject: Objection to Proposed Helipad at Kensington

To. Minister for Planning c/- Robert Kleeman
Dept. of Planning, Transport and Infrastructure

Dear Sir ..

I am writing to voice my objection to Peregrine's proposal to install a Helipad on the roof of their planned building at the Portrush Rd / The Parade intersection.

As a local resident, living just 400 meters from this site, I am deeply concerned, primarily about both safety and noise issues:

I do not think it appropriate for a helicopter to be flying directly above residential properties, given that accidents can happen and helicopters are acknowledged to have a higher accident rate than other civil aircraft.

I do not think it appropriate that the viable options for landing in the event of engine failure are predominantly school ovals.

I am appalled at the prospect of a helicopter landing and taking off several times a day so close to my home, and the noise associated with it.

I firmly believe that I am entitled to live in a quiet and peaceful environment and not be subjected to the disturbance of a helicopter flying overhead.

I am of the opinion that aircraft of whatever nature, should be required to use an airport (with the exception of emergency hospital needs).

I respectfully request that you do not give approval for this helipad to proceed.

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

[REDACTED]

From: Bigpond [REDACTED]
Sent: Wednesday, 11 March 2020 9:34 PM
To: DPTI:State Commission Assessment Panel
Subject: Peregrine Helipad - Peregrine Mixed Use Major Development Variation 2

Dear Sir / Madam

I, and my family, are resident of Toorak Gardens and have been residents here for 19 years.

I wish to register my disapproval of the proposed Peregrine Corporation Pty Ltd Mixed Use Major Development Variation 2 that has a closing date for comment on 13th March 2020 at 5:00pm.

To be clear I do not have an objection to the proposed redevelopment of the land and building.

I have a very strong objection to the proposal for a helipad.

I have read the document in the sa planning portal website.

I will not propose a lengthy response but would make the following points

- a helipad in a residential area exposing residents to noise that is significant and completely unnecessary is inappropriate
- a helipad exposing residents and school children in the many schools around the area to risk in the event of failure is inappropriate
- there is an airport 20 min away by car that can be used for this purpose and it is hardly an arduous ride as I make it by car weekly to fly interstate
- in the proposal there is economic benefit touted - with transits from the roof capped at 10 days per year. I find this a contradiction. And would suggest that if it is needed only 10 days a year then it is not needed at all. The economic benefit flows from the entity operating and not a helipad.

I think Peregrine have provided many benefits to the population of South Australia (but I note also to themselves in the process which I have no issue with) but I think this proposal is completely inappropriate and ill-suited to our city and this area in the city.

Many thanks for considering this objection and if there is any further information requested or further correspondence on this matter I can be contacted via this email or via my mobile [REDACTED]

Yours sincerely

[REDACTED]

NORWOOD SA 5067

Wednesday, 11th March 2020

Minister for Planning
C/- Robert Kleeman
Unit Manager Policy and Strategic Assessment
Department of Planning, Transport and Infrastructure
GPO Box 1815
ADELAIDE SA 5000
majordevadmin@sa.gov.au

Re: Peregrine Mixed Use Major Development Variation 2

To Whom it May Concern,

I write to convey my objection to this Major Development. Specifically, I object to:

- The noise of the proposed development;
- The risk during an emergency setdown; and
- The restriction that would be placed on me redeveloping my property, and a potential for a reduction in the value of my property.

My property is situated at [REDACTED] Norwood, less than 150 meters from the development.

I note from the development application that the Final Approach and Takeoff (FATO) design will place flights directly over the top of my residence.



(page 17 of the Flight Safety report, annotation to identify my property)

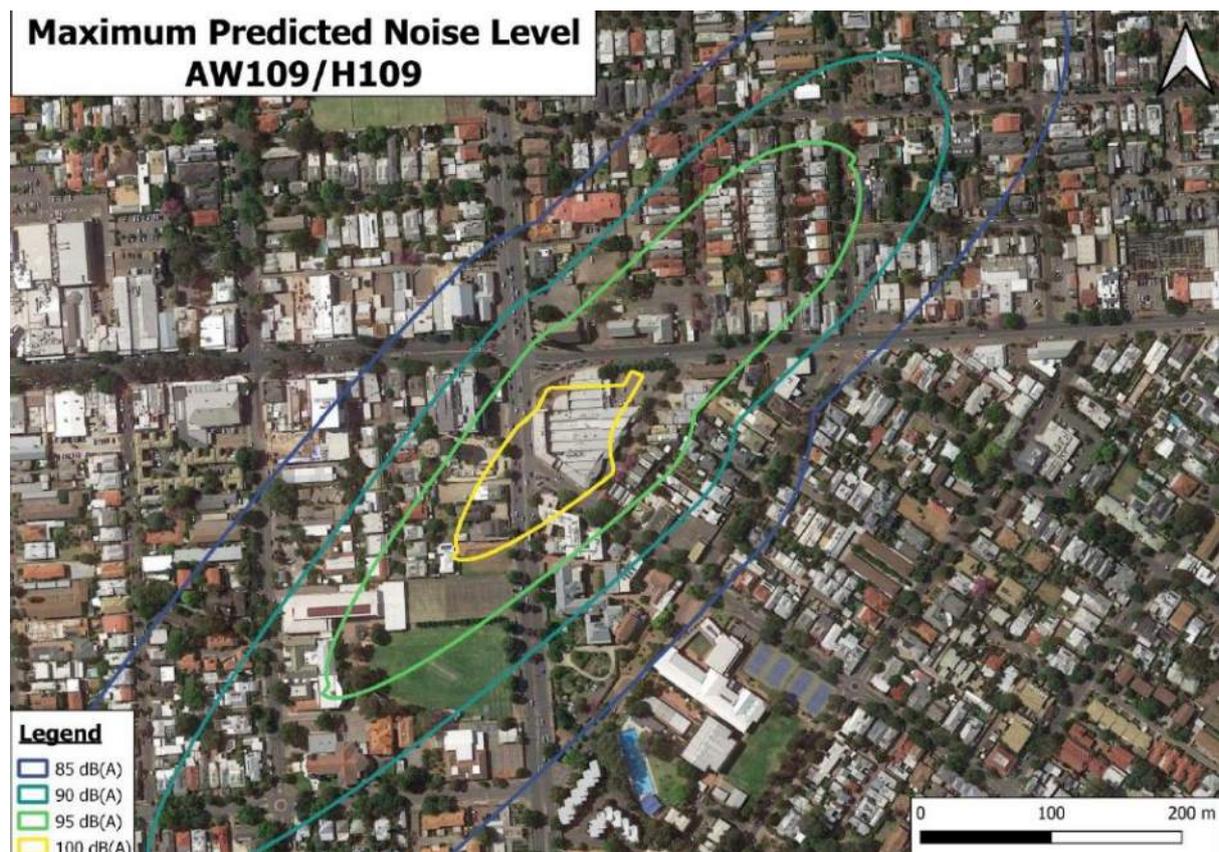
Based on figures supplied in the development application, helicopters landing at the proposed helipad would be approximately 55 metres above my house. This is 55 metres above my head while I'm trying to catch a day-time nap; 55 metres above my head while watching television; and 55 metres above my head when I have a headache. That's just fifty-five metres.

I fully understand that almost all of Adelaide is flown over by aircraft, and I frequently hear aircraft when departing Adelaide Airport from runway 05. However, these aeroplanes are not 55 metres above my head.

I also recognise that helicopters are an inextricable part of life, I frequently hear helicopters that are providing essential services to the whole community, such as transporting critically injured patients to hospital or police protecting the whole community. These are public goods, where the benefits accrue to the whole community.

The proposed application is for an exclusive helipad where all benefits accrue to an exclusive group, that inconveniences and further degrade the quality of life not just for me but for all residents and business owners in the community, Shahin associated enterprises excepted.

Modelling done by the applicant shows that the expected impact on my house would be between 90 and 100 decibels for each landing. This is completely unacceptable.



(page 7 of the Sonus / Helicopter Noise report)

As an aged pensioner, I can not afford the type of noise 'treatments' as contemplated in the Resonate Acoustics report for Tappeiner Court nursing home which is across the road from my property.

The frequency of use in this document is not addressed. The applicant has stated that *“Helicopter activity will operate on no more than 10 days per year and only during daylight hours.”* [page 5]. This does not indicate how many flights will occur each day, and I would have to assume there would be an extensive number of flights, particularly on race days at ‘The Bend’. I don’t believe it is beyond the realm of possibility in the future for Peregrine to sell transport from Norwood to ‘The Bend’ for racegoers. This would produce a very significant amount of aviation traffic, concentrated into a few short hours.

Further, the hours of operation until 10pm (&/or daylight hours), it also not acceptable to me. As an older person I am frequently in bed by 7pm and I do not wish to be disturbed by helicopters landing while I am trying to sleep.

I also echo the government’s concerns about how these flimsy limits would be enforced. Where would complaints be lodged? How would affected property owners be compensated? Will it be the role of Air Services Australia to police and deny landing clearance where the 10 day limit has been exceeded?

Turning to emergencies, I note from page 14 of the Flight Safety report that the emergency setdown location is the Saint Ignatius school oval.



This would put a distressed aircraft, seeking an urgent landing, over my property and perilously close to my house. This is completely unacceptable.

Finally, I am very concerned about the value of my property decreasing as I will now be living under a helicopter flight path. As I mentioned above, I am a pensioner and I hope to leave to my family a valuable property in Norwood. I would like them to be able to realise the full potential of my legacy to them. This includes for them to be able to develop the property, and potentially take advantage of the government’s preference for higher density living in close proximity to the city. I am concerned that any future development would be constrained by the fact a flight path exists above it.

In conclusion, this development is completely unacceptable for this area. I strongly object and urge the helicopter landing pad development to be rejected outright. There are no modifying conditions that the applicant could make to resolve my issues.

In light of there being no redeeming features, or elements that present a compelling public interest for this development, I reiterate that it should be REJECTED.

Yours faithfully,

██████████

PS. I do not wish to speak to my representation at the SCAP hearing.

[REDACTED]

From: [REDACTED]
Sent: Wednesday, 11 March 2020 11:03 PM
To: DPTI:State Commission Assessment Panel
Subject: Peregrine's helipad consultation process

Dear Minister for Planning
Mr. Robert Kleeman
Department of Planning Transport and Infrastructure

I am writing to you in regards to the Public Consultation for the Peregrine's Helipad.

As a resident of the area I strongly oppose to the construction of this structure.

The reasons are these:

1. It is very dangerous for the people who are already living here including children at school ovals as it is the place of landing in case of emergency.
2. It creates a lot of noise and pollution which is not acceptable in a densely populated residential area, it is already enough with truck and car traffic as it is, having Portrush road through.
3. Wildlife will be affected with the presence of air traffic at low level.
4. The area is predominantly residential, where property and real estate prices (rates) are based in keeping safe and healthy conditions for residents, the land status is not for aeronautical use. There is an airport for Adelaide that is away from residences and should be kept as the only place where should be air traffic.
5. It is unnecessary and elitist as it is not for an emergency or essential use like a hospital or an emergency first response type of service, essentially needed for the population. It is intended only for high income executives to fly to a racecourse and avoid traffic, when in Adelaide it doesn't take that long to get to the racecourse by car.

Adelaide is a city which is known to have a good standard for quality of life, we are in a city which prides itself of being livable in accounts of its tranquil and healthy lifestyle. Lets keep it like that and not concede to the big organisations to take that away. This project looks only to provide a superfluous and unnecessary benefit to an organisation at the expense of the community.

I would appreciate very much if you would please keep me updated with the status of this project and hope you take in consideration mine and other residents views in the making of your decision rather than only the economic benefit for some individuals.

Thank you and kind regards

[REDACTED]

11th March 2020

Minister for Planning
C/- Robert Kleeman
Unit Manager Policy and Strategic Assessment
Department of Planning, Transport and Infrastructure
GPO Box 1815
ADELAIDE SA 5000

Dear Sir

Re: Major Development Proposal

Peregrine Mixed-Use Major Development -

I strongly oppose this development.

I attended both consultations at the Norwood Concert Hall on the 18th February 2020.

The proposal is a major development not a variation.

In the first place DIPTI should never have considered this application.

I own an apartment in the Nuova Building at the intersection of Portrush Road and The Parade, Norwood, directly opposite the proposed building and will be significantly affected by proposed heliport on the roof of Peregrine's development. I have no doubt that you will have received many representations from others in Norwood who are deeply concerned at this proposal.

The helipad will be at the same level of my apartment on the opposite side of the road. The noise, vibration will be horrific. Windows doors would have to be kept closed. The fumes of the helicopter coming polluting the air coming through building air conditioning ducts.

The high risk of a potential incident or accident occurring on the proposed 2 helicopter landing pads in this location would be catastrophic.

The Report prepared by the Peregrine's consultants only deals with technical data which has not been tested. DIPTI should have their own consultants test the veracity of Peregrine's consultants' conclusion.

The PER did not specify the number of trips per day. The consultants when asked, at both consultations, replied, and I quote "we don't know at this stage." Seriously! How did they not have to state this in their proposal?

Who will monitor this operation?

What penalties if any will be imposed?

Who is to say that slowly the 10-day limit will creep to more days?

I also wish to draw your attention to some of the salient points of the PER.

Page B7 point 2.1.2 sets out the 'OBJECTIVES AND NEED FOR THE PROPOSAL' The third paragraph and I quote "The helicopter landing facility is seen as an integral component of the overall redevelopment of the site". It was never integral, as it was not contained in the original application, had it been so, the development may well not have been approved.

In the same paragraph is the crucial point of the whole matter and again I quote “ensuring pleasurable experiences for overseas and interstate guests”. Are we expected that to ingratiate themselves with their guests the rest of our community should suffer.” How contemptible.

6.1 Economic Effects

I think the economic effects of not approving the amendment are negligible, the details provided related to the building process and future employment are not effected by the absence of the helipads. Their presentation is totally biased point of view which ignores the far greater economic cost property devaluation. This proposal will not bring business to our community if anything it will drive businesses away.

6.2 Environmental Effects

The consultant did not answer the question regarding the noise level at the altitude of landing pad directly impacting the Nuova and Bath apartments which are 6 and 7 stories high. He totally ignored the question. They may be investigating strategies and initiatives but this will not reduce the noise of the helicopters.

6.3 Social Effects

According to this report, there are no social effects. Are they not aware that the whole issue is about the social effects, all of which are detrimental!

I conclude from the above that whilst Peregrine may well want to build a helipad, they most certainly have not established any need.

6.4 Consequences to proposal not proceeding

Similarly to 6.1 above any effect would be negligible, and to suggest otherwise draws a very long bow.

The reasons for not approving the proposal are self-evident.

1. High risk to persons and property.
2. Devaluation of property.
3. Extreme Noise and vibration levels.
4. Increased air pollution.
5. Sets precedence for future similar applications.
6. Future increase in days and number of flights.
7. Disturbance to the sleep of the most vulnerable.
8. Undesirable use in a suburban location.
9. Let them use existing helicopter landing sites as others have to.

Kind regards,

████████████████████

████████████████████

████████████████████

██

Minister for Planning
c/- Robert Kleeman
DPTI
GPO Box 1815
ADELAIDE SA 5000
majordevadmin@sa.gov. au

11/3/2020

Dear Minister

I strongly oppose the Peregrine Variation 2: Helicopter Landing Facility.
I am a local home owner and resident with a family including 3 local school attending children.

My concerns are:

- At the public consultation meetings held at Norwood Town Hall February 25, 2020 and in relation to the Public Environmental Report, Peregrine representatives either did not know or did not provide the public with transparent information on:
 - o frequency of flights on the 10 nominated days/year – I discovered it was up to 8 flights per day, within the PER, post-meeting
 - o which independent authority would ensure accountability of Peregrine to comply with the 10 days per year limitation and how the public could check on this
 - o the length of time noise levels would remain high (example given was 95Db) for a helicopter approach, hover, landing, shut down, preparation at start up and take off. This collective time could be repeated 8 times across all 10 days per year
 - o what the second landing pad was intended for – Peregrine representatives were particularly evasive on this question
 - o how many helipads are located in medium-density residential areas, near Adelaide CBD (less than 5km radius from CBD)
 - o how the public would be notified of intended days for Helipad use – this could have implications on students completing exams, weddings and funerals being held in nearby churches (St Ignatius, Norwood and Clayton-Wesley, Beulah Park) and other local school/sporting/community events which avail of our attractive local outdoor spaces, facilities and general amenity
 - o complete disregard of helicopter noise/approach/take off distraction to traffic along the major arterial route of Portrush Road – cited as 37 200 vehicles/day (Appendix J p410), including a considerable proportion being heavy vehicles
 - o complete lack of engagement with at least 2 local school Principals whom I had spoken to directly prior to the Public Meeting. Peregrine had not discussed with them the implications of the Helicopter Landing Facility or that Marryatville Primary School oval was one of 7 nominated emergency landing areas (Appendix D p279). This is despite the fact there is a warning sign on our school grounds advising the public:



The Office of the Technical Regulator did not reply to our questions in relation to a helicopter landing in the presence of these lines at our school. In addition to this, the Aviation Consultant for Peregrine Colin Weir acknowledged that helicopters (as with all aircraft) are more likely to be involved in an accident close to the point of take off or landing. In Appendix D (p 279), Mr Weir comments: *'Fortuitously the proposed Head Office is strategically situated in an area surrounded by multiple available (emergency landing) sites'* – what he disregards is that 6 of the 7 nominated sites are school ovals with high student usage and indicative of our local area being a medium-density residential family-friendly area unsuitable for a nearby local helicopter landing facility. The implications to our neighbourhood in the event of a helicopter accident would be catastrophic and appear to be of no concern to the business interests of Peregrine.

I note in Appendix K Fyfe acknowledges the Helicopter Landing Facility 'is not expected in its own right to have an economic or employment impact on the Norwood and Kensington Precincts'. Local residents lose amenity and there is no benefit to them in this proposal.

As a local resident and mother, I strongly oppose the invasion of local amenity, public spaces and quality of life by the use of a helicopter landing facility in our

near-city, medium density, family-friendly neighbourhood that has sought-after real estate appeal.

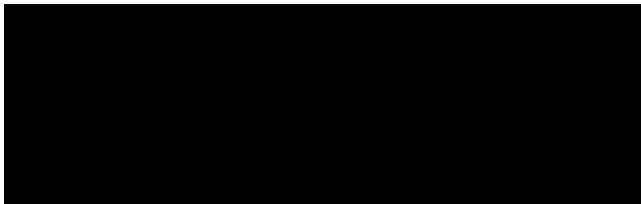
I would propose Peregrine seek Victoria Park for helicopter transportation if it is Peregrine's view that travelling by car 20minutes to Adelaide Airport is inconvenient for their business operations. Victoria Park has considerable open space and has been previously used for helicopter use.

I refer to the Appendix A page 6 of the Guidelines for the preparation of a Public Environment Report:

The Governor can at any time indicate that the development will not be granted authorisation if the development is inappropriate or cannot be managed properly.

I consider Peregrine's Variation 2: Helicopter Landing Facility proposal to be inappropriate, arrogant, presumptuous and completely inconsiderate to the **10 000 local residents** (ABS 2016 Census) who live within 1km of the Peregrine site when Peregrine propose to **transport 4-7 passengers at a time** via helicopter to conduct their private, self-benefitting business operations.

I strongly urge your Department to demand clarifications from Peregrine on the concerns and issues above, and consider the needs and quality of life of a large local community over a single business operator.



[Redacted]

From: [Redacted]
Sent: Thursday, 12 March 2020 9:54 AM
To: DPTI:State Commission Assessment Panel
Subject: I oppose the helicopter pad application and want my opposition noted

Dear Robert Kleeman,

Please note our opposition to the application by Peregrine to have their **own helicopter landing area** located right in the middle of Kensington- an area surrounded by schools and residential areas.

The idea that it is even being considered speak to us volumes about what money can buy.

Please make sure this application does not go ahead. We have an airport in Adelaide. Please tell them to use it.

We don't want to have our surroundings, environment and livelihood impacted upon by Peregrines personal desires of convenience.

Regards,

[Redacted]
[Redacted]
[Redacted]
[Redacted]
[Redacted]
[Redacted]
[Redacted]

[REDACTED]

From: [REDACTED]
Sent: Thursday, 12 March 2020 10:03 AM
To: DPTI:State Commission Assessment Panel
Subject: Peregrine Mixed Use Major Development Variation 2

To whom it may concern

Please be advised that I, J [REDACTED], a resident of Kensington, do hereby register a loud protest over this proposed development, which borders an important historic residential suburb.

Yours [REDACTED]

Sent from my iPad

[REDACTED]

From: [REDACTED]
Sent: Thursday, 12 March 2020 10:51 AM
To: DPTI:State Commission Assessment Panel
Subject: OPPOSITION TO PEREGRINE'S PROPOSED HELIPAD

ATTN: Minister for Planning
c/- Robert Kleeman

RE: Response to Peregrine Corporation Helicopter Landing Facility Public Environment Report for 270 The Parade, Kensington.

Dear Sir

I am writing to express my **opposition** to the proposal for a Helicopter Landing Facility on the Peregrine Corporation headquarters at 270 The Parade, Kensington. I am a local resident and my children attend two of the schools indicated in the report as an 'alternative landing facility in the event of a catastrophic engine failure during take-off and landing'.

My opposition is based on:

- Lack of amenity for local residents
- Lack of definite guidelines/indicators of who/how they propose to monitor their use of the helipad "only 10 times per year"
- The proposal offers no economic or employment benefits for anyone other than the Peregrine Corporation
- The public safety risks are manifestly unacceptable. Six of the seven proposed 'alternative landing facility in the event of a catastrophic engine failure during take-off and landing' are local primary and high school ovals. Also, they have stated in the media that they have consulted with all of the proposed school sites' leadership teams. This is, in several cases at least, not true.
- The proposal is of incompatible use within a high density, mixed use activity centre and does not provide appropriate land use separation distances from nearby sensitive residential areas
- The proposed frequency of flight movements and hours of operation (between 7am and 10pm) are excessive and would result in unacceptable impact on nearby residential areas
- Helicopters offer little margin for error and when disasters do occur the results are often catastrophic. The majority of incidents involving helicopters occur in proximity to take off /landing

Our children's safety and that of all residents should be placed above the need for a non-essential indulgence by a multi-million dollar corporation. If you are unable to guarantee that there will be no risk to our children, or disruption to our children's school environment, as well as the safety and disruptive impact on residents, then the proposal should be dismissed.

Regards,

[REDACTED]

From: [REDACTED]
Sent: Thursday, 12 March 2020 10:51 AM
To: DPTI:Minister Knoll
Cc: DPTI:State Commission Assessment Panel; croydon@parliament.sa.gov.au; editorial@solsticemedia.com.au; dunstan@parliament.sa.gov.au
Subject: ***PEREGRINE HELIPAD PROPOSAL***

Dear Minister

As residents of the Norwood council area we are VERY concerned about the proposed double helipad that the Peregrine Group wish to impose onto our community.

We do not oppose development of the existing site, as development is essential to the state. We appreciate that the Peregrine Group are major employers in SA.

However, we hold grave concerns for the proposal of a dual helicopter landing facility on top of the building.

Our major concerns are as follows:

SAFETY – located in a commercial, suburban and heavily schooled area. In the event of engine failure, where would the helicopter land? On the school oval, road, houses, church, offices?

NOISE POLLUTION – the decibel level exceeds the EPA recommendation for a residential area

REDUCED AIR QUALITY – Major cities such as NYC have reduced the number of non-essential helicopter rides by 50% in order to reduce air pollution.

COMMUNITY – what will the damage be to the sense of community in the Norwood area? Why should the ambience be disrupted by the sound, sight and smell of helicopters landing and taking off. The Norwood area has a very strong community bond and with many, many young families. Not to mention the many schools and aged care facilities that will have to endure the intrusion of helicopters within their earshot. What about the beautiful Clayton Wesley church with its historic 'stained glass' windows – should worshipers, funeral and bridal parties be subjected to the dreadful noise of helicopters taking off and landing.

DEVALUATION OF PROPERTY – what about the devaluation of our homes? Who would want to buy a house near a helipad? Are we to be compensated for this?

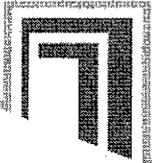
NECESSITY – finally the biggest question of all is – **WHY?** Why does any company operating in a small city need a helipad at all? What is the benefit to the community? Surely this proposal is purely for flippant and self-indulgent reasons. The Peregrine group's excuse of attracting people to the state is bizarre. Their argument of having the use of a helicopter in order to attract more business to the state seems absurd. We are certain that people wanting to engage in business with the Peregrine Group will do so regardless of the mode of transport on offer.

The proposal at this stage is for permission to land helicopters for ten (10) days only in a calendar year, but there is not limit on how many landings per day. Potentially there could be 10 landings/take offs per day over ten days in the year, which could result in 100 take offs a year!!! Another concern is that if approval is given for 10 times per year, then who is to say Peregrine Group would not seek to increase this amount further and further??

We urge you to block the proposal for the safety and wellbeing of the entire Adelaide community, especially the children who live and school in the Norwood area.

Yours sincerely

[REDACTED]
[REDACTED]
[REDACTED]



Major Development Proposal Peregrine Mixed Use Major Development – Variation 2 Helicopter Landing Facility

The Public Environmental Report (PER) for Variation 2 is currently on public consultation

TELL US WHAT YOU THINK

Submissions will be made publicly available and will be included in the proponent's Response Document (that will be released for public information at a later date). Please indicate below if you object to your submission being made available in this way.



What is your interest in this proposed development?

- Neighbour
- Local resident
- Business operator
- Community group
- Landowner
- Other

What is your overall position on the proposed development?

- I support the development
- I support the development with some concerns
- Neutral
- I oppose the development

Do you have concerns regarding the proposed development?

Yes, I have multiple concerns over the Proposed Development of the helipad and PER report.

1. The level of noise associated with the development would cause a major disruption in this high density residential area.
2. Safety to nearby schools has not been adequately covered in the PER, one local school Marryatville Primary School identified in the aviation report as an emergency landing site has a high voltage 66kV line running overhead its school oval thus the site not suitable for emergency landings.
3. It is in my opinion that the helipad does not provide a fair development of land in this area
4. Addition of a helipad would detract from the pleasant living environment for nearby residents and schools and would reduce the quality of life in this mainly residential area.
5. The proposed helipad is incompatible with the land use and separation from nearby sensitive , residential, educational and public parks
6. The proposed helipad has little community benefit apart from a select small number of corporate clients.



Government of South Australia
Department of Planning
Transport and Infrastructure





Major Development Proposal Peregrine Mixed Use Major Development – Variation 2 Helicopter Landing Facility

What could be done to address your concerns?

Propose an alternative site outside of the residential area or possibly locate closer to the less residential area or the appropriate aerodrome/airport. Adelaide airport is a 20 minute drive from this proposed location.

General comments :

PER Appendix L Page 1 - the Applicant did not respond to the reasonable request that a complaints procedure be developed it has not been demonstrated that the applicant will be sympathetic to the local neighbours and community. Their commitment to listening to the local community and working collaboratively with neighbours should be questioned.

Appendix L Page 2, DPTI Transport Policy – The PER references a number of locations that are identified as emergency laydown areas: The emergency laydown areas are mainly schools. The Applicants submission failed to acknowledge the risk associated with using school ovals and at times the unsuitability of those areas. A detailed risk assessment has not been prepared to demonstrate that these sites are As Low as Reasonably Practical. The local community is being forced to accept a higher level of risk for no appreciable gain.

Other general comments:

Appendix L Page 3 - DPTI Transport Policy - The Applicant has rightly been asked to further explain contingency and emergency procedures, something intrinsic to the idea of building a helipad in a suburban neighbourhood. Their response is that it's not their responsibility but that of the operators and the local controlling authority.

Why have they not contacted or worked with local helicopter operators and the local controlling authority to ensure the safety of the local community. This requires further assessment by the applicant.

Appendix L Page 6 - DPTI Transport Policy

Again DPTI is simply seeking clarity, confirmation and a commitment from the applicant. It is yet again dismissed with the comment that "Fly Neighbourly" is not relevant. The Applicant will not commit to a number of flights and it's left to the community to guess how many times they will be disrupted each day of operation.

In addition

Road safety is mentioned in the PER, but not in the context of low flying aircraft as a distraction to drivers and pedestrians. There has been no modelling or risk analysis of the distraction to drivers and pedestrians of a low flying aircraft. Approach and departure paths will be over Portrush Road, a major arterial, there is a real risk of low flying helicopters presenting a distraction to drivers.

Written submissions commenting on the PER are invited until 5pm Friday 13 March 2020 addressed to:

Minister for Planning
c/- Robert Kleeman,
Department of Planning, Transport and Infrastructure
GPO Box 1815
ADELAIDE SA 5000

or via email to: majordevadmin@sa.gov.au



Government of South Australia
Department of Planning
Transport and Infrastructure

[REDACTED]

From: [REDACTED]
Sent: Thursday, 12 March 2020 12:30 PM
To: DPTI:State Commission Assessment Panel
Subject: Opposition of helicopter pad

To Whom it may Concern,

I oppose the helicopter pad in Kensington. I want my opinion noted.

Thank you,

[REDACTED]

Sent from my iPhone

[REDACTED]

From: [REDACTED]
Sent: Thursday, 12 March 2020 1:40 PM
To: DPTI:State Commission Assessment Panel
Subject: Peregrine's Helipad

Attention:
Minister of Planning
c/- Michael Kleeman
Department of Planning, Transport and Infrastructure

RE: Development Application ... Peregrine's Helipad, Kensington.

I wish to express my strong opposition to the proposed helipad that is part of the development application by Peregrine.

My family and I have in Beulah Park for 20 years. Our property is less than one suburban block from this proposed development. We never contemplated that our lifestyle and safety would be put at risk through such a senseless plan as this one.

Our objection is based not only on the excessive sound levels are inevitable with this heliport but also on the inherent danger of a heliport operating so close top urban areas. Given that Adelaide airport is so close to the city and inner suburban areas, this proposed development is entirely unnecessary.

Please record our objection to this proposal.

Regards

[REDACTED]



Major Development Proposal

Peregrine Mixed Use Major Development – Variation 2 Helicopter Landing Facility

The Public Environmental Report (PER) for Variation 2 is currently on public consultation

TELL US WHAT YOU THINK

Submissions will be made publicly available and will be included in the proponent's Response Document (that will be released for public information at a later date). Please indicate below if you object to your submission being made available in this way.



What is your interest in this proposed development?

- Neighbour
- Local resident
- Business operator
- Community group
- Landowner
- Other FAMILY RESIDENT IN IMMEDIATE AREA - VISIT VERY FREQUENTLY

What is your overall position on the proposed development?

- I support the development
- I support the development with some concerns
- Neutral
- I oppose the development

Do you have concerns regarding the proposed development?

HIGH RESIDENTIAL & POPULATED AREA
MANY SCHOOLS IN AREA.
NO EMERGENCY SERVICE REQUIREMENTS - PURELY PRIVATE BUSINESS PURPOSES. NO BENEFIT TO BROTHER/LOCAL COMMUNITY





Major Development Proposal Peregrine Mixed Use Major Development – Variation 2 Helicopter Landing Facility

What could be done to address your concerns?

DON'T APPROVE VARIATION 2 - HELICOPTER LANDING FACILITY.

Other general comments:

SIMPLY NOT - THE PROPOSAL IS UNNECESSARY & UNDESIRABLE

Written submissions commenting on the PER are invited until 5pm Friday 13 March 2020 addressed to:

Minister for Planning
c/- Robert Kleeman,
Department of Planning, Transport and Infrastructure
GPO Box 1815
ADELAIDE SA 5000

or via email to: majordevadmin@sa.gov.au



Government of South Australia

Department of Planning,
Transport and Infrastructure



Major Development Proposal

Peregrine Mixed Use Major Development – Variation 2 Helicopter Landing Facility

The Public Environmental Report (PER) for Variation 2 is currently on public consultation

TELL US WHAT YOU THINK

Submissions will be made publicly available and will be included in the proponent's Response Document (that will be released for public information at a later date). Please indicate below if you object to your submission being made available in this way.

What is your interest in this proposed development?

- Neighbour
- Local resident
- Business operator
- Community group
- Landowner
- Other

CILMAREN ATTEND SCHOOL PROPOSED FOR EMERGENCY
HELICOPTER LANDING SITE

What is your overall position on the proposed development?

- I support the development
- I support the development with some concerns
- Neutral
- I oppose the development

Do you have concerns regarding the proposed development?

YES, I AM CONCERNED REGARDING SAFETY OF MY CHILDREN
IN THE EVENT OF A NECESSARY EMERGENCY LANDING.
ALSO CONCERNED REGARDING THE NUMBER OF OVERALL
FLIGHTS / DISRUPTION TO SCHOOLING AND THE PROPOSED
DEVELOPMENT LOCATION / AIR TRAFFIC AT THE TOP OF NORWOOD
PARADE. I FEEL IT WILL HAVE A DETRIMENTAL EFFECT ON
TRADE IN THE AREA AND DESTROY THE CHARACTER OF THE
ENTIRE SHOPPING / CAFE DISTRICT THAT IS THE PARADE.

I AM ALSO VERY CONCERNED FOR RESIDENCES IN THE AREA ;
SAFETY, PRIVACY, NOISE POLLUTION, HOUSE PRICES.



Government of South Australia

Department of Planning,
Transport and Infrastructure



Major Development Proposal Peregrine Mixed Use Major Development – Variation 2 Helicopter Landing Facility

What could be done to address your concerns?

CHANGE THE LOCATION OF THE DEVELOPMENT TO AN AREA MORE SUITABLE FOR THIS TYPE OF DEVELOPMENT I.E. NOT A BUSY, RESIDENTIAL, COMMUNITY.

WHY TWO HELI-PADS? THAT SUGGESTS POTENTIAL INCREASE IN USE? WHO WILL POLICE NUMBER OF DAYS/FLIGHTS? TWO TIMES?

TOO MANY VARIABLES, NOT ENOUGH BOUNDARIES – IT'S JUST NOT SUITABLE!

Other general comments:

THIS DEVELOPMENT DOES NOT BENEFIT BUSINESS, RESIDENTS, COMMUNITY, EDUCATION, HEALTH OF THE PEOPLE OF NORWOOD, KENSINGTON OR OF THE STATE. WHY IS IT EVEN BEING CONSIDERED? !!

Written submissions commenting on the PER are invited until 5pm Friday 13 March 2020 addressed to:

Minister for Planning
c/- Robert Kleeman,
Department of Planning, Transport and Infrastructure
GPO Box 1815
ADELAIDE SA 5000

or via email to: majordevadmin@sa.gov.au



Government of South Australia
Department of Planning,
Transport and Infrastructure



Major Development Proposal Peregrine Mixed Use Major Development – Variation 2 Helicopter Landing Facility

The Public Environmental Report (PER) for Variation 2 is currently on public consultation

TELL US WHAT YOU THINK

Submissions will be made publicly available and will be included in the proponent's Response Document (that will be released for public information at a later date). Please indicate below if you object to your submission being made available in this way.

What is your interest in this proposed development?

- Neighbour
- Local resident
- Business operator
- Community group
- Landowner
- Other FAMILY OF RESIDENT

What is your overall position on the proposed development?

- I support the development
- I support the development with some concerns
- Neutral
- I oppose the development

Do you have concerns regarding the proposed development?

DANGER TO SCHOOLS
NOISY
DISTRACTION TO MOTORISTS



Government of South Australia

Department of Planning,
Transport and Infrastructure



Major Development Proposal Peregrine Mixed Use Major Development – Variation 2 Helicopter Landing Facility

What could be done to address your concerns?

Other general comments:

Written submissions commenting on the PER are invited until 5pm Friday 13 March 2020 addressed to:

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Government of South Australia

Department of Planning,
Transport and Infrastructure