

PLANNING EXHIBITED DOCUMENTS
 Ref. No: DA 0497/2017
 Date advertised: 25/10/2017
 Planning Administration *Dagls*

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Proposed New Kindergarten Building East Launceston Primary School Report to support a Development Application

transport | community | mining | industrial | food & beverage | energy



Prepared for:

ARTAS

Client representative:

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Date:

22 September 2017

Rev 00



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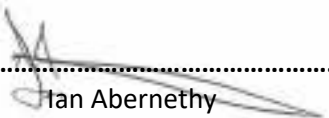
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Revision History					
Rev No.	Description	Prepared by	Reviewed by	Authorised by	Date
00	DA Report	L Knight	I Abernethy	I Abernethy	22/09/17

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1. Introduction

It is proposed to construct a new kindergarten building and associated infrastructure for the East Launceston primary School on the western side of Oxford St, East Launceston. The building will be located between the existing pavilion and the tennis courts and will not encroach on to the oval. A new car park containing seven spaces is proposed between the courts and Oxford St. The land is owned by the Department of Education.

The purpose of the development proposal is to provide dedicated quality learning spaces and reduce congestion on the Abbott St site. Currently there are students located in inappropriate learning spaces – ie library and multipurpose area – and it is proposed to vacate these areas and recover the original intent of usage. There will be no net increase in learning area numbers across the whole campus.

Minor works are proposed on the eastern side of Oxford St within the school grounds. An existing sealed ball court area off Abbott St is to be levelled and resurfaced with a low retaining wall and integrated seating installed 2 m off the boundary with 70 Abbott St. A new lift and ramp are proposed on the southern entrance to the library to provide compliant access to the building. The lift will be located on the south west corner of the library and will be connected to the existing path along the side boundary by a 1.5 m wide concrete foot way.

This report accompanies a development application for the works. Full plans accompany this application and a traffic impact assessment is attached.

2. Proposal

Plans of the proposed development are provided in Appendix A. Works include:

- construction of a building with approximately 500 m² floor area which provides:
 - four teaching spaces with a combined area of approximately 345 m²
 - ancillary facilities totalling approximately 154 m² including:
 - office / meeting room x 2
 - staff room/kitchen/resource space
 - toilets and change room
- 2 x storerooms (outside) and 1 WC removed from the main building.
- outdoor play equipment and landscaping
- retaining along Oxford St
- a car park containing seven car parks
- levelling and re-sealing of existing courts off Abbot St including retaining wall and fence
- changes to the library to ensure compliant access for persons with a disability.

The buildings will be of lightweight construction with cladding of Colorbond, Vitrapanel (prefinished compressed fibre cement panelling), timber hardwood and feature details. Colours will be dominated by muted browns, greys and natural tones. Artists impressions are provided in Figure 1 to Figure 3.



Figure 1 Render of proposed development from Oxford St



Figure 2 Render of proposed development viewed from the oval



Figure 3 Render of proposed development viewed from adjoining clubrooms/oval buildings.

3. Site Context

The property is legally described below and is identified in Figure 4.

	New building	Minor works
Property Address	8 – 14 Oxford St, East Launceston	18 Mary St East Launceston
Property ID	7184973	6604948
Tenure ID	No title (DoE)	200306/1 (library building) – see Appendix B No title (DoE land – retaining wall)

The new kindergarten building and associated landscaping is proposed on the southern side of existing tennis courts in an area currently occupied by play equipment. To the west is an oval used by the school and the wider community and to the south the pavilion associated with the oval use. There are a number of trees on the site which will be removed to accommodate the development. The new car park is located in an area between the existing courts and Oxford St where there is already a large sealed cross over. The adjacent areas are grass.

The works proposed on the eastern side of Oxford St are in an existing sealed ball court area. Part of this will be converted to artificial turf and the courts are to be levelled and re-sealed.



Figure 4 Aerial image identifying the sites of the proposed works

On the eastern side of Oxford St is the main East Launceston Primary School Complex and an established residential area (Figure 5 to Figure 7).



Figure 5 Site viewed from Oxford St



Figure 6 East Launceston Primary School



Figure 7 Residential area in Oxford St

Launceston Interim Planning Scheme 2015

The land is within the Launceston local government area and is zoned Community Purpose under the Launceston Interim Planning Scheme 2015.

4.1.1 Zone Purpose

Purpose statements applicable to the Community Purpose zone are (numbers relate to clauses in Planning Scheme):

- 17.1.1.1 To provide for key community facilities and services where those facilities and services are not appropriate for inclusion as an associated activity within another zone
- 17.1.1.2 To provide for a range of health, educational, government, cultural and social facilities.

The development aligns well with the intent of the zone insofar as the proposal relates to educational facilities.

4.1.2 Local Area Objectives

There are no Local Area Objectives to consider.

4.1.3 Desired Future Character Statements

There are no Desired Future Character Statements to consider.

4.1.4 Definitions and Land Use

Within the Planning Scheme are a series of definitions into which each proposed development must fit. In this instance, the relevant definition is:

Educational and occasional care	use of land for educational or short-term care purposes. Examples include a childcare centre, day respite facility, employment training centre, kindergarten, primary school, secondary school and tertiary institution.
---------------------------------	--

Within the Community Purposes zone Educational and Occasional Care is a Permitted use provided no performance criteria are relied upon. In this case the proposal involves a reduced setback to Oxford St and as such is Discretionary.

4.1.5 Use Standards

The following use standards are considered. Table 17.3 in the Planning Scheme restricts consideration to two items:

Use standards	
17.3.1 Hours of operation	
Objective	
To ensure that non-residential uses do not cause an unreasonable loss of amenity to nearby sensitive uses.	
Acceptable solutions	Comment
Operating hours, except for office and administrative tasks, must be between: (a) 6.00am and 10.00pm, where adjacent to the boundary of the General Residential, Inner Residential, Low Density Residential, Urban Mixed Use and Village zones; or (b) 6.00am to midnight otherwise.	Complies School hours fall within the specified times.

Standards	
17.3.2 External storage of goods	
Objective	
To ensure that external storage of goods, materials and waste does not detract from the amenity of the area.	
Storage of goods and materials, other than for retail sale, or waste must not be visible from any road or public open space adjoining the site.	Complies There is no external storage of goods or materials associated with a school.

4.1.6 Development standards

The following development standards are considered relevant to this proposal. Standards 17.4.1 is applicable to the proposed use. All other standards relate to subdivision – which is not part of the proposal.

Development standards	
17.4.1 Building height, setback and siting	
Objective	
To ensure that building bulk and form, and siting: (a) is compatible with the streetscape and character of the surrounding area; (b) protects the amenity of adjoining lots and surrounding uses.	
Acceptable Solution	Comment
A1 Building height must be no greater than 8.5m	Complies The maximum building height as shown on the plans is 5.971m
A2.1 Setback from a primary frontage must be no less than (a) 6m; or (b) for infill lots, within the range of the setbacks of buildings on adjoining lots, indicated by the hatched section in Figure 17.4.1 below; and	Satisfies Performance Criteria The kindergarten building is set back a minimum of 3.082 m (though mostly 3.082 m) from the Oxford St frontage and relies on performance criteria: P2 Buildings must be sited to be compatible with the streetscape and character of the surrounding area, having regard to: (a) the topography of the site; (b) the setbacks of surrounding buildings; (c) the height, bulk and form of existing and proposed buildings; (d) the appearance when viewed from roads and public places; (e) the retention of vegetation; (f) the existing or proposed landscaping; and (g) the safety of road users. The building has been sited to avoid encroachment on to the existing oval and to fit between the courts and the pavilion. The site will be excavated to accommodate the buildings which will be lower than the road. This will minimise visual impacts and will provide a setback consistent with the existing pavilion and the residential development on the opposite side of Oxford St.

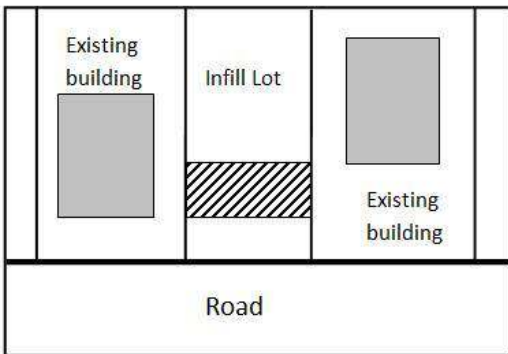


Figure 17.4.1 – Primary Frontage Setback for Infill Lots

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Performance standards	
	<p>Landscaping is proposed along the frontage to minimise visual impacts and enhance the play experience for students. Impacts on road users as a consequence of the reduced setback will be negligible.</p> <p>The lift is flush with the existing library alignment and is 10.34 m from Oxford St at its closest point. This complies with the acceptable solution.</p>
<p>A2.2 Setback from a frontage other than a primary frontage must be no less than 3m.</p>	<p>Not applicable as there is no other frontage to consider.</p>
<p>A3 Setback from side and rear boundaries must be no less than 3m.</p> <p>P3 Buildings must be sited so that there is no unreasonable loss of amenity to the occupiers of adjoining lots, having regard to:</p> <ul style="list-style-type: none"> (a) the topography of the site; (b) the size, shape, and orientation of the site; (c) the setbacks of surrounding buildings; (d) the height, bulk and form of existing and proposed buildings; (e) the existing buildings and private open space areas on the site; (f) the privacy to private open space and windows of habitable rooms on adjoining lots; (g) sunlight to private open space and windows of habitable rooms on adjoining lots; (h) any existing screening or the ability to implement screening; and (i) the character of the surrounding area. 	<p>Complies / Satisfies performance criteria</p> <p>The kindergarten building is proposed to be set back 12.516 m from the southern boundary and the rear boundary is located in the centre of the oval, well clear of the proposed development. The northern boundary of the lot is located on the other side of the ball court to the north.</p> <p>The new lift is located more than 3 m from the side boundary and complies. The new compliant ramp is proposed in the location of the existing ramps and stairs with all other works on the library within the existing foot print. This is proposed 2.345 m from the side boundary – but this is consistent with the current location and will not cause any issues.</p> <p>The proposed retaining wall and associated screen fence is to be located 2 m from the side boundary and relies on performance criteria. The retaining wall is required to allow the existing courts to be levelled. The site is located on a slope and this work will improve the level of facilities offered on site. The use will not change with the exception of integrated seating. The retaining wall will be 600-800 mm in height and located on the north western boundary. The fence will be 3 m high on top of that but will be transparent. Any shadow generated by the structure would predominantly fall onto the courts, not the adjacent property. Only early morning shadow will impact the adjoining property however there is an existing paling fence which will cast a greater shadow. There will be no increased impact on the amenity or privacy of the adjacent dwelling and the proposal is consistent with the existing use on site.</p>

The site is not impacted by any Planning Scheme overlays.

4.1.8 Codes

The Planning Scheme contains the following codes. The relevance of each is identified in the following table.

Code	Comment
E1 Bushfire Hazard Code	Not applicable
E2 Potentially Contaminated Land Code	Not applicable
E3 Landslide Code	Not applicable
E4 Road and Railway Assets Code	See Below
E5 Flood Prone Area Code	Not applicable
E6 Parking and Sustainable Transport Code	See Below
E7 Scenic Management Code	Not applicable
E8 Biodiversity Code	Not applicable
E9 Water Quality Code	Not applicable
E10 Open Space Code	Not applicable
E11 Environmental Impacts and Attenuation Code	Not applicable
E12 Airports Impact Management Code	Not applicable
E13 Local Historic Cultural Heritage Code	Not applicable
E14 Coastal Code	Not applicable
E15 Telecommunications Code	Not applicable
E16 Invermay/Inveresk Flood Management Area Code	Not applicable
E17 Cataract Gorge Management Area Code	Not applicable
E18 Signs Code	Not applicable
E19 Development Plan Code	Not applicable

E4 Road and Railway Assets Code

The purpose of this provision is to:

- (a) protect the safety and efficiency of the road and railway networks; and
- (b) reduce conflicts between sensitive uses and major roads and the rail network.

The code applies to any development that intensifies the use of an existing access. The new car park will intensify the access at that point triggering the code. The school currently accesses facilities on both side of Oxford St however the level of crossing activity may intensify once the kindergarten is built. The level of drop-off and pick-up activity in Oxford St is also likely to increase.

A comprehensive traffic and parking study (TIA) has been commissioned to support this proposal (Appendix C). The assessment looked at long term expectations in terms of student and staff numbers and associated parking requirements. It was determined that an additional seven staff vehicles would typically be associated with the proposed kindergarten. A car park has been provided which will accommodate these vehicles. An additional 42 vehicles will be dropping-off or picking up in Oxford St each day. Although this will largely be offset by reductions in other streets, it is a demonstrable increase in Oxford St.

The TIA considers the requirements of this code and demonstrates that the proposal complies with requirements for access design, safe sight distance and pedestrian access.

Parking and Sustainable Transport Code

The purpose of this provision is to:

- (a) ensure that an appropriate level of parking facilities are provided to service use and development;*
- (b) ensure that cycling, walking and public transport are supported as a means of transport in urban areas;*
- (c) ensure access for cars and cyclists and delivery of people and goods is safe and adequate;*
- (d) ensure that parking does not adversely impact on the amenity of a locality;*
- (e) ensure that parking spaces and accesses meet appropriate standards; and*
- (f) provide for the implementation of parking precinct plans.*

The TIA assessed parking availability and distribution in and around the school. There will be no change in staff or student numbers as a result of the relocation of the kindergarten. There will be increased pressure for on street parking in Oxford St during drop-off and pick-up times and while there is sufficient parking currently available, the provision of additional parking spaces will alleviate congestion.

Recommendations from the TIA

The TIA report includes relevant planning scheme code assessments and concludes:

- There is likely to be a general redistribution of traffic in the local area with up to an additional 28 cars using Oxford Street for drop-off and pick-up, and a corresponding reduction on Abbott Street and Mary Street
- In order to manage parking demand and congestion on Oxford Street, and to minimise conflicting movements, it is recommended that the following measures be implemented:
 - Short-term (10 minute) parking restrictions should be applied to the west side of Oxford Street between the three speed humps (to apply 8:00 to 9:30 am and 2:30 to 4:00 pm school days).
 - On-street car parking should be banned on the east side of Oxford Street between 11 and 19 Oxford Street (8:00 to 9:30 am and 2:30 to 4:00 pm school days).
 - On-street car parking should be banned (full time) near the proposed car park access and northernmost speed hump.
 - Parents should be encouraged to use Oxford Street in the northbound direction rather than southbound (and parking on the west side rather than the east side) to reduce incidence of conflicting movements
- The proposed redevelopment is unlikely to result in significant adverse impacts to traffic efficiency or road safety in the road network
- Impacts at intersections near the school, Abbott St/Mary St and Oxford St/Abbott St, and the wider network, would be minor (an increase in the order of one vehicle every three minutes undertaking left and right turns).

5. State Policies

The proposal does not impact on any approved State Policies.

6. Conclusion

The proposed construction of a new kindergarten on Oxford St generally complies with the provisions of the Planning Scheme. The reduced setback of the building is appropriate given the topography and other site constraints and the siting of the building at a lower elevation to minimise visual impacts. The required setback for the retaining wall is consistent with the extent of the existing development on site and will have no impacts on the adjacent property.

The TIA recommended a number of control measures to facilitate traffic flow during busy drop-off and pick-up times and these are supported by the applicant.

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Appendix A

Plans of Proposed Development

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Appendix B

Title documents

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SEARCH OF TORRENS TITLE

VOLUME 200306	FOLIO 1
EDITION 2	DATE OF ISSUE 23-Sep-1999

SEARCH DATE : 21-Sep-2017
 SEARCH TIME : 09.42 AM

DESCRIPTION OF LAND

City of LAUNCESTON
 Lot 1 on Plan 200306
 Derivation : Part of 5 Acres - 3 Roods - 18 Perches originally granted to JAMES HAYDOCK REIBY and duly surrendered by Trnasfer No. A761371
 Prior CT 2061/18

SCHEDULE 1

A761371 Transfer to THE CROWN

SCHEDULE 2

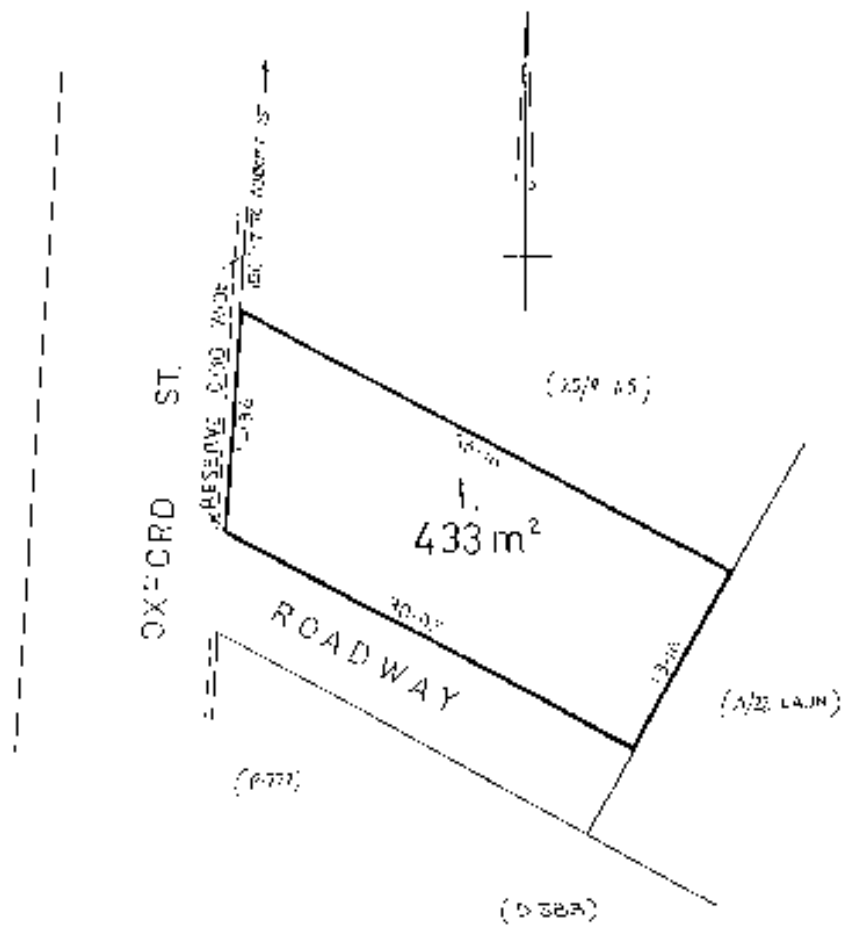
Reservations and conditions in the Crown Grant if any

UNREGISTERED DEALINGS AND NOTATIONS

No unregistered dealings or other notations

OWNER	PLAN OF TITLE		Registered Number
DATE OF LATEST CHANGE OF OWNERSHIP	CITY OF LAUNCESTON		P 200306
GRANTEE	FIRST SURVEY PLAN NO: (15/77) AS	APPROVED 27 MAY 1986	
	COMPILED BY L.T.O.	<i>Michael Smith</i> Deputy Registrar	
	SCALE 1:300	UNLESS OTHERWISE NOTED	
MAPS JULI MUNICIPAL DISTRICT	AST JULIAN	AST PLAN NO	ALL EXISTING SURVEY NUMBERS TO BE CROSS REFERENCED ON THIS PLAN
100-10-100	64377AS	15/77 AS	

BALANCE PLAN



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Appendix C

Traffic Impact Assessment

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Artas Architects

East Launceston Primary School Redevelopment Transport Impact Assessment

September 2017

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1.

Introduction

1.1 Background

GHD were engaged by Artas Architects to undertake a Transport Impact Assessment in relation to the proposed redevelopment of the East Launceston Primary School.

1.2 Purpose of This Report

The purpose of this report is to assess the transport and road safety implications of the project, and address the relevant provisions of the Launceston Interim Planning Scheme 2015, to support a development application for the site.

1.3 Scope and Limitations

This report has been prepared by GHD for Artas Architects and may only be used and relied on by Artas Architects for the purpose agreed between GHD and the Artas Architects as set out in this report.

GHD otherwise disclaims responsibility to any person other than Artas Architects arising in connection with this report. GHD also excludes implied warranties and conditions, to the extent legally permissible.

The services undertaken by GHD in connection with preparing this report were limited to those specifically detailed in the report and are subject to the scope limitations set out in the report.

The opinions, conclusions and any recommendations in this report are based on conditions encountered and information reviewed at the date of preparation of the report. GHD has no responsibility or obligation to update this report to account for events or changes occurring subsequent to the date that the report was prepared.

The opinions, conclusions and any recommendations in this report are based on assumptions made by GHD described in this report. GHD disclaims liability arising from any of the assumptions being incorrect.

GHD has prepared this report on the basis of information provided by Artas Architects and others who provided information to GHD (including Government authorities), which GHD has not independently verified or checked beyond the agreed scope of work. GHD does not accept liability in connection with such unverified information, including errors and omissions in the report which were caused by errors or omissions in that information.

1.4 Assumptions

This report has been prepared on the basis of assumptions made by GHD including, but not limited to, the following:

- The purpose of the proposed redevelopment is to improve current offerings, rather than to facilitate expansion of the school.

1.5 Subject Site

The subject site comprises 18 Mary Street, 8-14 Oxford Street and 16-28 Oxford Street. The site and immediate surrounds are presented in Figure 1.



Figure 1 Subject Site

Base imagery obtained from TheLIST © State of Tasmania

1.6 Referenced Materials

Several documents and reference materials have been used to inform the preparation of this report including the following:

- Launceston Interim Planning Scheme 2015 (the Planning Scheme)
- Australian/New Zealand Standard AS/NZS 2890.1, Parking facilities – Part 1: Off-street car parking, 2004 (AS2890.1)
- AADT traffic data for key roads, City of Launceston
- Crash data, Department of State Growth, 2012-2017

Existing Conditions

2.1 The Site

The East Launceston Primary School site is located on the corner of Abbott Street and Mary Street, with the existing multi-purpose hall, tennis courts and sports oval located across the road on the opposite side of Oxford Street. Pedestrian connectivity between the sites east and west of Oxford Street is currently provided by way of an unmanned school crossing, located approximately central along Oxford Street.

2.2 Transport Network

The key roads used to access the site include Abbott Street, Mary Street, Ann Street, Tasma Street and Oxford Street. Each of the above roads are local roads, providing residential access and access to the East Launceston Primary School. Abbott Street also fulfils a collector road function, providing a key link between Newstead, East Launceston and the Launceston CBD. Mary Street and Ann Street also connect to the arterial road network at High Street, west of the site.

The key roads are typically two-lane, two-way local roads with give-way controlled intersections. Several speed humps are provided on both Ann Street and Oxford Street to provide traffic calming and to discourage use of these roads by through traffic. A raised intersection treatment is also provided at Ann Street / Oxford Street. On-street car parking is provided on most roads and heavily utilised, particularly during the school drop-off and pick-up periods.

The pedestrian network consists of footpaths on both sides of all roads within the area and formal school crossings located on Oxford Street, Mary Street and Abbott Street. It is also noted that roads near the subject site are relatively steep, with the East Launceston Primary School located at the top of the hill. The topography in the area generally creates a poor environment for cycling.

A 40 km/h school zone is present on Oxford Street, Mary Street (either side of Abbott Street), and Abbott Street (within approximately 150 metres of the School).

2.3 Existing Traffic Volumes

Council have provided indicative AADT count estimates for key roads as summarised in Table 1. Note that peak volumes are assumed to be no more than 15% of daily traffic flows.

Table 1 Traffic Count Estimates

Road	AADT (vehicles per day)	Peak (vehicles per hour)
Abbott Street (south of Mary Street)	5,100	765
Abbott Street (north of Mary Street)	4,550	680
Mary Street	3,950	590
Ann Street	500	75
Tasma Street	90	15
Oxford Street	300	45

Source: supplied by City of Launceston

2.4 Road Safety Performance

Crash data was obtained from the Department of State Growth for the most recent 5 year time period (1 July 2012 to 30 June 2017) for the full lengths of Abbott Street, Mary Street, Ann Street, Tasma Street and Oxford Street. The results are presented in Table 2.

Table 2 Crash History (2012 – 2017)

Location	Number of crashes		Dominant crash type(s)
	Total	Casualty	
Mid-block			
Abbott Street	4	0*	Parked/parking (3)
Mary Street	1	0*	Parked/parking (1)
Ann Street	1	0*	Parked/parking (1)
Intersections			
Abbott St / Amy Rd	1	0	Right-through (1)
Abbott St / Wentworth St	3	0	Cross traffic (3)
Abbott St / David St	4	2	Rear end (2)
Abbott St / Mary St	3	2	Cross traffic (2)
Abbott St / Arthur St	2	0	Cross traffic (1), Right through (1)
Abbott St / Erina St	1	0	Cross traffic (1)
Abbott St / Claremont St	1	0	Two right turning (1)
Mary St / High St	1	0	Rear end (1)
Ann St / High St	2	0	Cross traffic (2)
Total	24	4	

*Number of injuries unknown

The crash history is typical given the relatively high traffic flows along Abbott Street and peak hour congestion at give-way controlled junctions on the Abbott Street corridor. Crashes were typically low severity, with less than 15% of all crashes resulting in injury. There are no specific road safety deficiencies evident in the data that might be exacerbated by the proposed development. In particular, no crashes were recorded along Oxford Street, or at the intersections at either end of Oxford Street.

3. Proposal

3.1 Overview

The proposal involves the redevelopment of the existing East Launceston Primary School to provide improved facilities to service the current school population. It is noted that the intent is to improve current offerings at the school rather than to facilitate expansion and growth in enrolments. Some spaces are currently being utilised for purposes other than which they were originally intended, for example the purpose-built library currently houses three year 5 classrooms. This redevelopment will allow for these spaces to revert to their intended function.

The proposed redevelopment will include new buildings west of Oxford Street, between the existing multi-purpose hall and existing tennis courts, to provide for early childhood learning including the following:

- 3x classrooms (90 m² ea.)
- Play area
- Foyer
- Ancillary facilities including offices, kitchen, store, toilets etc.

In addition to the above, there will be minor changes to car parking and access at Oxford Street, including a new car park located near the existing tennis courts (7 spaces). An overview of the proposed development is provided in Figure 2.

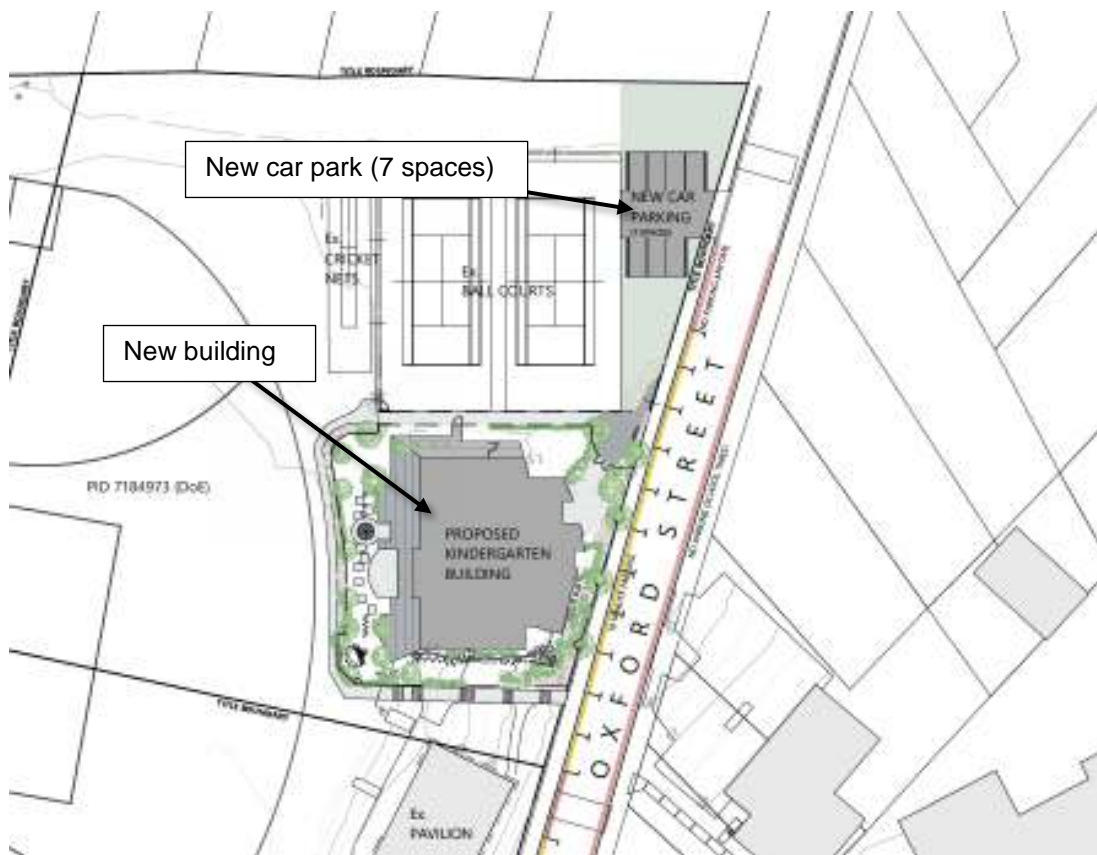


Figure 2 Proposed Development

Image source: Artas Architects, East Launceston Primary School Redevelopment A1407-Sk09 Option 3E

3.2 Traffic Generation

As noted in Section 3.1 of this report, this proposed redevelopment of the East Launceston Primary School is not intended to facilitate expansion and increased enrolments, rather is intended to improve current offerings and allow for proper utilisation of purpose-built facilities such as the existing library.

Notwithstanding, it is considered appropriate to consider at least some background growth in enrolments. The Department of Education has provided actual and projected enrolment figures for East Launceston Primary School for the period from 2014 to 2021 as summarised in Table 3.

Table 3 Actual and Projected Enrolments

Year	Actual Enrolments			Projected Enrolments				
	2014	2015	2016	2017	2018	2019	2020	2021
Kindergarten	71	67	56	76	75	74	73	75
Preparatory	84	77	76	60	78	77	76	75
Year 1	78	91	86	78	63	80	79	78
Year 2	82	77	95	87	80	66	81	81
Year 3	71	80	77	95	88	81	69	82
Year 4	69	72	87	79	95	89	82	71
Year 5	69	72	64	87	80	94	89	82
Year 6	76	67	73	66	87	80	93	89
Total Persons	600	603	614	628	646	641	642	633

Based on Table 3, enrolments are expected to increase from around 630 (current) to 650 before levelling off after 2018. This represents an increase by around 20 students or 3.2% compared to current enrolments.

It is assumed that around 60% of all students would arrive by private car (drop-off or pick-up by parents) with the remaining 40% by bus, walking or bicycle.

There is no change in the number of teachers or supporting staff anticipated (around 47 FTE staff currently). It is assumed that 80% of all teachers and staff travel by private car.

It is noted that while the expected growth in total enrolments (and corresponding growth in traffic) is relatively minor, the proposed development will result in a relocation of traffic to Oxford Street due to the provision of classrooms on the west side of Oxford Street and changes to parking arrangements.

Based on the above assumptions, the current and future traffic generation of the East Launceston Primary School can be estimated as summarised in Table 4.

Table 4 Traffic Generation Estimates

Factor	Current	Future	Change
Students			
Number of students	~630	~650	+20
Proportion by car (passenger)	60%	60%	
Average students per car	1.8	1.8	
Total cars	210	217	+7
Total trips (in and out)	420	434	+14
Staff			
Number of staff	47	47	-
Proportion by car	80%	80%	-
Total cars	38	38	-

3.3 Traffic Distribution

From Table 3, around 12% of all students will be attending kindergarten. These classes will be relocated to the new classrooms to be constructed on the west side of Oxford Street, resulting in an increase in drop-off and pick-up activity in this area. The existing and proposed traffic distribution for drop-off and pick-up during the school peak is estimated in Table 5.

Table 5 Drop-off and Pick-up Traffic Distribution

Location	Existing			Proposed		
	Proportion	Students	Cars	Proportion	Students	Cars
Abbott Street	50%	315	105	44%	287	96
Mary Street	25%	158	53	22%	144	48
Oxford Street	25%	158	52	34%	219	73

In addition to the above, there will be up to an additional 7 staff vehicles parking in the proposed car park on Oxford Street each day. Therefore, it is anticipated that there will be an additional 28 cars using Oxford Street during the school drop-off and pick-up period compared to the existing situation. This will be offset by a reduction in the number of vehicles parking on Abbott Street and Mary Street.

3.3.1 Planning Scheme Assessment

Clause E4.5.1-A3 of the Planning Scheme states that: *“The annual average daily traffic (AADT) of vehicle movements, to and from a site, using an existing access or junction, in an area subject to a speed limit of 60 km/h or less, must not increase by more than 20% or 40 vehicle movements per day, whichever is the greater.”*

While the total increase in traffic due to the proposed redevelopment will be negligible in the context of the existing traffic generated by the East Launceston Primary School, there will be a material increase in the level of traffic using Oxford Street due to the anticipated redistribution of drop-off and pick-up activity.

Therefore, the proposal must demonstrate compliance with performance criteria, with respect to use of Oxford Street, which are as follows:

“Any increase in vehicle traffic at an existing access or junction in an area subject to a speed limit of 60km/h or less, must be safe and not unreasonably impact on the efficiency of the road, having regard to:

- (a) the increase in traffic caused by the use;
- (b) the nature of the traffic generated by the use;
- (c) the nature and efficiency of the access or the junction;
- (d) the nature and category of the road;
- (e) the speed limit and traffic flow of the road;
- (f) any alternative access to a road;
- (g) the need for the use;
- (h) any traffic impact assessment; and
- (i) *any written advice received from the road authority.”*

The above are addressed in Section 6 of this report.

4. Site Access

4.1 Vehicle Access Arrangements

The existing car park and access on the east side of Oxford Street will not be modified by this proposal. A new car park containing 7 car parking spaces and crossover access are proposed for the west side of Oxford Street near the existing tennis courts.

Clause E4.6.2-A2 of the Planning Scheme states: *“No more than one access providing both entry and exit, or two accesses providing separate entry and exit, to roads in an area subject to a speed limit of 60 km/h or less.”* The proposed access complies with the acceptable solution.

4.1.1 Access Design

Clause E6.6.2-A1.1(b) of the Planning Scheme states that: *“Car parking, access ways, manoeuvring and circulation spaces must ... have a width of vehicular access no less than the requirements in Table E6.2, and no more than 10% greater than the requirements in Table E6.2.”*

Since the proposed access will service 7 car parking spaces, Table E6.2 of the Planning Scheme requires an access width of between 4.5 and 5.0 metres. The proposed access will comply with the above and therefore complies with the acceptable solution.

4.1.2 Sight Distance Assessment

Clause E4.6.4-A1 of the Planning Scheme states that: *“Sight distances at ... an access or junction must comply with the Safe Intersection Sight Distance shown in Table E4.6.4.”* An extract from Table E4.6.4 is provided in Table 6 below.

Table 6 Safe Intersection Sight Distance

Vehicle Speed km/h	Safe Intersection Sight Distance (S.I.S.D) in metres, for speed limit of:	
	60 km/h or less	Greater than 60 km/h
50	80	90
60	105	115
70	130	140

Source: Launceston Interim Planning Scheme 2015

A single new access is proposed on Oxford Street. There are no changes to any other vehicle accesses or intersections. Oxford Street is relatively straight on an even gradient and there are no major obstructions to sight distance. The available sight distance exceeds the requirements of the Planning Scheme and complies with the acceptable solution.

4.2 Pedestrian Site Access

Pedestrian access to the proposed buildings will be via a new concrete pathway connecting to Oxford Street. The existing pedestrian access to the main school site (east of Oxford Street) will be upgraded by replacing the existing stairs with disability compliant ramp and lift. Pedestrian access is considered to comply with the requirements of the Planning Scheme.

5.

Car Parking Assessment

5.1 Planning Scheme Assessment

Clause E6.5.1-A1 of the Planning Scheme states that: *“The number of car parking spaces must not be less than 90% of the requirements of Table E6.1 ... or not exceed the requirements of Table E6.1 by more than 2 spaces or 5% whichever is the greater.”* Table E6.1 requires 1 space per employee for educational use.

The existing site provides a total of 19 car parking spaces in the car park accessed via Oxford Street. An additional 7 car parking spaces will be provided on the site, west of Oxford Street, near the existing tennis courts. Since there will be no change to staff numbers as a result of the proposed development, the existing car parking deficiency will be reduced. This will reduce reliance on on-street car parking in the surrounding area for all-day staff parking.

5.2 On-street Car Parking

The largest impact to on-street car parking would be due to the redistribution of drop-off and pick-up activity from Abbott Street and Mary Street to Oxford Street as discussed in Section 3.3 of this report. There is considered sufficient on-street parking availability on Oxford Street to accommodate the anticipated demand.

The width of Oxford Street is nominally 7.5 metres, which is generally suited to occasional parking on one side of the road only. Parking on both sides of Oxford Street occupies a large proportion of available road space, leaving insufficient room for two vehicles to pass.

In order to manage parking demand and congestion on Oxford Street, and to minimise conflicting movements, it is recommended that the following be implemented:

- Short-term (10 minute) parking restrictions should be applied to the west side of Oxford Street between the three speed humps (to apply 8:00 to 9:30 am and 2:30 to 4:00 pm school days).
- On-street car parking should be banned on the east side of Oxford Street between 11 and 19 Oxford Street (8:00 to 9:30 am and 2:30 to 4:00 pm school days).
- On-street car parking should be banned (full time) near the proposed car park access and northernmost speed hump.
- Parents should be encouraged to use Oxford Street in the northbound direction rather than southbound (and parking on the west side rather than the east side) to reduce incidence of conflicting movements.

The extent of recommended parking restrictions is provided in Figure 3.

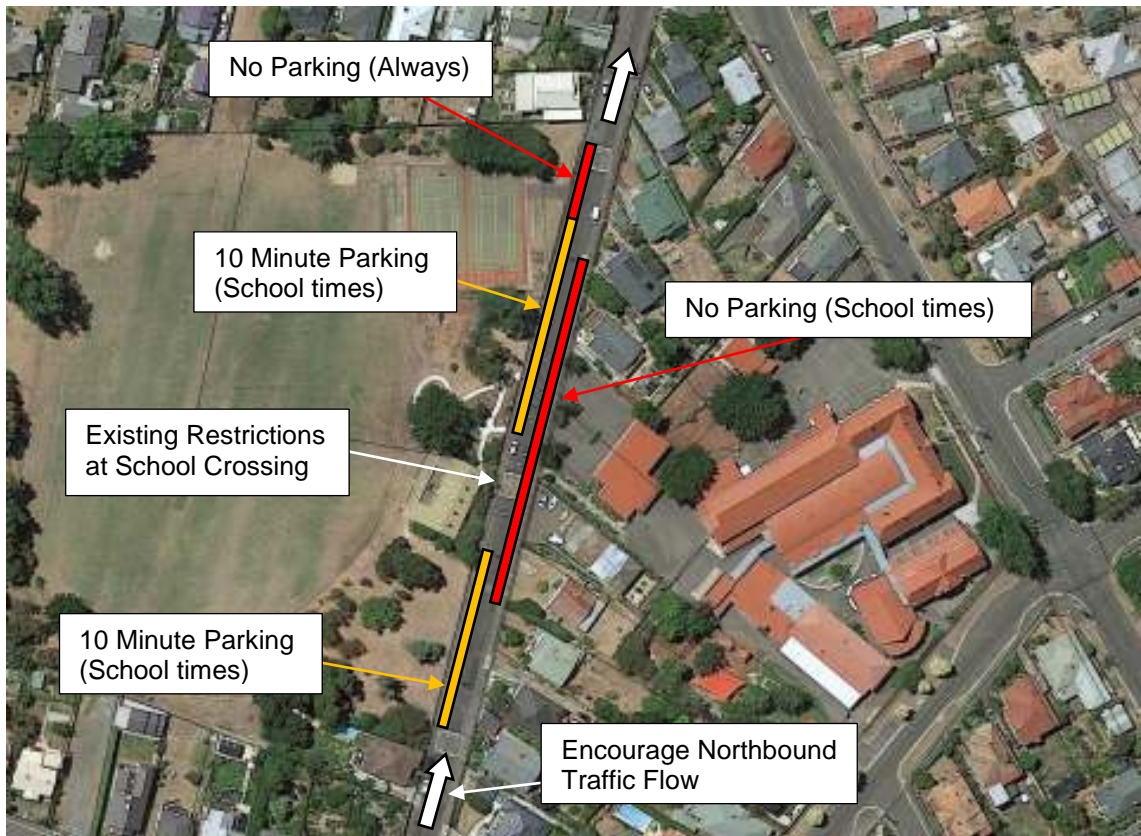


Figure 3 Recommended Parking Restrictions

Base imagery obtained from TheLIST © State of Tasmania

5.3 Special Parking Requirements

5.3.1 Accessible Car Parking

Clause E6.5.1-A2 of the Planning Scheme states that: *“The number of accessible car parking spaces for use by persons with a disability for uses that require 6 or more parking spaces must be in accordance with Part D3 of the National Construction Code 2014, as amended from time to time.”* There are no performance criteria.

The current document is the National Construction Code 2016. The proposed building is classified as a Class 9b building which requires 1 space for every 100 carparking spaces or part thereof. Therefore, 1 accessible car parking space should be designated in the proposed car park on Oxford Street, or alternatively in the existing car park. Note that this may require the removal of 1 space for a shared area in accordance with the requirements of AS2890.6.

It is noted that there are two on-street accessible car parking bays on Mary Street, adjacent to the school site. These spaces are located a significant distance (approximately 200 metres) from the proposed building, however, and are therefore considered unsuitable for users of the new facilities.

5.3.2 Bicycle Parking

Clause E6.5.2-A1 of the Planning Scheme states that: *“The number of bicycle parking spaces must be provided on either the site or within 50m of the site in accordance with the requirements of Table E6.1.”* Table E6.1 requires 1 space per 5 employees. Since the number of staff will not increase due to the proposed redevelopment, no additional bicycle parking is considered to be required.

5.3.3 Taxi Parking

The proposed development requires 47 car parking spaces calculated in accordance with Table E6.1 of the Planning Scheme and therefore taxi parking is not required to be provided in accordance with Clause E6.5.3 of the Planning Scheme.

5.3.4 Motorcycle Parking

Clause E6.5.4-A1 of the Planning Scheme states that: *“Except for dwellings in the General Residential Zone, uses that require greater than 20 car parking spaces by Table E6.1 must provide one motorcycle parking space on site with one additional motorcycle parking space on site for each additional 20 car parking spaces required.”* Table E6.1 requires 1 car parking space per employee. Since the number of staff will not increase due to the proposed redevelopment, no additional motorcycle parking is considered to be required.

5.4 Car Park Layout

Clause E6.6.2-A1.1 of the Planning Scheme states that: *“Car parking, access ways, manoeuvring and circulation spaces must ... have parking space dimensions in accordance with the requirements in Table E6.3 ... have a combined access and manoeuvring width adjacent to parking spaces not less than the requirements in Table E6.3 where there are 3 or more car parking spaces.”*

The proposed car park is shown on the drawings having the following dimensions:

- Parking space length 5.5 metres
- Parking space width 2.65 metres
- Aisle width 6.6 metres
- Blind aisle extension 1.0 metres

The above dimensions comply with the requirements of Table E6.3 for 90 degree angle parking and therefore comply with the acceptable solution.

6. Transport Impacts

6.1 Traffic Efficiency

The proposed development is likely to result in additional traffic using Oxford Street during the school drop-off and pick-up periods. This increase is expected to be in the order of around 42 extra vehicles over approximately half hour period. In order to minimise the impacts on the operation of Oxford Street, this report makes the following recommendations (see Section 5.2):

- Part-time parking restrictions on east side of Oxford Street
- Short-term (10 minute) parking on the west side of Oxford Street
- Encourage south to north (northbound) travel on Oxford Street

With the additional traffic on Oxford Street, there may be increased movements at key junctions, which are discussed in the following sections.

6.1.1 Abbott Street / Mary Street

With an increase in drop-off/pick-up activity on Oxford Street, there may be an increase in traffic movements turning from Abbott Street onto Mary Street. It is noted that this would likely be offset by a reduction in turns out of Mary Street as vehicles coming from High Street would be able to turn directly into Tasma Street (to Oxford Street) thereby bypassing the Abbott Street / Mary Street junction.

The increase in turns from Abbott Street onto Mary Street is likely to be in the order of an additional 10 left turns and 10 right turns. If the drop-off/pick-up period occurs over a half hour period, this represents one extra left and right turn every 3 minutes.

The impacts to the operation of this junction due to the proposed redevelopment are considered minimal.

6.1.2 Oxford Street / Abbott Street

Vehicles leaving Oxford Street after dropping students off can either turn left onto Ann Street to access High Street or Canning Street (south Launceston) or alternatively turn back onto Abbott Street to access Launceston CBD, Newstead or other areas of East Launceston. It is likely that around half of these vehicles would turn from Oxford Street onto Abbott Street resulting in an additional 10 left turns and 10 right turns. If the drop-off/pick-up period occurs over a half hour period, this represents one extra left and right turn every 3 minutes on average.

The impacts to the operation of this junction due to the proposed redevelopment are considered minimal.

6.1.3 Wider Network

For junctions in the wider traffic network, including junctions on High Street or Abbott Street, the change in traffic would be negligible, since the proposed redevelopment will not necessarily increase the total traffic generated by the school, rather there would be a minor redistribution in local access routes around Oxford Street, Mary Street and Abbott Street.

6.1.4 Summary

The proposed development may result in some minor increase in movements at key junctions as vehicles redirect to Oxford Street. Higher levels of congestion associated with traffic movements and drop-off/pick-up activity are 'typical' around primary school sites such as the East Launceston Primary School. Subject to the recommendations to restrict parking on Oxford

Street as discussed in Section 5.2 of this report, the impacts of the proposed redevelopment on traffic efficiency are considered negligible.

6.2 Road Safety

Subject to the recommendations to restrict parking on Oxford Street as discussed in Section 5.2 of this report, the proposed redevelopment is not expected to result in adverse impacts to road safety.

This is based on the following:

- The school site and surrounds are subject to a 40-km/h school zone during school drop-off and pick-up periods
- Pedestrian connectivity between the main school site and the proposed facilities is provided by means of an existing school pedestrian crossing located on Oxford Street. There is a legal obligation for vehicles to give way to pedestrians using a school crossing when the relevant signals are displayed.
- There will be no change in traffic performance in the wider external network since the proposed redevelopment will not increase total traffic generated by the school, rather there will be a minor redistribution in local access routes around Oxford Street, Mary Street and Abbott Street.
- The increase in traffic at junctions affected by the traffic redistribution is minimal, in the order of around 1 vehicle every 3 minutes undertaking left and right turns.
- The crash history does not suggest any specific road safety deficiencies present in the local road network that might be exacerbated by the changed access patterns as a result of the proposed redevelopment.

6.3 Public Transport / Bus Access

Public transport access arrangements will not be changed as a result of the proposed redevelopment. Furthermore, it is unlikely that students of the proposed facilities (being early learning/kindergarten) would utilise public transport.

6.4 Pedestrians

School pedestrian crossings are provided on all key roads including:

- Abbott Street (north of the Mary Street junction)
- Mary Street (between Abbott Street and Raymond Street)
- Oxford Street (near the site access and proposed facilities)

Pedestrian connectivity in the external network is considered to be of a high level with footpaths provided on both sides of all roads.

Conclusions

This report has investigated the potential traffic and parking related impacts of the proposed redevelopment of the East Launceston Primary School. The key findings are as follows:

- There is likely to be a general redistribution of traffic in the local area with up to an additional 28 cars using Oxford Street for drop-off and pick-up, and a corresponding reduction on Abbott Street and Mary Street.
- In order to manage parking demand and congestion on Oxford Street, and to minimise conflicting movements, it is recommended that the following measures be implemented:
 - Short-term (10 minute) parking restrictions should be applied to the west side of Oxford Street between the three speed humps (to apply 8:00 to 9:30 am and 2:30 to 4:00 pm school days).
 - On-street car parking should be banned on the east side of Oxford Street between 11 and 19 Oxford Street (8:00 to 9:30 am and 2:30 to 4:00 pm school days).
 - On-street car parking should be banned (full time) near the proposed car park access and northernmost speed hump.
 - Parents should be encouraged to use Oxford Street in the northbound direction rather than southbound (and parking on the west side rather than the east side) to reduce incidence of conflicting movements.
- The proposed redevelopment is unlikely to result in significant adverse impacts to traffic efficiency or road safety in the road network

Based on the findings of this report, and subject to the recommendations outlined above, the proposed development is supported on traffic and parking grounds.

 **PLANNING EXHIBITED
DOCUMENTS**

Ref. No: DA 0497/2017

Date
advertised: 25/10/2017

Planning Administration *Daryl*

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3218287-
 71178/https://projects.ghd.com/oc/Tasmania/eastlauncestonprimar/Delivery/Documents/3218287-REP_ELPS_Transport_Impact_Assessment.docx

Document Status

Revision	Author	Reviewer		Approved for Issue		
		Name	Signature	Name	Signature	Date
0	M. Petrusma	T. Bickerstaff	On file	T. Bickerstaff	On file	15.9.17
1	M. Petrusma	T. Bickerstaff	On file	T. Bickerstaff	On file	21.9.17

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Mr Iain Moore
Town Planner
Launceston City Council
Town Hall – John Street
Launceston, TAS 7250

Dear Mr Iain Moore,

Development Application – Further Information Request – DA049/2017 -8-14 Oxford Street East Launceston and 18 Mary Street, East Launceston.

Thank you for your recent correspondence for the abovementioned development application.

Please see our responses and clarifications below.

- 1) *Provide fencing details including height and locations;*

RESPONSE:

Please accept the revised drawing A0001-A01 Rv 03 (Site Plan) as part of the submission.

The plan has been updated with a Site Plan key indicating the two different fencing types proposed. One type involves a pool style fence (refer to renderings on the cover page) that is 1200mm high. The second type is a black chain mesh style of fencing, 1600mm high.

- 2) *Provide amended plans for the kindergarten demonstrating: a. All setbacks including the proposed store buildings for the kindergarten building; b. The store buildings plans including gross floor area and height.*

RESPONSE:

Please accept the revised drawings A0001-A01 Rv 03 (Site Plan) and A2100-A01 (elevations) as part of the submission. These drawings are now updated with the requested dimensions.

- 3) *The proposed extension to the library appears to be constructed over two separate titles. Provide amended plans for the library extension demonstrating: a. All setbacks to each title boundary.*

RESPONSE:

Please accept the revised drawing A1401-A01 Rv 03 as part of the submission. These drawings are now updated with the requested dimensions.

- 4) *Provide plans demonstrating all proposed cut, fill and excavation over the kindergarten site;*

RESPONSE:

Please accept the revised drawing A003-A01 Rv 03 as part of the submission. This additional drawing outlines the area of cut and fill proposed for the development.

- 5) *Provide a detailed layout of the proposed new car park including compliance with the Australian Standards and any proposed crossover widening;*

RESPONSE:

Please refer to updated plan A0001-A01 Rv 03 for updated car park dimensioning.

- 6) *Will the kitchen be for the use of staff only, or will the kitchen be available to be used for the preparation, handling and or storage of food for students.*

RESPONSE:

The kitchen will be used for the staff only. It is intended the children will bring their own snacks and lunches to school.

Title boundary issues for the proposed lift.

RESPONSE: Thank you. We have raised this with the intended building surveyor and will continue with the development application as is.

Yours Sincerely,



Libby Pugh
Senior Project Manager
16/10/2017



DA0497/2017
UW

Your Ref:

5 October 2017

Planning Department
Launceston City Council
planningadmin@launceston.tas.gov.au

To whom it may concern

Road Owners consent for alterations to an existing driveway at 8-14 Oxford Street

This letter, issued pursuant to Section 52(1B)(b) of the *Land Use Planning and Approvals Act 1993* is to confirm that the applicant has consent to lodge a development application with the Launceston City Council (the Council) that involves Council owned/managed land, being Oxford Street.

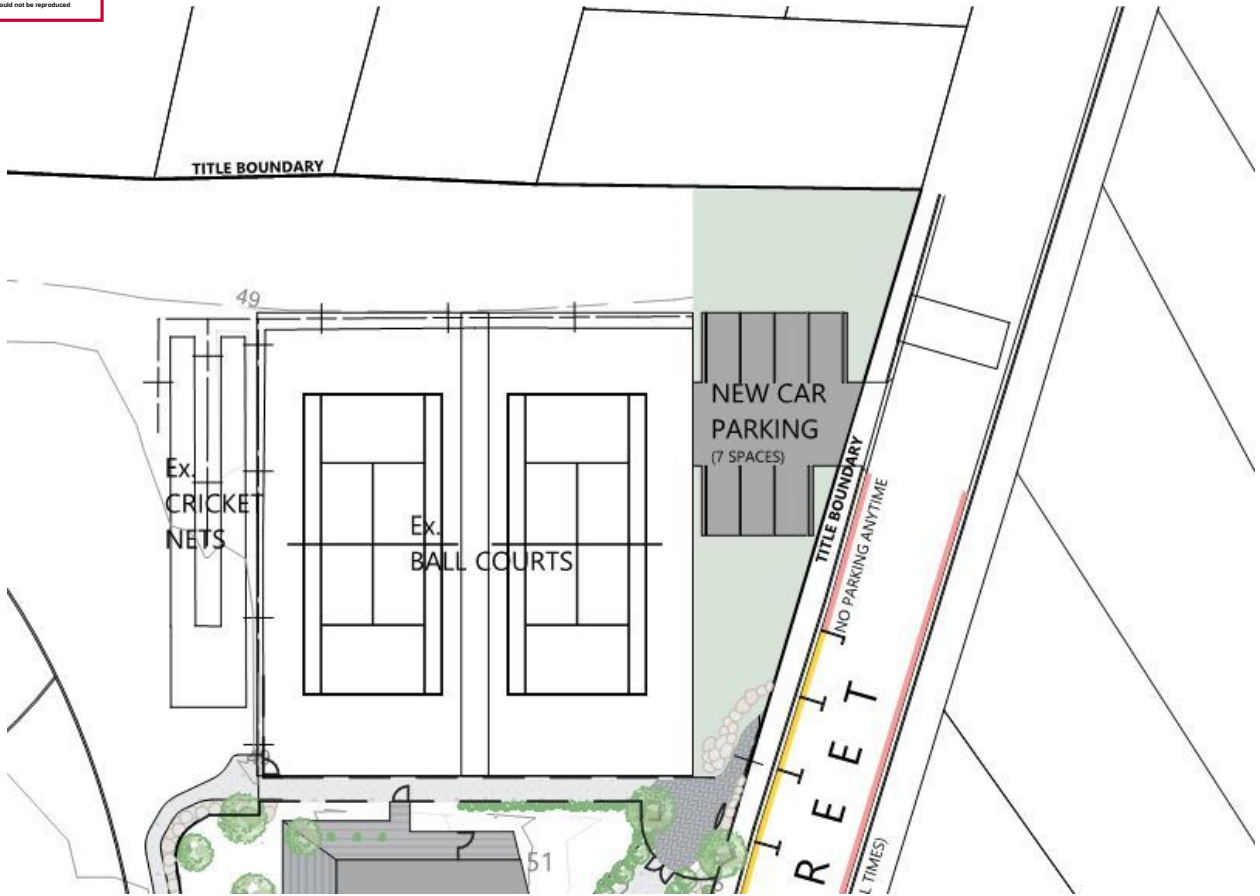
The signing of this letter is not, in any way, an approval of the application or any works associated with the application, which must yet be determined under the provisions of the Launceston Interim Planning 2015 and will be required to comply with Council-adopted standards, however the above conditions of consent will be a requirement of any permit issued in respect of this application.

The delegation to act on behalf of the general manager has been delegated in Instrument of Delegation signed the 30 November 2016.

Yours sincerely

Shane Eberhardt
Director Infrastructure Services

Proposed location of new and existing vehicle crossings for 8-14 Oxford Street:



PLANNING EXHIBITED DOCUMENTS
 Ref. No: DA 0497/2017
 Date advertised: 25/10/2017
 Planning Administration

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ARTAS ARCHITECTS

PROJECT NAME	EAST LAUNCESTON PRIMARY SCHOOL REDEVELOPMENT
PROJECT NUMBER	161100
PLEASE ADVISE IF DOCUMENTS ARE NOT RECEIVED AS PER THIS ADVICE.	
Date: 17-Oct-17	

LAYOUT NUMBER	REVISION	LAYOUT NAME	CHECKED BY	APPROVED BY	ISSUED TO
ISSUED FOR DA					
	12	DOCUMENT TRANSMITTAL	NC	HC	COUNCIL
A000	A02	COVER PAGE	NC	HC	COUNCIL
A001	A02	OVERALL SITE PLAN	NC	HC	COUNCIL
A002	A01	SITE FILL PLAN	NC	HC	COUNCIL
A1400	A02	NEW KINDERGARTEN FLOOR PLAN	NC	HC	COUNCIL
A1401	A02	EXISTING LIBRARY - NEW LIFT & PATH ACCESS	NC	HC	COUNCIL
A1900	A02	PROPOSED ROOF PLAN	NC	HC	COUNCIL
A2100	A02	ELEVATIONS	NC	HC	COUNCIL

DOCUMENT TRANSMITTAL-####12

Rev	Description	Date	Int.	App.
01	ISSUED TO CLIENT FOR INFORMATION	18-Aug-17	IMM	HC
02	ISSUED TO CLIENT FOR INFORMATION	28-Aug-17	LP	HC
03	ISSUED TO CLIENT FOR APPROVAL	30-Aug-17	LP	HC
05	ISSUED FOR INFORMATION	01-Sep-17	PL	HC
06	ISSUED FOR INFORMATION	06-Sep-17	PL	HC
07	ISSUED FOR INFORMATION	11-Sep-17	LP	HC
08	ISSUED TO CLIENT FOR INFORMATION	13-Sep-17	PL	HC
A01	ISSUED FOR DA	21-Sep-17	MM	HC
A02	ISSUED FOR DA	17-Oct-17	NC	HC



GROUND FLOOR PLAN
 SCALE 1:100
 North 0m 1000 2000 3000 4000 5000

EAST LAUNCESTON PRIMARY SCHOOL REDEVELOPMENT

THE DEPARTMENT OF EDUCATION

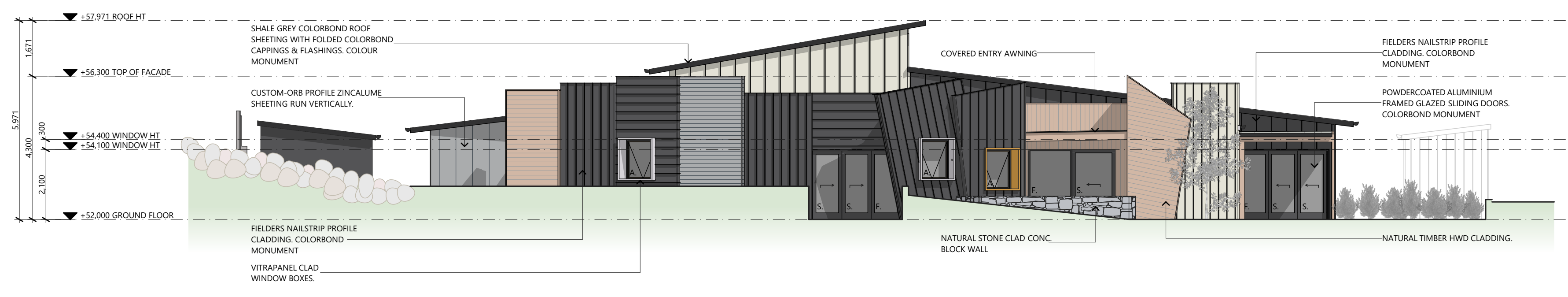
APPROVAL
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A1400-A02

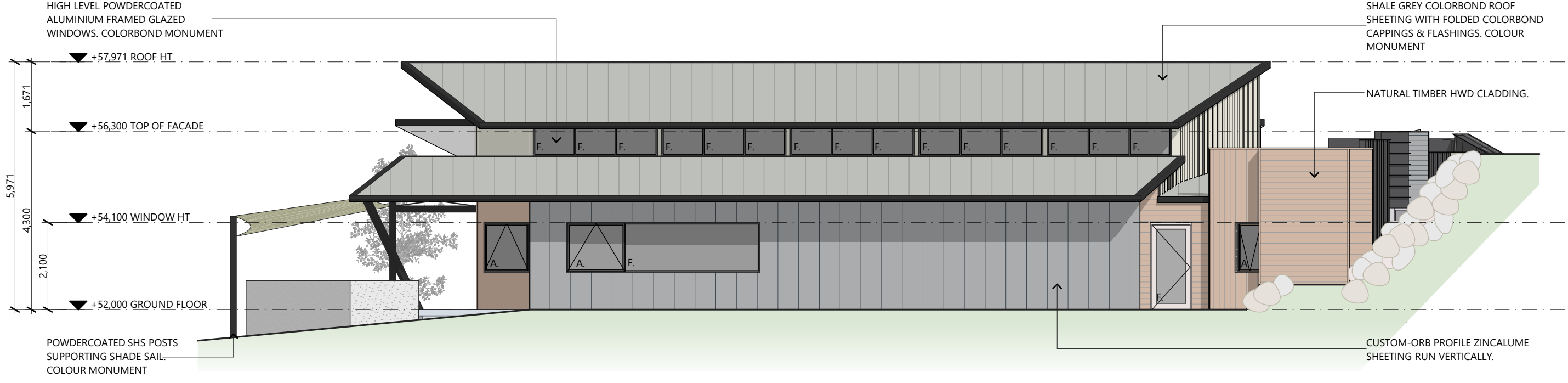
ARTAS ARCHITECTS

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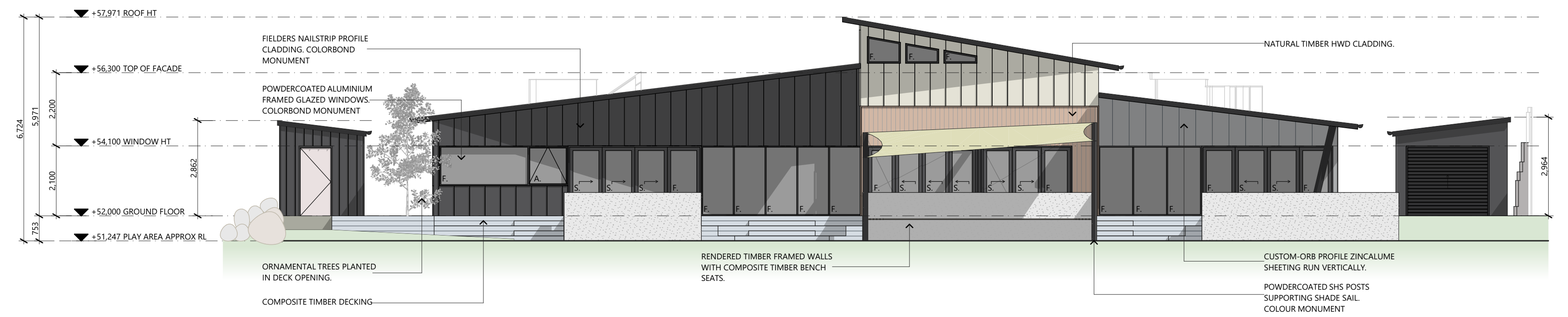
REVISION			
Rev	Description	Date	Int. App.
01	ISSUED TO CLIENT FOR INFORMATION	29-Aug-17	
02	ISSUED FOR INFORMATION	06-Sep-17	HC
03	ISSUED FOR INFORMATION	13-Sep-17	LP
04	ISSUED TO CLIENT FOR INFORMATION	13-Sep-17	HC
A01	ISSUED FOR DA	27-Sep-17	MM
A02	ISSUED FOR DA	17-Oct-17	HC



E01 EAST ELEVATION
 SCALE 1:100
 A1400
 0mm 1000 2000 3000 4000 5000



E02 SOUTH ELEVATION
 SCALE 1:100
 A1400
 0mm 1000 2000 3000 4000 5000



E03 WEST ELEVATION
 SCALE 1:100
 A1400
 0mm 1000 2000 3000 4000 5000



E04 NORTH ELEVATION
 SCALE 1:100
 A1400
 0mm 1000 2000 3000 4000 5000

EAST LAUNCESTON PRIMARY SCHOOL REDEVELOPMENT

THE DEPARTMENT OF EDUCATION

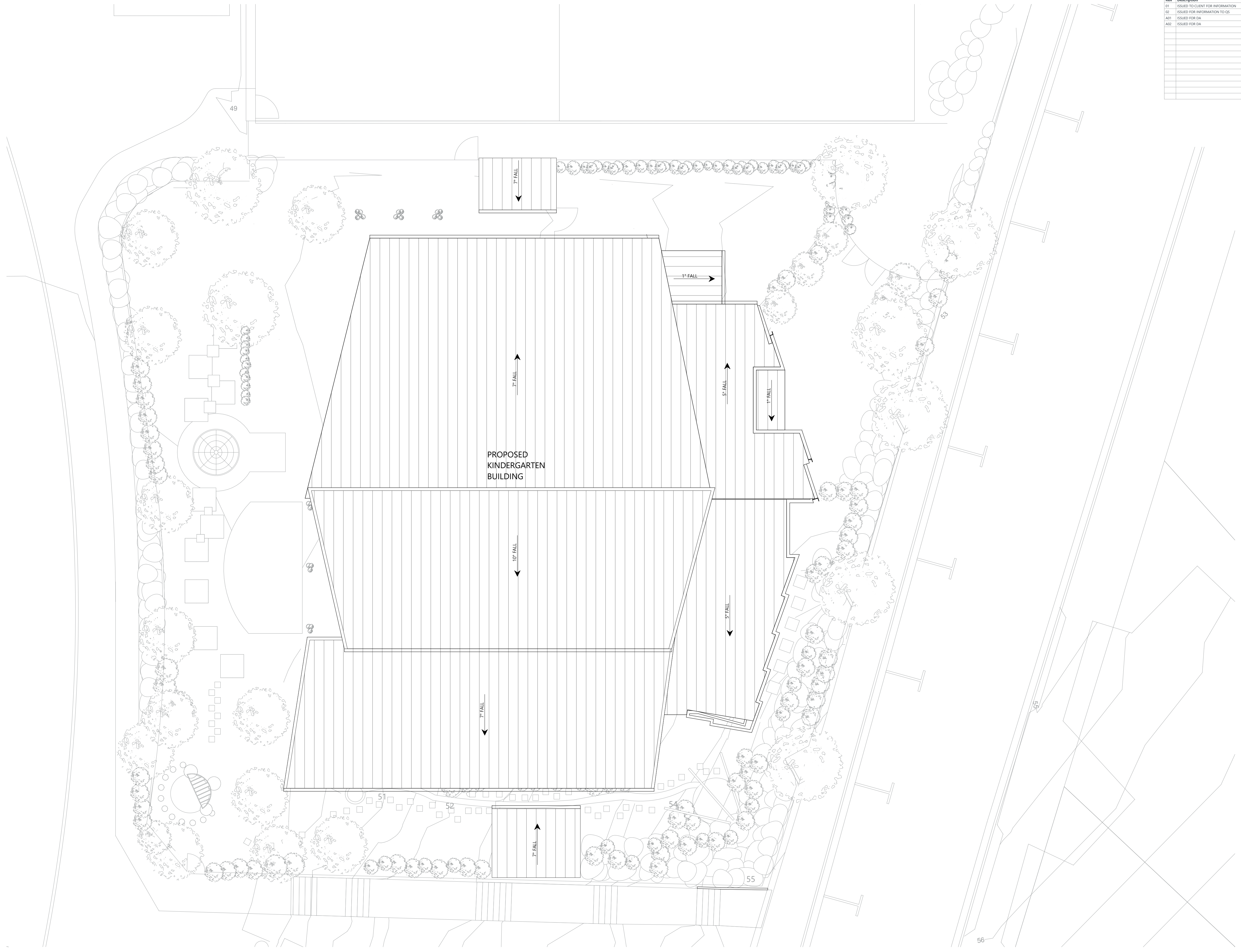
APPROVAL
 161100
 SHEET SIZE: A1 (LANDSCAPE)

A2100-A02

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REVISION			
Rev	Description	Date	App
01	ISSUED TO CLIENT FOR INFORMATION	29-Aug-17	HC
02	ISSUED FOR INFORMATION TO DS	12-Sep-17	HC
A01	ISSUED FOR DA	21-Sep-17	MM
A02	ISSUED FOR DA	17-Oct-17	HC



ROOF PLAN
 SCALE 1:100
 0m 1000 2000 3000 4000 5000
 North

EAST LAUNCESTON PRIMARY SCHOOL REDEVELOPMENT

THE DEPARTMENT OF EDUCATION

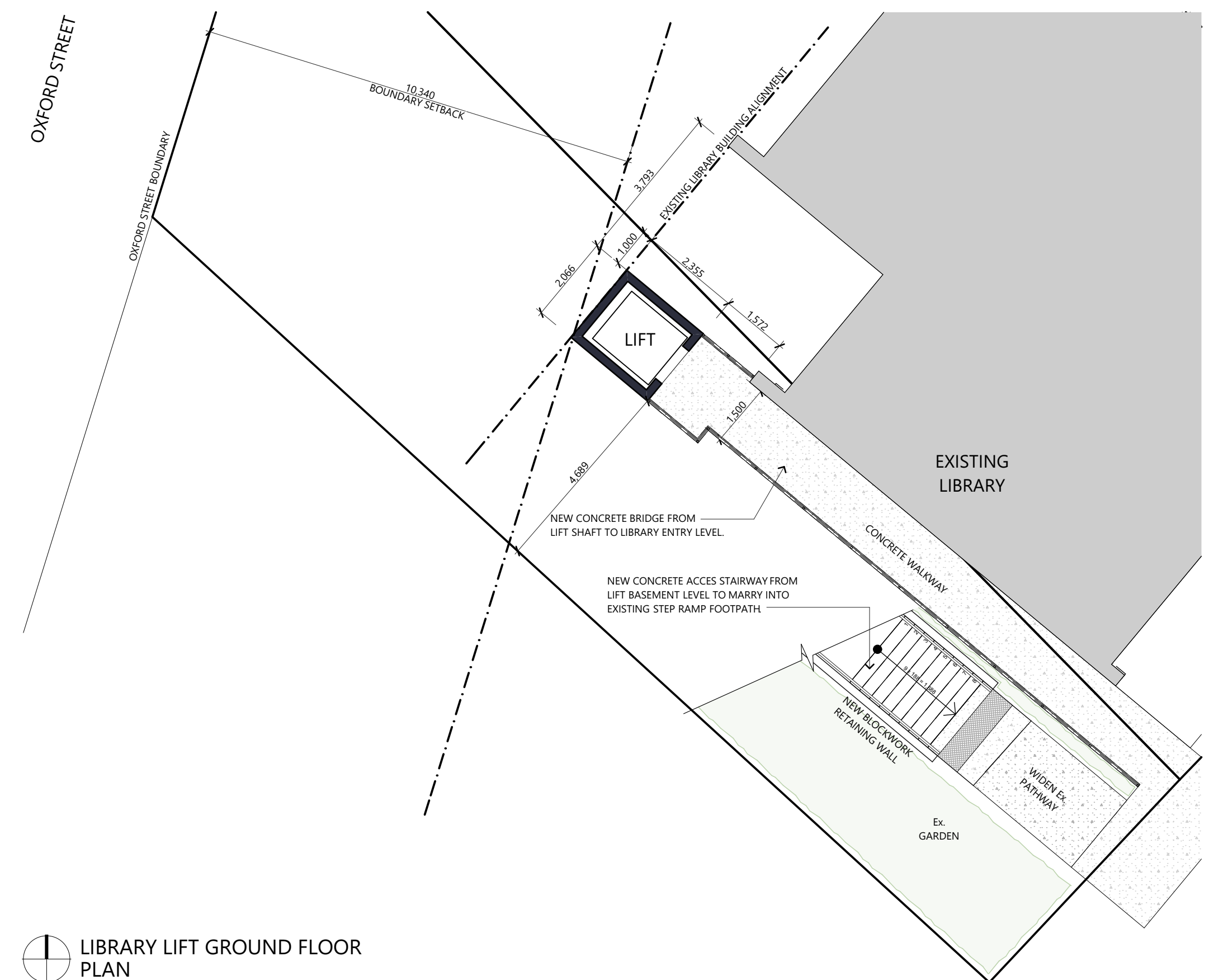
APPROVAL
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 SHEET SIZE: A1 (LANDSCAPE)

A1900-A02

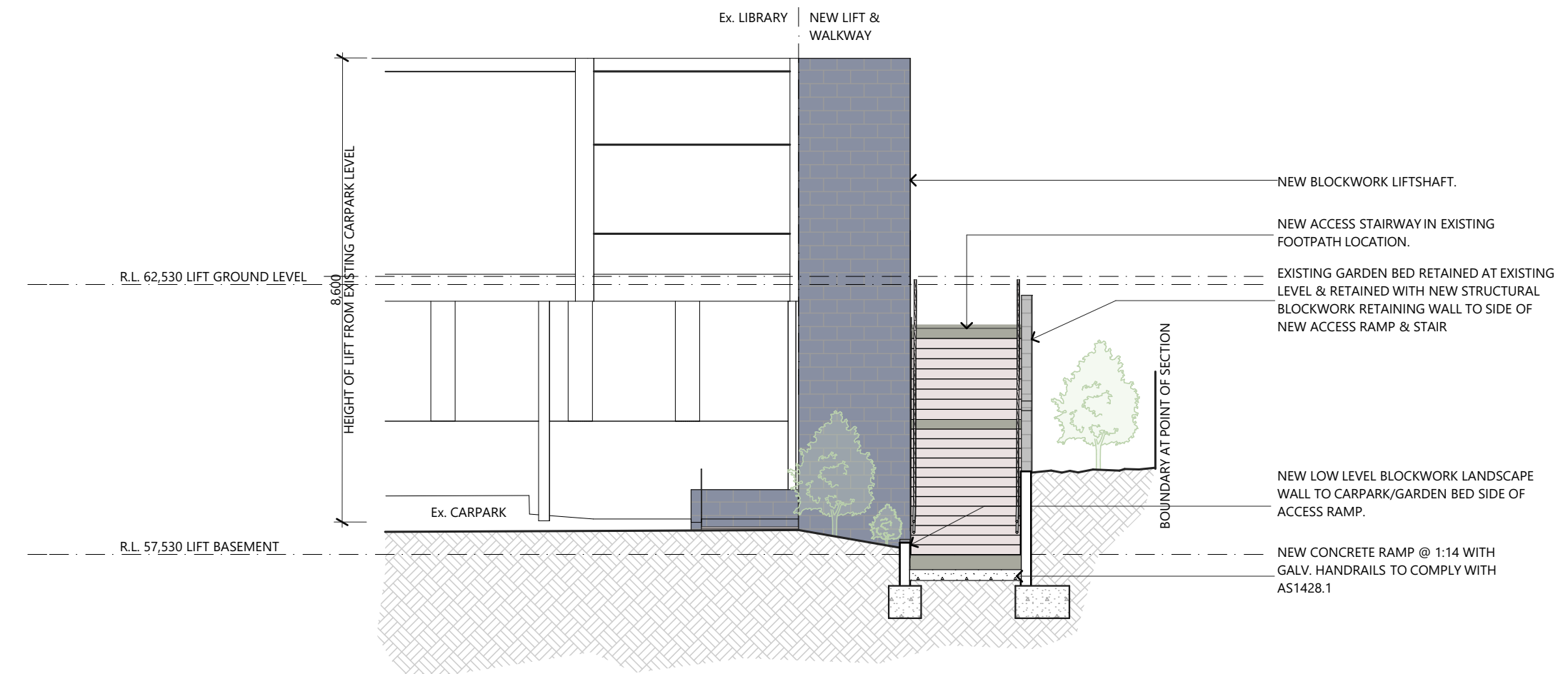
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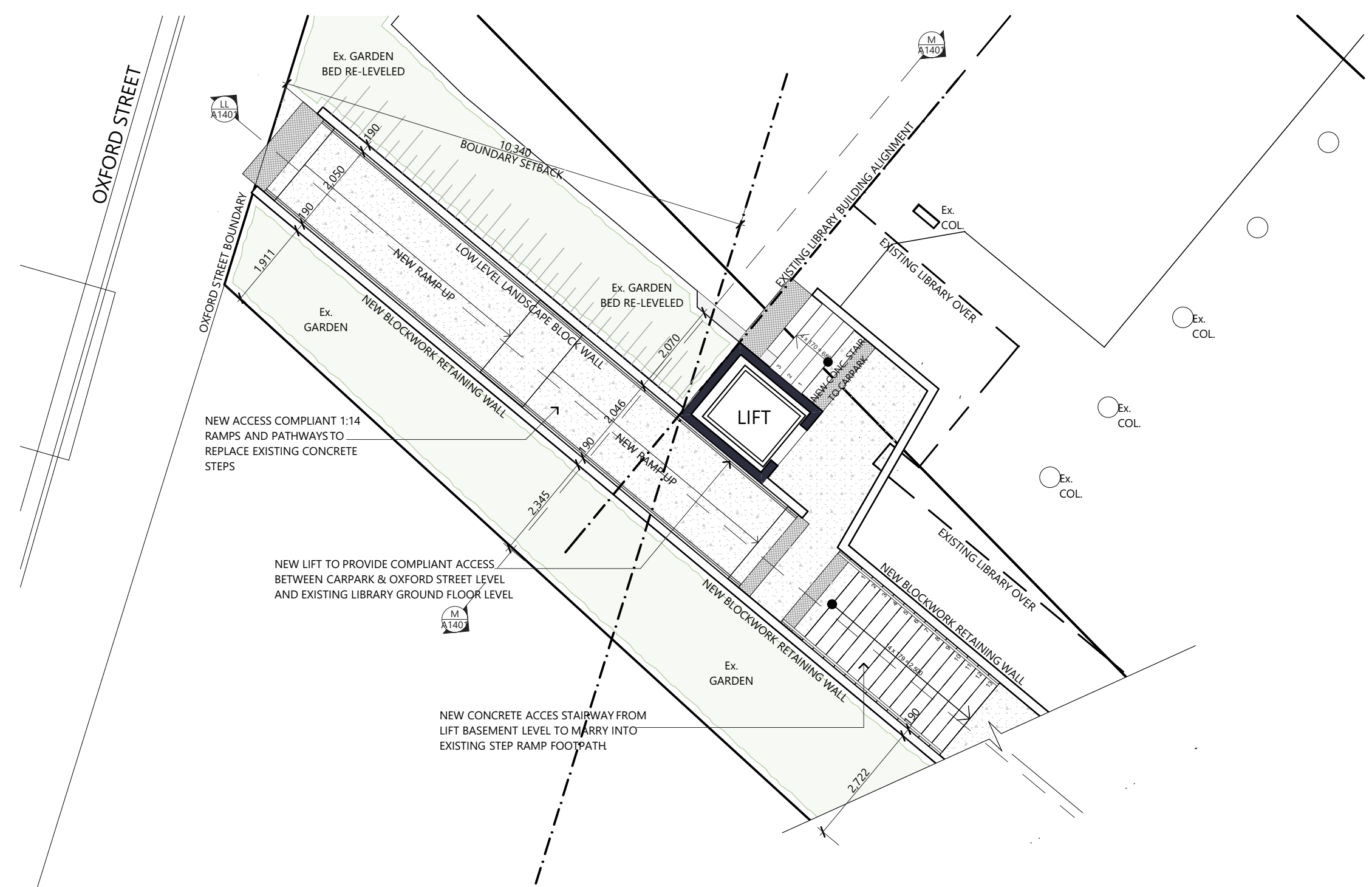
REVISION			
Rev	Description	Date	App
A01	ISSUED FOR DA	27-Sep-17	MC
A02	ISSUED FOR DA	17-Oct-17	MC



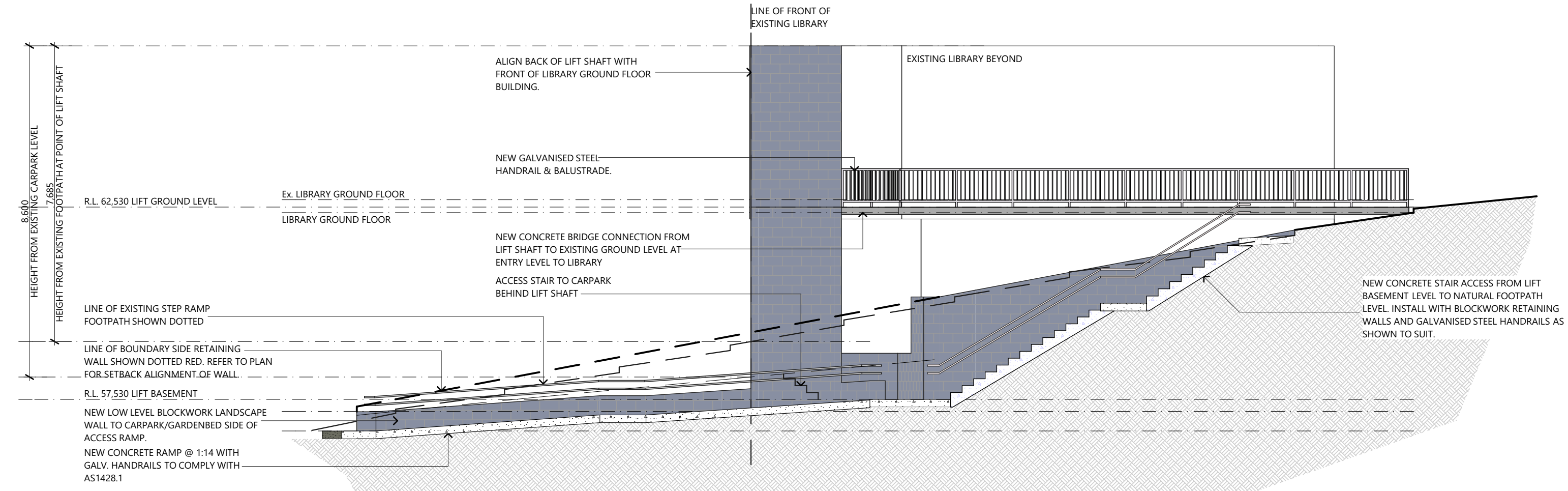
LIBRARY LIFT GROUND FLOOR PLAN
 SCALE 1:100
 North
 0mm 1000 2000 3000 4000 5000



LIFT STREET ELEVATION
 SCALE 1:100
 0mm 1000 2000 3000 4000 5000



LIBRARY LIFT BASEMENT PLAN
 SCALE 1:100
 North
 0mm 1000 2000 3000 4000 5000



LIFT ACCESS PATHWAY SECTION LL
 SCALE 1:100
 0mm 1000 2000 3000 4000 5000

EAST LAUNCESTON PRIMARY SCHOOL REDEVELOPMENT

THE DEPARTMENT OF EDUCATION

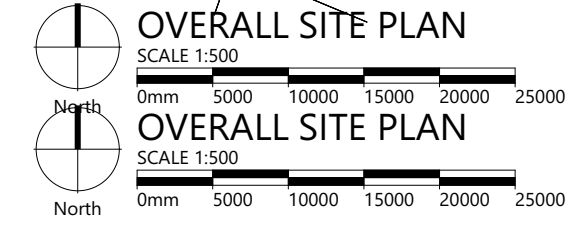
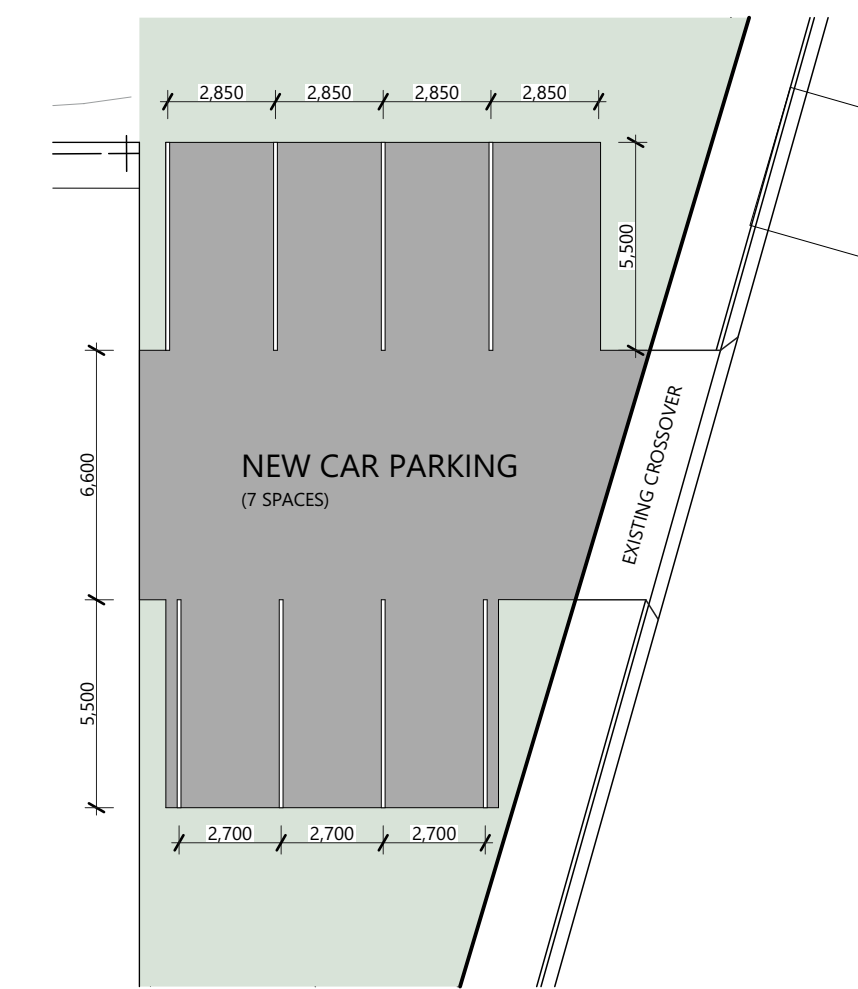
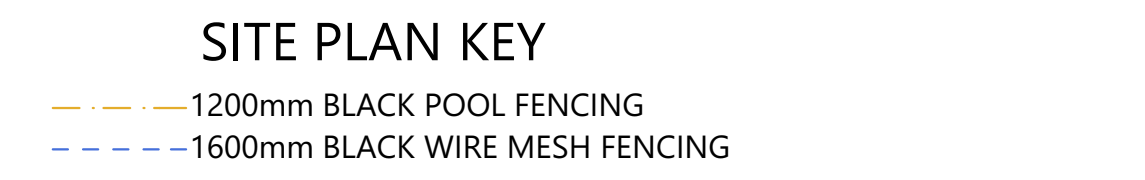
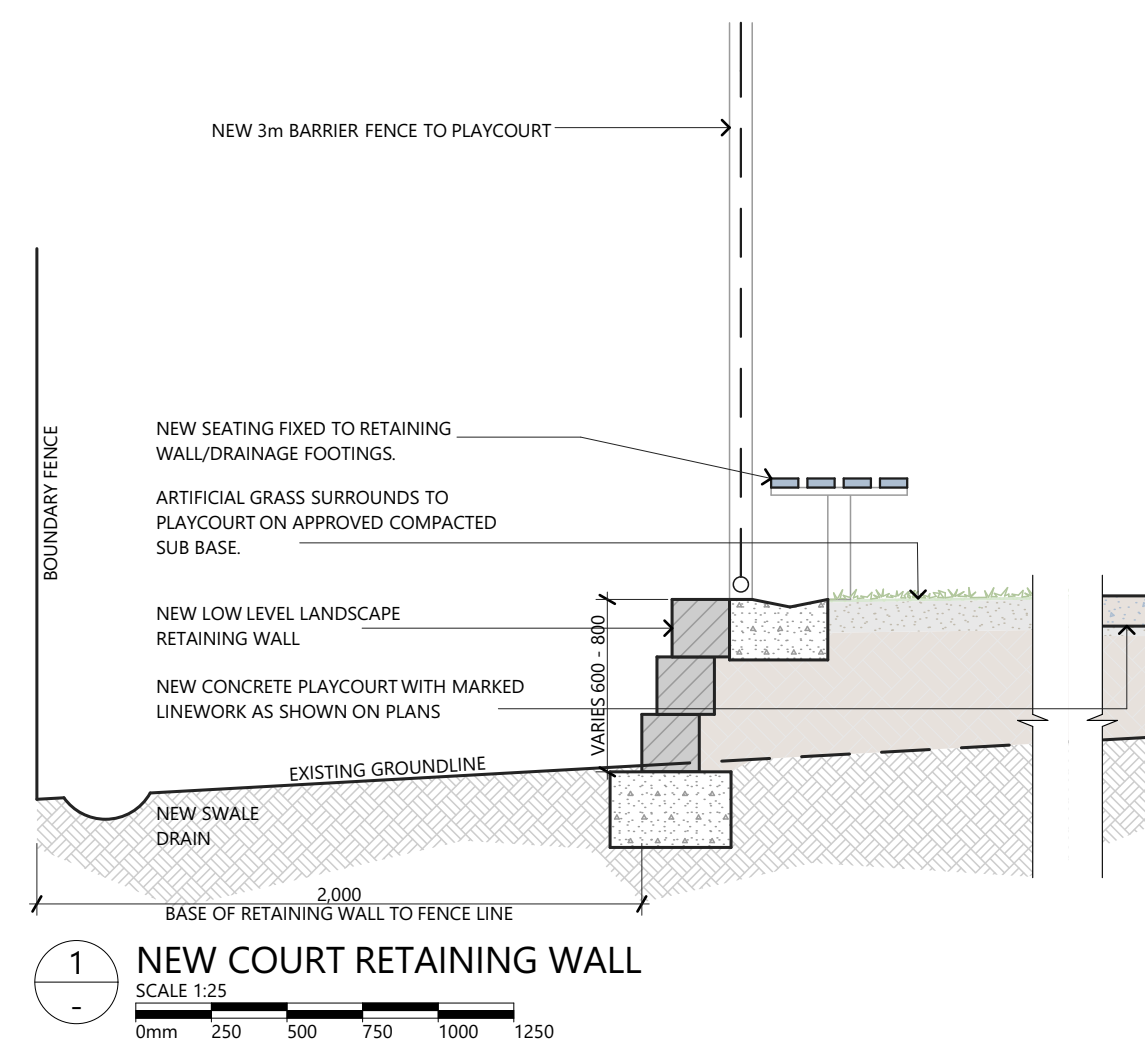
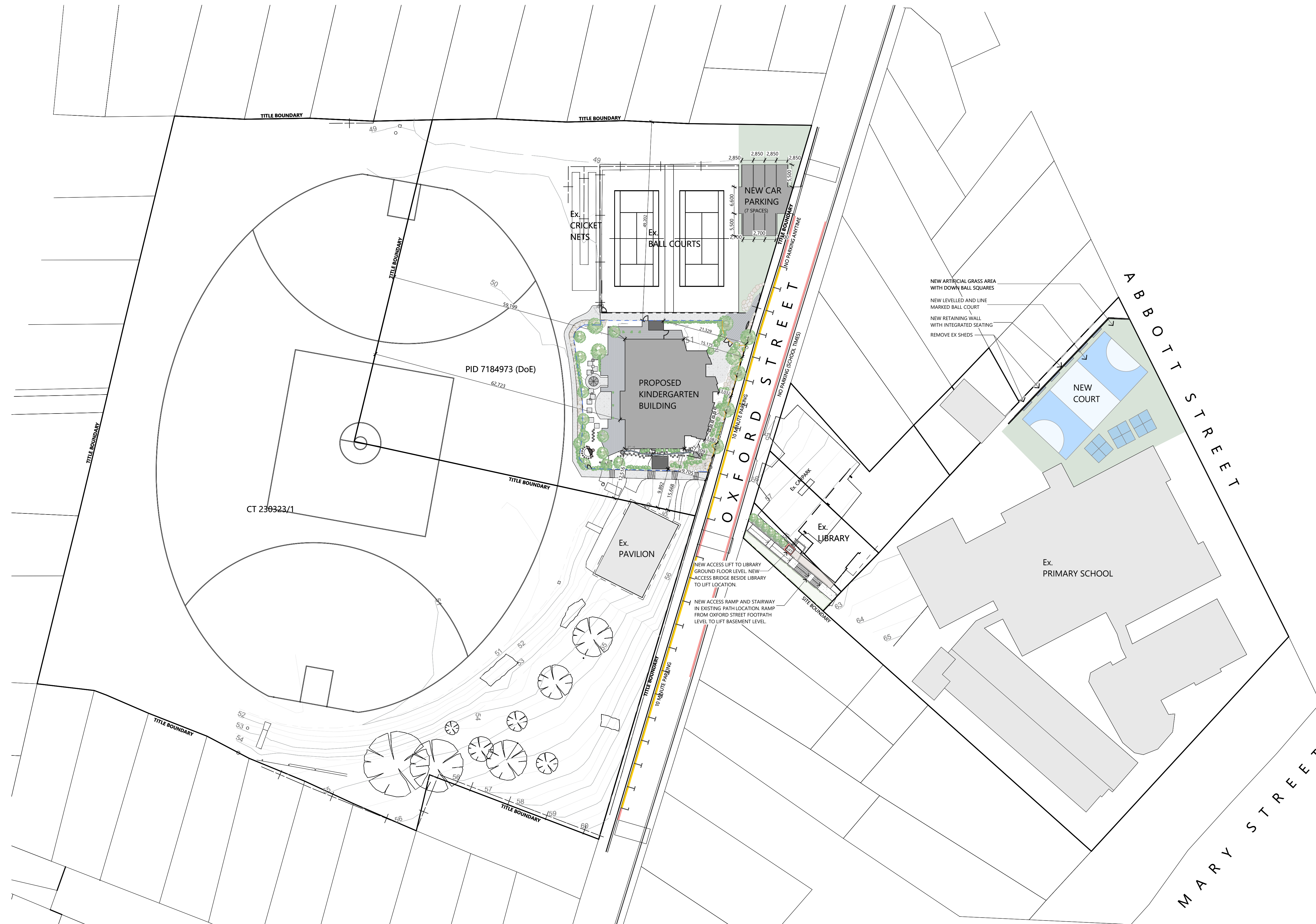
APPROVAL
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A1401-A02

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Rev	Description	Date	Int.	App.
01	ISSUED TO CLIENT FOR INFORMATION	13-Sep-17	PL	HC
02	ISSUED FOR INFORMATION	15-Sep-17	PL	HC
A01	ISSUED FOR DA	21-Sep-17	MM	HC
A02	ISSUED FOR DA	17-Oct-17	MC	HC



EAST LAUNCESTON PRIMARY SCHOOL REDEVELOPMENT

THE DEPARTMENT OF EDUCATION

Department of Education

FACILITY SERVICES

Letitia House, Olinda Grove, Mt Nelson TAS 7007
GPO Box 169, Hobart, TAS 7001 Australia
Ph (03) 6165 6321 Fax (03) 6233 2437



DOC/17/147258

28 September 2017

Mr Robert Dobrzynski
General Manager
Launceston City Council
PO Box 396
Launceston TAS 7250

Dear Robert

East Launceston Primary School Redevelopment Construction and Refurbishment – Kindergarten, general learning areas and associated infrastructure (J026)

Section 52 (1B) of the *Land Use Planning and Approvals Act 1993* requires an “owner’s declaration” to be completed to enable a Development Application to be considered by Council.

The Minister administering the *Education Act 2016* has delegated this responsibility to me.

Accordingly, my written permission for the redevelopment at East Launceston Primary School is hereby given.

I also hereby provide my written permission for Heath Clayton, Artas Architects, to act as agent in relation to all required permit applications for the proposed redevelopment.

Yours sincerely



Chris Ferguson
A/Manager Asset Planning