

1 December 2017

Mr R Jamieson
Manager Planning Services
Launceston City Council
TOWN HALL, 18-28 ST JOHN STREET
LAUNCESTON, TASMANIA 7250

Dear Richard

DA0497/2017 EAST LAUNCESTON PRIMARY SCHOOL

Please find below responses to queries raised about the above application at the recent meeting held at Council 16th November 2017.

1. (a) What have been the student enrolment numbers at the ELPS in 2013, 2014, 2015, 2016 and 2017?

The following response has been provided by the Department of Education:

2013 - 600 students

2014 – 600 students

2015 - 603 students

2016 – 614 students

2017 – 584 students

Note: based on the Department's February census process.

(b) What are the anticipated student numbers in 2018, 2019 and 2020?

The following response has been provided by the Department of Education:

2018 – 597 students

2019 – 589 students

2020 – 576 students

Note: based on modelling undertaken by the Department.

2. (a) How many out of area students attend ELPS?

The following response has been provided by the Department of Education:

163 students are out of area in 2017.

(b) Has the number of out of area students increased over the last 5 years? If yes, by how many per year?

The following response has been provided by the Department of Education:

No. Out of area enrolments have actually decreased over the last 5 years, from 179 students in 2013. It should be noted that more students live 'in area' and go to other government schools than those that come in 'out of area'.

(c) What is the school's policy on how out of area enrolments are managed?

The following response has been provided by the Department of Education:

Current and past Education Acts, together with Department procedures, provide the basis for schools to manage 'out of area' enrolments. Both 'in area' and 'out of area' Principals work closely together to ensure appropriate outcomes for students are achieved.

The Department is not in a position to discuss personal details regarding individual enrolments.

3. (a) What is the process for changing the catchment area for the ELPS?

The following response has been provided by the Department of Education:

The new Education Act 2016 requires the Secretary of Education to determine and publish the intake area (also known as home area or catchment area) of each State school at least once in every five years.

In 2018 the Department of Education will consult with all school communities and with other stakeholders on suggested changes to intake area boundaries.

(b) Could the boundary be altered so that other primary schools (e.g. Punchbowl) could take up a portion of the East Launceston catchment area?

The following response has been provided by the Department of Education:

The purpose of intake areas is to ensure that every child is able to exercise their entitlement to attend a Tasmanian State School.

The requirement for regular review of intake areas introduced under the Education Act 2016 means that intake area data will remain current, ensuring appropriate adjustments as populations change, and ensuring equity in the provision of education.

The majority of current school intake area maps were created in 2005 and no longer accurately reflect current enrolment or demographic patterns.

It is possible that, following the 2018 review, boundaries will shift, either increasing or decreasing the size of a State school's intake area, to better accommodate the current and projected enrolment needs of the local community. However, a long lead in time would be required should this occur to minimise any impact on students and families.

4. (a) Can you confirm that the Department of Education is the owner of the land where the kindergarten is proposed to be constructed?

The following response has been provided by the Department of Education:

Yes. The Department's records indicate the property was purchased on the 19th Day of April 1921.

(b) Are there any caveats, encumbrances or implied trusts on the land?

The following response has been provided by the Department of Education:

No. The Department does not have a record of any caveats, encumbrances or implied trusts on the land.

5. (a) Why was it decided to proceed with the kindergarten building on the 'green space'/playground area rather than utilising an area of the existing school site or the basketball courts?

The following response has been provided by the Department of Education:

This project focuses on a development within land on the Oxford St. site, primarily to safely dilute demand on the main school campus (Abbott St. Site), and to return existing spaces on the main school site to the intended purpose, e.g. library.

Additionally the school does not have purpose built kindergarten learning areas for kinder aged children. Educationally the need for contemporary learning areas for kinder aged children is required and as a cohort they have the greater capacity to be independent of other resources located on the Abbott St site.

Building on the existing school site would remove already limited play spaces and provide further congestion and safety issues.

The reason that the existing Oxford St basketball courts were not considered for the development emanated from concerns regarding the potential loss for community use.

(b) What was 'option 1'?

The following response has been provided by the Department of Education:

Option 1 was a concept drawing for development on the main school site and was produced to explore possibilities. It had more disadvantages than advantages.

All options were fully considered and the East Launceston Primary School, the School Association and the Department, support the construction of the kindergarten facilities on owned land on the Oxford Street site.

6. The current Basketball courts cause unacceptable anti-social behaviour

The following response has been provided by the Department of Education:

This has been communicated to the East Launceston Primary School and the school has responded with increased security patrols after hours. Police have been informed and signs are due to be erected

encouraging the 'respectful' use of the facilities outside school hours. Neighbours impacted are advised to call the police outside school hours if members of the public were creating a disturbance.

The proposed redevelopment would include CCTV cameras in the area.

7. Why is the new kindergarten building required?

The following response has been provided by the Department of Education:

The school has a need for a purpose built kindergarten with age appropriate play spaces. The provision of this facility will then relieve accommodation pressures on the main school site and return spaces to the intended use, e.g. Library.

8. (a) Will the new building be a kindergarten, early learning centre or both?

The following response has been provided by the Department of Education:

The new building will be a kindergarten with space for the Launching into Learning program. These rooms combined are sometimes referred to as an 'Early Learning Centre' or a centre for early childhood learning. The development is not a Child Care Centre.

(b) If for early learning, what is the age bracket of students that could attend?

The following response has been provided by the Department of Education:

Kindergarten is for 5 year olds, it is for 15 hours a week, during school hours. Parents are not required to stay.

'Launching into Learning' offers a range of short programs sometimes for 1 hour to 1 ½ hours throughout the school day. Parents are required to stay with their children and participate in the learning together.

9. Which trees will be removed and retained if the kindergarten building were to be constructed? i.e. Oak tree, birch tree.

The following response has been provided by Artas:

The proposed new kindergarten will result in two trees being removed. The existing oak tree will be retained. The attached demolition plan identifies the trees to be removed. Further details on the proposed landscape plan which will improve the area can be provided if required.

10. Will public access be removed to the Oval?

The following response has been provided by Artas:

The existing concrete path current does not provide complaint disable access to the oval. The proposal is to provide a new compliant path adjacent to the existing tennis court fence and the new kindergarten building. This access will provide access to the existing tennis courts and to the oval surface.

11. Why are 7 additional car parking spaces being provided if the number of staff/students is not increasing?

The following response has been provided by the GHD Traffic Engineer:

The existing site provides a total of 19 car parking spaces accessed via Oxford. Overflow staff parking is accommodated on nearby streets. The proposed 7 car parking spaces would reduce the parking load on nearby streets.

If agreeable these spaces can be removed from the proposal.

12. Are there future plans to develop additional buildings on the site i.e. on either side of the pavilion? Is this the 'thin end of the wedge'?

The following response has been provided by the Department of Education:

There are no plans to develop on the other side of the pavilion as this is land not owned by the Department of Education. This was one option previously considered however determined not to be the preferred option.

13. Will the proposed land swap allow for further development?

The following response has been provided by the Department of Education:

The land swap proposed by the East Launceston Parents and Friends (ELPS P&F) is a separate matter to the proposed Development Application. The approval of the ELPS P&F would be required for a land swap to proceed.

Why is the P&F including the Pavilion in the land swap?

The following response has been provided by the Department of Education:

This is a question for the ELPS P & F. It is understood that the ELPS P&F will respond to the question at the next meeting of the P&F.

Why can't the P&F perform the upgrades itself?

The following response has been provided by the Department of Education:

This is a question for the ELPS P & F. It is understood that the ELPS P&F will respond to the question at the next meeting of the P&F.

14. The kindergarten area is not fenced

The following response has been provided by Artas:

The proposed kindergarten area will be fully enclosed with a min 1500mm fence. This will include a fence with child proof latches from the street to front door and to the play area to the north.

15. Community access to the play area is lost?

The following response has been provided by the Department of Education:

Community access will be made available to the new kindergarten area as well as the new play area that will be provided as a replacement for the removal of the current treated pine play equipment. The location and detail of this is yet to be determined. The Department of Education supports the community use of its facilities provided it does not impact on school activities.

16. Building Set back does not comply with the planning scheme

The following response has been provided by Artas:

The application uses performance criteria to achieve compliance. The building is set back a minimum of 3.082m. The set back is in keeping with the adjacent pavilion building and is set back further than the adjacent residential properties within the street.

17. The proposal will compromise the current oval which is already undersized?

The following response has been provided by Artas:

The proposed application builds to the edge of the existing oval.

18. Confusion regarding the number of vehicle movements

The following response has been provided by the GHD Traffic Engineer:

The figure quoted in Section 6.1 of the TIA report is a typographical error and should read '28 extra vehicles' rather than '42 extra vehicles' to be consistent with the remainder of the report. The 42 figure is from a previous internal draft of the report and represented 2x21 (i.e. entry movement and exit movement for drop-off/pick-up traffic) and is therefore inaccurate.

19. Why the recommended Parking arrangements?

The following response has been provided by the GHD Traffic Engineer:

The following parking arrangements have been recommended in the Traffic Impact Assessment:

- Short-term (10 minute) parking restrictions 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 banned on the east side of Oxford Street between 11 and 19 Oxford Street (to apply 8:00 to 9:30 am and 2:30 to 4:00 pm school days).
- On-street car parking banned (full time) near the proposed car park access and northernmost speed hump.
- Parents 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 intent of time limits is to maintain a high parking turnover. Given that the supply of car parking on Oxford Street is limited, it will be important to ensure that each space can be utilised by multiple vehicles throughout the peak period. Time limits are typically the best way to achieve this. If a reasonable turnover of parking spaces on Oxford Street cannot be achieved, i.e. due to people parking for long periods (say 30 minutes plus), it will be difficult to find a convenient space to park on Oxford Street.

The 10 minute parking is a suggestion only and could be extended to 15 minutes if deemed appropriate. It is important that a high turnover of parking spaces is maintained.

Parking bans have been recommended to ensure that two-way traffic can operate on Oxford Street. The width of Oxford Street is 7.5 metres, which is generally suited to parking on one side of the road only. Parking on both sides of Oxford Street occupies a large proportion of the available road space, leaving insufficient room for two vehicles to pass.

Notwithstanding the above, any changes to parking arrangements do not form part of the application and would be implemented by Council following a detailed review of parking operation by Council.

Parents should be encouraged to use Oxford Street in one direction. This is an administrative measure that has been implemented with some success by other schools (e.g. Launceston Preparatory School) along with parking restrictions. The intent is to minimise conflicting movements caused by two-way traffic. A large proportion of traffic on Oxford Street during peak times at the moment is associated with the school.

20. Safety issues at intersections

The following response has been provided by the GHD Traffic Engineer:

Safety issues have been raised by representors as existing issues and are not the result of the proposed development. It is noted that these issues were not apparent during site inspections and the crash history obtained from Department of State Growth shows no crashes occurring on Oxford Street or at the intersections on either end of Oxford Street.

Notwithstanding whether safety issues currently exist at intersections, the addition of some 28 extra cars on Oxford Street (around 1-2 cars per minute in the peak period) will not significantly exacerbate existing issues.

21. It was suggested that the statistics used in the TIA are based on incorrect assumptions for the percentages of students walking, riding bicycles, taking buses to school. Where has the 60% figure been taken from and based on?

The following response has been provided by the GHD Traffic Engineer:

The 60% figure was adopted from a review of primary school traffic surveys from a range of sources including the RMS publication Guide to Traffic Generating Developments (2002) and the NZ Transport Agency research report Trips and Parking Related to Land Use (2011). Both publication indicate a general 'shift' from walking/cycling to private car in recent years.

Some typical figures quoted in both publications are:

1970s	10% car	40-50% walk	50-60% bus/bicycle/other
1980s	30% car	30% walk	40% bus/bicycle/other
2000s	50% car	34% walk	16% bus/bicycle/other

On the above basis, an indicative figure of 60% arriving by private car was adopted. It is acknowledged that the kindergarten, located on Oxford Street, would have a higher proportion of travel by car than other grades.

The conclusions and recommendations of the TIA report remain relevant in the context of more recent traffic data obtained by Council.

22. Given the discrepancy in the total traffic movements per day from the TIA to the council latest count, is the TIA report still relevant?

The following response has been provided by the GHD Traffic Engineer:

During preparation of the Traffic Impact Assessment, traffic data was requested from Council. Council advised that traffic volumes on Oxford Street are in the order of 300 vehicle movements per day. A peak flow of 45 vehicles per hour (15% of daily flow) was estimated by GHD based on 'typical' values for residential streets.

Recent traffic count data collected by Council (13-15 November 2017) suggests daily traffic volumes ranging from 526 to 547 vehicles per day with peak volumes ranging from 109 to 118 vehicles per hour in the AM peak (between 8 AM and 9 AM) and from 75 to 92 vehicles per hour in the PM peak (between 3 PM and 4 PM). Traffic volumes outside of these times are very low.

The overall peak traffic volumes on Oxford Street are well within the capacity of a typical residential street. Typical environmental capacity performance standards on residential streets are 100 vehicles per hour (for access ways / cul-de-sacs) and 200 to 300 vehicles per hour for local streets (e.g. Oxford Street). Oxford Street, with a maximum peak volume of 118 vehicles per hour, is considered a low volume road.

It is further noted that heavy peak activity is concentrated around the school periods. Outside of these times, and on school holidays, traffic volumes are very low at no more than around 50 vehicle movements per hour.

The conclusions and recommendations of the Traffic Impact Assessment do not rely on existing traffic data, instead focussing on the impacts of the changed traffic patterns due to the proposed kindergarten buildings. Ultimately, there will be a minor increase in activity on Oxford Street offset by a reduction in activity on other nearby streets. The traffic data provides context to the assessment in confirming that Oxford Street is a low volume road which is subject to heavy activity during school peak periods. This situation is not unique to East Launceston Primary School and is common to many, if not all, primary schools in built-up areas around Tasmania and Australia.

The conclusions and recommendations of the TIA report remain relevant in the context of more recent traffic data obtained by Council.

23. The new kindergarten means more traffic will use Oxford Street.

The following response has been provided by the GHD Traffic Engineer:

The Traffic Impact Assessment indicates that around 28 additional vehicles will use Oxford Street for drop-off and pick-up, plus 7 staff vehicles accessing the car park. The existing volume is 55 vehicles, resulting in a total of 80 vehicles. This represents the majority of traffic associated with the kindergarten plus some small amount of drop-off/pick-up for other grades.

The additional traffic on Oxford Street is the result of a re-balancing of traffic and parking activity around the site. This re-balancing will be a natural outcome of increased demand for parking on Oxford Street associated with the kindergarten as parents and visitors try to park as close as possible to the school, to maximise their convenience. Those users that do not need to park on Oxford Street (but instead currently do so out of convenience) will shift their activity to other streets, where there is an increase in the availability of parking.

The ultimate impacts of the development will be a net increase in traffic / parking on Oxford Street (around 28 vehicles) and a net decrease in traffic / parking on other streets.

24. Road Camber on Oxford and Tasman Street is dangerous.

The following response has been provided by the GHD Traffic Engineer:

The road camber on Oxford Street and Tasma Street has been raised by representors as an existing safety issue and is not the result of the proposed development. The camber is due to the slope of Tasma Street resulting in an adverse cross fall for vehicles turning right from Tasma Street into Oxford Street. This intersection was not deemed to be a significant safety issue through site investigations (including drive-throughs) due to the low speed environment, particularly during congested periods (e.g. school drop-off and pick-up times).

It is noted that the crash history obtained from Department of State Growth did not include any crashes on Oxford Street or at this intersection.

Notwithstanding whether a safety issue currently exist at this intersection, the addition of some 28 extra cars on Oxford Street (around 1-2 cars per minute in the peak period) will not significantly exacerbate existing issues.

25. Current cars park on corners and across driveways

The following response has been provided by the GHD Traffic Engineer:

Illegal parking activity is a result of limited availability of parking spaces. The suggested parking time limits are intended to increase turnover of parking on Oxford Street and ensure that each space can be utilised 2 or 3 times throughout the peak period. It is noted that Council will monitor the situation following the development and implement parking controls, such as the recommended time limits and parking restrictions, if deemed to be required.

26. Does the TIA consider emergency vehicle access?

The following response has been provided by the GHD Traffic Engineer:

Oxford Street has a width of 7.5 metres. If vehicles are parked on both sides of the road (taking up 2.1 metres each) this leaves a clear width of 3.3 metres. While this is insufficient for two vehicles to pass, it is enough space to allow an emergency vehicle through. The suggested parking bans on the east side of the road will allow two-way traffic to travel relatively freely along Oxford Street.

27. Who polices parking?

The following response has been provided by the GHD Traffic Engineer:

Council are typically responsible for monitoring and enforcement of parking restrictions and illegal parking activity.

28. Tennis courts are over flow car park. This has not been considered in TIA

The following response has been provided by the Department of Education:

The tennis courts have only ever been used as a carpark on a temporary basis. This occurred when the current library was developed and the carpark on Oxford Street was not safe to use. There are no current or future plans for the tennis court to be a carpark as the playing surface is too important to the school and the community

29. The increased traffic will limit other potential developments in the area

The following response has been provided by the Department of Education:

The application does not increase the traffic in the area, it only redistributes the traffic as detailed by the traffic engineer

30. Property Values in the area will be affected by the development

The following response has been provided by the Department of Education:

The Department of Education is not in a position to comment on this.

I trust the above is acceptable and if there is anything further please let me know

Yours Sincerely,



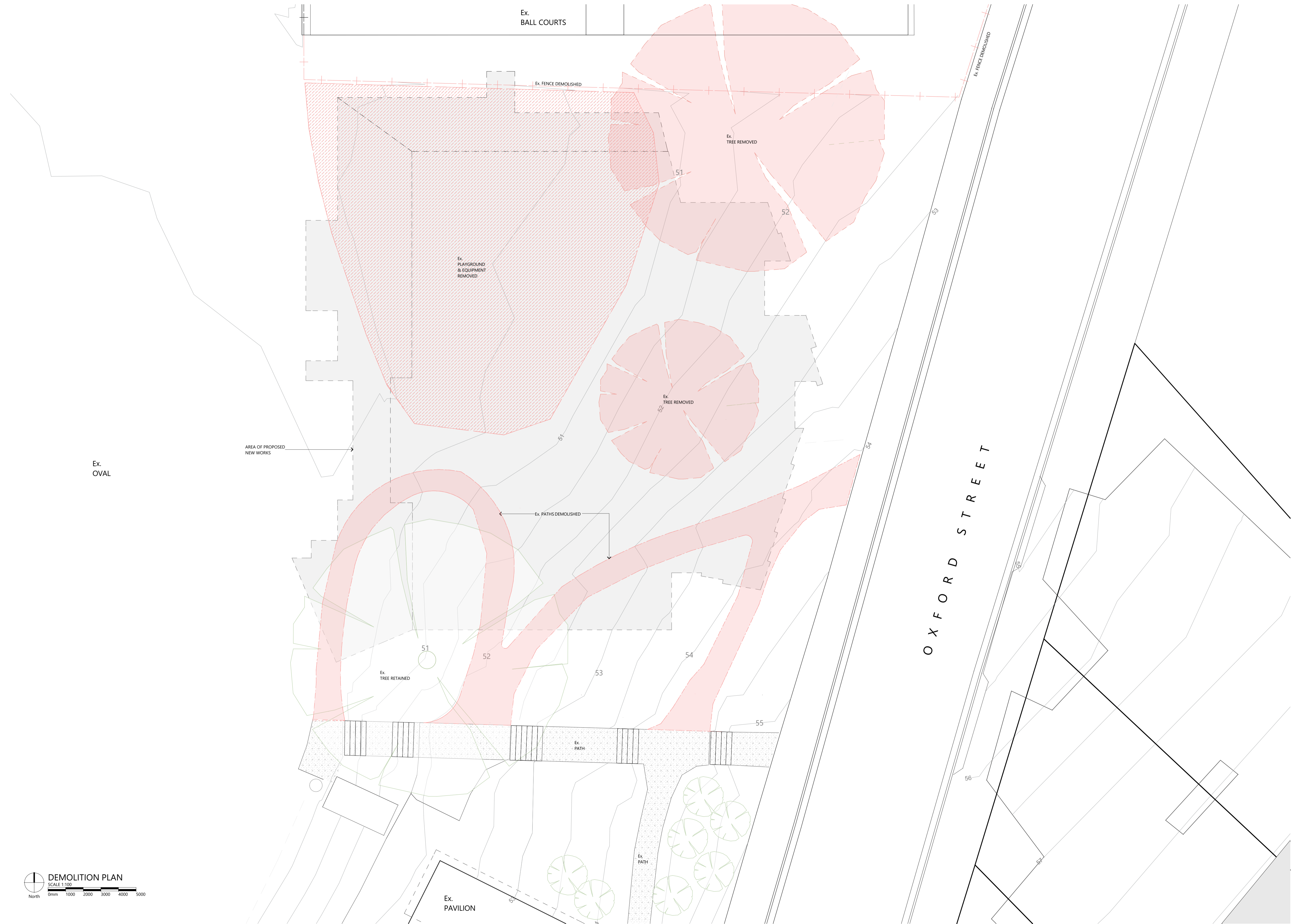
Heath Clayton AIA

Principal / Registered Architect

Registration No. 881

1 December 2017

REVISION			
Rev	Description	Date	App
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EAST LAUNCESTON PRIMARY SCHOOL REDEVELOPMENT

THE DEPARTMENT OF EDUCATION

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15 December 2017

Todd Williams
Director Facility Services
Department of Education
GPO Box 169
Hobart TAS 7001

Our ref: 3218287-18077
Your ref:

Dear Todd

East Launceston Primary School Further Clarifications

This letter provides further clarifications for key issues raised at the Public Meeting held on 13th December 2017.

1 Traffic Generation Time Period

The Traffic Impact Assessment (September 2017) and subsequent responses to representations (December 2017) were prepared on the basis of a half hour traffic generating period. Current peak traffic volumes on Oxford Street are up to 118 vehicles per hour as per Council traffic data (November 2017) with an estimated 28 *additional* vehicles per half-hour on Oxford Street due to the proposed Kindergarten building during the pick-up and drop-off period.

Even if all of these vehicles use Oxford Street during one half-hour period within the peak hour (e.g. 146 vehicles per half hour), the *effective hourly volume* will be within the environmental capacity of the road at 200-300 vehicles per hour.

2 Proportion by Car

The response to representations (December 2017) provides a review of survey-based publications suggesting a 60% mode share to car overall for primary schools. It is acknowledged that the Kindergarten, located on Oxford Street, would most likely have a higher proportion of travel by car than other grades.

The traffic generation estimates for Oxford Street take into account the majority of Kindergarten students arriving by car.

The expected increase in traffic on Oxford Street of around 28 vehicles is less than the total number of Kindergarten students, due to the expected redistribution of drop-off/pick-up activity to other locations in the immediate surrounding area resulting from the proposal as described in the response to representations (December 2017).

3 School Start and Finish Times

The start and finish times for East Launceston Primary School are 9:00 am and 3:00 pm respectively. Children are permitted on site half an hour before and after school hours. This limits the drop-off period to the half hour prior to 9:00 am (8:30 am to 9:00 am) and the half hour immediately after 3:00 pm (3:00 pm to 3:30 pm). Teachers are on duty during these times to provide pastoral care. Note that the arrivals and departures of teachers do not typically coincide with the peak drop-off and pick-up periods and therefore the Traffic Impact Assessment (September 2017), which includes staff movements in peak period calculations, may overestimate the peak period traffic generation.

3.1 Impacts of Staggering Kindergarten Times

The impacts of staggering the start time for Kindergarten students would be minimal as drop-off activity is typically spread across a longer period. In the afternoon pick-up period, activity is typically more concentrated around the finish time of 3:00 pm and therefore some benefits may be gained by staggering finish times.

If the Kindergarten finish time is moved 10-15 minutes earlier, those Kindergarten students that do not have older siblings in other grades (potentially up to around 50% of Kindergarten students) could be picked up from as early as 2:45 pm. The key traffic impact of this change would be an improved spread of traffic activity across the pick-up period, thereby improving turnover of parking spaces.

The Traffic Impact Assessment (September 2017) indicates a Kindergarten enrolment of around 75 students. This includes a maximum of 63 Kindergarten students (21 students per classroom) plus the Launching in Learning program (described in Section 3.2 below). Based on 63 Kindergarten students, up to 31 students (~50% of maximum) could potentially be picked up in the 2:45 to 3:00 pm period, thereby removing up to 31 vehicles from the 3:00 to 3:30 pm peak on Oxford Street.

It is noted that there may be an impact on duration of stay. Some parents may arrive early to pick up a Kindergarten student at 2:35 pm and occupy a space for a longer period while waiting for the 3:00 pm finish time for the remainder of the school.

Other non-traffic related impacts, including supervision of Kindergarten students during the extended pick-up period and convenience for parents, would need also to be investigated in further detail.

3.2 Launching in Learning Program

The Launching in Learning program at East Launceston Primary School involves both parents and children and involves short sessions held during normal school hours. Hence, any traffic and parking demand generated due to the Launching in Learning program would occur after the peak drop-off activity period and before the peak pick-up activity period. The program typically attracts around 10-15 parents with children per session.

Current traffic flows on Oxford Street between 9:00 am and 2:00 pm range between 15 and 27 vehicles per hour. The traffic flow between 2:00 pm and 3:00 pm reaches around 50 vehicles per hour as it coincides with the beginning of the afternoon pick-up period. The operation of the Launching in Learning program will not cause significant detriment to the operation of Oxford Street as traffic flows at times outside of the peak periods are very low.

If you have any other questions or require further clarification of these matters please contact me on the number below.

Regards
GHD Pty Ltd

A handwritten signature in black ink, appearing to read 'Mark Petrusma', is positioned above the printed name.

Mark Petrusma
Traffic Engineer
+61 3 6332 5516