

DOG DAY CARE CENTRE

LOT 30 (16) HOWLETT STREET, NORTH PERTH

TRANSPORT IMPACT STATEMENT



Draft 1-0

Prepared by i3 consultants WA for


Mses L Cunningham & A Deurloo

Project details

| | |
|-------------|---|
| Project | Dog Day Care Centre |
| Location | Lot 30 (16) Howlett Street, North Perth |
| Project ID | 17801 |
| Client | Mses L Cunningham & A Deurloo |
| Description | A Transport Impact Statement for a change of use from Office to Dog Dare Care Centre on Lot 30 Street Number 16 Howlett Street in the City of Vincent suburb of North Perth prepared in accordance with the 2016 WAPC Transport Impact Assessment Guidelines. |

Document control

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 This is not an approved document unless certified here.

 Digitally signed by David Wilkins
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ABOUT THE AUTHOR

David Wilkins has over 35 years of practical experience in traffic engineering, road safety and transport planning in both the UK and Australia and is an RTA NSW Certified Level 3 Lead Auditor (RSA-08-0178) and Main Roads Western Australia (MRWA) accredited Senior Road Safety Auditor (SRSA 0101). In addition to this, David is an MRWA accredited Crash Investigation Team Leader and Roadworks Traffic Manager (MRWA-RTM-10-RTM20). David has undertaken 92 road safety audits in the last five years and 214 road safety audits since 2001 across the full range of stages from feasibility through to pre-opening, including roadworks, existing roads, schools and mine sites.

David's specialist skills are in the management and development of transport infrastructure and planning, particularly with respect to road safety engineering, roadworks traffic management, traffic engineering, crash investigation, road safety audits, alternative transport systems (TravelSmart, shared paths, cycle facilities), transport statements, transport assessments, parking demand management, local area traffic management, speed management, accessible environments and innovation.

David specialises in undertaking and preparing traffic impact assessments in accordance with either the WAPC document 'Transport Impact Assessment Guidelines' or Austroads 'Guide to Traffic Management Part 12: Traffic Impacts of Developments'. In the last 7 years, David has personally prepared over 160 traffic and transport impact reports in accordance with these guidelines.

1 INTRODUCTION

This Transport Impact Assessment report has been prepared in accordance with the WAPC publication Transport Impact Assessment Guidelines ⁽¹⁾. These guidelines indicate that a Transport Impact Statement (TIS) is required for those developments that would be likely to generate moderate volumes of traffic and therefore would have a moderate overall impact on the surrounding land uses and transport networks.

A development that generates between 10 and 100 additional vehicle trips in the peak hour is classified as Moderate Impact and requires a Transport Impact Statement (TIS). A development that generates more than 100 additional vehicle trips in the peak hour is classified as High Impact and requires a Transport Impact Assessment.

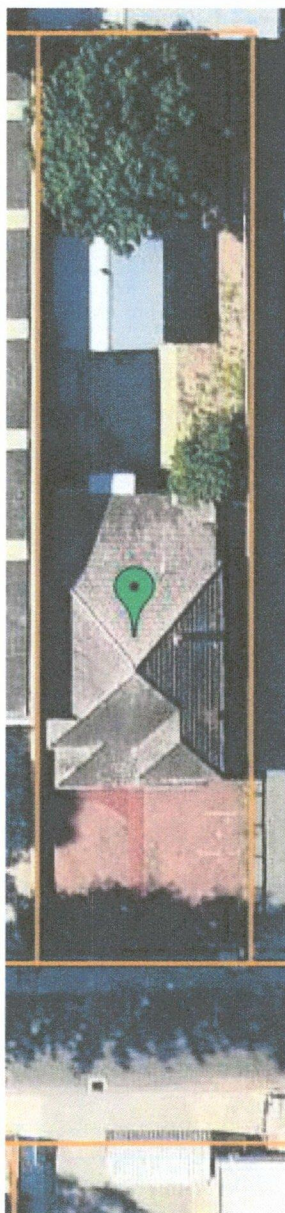
The term “additional vehicular trips” has been used as the transport impact is the difference between the previous trip generation of the site and the forecast trip generation on the site.

The Dog Day Care Centre is expected to generate no more than an additional 46 car trips during its busiest hour. The office use is likely to have generated around 2 car trips and hence the ‘impact’ is around 44 car trips in the busiest hour. On this basis the proposed change of use and is classified as a moderate impact (less than 100) requiring a Transport Statement. Refer **Section 8** for further details regarding trip generation.

2 EXISTING DEVELOPMENT

The existing development comprises a single building set back approximately 10 m from the front boundary, as shown in Photograph 1 below. The building is currently vacant and was previously used as an office. It has approximately 120 m² of floor space comprising of three offices, an open plan area, kitchen, lunchroom, bathroom and shower. It is currently advertised as having “6 exclusive onsite car bays”.

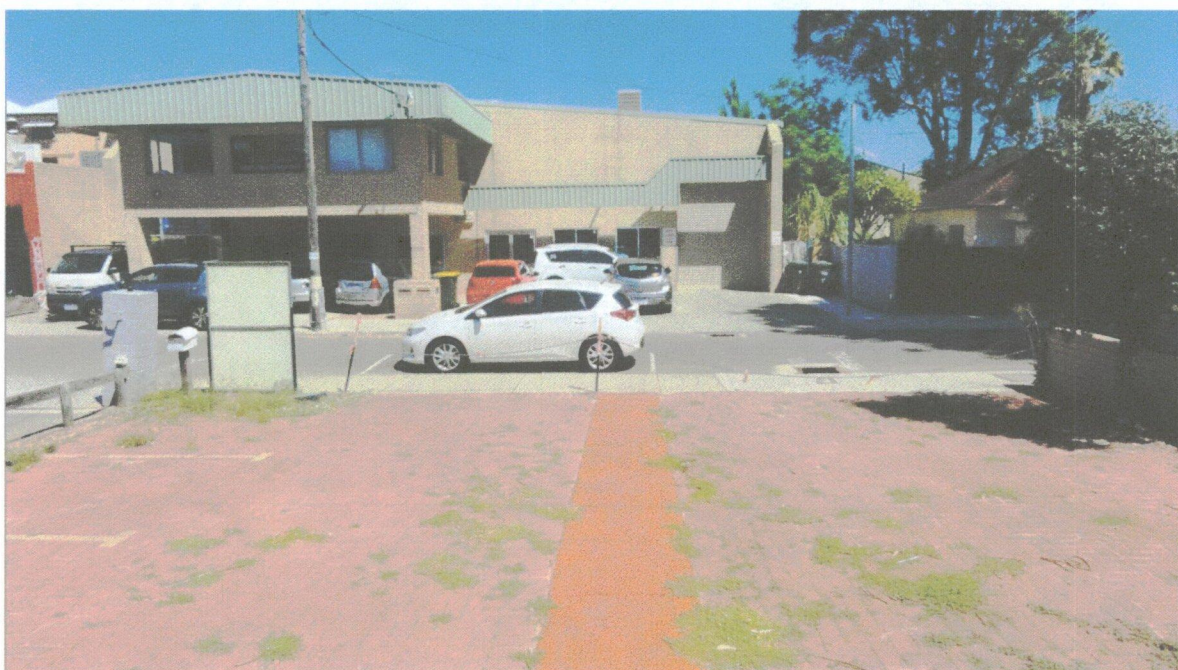
An annotated aerial photograph of the site dated 12 February 2018 is provided as Photograph 1 below. Street view photographs taken by the author during the site visit on 1st March 2018 are provided as Photograph 2 and Photograph 3 on the following page.



Photograph 1 – Existing site development



Photograph 2 – View of subject site (No 16) from Howlett Road



Photograph 3 – View to Howlett St from subject site

3 PROPOSED DEVELOPMENT

3.1 REPURPOSED SITE

The proponent has indicated that the existing site will be repurposed as a Dog Day Care Centre and that:

- There will be a maximum of 45 dogs on the premises at any one time;
- There will be a minimum of two staff members on site at any one time;
- Dogs will be trained and entertained at the rear of the property;
- Operating times 7.00 am – 5.30 pm Monday to Friday only:
 - 7.00 am – 9.00 am drop-off; and
 - 4.00 pm - 5.30 pm pick up
- There will be no dogs kept onsite overnight.

3.2 DOG DAY CARE ACTIVITIES

A minimum of 2 staff will arrive on site each weekday prior to 7.00 AM.

Dog owners will drop off their dogs between 7.00 AM and 9.00 AM and pick them up between 4.00 PM and 5.30 PM. The 2 staff will leave after 5.30 PM.

Upon arrival the dogs run, play and socialise and meet and greet everybody. During the day the dogs alternate between play activities, behavioural training and resting.

4 CONTEXT WITH SURROUNDS

The subject site is located within a 'Commercial' zoned area that adjoins Charles Street and Scarborough Beach Road with the remaining area on the west side mainly residential (R30), as shown in the annotated extract from the current Town Planning Scheme 1, provided as Figure 1 below.



Figure 1 – Annotated extract from Town (now City) of Vincent Town Planning Scheme 1

Following extensive consultation in 2014 the City adopted the draft Local Planning Strategy and Town Planning Scheme No. 2. The City has recently been advised that the new Scheme has been approved, subject to making a number of detailed modifications.

The main difference between the two planning schemes with respect to the zoning of the subject site and the surrounding area is that this precinct was included in the 'Charles Centre Precinct' (Scheme Map 7) in TPS1 and is now included in the 'North Perth Precinct' (Scheme Map 2) in TPS 2. There is no change to the subject site zoning or the zoning of sites on its side of Charles Street.

Howlett Street comprises a mixture of commercial businesses such as Prosegur (a private security company specialising in cash management), Purslowe and Chipper Funerals, Mareena Purslowe Funerals, Stay Square (Short Term Stay Accommodation), Continental Food & Wine Wholesalers, Cirquest Circus School and Da Vinci Ristorante Pizzeria. There are cafe's and restaurants within a 2 minute walk of the site.

North Perth is an established suburb three kilometres north of Perth's CBD comprising mainly of solid brick homes built from the early 1900s, many of which are now undergoing extensive renovations in line with the nationwide trend toward close-to-the-city living. It is home to various small shops and cafes, as well as the Rosemont Hotel and Beatty Park Leisure Centre (formerly Beatty Park Aquatic Centre - built for the Perth Commonwealth Games in 1962).

According to the 2006 Census data, North Perth has a median age of 37 years (the same as the rest of Australia), with 16.1% over the age of 65.

The subject site, in the context of 400 m (5 min) and 800 m (10 min) ped sheds*, along with the locations of the Rosemont Hotel, Beatty Park Leisure Centre and Leederville Train Station, is shown in Figure 2 below. Refer **Section 10** for public transport details.

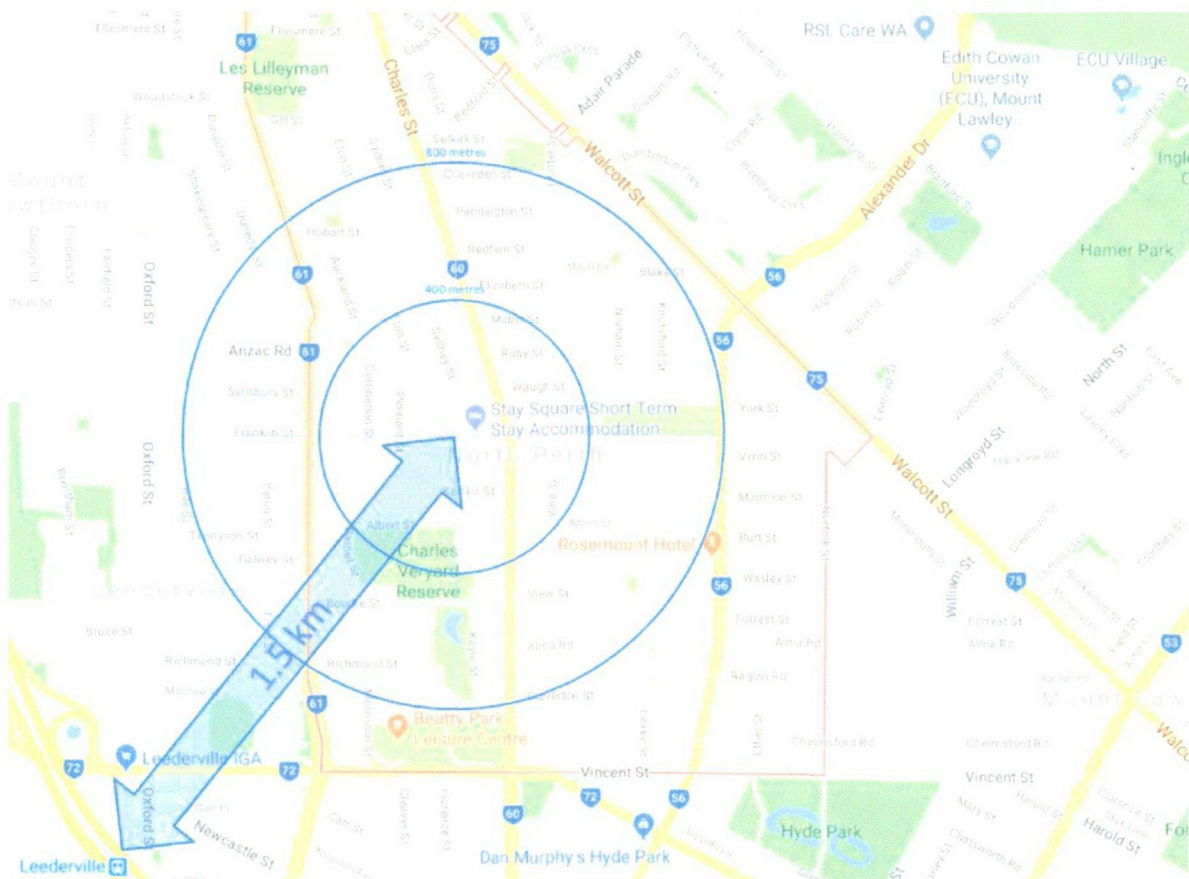


Figure 2 – Subject site context map showing 400 m (5 min) and 800 m (10 min) ped sheds

* Ped shed is short for pedestrian shed, the basic building block of walkable, and hence Liveable Neighbourhoods. A ped shed is the area encompassed by the walking distance from a pedestrian attractor or generator. Ped sheds are often defined as the area covered by a 5-minute walk (400 metres) and 10-minute walk (800 metres). They are usually drawn as perfect circles, but in practice ped sheds have irregular shapes because they cover the actual distance walked, not the linear (aerial) distance. A synonym for ped shed is walkable catchment.

5 VEHICLE ACCESS AND PARKING

A unique aspect of the road network surrounding the site is the 'left-out' only egress from Howlett St into Charles St and the continuous lane marking lines on the Charles St northbound approach to Scarborough Beach Rd that results in a legal requirement for left turning Howlett St drivers to remain in the left lane and hence either turn left into Scarborough Beach Rd or continue straight on Charles St northbound. Drivers from Howlett St that wish to travel east on Angove St, or travel south on Charles St, must do so by travelling west on Howlett St, north on Hardy St and then right into Scarborough Beach Rd, as shown in Figure 3 below.

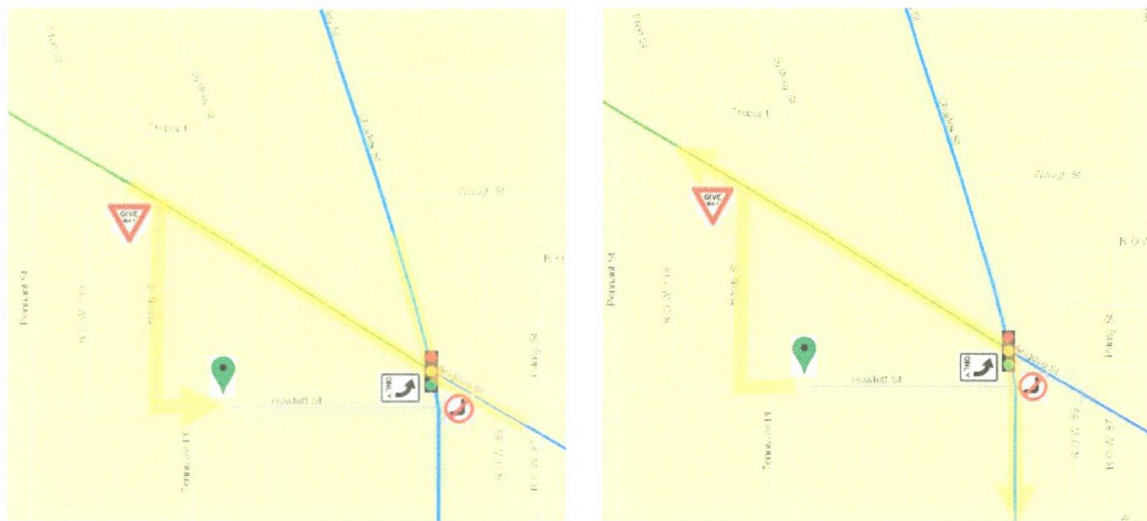


Figure 3 – Assessed Arrival & Departure Routes via distributor roads and traffic control

Howlett St and Hardy St are **Local Roads** that come under the care and control of the City of Vincent. They are single sealed and kerb carriageways with widths of 5.5-5.8 m and 7.0 m respectively. All local streets in this area are subject to the default urban speed limit of 50 km/h.

Scarborough Beach Road is a **Distributor A** road that comes under the care and control of the City of Vincent. It is a single sealed and kerb carriageway with one traffic lane and one formal cycle lane in each direction. It is subject to a posted speed limit of 60 km/h.

Charles Street (H035) is a **Primary Distributor** (State Road) that comes under the care and control of Main Roads WA. It is a single kerbed and sealed carriageway with two lanes in each direction and additional turn lanes at most intersections. It is subject to a posted speed limit of 60 km/h.

As stated previously, there will be a maximum of 45 dogs and minimum of 2 staff at any one time between 7.00 AM and 5.30 PM on site.

The City of Vincent does not include "animal establishment", "pet day care" or "dog day care" as a land use in any of its Planning Schemes or policies. Some Councils assess parking requirements for Dog Dare Care Centres as they would Child Day Care Centres, which would equate to 1 space per 5 dogs (City of Vincent

Policy 7.7.1 Parking and Access (2). This policy allows for an adjustment factor of 0.95% to be applied due to an existing off-street public car park in excess of 25 car bays located within 400 m of the site (i.e. Pansy Street Car Park), 0.80 % applied due to location within 400 m of a bus route (refer **Section 10**) and 0.80% applied due to its location within the North Perth Town Centre.

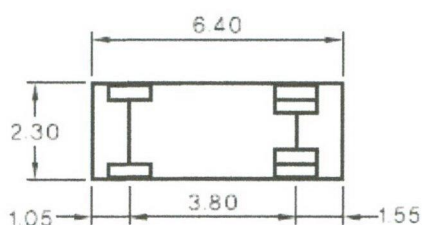
Based on the above, the assessed parking requirement is: $(45/5) \times 0.95 \times 0.80 \times 0.80 = 5.47$, roundup to 6.

As indicated in **Section 2**, the existing site has 6 on-site parking bays and it is proposed to retain these. On this basis, the proposed change of use is considered to meet the parking requirements. An assessment based on likely demand is included in **Section 8**.

6 PROVISION FOR SERVICE VEHICLES

The proponent has indicated that the site will be serviced by small Coles/ Woolworths type delivery vehicles. Waste collection is kerbside off Howlett Place using 240l MGBs that will be placed on the verge on collection days by on-site staff.

Based on the above, the largest service vehicle to use the site is the Small Rigid Vehicle (SRV), as described in AS 2890.2 and shown in Figure 4 and Photograph 4 below.



(a) Small rigid vehicle
Clearance height 3.50
Design turning radius 7.1

Figure 4 – Standard Service vehicle dimensions



Photograph 4 – Typical SRV

The site will most likely be serviced from Howlett Street using the on-street parking bays that are located on the subject site's side of the street or the 13.6 m long Loading Zone located approximately 40 m east of the subject site. In the event that there are no vacant on-street bays, the service vehicle could reverse into the site under staff supervision and then leave in a forward direction, as shown in the swept path assessment provided as Figure 5 on the following page.

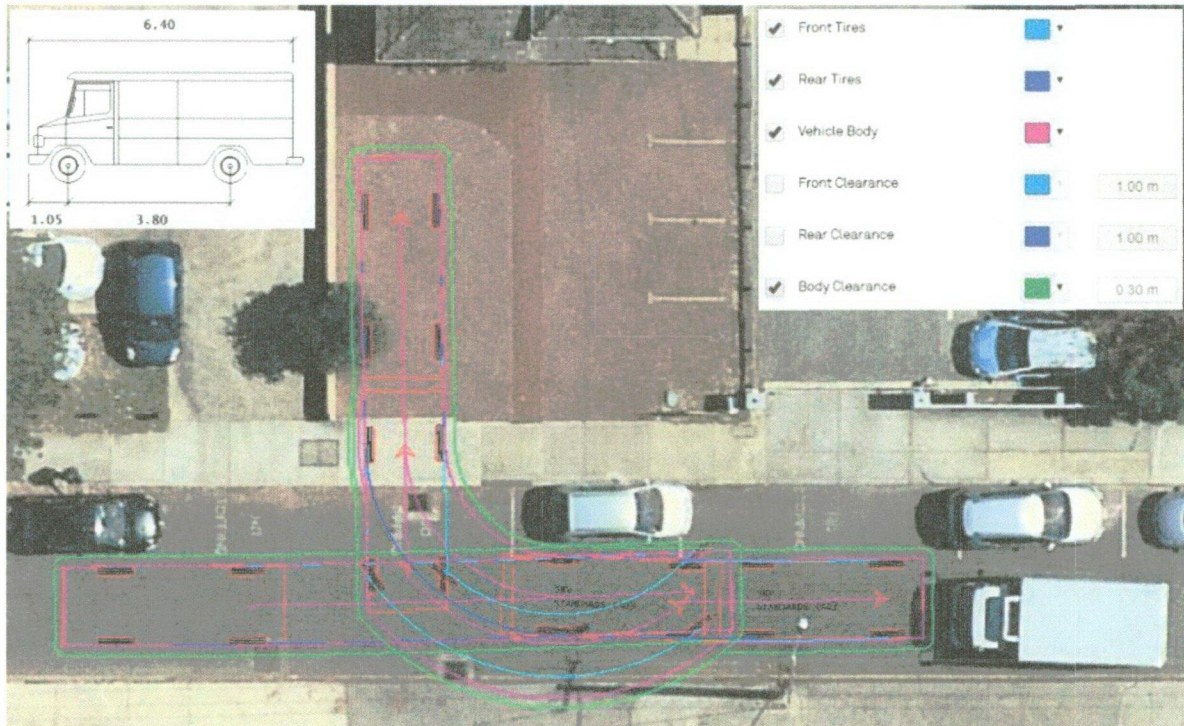


Figure 5 – Assessed swept path of SRV reversing into site and driving forward out

7 OPERATING HOURS

The proponent has indicated that the site will be staffed from 7.00 am – 5.30 pm Monday to Friday and that there will be no dogs on the premises overnight or on weekends.

8 TRAFFIC VOLUMES AND VEHICLE TYPES

There is no known traffic volume data for Howlett Street. Based on 'Business Park' trip generation rates, daily volumes are likely to be around 30 trips per hour during the morning and afternoon peak hours and 270-300 vehicles per day. This is consistent with observations during the site visit.

Charles St currently carries approximately 28,000 vehicles per weekday and around 1,500 vehicles in any one direction during its peak hours. Scarborough Beach Rd currently carries approximately 11,200 vehicles per weekday and around 550 vehicles in any one direction during its peak hours. Hourly volume profiles for these roads are shown in Figure 6 below. Approximately 6% of Charles St traffic is Heavy Vehicles. These volumes are consistent with the classification and function of these roads.

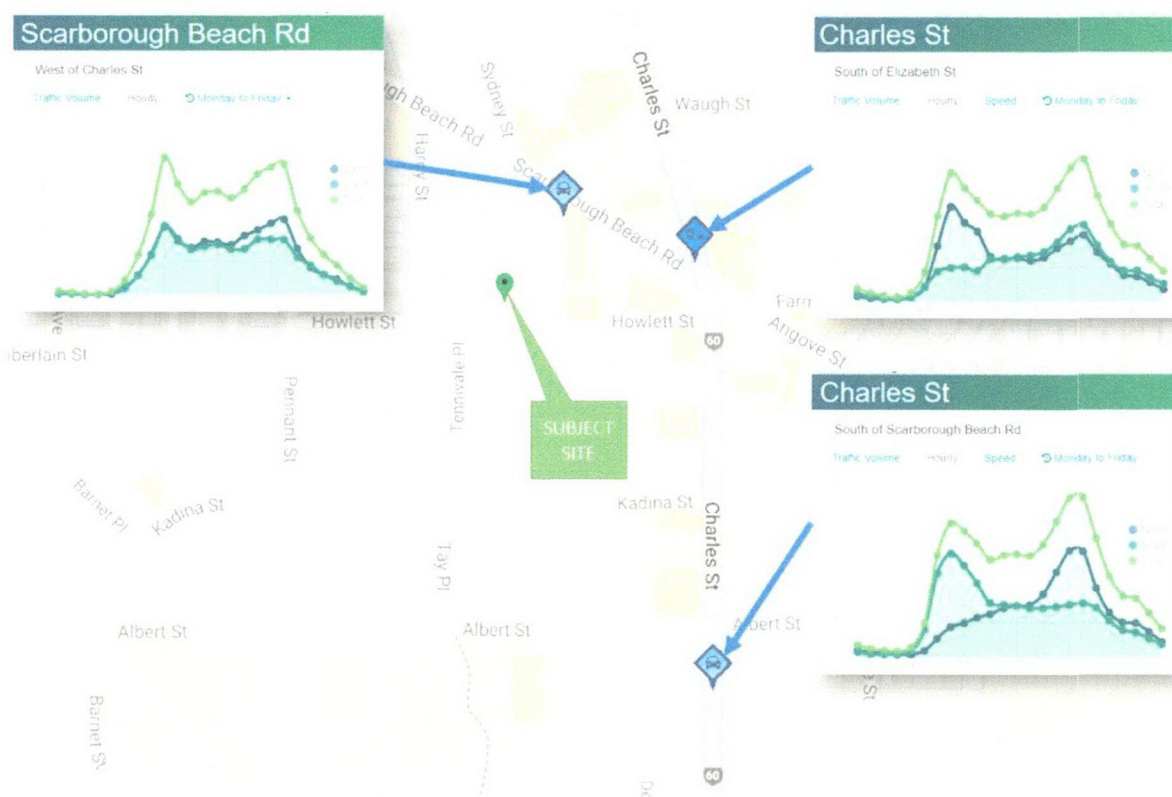


Figure 6 – Average Weekday Traffic Volumes on Charles St & Scarborough Beach Rd in vicinity of the site

Trip generation rates for Dog Day Care Centres can be determined from dog accommodation numbers, drop-off/ pick-up duration times and the number of parking bays as all dog owners/ carers are expected to arrive by car as the nature of the service is not suitable for public transport, walking or cycling trips.

A review of other Dog Day Care Centre's (i.e. Kalmpets Animal Behaviour Centre in Balcatta and Billy's Day-Care for Dogs in Belmont) has revealed that up to 45% of dogs are dropped off in the first 2 hours and that 50% of dogs are picked up in the last hour of operation. Based on this, the greatest traffic volume likely to be generated by the proposed Dog Day Care Centre is that associated with picking up 23 dogs between 4.30 pm

and 5.30 pm, which equates to 23 trips IN and 23 trips OUT (assuming that each dog is picked up separately and that the two staff depart after this peak hour). The Dog Day Care Centre data also indicates that the drop-off and pick-up duration is less than 10 minutes. Based on 4 available car bays (assuming 2 of the 6 bays are occupied by the 2 staff), the capacity of the car park for drop-off and pick-up is 24 cars which exceeds the assessed peak hour demand of 23.

The previous office use is likely to have generated up to 2 car trips during the peak hours and hence the 'impact' is approximately 44 car trips in the busiest hour and is classified as a moderate impact (less than 100) that does not require detailed assessment or traffic modelling. In addition to this, the maximum additional hourly traffic likely to be generated by the development at the Howlett St/ Charles St intersection is likely to be around 22 trips (half of the peak hour generation due to left-in/ left-out only restriction). This represents 0.13% of the northbound Charles St traffic volumes at this time which is significantly less than the 10% warrant threshold indicated in the WAPC Guidelines for detailed assessment. A similar assessment for the Hardy St/ Scarborough Beach Rd intersection indicates that this is 1.4%. On this basis the impact on Charles St and Scarborough Beach Rd is assessed as negligible.

9 TRAFFIC MANAGEMENT ON FRONTAGE STREETS

Traffic management on Howlett Street is limited to:

- Single yellow line 'NO STOPPING' restriction and signs on the south side;
- 13 x 1 hour on-street parking bays 8 AM – 5.30 PM Mon-Fri, 8 AM – 11.2 NOON Sat on the north side;
- 1 x 13.6 m long Loading Zone (15 MIN MAX COMMERCIAL VEHICLES ONLY) on the north side approximately 40 m east of the subject site;
- NO STOPPING pavement markings adjacent to each access driveway on the north side; and
- 'NO STOPPING' restriction and signs on the north side for 23 m on the approach to Charles St.

The provision of on-street parking bays on the north side with NO STOPPING areas at each access driveway and full-length NO STOPPING restrictions on the south side results in a traffic calmed street as the 5.5-5.8 m carriageway is reduced to segments of 3.6 m width past parked cars.

10 PUBLIC TRANSPORT ACCESS

Whilst it is unlikely that patrons will use public transport to access the site, staff may.

Public Transport is provided by the Public Transport Authority (PTA) via Transperth bus and train services.

There are five bus stops within a 2-minute walk of the subject site, three on Scarborough Beach Rd and two on Charles Street, as shown in Figure 7 on the following page.

The Scarborough Beach Rd stops are serviced by bus route 990 which travels between Scarborough Beach Bus Station to the west and Glendalough Train Station to the east. There are 129 services between 6 AM and 12:20 AM at stops near Charles St during the week at intervals of between 5 minutes and 20 minutes.

The Charles St stops are serviced by bus routes 370, 384-389 & 970 which generally travel between Perth Bus Port to the south and Mirrabooka Bus Station to the north. There are over 200 services between 6 AM and midnight at stops near Charles St during the week at intervals of between 5 minutes and 20 minutes.

Based on the above assessment, the site is well served by public transport and this is an attractive option for staff to use.

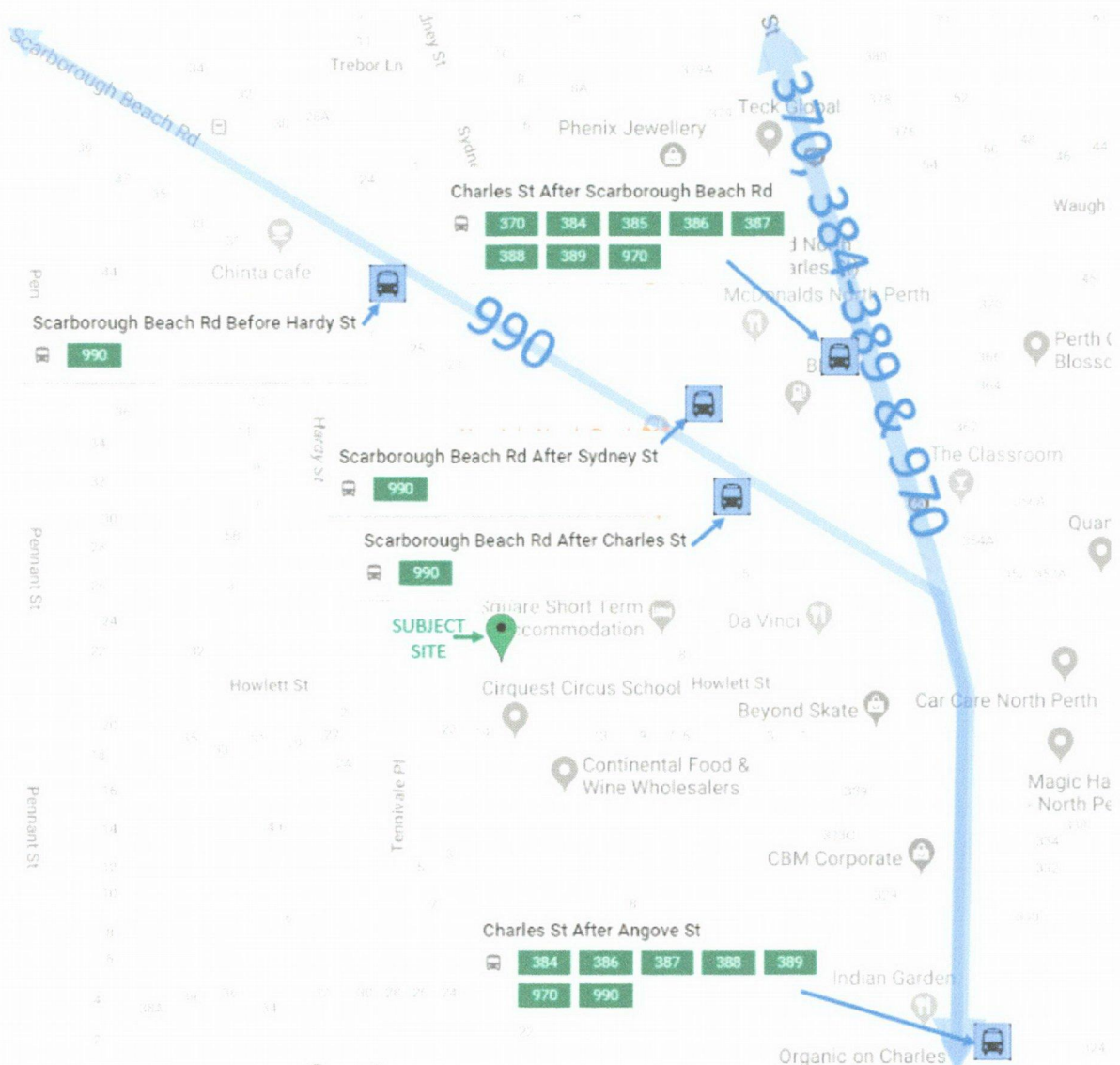


Figure 7 – Nearest bus stops and routes to the Subject Site

11 PEDESTRIAN AND CYCLE ACCESS

11.1 PROPOSED PEDESTRIAN AND CYCLE FACILITIES WITHIN THE DEVELOPMENT

There are no existing pedestrian and cycle facilities on site other than a delineated path from the boundary to the front door as shown in Photograph 3 on page 7.

11.2 EXISTING PEDESTRIAN AND CYCLE FACILITIES ON SURROUNDING ROADS

Existing cycle and pedestrian facilities on the road network are considered adequate for the proposed use with paths on both sides of Howlett Street, Charles St and Scarborough Beach Rd and dedicated cycle lanes in each direction on Scarborough Beach Rd. There are also formal pedestrian crossing facilities within the traffic signals at the Scarborough Beach Rd/ Charles St intersection.

11.3 PROPOSALS TO IMPROVE PEDESTRIAN OR CYCLE ACCESS

None identified or warranted.

12 SITE SPECIFIC ISSUES

There are no specific traffic, transport or parking issues relevant to the site or proposed use.

13 SAFETY ISSUES

A review of the five-year crash record for the period ending 31st December 2016 has revealed that there have not been any reported crashes in Howlett St between Hardy St and Charles St, as shown in Figure 8 below. Note that each marker represents a crash location and not a single crash, i.e. some crash locations are where more than one crash have been reported.

There are no assessed vehicular safety issues with the existing site due to the 'traffic calming' provided by parked cars and the relatively narrow carriageway, as discussed in **Section 9**. The crash record supports this view.

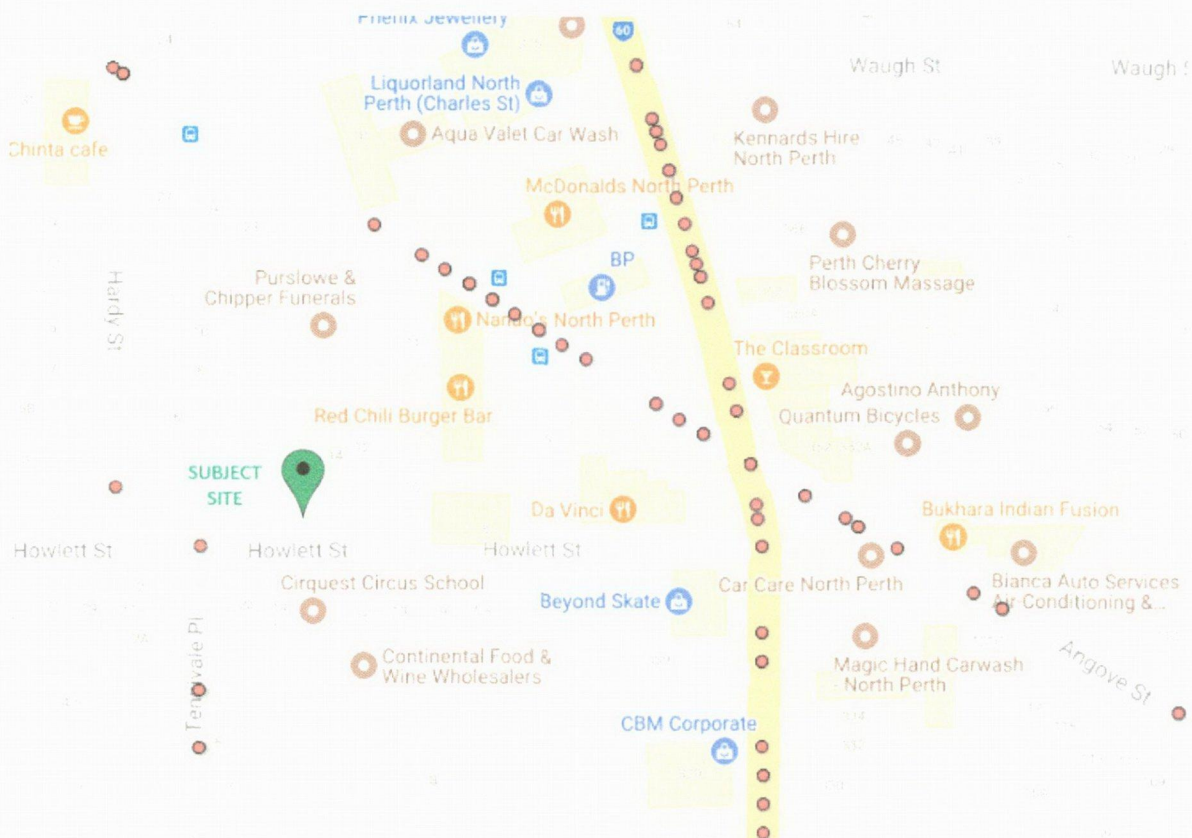


Figure 8 – 5-year crash location plot in vicinity of the subject site

REFERENCES

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8. **Town of Vincent.** *Town of Vincent Town Planning Scheme No. 1*. 1998. p. 81. Adopted for final approval by resolution of the Council of the Town of Vincent at the Special Meeting of the Council held on the 31st day of August 1998.

APPENDIX A WAPC TRANSPORT IMPACT STATEMENT CHECKLIST

Checklist for a transport impact statement for individual development

- Tick the provided column for items for which information is provided.
- Enter N/A in the provided column if the item is not appropriate and enter reason in comment column.
- Provide brief comments on any relevant issues.
- Provide brief description of any proposed transport improvements, for example, new bus routes or signalisation of an existing intersection.

| ITEM | PROVIDED | COMMENTS/PROPOSALS |
|--|-------------------------|--|
| Proposed development | | |
| existing land uses | Section 2 | Single building with 3 offices |
| proposed land use | Section 3 | Dog Day Care |
| context with surrounds | Section 4 | |
| Vehicular access and parking | | |
| access arrangements | Section 5 | |
| public, private, disabled parking set down/pick up | Section 5 | |
| Service vehicles (non-residential) | | |
| access arrangements | Section 6 | |
| on/off-site loading facilities | Section 6 | |
| Service vehicles (residential) | | |
| rubbish collection and emergency vehicle access | na | |
| Hours of operation (non-residential only) | Section 7 | 7.00 am – 5.30 pm Monday to Friday |
| Traffic volumes | | |
| daily or peak traffic volumes | Section 8 | Daily and peak hour volumes assessed |
| type of vehicles (for example, cars, trucks) | Section 8 | Development predominantly cars. Charles St 6% Heavy Vehicles |
| Traffic management on frontage streets | Section 9 | Traffic calming via parked vehicles and narrow carriageway |
| Public transport access | | |
| nearest bus/train routes | Section 10 | Figure 7; bus routes 370, 384-389, 970 & 990 |
| nearest bus stops/train stations | Section 10 Section 4 | 5 bus stops within 2 min walk. Leederville Train Station 1.5 km (Figure 2) |
| pedestrian/cycle links to bus stops/train station | Sections 10&11 | Good. Paths both side all roads and formal crossing facilities at Charles St/ Scarborough Beach Rd intersection. |

| ITEM | | |
|--|--------------|--|
| Pedestrian access/ facilities | | |
| existing pedestrian facilities within the development (if any) | Section 11.1 | Limited - na |
| proposed pedestrian facilities within development | Section 11.1 | Limited - na |
| existing pedestrian facilities on surrounding roads | Section 11.2 | Good. Paths both side all roads and formal crossing facilities at Charles St/ Scarborough Beach Rd intersection. |
| proposals to improve pedestrian access | Section 11.3 | No identified need or warrant. |
| Cycle access/facilities | | |
| existing cycle facilities within the development (if any) | Section 11.1 | Limited - na |
| proposed cycle facilities within development | Section 11.1 | Limited - na |
| existing cycle facilities on surrounding roads | Section 11.2 | Good. Paths both side all roads and formal crossing facilities at Charles St/ Scarborough Beach |
| proposals to improve cycle access | Section 11.3 | No identified need or warrant. |
| Site specific issues | Section 12 | None identified. |
| Safety issues | Section 13 | No current crashes and no identified potential for this to change. |
| identify issues | na | |
| remedial measures | na | |

Proponent's name Lucinda Cunningham + Amanda Deurloo

Company Happy Tails Dog Day Care Date 8/3/18

Transport assessor's name David Wilkins Company i3 consultants WA Date 08/03/18