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Winston Play & Stay

48 Blessington Road, Dog Day Care Centre
Traffic Impact Assessment

October 2019

ENGINEERS AUSTRALIA

PROFESSIONAL ENGINEER OF THE YEAR INDIVIDUAL AWARDS TASMANIA WINNER 2016

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1. Introduction

1.1 Background

Midson Traffic were engaged by Winston Play & Stay to prepare a traffic impact assessment for a proposed dog day care centre at 48 Blessington Road, St Leonards.

1.2 Traffic Impact Assessment (TIA)

A traffic impact assessment (TIA) is a process of compiling and analysing information on the impacts that a specific development proposal is likely to have on the operation of roads and transport networks. A TIA should not only include general impacts relating to traffic management, but should also consider specific impacts on all road users, including on-road public transport, pedestrians, cyclists and heavy vehicles.

This TIA has been prepared in accordance with the Department of State Growth (DSG) publication, *A Framework for Undertaking Traffic Impact Assessments*, September 2007. This TIA has also been prepared with reference to the Austroads publication, *Guide to Traffic Management,* Part 12: *Traffic Impacts of Developments*, 2009.

Land use developments generate traffic movements as people move to, from and within a development. Without a clear understanding of the type of traffic movements (including cars, pedestrians, trucks, etc), the scale of their movements, timing, duration and location, there is a risk that this traffic movement may contribute to safety issues, unforeseen congestion or other problems where the development connects to the road system or elsewhere on the road network. A TIA attempts to forecast these movements and their impact on the surrounding transport network.

A TIA is not a promotional exercise undertaken on behalf of a developer; a TIA must provide an impartial and objective description of the impacts and traffic effects of a proposed development. A full and detailed assessment of how vehicle and person movements to and from a development site might affect existing road and pedestrian networks is required. An objective consideration of the traffic impact of a proposal is vital to enable planning decisions to be based upon the principles of sustainable development.

The Road and Railway Assets Code of the Launceston Interim Planning Scheme, 2015, identifies that a TIA is required due to the traffic generation of the proposed development. This TIA addresses relevant clauses in E4.0 Road and Railway Assets Code and E6.0 Parking and Access Code of the Planning Scheme.

1.3 Statement of Qualification and Experience

This TIA has been prepared by an experienced and qualified traffic engineer in accordance with the requirements of Council's Planning Scheme and The Department of State Growth's, *A Framework for Undertaking Traffic Impact Assessments*, September 2007, as well as Council's requirements.

The TIA was prepared by Keith Midson. Keith's experience and qualifications are briefly outlined as follows:

- 23 years professional experience in traffic engineering and transport planning.
- Master of Transport, Monash University, 2006

- Master of Traffic, Monash University, 2004
- Bachelor of Civil Engineering, University of Tasmania, 1995
- Engineers Australia: Fellow (FIEAust); Chartered Professional Engineer (CPEng); Engineering Executive (EngExec); National Engineers Register (NER)

1.4 Project Scope

The project scope of this TIA is outlined as follows:

- Review of the existing road environment in the vicinity of the site and the traffic conditions on the road network.
- Provision of information on the proposed development with regards to traffic movements and activity.
- Identification of the traffic generation potential of the proposal with respect to the surrounding road network in terms of road network capacity.
- Review of the parking requirements of the proposed development. Assessment of this parking supply with Planning Scheme requirements.
- Traffic implications of the proposal with respect to the external road network in terms of traffic efficiency and road safety.

1.5 Subject Site

The subject site is located at 48 Blessington Road, St Leonards. The site is currently a rural residential property.

The subject site and surrounding road network is shown in Figure 1.

Figure 1 Subject Site & Surrounding Road Network

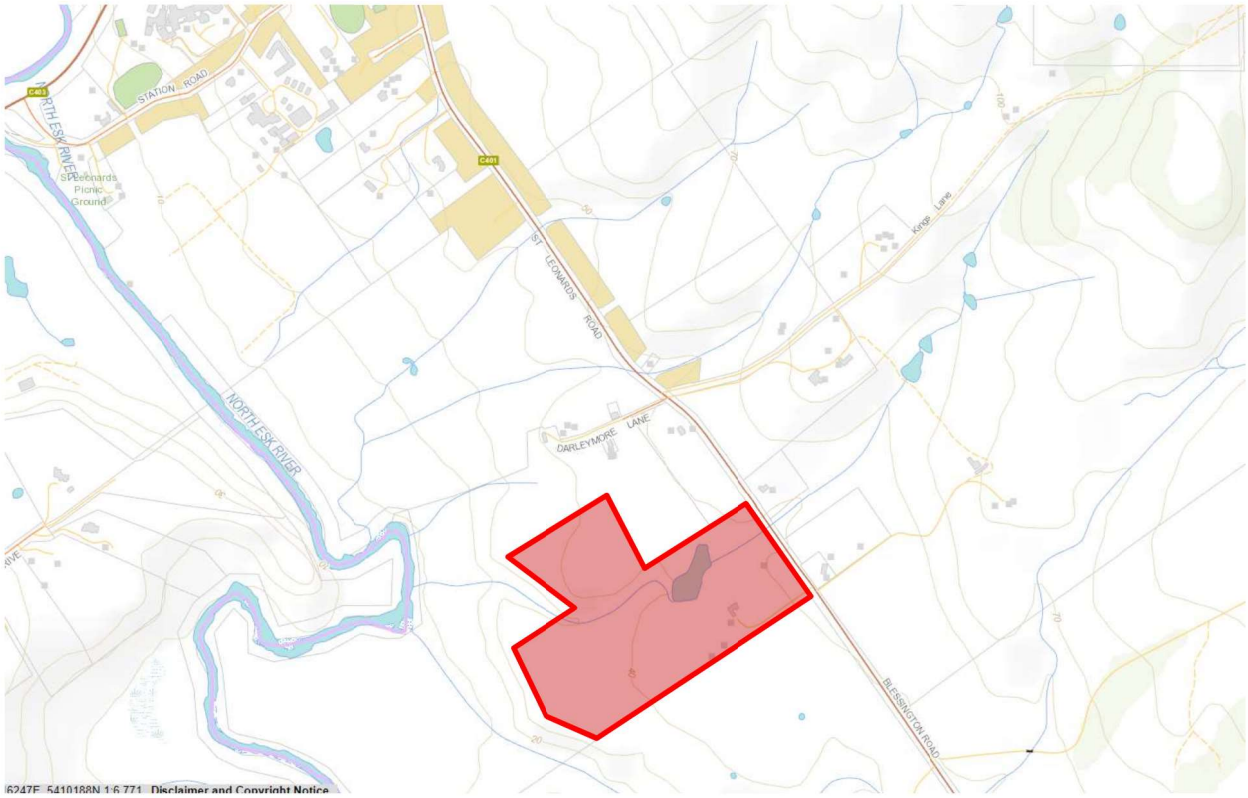

Image Source: LIST Map, DPIPWE

1.6 Reference Resources

The following references were used in the preparation of this TIA:

- Launceston Interim Planning Scheme, 2015 (Planning Scheme)
- Austroads, *Guide to Traffic Management,* Part 12: *Traffic Impacts of Developments*, 2009
- Austroads, Guide to Road Design, Part 4A: Unsignalised and Signalised Intersections, 2009
- Department of State Growth, *A Framework for Undertaking Traffic Impact Assessments*, 2007
- Roads and Maritime Services NSW, *Guide to Traffic Generating Developments*, 2002 (RMS Guide)
- Roads and Maritime Services NSW, *Updated Traffic Surveys,* 2013 (Updated RMS Guide)
- Australian Standards, AS2890.1, *Off-Street Parking*, 2004 (AS2890.1)
- Australian Standards: AS2890.2, *Parking Facilities, Part 2: Parking facilities - Off-street commercial vehicle facilities*, 2002 (AS2890.2)

2. Existing Conditions

2.1 Transport Network

For the purpose of this report, the transport network consists of Blessington Road and St Leonards Road.

Blessington Road is a major collector road that connects between St Leonards Road and Roses Tier Road. It provides access to a residential and rural properties along its length, as well as providing an important link between Launceston and Evandale and Blessington.

The posted speed limit is 100-km/h and it carries approximately 1,600 vehicles per day[1] near the subject site. The peak traffic flow on Blessington Road is approximately 220 vehicles per hour in the morning peak and 150 vehicles per hour during the afternoon peak. Blessington Road adjacent to the subject site is shown in Figure 2.

St Leonards Road connects between Hoblers Bridge Road and Blessington Road through St Leonards. It is a major arterial road that services a relatively large residential and industrial land area.

Figure 2 Blessington Road

2.2 Road Safety Performance

Crash data can provide valuable information on the road safety performance of a road network. Existing road safety deficiencies can be highlighted through the examination of crash data, which can assist in determining whether traffic generation from the proposed development may exacerbate any identified issues.

[1] Reference: Department of State Growth traffic data, May 2019

Crash data was obtained from the Department of State Growth for a 5+ year period between 1st January 2014 to 31st January 2019 for St Leonards Road and Blessington Road near the subject site.

The findings of the crash data is summarised as follows:

- A total of 21 crashes were reported during this time.
- Severity. 6 crashes involved minor injury; 2 crashes involved first aid a the scene; 13 crashes involved property damage only
- Day of week. A third of all crashes were reported on weekends (5 x Saturdays and 2 x Sundays). 4 crashes were reported on Wednesdays; 3 on Mondays and Thursdays; and 2 on Tuesdays and Fridays.

Seasonal trends. August had the highest crash frequency with 5 reported crashes. June and November had 4 reported crashes. No crashes were reported in July, September or December. The remaining months had one or two crashes reported. The seasonal crash trends is shown in

- Figure 3.
- Time of day. 15 crashes were reported between 7:00am and 7:00pm. 3 crashes were reported between 2:00am and 3:00am.
- Vulnerable road users. 1 crash involved a bicycle. 2 crashes involved motorcyclists.
- Crash types. The most frequent crash type was 'cross-traffic' with 4 reported crashes. No other clear crash trend was evident with a range of crash types from single vehicle crashes (vehicles leaving the carriageway) and rear-end related crashes. The crash types are summarised in Figure 4.
- Crash locations. The majority of crashes were located in St Leonards Road and towards the northern end of Blessington Road. Five crashes were reported at the intersection of St Leonards Road and Johnston Road; 1 crash at the St Leonards Road/ Benvenue Road; 1 crash at the St Leonards Road/ Station Road intersection; and the balance occurred in mid-block locations. The crash locations are shown in Figure 5.

Figure 3 Crashes by month of year

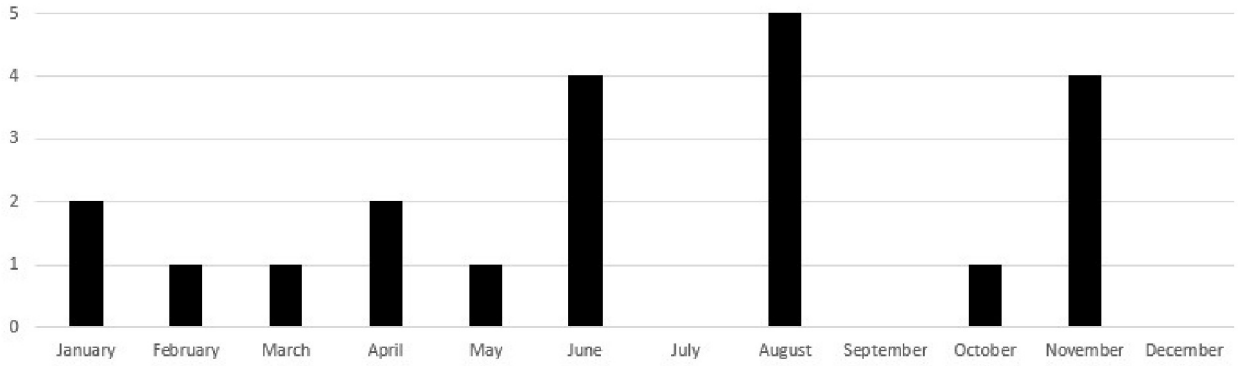

Figure 4 Crash Types

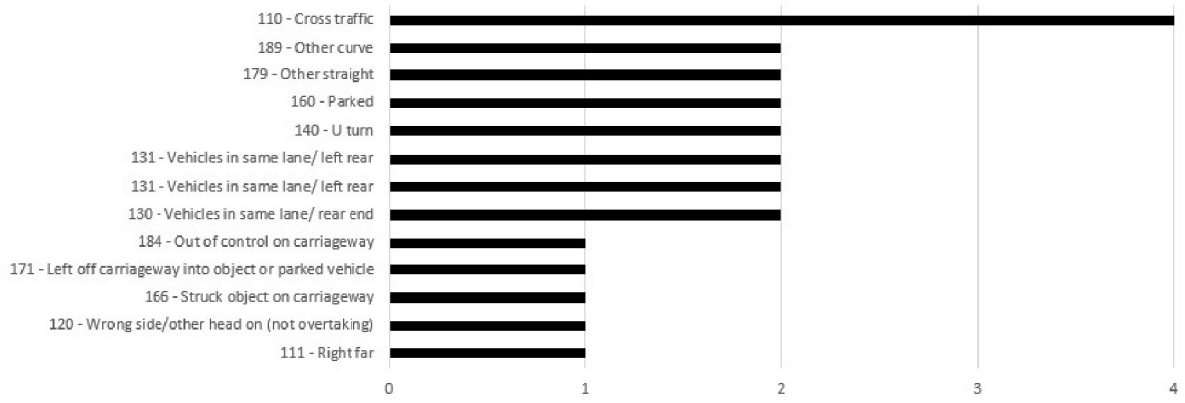

Figure 5 Crash Locations

The crash data does not provide an indication that there are any existing road safety deficiencies in Blessington Road that might be exacerbated by traffic generated by the proposed development.

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3. Proposed Development

3.1 Development Proposal

The proposed development involves the construction of dog day care centre at the rear of the property at 48 Blessington Road. The development will be serviced by a new driveway accessing Blessington Road located at the northern boundary of the site. A total of 31 on-site car parking spaces are provided, as well as a porte cochere at the main entrance for drop-off/ pick-up (catering for up to approximately 10 cars).

The day care facility does not have a peak season (it does have a low season from mid December to February).

The proposed development is shown in Figure 6 and Figure 7.

Figure 6 Overall Site Development Plan

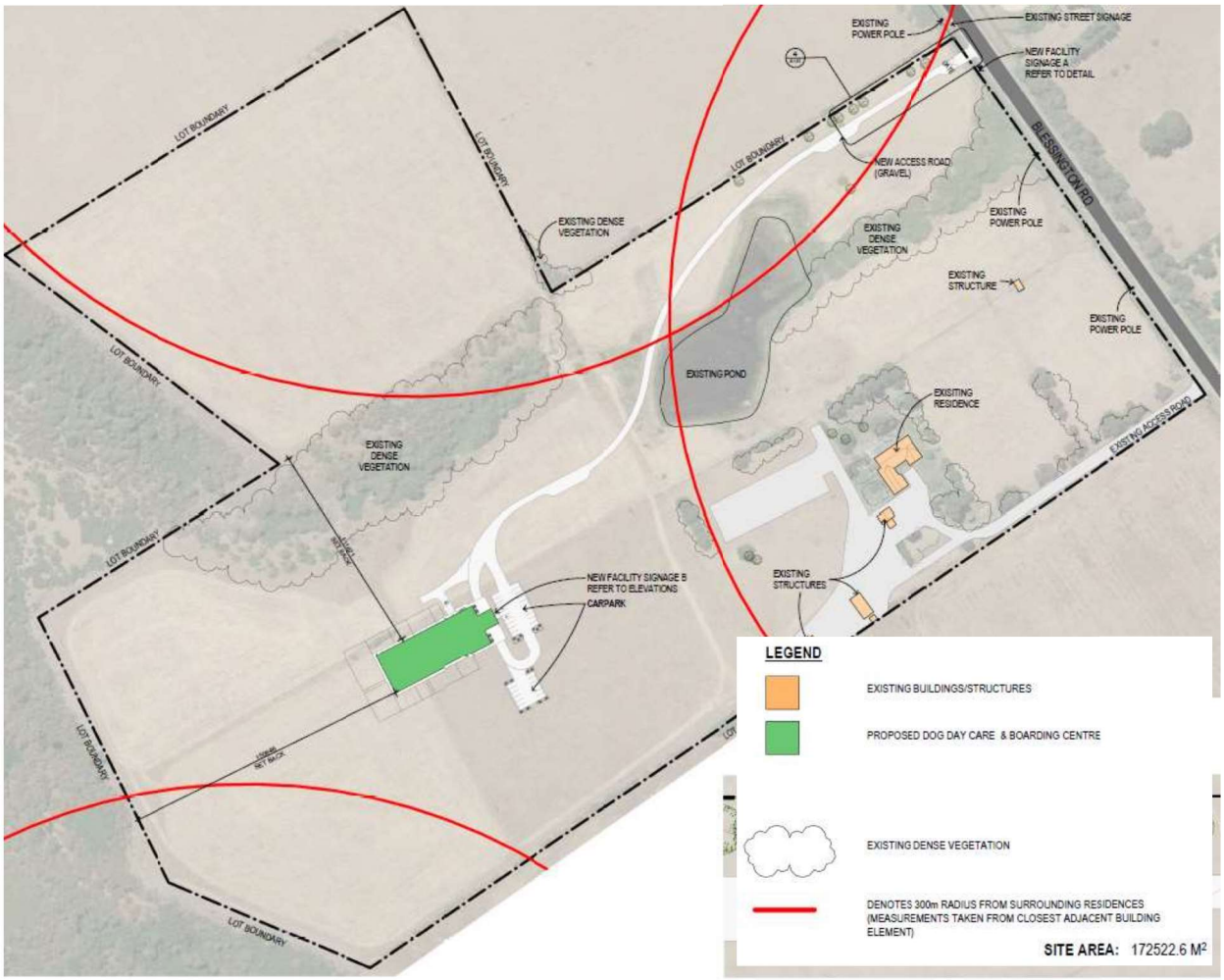

Figure 7 Proposed Development Detail

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4. Traffic Impacts

4.1 Traffic Generation

The day care facility has 9 exercise yards and nine pens, as well as 3 day rooms and a grooming room. The day care facility caters for up to 120 to 150 dogs.

Traffic generation was determined by first principles. The traffic generation has been estimated based on 85% occupancy of the day care facilities. This would equate to approximately 128 customers (assuming 85% of 150 day care pets).

The day care facility would equate to the movement of approximately 128 pets to and from the facility each day. The facility also incorporates a collection and drop off facility using a bus. It is estimated that approximately 20% of customers will utilise the bus service. If the balance of pets are transported by their owners in cars, then the traffic generation of the site will be (two way movements):

- Cars - customers - 102 cars per day
- Buses – pick-up/ drop-off - 4 buses per day
- Staff - 20 vehicle trips per day
- Deliveries - 2 trips per day
- TOTAL - 128 vehicles per day

The peak traffic generation is likely to be in the order of 44 vehicles per hour (approximately one-third of the daily generation). This would consist of 22 inward and outward movements per hour.

4.2 Trip Distribution

All traffic will utilise Blessington Road to access the site. The majority of this traffic will access the site via St Leonards Road approach. The likely directional traffic split will be 85 vehicles per day to/from St Leonards Road, and 43 vehicles per day the southwestern approach of Blessington Road.

4.3 Access Impacts

The proposed development creates a new access on Blessington Road near the northern boundary of the site.

4.3.1 Traffic Generation at Access

The Acceptable Solution A1 of Clause E4.6.2 of the Planning Scheme states "*no new access of junction to roads in an area subject to a speed limit of more than 60-km/h*".

The new access therefore does not meet the Acceptable Solution requirement.

The Performance Criteria P3 of Clause E4.6.2 states:

"For roads in an area subject to a speed limit of more than 60km/h, accesses and junctions must be safe and not unreasonably impact on the efficiency of the road, having regard to:

(a) the nature and frequency of the traffic generated by the use;

(b) the nature of the road;

(c) the speed limit and traffic flow of the road;

(d) any alternative access;

(e) the need for the access or junction;

(f) any traffic impact assessment; and

(g) any written advice received from the road authority".

The following is relevant with respect to the proposed development:

a. Nature and frequency of traffic generation. The traffic generation of the proposal is likely to be 128 vehicles per day. The peak generation of the site is likely to be in the order of 44 vehicles per hour, consisting of relatively even inward and outward movements (22 vehicles per hour in each direction). This equates to less than one vehicle movement per minute. Traffic generated by the use will be predominantly light vehicle traffic, with a small number of bus movements. This is consistent with the traffic in the surrounding road network. The access to the site and Blessington Road can absorb this level of traffic generation without any significant loss of efficiency.

b. Nature of road. Blessington Road is a major collector road.

c. Speed limit and traffic flow of road. The speed limit of Blessington Road is 100-km/h. The traffic volume is approximately 1,600 vehicles per day.

d. Alternative access. No alternative access is possible for the site.

e. Need for access. The access is required to provide access to the development site. It is considered appropriate to separate the existing residential access from the commercial access. The residential access generates approximately 1 vehicle movement per hour during peak periods and has no operational impact on the safety or efficiency of Blessington Road. The proposed access will have a security gate to ensure security of the facility. This would not be appropriate for the residential property, thus requiring separation.

f. Traffic impact assessment. This report documents the findings of a traffic impact assessment.

g. Road authority written advice. The Department of State Growth (the road authority) requested information and analysis on the proposed junction, as well as a justification for the need for two accesses to the site. The existing residential access is located approximately 215 metres from the proposed access, which provides sufficient separation to prevent any interference between vehicle movements at each access.

Based on the above assessment, the proposed development meets the requirements of Performance Criteria P1 of Clause E4.6.2 of the Planning Scheme.

4.3.2 Sight Distance

The Acceptable Solution, A1, of E4.6.4 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*". The requirements of Table E4.6.4 are reproduced in Table 1.

Table 1 Planning Scheme SISD Requirements

Vehicle Speed	Safe Intersection Sight Distance in metres, for speed limit of:	
km/h	60 km/h or less	Greater than 60 km/h
50	80	90
60	105	115
70	130	140
80	165	175
90		210
100		250
110		290

In this case, the required SISD is 250 metres, noting that the actual vehicle speed (measured as the 85th percentile speed) was assumed to be equal to the speed limit of 100-km/h.

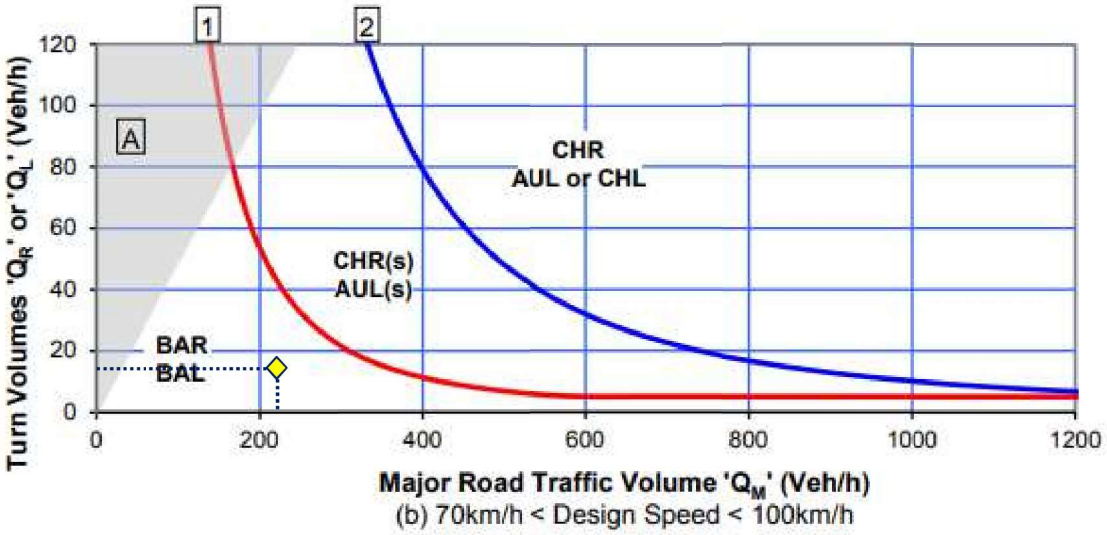
The available sight distance at the site access is shown in Figure 2. The available sight distance exceeds 250 metres in both directions from the access and therefore complies with the Acceptable Solution, A1, of E4.6.4 of the Planning Scheme.

4.4 Junction Assessment

The Austroads publication, Guide to Traffic Management, Part 6: Intersections, Interchanges and Crossings, 2019, provides the guiding technical requirements for junction treatments.

In an urban fringe context (70-km/h to 100-km/h), the requirements for junction treatments are reproduced in Figure 8. Austroads Figure 2.25(b) is "*appropriate for higher-speed urban roads, including those on the urban fringe and lower speed rural roads*" – Blessington Road adjacent to the site is located approximately 150 metres from the start of the 100-km/h zone following the urban section of the road that has a posted speed limit of 60-km/h.

Figure 8 Austroads Turning Lane Warrants



The major road volume is estimated to be 220 vehicles per hour during the morning peak period, with a turn volume estimated to be in the order of 15 vehicles per hour (being 65% of the inward trips = 65% x 22 vehicles per hour). Note that the PM peak has a lower hourly volume, in the order of 150 vehicles per hour.

It can be seen that the right turn movements fall into the BAR region (indicated by dashed line and yellow marker in Figure 8). This suggests that no formal turn lane treatment is required for the right turn entry movement.

The BAR treatment requires localised road widening opposite the junction to enable vehicles to pass a right-turning vehicle entering the site.

4.5 Pedestrian Impacts

The proposed development is unlikely to generate any pedestrian traffic on Blessington Road.

4.6 Road Safety Impacts

No significant adverse road safety impacts are foreseen for the proposed development. This is based on the following:

- There is sufficient spare capacity in Blessington Road and the surrounding road network to absorb the peak hour traffic generated from the proposed development. The estimated peak traffic generation be 44 vehicles per hour.
- The existing road safety performance of Blessington Road near the subject site does not indicate that there are any specific road safety deficiencies that might be exaggerated by traffic generated by the proposed development.

- There is adequate sight distance from the access for the prevailing vehicle speeds on Blessington Road in accordance with Planning Scheme requirements (refer to Section 4.3.2).

5. Parking Assessment

5.1 Parking Provision

The proposed development provides a total of 31 on-site car parking spaces as well as a porte cochere for pick up and drop off. The car parking is spread between two asphalt car parks. The parking includes 2 disabled spaces (two within each car parking area).

The car parking areas are shown in Figure 6.

5.2 Planning Scheme Requirements

The Acceptable Solution A1 of Clause E6.5.1 of the Planning Scheme states "*The number of car parking spaces must not be less than 90% of the requirements of Table E6.1 (except for dwellings in the General Residential Zone)*".

Table E6.1 of the Planning Scheme requires 1 space per employee and 2 visitor parking spaces for 'domestic animal breeding, boarding or training' land use. This is a requirement for 22 parking spaces (20 staff). The provision of 31 spaces exceeds this amount and therefore the Acceptable Solution A1 of Clause E6.6.1 of the Planning Scheme is met.

5.3 Car Parking Layout

The Acceptable Solution A1.1 of Clause E6.6.2 of the Planning Scheme states:

> *"Car parking, access ways, manoeuvring and circulation spaces must:*
>
> *(a) provide for vehicles to enter and exit the site in a forward direction where providing for more than 4 parking spaces;*
>
> *(b) 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;*
>
> *(c) have parking space dimensions in accordance with the requirements in Table E6.3;*
>
> *(d) 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; and*
>
> *(e) have a vertical clearance of not less than 2.1 metres above the parking surface level".*

The following is relevant with respect to the proposal:

a. On-site turning is available on site to enable vehicles to enter and exit the site in a forward direction.

b. Table E6.2 requires a minimum width of 4.5m for the first 7m from the road carriageway and 3m thereafter. The width of the driveway tapers from Blessington Road to 3.5m. The initial 9m to a gate is a minimum width of 6.0m. West of the gate the wide reduces from 6.0 metres to 3.5

metres over a distance of 9.0 metres. Passing bays are provided at key locations along the access driveway that are 6.0m wide.

c. The parking dimensions are typically 2.6m wide x 5.4m long. These dimensions comply with the requirements of Table E6.3 of the Planning Scheme (requiring 2.6m x 5.4m).

d. The combined access and manoeuvring width adjacent to the parking spaces is 6.6m. This is greater than the minimum requirement of 6.4m under Table E6.3 of the Planning Scheme.

e. Vertical clearances are not applicable for this development.

Based on the above assessment, the development meets the requirements of Acceptable Solution A1.1 of Clause E6.6.2 of the Planning Scheme.

5.4 Disabled Car Parking Requirements

Acceptable Solution A2 of Clause E6.5.1 of the Planning Scheme states "*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*".

The National Construction Code (NCC) classifies the development as a Class 5 building. This requires 1 space for every 100 car parking spaces or part thereof to be for persons with a disability.

This is a requirement for 1 disabled parking spaces. A total of 2 spaces are provided, thus meeting the requirements of Acceptable Solution A1 of Clause E6.5.1 of the Planning Scheme.

5.5 Motorcycle Parking Requirements

Acceptable Solution A1 of E6.5.4 of the Planning Scheme requires:

> *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.*

With a total of 22 parking spaces required by Table E6.1 (noting 48 spaces provided), the total motorcycle parking requirement is 1 space. The development does not provide dedicated motorcycle parking and therefore the Acceptable Solution A1 of Clause E6.5.4 is not met.

The Performance Criteria P1 of Clause E6.5.4 states:

> *Motorcycle parking spaces must be provided to meet the reasonable needs of the use, having regard to:*
>
> *(a) the nature of the proposed use and development;*
>
> *(b) the availability and accessibility of motorcycle parking spaces on the road or in the vicinity; and*

(c) any site constraints such as existing buildings, slope, drainage, vegetation and landscaping.

The following is relevant with respect to the development proposal:

a. The proposed use of the development is a pet day care facility. Customers are highly unlikely to transport their pets by motorcycle. Whilst it is acknowledged that staff may travel by motorcycle, the overall provision of parking on-site exceeds the minimum requirements and therefore the provision for any motorcycle demands can be met with car parking spaces.

b. There are no dedicated motorcycle parking spaces provided in the nearby vicinity (noting that motorcycles can park legally within a car parking space).

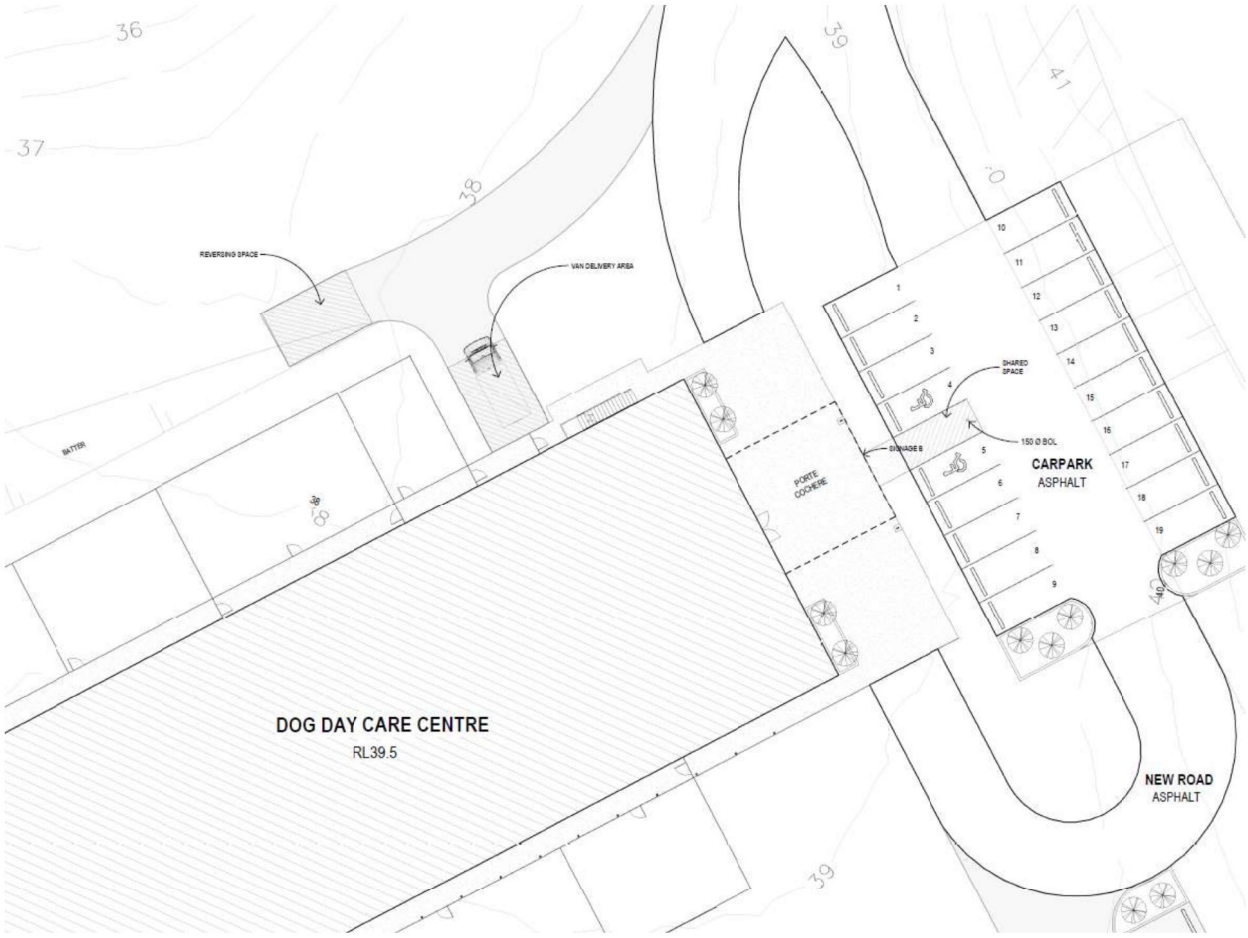
c. There are no site constraints that would prevent the provision of a dedicated motorcycle space.

Based on the above assessment, the proposed development meets the requirements of Performance Criteria P1 of Clause E6.5.4 of the Planning Scheme. Noting specifically that the land use is unlikely to generate motorcycle parking demands.

5.6 Service Vehicle Requirements

The facility will utilise a bus to transport dogs to and from the day care facility. The loading area is shown in Figure 9. A turning facility is provided for the bus/ truck to turn, thus facilitating forwards entry and exit from the loading area.

Figure 9 Delivery Area



The Acceptable Solution A1 of E6.6.4 of the Planning Scheme requires:

> *The area and dimensions of loading bays and access way areas must be designed in accordance with AS2890.2 – 2002, Parking Facilities, Part 2: Parking facilities - Off-street commercial vehicle facilities, for the type of vehicles likely to use the site.*

The bus will access the site at a delivery area at the northern side of the day care centre.

AS2890.2 requires that the service area is dependent on a combination of:

(a) The maximum size of vehicle likely to use the facility.
(b) The frequency with which vehicles of different classification use the facility; and
(c) Whether the public road from which the facility is accessed is a major or minor road.

The following points are relevant for the site:

a. The maximum size of vehicle is a 8.8m single unit vehicle. Swept paths confirm that this vehicle can enter and exit the facility in a forward direction.

b. The frequency of access to the site will be minimal, only several times per day.

c. The access is classified as a 'major road' in accordance with AS2890.2 requirements.

AS2890.2 requires that the use of the service area for regular use of a major road must be as follows:

(a) A service area unobstructed by other vehicles or on-site activities shall be provided.
(b) All manoeuvring associated with parking, loading and unloading shall be able to be confined to the service area.
(c) Both entry and exit at the property boundary shall be in the forward direction.
(d) Circulation roadways shall be provided to connect the access driveway with the service area.
(e) Wherever practicable, separate entry and exit access driveways should be provided.

In this case, the following is applicable:

a. The service area and access driveway have been tested for the design vehicle (8.8 metre truck). The loading area is only used for the bus delivery and collection of dogs (ie. the loading area is separated from all other activities).

b. All manoeuvring associated with loading activities is contained within the loading area.

c. Entry and exit from the overall site is via a forward motion.

d. A service driveway connects around the perimeter of the site.

e. Entry and exit is combined at the Blessington Road access. It is not considered practicable to separate the entry and exit driveways for the service area due to site constraints.

The service area therefore complies with the requirements of AS2890.2. The loading area therefore meets the requirements of Acceptable Solution A1 of Clause E6.6.4 of the Planning Scheme.

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6. Conclusions

This traffic impact assessment (TIA) investigated the traffic and parking impacts of a proposed dog day care centre at the rear of the property at 48 Blessington Road.

The key findings of the TIA are summarised as follows:

- The daily traffic generation of the site is likely to be 128 vehicles per day. The peak traffic generation is likely to be in the order of 44 vehicles per hour (approximately one-third of the daily generation). This would consist of 22 inward and outward movements per hour.
- The traffic generation of the development at the site's access meets the requirements of Performance Criteria P1 of Clause E4.6.2 of the Planning Scheme.
- A Basic Auxiliary Right Turn lane (BAR) treatment has been identified as required under Austroads requirements at the proposed access location.
- The development provides a total of 31 on-site car parking spaces spread between two car parking areas. The parking includes 2 disabled spaces. The parking provision meets the requirements of A1:E6.5.1 and A1:E6.5.2 of the Planning Scheme.
- The development will utilise a bus to transport dogs to and from the day care facility. The loading and unloading of dogs will occur in the northern side of the day care centre. The operation of this loading area meets the requirements of Acceptable Solution A1 of Clause E6.6.4 of the Planning Scheme.

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

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Document Status

Revision	Author	Review	Date
0	Keith Midson	Zara Kacic-Midson	7 March 2019
1	Keith Midson	Zara Kacic-Midson	9 March 2019
2	Keith Midson	Zara Kacic-Midson	22 July 2019
3	Keith Midson	Zara Kacic-Midson	6 September 2019
4	Keith Midson	Zara Kacic-Midson	9 October 2019

The Launceston Veterinary Group would like to express our support of the planned development of 'Winston Play and Stay' dog daycare and boarding facility.

As veterinarians we have an excellent professional relationship with Keri Thurley in her role as the owner of Pets Now Boarding. Keri and her team at Pets Now Boarding are passionate and knowledgeable.

Well run dog daycare facilities provide a range of benefits particularly for busy households where dogs may have limited social and physical interactions with other animals and humans for extended periods every day.

The Australian Veterinary Association (AVA) Policy "Boarding facilities including dog and cat daycare centres:" https://www.ava.com.au/policy/618-boarding-facilities-including-dog-and-cat-daycare-centres states that such benefits include:

- allowing acceptable social interaction between different sizes and breeds in a non-threatening environment

- providing companionship and exercise through interaction between pets of the same species

- allowing non-aggressive social interaction between pets that often come from single-pet households; and counteracting boredom in the home by providing mental, physical and social stimuation.

For some dogs, daycare centres can support the avoidance of situations that progress behavioural illness; as may be the case with dogs that suffer from anxiety when left alone.

This AVA policy also emphasises the importance of appropriate facilities and staff training:

"Proprietors of boarding and day care facilities should be knowledgeable on the environmental needs of the species in their care, taking into account appropriate space, group numbers and enrichment opportunities when setting up their premises."

'Winston Play and Stay' will be a purpose built, thoughtfully designed facility, allowing it to achieve these goals for the benefit of dogs and dog owners in the Launceston region. Given Keri's proven skills and passion in the areas of dog boarding and day care we are excited about this high quality offering for the Launceston community. The fact that the facility will also support training and pet education courses will be of huge benefit and can only support responsible dog ownership and animal welfare in Launceston.

Dr Fiona Duggan BA, BVSc(Hons)
Launceston Veterinary Group

Dr Kim Barrett BVSc, MANZVS
Launceston Veterinary Group

7th October 2019

TO WHOM IT MAY CONCERN

STATEMENT OF SUPPORT OF PLANNING APPLICATION FOR WINSTON PLAY AND STAY DOGGIE DAY CARE AND LUXURY BOARDING FACILITY.

I am writing in support of the planned development of Winston Play and Stay dog day care and luxury boarding facility.

As a long-term user of an assistance dog for PTSD, I can attest that Winston Play and Stay will provide essential services for assistance dog owners, and especially for those owners training their own assistance dog for PTSD.

Currently there are no training services for PTSD assistance dogs in Tasmania, so it is vital that a city provides access to infrastructure, such as Winston Play and Stay, for owners self-training their assistance dog.

As PTSD, like some other mental health disabilities, can improve with other treatments many studies have shown the value of an assistance dog to a PTSD sufferer. PTSD can be a life-long disability, and therefore a person may be training several assistance dogs over the years. It is incredibly important that the infrastructure is in place to support them as they train and use their assistance dog.

The most important service that Winston Play and Stay will provide a person training a PTSD assistance dog is the facility to regularly socialise with other dogs, to the point where the assistance dog can be totally relied on when encountering any other dog while working for its owner.

This is an essential safety requirement for any assistance dog, but it can be very difficult to achieve any other way for someone training an assistance dog, and who has a disability that limits their physical movements or social engagement.

The additional service of the Transport Bus that Winston Play and Stay will offer is important for those owners who would otherwise find it difficult to maintain this essential part of an assistance dog's initial, and ongoing, training. The Transport Bus will also assist in getting assistance dogs to vet and grooming appointments, which can be difficult experiences for owners with PTSD.

Another important service that Winston Play and Stay will provide to an assistance dog being trained or working, is that of a place for 'time out' with other dogs to just play and be a dog. Assistance dogs are working 24/7 and they can get stale without regular time out to refresh and relax from their duties.

Everybody wants the best for their pet, but assistance dog owners need the quality and type of facility that Winston Play and Stay will provide. It is not only the socialisation with other dogs that most dog boarding or day care places don't provide that an assistance dog needs, but it is also the range of physical and mental experiences and stimuli that Winston Play and Stay will provide its clients that ensures the time an assistance dog spends there is a fulfilling experience for a dog that may otherwise have quite a limited life.

An assistance dog is an indoor dog, through the necessity of being near its owner day and night. The luxury boarding that Winston Play and Stay will offer includes heated sleeping quarters. Again, this is something not provided by other places, but is an important comfort factor for an assistance dog that may even be used to the luxury of sleeping next to a warm human.

Having a boarding facility that is suitable for PTSD assistance dogs can also assist greatly in a person's improvement in functionality, by offering a place for the assistance dog of such quality that the owner can "test out" being without their assistance dog, without any additional stress about the dog's care.

I can personally attest that the owners and operators of Winston Play and Stay maintain the highest standards of pet care at their current establishment, Pets Now Boarding. They also maintain the highest standards in every other part of the operation, from customer service and administration processes to staff training and care.

I look forward to entrusting my current and future PTSD assistance dogs to Winston Play and Stay for day care and luxury boarding.

P Hoban 12/09/2019

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Statement of Support for "Winston Play & Stay" at St Leonards

To whom it may concern

I am an existing customer of Pets Now Boarding's (PNB) services for my two Airedale Terriers Darcy (6yrs) & Dave Growl (2yrs). As my partner Harriet and I both work full time and the boys suffer some separation anxiety and assorted physiological issues we decided to investigate our options with regards day-care & boarding services with a mind to finding a service capable of caring for them and providing suitable oversight.

Our initial investigations provided relatively few options for day-care with places extremely limited due to high demand. With Harriet's roster changing regularly we needed an option which could accommodate the boys with a day or two notice and PNB came recommended.

After an initial trial to see if the dogs suited the environment, we were informed they could have a place and we are so glad we did. The service level and level of expertise of the staff is outstanding. Our dogs are our children and I feel completely at ease leaving them with the staff as they love them as much as we do. The boys have become better behaved dogs with the increased socialisation and the staff have managed their individual health issues perfectly to ensure they get the most out of the experience.

Unfortunately, they are regularly fully booked, and we have an understanding that day-care is not available during school holidays due to a lack of space. In these cases, I need to stay home from work to look after them which impacts the running of my business. As we utilise their services 1-3 times per week this can be a significant impact over school holidays.

The facility proposed at St Leonards will provide greater capacity and ensure that our dogs can be cared for in a safe but stimulating environment, under the excellent levels of supervision that PNB provides.

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As I mentioned before, our dogs are our children, and this is a common situation for young couples to not have children while we focus on our careers. Just like with real children a lack of day-care places makes our community less attractive to young professionals as their "Children" cannot be cared for correctly. A facility such as "Winston" is highly desirable and would be a consideration in my decision making in moving to Launceston.

I am lucky enough to have seen what is proposed and I am very excited that Launceston could soon have a world class, state of the art facility for day-care & boarding. The owners have put immense effort into upskilling staff, looking at best practice globally and spared no expense to make Winston the best it can be for our loved ones. Every detail has been scrutinised to ensure that the impact to the community is extremely positive and provides support for the growth of Launceston into the future.

I personally believe this project is essential for Launceston to be considered a modern city and one that considers the needs of its citizens. I sincerely hope that those scrutinising this project consider the changing community attitude towards pets and their effects on our lives; i hope they are dog owners because I think they will get it. This is a day-care/boarding facility for people who love their dogs and want to give them the best quality of life possible when they can't be with them and with demand as it is currently; that's a lot of dog owners.

Regards

Ryan Hughes

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