

8 October 2021

P1844 Cityplan Bylong Park Traffic & Parking Review

Greyhound Racing NSW  
C/- Cityplan  
Suite 6.02, 120 Sussex Street,  
Sydney NSW 2000

**Attn: Stephen Kerr**

Dear Stephen,

**Proposed Greyhound Boarding and Retraining Facility, Denman, NSW.**

Further to your request we have now completed our review of traffic and parking associated with the proposed animal boarding and training facility at 'Bylong Park', 1949 Martindale Road, Denman, NSW. The following assessment has been prepared in accordance with the TfNSW Guide to Traffic Generating Developments with consideration to the relevant planning requirements outlined within the Muswellbrook Development Control Plan 2010.

**Background**

Bylong Park is located at 1949 Martindale Road, Denman, shown below in Figure 1. It has an area of approximately 135 hectares and is located in a closed valley approximately 21km from the township of Denman. Bylong Park is surrounded by rural holdings within a valley with Martindale Road providing the only means of access. The subject site is made up of three rural lots with consolidation of these into a single lot forming part of the development application.



Figure 1 – Location of Bylong Park in the context of the local road network.

**Martindale Road** is a local rural road providing access to a number of rural properties including the subject site. Martindale Road allows for 2-way traffic movements with no sections requiring dedicated passing bays. It offers a mixture of single lane of travel in each direction and sections of single lane with a width permitting opposing traffic to pass with reduced speed and placing 2 wheels on the verge. Drivers on this road are familiar with the alignment / width and drive to the conditions accordingly. As a no through road there is little if any demand from unfamiliar drivers along this road.

Martindale Road connects with Yarrawa Road to the north of the site which in turn connects with the local roads within Denman township. North of the town the Golden Highway (Denman Road) provides access to the region including Muswellbrook to the east and Dubbo and Gilgandra to the west. The posted speed limit along Martindale Road is 90 km/h.

Observation on site indicate that the existing traffic flows would be less than 20 vehicles per hour along Martindale Road and lower than this past the subject site given that the site is towards the end of this no through road. This is consistent with the nature of Martindale Road given that there is limited development along its length with no major roads intersecting along it. These flows are well within the capacity of the road.

Martindale Road provides heavy vehicle access to rural farm uses located along this road. Supplies and live stock movements associated with the various rural holdings would see the movement of heavy vehicles including semi-trailers. There are no load limits noted.



*Photo 1 – typical cross section for Martindale Road.*

No specific road upgrades are noted for this existing length of the road. There are a couple of water crossings with depth boards provided, indicating that at times this road can be blocked by running water in heavy rainfall conditions. This is an existing situation.

### Proposal

The proposed development will be a facility operated by NSW Greyhounds and shall be used for boarding and retraining Greyhound dogs prior to their adoption and 'rehoming' via the NSW Greyhounds. This will be the first facility of its kind in NSW.

It is to be developed on a site previously operated as a horse stud.

The proposal requires the construction of facilities to accommodate and provide veterinary care for up to 400 dogs including:

- Construction of 20 kennel buildings each housing up to 20 kennels/dogs
- A new veterinary and supporting services building
- Renovation of existing stable building as an outdoor covered training area
- Sewerage, waste-treatment and plumbing works.
- When operational, the facility will employ the equivalent of 24 full-time staff and volunteers.

The proposal allows for a Development Application to be submitted to Muswellbrook Shire Council.

### Operation of the Facility

Rehabilitation at the Farmstay, which will be both behavioural and medical, will be focused on progressing greyhounds to GAP NSW centres for adoption. The Bylong Park facility is not planned as an adoption centre. Any greyhounds that are deemed unsuitable for pet life, even after long-term rehabilitation, will remain at the Farmstay and live comfortably for the rest of their natural lives, and their welfare will be regularly monitored and actively maintained through appropriate care and enrichment. In this way the Farmstay facility will operate with variations

in the occupancy rate depending on the number of dogs requiring assistance and rehoming. The assessment has been undertaken on the basis that 400 dogs are located on site.

Of the 24 staff and volunteers, the site manager/caretaker shall reside on site with the balance of assistants travelling to and from the site each day.

Veterinarians will attend site three times per week (and additionally if required for an emergency).

### Parking Provision

The site is a large rural holding and shall provide suitable space for parking for staff adjacent to the various facilities of the operation as required. A carpark providing for 20 vehicles is proposed in addition to parking adjacent to the manager's residence.

### Assessment of Car Parking

Muswellbrook Shire Development Control Plan 2010 does not provide a specific parking requirement for developments of this nature. It is noted however that adequate parking shall be provided in association with the elements of the facility to ensure that there are sufficient spaces for the typical parking demands.

Allowing for up to 24 staff and volunteers on site at any one time it will be appropriate to provide suitable parking for this number of vehicles. Whilst some staff and volunteers may share driving to the site there is no opportunity for public transport and it is unlikely to appeal to cyclists given its distance from residential areas.

Servicing for the site shall be minimal but may include waste collection and some deliveries (bulk food etc). Such demands are similar to other rural holdings within the vicinity of the site and would be consistent with other demands for the property. There is adequate space for such vehicles to enter and exit the site in a forward direction having turned around within the site.

Therefore, parking associated with staff and volunteers employed at the site and servicing demands associated with the operation of the facility can be contained within the site without any external impact.

Internal works will allow for the movement of vehicles as required including a potential crossing of the waterway within the site.

### Assessment of Traffic Impacts

The Guide to Traffic Generating Developments does not provide specific traffic generation rates for a development of this nature and so the traffic demands associated with the site have been calculated from first principles based upon the operational characteristics of the site.

Traffic demands are as follows:

- Staff/volunteers travelling to and from the site daily – 48 trips (24 inbound/24 outbound). Unlikely to come and go from site during the day due to the relatively remote location
- Veterinary contractors or taking dogs to the vet – 3 times per week (3 inbound/3outbound)
- Manager/caretake resident on site – assume 4 trips daily (2 outbound/2 inbound)

Site servicing including delivery of dogs

- Delivery of product, removal of waste etc typically medium to large vehicles - 4 vehicles per week
- Transportation of dogs in light vehicles, possibly with trailers (inbound for retraining and outbound for adoption) - 2-3 vehicles per week

Overall, the proposed development could see up to 56 vehicle movements per day, with 28 inbound and 28 outbound. Of these, 4 vehicles (8 trips) are expected to be associated with medium to heavy vehicles.

There may be special events held on the site with open days to the public or potential corporate days to support the awareness of greyhound rehoming. Such events will be infrequent and could be subject to a separate event management plan. The overall size of the site will accommodate the parking demands for such events in informal parking with additional signage on the approach to the site able to make motorists aware of the event.

Whilst vet assistants and full time staff are likely to arrive at the start of the day and leave at the end of the day, volunteers and casual staff involved in the daily care and enrichment of the greyhounds are more likely to arrive at various times throughout the day and leave depending upon the completion of their duties. This could see a peak movement of 10 trips inbound at the start of the day and 10 trips outbound at the end with the balance of 28 staff based trips (14 inbound/14 outbound) throughout the day being 5 trips per hour.

The existing traffic flows along Martindale Road (adjacent to the subject site) would be less than 20 vehicles per hour, which is well within its capacity. As a horse stud the subject site would have previously generated traffic demands typical of such a development with daily traffic associated with manager and staff movements, visiting vets etc and visitors to the stud associated with breeding. There would also have been heavy vehicle movements associated with food, bedding and produce deliveries and the movement of horses to and from the stud.

The traffic demands associated with the development will increase the existing traffic by up to 10 vehicles per hour, less if considering those that are additional over the prior use for the site. This is well within the capacity of this road and will not have a noticeable impact upon the operation of this road given the rural nature of the holdings and the set back of properties from the road.

## Access

There are no changes proposed to the existing access to the site.

The access driveway currently provides an un-sealed driveway in the order of pavement in the order of 4.5 metres wide with grass verges to both sides to allow for 2-way traffic movements.

The additional traffic generated by the proposed development can be catered for within the existing access driveway. All traffic shall be forward in forward out. Given the large size of the subject site and the ability for maneuvering surrounding buildings no turn circles are considered necessary





*Photo 2 – Existing access to subject site*

As part of the site work, Seca Solution has reviewed the existing access arrangements for the site. The access driveway allows for safe traffic movements in and out of the site. The driveway currently provides access to rural holdings with associated heavy vehicle movements for farm use, including heavy vehicles for supplies with inbound and outbound vehicle movements.

Sight distances requirements for a vehicle exiting a development at a driveway are specified by AS2890.1 depending upon the speed limit along the frontage road. For the speed limit of 90 km/hr along Martindale Road, the desirable sight distance for a vehicle exiting the site is 160 metres with 125 metres minimum. Sight distance to the left for drivers exiting the driveway is approximately 80-90 metres. It can be seen that this sight line does not meet this requirement, however the drivers along this length of road are all local given it does not provide a through route and drive to the conditions accordingly. Visibility to the right of the driveway exceeds 250 metres.

It is recommended that an advanced warning sign be provided for traffic northbound on Martindale Road to highlight the presence of the driveway and potential for turning vehicles. This will benefit the existing road users / occupants in this location as well as the traffic movements associated with the project site.



*Photo 3 – Visibility looking left from subject site along Martindale Road. Visibility has some restriction due to the slight brow on the road.*



*Photo 4 – Visibility looking right from subject site along Martindale Road.*

The detailed design of the driveway shall be in accordance with Muswellbrook Shire Council's design guidelines and shall allow access for heavy vehicles including rural fire trucks.

An Emergency Response plan for the site shall consider the access requirements for emergency events including flood and bushfire.

### Construction Traffic

Construction traffic demands associated with the development are expected to include concrete trucks and potentially 12.5m rigids and semi-trailers. These vehicles are consistent with the existing local demands on this road during construction or maintenance work for properties.

The access shall provide for these movements. The size of the site is large which shall ensure all construction vehicles are able to park within the site without impacting Martindale Road.

### Conclusion

The above assessment has been undertaken to accommodate peak demands for staff movements with the facility operating at full capacity (400 greyhounds). Traffic and parking have been assessed based on the proposed operation anticipated for the development which is the first of its kind.

It is concluded that the proposal to operate a Greyhound Farmstay at Bylong Park can be accommodated within the capacity of the local road. Traffic movements associated with the development will be minimal across a day with daily movements up to 60 movements two way on days when there are deliveries and vet visits (30 inbound/30 outbound).

The existing access to the site can provide for the required movement of deliveries etc consistent with past rural demands. Whilst it is noted that sight lines to the left of the access are less than required under AS2890, given the lack of through traffic and low demands being primarily local there is an awareness by drivers of the road conditions. Inclusion of signage on the northbound approach can warn drivers of the driveway.

Parking demands associated with the Farmstay can be fully contained within the site with parking required for staff and volunteers as well as the vet or similar visitors.

Given this, the proposal should be approved on traffic and parking grounds.

Please feel free to contact me on 4032 7979 should you have any queries.

Yours sincerely,



**Sean Morgan**  
Director



# Attachment A: Site Plan



