

Traffix Group

Traffic Engineering Assessment

Proposed Tennis Club Expansion
60-74 The Crescent, Cheltenham

Prepared for
Sydney Real Tennis Club

May, 2020

G28246R-01B

Document Control

Our Reference: G28246R-01B

Issue No.	Type	Date	Prepared By	Approved By
A	First Issue	20/03/2020	Daniel Milder	Henry Turnbull
B	Final	21/04/2020	Daniel Milder	Henry Turnbull

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Appendix A Proposed Development Plan

1. Introduction

Traffic Group has been engaged by Sydney Real Tennis Club to undertake a traffic engineering assessment for the proposed expansion to the Cheltenham Recreation Club at 60-74 The Crescent, Cheltenham.

This report provides a traffic engineering assessment of the parking and traffic issues associated with the proposed development.

2. Existing Conditions

2.1. Site Locality

The subject site is located on the southwest side of The Crescent, and extends between The Boulevard and Lyne Road in Cheltenham, as shown in Figure 1 below.

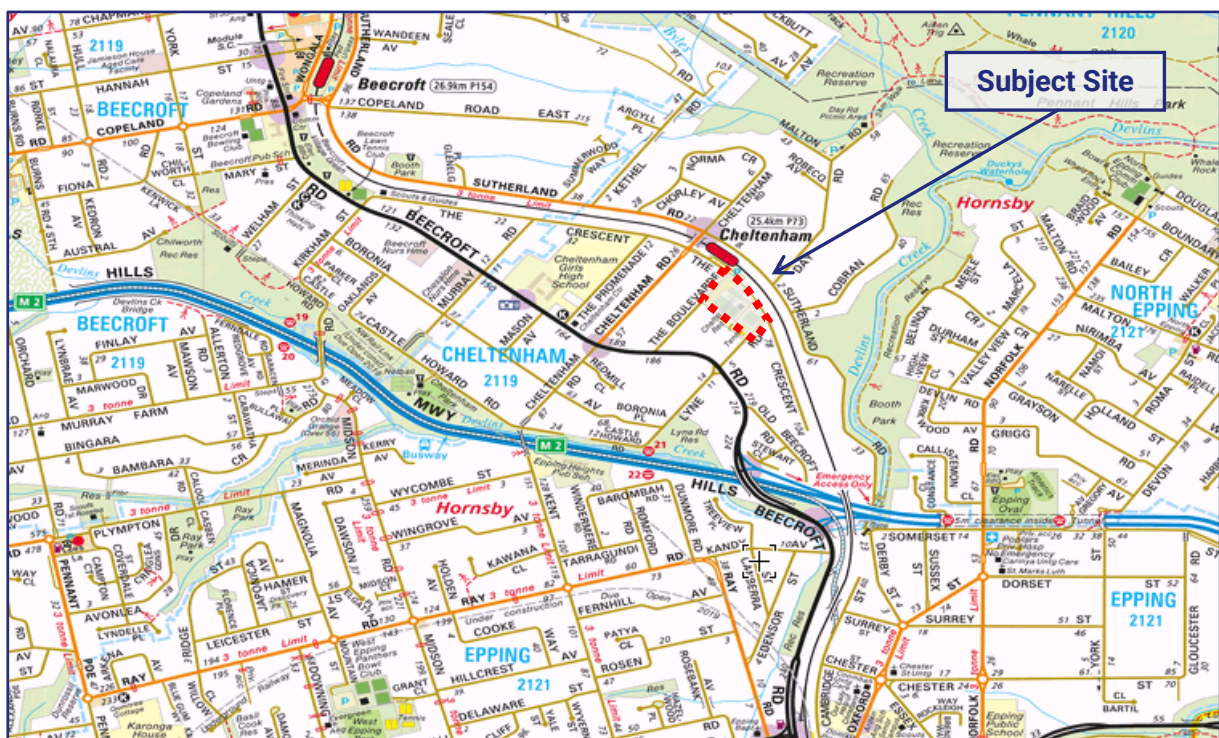


Figure 1: Locality Map

The subject site is occupied by the Cheltenham Recreation Club which provides lawn tennis and lawn bowls play areas and associated Clubhouse facilities. Informal car parking is provided across the site.

The site has an area of approximately 17,300m² and frontages to The Boulevard, The Crescent and Lyne Road of approximately 99m, 168, and 101m respectively.

An aerial photograph of the subject site is presented at Figure 2.



Figure 2: Aerial Photograph (March, 2020)

2.2. Land Use

The subject site is located within the Private Recreation (RRE2) zone under the Shire of Hornsby Development Control Plan as presented at Figure 3.

Surrounding non-residential land uses in the vicinity of the site are the Cheltenham Railway Station.

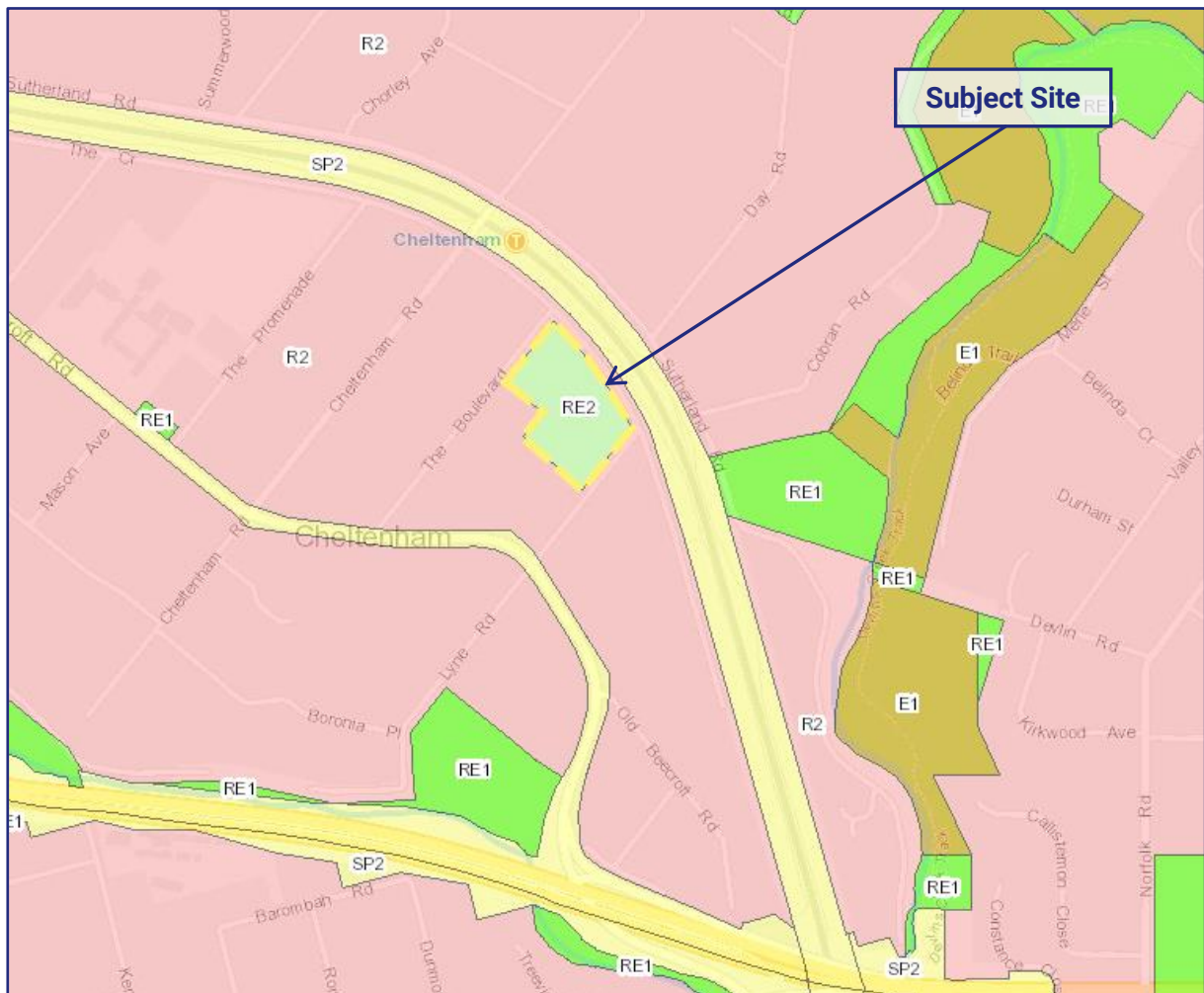


Figure 3: Land Use Zoning Map

2.3. Road Network

The Crescent is a local unclassified which is primarily used to provide vehicular access to frontage properties. It is aligned in a general east-west direction between Kirkham Street to the west and terminating approximately 350m east of Lyne Road.

In the vicinity of the subject site, The Crescent accommodates a single traffic lane in each direction.

Parallel kerbside parking is permitted on the south side of the road while 90 degree angled parking is provided on the north side, abutting the railway line.

A 50km/h speed limit applies.

2.4. Existing Car Parking Conditions

Traffix Group has reviewed the existing parking conditions in the vicinity of the subject site using Nearmap images, as shown in Figure 4.

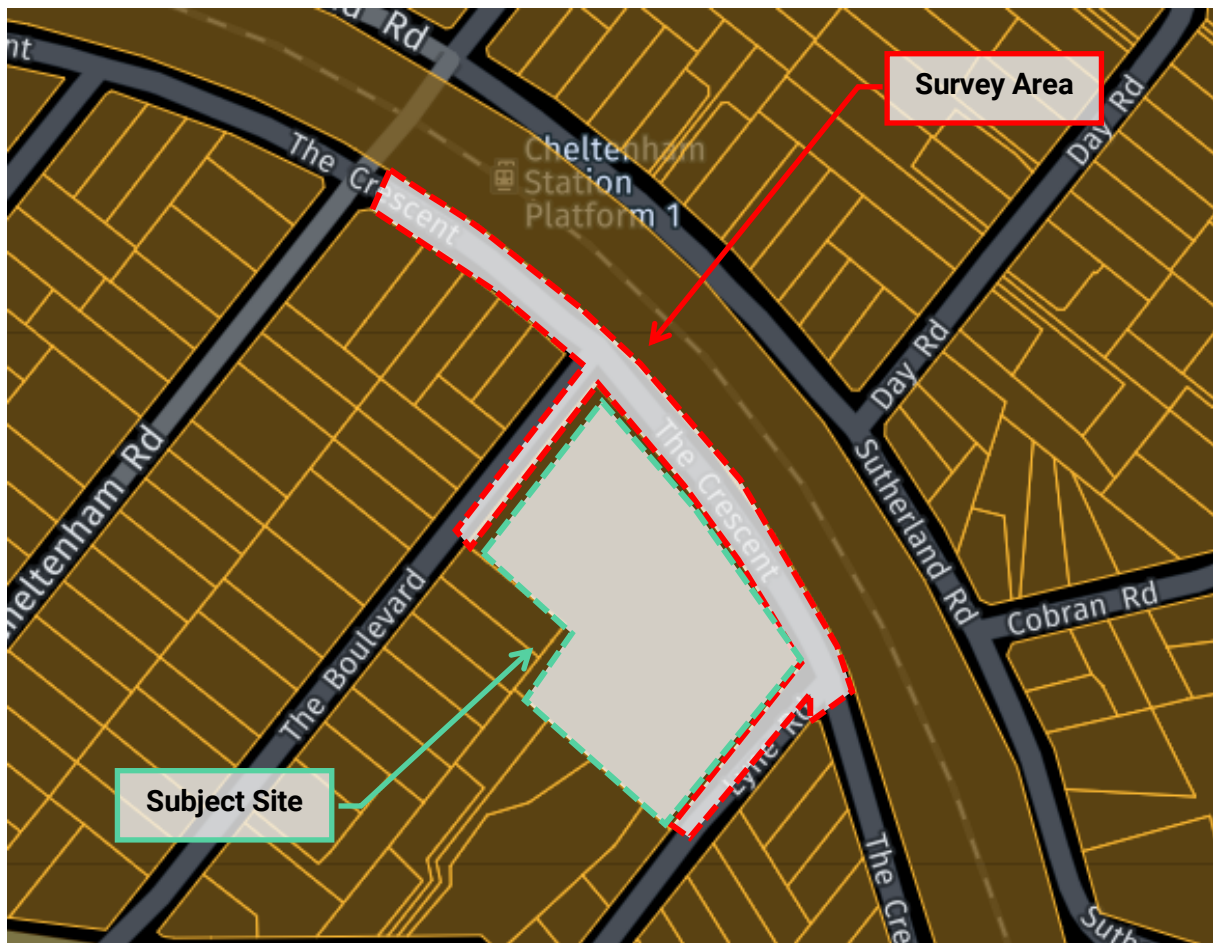


Figure 4: Car Parking Survey Area Map

The car parking surrounding the site is all unrestricted.

The aerial photography that has been reviewed is from the following dates and times:

- Monday March 2nd, 2020 at 2pm,
- Tuesday 21st January, 2020 at 12:30pm,
- Wednesday October, 23rd, 2019 at 1:15pm,
- Sunday 1st September, 2019 at 1pm,
- Tuesday 14th May, 2019 at 12:30pm, and
- Saturday 22nd September, 2018 at 9:15am.

The survey area has a total of 144 parking spaces. The review of the aerial photography found no fewer than 20 vacant on-street parking spaces and an average on-site occupancy of 15 spaces (i.e. 15 vacant spaces).

3. Proposal

The application is for an expansion to the existing recreation facility in order to provide a new real tennis court on the land.

The introduction of a real tennis court as part of the Cheltenham Recreation Club will introduce a new cohort of players in addition to the existing members. Accordingly, it is expected that the new members will increase the activity of the existing Cheltenham Recreation Club.

We are advised that the existing function space has a cap on the number of persons allowed on-site at any one time and there is to be no change to this limit.

No additional parking is intended to be provided on the land however the existing parking is to be modified to provide a disabled space.

A copy of the proposed development plan, prepared by Sav Cremona (dated September, 2019), is attached at Appendix A.

4. Car Parking Assessment

4.1. Statutory Car Parking Requirement

Hornsby Development Control Plan 2013 sets out the statutory car parking requirements for developments.

Table 1C.2.1(d) provides the requirements for a range of different land uses depending on the distance from a railway station.

Tennis Court is not a listed use and therefore, the car parking requirement is as per the RTA Guide to Traffic Generating Development or a Parking Study.

The applicable parking rates for this development, as specified in the RTA Guide is:

- *3 spaces to each court*

The proposed development has a statutory car parking requirement for three spaces. A single disabled carparking space is proposed to be provided within the existing on-site parking area

utilising an existing parking space. A reduction to the car parking requirement set out at Table 1C.2.1(d) of the Hornsby Development Control Plan 2013 is being sought as part of this application.

4.2. Reducing the Car Parking Requirement

Section 1C.2.1 Transport and Parking of the Development Control Plan, specifies ...

A Car Parking Demand Assessment should be provided for any significant variation proposed to the minimum rates prescribed in Table 1C.2.1(d).

Before granting approval to depart from on-site parking rates specified in Table 1C.2.1(d), Council will consider the Car Parking Demand Assessment and any other relevant planning consideration.

4.3. Car Parking Demand Assessment

Availability of Alternative Carparking in the Locality of the Land

The car parking surveys detailed at section 2.4 of this report show that there were never fewer than 20 vacant on-street parking spaces on the surrounding streets.

Accordingly, any demand for carparking as a result of the proposed expansion could easily be accommodated off-site without any adverse impacts.

Significantly, it was also observed that there was an average of 15 vacant on-site parking spaces¹.

Efficiencies Gained from the Consolidation of Shared Car Parking Spaces on the Same Site.

We understand that there are currently in the order of 100 parking spaces provided on the site. As part of the approved childcare centre development on the land, a further 23 spaces would be constructed south of the development area.

The use of the real tennis court is likely to occur mainly after hours and on weekends when there are limited or no parking demands associated with the childcare centre.

We understand that the applicant has a letter of confirmation from the childcare operator that grants the use of its parking spaces for the new development outside of childcare hours.

Accordingly, it would not be inappropriate for the parking spaces to be shared between the uses having regard to the variation in parking demands over time.

Practicality of Providing Carparking on the Site

It is acknowledged that additional car parking could be provided on the site between the existing building and The Crescent, however, this would involve a substantial loss of established landscaping that we do not believe would provide a good outcome for the land.

¹ We note that during on of the survey days, the on-site parking was observed to be full. Nevertheless, off-site carparking still remained and would meet the expected demand.

Access to or Provision of Alternative Transport Modes to or from the Land

The subject site is located approximately 175m from Cheltenham Railway Station and approximately 400m from a Route 651 bus stop.

Accordingly, we consider that the site has good access to alternative transport modes which will result in a reduced demand for carparking for the new real tennis court.

Conclusion

Having regard to the above considerations, we believe that there is sufficient justification to warrant a waiver of the statutory car parking requirement associated with the tennis club expansion.

5. Traffic Assessment

5.1. Traffic Generation

The RTA Guide to Traffic Generating Developments (2002) (RTA Guide) sets out traffic generation rates based on survey data collected in New South Wales for a range of land uses. This guide is referred to in the Austroads Guide which is used by RMS, and is generally regarded as the standard for metropolitan development characteristics.

The RTA Guide sets out the following relevant rates:

Recreation Facility (Tennis Court): Evening peak hour: 4 vehicle trip-ends per court

Significantly, the RTA guide makes note that the provision of regular competitions, night tennis, and lights during winter are factors that influence the rates of traffic generation.

Having regard to the fact that this development is an expansion to an existing facility, we are satisfied that the RTA rate of four trips per court is not an inappropriate guide to the likely PM peak hour traffic generation. As a worst case however, if consecutive doubles matches were being played, it would be possible for eight vehicle movements to occur, i.e. four IN and four OUT.

This level of traffic is negligible and will have no adverse impact to the operation of the road network.

6. Conclusion

Having undertaken a traffic engineering assessment for the proposed tennis club expansion at 60-74 The Crescent in Cheltenham, we are of the opinion that:

- a) the proposed development has a statutory car parking requirement for three spaces as set out at Table 1C.2.1(d) of the Hornsby Development Control Plan 2013,
- b) no additional parking is being provided however, a single disabled parking is proposed to be provided on the site as part of the development utilising an existing space. Accordingly a reduction in the car parking requirement is being sought as part of this application,
- c) there is sufficient justification to warrant a reduction in the statutory car parking requirement having regard to the following:
 - i. the availability of on-street carparking in the vicinity of the site,
 - ii. the ability for the on-site car parking associated with the approved childcare centre to be shared with the proposed expansion having regard to the variation in parking demand over time,
 - iii. the practicality of providing additional car parking in-lieu of established landscaping, and
 - iv. the site is located nearby to bus and train services,
- d) the proposed expansion may generate up to eight additional traffic movements in the peak periods which is negligible and will have no adverse impacts to the road network,
- e) there are no traffic engineering reasons why a planning permit for the proposed tennis club expansion at 60-74 The Crescent in Cheltenham, should be not be granted.

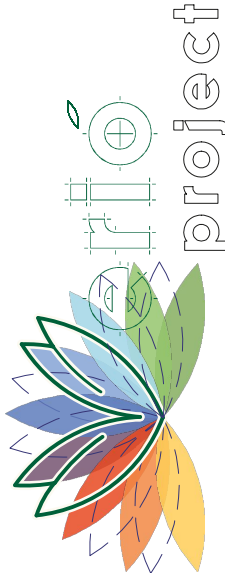
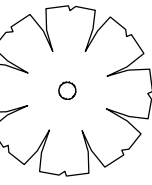
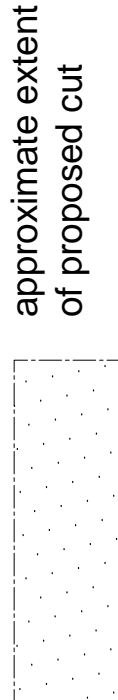
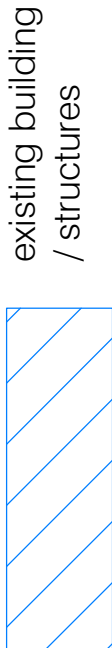


Appendix A

Proposed Development Plans

REV.	DATE:	COMMENT:
A	11/05/20	Development application

legend



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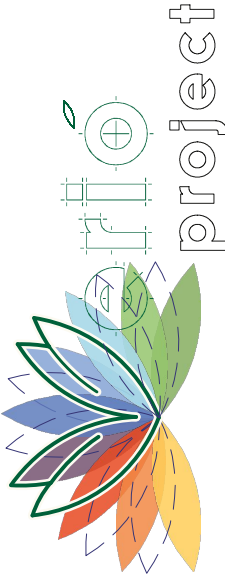
FOR: SYDNEY REAL TENNIS CLUB INC.



ADDRESS:	CHELTENHAM RECREATION CLUB 65-74 THE CRESCENT, CHELTENHAM
PROJECT:	Development Application - PROPOSED NEW INDOOR TENNIS COURT
DRAWING:	PROPOSED SITE PLAN
DATE: 11/05/2020	DRAWN: SNC
DRAWING NUMBER: CRC-A.02	CHK:
SCALE: 1:100@A1	0 1 2 3 4 5
REVISION: A	



REV.	DATE:	COMMENT:
A	11/05/20	Development application



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FOR SYDNEY REAL TENNIS CLUB INC.



ADDRESS:	CHELTENHAM RECREATION CLUB 65-74 THE CRESCENT, CHELTENHAM
PROJECT:	Development Application - PROPOSED NEW INDOOR TENNIS COURT
DRAWING:	PROPOSED LOWER GROUND FLOOR PLAN
DATE: 11/05/2020	DRAWN: SNC
DRAWING NUMBER: CRC-A.10	CHK:
SCALE: 1:100@A1	0 1 2 3 4 5
REVISION:	A

REV.	DATE:	COMMENT:
A	11/05/20	Development application

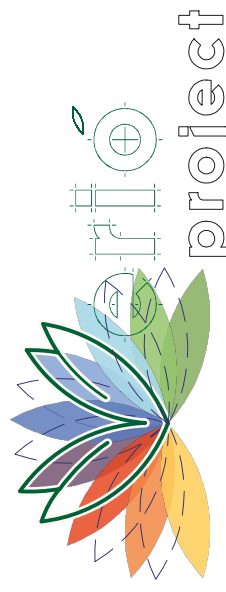
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ADDRESS: CHELTENHAM RECREATION CLUB 66-74 THE CRESCENT, CHELTENHAM	PROJECT: Development Application - PROPOSED NEW INDOOR TENNIS COURT	DRAWING: PROPOSED GROUND FLOOR PLAN		DATE: 11/05/2020	DRAWING NUMBER: CRC-A.11	REVISION: A
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			SCALE: 1:100@A1			
			0 1 2 3 4 5			