

09 November 2023

Project/File: 301400218

Justin Micallef

Oakstand
Level 9, 503-505 Kent Street
Sydney NSW 2000

Dear Justin,

**Reference: Block 7, Section 4 Yarralumla - Forestry Place
Request for Amendment to the National Capital Plan
Weekday Evening Traffic Review**

A Proposed National Capital Plan Amendment (viz. Master Plan) was submitted to the National Capitol Authority in late 2023 for land located at Block 7, Section 4, Yarralumla, referred to as Forestry Place. The Master Plan identifies a range of proposed land uses (and their indicative scale) including residential, aged care, commercial (office) and hotel land uses. As part of the submission, Stantec prepared a Transport Assessment (Transport Impact Report) in March 2021, which was recently updated in November 2023, setting out a review of the transport impacts associated with the Master Plan.

This letter has been prepared as an addendum to the Transport Impact Report to specifically report on the transport impacts associated with the Master Plan for the weekday evening period, after the commuter peak hour, and traffic activity levels more broadly associated with the proposed Hotel land use.

Traffic Review

The Transport Impact Report indicates the land uses contained in the indicative Master Plan is forecast to generate between 227 to 240 vehicular trips in any (traditional road network) peak hour and around 2,324 vehicle trips daily, as summarised at Table 1.

Table 1: Traffic generation by land use (indicative development schedule)

Land Use	Size or Scale	Peak Hour Traffic Generation			Daily Traffic Generation
		Weekday AM Peak	Weekday PM Peak	Saturday Midday Peak	Weekday
Residential	266 units	186	186	186	1,862
Aged Care	130 units	26	26	26	260
Hotel	80 keys	15	15	15	114
Commercial Office	800sqm	13	10	0	88
Total		240vph	237vph	227vph	2,324vpd

The Transport Impact Report identified the road network weekday PM peak hour as 4:45pm to 5:45pm and 5:00pm to 6:00pm respectively for separate traffic counts collected in 2023 and 2021 respectively. An evening peak hour of 6:00pm to 7:00pm has therefore been adopted for the purpose of this

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assessment and to specifically inform traffic demand levels for uses generating higher levels of traffic demand after the recognised road network commuter peak.

Based on an historical understanding of the operational characteristics of similar mixed-use developments, it is evident that the majority of the proposed land uses will tend to generate less traffic in the evening period. The primary exception includes any potential food and beverage offering that may be provided with the hotel.

Typically, restaurants generate peak traffic activity around 6:00pm to 7:00pm due to the concentrated arrival of patrons, with less traffic generated throughout the remainder of the evening. Any food and beverage offering associated with the hotel and site generally is expected to generate less traffic movements than typically experienced at restaurants given its co-location with both the hotel and surrounding residential units meaning hotel guests and residents visiting the restaurant would not generate 'new' trips per se.

Despite observations indicating that the hotel development (including food and beverage offering) is likely to generate a consistent level of traffic during both the road network PM peak hour and evening peak period, we have sought to assess the implications associated with a Hotel generating twice the level of traffic demand, as that originally forecast for the commuter peak hour.

On adopting this methodology, the traffic generating characteristics of the Master Plan for a typical weekday evening (around 6:00pm to 7:00pm) are summarised at Table 2.

Table 2: Traffic generation by land use (indicative development schedule) – weekday evening

Land use	Size Scale	Peak Hour Traffic Generation		
		Weekday PM Peak (5:00pm to 6:00pm)	Weekday Evening Peak Profile [1] (6:00pm to 7:00pm)	Weekday Evening Peak (6:00pm to 7:00pm)
Residential	266 units	186	80%	149
Aged Care	130 units	26	60%	16
Hotel	80 keys	15	200% [2]	30
Commercial Office	800sqm	10	50%	5
Total		237vph		200vph

[1] Profile relative to traffic generating characteristics during road network PM peak hour.

[2] Includes traffic generated by any food and beverage offering.

Table 2 indicates that the Master Plan could (conservatively) generate around 200 vehicle trips during the weekday evening period, representing a level of traffic activity which is around 16 per cent less than that estimated for the PM commuter peak period.

Analysis contained in the Transport Impact Report comprising use of both SIDRA intersection and AIMSUN modelling software indicates that the traffic impacts of the Master Plan on the surrounding road network can be satisfactorily managed during the road network PM peak period. Considering the level of traffic generated by the development is expected to be less in the evening peak hour assessed and considering that background traffic demand levels on the road network external to the subject site will also be less, the Master Plan is not expected to compromise the safety or function of the surrounding road network during the weekday evening peak period of 6.00pm to 7.00pm.

Further to any comparison of the PM commuter road network peak and subsequent Evening land use peak for the Hotel use with a food and beverage offer, we expect that traffic activity associated with the

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Hotel after 7.00pm will decrease steadily until demands diminish to zero by around or just after 10.00pm.

Based on our experience, the traffic activity profile for the Hotel land use is likely to vary in accordance with the demand profile set out at Table 3. This Table includes a summary of activity as a percentage of the peak as well as the estimated level of traffic demand.

Table 3: Hotel traffic generation for a weekday afternoon and evening

Land use	Hour Ending	Traffic Demand	
		As Percentage of 7.00pm Peak	As a Demand Value (No. of Vehicle Trips) [3]
Hotel with Food & Beveridge Offer [1]	6.00pm	50%	15vph
	7.00pm	100% [2]	30vph
	8.00pm	30%	9vph
	9.00pm	15%	5vph
	10.00pm	7.5%	2vph

[1] Assumes food and Beveridge offer draws custom from patrons not residing at the Hotel and drive.

[2] Estimated land use traffic generating peak hour.

[3] Sum total equates to 61 of the 114 trips estimated for the use over a typical weekday as outlined at Table 1.

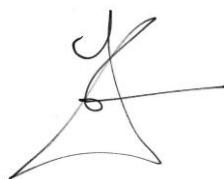
Table 3 indicates that traffic demand associated with the proposed Hotel land use is expected to decrease after 7.00pm to levels that would be within the day-to-day tolerance of change on the network. Accordingly, this level of traffic is, in our experience, unlikely to be perceived by residents in the local area.

Conclusion

Based on the analysis and investigations completed in association with the proposal, we expect traffic generated by the Master Plan during the evening period is able to be accommodated satisfactorily by the adjoining road network.

Yours Sincerely,

STANTEC AUSTRALIA PTY LTD



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