



**Tooronga Village**

**Boroondara Planning Scheme  
Amendment C70**

**Traffic Impacts Submission**

Presented by: **Ray Elliott**

Prepared by:

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A0048773B

August 2006

**TRAFFIC IMPACTS OF PROPOSED**  
**“TOORONGA VILLAGE” and “BRICKWORKS” REDEVELOPMENT**  
**TOORONGA ACTION GROUP SUBMISSION – PRESENTED BY RAY ELLIOTT**  
**1<sup>ST</sup> AUGUST 2006**

Madame Chair. My name is Ray Elliott. Before I begin, being a professional myself,<sup>1</sup> it is important that I make it clear that the views that I am presenting today are those of the Tooronga Action Group. I have been a resident in what is now known as the City of Boroondara for 31 years and I am a Director of two companies – both of which operate from this City – one for thirty years.

I have been asked by Tooronga Action Group to present its Traffic Submission to this Planning Panel convened by the Minister and it is my pleasure and privilege to do so - not from the viewpoint of a Traffic Engineer (which I am not) but from the informed perspective of a long-time and concerned resident and businessman in this City, hopefully informed by some sound general principles of science, strong professional and ethical practice, and by good principles of corporate and public governance.

**The Scope Of This Tooronga Action Group Submission On Traffic Impacts:**

We are aware that a great deal has been said in these Panel Hearings about traffic and parking. It is not our intent here to repeat all those arguments, or to produce our own professional traffic consultant report. However, it is our intention to draw the attention of the panel to the limitations and gaps in the evidence that has been placed before the Panel concerning the traffic impact analyses. It is our view that this is more of an art than a science and that the information required to make informed judgments about traffic impacts from such a development is critically lacking

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<sup>1</sup> Ray Elliott, MAPS, FAHRI; Registered Psychologist (Vic.); Member, APS College of Organisational Psychologists.

as regards grown trends in background traffic volumes. We intend to draw the Panel's attention to these deficiencies and urge it in consequence to be very cautious in its acceptance of the five reports of traffic consultants. We also intend asking the Panel to make recommendations to the Minister that go well beyond this immediate location so that in future we can all have greater confidence about traffic impacts of any proposed development in this metropolitan city.

The Tooronga Action Group represents the perspectives and interests of local residents and businesses. We live and work here – and we appreciate you coming to this City of Boroondara for this week of hearings. If the conditions are a little cramped and perhaps not ideal, may I respectfully suggest that this be taken to symbolize the nature of traffic in this City of Harmony. One of the reasons we chose to live in this great city is its location and proximity to the rest of Melbourne. For instance, some 30 years ago I personally determined that this area was indeed the geographical centre of Melbourne: I could get to Geelong, Dandenong or Bacchus Marsh with relatively equal convenience. It only takes 10 minutes during off peaks to get to the Melbourne CBD and 20 minutes to get to the airport. However, as we shall suggest, it is not particularly well served by public transport in certain areas – especially in the area under direct consideration here – the Tooronga Village and brickworks sites. This is important because it means that there is perhaps an unusually disproportionate reliance on motor vehicles by residents and business in this city.

However, traffic congestion in this city is becoming chronic – and especially in this area associated with the site which is the subject of the planning scheme amendment. We experience this on a daily basis and, with your indulgence, I wish to show you images about traffic density, cueing, infringements of people's safety whether motorists, pedestrians or cyclists. Part of our reason for doing so is to demonstrate some inadequacies of current data-collection surveys about

this increasing problem in this neighborhood. We believe the Panel has already accepted that there is severe traffic congestion in Toorak and Tooronga roads. However, we wish to start from there to demonstrate the need for an altogether more expansive and refined approach to traffic impact assessments.

We will argue that when there is clear evidence of traffic saturation in surrounding *arterial roads* and indeed in surrounding *main roads* at the various peak periods (for there are more than two each day) ... then *any* additional impact on such traffic volumes will result in additional rat running, the further misuse of non-arterial main roads, unacceptable delays for local and through traffic alike, and put members of the public (whether drivers, pedestrians or cyclists) at greater risk.

As a part of our research for this Panel, not only did we take hundreds of timed and dated photos of various locations that will be impacted by the proposed Stockland submission, but we also obtained from VICROADS, and have undertaken a preliminary analysis of, all data for the last 18 years collected for the main and arterial roads we have identified as relevant for any traffic impact study for this proposed development. We have also accessed such similar data from the Boroondara City Council and from 'Australian Traffic Surveys'. Reviewing all this we are struck by the fact that all such data for this area is *reactive* to particular needs and circumstances: there is *no* evidence of systematic monitoring under reliable base-line control conditions of trends in traffic volumes – whether 24 hour, 5 days, 7 days or peak am and pm periods. One has to glean what one can from these existing publicly accessible data sets.

In particular, it is evident that there has been a significant drop-off in such data collection since 2001 – despite ample our observations of some dramatic changes in traffic volumes in such roads

as Toorak, Toorong, Auburn, Burke and Riversdale Roads. What seems to be happening is that the government and its statutory authorities have effectively abrogated responsibility for the systematic monitoring of background traffic density and trends. We understand, subject to confirmation by VICROADS itself, that this kind of data has not been collected by VICROADS since the mid 1980's. We raise this not to impugn the reputation of VICROADS but to draw the attention of the Panel to the fact that such routine monitoring costs money and that *apparently* successive governments have been unable or unwilling to resource this.

The effect of this situation is that when it comes to assessing the traffic impacts of any particular proposed development – such as this one before the Panel by Stockland – great reliance is placed on commissioned reports by traffic consultants who in turn are obliged then to go and collect their own traffic data. So effectively the collection of much traffic data has been 'privatised'. It resides in the intellectual property of many traffic consultant companies and is consequently reactive to particular situations and development proposals, and it is seldom subject to normal independent scientific peer review of a rigorous kind apart from the reviews that take place in Panels such as these.

This Panel has before it 5 traffic consultant reports. It is evident that while there is some agreement between them about certain matters, there are also widely divergent conclusions based on differences in data, method, and even deemed areas of relevance. We have observed with some curiosity debate amongst the experts themselves and as drawn out under cross-examination. We have already mentioned Auburn Road. We will show that the traffic situation there is chronic and this road will to some degree be further impacted by the Proposed Amendment C70 given the existing high traffic volumes there represent a critical condition which will magnify *any* likely traffic impacts resulting from the proposed Stockland development. However, not one traffic

consultant has taken into consideration this *main road* that now functions like an *arterial road* handling north-south movements. Some attention is given by some traffic consultant reports to Burke Road and its junction with Toorak Road. But little is known of growth trends in Toorong and Malvern Roads. These are examples of how what is deemed relevant to traffic impacts of a proposed development is excluded from any analysis or assessment.

Finally, in the sciences it is considered good practice when reporting scientific research that professionals and researchers state the limitations inherent in *any* research upon which others may rely. Additionally, scientists are commonly required in peer review publications to make suggestions for additional areas of future research when reviewing the outcomes of any particular study. These procedures and protocols assist more appropriate risk management and enable better confidence levels to be established about the truth or certainty of any finding. We therefore ask the panel whether these important canons of scientific research - in this case engineering research purporting to be 'scientific' – are being generally practiced in the Traffic Impact Reports before this Panel. We suggest not. This may have wider implications for industry practice in such reporting for similar Panels reviewing other planning proposals. Given our review of the traffic submissions to this Panel, we ask whether the traffic impact studies and reports should not possibly be viewed as more of an art than a science and urge the panel to make a corresponding level of evaluation when determining reliance on them, especially as regards traffic volume growth projections for the future in these areas.

Within this overall perspective I now wish to turn to particular issues and points in the hope that these are of assistance to the Panel in making its recommendations to the Minister. In what follows we would like to augment these introductory comments with illustrations of these and other traffic issues using PowerPoint data-projection methods. Salient features of our PowerPoint

presentation are re-presented here in this text submission and our seven recommendations also re-presented. Additionally, the full PowerPoint presentation is included as Appendix 1 to which this text submission is cross-referenced.

**Overview of our perspective of traffic impacts upon our community (Slide 4):**

- Currently five traffic consultant expert reports before the Panel.
- TAG observes different opinions among experts.
- Perspective of expert appears to reflect the interests of the party engaging them.
- The available data is inadequate.
- Estimating traffic impacts is more of an art than a science.

## The Current Situation – Traffic Movements And Density:

- Illustrations of general traffic congestion and chaos / safety issues on roads in the vicinity of the proposed development.

Please refer to presentation PowerPoint slides 5 to 25.

Congestion and extreme queuing – agreed by all (slide 5). But -

- ❑ Safety issues
- ❑ Background traffic density.

Driving to and from work in our area is not for the faint hearted (slide 6).

RACV Red Spot – 2004 (slide 16):

### **Toorak Rd/Monash Freeway, Kooyong**

#### ❑ **Motorists Say:**

Congested through traffic as a result of delays caused by the level crossing and poor co-ordination of traffic signals, especially at peak times.

**RACV** (slide16):

There is no obvious and practicable solution to the problem at the site....

[<http://www.racv.com.au/wps/wcm/connect/Internet/Primary/road+safety/roads+&+traffic/congestion/congested+roads/>]

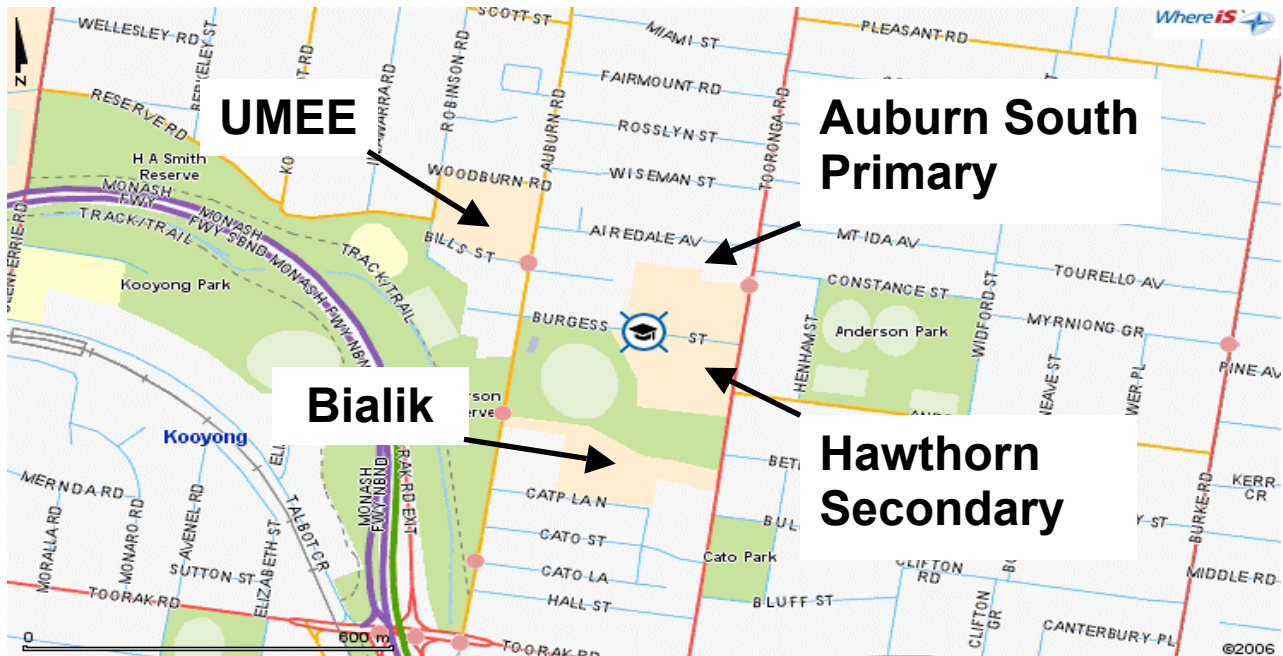
**Victorian Competition and Efficiency Commission states** (slide 17) “Capacity on key parts of the freeway network, **particularly the Monash** and Westgate, is under pressure from rising demand (with **capacity exceeded** during peak hour)”.

[Making the right choices: Options for managing transport congestion. **April 2006.**] The traffic impacts of schools and educational institutions in the area.

There is an am peak and a pm peak. But also overlapping school / educational institution peaks am and from 3pm on. Three schools are in Auburn Road with a total of 2,300 students and 300 staff. It is estimated by these schools that there are 1,600 drop-offs and

pick-ups each school day. Yet many Traffic Consultant Reports collect data during the school holidays.

Please refer to presentation PowerPoint slides 26 to 35.



Melways Map showing the three schools in Tooronga Road and the University in Auburn Road.

So the current traffic situation in the vicinity of the proposed development is already chronic, very congested and at times chaotic. Once traffic leaves the Toorak – Tooronga Road intersection, even if that is successfully streamlined through mitigation works it has to go somewhere. Traffic Consultants variously estimate the numbers that will disperse north, south, east and west, but these would seem somewhat inexact predictions.

But when traffic exits the immediate vicinity of the proposed development it does not just “disappear”. It impacts on and augments existing traffic volumes on surrounding main and arterial roads.

Please refer to presentation PowerPoint slides 36 to 43.

## **Traffic management and development impacts ... (slide 36).**

What are relevant areas for consideration? Not just the Toorak and Toorong Road intersection and immediate outlets! **Traffic Consultant Assumptions** (slide 37):

20% - 30% of the traffic generated by this proposed development is expected to just travel up Toorong Road and “disappear” ?? !! Widely acknowledged that Burke is at gridlock.

The other major north bound route is via Auburn Rd.

“The am/pm peak periods, and school peak period, volumes being handled by Auburn Road are not recognised by *any* consultant – nor are these being measured. Why?

“This issue of north exits from the proposed development zone is not addressed by *any* consultant: all seem sanguine that Toorong Road can handle this increased volume. Agreed Burke Road cannot. More rat-running?

## **Experts say traffic ‘is absorbed’ ?? (slide 38):**

Based on our community’s experience, the relevant roads for a Traffic Impact Assessment are:

- a) Toorak Road – East West
- b) Toorong Road – North – South
- c) Burke Road – North – South
- d) Auburn Road – North - South
- e) Riversdale Road - East and West of Toorong Road intersection
- f) Toorak Road and Burke Road intersection
- g) Auburn Road – and intersection with Toorak Road and the closeby connections with the Monash Freeway.
- h) Toorong Road and Malvern Road intersection.
- i) CityLink impacts – Auburn Road, Toorak Road, Toorong Road.
- j) Railway crossing impacts – Toorak Road, Auburn Road.

(Slide 39) All traffic reports assume traffic disappears once it has left the immediate vicinity of Toorak & Toorong Roads. False! Key issues, panel is asked to note:

“What happens to North - South traffic? “The intersection of Toorak Road with CityLink / Auburn Road has received little attention or analysis.

“ The intersection of Toorong Road with Riversdale receives little attention or analysis.

“Narrow local streets between Burke Rd, Toorong and Auburn Roads are used as shortcuts by ‘rat runners’ – but these receive no attention by the Traffic Consultants.

## **Data On Traffic Movements: What Is Publicly Available? Private Data-Bases:**

Please refer to presentation PowerPoint slides 44 to 48.

Data from Vic Roads has been specified, requested, obtained and analysed. We understand that VICROADS ceased the collection of reliable systematic baseline data after the mid 1980's, ...reportedly due to government funding cutbacks. Consequently *all* data since late 1980's is *reactive* to specific situations – both Council and VICROADS data. On close examination there is considerable fluctuation on roads we deem relevant to the proposed Stockland development in VICROADS data. Underlying growth or trend patterns are hard to determine. We also note that there has been a tendency to collect less data in this vicinity 2001.

Consequently when it comes to trying determine estimates for traffic growth (or decline) in background traffic volumes in the vicinity - through the establishment and maintenance of systematic baseline reporting and analysis – the exercise is fraught with difficulty. The necessary comparisons for accurately estimating growth do not seem to exist in a reliable manner. The data is limited in scope – some relevant areas not available. It is reactive and non-systematic – especially as regards some main roads. Generally it is specific needs / situation driven. It does not take account of seasonal variations, including school holidays.

**Slide 47: Impressions of 18 years of VICROADS and BOROONDARA CC relevant data:**

Limited in scope – relevant areas not available

Reactive and non-systematic – especially as regards arterial roads and main roads:

Specific needs / situation driven

Does not take into account seasonal variations, including school holidays

Of dubious value for baseline or calibration studies.

**Impressions of the system of traffic data collection and its management** Collecting useful data is effectively handballed by government and local government policy implication to private operators and companies.

Privately collected data is not generally available to the public.

Private data is only subject to peer review in cross-examination – often driven by legal modalities which can be less than optimal to achieve sound scientific study outcomes.

Slide 48: **Traffic Impact Analysis and Assessments** A science or an art? Limitations.

The bias of perspectives: Who pays?

### **Traffic Impact Analysis and Assessments:**

Please refer to presentation PowerPoint slides 49 to 55.

Slide 50: **Divergence between consultants** 1. The **areas of relevance** and impact considered

2. Data input for baselines and calibrations: **sampling issues** 3. **Understated background assumptions** 4. **Growth projections: ‘too hard’ - understated** 5. Method – **calculation error**

6. **Modelling assumptions:** eg SIDRA

7. Absence of accurate **statements of limitations**

This review seems to confirm our view that traffic impact analysis remains more of an art than a science. The perspectives and approaches adopted can reflect the interests of the parties sponsoring them. There is considerable divergence between traffic consultant reports at many points. Faced with this and its own limited capacity to undertake professional research we rely on the community to be our traffic consultant. The resultant ‘Tooronga Traffic Impact Report’ has a different breadth, depth and it tests commonly accepted (it seems) assumptions - maybe because it is grounded in daily experience of the realities which we have endeavored to present to this Panel.

### **The Proposed Remedies In Mitigation:**

Please refer to presentation PowerPoint slide 56.

Considerable time has been spent in this Panel reviewing the assumptions of the mitigation works proposed for the Toorak and Tooronga Road intersection. We do not wish to extend this discuss further and add to the burden the Panel other than to make two comments -

- a) The no standing zones proposed in Tooronga Road north of Toorak Road will have considerable community and business impacts and is unacceptable. In particular we note:

GTA have recommended [03/07/06 report, p36, 7.3.6, 3<sup>rd</sup> bullet]:

“The provision of ‘No Stopping’ parking restrictions on the west side of Tooronga Road north approach (from Hall Street to Cato Street) during the AM and PM peak periods”.

This suggests that if an improved post development Toorak/Tooronga intersection is achieved, there is a need to provide additional room for cars to move into on a congested Tooronga Road.

Grogan Richards in their report [30 June 2006 report, Section 6.1] write in relation to the parking spaces on the West side of Tooronga Road between Hall and Cato Streets, that:

“Usage is predominately by visitors to the Cato Street/Hall Street area generating parking between 9am and 4pm. The introduction of No Stopping restrictions as proposed between 7am and 9am and 4:30pm and 6:30pm will have minimal impact on existing usage.”

The parking survey for this report was conducted on Wednesday, 12 April 2006. Attached in Appendix 3 are the term dates of Bialik College which indicates that it was closed for the Term 1 break. This would indicate the reason for the incorrect conclusions regarding usage of this section of Tooronga Road and indeed the traffic conditions on that day. This may have led Mr Hunt to believe, as he mentioned in his evidence to the Panel, that the parking restrictions may not even be required.

Equally traffic surveys undertaken by Grogan Richards in September 2004 may have occurred during the Term 3 holiday break.

### **TAG Position**

*This section of Tooronga Road represents an important drop-off section for Bialik College parents. In any case, if it were to be restricted, this would then lead to greater reliance on the internal drop off at Bialik College which, at present creates a bank up of traffic into Tooronga Road back towards Toorak Road.*

- b) Smoothing the traffic through the intersection has merit through the provision of turning lanes: but our question remains - but where does the traffic go from there? We refer to the additional traffic movements generated as a direct result of the Stockland Development Proposal that have been variously calculated in Traffic Consultant Reports with reference to accepted standards in the Panel hearings.

Given that much traffic in this vicinity is at or near saturation levels, we are curious to know what modeling assumptions are built into SIDRA techniques in these circumstances. We expect that at these levels quite small increases in traffic volumes or traffic pressure will be associated with large queuing effects, and expect that this is not a linear relationship by any means but an exponential one. Chaos theory suggests that very small perturbations can have very large effects. We note some calculations by Traffic Consultants who have given evidence that values in excess of 1.0 are predicted for traffic saturation even though 1.0 is the theoretical limit. So we ask in terms of traffic modeling just what happens at or near limit saturation conditions?

### **The CML ‘Green Plan’ As A Solution’:**

Please refer to presentation PowerPoint slides 57 to 62.

We have undertaken literature reviews concerning green travel plans similar to the one recently espoused by the Coles Group. Some key relevant findings are:

- a) A green travel plan should include a set of specific targets so that progress can be monitored.  
[Monash University: *Making the Move*: Rose, Barrera, Langdon & Teo, 2002]

The Coles Group has stated no such targets ... and this despite ample evidence of all day parking in residential streets and the adjacent shopping centre by CML staff.

- b) Relapse (from implementing a plan) can occur at any of the following stages:

1. Pre-contemplation
2. Contemplation < CML ?
3. Preparation << CML ?
4. Action
5. Maintenance.

Rye & McGuigan, 2000, p7).

CML appears to be somewhere between the '*contemplation*' and '*preparation*' stages.

[July 2006 Scott Davies - CML communication to the Panel tabled by Stockland]Relapse (failure) can occur at any stage and maybe the result of ... organisational restructuring, the departure of key members of staff, or the disappearance of the problem.

[Rye & McGuigan, 2000, p7]

The Panel cannot rely on the CML Green Plan being effective as a means of managing overspill parking and reducing traffic movement volumes by CML staff.

It seems it has only been thought of by CML in response to objections to the Stockland proposal and the cost of providing additional staff parking.

- d) Participant motivation for car pooling is driven by the following factors (in rank order of relative importance) –

Save money	(> 30% - 60% <)
Help the environment	(> 10% - 25% <)
Parking restrictions / lack of parking	(< 10%)
Reduce traffic congestion	(< 10% )
Incentives – USA:	(30%)

[Monash University: DeGruyter, Investigating a CBD Wide Carpooling Scheme for Melbourne. March 2006. P. Table 3.2, p. 10]

- e) CML has not demonstrated that it has seriously investigated the critical success or failure factors for such schemes.

Consequently the Toroonga Action Group ... although welcoming the belated CML interest in a Green Travel Plan ... recommends that the Panel totally disregards this very recent Coles Myer announcement in its planning judgments and recommendations to the Minister.

### **The Car Network & Public Transport:**

Please refer to presentation PowerPoint slide 63.

The attraction of our area is its vehicular access and centrality. Within 10 minutes of Chadstone, Glenferrie Road Malvern, Glenferrie Road Hawthorn & of course Camberwell Junction; 10 minutes to the city and 25 minutes to Melbourne Airport in out of peak hour times; quick access to literally all points of the compass. It is attractive for car usage both to and from the area.

In comparison and for an inner metropolitan area Tooronga is relatively poorly serviced by public transport. The statements that Tooronga is "*well serviced by public transport*" in the expert witness reports on behalf of Stockland is a transparent and misleading attempt to satisfy the public transport requirement within Melbourne 2030 that would justify an intensive residential development.

#### **Train:**

- The walk to Tooronga Station over the freeway is not a unpleasant walk and will be impeded further once the Malvern depot is established
- The Glen Waverly line does not provide for convenient interchanges with other lines.

#### **Tram:**

- There is a gap in the tram network along Toorak Rd from Glenferrie Road to Camberwell Road.
- There is of course no North-South tram line along Tooronga Road.

**Bus / Chadstone:**

- The bus service is exceptionally limited both from the point of view of route and timetable.
- The service does not run on Sunday and is not practical to use for a shopping trip to Chadstone on Saturday.

**Supporting Statements concerning this are provided in Appendix 2.**

- i. The Met, 27 June 1990
- ii. Public Transport Corporation, 18 March 1991
- iii. In testimony to this Panel Hearing, all of the following referred to Tooronga as not being well serviced by public transport:
  - Ian Aspinall; Senior Planning Engineer, Vic Roads
  - Henry Turnbull; Traffic Engineer, Traffix Group
  - Andrew O'Brien; Traffic Engineer, Andrew O'Brien & Associates.

# RECOMMENDATIONS

TOORONGA ACTION GROUP SUBMISSION. 1<sup>ST</sup> AUGUST 2006.

**That in making its determinations regarding Amendment C70 and its recommendations to the Minister –**

1. Given the absence of adequate systematic and independent publicly examinable background base-line and calibration data for traffic modeling purposes and having regard to this data being quite limited in nature, subject to reactive and selective sample bias, is non-representative of true conditions, and may therefore often be unreliable –
  - a. **That the Panel adopt a very cautious approach towards any deflationary estimations about growth in traffic volumes (either current or future projections); and**
  - b. **That the Panel adopt a very cautious approach towards any conclusions of the various traffic consultant reports before it; and**
  - c. **That the Panel resist accepting uncritical assumptions just because good, reliable and systematic data is not available for benchmarking traffic growth or for calibrating models used in traffic analysis.**

**2. That the Panel take into account the likely traffic impacts of other current / potential development in the Tooronga vicinity, including –**

- a. The Malvern Depot**
- b. The Homemaker Centre (Leightons)**
- c. The Cato Industrial Estate traffic impacts**
- d. Shell headquarters relocation**
- e. Other planning development proposals ‘in the pipeline’ in this broader vicinity.**

**3. That the Panel resist accepting the current convention commonly adopted in traffic assessment reports before this Panel that it is only the immediate boundary roads to the proposed development zone that need to be considered for an adequate traffic impact analysis.**

- Traffic generated by a development does not just ‘disappear’ once it has exited the immediate vicinity.
- Background traffic volumes in the vicinity have to be taken into account.

**4. That the Panel recommend that a more integrated approach for all planning assessments of traffic impacts of proposed developments be adopted that includes –**

- a. a review of the adequacy of VICROADS funding in order to maintain systematic traffic data such as base-line traffic counts on arterial and main roads.**
- b. A requirement that all data collected by private companies be pooled for public examination and access ... as is done in the mining industry for survey information.**

**5. That clear and accurate statements of limitation be required in all traffic expert witness reports ... along with disclosure of whether sufficient reliable data was available for base-line and model calibration purposes.**

**6. That the Minister convene a meeting of relevant government agencies, VICROADS, the two relevant local councils, and the proponent of Amendment C70 to determine an appropriate cost-sharing arrangement for all agreed desirable mitigation and traffic works associated with this development proposal.**

- The proponent cannot be expected to pay for the cost of all the works in the vicinity that may be determined as being necessary.

## **APPENDICES TO SUBMISSION:**

**‘TRAFFIC IMPACTS OF PROPOSED “TOORONGA VILLAGE ”**

**AND “BRICKWORKS” REDEVELOPMENT’**

**TOORONGA ACTION GROUP SUBMISSION. 1<sup>ST</sup> AUGUST 2006.**

### **1) PowerPoint Presentation – Tooronga Action Group Traffic Submission.**

**(Please see 38 pages containing 76 colour slides of images and text.**

**However, many of these slides have now been incorporated into this test to assist the Panel)**

## **APPENDICES TO SUBMISSION**

- 2) Public Transport – The Met (25<sup>th</sup> June 1990 – FOI; PTC 18<sup>th</sup> March, 1991; PTC 28<sup>th</sup> March, 1991. Statements concerning the public transport provisioning in this area and impacts of a previous development proposal.**

[Originals have been supplied to the Panel]

**(Please see immediately following pages)**

## **APPENDICES TO SUBMISSION**

- 3) GTA Facsimile giving dates, locations and ‘authors’ of the traffic and parking surveys detailed in GTA evidence for the Tooronga Village Panel Hearing (19<sup>th</sup> July 2006).**

[Originals have been supplied to the Panel]

**Also - School holidays at Bialik 2006.**

[Originals have been supplied to the Panel]

(Please see immediately following pages)