

The shortfall in parking provision within the internal road system will result in the long term knock-on effect in congestion in the surrounding street system.

Summary of car parking issues

Limited public transport alternatives currently exist in the Pittwater LGA that warrant reduction in parking rates proposed by the Concept Plan and Stage 1 Project Application. Additionally, the planning of future public transport alternatives are insufficient such that there would be clear reduction in car-dependency of residents in Pittwater – in terms of good efficient bus services to other areas of Pittwater, cross-regional and to adjoining Council areas.

Pittwater Council does not accept the proposed reduction of parking for residents of the 600 dwellings.

Pittwater Council does accept the use of the RTA's visitor parking rate of 1 visitor space per 5 dwellings.

Pittwater Council does not support a residential development that is significantly deficient in resident and visitor parking, placing undue demand on adjacent street parking spaces.

6.5.3 TRANSPORT AND ACCESSIBILITY

The traffic management and accessibility provisions of the Meriton proposal are inadequate and do not demonstrate that the proposed roads in the development comply with the *Warriewood Valley Roads Master Plan (WVRMP)*, and do not address likely road impacts resulting from increased traffic volumes exceeding the maximum environmental capacities (1000vph peak).

Pittwater Council commissioned Traffix Traffic Consultancy to provide advice on traffic volumes based on the Meriton proposal as submitted. Their advice is in **APPENDIX F** in support of Council's assessment.

Warriewood Valley Roads Masterplan (2006 Review)

The Environmental Assessment (EA) does not adequately address the requirements of Council's *Warriewood Valley Roads Masterplan*, in particular it does not address: