I would like to second the notion to dispute the proposed units in 45 Maryland St.

As a resident of .... there have already been major concerns adding a dwelling of this size -

- unsuitable parking spaces creating blind spots on neighbouring streets - the 2 way street sits on a narrow corner that is at severe of crash due to the parking of vehicles on the curb. This will lead to cars banking up in neighbouring streets where major incidents have occurred with parked cars blocking steep driveways that require a large turning circle to safely enter and exit said dwellings.

- pressure adding to already conjested main road - rode rd. The proposed site sits on the descent of a steep hill where its a turning hazard from Maryland St into rode rd at peak times - major concerns with the traffic city bound exiting rode rd shops and travelling from the north. It's impossible to turn right at peak times from Maryland St into appleby Rd, extra dwellings would cause further congestion and turning hazards unless extra traffic lights are installed

I for these reasons do not agree to the proposed construction.

Kind regards

....

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> I am making a submission on the request to change the development approval at 45 Maryland Street and 734 Rode Road, Stafford Heights.
>
> **Application reference: A007098571**
>
> I live at .... a cul-de-sac approximately 150 metres from the proposed vehicle entrance. I object to the change, mainly because of its effects on parking and traffic in my street and the surrounding streets.

1. Visitor parking shortfall
City Plan requires visitor parking at 0.25 spaces per dwelling, rounded up. For 47 dwellings, the minimum is 12 visitor spaces. The application provides only 9, a shortfall of 3. Visitors, deliveries, tradespeople and rideshare vehicles that cannot park on site will use the nearest streets, including Halton Street. The previous approved design also had a visitor parking shortfall, and this change makes the demand worse by adding more units.

2. Existing parking pressure on Halton Street and the Springvale Street corner
Halton Street is a small cul-de-sac with very limited kerb space, and residents already park on the street. The corner of Springvale Street, which is the main route in and out, is already very narrow because vehicles are parked on both sides. Drivers already negotiate one way traffic between parked cars to get through. Even a small amount of overflow parking from the development would make it hard for residents to park near their homes, and could obstruct access for waste collection trucks and emergency vehicles.

3. New driveway and traffic
The proposed vehicle entrance will add vehicle movements and will likely remove existing kerb parking in an area that already struggles with congestion. I ask that Council require an up-to-date traffic and parking assessment for the 47-unit design. This should include surveys of on-street parking and traffic in Springvale Street, Halton Street and nearby streets at peak times, and consider the combined effect with the existing shopping centre traffic.

I ask that Council refuse the change or, at minimum, require:
- visitor parking that meets the City Plan rate in full (12 spaces);
- measures to stop overflow parking into Halton Street, Springvale Street and nearby residential streets;
- retention of existing kerb parking where possible near the new driveway
- a construction traffic management plan with set truck routes, work hours and a contact for complaints.

I request to be notified of the decision. Thank you

Kind regards,