



Dedicated to a better Brisbane

18 June 2026

80 Doggett St Pty Ltd
C/- Urbis Ltd
Level 32, 300 George Street
BRISBANE CITY QLD 4000

ATTENTION: Natalia Grodek

Application Reference: A007021434
Address of Site: 78 DOGGETT ST NEWSTEAD QLD 4006

Dear Natalia

RE: Information request in accordance with the Development Assessment Rules

Council has carried out an initial review of the above application and has identified that further information is required to fully assess the proposed development.

While Council supports the intent to provide high density residential development on this site, the development has not sufficiently demonstrated architectural and subtropical design excellence, a distinct tower and podium form that minimises the appearance of building bulk, and meaningful improvement to the public realm, particularly in activating the streetscape intended in the Newstead and Teneriffe Waterfront neighbourhood plan. Further, the proposal seeks an oversupply of car parking for the site located within City Core, contrary to the intent of City Plan assessment benchmarks.

Further opportunities exist for how high density residential development can be delivered on this site while achieving compliance with relevant assessment benchmarks of the City Plan. While Council has outlined these opportunities and suggested changes to the development below, it is important to note this application is impact assessable which will require public notification. Council's assessment of this application will take into consideration submissions received during the public notification process.

Height

1. Although some shadow diagrams are provided, they do not provide a comparative analysis of the acceptable outcome for the height of the development.
 - a. Provide amended shadow diagrams comparing a building complying with the acceptable outcomes of the applicable assessment benchmarks with the proposed development. The 'compliant' development should reflect not only the height but also the setbacks and tower site cover anticipated by the Newstead and Teneriffe Waterfront neighbourhood plan.
2. The podium and tower forms as currently proposed are not proportionate to the area and frontage of the site, do not demonstrate how amenity impacts on other properties and public areas are minimised in terms of access to sunlight, daylight and breezes, or enable existing and future buildings to be appropriately separated from each other to allow light penetration, air circulation, privacy and to ensure windows are not built out by adjoining buildings.

In accordance with PO9 of the Newstead and Teneriffe Waterfront neighbourhood plan code, it is suggested that the proposal:

- a. Be amended to achieve a more slender tower form commensurate with the utility of the site;
- b. Provide greater setbacks to the street, side and rear interfaces for all tower levels;
- c. Increase the front and rear boundary setbacks for the podium;
- d. Reduce the podium height to not more than four storeys;
- e. Provide increased planting areas to the front boundary to support deep planting of large subtropical shade trees;
- f. Provide greater shading to facades, additional cross-flow ventilation available/operable façades and less floor to ceiling glazing which is less likely to generate glare and privacy issues, ensuring a more appropriate high-quality design outcome is provided.

Podium parking and facade

3. The podium does not include active uses or sleeving sufficient to provide vibrancy and casual surveillance to the street. Additionally, the podium will appear as overly dominant and bulky when viewed from the street and does not address PO41 of the Centre or mixed use code and PO9 of the Newstead and Teneriffe Waterfront neighbourhood plan code.
 - a. Reduce the overall height of the podium by reducing car parking where above the maximum rates in the Transport, Access, Parking and Servicing (TAPS) code, and provide a greater proportion of the car parking below ground;
 - b. Provide sleeved and occupiable space to the street facing portion of the façade to make a meaningful contribution to the public realm and activate the streetscape.
4. The side and rear walls of the podium exceeding the acceptable outcome is considered to result in overly bulky development when viewed from the adjacent neighbouring sites.
 - a. Provide greater breakup of the building bulk to the side and rear walls through the use of integrated landscape outcomes, variation in texture or colour and steps in the building line.

Deep planting and basement setback

5. The extent of the basement car park, located close to the property boundaries does not accommodate deep planting, resulting in development that will prevent provision of new larger trees to soften the visual impact of development, contribute to the amenity of the development and to the microclimate on the site. Areas labelled as “deep planting” either have insufficient dimensions or have basement underneath, and do not meet the definition of deep planting. This also limits the opportunity for boundary landscape buffering contrary to AO26/PO26 and AO30/PO30 of the Multiple dwelling code. The site cover is to be reduced to enable landscape outcomes required by the Multiple dwelling code to be provided. Further, the Newstead and Teneriffe Waterfront neighbourhood plan code has specific provisions requiring a vegetated recreation area in the rear setback area (AO11/PO11) and a minimum 3m wide deep planting along the frontage (AO14/PO14). Provide amended plans that show the following:
 - a. The basement car park set off the property boundaries (and within the building footprint) to allow for a sufficient volume of soil to support deep planting. Minimum 4 x 4m area in natural ground is required with sufficient canopy setback to facilitate ultimate long-term growth of large subtropical shade trees.
 - b. A deep planting area to the front and rear boundary.

- c. A minimum of 50% of frontage length planted for a minimum width of 2m, and excluding the driveway crossover and pedestrian access.
- d. A minimum of 10% of the site area for deep planting and to be open to the sky. Building floors above will need to be setback to allow for tree canopies to develop.

Integrated planters and podium planting

6. The applicants report states that "*The proposal includes extensive landscaping from the ground plane to the recreational rooftop level to achieve a holistic sub-tropical design response*". However, the plans do not show inclusion of planters through the façade as these statements allude.
- a. Provide amended plans reflect statements in the 'Design Report'. All façade planting to be contained within property boundary (ie Podium carparking).
 - b. Provide plans to indicate maintenance access, and drainage for the façade planters.
 - c. Provide detailed estimate of required weekly water consumption for irrigation for each calendar month by an Irrigation Association of Australia certified irrigation designer, holding a Diploma of Irrigation.
 - d. Proposed size and location of rainwater storage tanks or other non-mains water source for irrigation, sufficient to provide at least 95% of irrigation needs. To ensure that planters are being integrated into the design of the building architecture, drawings are to also demonstrate the water storage areas.
 - e. Provide Green Factor calculations to demonstrate subtropical design is achieved.

Recreation areas

7. Provision of 3 levels of recreation areas is supportable however the following needs further clarification.
- a. Provide amended plans to include shade to the upper roof recreation area as required by AO30.1 of the Multiple dwelling code.

Communal space details

8. The plans show 'Communal room', 'Amenities' and 'Services' on Level 5 (top of podium) and near/on the rooftop, however it is not clear which communal facilities will be provided in this space and how it will be functional, useable and attractive to cater for the recreational needs of residents.
- a. In accordance with PO30 of the Multiple dwelling code, provide amended plans detailing all communal facilities.

Wind mitigation

9. The applicants report states "*Ground level footpaths and building entrances may experience localised wind acceleration from downwash effects, particularly during prevailing easterly winds, which can be appropriately mitigated through the inclusion of a 2.0m wide impermeable awning along the street frontage*". The current footpath is classified as Locality Street Type 3 with requirement to keep the verge as wide as is - approximately 2.6m wide. The verge of that width requires provision of the street trees.
- a. Any future awning will need to take street trees into consideration and wind mitigation measures affecting public footpath to be recalculated.

Air quality

10. Air emissions for the proposed basement car parks and the proposed Food and drink outlet and its location adjacent sensitive uses, has the potential to impact on the air quality amenity of such sensitive land uses/zoning.
 - a. Submit plans showing the exhaust vent locations that meet the required separation distances.

Fuel Burning or Power Generator or Fire Pump

11. The proposed application may include the use of Fuel Burning or a Back-up/Power Generator Fire Pump. Such uses are defined as “Fuel Burning” in Schedule 1 Definitions – Industry Thresholds: Medium Impact Industry Fuel burning for power generation or pump use with an installed capacity of 0.1 MW or less, if:
 - operating more than 100 hours per year; and
 - not involving coal combustion.

High Impact Industry Fuel burning for power generation or pump use with an installed capacity of more than 0.1 MW, if:

- less than 10 MW; and
 - not involving coal combustion.
- a. Submit further information outlining whether a Power Generator is proposed. Such information is to include maximum fuel burning capacity in MW; potential hours of use, type and quantity of fuel stored, air quality controls and type of engine. In some circumstances an Air Quality Report may be required demonstrating compliance with PO1 of the Industry code.

Access

12. The proposed vehicle crossover of a 6.58m type B2 crossover to Doggett Street frontage outlined in the Traffic Report is generally supported as per AO3.1 of Transport, access, parking and servicing (TAPS) planning scheme policy (PSP) for the refuse collection vehicle (RCV) onsite servicing, with the Registered Professional Engineer of Queensland (RPEQ) prepared swept path plan demonstrating ingress/egress for the RCV and LRV as shown within the Traffic Report prepared by Modus. However, the provided architectural proposed plan DA100 “Floor Plan - Ground Level” is inconsistent and outlines a “6m min” crossover.
 - a. Provide revised architectural plans showing consistency with the crossover design mentioned in the Traffic Report.
13. The proposed crossover and removal of existing redundant crossovers will impact the existing on street parking/line marking allocation along the site frontage.
 - a. Provide a plan/s prepared by a RPEQ clearly indicating the changes (including dimension of the on street parking space to Council Standard) to the kerbside allocation arrangement.

Car parking

14. The site is located within the City Core, with maximum car parking rates to discourage private car use within the City Core and encourage walking, cycling and the use of public transport. The proposed performance outcome (224 resident car spaces in lieu of the maximum 195 resident car spaces) to the residential car parking provisions is not supported. The proposed significant surplus of 29 resident car spaces whilst reducing resident and bicycle parking provision (74 resident bicycle space in lieu of TAPS PSP’s minimum of 161 spaces, and 10 visitor bicycle parking space in lieu of TAPS PSP’s

minimum of 41 spaces) further distances the proposal from the intent of the planning scheme. Furthermore, the additional car parking results in a built form including a 5 storey podium car park contrary to the Newstead and Tenerife Waterfront neighbourhood plan

- a. Provide amended plans showing compliant maximum resident car parking provision (maximum 195 spaces) in accordance with PO5 and PO12 of the TAPS code, ensuring the proposed visitor car provision as currently proposed also remains compliant. The revised proposal is to include a revised Traffic report addressing this issue and ensure any changes to the proposed internal carpark layout comply with TAPS PSP or the proposed outcomes of the current traffic report (i.e performance solutions to AS2890 and the internal one lane two-way basement/podium ramp arrangement). It's also noted numerous carparking spaces are shown with height clearances less than TAPS PSP minimum of 2.3m. These spaces should be removed to reduce the residents parking provision, as these spaces with reduced height clearances to the TAPS PSP are not supported.
- b. Provide a minimum 4 additional visitor bicycle parking spaces to meet the AustRoad standards as outlined within the Traffic Report prepared by Modus (74 resident bicycle space and 14 visitor).

Bicycle parking

15. Whilst the proposed resident bicycle parking provision of 74 spaces can be supported (with reference to AustRoads provided in the RPEQ Traffic report), the proposed visitor bicycle parking provision does not meet TAPS PSP requirements nor the minimum requirement of AustRoads as per the RPEQ traffic report prepared by Modus.
 - a. In accordance with PO5 of the TAPS code, provide a revised proposal providing a minimum 14 visitor bicycle parking space (for the current proposed unit yield) and maintain the 74 resident spaces as proposed.
16. The proposed access to the basement relies on a one-way vehicle ramp controlled by a traffic signal system. Bicycle parking is proposed to be located on level 5 and access to this bicycle parking would need to be seen via the basement lift or ground floor lift. However, the plans do not identify how bicycle users are intended to safely access the bicycle parking room. While lifts are shown on the plans, it is unclear whether these are intended to be available and suitable size for bicycle users to access the bicycle parking. If the lifts are intended to provide bicycle access, they must be designed to accommodate bicycles safely and efficiently.
 - a. Submit revised plans and a revised Traffic Report to demonstrate how bicycle users can safely access the bicycle parking area within the basement. Noting access width to the bicycle area are to be 1.5m in width, lift dimensions should be provide on the plans and RPEQ comment on how safe/efficient transfer of bicycles/riders can be achieved in accordance with PO4, PO5 and PO7 of the TAPS code and AS2890.
 - b. Lift doorways should be widened to 1.5m and the internal lift cabin must be sized to accommodate two persons with bicycles.

Refuse

17. It is noted that the refuse room shows the incorrect number of bulk bins, does not have the overall length and width dimensions, is not clearly labelled as residential and does not state the RL. In accordance with PO32/AO32 of the Multiple dwelling code and PO8/AO8.1 and AO8.2 of the Infrastructure design code, demonstrate the following on amended plans:
 - a. The internal dimensions for the residential bin room i.e. 7m x 6.55m.

- b. Clearly label the room as 'Residential Bin Room'.
 - c. Remove the indicative bulk bins given the incorrect number has been demonstrated (the Operational Waste Management Plan states 16 x 1100L bulk bins required, plans show 14 x 1100L bulk bins).
 - d. Demonstrate the RL within the residential and retail bin rooms, ensuring the transfer path for bulk bins from the bin rooms to the Refuse Collection Vehicle does not include a gradient greater than 1:20.
18. The door on the 'Retail Bins' room is not wide enough. Once one bulk bin is inside the room, the other bulk bin cannot get into the room. In addition, the dimensions of the 'Retail Bins' room are not shown on the plan.
- a. In accordance with PO63/AO63.1 of the Centre or mixed use code and PO8/AO8.1, AO8.2 of the Infrastructure design code, demonstrate on amended plans that the door of the 'Retail Bins' room has sufficient width to allow both 1100L bulk bins into the room. Ensure the dimensions of the room are clearly shown.

Note: It is essential that any proposed increase in the size of the 'Retail Bins' room does not decrease the residential bin room.

Note: Council core services include general refuse, commingled recycling and green waste. To support sustainable development and landfill diversion, Council encourages the use of its green waste service. If the development is proposing to utilise the green waste service from Council, amend the proposal plans to demonstrate sufficient storage and kerbside presentation area for the required number of 240L green waste mobile garbage bins.

Preliminary Construction Management Plan

19. The supporting planning report prepared by Urbis outlines a preliminary Construction Management Plan (CMP) has been prepared and included as appendix G of the supporting documentation. However, this appendix is missing from the supporting documentation.
- a. Provide a copy of the preliminary CMP for assessment. It should be noted this CMP is not intended to form part of any future decision on this development application. Any future decision to approve development on this site would be conditioned to achieve CMP City core/frame major requirements and require a subsequent CMP compliance assessment application.

Urban Utilities (UU)

Council does not undertake water and sewer assessment of any planning applications. Contact UU on (07) 3432 2200 to discuss any water and sewer issues and whether you are required to submit an application to UU for assessment.

Responding to this request

Your response should include a summary table which outlines any changes to performance outcomes and plans that have resulted from addressing the issues outlined above. The table should also include details of any supporting documentation.

If a response is not provided within the prescribed response period of three (3) months assessment of the application will continue from the day after the day on which the response period would have otherwise ended.

Email your response to DSPlanningSupport@brisbane.qld.gov.au quoting the application reference number A007021434.

Please phone me on telephone number below during normal business hours if you have any queries regarding this matter.

Yours sincerely

A handwritten signature in black ink that reads "Chris Dixon". The signature is written in a cursive style with a long horizontal flourish extending to the right.

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