

Re: Formal Objection to Development Application A007021434 – 78–82 Doggett Street, Newstead

I am writing to formally lodge my objection to the proposed development at **78–82 Doggett Street, Newstead (DA Reference: A007021434)**.

I support the ongoing urban renewal and considered growth of Newstead and Teneriffe. However, I strongly object to the current scale, density and design of this proposal, particularly given the constraints of Doggett Street and the cumulative development already occurring within the surrounding area.

My concerns are outlined below.

1. Excessive Height, Bulk and Scale

The proposed **30-storey tower** is significantly greater in height and scale than the established built form along this section of Doggett Street, where surrounding developments are generally substantially lower, in the order of approximately 8–11 storeys.

The proposed height and resulting visual bulk would create a substantial departure from the existing character of this particular part of the neighbourhood. A building of this scale would have a significant visual presence from surrounding streets and properties and would fundamentally alter the existing streetscape.

I am particularly concerned that the proposal does not appropriately respond to the scale of the surrounding buildings or the established planning intentions for this part of the Doggett Street precinct.

2. Traffic, Access and Road Network Capacity

Doggett Street is a narrow, single-lane, one-way street and is an important access route into the Gasworks precinct. The proposed development includes **161 apartments and more than 200 vehicle spaces**, in addition to deliveries, waste collection, visitor vehicles, ride-share vehicles and other traffic associated with the development.

I am concerned that the existing road network is not appropriately equipped to accommodate the additional traffic generated by a development of this scale.

The footpaths along Doggett Street are also relatively narrow and already experience significant pedestrian activity. The lack of dedicated cycling infrastructure further limits the ability of the existing street to safely accommodate increasing numbers of pedestrians, cyclists and vehicles.

The introduction of additional commercial or retail uses would further increase activity along the street and has the potential to create additional congestion and conflicts between vehicles and pedestrians.

3. Cumulative Traffic Impacts from Existing Development

The traffic impacts of this proposal should not be considered in isolation from the substantial amount of development already occurring in the surrounding area.

Doggett Street provides an important entry and access route to Gasworks. If construction or other activities associated with this development require partial or full closures of Doggett Street, access to the Gasworks precinct would become increasingly dependent on **Skyring Terrace and Longland Street**.

These routes are already experiencing significant congestion associated with ongoing development in the area.

In particular, **Longland Street is frequently obstructed by construction trucks**, which can occupy a substantial portion of the roadway due to the limited width of the street. This occurs multiple times during the day and demonstrates the existing limitations of the surrounding road network.

Kyabra Street is also currently subject to closures during working hours associated with development activity. If Doggett Street were similarly restricted during construction, the cumulative impact on traffic movement throughout the precinct could be significant.

I therefore request that Council consider the cumulative impacts of this proposal together with existing and approved developments in the immediate area, rather than assessing the traffic impacts of this application in isolation.

4. Construction Impacts and Existing Construction Activity

The proposed development would involve a lengthy construction period, during which residents and businesses in the surrounding area could be exposed to construction vehicles, heavy machinery, deliveries, dust, noise, crane operations and potential road or footpath restrictions.

This is particularly concerning given the constrained nature of Doggett Street and the existing level of construction activity in the area.

There are already significant concerns among surrounding residents regarding early-morning construction activity associated with existing developments. Construction-related deliveries and activity have on occasions occurred very early in the morning, with construction works commonly commencing from approximately **6:30am or even earlier**.

While I understand that construction activities are subject to permitted hours and relevant conditions, the cumulative impact of repeated early-morning construction activity on the hundreds of residents living in the surrounding apartment buildings should be given greater consideration.

Many residents need to work during the week and rely on adequate sleep. The cumulative noise generated by multiple construction sites in close proximity can have a significant impact on residential amenity.

The fact that some construction activities may currently occur on Saturdays, albeit for shorter periods, further demonstrates the importance of carefully considering construction management arrangements for any additional major development in this precinct.

I request that any approval include appropriately stringent conditions governing construction hours, deliveries, traffic management, noise, dust and road occupancy, with particular consideration given to the cumulative impact on existing residents.

5. Loss of Privacy and Residential Amenity

A 30-storey tower would introduce substantial overlooking and visual presence in relation to surrounding residential buildings.

The additional height would increase opportunities for direct and oblique overlooking of neighbouring apartments and balconies, particularly given the concentration of existing residential towers throughout Newstead.

The resulting loss of privacy and residential amenity should be carefully assessed, particularly in combination with the proposed building's bulk, height and proximity to surrounding properties.

6. Solar Access, Overshadowing and Natural Light

The shadow diagrams submitted with the application demonstrate the potential for substantial additional overshadowing of surrounding properties and public spaces.

The impact of a 30-storey building is materially different from that of a more appropriately scaled, lower-rise development. I am concerned that the proposal would result in a disproportionate loss of solar access and natural light to neighbouring properties.

Council should ensure that the development provides an appropriate transition in height and scale and minimises unreasonable impacts on the amenity of existing residents.

7. The Proposal Does Not Address Affordable Housing Needs

I am also concerned about the suggestion that a development of this nature will meaningfully address the current housing affordability crisis.

A high-rise development comprising predominantly premium or luxury apartments does not necessarily provide housing that is accessible to households experiencing housing stress or affordability pressures.

If increased density is being justified partly on the basis of housing supply, I believe Council should carefully consider the type and affordability of housing actually being delivered, rather than relying solely on the number of additional dwellings.

8. Active Transport Infrastructure

Given Brisbane City Council's commitment to increasing active transport, I believe additional infrastructure should be provided to accommodate the increased pedestrian and cycling activity generated by development in this precinct.

In particular, I request that Council consider requiring the developer to contribute toward improved active transport infrastructure, including consideration of a **dedicated cycle lane or other appropriate cycling infrastructure along Doggett Street between Commercial Road and Longland Street**.

This would help connect the Gasworks precinct with the broader neighbourhood and provide a safer alternative to increasing reliance on private vehicles.

Given the existing constraints of Doggett Street, it would be inappropriate to continue increasing density without simultaneously improving the infrastructure required to support pedestrians and cyclists.

9. Appropriate Scale of Development

I am not opposed to development or urban renewal in Newstead. My objection is specifically to the **scale, height, density and resulting impacts of this particular proposal in this particular location.**

A development of this magnitude should respond appropriately to the existing street network, surrounding built form, residential amenity, pedestrian infrastructure and cumulative development pressures within the precinct.

I therefore respectfully request that Brisbane City Council:

- **Refuse Development Application A007021434 in its current form; or**
- Require a substantial reduction in the proposed height, bulk and density;
- Require an appropriate transition between the proposed development and surrounding buildings;
- Undertake a comprehensive assessment of the cumulative traffic impacts arising from existing, approved and proposed developments in the precinct;
- Ensure appropriate construction traffic management and restrictions on road and footpath occupation;
- Apply robust conditions addressing construction noise, particularly early-morning activity;
- Require appropriate measures to protect neighbouring properties from unreasonable overlooking and loss of privacy;
- Carefully assess overshadowing and loss of solar access;
- Require appropriate improvements to pedestrian and cycling infrastructure; and
- Consider requiring developer contributions toward improved active transport infrastructure along Doggett Street, including the potential connection between Commercial Road and Longland Street.

Doggett Street is already operating within significant physical constraints. Increasing the intensity of development without proportionate improvements to the surrounding transport and pedestrian infrastructure risks placing an unreasonable burden on existing residents, businesses and visitors to the precinct.

I respectfully request that Council gives these concerns full consideration when assessing this application and keeps me informed of any updates, public notification processes, public hearings, or the final determination of the application.

Thank you for considering my objection.

Yours faithfully,