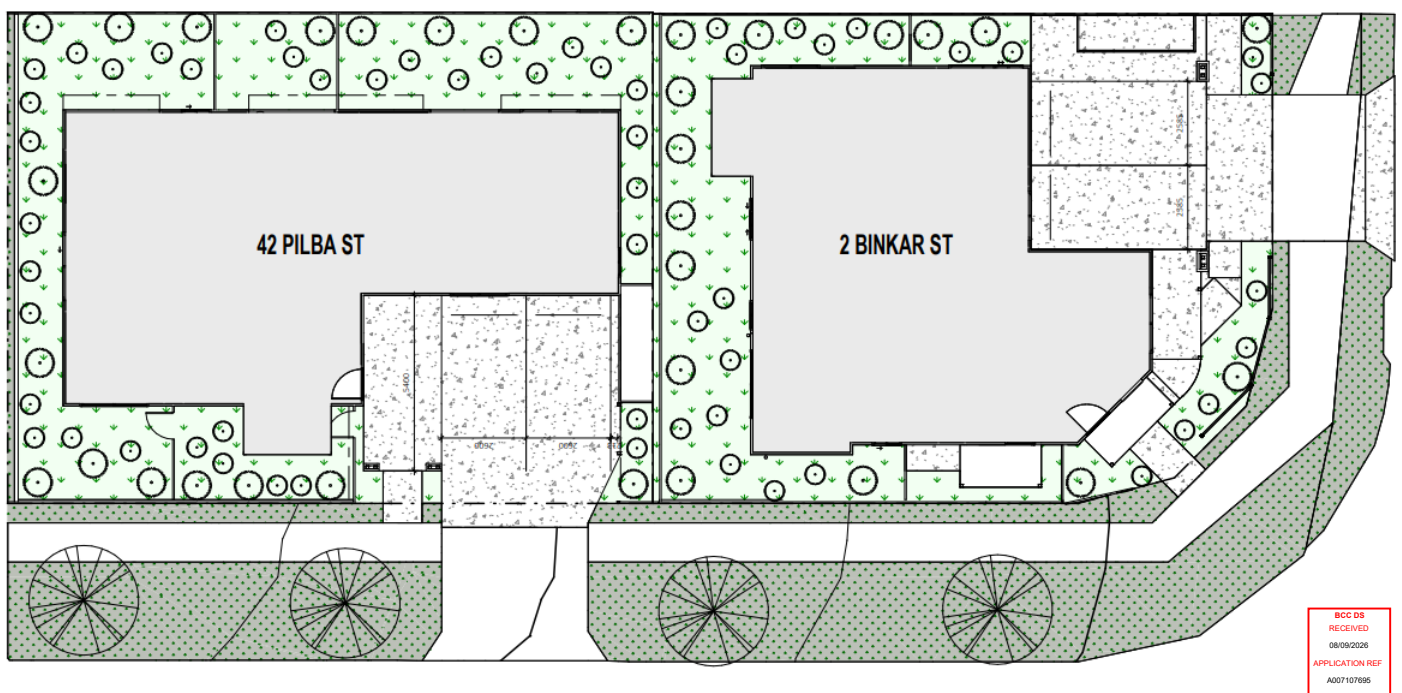


Our Ref: 9074

8th September 2026

Proposed Rooming Accommodation (up to and including 10p each) in Low-medium Residential Zone.

2 Binkar St and 42 Pilba St, Chermside QLD 4032



BRISBANE
2221 Wynnum Road, Wynnum

PO Box 697
Wynnum QLD 4178

Ph: 07 3893 0557
Email: eda@gsp-land.com.au
www.gsp-land.com.au

Contents

1	Site Location & Background Review	4
1.1	Site Characteristics	5
1.2	Site History	5
2	Proposal.....	5
3	Assessment Benchmarks and Compliance	7
3.1	South East Queensland Regional Plan.....	7
3.2	State Planning Policy	7
3.3	Temporary Local Planning Instruments	8
3.4	Public Notification	8
3.5	Referral Agencies	8
3.6	Brisbane Planning Scheme and Planning Scheme Policies	8
3.7	Definition of Rooming Accommodation	9
4	Recommendation & Conclusion.....	10

Annexures

- A Building Plans**
- B Traffic Report**
- C Code Compliance**

Report Summary

Site Details

Applicant name	42 Pilba Street, Chermside Kinnotion Pty Ltd ATF Kinnotion Family Trust
	2 Binkar Street, Chermside Cohaus Pty Ltd ATF Cohaus Family Trust
Report prepared by	Jacob Rutherford
Site address	2 Binkar St and 42 Pilba St, Chermside QLD 4032
Real Property Description (RPD)	Lot 4 on SP353771 and Lot 3 on SP353771
Site area	281m ² and 299m ²
Zone	Low-Medium Density Residential (2 or 3 storey mix)
Neighbourhood plan	Chermside centre neighbourhood plan
Relevant overlays	Airport environs overlay Bicycle network overlay Community purposes network overlay Critical infrastructure and movement network overlay Dwelling house character overlay Road hierarchy overlay Streetscape hierarchy overlay Transport noise corridor overlay

Aspects of Development

Type of development	Material Change of Use
Proposed use	Rooming Accommodation (up to and including 10p each)
Brief description of proposal	Reutilise existing dwellings for Rooming Accommodation of up to and including 10 persons each
Referral agencies	None
Specialists' reports provided	Annexure B—Traffic Report
Pre-lodgement advice	No

1 Site Location & Background Review

The subject lots, 2 Binkar St and 42 Pilba St, Chermside QLD 4032 were created as part of a subdivision approved in 2024, which resulted in the creation of the two small lots. Following the finalisation of the subdivision, rooming accommodation for five persons (5p) was constructed on each of lots in accordance with the planning regulations at the time. Rooming accommodation for 5p and under was accepted as the planning regulation prohibited it from becoming assessable development. The construction was completed and both dwellings (rooming accommodation) are tenanted.

A subsequent DA was lodged in November 2025 over 2 Binkar St only, for a Material Change of Use for rooming accommodation (6p+) (ref. A006903425) which was refused by Council. However, an appeal was lodged to which Council counteroffered accommodation of up to 6 persons (6p) at 2 Binkar St.

This current proposal is a Material Change of Use for an increase in the number of residents within Rooming Accommodation from the current 6p at 2 Binkar St and 5p at 42 Pilba St, to up to and including 10 persons (10p) at both 2 Binkar St and 42 Pilba St, Chermside. The proposal does not increase the number of bedrooms, however, allows for couples to rent where needed. Due to the increasing demand for housing in Brisbane, and the site's strategic location—within walking distance to high-frequency public transport and within convenient access to the nearby retail precincts—the proposed development seeks to increase the number of people living in the subject rooming accommodation.

For clarification, this proposal is seeking the capacity of *up to and including 10 persons (10p)* in both lots.

The proposal does not involve any additional building or civil works on site, and will reuse existing gross floor area, landscaping and refuse collection. Parking and access are also retained and reused. A traffic statement has been prepared demonstrating that the number of car spaces complies with the TAPS PSP.

→ Refer to Annexure B—Traffic Report

This proposed Rooming accommodation of 6+p triggers impact assessment as 42 Pilba St adjoins a dwelling house at 40 Pilba St. The application demonstrates compliance with the applicable planning instruments, including the relevant zone code, the Rooming Accommodation Code, and all secondary codes as required. The development is designed to respond to the city's evolving housing needs while maintaining alignment with planning objectives and site suitability.

It is noted the subject lots are LMR2 (3 or 4 storey mix) under the draft City Plan mapping taking effect on 18 September 2026, whereas the current proposal involves existing 2 storey buildings which can be seen as underdevelopment for the subject lots, zone and location.

1.1 Site Characteristics

Site Shape/Dimensions	Rectangular small lots measuring 281m ² and 299m ² .
Access	The lots are accessed respectively from Binkar Street and Pilba Street via existing 4.5m wide crossovers approved as part of the previous subdivision on site.
Existing Vegetation	The site contains no protected or significant vegetation. There is no street trees impacted as crossovers has already been constructed.
Topography	The site is generally flat with approx. 1m fall towards Binkar Street.
Flooding	-
Infrastructure	Unaffected by the scope of the proposal.

1.2 Site History

The subject lots, 2 Binkar St and 42 Pilba St, Chermside QLD 4032 were created as part of a subdivision approved in 2024, which resulted in the creation of the two small lots. Following the finalisation of the subdivision, rooming accommodation for five persons (5p) was constructed on each of lots in accordance with the planning regulations at the time. Rooming accommodation for 5p and under was accepted as the planning regulation prohibited it from becoming assessable development. The construction was completed and both dwellings (rooming accommodation) are tenanted.

A subsequent DA was lodged in November 2025 over 2 Binkar St only, for a Material Change of Use for rooming accommodation (6p+) (ref. A006903425) which was refused by Council. However, an appeal was lodged to which Council counteroffered accommodation of up to 6 persons (6p).

1.3 Site Location

The subject site is located within 400m of high-frequency public transport which can be considered walking distance. Brisbane City Council have previously commented on the site being further than 400m walking distance to high-frequency public transportation, providing an estimate of 430m. However, upon measuring from the frontage of 42 Pilba Street and the bus stop seating, this distance is within 390m walking distance to the northbound and within 400m walking distance to the southbound bus stops "Gympie Road at Rode Road" (stop IDs 003872 and 003875) which is roughly a 6-minute walk according to Google Maps. Both northbound and southbound stops cater for two high frequency BUZ bus services (bus routes 333 and 340) running every 15 minutes or less. The Binkar St frontage is a mere 20m further, and thus the site as a whole is still considered to be within walking distance of high-frequency public transport.



Figure 1. Pilba St frontage to northbound bus stop "Gympie Road at Rode Road".



Figure 2. Pilba St frontage to southbound bus stop "Gympie Road at Rode Road".

2 Proposal

The application is for rooming accommodation up to and including 10p (10p) within the existing dwellings at 2 Binkar St and 42 Pilba St, Chermside QLD 4032 that are currently tenanted and being utilised accordingly. The Proposal therefore involves the reuse of the existing dwellings, parking and access. Each dwelling contains 5 bedrooms, which are to remain as is, however, the bedrooms could be rented to couples where needed.

We consider the proposal includes the following component:

- Material Change of Use – Development Permit.

→ Refer to Annexure A—Building Plans

The proposal reutilises the existing two storey dwellings, access crossovers and carparking, as such does not result in physical changes on site.

Car parking for 2 cars has been provided in front of each building as such there is at total of 4 car spaces. This has been demonstrated to be sufficient with the attached traffic report.

→ Refer to Annexure B—Traffic Report

Bins are stored in the side setbacks of the buildings and will be able to wheel out to the kerb on collection days.

It is noted that the proposal involves the reuse of the existing buildings as-is with no building or further site works required.

3 Assessment Benchmarks and Compliance

The proposal reflects the relevant planning outcomes set out in all applicable State and local government planning instruments, as follows.

3.1 South East Queensland Regional Plan

The development involves residential dwellings within the Urban Footprint and, as such, is consistent with the intent of the *South East Queensland Regional Plan 2023* (ShapingSEQ).

3.2 State Planning Policy

The site is located in the following *State Planning Policy* mapped areas:

NATURAL HAZARDS RISK AND RESILIENCE

- Flood hazard area - local government flood mapping area

STRATEGIC AIRPORTS AND AVIATION FACILITIES

- Obstacle limitation surface area
- Lighting area buffer 6km
- Wildlife hazard buffer zone

The relevant state interests are reflected in applicable *City Plan 2014* overlays. The site is not affected by the Flood overlay.

In complying with the planning scheme, the proposal is taken to comply with the *State Planning Policy*.

3.3 Temporary Local Planning Instruments

Table 1. Current TLPIs in effect (Brisbane City Council).

TLPI	Description	Comments
02/23 (QLD)	Kurilpa Sustainable Growth Precinct	No effect on the site.
01/25 (QLD)	Colmslie Road Industry Precinct	No effect on the site.

3.4 Public Notification

The application requires impact assessment and, as such, is subject to public notification requirements pursuant to section 53 of the *Planning Act 2016*.

For this application type, the minimum public notification period is 15 business days.

3.5 Referral Agencies

The development does not require referral.

3.6 Brisbane Planning Scheme and Planning Scheme Policies

Under the Low-medium Density Residential zone, Rooming Accommodation, the categories of development and assessment for the proposal are determined relevant in accordance with Part 5 of *City Plan 2014*, as follows:

Table 4. City Plan 2014 categories of development and assessment—Material Change of Use (rooming accommodation):

	MCU (rooming accommodation)
Zone	
Low-medium Density Residential	Impact assessment*
Neighbourhood plan	
Chermside centre neighbourhood plan	No change
Overlays	
Airport environs overlay	Not applicable
Bicycle network overlay	Not applicable
Community purposes network overlay	Not applicable
Critical infrastructure and movement network overlay	Not applicable
Dwelling house character overlay	Not applicable
Road hierarchy overlay	Code assessment
Streetscape hierarchy overlay	Code assessment
Transport noise corridor overlay	Not applicable

* Due to the category of assessment in the zone

Relevant assessment benchmarks are set out in the applicable planning scheme codes. Based on the tables of assessment in *City Plan 2014*, the following codes apply to this development:

Table 5. Applicable City Plan 2014 codes for the MCU are as follows:

Primary Codes	Rooming Accommodation Code
Zone Code	Low-medium density zone code
Secondary Codes	• Filling and excavation code • Infrastructure design code • Landscape work code • Outdoor Lighting code • Stormwater code • Transport, access, parking and servicing code • Wastewater code
Overlay Codes	Road hierarchy overlay code Streetscape hierarchy overlay code Transport noise corridor overlay

→ Refer to Annexure C—Code Compliance.

3.7 Definition of Rooming Accommodation

Rooming accommodation is defined in the Planning Regulation 2017 and City Plan 2014 as follows:

rooming accommodation means the use of premises for— (a) residential accommodation, if each resident— (i) has a right to occupy 1 or more rooms on the premises; and (ii) does not have a right to occupy the whole of the premises; and (iii) does not occupy a self-contained unit, as defined under the Residential Tenancies and Rooming Accommodation Act 2008, schedule 2, or has only limited facilities available for private use; and (iv) shares other rooms, facilities, furniture or equipment outside of the resident's room with 1 or more other residents, whether or not the rooms, facilities, furniture or equipment are on the same or different premises; or (b) a manager's residence, an office or providing food or other services to residents, if the use is ancillary to the use in paragraph (a).
--

*emphasis added

The development complies with the use definition as each resident:

- would have the right to occupy one or more rooms on the premises (their own private rooms and the common area)
- would not have the right to occupy the whole of the premises
- would have only limited facilities available for private use (noting private rooms do not contain fully equipped kitchens or laundry facilities)
- would share a common kitchen, dining, and laundry space with other residents in the dwelling.

4 Infrastructure Charges

As each dwelling can be considered one suite of 5 bedrooms, we believe the infrastructure charges will be \$0.00 as the demand and credit are the same.

5 More homes sooner amendment package

We understand the above amendment package is taking effect on 18 September 2026, in which the subject lots will be zoned LMR 2(3-4 storeys) and located within a 'key location', due to proximity to mixed use zone.

Council's explanatory guide illustrates the building typologies expected within a 'key location' as follows:



Figure 3. Extract from more homes sooner explanatory guide

The subject premises is therefore underdeveloped in terms of the Council's upcoming City Plan amendment package. As the existing buildings are relatively new it is highly unlikely they will be demolished and rebuilt in the short to medium term, however the intensification of use of the existing floor area, should be supported by Council.

It is noted that parking rates are decreased for multiple dwellings in a 'key location'. It is argued "Car ownership is decreasing, reflecting the availability of public transport in Brisbane...".

It is unknown why Council reduced carparking rates for multiple dwellings and not for rooming accommodation, nevertheless the proposal complies with current carparking rates.

6 Recommendation & Conclusion

The proposed development provides rooming accommodation that is responsive to the specific constraints of the site while aligning with the evolving housing needs of Brisbane and the historical development patterns in the surrounding area. The proposal complies with all relevant provisions

of the Rooming Accommodation Code and the Zone Code, thereby demonstrating consistency with the applicable use, zone, and overlay outcomes.

Furthermore, the development advances the strategic intent for City Plan 2014 in providing built form which protects the amenity and subtropical lifestyle of residents, while facilitating urban consolidation through residential infill, nearby public transport and employment.

With these considerations, the development should be approved by Council, subject to relevant standard conditions.