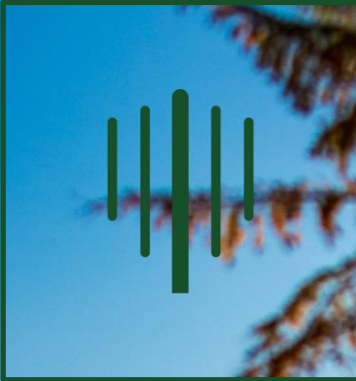


26 May 2026

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APPLICATION REF  
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Ref: WTJQ25-099  
Contact: Chelsea Evans



# WILLOWTREE PLANNING

## PLANNING ASSESSMENT REPORT:

### **Subdivision (2 Lots into 6 Lots) and Multiple Dwelling, Dual Occupancy and Rooming Accommodation**

6 Farnell Street & 11 Rainey Street Chermside QLD 4032  
Lot 90 RP42747 & Lot 6 RP62720

—  
Prepared by Willowtree Planning Pty Ltd  
on behalf of Tania Hatchman

**SYDNEY**

—

Suite 404, Level 4  
165 Walker Street  
North Sydney NSW 2060

**BRISBANE**

—

Level 9  
243 Edward Street  
Brisbane QLD 4000

07 5625 3031

[equiries@willowtp.com.au](mailto:equiries@willowtp.com.au)

[willowtreeplanning.com.au](http://willowtreeplanning.com.au)



**WILLOWTREE**  
PLANNING




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**In the spirit of reconciliation and recognition, Willowtree Planning acknowledges the Traditional Owners of this Country throughout Australia and their continuing and ongoing connections to land, waters and community. We show our respect to Elders - past and present. We acknowledge that we stand on this Country which was and always will be recognised as Aboriginal Land. We acknowledge the Traditional Owners of the Lands in this Local Government Area, belonging to the local Aboriginal People, where this proposal is located.**

**PLANNING ASSESSMENT REPORT**

Subdivision (2 Lots into 6 Lots) and Multiple Dwelling, Dual Occupancy and Rooming Accommodation  
6 Farnell Street & 11 Rainey Street Chermside (Lot 90 RP42747 & Lot 6 RP62720)

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Version No. 1 - 08/04/2026	Ellen Mihaljevic Town Planner	Chelsea Evans Associate	Ben Russell Director (QLD)
Version No. 2 - 11/05/2026			
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## PLANNING ASSESSMENT REPORT

Subdivision (2 Lots into 6 Lots) and Multiple Dwelling, Dual Occupancy and Rooming Accommodation  
6 Farnell Street & 11 Rainey Street Chermshire (Lot 90 RP42747 & Lot 6 RP62720)

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## **PART A      PRELIMINARY**

### **1.1      INTRODUCTION**

This Planning Assessment Report has been prepared by Willowtree Planning Pty Ltd (Willowtree Planning) on behalf of Tania Hatchman (the Applicant) and is submitted to Brisbane City Council (Council) to support a Development Application (DA) made over the land at 6 Farnell Street & 11 Rainey Street Chermside, legally described as Lot 90 RP42747 & Lot 6 RP62720 (the Site).

Specifically, the Applicant is seeking development approval for the following aspects of development:

- Development permit for Reconfiguring a lot for a Subdivision (2 lots into 6 lots); and
- Development permit for Material change of use for Multiple Dwelling, Dual Occupancy and Rooming Accommodation.

The Site is located in the Brisbane City Council Local Government Area (LGA) and is mapped as being in the Medium density residential zone of the *Brisbane City Plan 2014 v35* (City Plan). It is also located within the Chermside Centre neighbourhood plan area and is subject to a range of overlays which have been considered as part of the proposed design.

Pursuant to the tables of assessment within Part 5 of the City Plan, the proposed development is categorised as **impact assessable** due to the creation of lots less than 800m<sup>2</sup> and will be assessed accordingly.

### **1.2      PROJECT RATIONALE**

The proposed development involves a subdivision of the existing two (2) lots into six (6) lots and the establishment of a mixed residential development comprising Multiple Dwelling, Dual Occupancy and Rooming Accommodation uses. The proposed subdivision is directly associated with the built form and intended ownership arrangement.

The development will contribute to the provision of additional housing opportunity and choice in the area, capitalising on its location on a key pedestrian and cyclist connection route to the hospital, as well as current and future public transport connections within the Gympie Road transit corridor.

The proposed development is located within close proximity (~100m) to the Prince Charles Hospital to the west of the Site. The development is therefore in a prime location to provide flexible housing options for workers, outpatients and visitors associated with the hospital.

The Site is also proximate to the Chermside Major Centre and the Gympie Road Northern Busway corridor. This locational context is directly contemplated by City Plan, which identifies the area surrounding the hospital as an intended node for worker, outpatient and visitor accommodation, and which supports the delivery of housing diversity and complementary residential accommodation in close proximity to major institutions and high-frequency public transport.

This Planning Assessment Report provides greater detail on the nature of the proposed development and provides an assessment of the proposal against the strategic framework, planning intent and code requirements of the relevant statutory documents.

Architectural Plans have been prepared to further detail the proposal and are included in **Appendix 4**. A series of technical reports have also been prepared in support of the proposed development and form part of the application material.

The proposal has been demonstrated to generally comply with the relevant acceptable outcomes, performance outcomes and overall outcomes of the assessment benchmarks.



## PLANNING ASSESSMENT REPORT

Subdivision (2 Lots into 6 Lots) and Multiple Dwelling, Dual Occupancy and Rooming Accommodation  
6 Farnell Street & 11 Rainey Street Chermside (Lot 90 RP42747 & Lot 6 RP62720)

The structure of the Planning Assessment Report is as follows:

- **Part A** Preliminary
- **Part B** Site Analysis
- **Part C** Proposed Development
- **Part D** Legislative and Policy Framework
- **Part E** Planning Assessment
- **Part F** Key Matters
- **Part G** Conclusion

In summary, the assessment has found the proposed development is appropriate for the Site both from a statutory planning and contextual perspective. It is therefore requested that the application be viewed favourably by Council and approved subject to reasonable and relevant conditions.

### 1.3 DEVELOPMENT SUMMARY

TABLE 1. DEVELOPMENT STATISTICS	
<b>Site Details</b>	
Address	6 Farnell Street and 11 Rainey Street, Chermside QLD 4032
Land Description	Lot 90 on RP42747 Lot 6 on RP62720
Site Area	1,058m <sup>2</sup>
Landowner	Tania Hatchman
Tenure	Freehold
Easements	None
Local Government	Brisbane City Council
<b>Local Government Matters</b>	
City Plan	Brisbane City Plan 2014, v35
Zoning / Precinct	Medium density residential zone
Neighbourhood Plan / Precinct	Chermside centre neighbourhood plan
Overlays	<ul style="list-style-type: none"><li>▪ Airport environs overlay<ul style="list-style-type: none"><li>○ OLS - Horizontal limitation surface boundary</li><li>○ Procedures for air navigation surfaces</li><li>○ BBS zone - Distance from airport 3-8km</li></ul></li><li>▪ Bicycle network overlay<ul style="list-style-type: none"><li>○ Secondary cycle route</li></ul></li><li>▪ Community purposes network overlay</li><li>▪ Critical infrastructure and movement network overlay<ul style="list-style-type: none"><li>○ Critical infrastructure and movement planning area sub-category</li></ul></li><li>▪ Dwelling house character overlay</li><li>▪ Road hierarchy overlay<ul style="list-style-type: none"><li>○ District road</li><li>○ Neighbourhood road</li></ul></li><li>▪ Streetscape hierarchy overlay<ul style="list-style-type: none"><li>○ Neighbourhood street major</li></ul></li></ul>
<b>State Government Matters</b>	
DAMS Mapping Layers	<ul style="list-style-type: none"><li>▪ SEQ Regional Plan land use categories - Urban footprint</li></ul>



**PLANNING ASSESSMENT REPORT**

Subdivision (2 Lots into 6 Lots) and Multiple Dwelling, Dual Occupancy and Rooming Accommodation  
6 Farnell Street & 11 Rainey Street Chermside (Lot 90 RP42747 & Lot 6 RP62720)

**TABLE 1. DEVELOPMENT STATISTICS**

	<ul style="list-style-type: none"><li>▪ Water resource planning area</li><li>▪ Regulated vegetation management - Category X</li></ul>
<b>Application Details</b>	
Proposal	Subdivision (2 into 6 lots) and Multiple Dwelling, Dual Occupancy and Rooming Accommodation
Approval Sought	Development permit - Reconfiguring a lot and Material change of use
Assessment Manager	Brisbane City Council
Category of Assessment	Impact Assessment
Public Notification	Yes - 15 business days
Referrals	No
<b>Applicant Details</b>	
Applicant	Tania Hatchman
Applicant Representative	Chelsea Evans - Associate Willowtree Planning Pty Ltd <a href="mailto:cevens@willowtp.com.au">cevens@willowtp.com.au</a> 0458 458 485



**PLANNING ASSESSMENT REPORT**

Subdivision (2 Lots into 6 Lots) and Multiple Dwelling, Dual Occupancy and Rooming Accommodation  
6 Farnell Street & 11 Rainey Street Chermside (Lot 90 RP42747 & Lot 6 RP62720)

**PART B SITE ANALYSIS**

**2.1 SITE LOCATION AND CHARACTERISTICS**

**2.1.1 Site Identification**

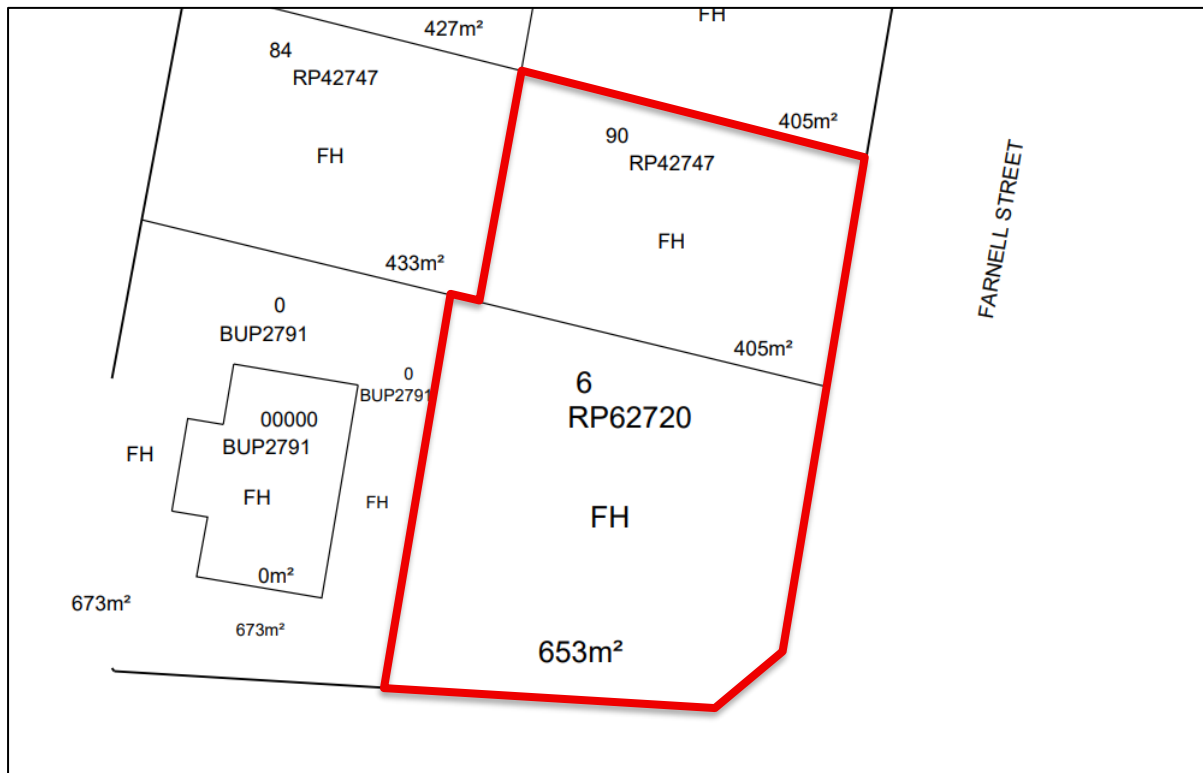
The Site comprises the following land holdings:

TABLE 2. SITE IDENTIFICATION		
Site Address	Legal Description	Land Area (approx.)
6 Farnell Street, Chermside	Lot 90 on RP42747	405m <sup>2</sup>
11 Rainey Street, Chermside	Lot 6 on RP62720	653m <sup>2</sup>
		Total = 1,058m <sup>2</sup>

The Site comprises of two rectangular lots, with a total area of 1,058m<sup>2</sup> and approximately 22.9m frontage to Rainey Street to the south and 34.8m frontage to Farnell Street to the east.

The Site is currently improved by a single storey detached dwelling house and associated structures on each lot, which will be demolished to facilitate the proposed development. Vehicular access is provided via one verge crossover on Farnell Street and one on Rainey Street. The Site is within an established residential area and bordered by neighbouring houses to the north and east.

See **Figure 1 – Figure 3** below.



**Figure 1. Cadastral Map (SmartMap, 2025)**



## PLANNING ASSESSMENT REPORT

Subdivision (2 Lots into 6 Lots) and Multiple Dwelling, Dual Occupancy and Rooming Accommodation  
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Figure 2. Aerial Map (Nearmap, 2025)



Figure 3. Streetview imagery of the Site from Farnell Street (Google Maps)

### 2.1.2 Easements

The Site is not subject to any easements or encumbrances as per the attached Title Searches.

### 2.1.3 Servicing

As identified on **Figure 4** below, the site is proximate to existing infrastructure connections as follows:

- Stormwater – existing 100mm gully connect and gully inlets along Rainey Street (green)
- Water – existing 20mm potable service connected to southern and eastern boundary (dark blue)
- Water – existing 100mm reticulation main along Farnell Street and Rainey Street (light blue)
- Sewer – existing 150mm gravity main along Farnell Street and across the middle of the Site east-to-west (orange)
- Sewer – existing 100mm service in middle of the site (red)



**PLANNING ASSESSMENT REPORT**

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**Figure 4: Infrastructure and Services Map (Brisbane City Council, 2017)**

**2.2 DEVELOPMENT HISTORY**

According to Brisbane City Council's *Development-i* there have been no Development Applications (DAs) lodged over the Site since 1 January 2004.

**2.3 SITE CONTEXT**

**2.3.1 Surrounding Land Uses**

The Site is a corner lot located at the intersection of Farnell and Rainey Streets. Surrounding land parcels are all in the Medium density residential zone. The Site is surrounded by residential development, for instance to the immediate east of the Site is an existing Multiple dwelling comprising 3 storeys as pictured below.



**Figure 5: Adjoining Development - West (Rainey Street) (Google Maps)**

To the immediate north of the Site is an existing dwelling house comprising 2 storeys as pictured below.

## PLANNING ASSESSMENT REPORT

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**Figure 6: Adjoining Development - North (Farnell Street) (Google Maps)**

The Site is also located in close proximity to an existing 5-storey Multiple dwelling on Farnell Street as pictured below.



**Figure 7: Nearby 5-storey Multiple Dwelling Development (Farnell Street) (Google Maps)**

### 2.3.2 Wider Context

The Site is situated in Chermside, 9km north of the Brisbane CBD. The surrounding land uses are predominantly residential in nature, with some healthcare facilities and short-term accommodation associated with the Prince Charles Hospital, which is a major teaching and tertiary referral hospital and a short walk from the Site.

The Site is also closely located to many public transport links. Bus stops serving four (4) major routes which provide connection across Brisbane are within a 5-minute walking distance to the Site, and bus stops serving a further eight (8) routes are within 10-minutes walking distance. The Site is also closely located to the major roads of Webster Road and Gympie Road. The combination of car and bus transport option make the Site highly accessible to the rest of Brisbane.

The Site is also well serviced by social, cultural, tourist and leisure facilities and shopping facilities. The Site is approx. 1.2km away from the Chermside Shopping Centre and is also within a 10-minute walk of a closer Aldi supermarket. There are two (2) early learning centres nearby, the Prince Charles Hospital Early Education Centre (600m) and the Chermside Early Education Centre & Preschool (900m). The closest primary school is Somerset Hills State School, 1.4km away and the closest secondary school is Craggslea State High School, 1.5km away.



**PLANNING ASSESSMENT REPORT**

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Refer to **Figure 8** below.



**Figure 8. Site Context Map (Nearmap, 2026)**



## PLANNING ASSESSMENT REPORT

Subdivision (2 Lots into 6 Lots) and Multiple Dwelling, Dual Occupancy and Rooming Accommodation  
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### PART C PROPOSED DEVELOPMENT

#### 3.1 OVERVIEW

The proposal is seeking approval for a subdivision of the Site from two (2) lots into six (6) lots and establishment of a mixed residential development comprising Multiple Dwelling, Dual Occupancy and Rooming Accommodation uses. The proposed subdivision reflects the proposed tenure arrangement.

The proposed built form also responds to the proposed ownership and subdivision arrangement and comprises a combination of attached and detached buildings as shown in the Site Plan in **Figure 9**.

The proposal has been designed to be consistent with the newly established multiple dwellings within the locality and in the same zone. The proposed setbacks, building height and built form generally respond to the established precedent to maintain cohesion with the surrounding streetscape and align with the amenity and nature of this part of Chermside.

Detailed Architectural Plans of the proposed development are provided within **Appendix 4**.



**Figure 9. Proposed Site Plan (Thinktank Architects, 2026)**



## PLANNING ASSESSMENT REPORT

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### 3.2 DEVELOPMENT PARTICULARS

#### 3.1.1 Land Uses

The proposed development is seeking approval for Multiple Dwelling, Dual Occupancy and Rooming accommodation uses. The proposed uses are defined in the City Plan as follows:

**Multiple dwelling** means a residential use of premises involving 3 or more dwellings, whether attached or detached.

**Dual occupancy**—

- a. means a residential use of premises involving—
  - i. 2 dwellings (whether attached or detached) on a single lot or 2 dwellings (whether attached or detached) on separate lots that share a common property; and
  - ii. any domestic outbuilding associated with the dwellings; but
- b. does not include a residential use of premises that involves a secondary dwelling.

**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 service to residents, if the use is ancillary to the use in paragraph (a).

#### 3.1.2 Built Form

The proposed development involves four (4) freestanding buildings which address the respective street frontage to which they are oriented. The proposed renders are included as follows to demonstrate the appearance of the buildings to Farnell and Rainey Streets. As shown, significant articulation has been provided across all dwellings to minimise the appearance of building bulk and provide a positive contribution to the street.



Figure 10. Proposed Development Facing Farnell Street (ThinkTank Architects)



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**Figure 11. Proposed Development Facing Rainey Street (ThinkTank Architects)**

**3.1.3 Landscaping**

The development includes both general landscaping and deep planting areas across the site. These areas assist to provide screening to the development and reduce the appearance of building bulk whilst responding to the subtropical character of South-East Queensland.

See **Figure 12** below for an extract of the proposed landscape plan which is provided in **Appendix 5**.



**Figure 12. Landscape Concept Plan (ThinkTank Architects, 2026)**



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**3.1.4 Private Open Space**

Each lot incorporates private open space in the form of internal areas, rear courtyards, balconies or roof terraces as appropriate to ensure future residents will have functional and useable areas for private recreation. Private open space exceeds 35m<sup>2</sup> per lot.



**Figure 13. Proposed Private Open Space Provision (ThinkTank Architects)**

**3.1.5 Communal Open Space**

As the proposal does not involve more than 10 dwellings, no communal open space has been provided.

**3.1.6 Access**

The development involves the construction of four (4) crossovers, three (3) on Farnell Street and one (1) on Rainey Street. The shared driveways for the Sites facing Rainey Street will be subject to an access easement benefitting the lots which are serviced by that driveway.

The proposed access arrangements are discussed in the Transport Impact Assessment to demonstrate suitability.



## PLANNING ASSESSMENT REPORT

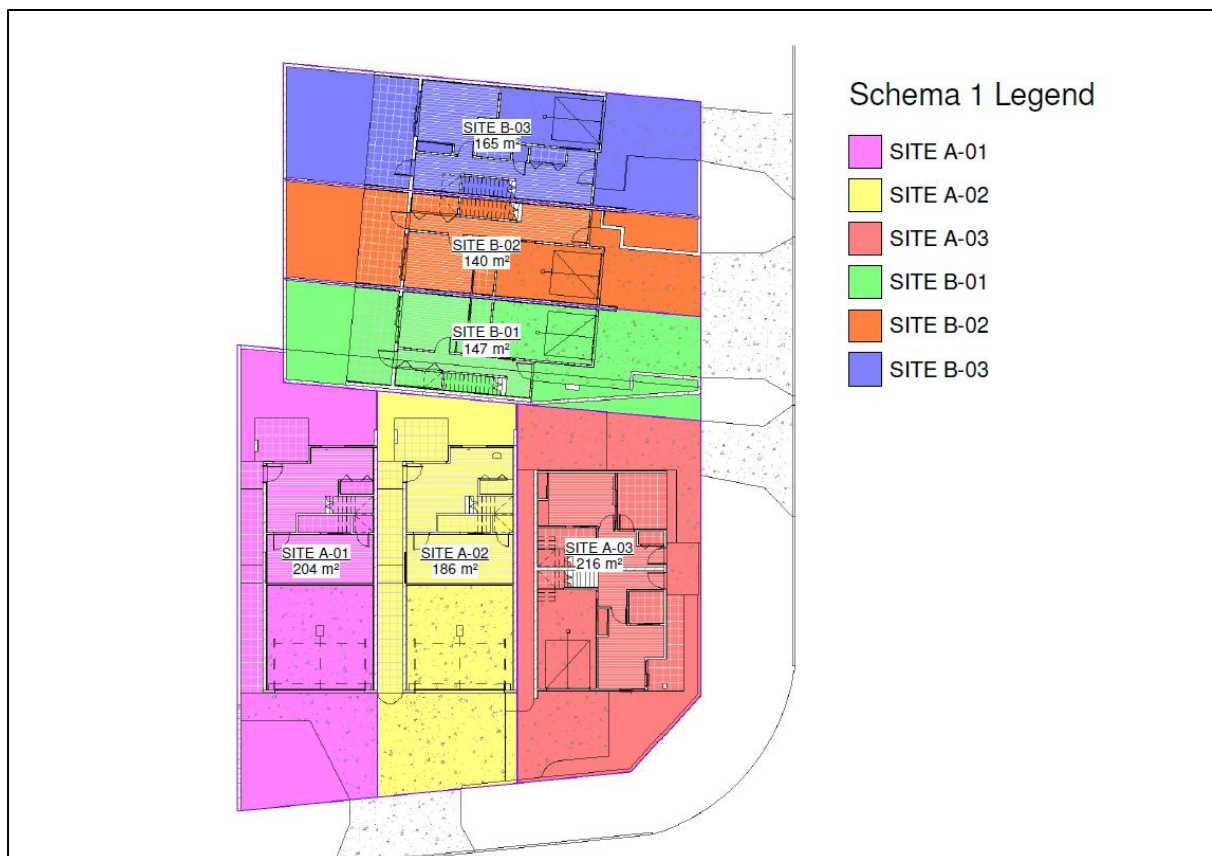
Subdivision (2 Lots into 6 Lots) and Multiple Dwelling, Dual Occupancy and Rooming Accommodation  
6 Farnell Street & 11 Rainey Street Chermshire (Lot 90 RP42747 & Lot 6 RP62720)

### 3.1.7 Subdivision

The proposed development involves a subdivision of the existing two (2) lots into six (6) lots to reflect the proposed ownership arrangement. A summary of the proposed lot sizes is included below. All "A" lots have frontage to Rainey Street, and all "B" lots and Lot A-03 have frontage to Farnell Street.

TABLE 3. RECONFIGURED LOT SIZES	
Lot	Land Area (approx.)
A-01	204m <sup>2</sup>
A-02	186m <sup>2</sup>
A-03	216m <sup>2</sup>
B-01	147m <sup>2</sup>
B-02	140m <sup>2</sup>
B-03	165m <sup>2</sup>
<b>TOTAL</b>	<b>1,058m<sup>2</sup></b>

Refer to **Figure 14** below for the proposed lot layout.



**Figure 14. Subdivision Plan (Thinktank Architects, 2026)**

### 3.3 SUPPORTING TECHNICAL REPORTS

The proposed development will be supported by technical traffic and civil engineering reporting to be provided under separate cover.



## **PART D      LEGISLATIVE AND POLICY FRAMEWORK**

### **4.1      PLANNING ACT 2016**

#### **4.1.1      Assessable Development**

Pursuant to Section 44(5) of the *Planning Act 2016* (Planning Act), a categorising instrument (being a regulation or local categorising instrument) may categorise development.

In the case of the proposed development, the local categorising instrument is the City Plan, in which the proposed development is categorised as assessable development, requiring development approval for a material change of use and reconfiguring a lot.

In accordance with Schedule 2 of the Planning Act, the proposed development is consistent with the following types of development:

***Material change of use, of premises means any of the following that a regulation made under section 284(2)(a) does not prescribe to be minor change of use -***

- (a) the start of a new use of the premises;*
- (b) the re-establishment on the premises of a use that has been abandoned;*
- (c) a material increase in the intensity or scale of the use of the premises.*

***Reconfiguring a lot means -***

- (a) creating lots by subdividing another lot; or*
- (b) amalgamating 2 or more lots; or*
- (c) rearranging the boundaries of a lot by registering a plan of subdivision under the Land Act or Land Title Act; or*
- (d) dividing land into parts by agreement rendering different parts of a lot immediately available for separate disposition or separate occupation, other than by an agreement that is—*
  - (i) a lease for a term, including renewal options, not exceeding 10 years; or*
  - (ii) an agreement for the exclusive use of part of the common property for a community titles scheme under the Body Corporate and Community Management Act 1997; or*
- (e) creating an easement giving access to a lot from a constructed road.*

#### **4.1.2      Assessment Manager**

This development application is made to the Brisbane City Council as the assessment manager, in accordance with Schedule 8 of the *Planning Regulation 2017* (Planning Regulation).



## PLANNING ASSESSMENT REPORT

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### 4.1.3 Category of Assessment

The category of assessment has been determined through sequential consideration of zoning, local or neighbourhood plans (where applicable) and overlays (where applicable), of the City Plan and summarised in **TABLE 4** below.

<b>TABLE 4. CATEGORIES OF ASSESSMENT</b>	
<b>City Plan Component</b>	<b>Category of Assessment</b>
<b>Zone</b>	
Medium density residential zone	MCU for Rooming accommodation involving more than 5 persons - <b>Code assessment</b>  MCU for Multiple dwelling or Dual occupancy not exceeding the building height prescribed in the neighbourhood plan (i.e., 4 storeys) - <b>Code assessment</b>  ROL where involving the creation of lots less than 800m <sup>2</sup> - <b>Impact assessment</b>
<b>Neighbourhood Plan</b>	
Chermside centre neighbourhood plan	No change
<b>Overlays</b>	
Airport environs overlay	MCU - <b>Code assessment</b>
Bicycle network overlay	MCU - <b>Code assessment</b> ROL - <b>Code assessment</b>
Community purposes network overlay	MCU - <b>Code assessment</b> ROL - <b>Code assessment</b>
Critical infrastructure and movement network overlay	N/A - proposed MCU and ROL do not trigger assessment against this overlay.
Dwelling house character overlay	N/A - proposal does not involve a Dwelling house.
Road hierarchy overlay	MCU - <b>Code assessment</b> ROL - <b>Code assessment</b>
Streetscape hierarchy overlay	MCU - <b>Code assessment</b> ROL - <b>Code assessment</b>
<b>Level of Assessment</b>	
<b>Resulting level of assessment</b>	<b>Impact assessment</b>

### 4.1.4 Public Notification

This development application, being subject to impact assessment, requires public notification to be undertaken for a period of fifteen (15) business days, in accordance with Section 53 of the Planning Act.



## PLANNING ASSESSMENT REPORT

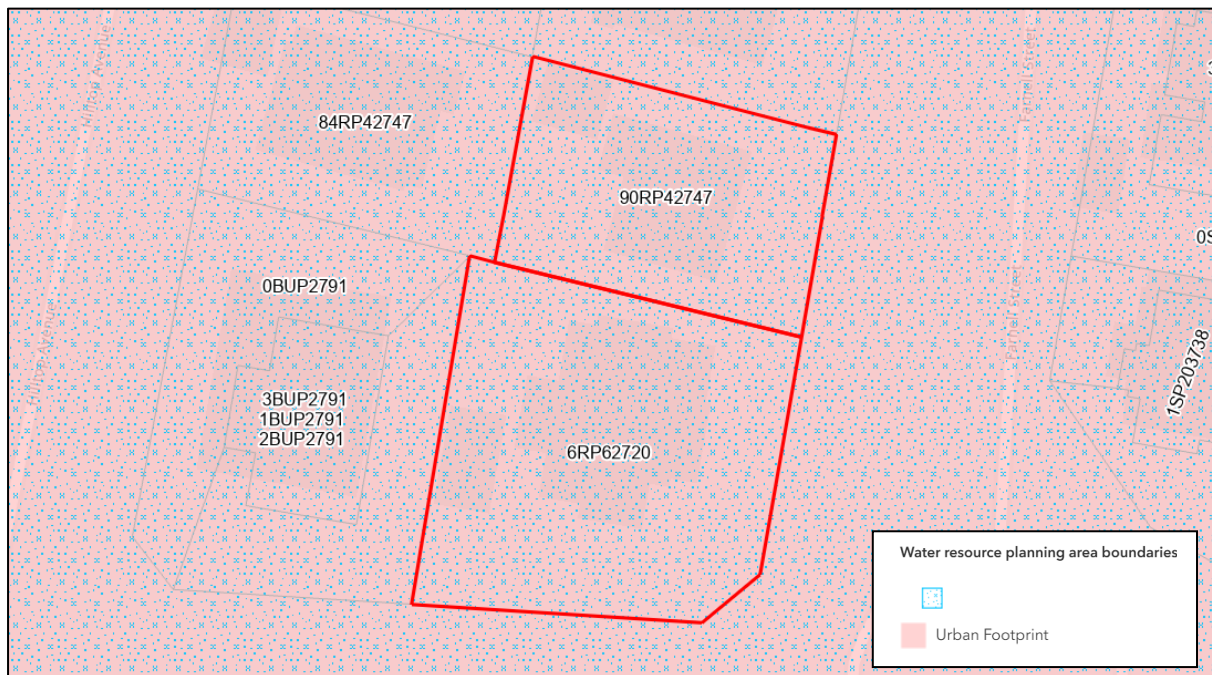
Subdivision (2 Lots into 6 Lots) and Multiple Dwelling, Dual Occupancy and Rooming Accommodation  
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### 4.2 PLANNING REGULATION 2017

#### 4.2.1 Referrals

Schedules 9 and 10 of the Planning Regulation set out aspects of development which are assessable or require referral. The Development Assessment Mapping System (DAMS) also assists by mapping development assessment triggers and referrals.

The Site and proposed development have been reviewed against the identified sections and the DAMS (extracted in **Figure 15** below) and it has been determined the development application will not trigger referral.



**Figure 15: Development Assessment Mapping System (QLD Government, 2025)**



## **PART E PLANNING ASSESSMENT**

This section of the Planning Assessment Report assesses the application against the relevant assessment benchmarks.

As this DA is subject to impact assessment, the assessment benchmarks and the matters that the assessment manager must have regard to are those identified in Section 45(5) of the Planning Act and Sections 30 and 31 of the Planning Regulation.

### **5.1 STATE AND REGIONAL ASSESSMENT BENCHMARKS**

#### **5.1.1 Regional Plan**

Section 30(2)(a)(i) of the *Planning Regulation 2017* (Planning Regulation) requires that development assessment must be carried out against the assessment benchmarks stated in the Regional Plan, to the extent the assessment benchmark is relevant to the development.

The Site is within the area of the *Shaping SEQ, South-East Queensland Regional Plan 2023* (SEQ Regional Plan) and is included in the Urban Footprint. The proposal constitutes an urban activity which supports the intent of the urban footprint designation by providing further residential supply to accommodate future population growth and economic development.

In summary, the proposal facilitates the achievement of and is therefore consistent with not only the intent of the Urban Footprint classification but associated goals, elements, strategies, and planning principles under the *SEQ Regional Plan Regulatory Provisions*.

#### **5.1.2 State Planning Policy**

Section 30(2)(a)(ii) of the Planning Regulation requires that the assessment manager to assess applications against the assessment benchmarks contained within Part E of the *State Planning Policy* (SPP), to the extent Part E is not identified in the City Plan as having been appropriately integrated.

Pursuant to Part 2 of the City Plan, the only aspects of the SPP not integrated include:

- State interest – Natural hazards, risk and resilience – The bushfire prone area in the City Plan does not reflect the State mapping layer.
- State interest – Strategic airports and aviation facilities – The building restricted area is not identified in the City Plan.

As identified in **Figure 16** below, the abovementioned State interests are not applicable to the subject site, meaning further investigation is not required.



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**Figure 16: State Planning Policy Mapping (QLD Government, 2025)**

### 5.1.3 Temporary State Planning Policy

Section 30(2)(a)(iii) of the Planning Regulation requires that impact assessment must be carried out against any temporary SPP applying to the premises. In this instance, no temporary SPP applies to the Site or proposal.

### 5.1.4 State Development Assessment Provisions

Section 30(1) of the Planning Regulation requires that impact assessment must be carried out against the assessment benchmarks for the development stated in Schedules 9 and 10. Schedules 9 and 10 identify the matters that referral agency assessment must have regard to. The *State Development Assessment Provisions (SDAP)* nominate applicable modules based on the referral triggers.

The proposal does not require referral to any agencies and therefore no SDAP codes are applicable.

## 5.2 LOCAL ASSESSMENT BENCHMARKS

### 5.2.1 Local Planning Instrument

The *Brisbane City Plan 2014* (City Plan) is the applicable planning instrument for the Brisbane City Council and provides the relevant framework for development assessment and approval. The provisions of the City Plan that are relevant to the proposed development are identified and addressed in the following sections of this report.

### 5.2.2 Assessment Benchmarks

This application is to be assessed against the provisions of the City Plan as outlined in **TABLE 5** below. This section of the report addresses the components of the City Plan that apply to the proposal.



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TABLE 5. ASSESSMENT BENCHMARKS: CITY PLAN		
City Plan Component	Consistency	Comment(s)
<b>Strategic Framework</b>		
<ul style="list-style-type: none"> <li>▪ Theme 2: Brisbane's outstanding lifestyle and Element 2.2 - Brisbane's housing and accommodation choices;</li> <li>▪ Theme 5: Brisbane's CityShape, Element 5.3 - Brisbane's Major Centres, Element 5.5 - Brisbane's Suburban Living Areas and Element 5.8 - Brisbane's Growth Nodes on Selected Transport Corridors</li> </ul>	Yes	An assessment of the specific outcomes and land use strategies is included in <b>Appendix 2</b> .
<b>Neighbourhood Plan Code</b>		
<ul style="list-style-type: none"> <li>▪ Chermside centre neighbourhood plan code</li> </ul>	Yes	An assessment of the relevant performance outcomes and acceptable outcomes is included in <b>Appendix 2</b> .
<b>Zone Code</b>		
<ul style="list-style-type: none"> <li>▪ Medium density residential zone code</li> </ul>	Yes	An assessment of the relevant performance outcomes and acceptable outcomes is included in <b>Appendix 2</b> .
<b>Overlay Code(s)</b>		
<ul style="list-style-type: none"> <li>▪ Airport environs overlay code</li> <li>▪ Bicycle network overlay code</li> <li>▪ Community purposes network overlay code</li> <li>▪ Road hierarchy overlay code</li> <li>▪ Streetscape hierarchy overlay code</li> </ul>	Yes	An assessment of the relevant performance outcomes and acceptable outcomes is included in <b>Appendix 2</b> .
<b>Use Code(s)</b>		
<ul style="list-style-type: none"> <li>▪ Multiple dwelling code</li> <li>▪ Dual occupancy code</li> <li>▪ Rooming accommodation code</li> <li>▪ Subdivision code</li> </ul>	Yes	An assessment of the relevant performance outcomes and acceptable outcomes is included in <b>Appendix 2</b> .
<b>Development Code(s)</b>		
<ul style="list-style-type: none"> <li>▪ Landscape work code</li> <li>▪ Outdoor lighting code</li> <li>▪ Park planning and design code</li> <li>▪ Stormwater code</li> <li>▪ Transport access parking and servicing code</li> <li>▪ Wastewater code</li> </ul>	Yes	An assessment of the relevant performance outcomes and acceptable outcomes is included in <b>Appendix 2</b> .

### 5.2.3 Strategic Framework

The strategic framework forms the basis for ensuring development occurs in a compatible way for the life of the City Plan. This assessment has considered the key elements of the strategic framework as identified in the Medium density residential zone code and how the proposal responds to the relevant criteria.



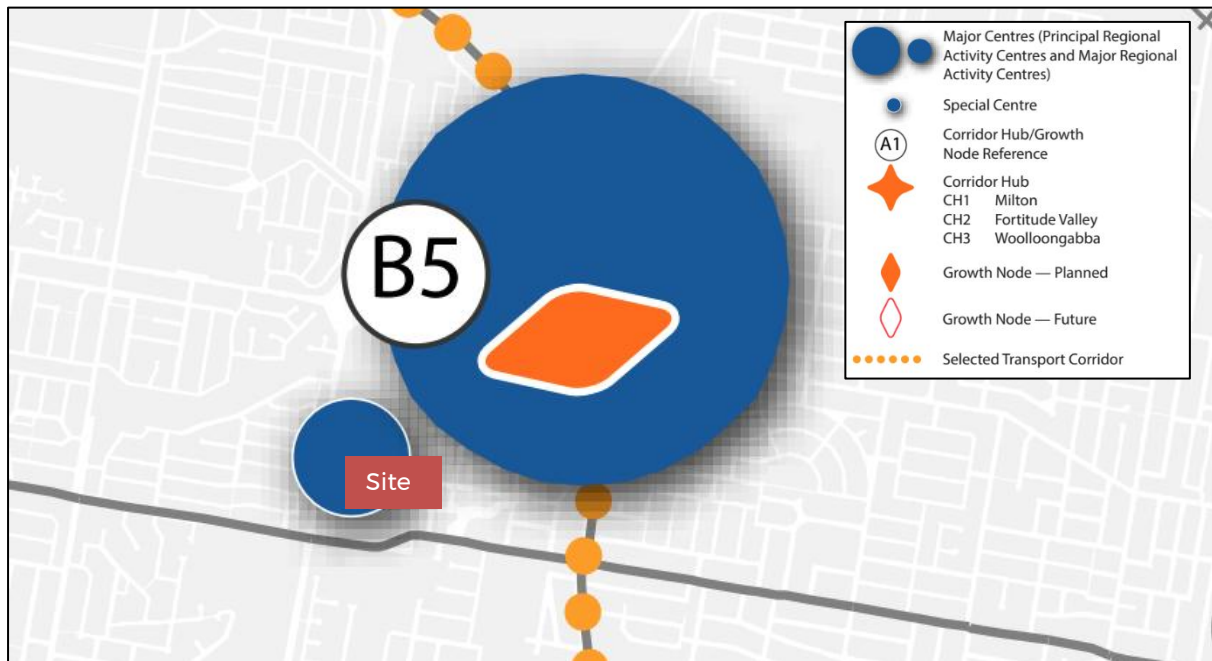
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### Theme 2: Brisbane's outstanding lifestyle

The proposed development advances the intent of Theme 2: Brisbane's outstanding lifestyle.

The development is located within close proximity to the Chermshire growth node along the Gympie Road and Northern Busway transport corridor and at the edges of the Chermshire Major Centre and Prince Charles Hospital Special Centre. The Site also benefits from proximity to existing and planned high-frequency public transport infrastructure, supporting increased residential density in a well-serviced urban location.



**Figure 17. Extract of SFM-003 Selected Transport Corridors and Growth Nodes**

The development provides various dwelling types to accommodate a range of household structures, incomes and life stages. Rooming accommodation provides an alternative, more affordable housing option, suitable for students or visiting professionals of the hospital. The provision of smaller dwelling formats supports both smaller households and ageing-in-place.

The development overall provides increased housing opportunity in a strategic area with access to employment, services and facilities surrounding the development.

### Theme 5: Brisbane's CityShape

The proposed development also advances the intent of Theme 5: Brisbane's CityShape.

The development is located on the edge of the Chermshire Major centre and provides an increased residential density appropriate to its proximity to the centre, consistent with the Chermshire Centre neighbourhood plan. Positioned within the Medium density residential zone and the Chermshire growth node along the Gympie Road and Northern Busway transport corridor, the Site is well suited to higher-density infill development that supports planned urban growth.

The proposal will deliver additional housing within a residential precinct without compromising the commercial, retail or community functions of the centre. The increased population will support the ongoing growth of local services while remaining sufficiently separated from entertainment and retail precincts to avoid adverse amenity impacts associated with the 18-hour major centre economy.



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The Site's location within walking distance of the Prince Charles Hospital special centre and high-frequency public transport makes it suitable for a diverse range of residents, including students, professionals, families and downsizers. The mix of dwelling typologies increases housing choice and encourages reduced reliance on private vehicles by providing convenient access to employment, education, retail and community facilities.

The development's siting, scale and density respond appropriately to the evolving character of the area and reflect surrounding medium-density residential development. Built form outcomes are consistent with emerging neighbourhood character, incorporating architectural and landscape elements that respond to local topography and vegetation while providing a transition to adjoining detached dwellings. Surrounding lots are also zoned Medium-density residential and it is expected that they will be subject to infill development in the future.

The Site contains no existing mature vegetation; however, the proposal enhances landscape amenity through additional tree and shrub planting and the provision of deep planting zones along Farnell and Rainey Streets, contributing positively to the streetscape. All dwellings address the street, with garages and crossovers aligned with the established road pattern, reinforcing a high-quality and coherent urban environment.

### 5.2.4 Zone

As shown in **Figure 18** below, the Site is located within the Medium density residential zone of the City Plan. The proposed development, being for short and long-term residential development is consistent with the purpose of the Medium density residential zone and aligns with the overall outcomes of the zone code. A detailed assessment of the relevant overall outcomes, performance outcomes and acceptable outcomes is provided in **Appendix 2**



Figure 18. Zoning Map (Source: Brisbane City Council, 2025)

### 5.2.5 Neighbourhood Plan

The Site is located within the Residential south precinct (NPP-003) of the Chermshire centre neighbourhood plan. The neighbourhood plan code expressly contemplates medium density residential development and identifies key pedestrian and cyclist connections to the hospital and the Gympie Road transit corridor as defining characteristics of the precinct.



**PLANNING ASSESSMENT REPORT**

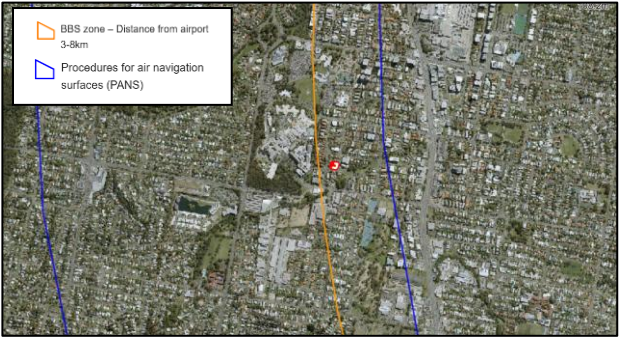


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The proposed uses are consistent with the intent of NPP-003, capitalising on the Site's position on one of these identified connections to deliver flexible accommodation that directly serves the hospital workforce and visitor population anticipated by the neighbourhood plan.

A detailed assessment of the relevant performance outcomes and acceptable outcomes of the neighbourhood plan code is provided in **Appendix 2**.

**5.2.6 Overlays**





The Site is mapped as being subject to a variety of overlays which are addressed in **TABLE 6** below.

<b>TABLE 6. OVERLAYS</b>	
<b>Overlay Map</b>	<b>Comment</b>
	<p><b>Airport environs overlay</b></p> <p>The Site is subject to the following subcategories:</p> <ul style="list-style-type: none"> <li>▪ OLS - Horizontal limitation surface boundary</li> <li>▪ Procedures for air navigation surfaces</li> <li>▪ BBS zone - Distance from airport 3-8km</li> </ul> <p>The proposal complies with all relevant provisions of the Airport Environs Overlay Code and a full response to the Code is included in <b>Appendix 2</b>.</p>
	<p><b>Bicycle network overlay</b></p> <p>Farnell Street is identified as a secondary cycle route. Refer to Code Compliance Statements in <b>Appendix 2</b> for further information.</p>
	<p><b>Community purposes network overlay</b></p> <p>The Site has been identified as adjacent to a park embellishment specific location. As the overlay is not on the Site itself, no further assessment has been undertaken.</p>



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	<p><b>Critical infrastructure and movement network overlay</b></p> <p>The Site has been identified within the critical infrastructure and movement planning area sub-category. The proposal complies with all relevant provisions of the critical infrastructure and movement network overlay code, included in <b>Appendix 2</b>.</p>
	<p><b>Dwelling house character overlay</b></p> <p>The Site is within the dwelling house character overlay. As the proposal is not for a Dwelling house no further assessment has been undertaken.</p>
	<p><b>Road hierarchy overlay</b></p> <p>Farnell Street is mapped as a district road and Rainey Street is mapped as a neighbourhood road within the road hierarchy overlay code. Refer to Code Compliance Statements in <b>Appendix 2</b> for further information.</p>
	<p><b>Streetscape hierarchy overlay</b></p> <p>Farnell Street and Rainey Street are mapped as major neighbourhood streets. The proposed development is shown to comply with the provisions in the streetscape hierarchy overlay code. Refer to the Code Compliance Statements in <b>Appendix 2</b>.</p>

**5.2.7 Use and Development Codes**

The proposed development is to be assessed against a variety of use codes and other development codes as contained within Part 9 of the City Plan. A summary of the response to each of these codes is included in **TABLE 7** below.

<b>TABLE 7. RESPONSE TO USE AND DEVELOPMENT CODES</b>	
<b>Code</b>	<b>Response</b>
Multiple dwelling code	A response to this code is included in <b>Appendix 3</b> .
Dual occupancy code	A response to this code is included in <b>Appendix 3</b> .



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**TABLE 7. RESPONSE TO USE AND DEVELOPMENT CODES**

Code	Response
Rooming accommodation code	A response to this code is included in <b>Appendix 3</b> .
Filling and excavation code	A response to this code is included in <b>Appendix 3</b> .
Infrastructure design code	A response to this code is included in <b>Appendix 3</b> .
Landscape work code	A Landscape Concept Plan is provided in <b>Appendix 5</b> . A response to this code is included in <b>Appendix 3</b> .
Outdoor lighting code	A response to this code is included in <b>Appendix 3</b> .
Park planning and design code	N/A as the proposed development does not involve a Park.
Stormwater code	Refer Stormwater Management Plan in <b>Appendix 7</b> .
Transport, access, parking and servicing code	Refer Transport Impact Assessment in <b>Appendix 6</b> .
Wastewater code	N/A on the basis no onsite water treatment is proposed.

### 5.3 INFRASTRUCTURE CHARGES

The proposed development would be subject to infrastructure charges under *Brisbane Infrastructure Charges Resolution (No. 14) 2025*. A credit will be applied for each of the existing houses on the lots.

### 5.4 LOCAL GOVERNMENT INFRASTRUCTURE PLAN

The Site is located within the Priority Infrastructure Area of Council's LGIP. The LGIO does not identify any future or existing infrastructure that would be impacted by the proposed development.

### 5.5 TEMPORARY LOCAL PLANNING INSTRUMENTS

The only active TLPs in the Brisbane City Council local government area at the date of writing are:

- Queensland Government TLPI 01/25 - Colmslie Road Industry Precinct
- Queensland Government TLPI 02/25 - Kurilpa Sustainable Growth Precinct

It is noted neither of these TLPs are relevant to the Site or the proposed development.



## **PART F      KEY MATTERS**

### **5.6    INTRODUCTION**

The following sections summarise the key matters which have been identified as relevant to assessment of the proposed development, following a review of the relevant assessment benchmarks.

### **5.7    LOT SIZES**

The part of the development application which triggers impact assessment is the creation of lot sizes below 800m<sup>2</sup> in the Medium density residential zone, per Table 5.6.1 of City Plan.

#### Subdivision Code

AO1 of the Subdivision Code, read with Table 9.4.10.3.B Part 4, prescribes a minimum lot size of 800m<sup>2</sup> and minimum rectangle dimension of 18m x 20m for lots in the Medium density residential zone. The proposed subdivision creates six lots ranging from 140m<sup>2</sup> to 216m<sup>2</sup>, as shown in the Architectural Plans, which does not meet the acceptable outcome however and accordingly does not meet the acceptable outcome.

Notwithstanding, it is considered the proposed development complies with PO1 of the Subdivision Code on the following basis.

The proposed reconfiguration is being assessed concurrently with the material change of use, and the proposed lot boundaries are derived directly from and co-ordinated with the proposed built form. The intent of the 800m<sup>2</sup> minimum in Table 9.4.10.3.B Part 4 is to preserve flexibility for appropriate future residential development to occur in a manner consistent with the zone intent. The proposed uses are residential and will increase dwelling density beyond the existing two dwellings on the site. The proposed lot configuration therefore does not conflict with this intent.

Each lot has been designed to respond to its proposed built form and is consistent with overall outcome 5(a) of the Medium density residential zone code, which prescribes lots to be appropriately sized and configured for their intended use. Conditions could be imposed on any development approval to ensure the plan of subdivision is not sealed prior to construction of the buildings, protecting the outcome that each lot is configured for and occupied by the approved built form.

On the basis of the above, the proposed lot sizes are considered to comply with PO1 of the Subdivision Code.

#### Dual Occupancy Code

AO1 of the Dual Occupancy Code, together with Table 9.3.6.3.B, prescribe minimum lot sizes for development of this use. Table 9.3.6.3.B does not include a row for the Medium density residential zone and as such no acceptable outcome for minimum site area or frontage is prescribed by the Dual Occupancy Code for this site, and assessment proceeds directly against PO1.

PO1 prescribes the site area and frontage width is to be sufficient to accommodate the scale and form of dual occupancy buildings having regard to site features, deliver useable private open space for each dwelling, achieve safe and convenient vehicle access, accommodate on-site parking and vehicle manoeuvring, minimise the impact of driveways on the streetscape, and not adversely impact on the amenity and privacy of adjoining residents.

Site A-03 has an area of 216m<sup>2</sup> and accommodates a two-dwelling, three-storey building in a form directly calibrated to that site area. The building achieves the following in satisfaction of PO1:



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- The site dimensions are sufficient to accommodate the dual occupancy footprint of 116m<sup>2</sup>, provide two car parking spaces with safe and functional vehicle access from Farnell Street, and deliver private open space exceeding 35m<sup>2</sup> per dwelling in the form of balconies and roof terraces.
- The building's orientation to both Farnell and Rainey Streets provides direct street address and casual surveillance consistent with the intent of the code.
- The compact site area does not diminish the amenity of adjoining lots, given the building is designed to the same setback and built form standards as the other buildings across the site, with screening incorporated to limit overlooking to the western boundary.

Lot A-03 is configured around an approved built form rather than created speculatively, and its area reflects the minimum necessary to achieve the proposed ownership arrangement in conjunction with the concurrent material change of use. The proposed development is therefore considered to satisfy PO1 of the Dual Occupancy Code.

### 5.8 LAND USE SUITABILITY

The proposed development seeks approval for Rooming Accommodation on Sites A-01 and A-02, Dual Occupancy on Site A-03, and Multiple Dwelling on Sites B-01, B-02 and B-03. Each of these uses is expressly contemplated by the Medium density residential zone code.

Rooming accommodation is identified in overall outcome (f) of the zone code as an alternative housing type that provides housing diversity and enables people to find suitable accommodation throughout their life cycle. The proximity of Prince Charles Hospital is directly relevant to the suitability of the rooming accommodation use on this Site.

Prince Charles Hospital is a major teaching and tertiary referral hospital, and the Site is located approximately 100m from its grounds. This satisfies the intent of PO7 of the Rooming accommodation code, which prescribes development accommodating six or more persons to be within easy walking distance of a teaching hospital or high-frequency public transport. The Site independently satisfies the high-frequency public transport limb of PO7, with bus stops serving four major routes within a 5-minute walk and a further eight routes within 10 minutes walk.

Dual occupancy and multiple dwelling are identified in the overall outcomes of the Medium density residential zone code as the primary residential built form types anticipated in this zone. The proposed dual occupancy on Site A-03 and multiple dwellings on Sites B-01, B-02 and B-03 are consistent with the density and built form expectations of the zone and the Residential South Precinct (NPP-003) of the Chermshire Centre Neighbourhood Plan.

The proposed built form has been designed having regard to the built form outcomes of the Multiple dwelling code, and the assessment criteria applicable to each use under City Plan would not produce a materially different built form or amenity outcome across the Site as a whole.

Further, the proximity of the Prince Charles Hospital (which is a major teaching and tertiary referral hospital) is relevant to the suitability of the rooming accommodation as per PO7 of the Rooming accommodation code. This use is also contemplated in the overall outcomes of the Medium density residential zone code as follows:

*Rooming accommodation –*

- f. *Development for alternative housing types, such as rooming accommodation... which provide housing diversity and enable people to find suitable accommodation throughout their life cycle:*
  - i. *meets amenity expectations of residents;*



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- ii. *meets the bulk and building height requirements of the Multiple dwelling code or any applicable neighbourhood plan if rooming accommodation;*
- iii. ...

Finally, it is noted the proposed built form is independent of the land uses and has had regard to the built form outcomes sought for Multiple dwellings. The assessment criteria applicable to each use under City Plan would not produce a materially different built form or amenity outcome.

## 5.9 BUILT FORM

### 5.9.1 Building Bulk and Scale

The proposed development involves four buildings across the Site, comprising two rooming accommodation buildings facing Rainey Street, a dual occupancy building on the corner of Farnell and Rainey Streets, and a multiple dwelling (triplex) building facing Farnell Street to the north. From a built form perspective:

- The 'triplex' building facing Farnell Street could be consistent with built form expectations for row housing;
- The 'duplex' building facing Farnell Street could be consistent with the built form expectations for a dual occupancy;
- The two (2) freestanding buildings facing Rainey Street could be consistent with the built form expectations for dwelling houses;

The proposed development complies with the minimum frontages and building height set out by the *Table 7.2.3.6.3.B—Maximum building height and gross floor area* of the Chermerside Centre neighbourhood plan code. In respect to gross floor area, Table 7.2.3.6.3.B prescribes a maximum gross floor area of 100% of site area for development in NPP-003 where the site is between 800m<sup>2</sup> and 1,200m<sup>2</sup>. The proposed development is therefore assessed against PO1, which prescribes development is to be of a height, scale and form that achieves the intended outcome for the precinct, is proportionate to and commensurate with the utility of the site area and frontage width, and avoids a significant and undue adverse amenity impact to adjoining development.

Notwithstanding the departure from the acceptable outcome, the proposed GFA reflects four discrete low-rise buildings of three storeys or fewer rather than a single consolidated structure, and is consistent in scale with surrounding medium density residential development in the same zone and precinct.

The proposed built form is considered to be consistent with similar developments nearby, such as:

- 30 Henry Street
- 2 Buna Street
- 35 Samells Drive

There are also various other higher density developments in proximity to the Site which greatly exceed the 100% GFA provision as follows:

- 60 Ethel Street (diagonal to this Site) 186% GFA
- 11 Ethel Street 188% GFA
- 14 Ethel Street 150%
- 5 Ethel Street 168%
- 11 View Street 211%
- 10 Mermaid Street 191%
- 36 Buruda Street 167%

In accordance with the performance outcomes of the Chermerside centre neighbourhood plan (PO1) and the Multiple dwelling code (PO1, PO3 & PO8) the proposed building scale is considered suitable noting



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it is similar to nearby developments, within the prescribed maximum building height and of an appropriate site cover for the reasons set out in the following section of this report.

### 5.9.2 Site cover

For the purposes of site cover, the Multiple dwelling code has been used as the key assessment benchmark for the proposed development.

As detailed on the Architectural Plans, the proposed development has resultant site cover of 59%. AO8 of the Multiple dwelling code prescribes an acceptable outcome for development in the Medium density residential zone to have 45% site cover and this is not varied by the Chermside centre neighbourhood plan code. Notwithstanding, it is considered the proposal complies with the associated performance outcome, being PO8.

PO8 prescribes that the proportion of buildings to open space and landscaping on a site is to be consistent with the intended form and character of the local area, facilitate modulation and articulation of the building form, and support residential amenity for occupants and adjoining properties.

The proposed site cover is a direct consequence of the mixed ownership arrangement and the design response to accommodating four (4) discrete buildings. Each building has an independent structural footprint, ground-level access and external area. The disaggregated nature of the built form produces a higher aggregate ground coverage than would typically result from a single consolidated building containing the same quantum of accommodation.

Each individual building footprint is modest in absolute terms, with three of the four buildings covering less than 120 m<sup>2</sup> each. The apparent excess in site cover is a product of the building count rather than any single oversized structure.

Notwithstanding, the development provides meaningful areas of landscaping and deep planting that support the amenity and subtropical character objectives underlying PO8. The Architectural Plans show 119 m<sup>2</sup> of deep planting in ground (11.2% of site area) and 111 m<sup>2</sup> of general landscaping at ground level, giving a total ground-level landscaped area of 230 m<sup>2</sup>, equivalent to approximately 21.7% of the site area.

The proposed deep planting provision satisfies the 10% prescribed by AO29.2 of the Multiple dwelling code. Deep planting areas are distributed across multiple locations within the site and are positioned to support canopy establishment and stormwater infiltration consistent with PO29 and the subtropical design outcomes of the code.

The overall form, character and intensity of the development is consistent with the intended medium density residential character of the Residential South Precinct (NPP-003). The Chermside Centre Neighbourhood Plan identifies Farnell Street as a key pedestrian and cyclist connection to the hospital and public transport corridor, and the precinct overall outcomes affirm medium density residential development as the intended outcome for this location.

The built form across the site is generally low-rise, being 3-4 storeys or fewer for each building, and the buildings are set back from street boundaries in a manner consistent with the streetscape outcomes contemplated by PO8(a). The site cover figure includes garaging at ground level, which contributes to the footprint calculation but does not represent habitable mass at the scale or visual dominance of the main structures when viewed from the street.

On the basis of the above, it is considered the proposed site cover is suitable for the Site and does not conflict with PO8 of the Multiple dwelling code or the intent for the Residential South Precinct (NPP-003) of the Chermside Centre Neighbourhood Plan.



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**5.9.3 Setbacks**

It is noted *Table 7.2.3.6.3.D—Built form setbacks* of the Chermside centre neighbourhood plan code does not include any setbacks for development in the Residential South Precinct (NPP-003). As such, the Multiple dwelling code has been deemed the key assessment benchmark for the proposed development and the proposed setbacks have been assessed against that code.

Table 9.3.14.3.C includes assessment benchmarks for setbacks which relate to building height, including relating to built form of "3 storeys and up to 11.5m." In this instance, the proposed development is largely within 11.5m and the fourth storey components are for roof terraces only. As such, it is deemed appropriate that the development be assessed against the benchmarks for that building height as per AO6 (front boundary setbacks) and AO7.1 (side and rear boundary setbacks) and the corresponding Table 9.3.14.3.C.

The marginal exceedance of the 11.5m height (by approximately 20mm) is not considered to be a material variation and the buildings could therefore be properly characterised as three-storey structures within the intent of the table.

The site has two (2) street frontages, being Farnell Street (primary) and Rainey Street (secondary). A note to Table 9.3.14.3.C states that for a site with two or more street frontages, all common boundaries with adjoining lots are to be treated as side boundaries. The western site boundary and the internal boundaries created by the proposed subdivision have all been assessed as side boundaries for the purpose of this assessment.

The acceptable outcomes for setbacks under Table 9.3.14.3.C are as follows:

- Primary front (Farnell Street): 4m to balcony / 6m to wall
- Secondary front (Rainey Street): 3m to balcony / 4m to wall
- Side: 1.5m up to 4.5m building height / 2.0m from 4.5m to 7.5m / 2.0m plus 0.5m per 3m above 7.5m

The proposed setbacks (to the existing site boundaries) are as follows:

<b>TABLE 8. PROPOSED SETBACKS TO EXISTING SITE BOUNDARIES</b>			
<b>Farnell Street (primary frontage)</b>	<b>Rainey Street (secondary frontage)</b>	<b>Side (west)</b>	<b>Side (north)</b>
Ground - 2m to 5.45m Level 1 - 2m to 5.34m Level 2 - 2m to 5.34m Level 3 - 2m to 5.34m	Ground - 4.71m to 6.7m Level 1 - 4.15m to 5.66m Level 2 - 4.8m to 5.66m Level 3 - 7.32m	Ground - 1.5m to 7.99m Level 1 - 1m to 5.39m Level 2 - 1m to 5.27m	Ground - 0m (built to boundary) Level 1 & 2 - 1.04m Level 3 - 2.28m

An assessment of the proposed setbacks is included below.

Farnell Street (primary frontage)

The proposed setbacks to Farnell Street range from 2m to 6.2m at ground level and 2m to 5.34m at upper levels. The maximum setbacks across the site at ground level (6.2m) comply with the acceptable outcome, however it is noted the proposed setbacks to the dwellings on Site A-03 are non-compliant at only 2m.

The associated performance outcome for front boundary setbacks is PO6 of the Multiple dwelling code which prescribes front boundary setbacks are to define the street edge, create a clear threshold between public and private space, assist in achieving visual privacy to ground floor dwellings, support



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balconies for casual surveillance of the street, allow for facade articulation, be consistent with the intended streetscape character, and facilitate appropriate landscaping.

It is considered the proposed setbacks assist to define a clear and legible street edge at this part of the Farnell Street frontage. The setback between the building and the street is proposed to be landscaped, softening the built form from the street and contributing to a green streetscape consistent with the subtropical character of the precinct. The overall Farnell Street frontage reads as a coherent composition, with the majority of the habitable built form setback at 5.32m to 6.2m.

It is also noted the non-compliance is confined to the building which will be located on the corner of the lot, and therefore the reduced setback of Site A-03 will not prejudice the amenity or privacy of adjoining residential properties and will not result in overshadowing of the public footpath to any extent beyond what a compliant building would produce.

On that basis, it is considered the proposed development satisfies PO6 of the Multiple dwelling code.

### Rainey Street (secondary frontage)

The proposed setbacks to Rainey Street range from 4.71m to 6.7m at ground level, 4.15m to 5.66m at Level 1, 4.8m to 5.66m at Level 2, and 7.32m at Level 3. These setbacks comply with the acceptable outcome for 4m wall setback and the 3m balcony setback as per Table 9.3.14.3.C.

The development complies with AO6 in respect of Rainey Street.

### Western side boundary

The proposed setbacks to the western boundary range from 1.5m to 7.99m at ground level, and 1m to 5.39m at Level 1 and 1m to 5.27m at Level 2. The ground floor setback of 1.5m complies with the AO for walls up to 4.5m in height. Site A-01 maintains a 1m setback at Levels 1 and 2 for the full length of its western elevation, which does not comply with the 2.0m AO applicable for wall heights between 4.5m and 7.5m, and requires further consideration against PO7.

PO7 prescribes side boundary setbacks are to consider future development of adjoining lots, minimise impacts on the amenity and privacy of existing and future residents, support the separation of buildings to provide visual and acoustic privacy without reliance on screening, maximise opportunities to retain vegetation and establish large subtropical shade trees in deep planting areas.

The development is considered to satisfy PO7 for the following reasons.

The site is located within the Residential South Precinct of the Chermside centre neighbourhood plan, which contemplates medium density residential development of up to four (4) storeys. The adjoining lot to the west is also within the same zone and neighbourhood plan precinct and is therefore capable of being developed to a comparable height and density, if it were to be redeveloped in the future.

In this context, the side boundary setback requirement exists not only to protect the current amenity of the adjoining lot but also to preserve its future development potential. A 1m setback from a three-storey wall will not prejudice the future development potential of the adjoining western lot, as that lot could itself develop a compliant building at 1.5m to 2.0m from its eastern boundary, resulting in an aggregate separation of approximately 2m to 3m between the two buildings. This aggregate separation is consistent with the building separation outcomes anticipated for medium density residential development in this zone.

The western elevation of Site A-01 as presented to the adjoining boundary incorporates appropriate screening to all windows to minimise potential for overlooking. The windows also assist to break up the visual bulk of the building.



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It is also relevant to note as the Site is a corner lot and to the east of the adjoining lot, overshadowing will occur minimally when in the late afternoon and have limited extent and duration. As such, it is not expected to result in a significant reduction in solar access to habitable rooms or principal private open space on the adjoining lot.

The 1m setback is considered appropriate to provide a physical separation between Site A-01 and the western boundary in a manner which allows for maintenance access and a degree of visual articulation at the boundary interface.

On balance, the amenity, privacy, and future development potential outcomes sought by PO7 are achieved, and the development is considered to satisfy PO7 in respect of the western boundary.

### Northern side boundary

The proposed setback to the northern boundary is 0m at ground level (built to boundary), 1.04m at Levels 1 and 2, and 2.28m at Level 3. It is noted the proposed 0m ground floor setback and the 1.04m setbacks at Levels 1 and 2 do not comply with the acceptable outcomes for side setbacks as set out in AO7.1. The Level 3 setback of 2.28m marginally meets the calculated requirement of approximately 2.27m for a wall at a height of approximately 9.12m above ground level and is considered compliant.

With respect to the proposed ground floor built to boundary, it is noted these are permitted in the Medium Density Residential Zone in particular circumstances including where not located along both side boundaries, where for non-habitable rooms or spaces only, a maximum height of 3m, and complying with AO7.3 regarding maximum cumulative length.

The proposed northern boundary built to boundary wall is limited to the ground floor (below 3m), serves non-habitable elements only, and the western boundary is not built to boundary at the same level. The cumulative length of the built to boundary wall along the northern boundary does not exceed 15m as required by AO7.3(a). The ground floor built to boundary condition accordingly complies with AO7.2 and AO7.3.

It is also noted the built-to-boundary wall along the northern boundary will not affect the natural light of the neighbouring property as the development is located to the south of that site.

The 1.04m setbacks at Levels 1 and 2 have also been assessed against PO7. Again, noting this setback will not have any impact on access to natural light to the adjoining property, and that screening can be incorporated to reduce overlooking, it is considered the proposed setbacks would not have any adverse impacts on the privacy or amenity of the adjoining lot.

## **5.10 CARPARKING**

The relevant assessment benchmarks for the proposed carparking provision are set out in Table 14 of the Transport, Access, Parking and Servicing Planning Scheme Policy (TAPS PSP). As detailed in the Transport Impact Assessment, the following carparking rates would apply to the proposed development.



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<b>Component</b>	<b>Acceptable Outcome</b>
Multiple Dwelling: 3x four-bedroom unit	7.5 spaces
Residential Visitors: 3 units	0.75 spaces
<b>Sub-total – Multiple Dwelling</b>	<b>8.25 spaces</b>
Dual Occupancy: 2x four-bedroom unit	4 spaces
<b>Sub-total – Dual Occupancy</b>	<b>4 spaces</b>
Rooming Accommodation: 2x 7-bedroom dwellings	3 spaces
Residential Visitors: 2 units	0.3 spaces
<b>Sub-total – Rooming Accommodation</b>	<b>3.3 spaces</b>
<b>Total:</b>	<b>Resident: 14.5 (15) spaces</b> <b>Visitor: 1.05 (1) space</b>

**Figure 19. Carparking acceptable outcome (Rytenskiid Traffic Engineering)**

The development provides a total of 12 car parking spaces and as such is short of the acceptable outcome. Notwithstanding, it is considered the proposed carparking provision is considered to satisfy the relevant performance outcomes for the following reasons.

The Transport Impact Assessment (TIA) prepared by Rytenskiid Traffic Engineering (**Appendix 6**) identifies that the shortfall is acceptable having regard to the mixed residential nature of the development, the provision of secure e-bike parking within the rooming accommodation buildings, and the differing parking demands and travel behaviours across the residential components. In addition, the shortfall in visitor parking is supported by the availability of on-street parking within the surrounding local road network, which is expected to adequately accommodate occasional visitor demand without adverse impacts on traffic operations or amenity.

The Site's locational context further supports the reduced provision. The Site is located approximately 100m from Prince Charles Hospital and within a 5-minute walk of bus stops serving four major routes, with a further eight routes within 10 minutes walk. The Gympie Road and Northern Busway corridor provides high-frequency public transport connections across the northern Brisbane suburbs. The Site is also within 1.2km of the Chermshire Major Centre and within 10 minutes walk of a supermarket, meaning daily needs are accessible without a private vehicle. The provision of 6 e-bike charging stations on each of Sites A-01 and A-02 directly supports active transport to the hospital and is consistent with the neighbourhood plan's identification of Farnell Street as a key cycling connection and the Bicycle Network Overlay's identification of Farnell Street as a secondary cycle route.

This approach is also consistent with the direction articulated in Brisbane City Council's *More Homes, Sooner -- Low-medium density residential (LMR) zone review* (February 2026), which proposes reduced carparking rates for dwellings in key locations near high-frequency public transport on the basis that car ownership is declining across Brisbane and that parking requirements in well-served locations should reflect actual demand. Whilst that review relates to the LMR zone and has not yet been adopted, it reflects Council's own stated position on appropriate parking provision in well-connected locations and is a relevant consideration under section 45 of the *Planning Act 2016* for an impact assessable application.

The geometric layout of the car parking areas has been designed generally in accordance with AS2890.1:2004. Swept path analysis confirms that vehicles, including resident and visitor vehicles, can safely enter, manoeuvre within, and exit the site in a forward direction while maintaining appropriate clearances to surrounding infrastructure. Refer to the Transport Impact Assessment in **Appendix 6**.



## **5.11 LANDSCAPING**

The proposed landscaping and deep planting areas have been informed by a Landscape Concept Plan prepared by Thinktank Architects, provided as **Appendix 5**. Deep planting areas include street-fronting feature vegetation and dense landscape screening along the western Site boundary.

The Multiple dwelling code prescribes minimum landscaping buffers along the front boundary and between side boundaries and driveways. The front boundary landscaping is less than the minimum dimension and there is no landscaping buffer provided along the northern boundary adjacent to the driveway.

In accordance with the performance outcome (PO28) all areas of the frontage are planted excluding the driveway crossovers and pedestrian access, reducing visual bulk of the building. The driveway along the northern boundary utilises the existing verge crossover, therefore not changing the impact on the northern neighbour and minimising changes to footpath and streetscape.

## **5.12 OTHER RELEVANT MATTERS**

Section 45 of the Planning Act identifies the categories of assessment and states that, for an application subject to impact assessment, an assessment may be carried out against, or having regard to, any other relevant matter, other than a person's personal circumstances, financial or otherwise. This section includes further information on other matters which are considered to be relevant to carrying out an assessment of the proposed development.

### **5.12.1 Housing Affordability**

The proposed development addresses the critical need for housing in Brisbane by providing for increased number of residential dwellings in a well-connected and well-serviced area. By maximising land use efficiency and concentrating housing supply in a well serviced location, the proposed development supports sustainable growth and reduces urban sprawl.

The Site's strategic location provides residents with convenient access to key services, employment hubs, and a variety of transportation options, promoting a balanced lifestyle and fostering a vibrant and connected community.

### **5.12.2 Lack of Adverse Impacts**

As detailed above, the proposed development has been reviewed against the relevant assessment benchmarks and has been found to be generally compliant. The proposed development:

- is for the creation of a variety of residential uses which are all expected development of the neighbourhood plan and zone code, and are at a density expected by the neighbourhood plan and as such will not adversely impact on the existing residential amenity of the area;
- is able to adequately serviced by water, sewer and stormwater infrastructure and will not create any adverse impacts on the infrastructure network;
- will achieve appropriate access via the existing local road network, with access being granted via both streets. As such, the proposal will not have any adverse impacts on the transport network; and
- is free of any protected vegetation or heritage values, or land contamination, and will not create any adverse environmental impacts.

On this basis, it is considered the proposed development would not create any adverse impacts which would cause reason for Council to refuse the application.



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## PART G CONCLUSION

In summary, this Planning Assessment Report has assessed the proposed development on the land at 6 Farnell Street & 11 Rainey Street Chermside and it has been determined that the proposal warrants approval for the following reasons:

- The proposed development is consistent with the overall outcomes of the Medium density residential zone code, which expressly contemplates the proposed uses which provide housing diversity and meet the needs of visitors to nearby destinations such as hospitals.
- The site is located within the Residential South Precinct (NPP-003) of the Chermside Centre Neighbourhood Plan, which identifies Farnell Street as a key pedestrian and cyclist connection to Prince Charles Hospital and the Gympie Road transit corridor. The Site's locational attributes are directly contemplated by the neighbourhood plan's intended character.
- The proposal is located within walking distance of Prince Charles Hospital, a teaching hospital, which satisfies the intent of PO7 of the Rooming accommodation code that development of this type be within easy walking distance of a teaching hospital or high-frequency public transport.
- The proposed subdivision, while departing from the 800m<sup>2</sup> minimum lot size under the Subdivision Code, is directly coordinated with and derived from the proposed built form, and the proposed lot configuration is consistent with overall outcome 5a of the Medium density residential zone code, which prescribes lots to be appropriately sized and configured for their intended use.
- The proposed scale is justified by reference to PO1 of the neighbourhood plan code, having regard to the built form character of surrounding medium density development in the same zone and precinct.
- Non-compliances with the acceptable outcomes for front setbacks to Farnell Street and internal side boundaries are offset by the matters set out in the report; the development is assessed to comply with PO6 and PO7 of the Multiple dwelling code.
- The proposed development will not result in any significant adverse amenity, infrastructure, environmental or traffic impacts, and is capable of being managed through reasonable and relevant conditions of approval.
- The development will deliver a positive housing outcome in a strategically located, well-serviced urban area, contributing to Council's housing supply and diversity objectives.

As demonstrated by the assessment provided in this Planning Assessment Report, the proposal generally complies with the outcomes sought by City Plan and other relevant planning instruments, and has been found to be suitable for the Site.

In light of the merits of the proposed development and in absence of any significant adverse impacts, it is considered the proposed development warrants support by Council. As such, it is requested the proposed development be viewed favourably by Council and approved, subject to reasonable and relevant conditions.

Should you require any further clarification or confirmation on details contained within this Planning Assessment Report, please do not hesitate to contact the undersigned on [cevans@willowtp.com.au](mailto:cevans@willowtp.com.au).

Yours faithfully,



Chelsea Evans  
Associate  
Willowtree Planning Pty Ltd

