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29 October 2026

Proposed rooming accommodation (5 dwellings) in the Low-medium density residential zone

29 Millers Rd, Eight Mile Plains



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Report Summary

Site Details

Applicant name	T Ali & Sons Pty Ltd
Report prepared by	Gateway Survey & Planning Pty Ltd (Adrian Webberley)
Site address	29 Millers Road, Eight Mile Plains, 4113
Real Property Description (RPD)	Lot 1 on SP174016
Site area	2, 186 m²
Zone	LMR2 Low-medium density residential (3 or 4 storey mix)
Neighbourhood plan	Eight Mile Plains gateway neighbourhood plan ▪ Potential development areas precinct - NPP-005
Applicable overlays	Airport environs overlay Bicycle 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 (6+p)
Brief description of proposal	Rooming accommodation—5 dwellings (25 rooms)
Category of assessment	Impact assessment
Referral agencies	—
Specialists reports provided	—
Pre-lodgement advice	—

1 Site Location & Background Review

This report has been prepared by Gateway Survey & Planning Pty Ltd in relation to a proposed development for rooming accommodation at 29 Millers Rd, Eight Mile Plains.

The proposal comprises five rooming accommodation dwellings in a two-storey attached and detached townhouse format. Each dwelling includes a common living area containing shared kitchen, dining, and laundry facilities, and five ensuite bedrooms with limited facilities.

The subject site holds a current approval for a childcare centre and adjoins a 3 storey Telstra building and a church. It is further noted the site accommodates a lease area to Telstra which contains a tower. The site therefore holds an approval for a commercial use and adjoins a mix of residential and non-residential uses

The development contributes to housing diversity and provides well-located rental stock within walking distance of high-frequency public transport, commercial centres, parks, and community facilities. The proposed building form provides a transition to adjoining lower-density residential zones whilst extensive landscaping results in positive amenity and aesthetic outcomes for the streetscape and adjoining premises.

1.1 Site Characteristics

Site Shape/Dimensions	Irregular-shaped allotment with an area of 2,186 m² and frontage of approximately 15.09 m to Millers Road.
Access	The site has frontage to Millers Road, with a proposed single driveway providing access to the development.
Existing Vegetation	The site contains unprotected scattered trees and vegetation, as identified on the site survey.
Topography	The site slopes generally towards Millers Road, with levels falling from approximately RL 52.5 m at the rear to RL 46.5 m at the road frontage.
Flooding	Not affected.
Infrastructure	Existing sewer infrastructure is identified along the western side of the site, with other services available in the surrounding road network.
Easements	The site is not affected by any registered easements. However, a telecommunications lease associated with the existing Telstra infrastructure is located on the site.

1.2 Site History

The site is currently vacant, apart from an existing shed located towards the rear of the property.
A review of Council's development records identifies a previous Development Approval for a Material Change of Use for a Child Care Centre accommodating up to 65 children.

The application (Council Reference A006130656) was approved by Brisbane City Council on 21 May 2024.

The approved development has not been constructed, and the approval remains current, with a currency period ending on 20 August 2030. The current application seeks approval for an alternative development of the site.

1.3 Site Context and Surrounding Development

The site is located within an established urban area characterised by a mixture of residential, commercial and telecommunications uses. Residential development in the surrounding locality comprises detached dwelling houses, multiple dwellings and other low medium-density residential developments.

An existing multiple dwelling development at 65 Millers Road, Eight Mile Plains, located a short distance south of the subject site, provides a nearby example of multiple dwelling residential development within the locality.



Figure 1. Site plan: approved multiple dwelling (townhouses) at Delonix Pl off Millers Rd.



Figure 2. Elevation: approved multiple dwelling (apartments) at Delonix Pl off Millers Rd.

The site adjoins a multi-storey Testra exchange and a church:



Figure 3: Streetview (c) of adjoining non-residential uses.

The site is well-located within an established urban area, with access to a range of commercial, community and educational facilities. The Eight Mile Plains telecommunications exchange adjoins the site, while Eight Mile Plains State School and local community facilities are located nearby. The site also benefits from convenient access to Logan Road, the Pacific Motorway and public transport services along the surrounding road network.

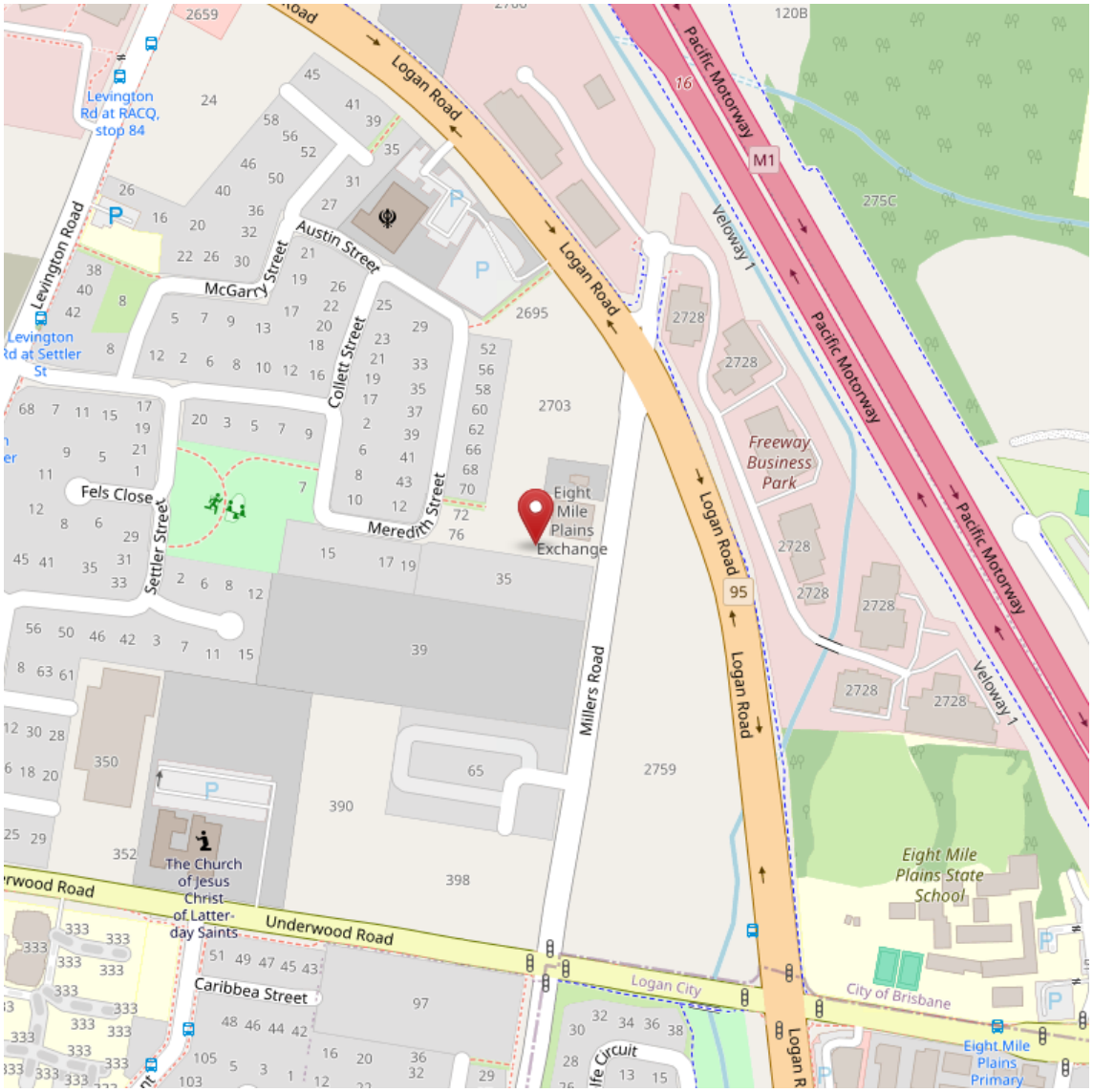


Figure 4. Site context (OpenStreetMap 2026).

1.4 Walking catchment to higher education and public transport

The site is located approximately 900 m walking distance from the Rochedale Busway Station, which provides frequent public transport connections to the Brisbane CBD and surrounding areas. See figure below.



Figure 5. Walking distance (880m) to Rochedale Busway Station.

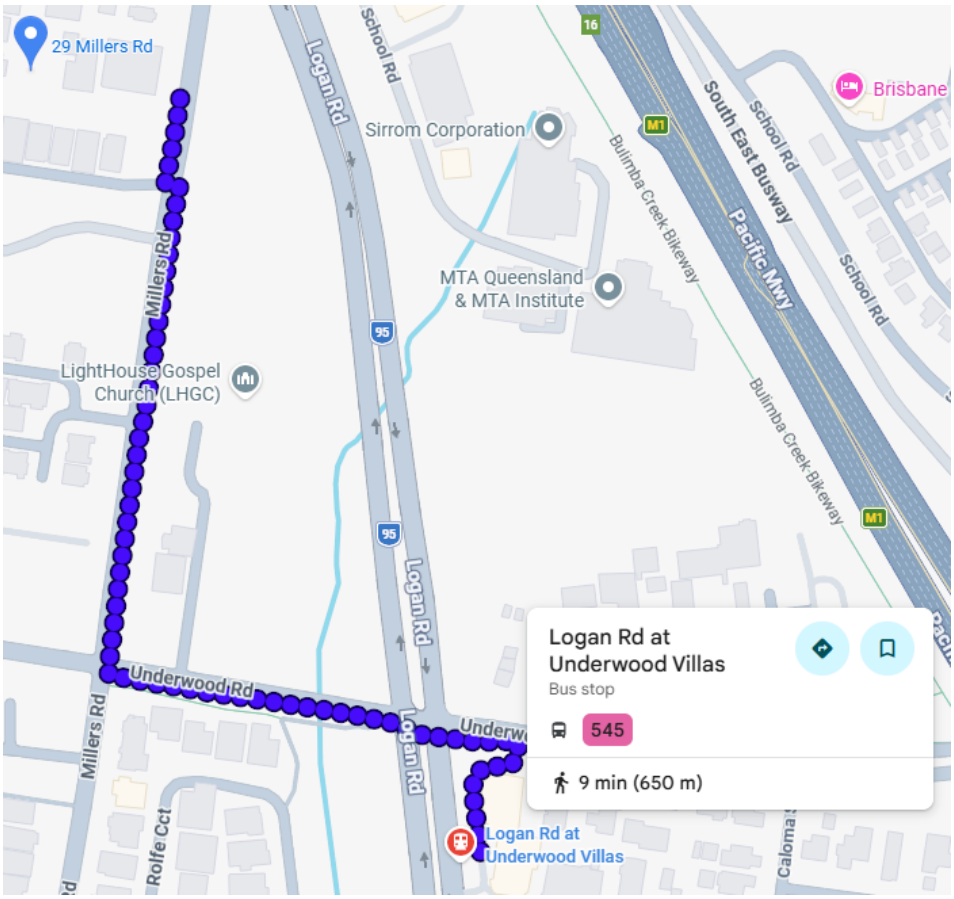


Figure 6: Walking distance to other public transport.

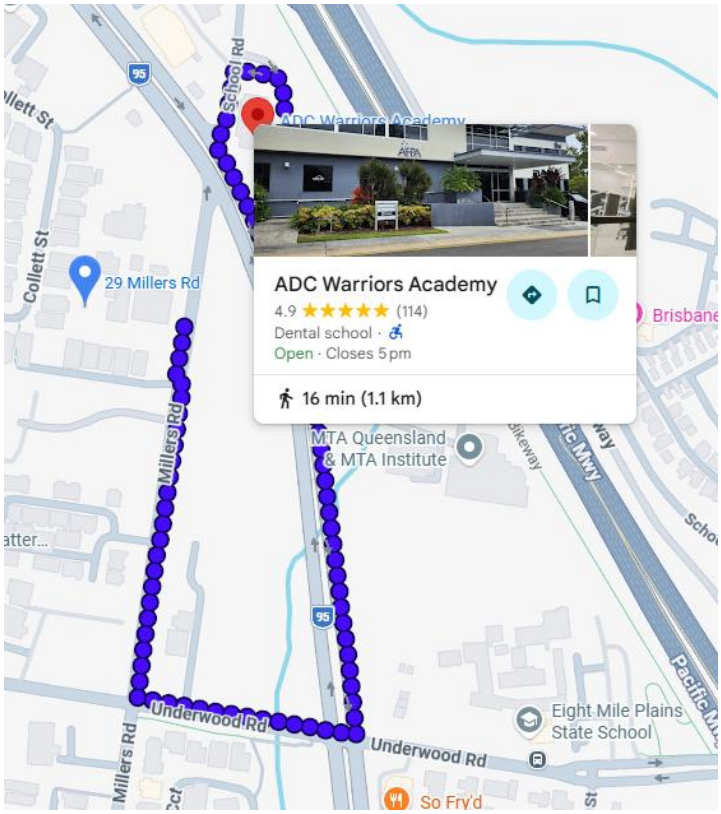


Figure 7: Walking distance to higher education.

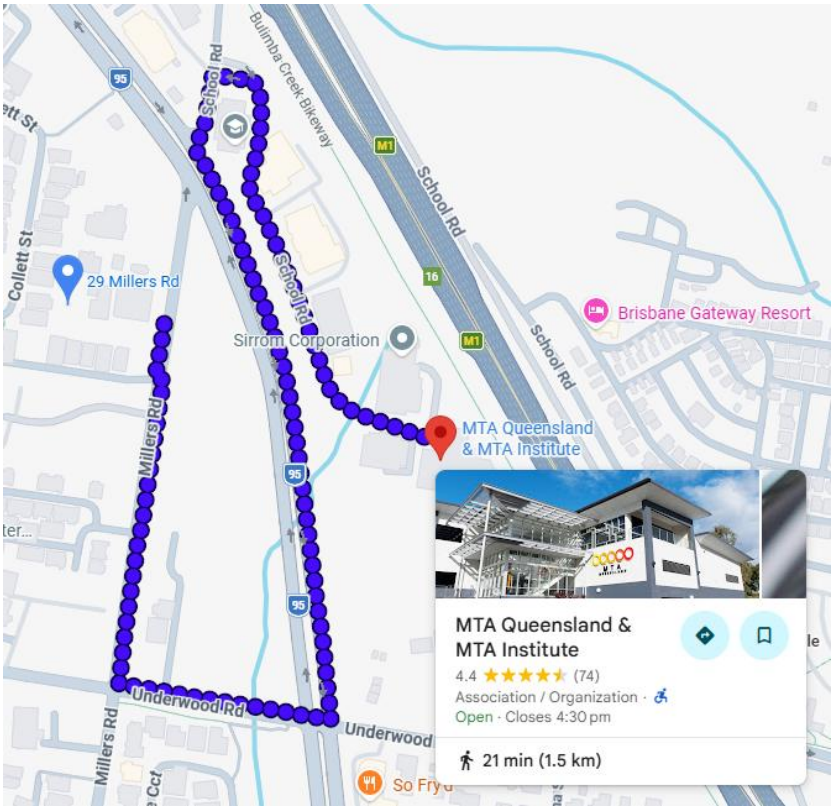
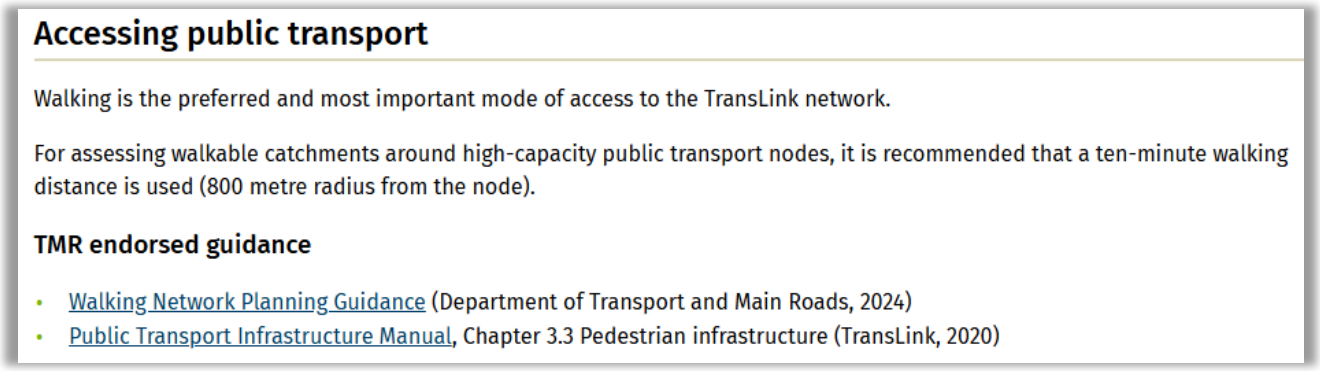


Figure 8: Walking distance to higher education.

The proposal complies with PO7 of the rooming accommodation code as follows:

PO7 Development is located on a site within a walking catchment of: a. high-frequency public transport (services every 15 minutes or less); or ✅ b. an educational establishment where a higher education campus (e.g. university or technical institute); or c. ~~a teaching hospital.~~	**AO7.1** Development is located in: a. a zone in the centre zones category; or ~~b. the High density residential zone; or~~ ~~c. the Medium density residential zone; or~~ d. the Low-medium density residential zone; or ✅ ~~e. the Major health care zone precinct of the Community facilities zone; or~~ ~~f. the Mixed use zone; or~~ ~~g. the Major education and research facility zone precinct of the Specialised centre zone.~~
	AO7.2 Development is located within 800m walking distance of a dedicated public pedestrian access point of an educational establishment where a higher education campus (e.g. university or technical institute). ❌

It appears the phrase *'walking catchment'* is only used three times in City Plan 2014 and neither of times, refer to a distance nor is this phrase defined in the Scheme. As the *'walking catchment'* relates to proximity from public transport (ie Translink network) we would like to refer you to TMR's guide on walkable catchments, which includes the following statement:



Accessing public transport

Walking is the preferred and most important mode of access to the TransLink network.

For assessing walkable catchments around high-capacity public transport nodes, it is recommended that a ten-minute walking distance is used (800 metre radius from the node).

TMR endorsed guidance

- Walking Network Planning Guidance (Department of Transport and Main Roads, 2024)
- Public Transport Infrastructure Manual, Chapter 3.3 Pedestrian infrastructure (TransLink, 2020)

Figure 9: Extract from https://www.tmr.qld.gov.au/travel-and-transport/pedestrians-and-walking/guidance-and-resources/pedestrian-and-walking-guidance-and-resources/planning-for-walking

Walking speed depends on age and ability, as well as the purpose and length of the trip. It is influenced by pavement quality and topography, and the size, altitude, and climate of a location. The walking distance to the Rochedale busway station and the nearby higher education appear to be easy walking distance with regards to slope and there are mostly concreted walkways as such the distance of 880m is acceptable.

> *"Empirical travel studies—such as data compiled by Griffith University—reveal that the actual median walking distance from transit to universities and TAFEs is **590 meters**, while the **85th percentile extends out to 1.53 kilometres**"*

As City Plan does not define *'walking catchment'* nor specify a distance, it is our belief TMR's guide to walkable catchments to public transport can be utilised to demonstrate compliance with P07. Walking distance to higher education appears to be acceptable up to about 1.5km.

AO7.2 allows for a walking distance of 800m to higher education as such it is assume the PO would allow for more than 800m walking distance.

1.5 Site Photos

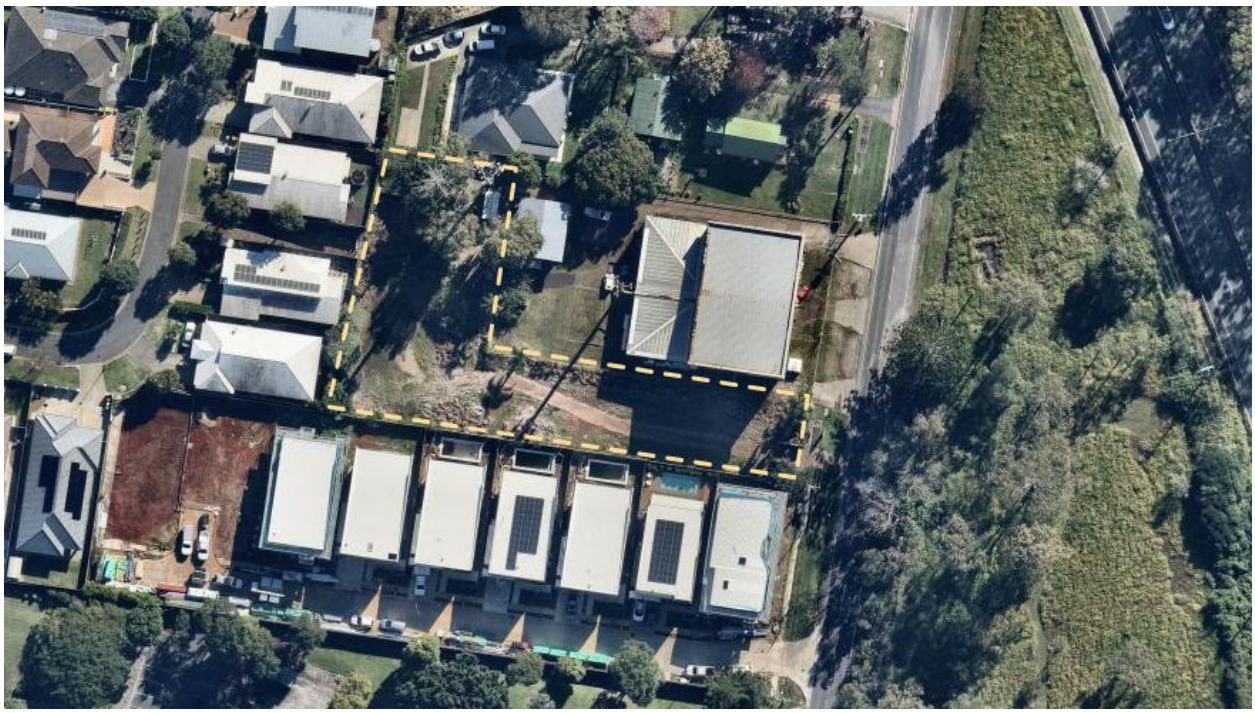


Figure 10. Aerial image, June 2026 (Nearmap).



Figure 11. Street View, October 2024 (Google).

2 Proposal

The proposal comprises five two-storey rooming accommodation buildings, each containing five bedrooms, providing a total of 25 bedrooms.

Each building incorporates individual bedrooms with limited private facilities, together with communal kitchen, dining, living and laundry areas. The development also includes a shared internal driveway, on-site car parking, refuse storage and landscaped areas.

→ Refer to Annexure A—Proposed Building Plans



Figure 12. Front perspective (indicative).

2.1 Use and Functionality

Each bedroom contains limited facilities for private use, including:

- Bed and wardrobe
- Ensuite with shower and toilet
- Living space
- Kitchenette for basic food and beverage preparation (no integrated appliances).

The common area in each dwelling contains facilities for shared use to supplement the limited private facilities, including:

- Fully equipped kitchen, with cooking facilities (stove, oven, and rangehood), pantry, and storage for shared appliances and utensils
- Dining table
- Laundry
- Landscaped courtyard with recreation space and clothesline.

Use Definition

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.

2.2 Design and Siting

The development complies with the acceptable outcomes and performance outcomes for design and siting in the Multiple dwelling code, as follows:

Table 1. Summary of compliance with design and siting benchmarks in the Multiple dwelling code.

Design/Siting Benchmark	Acceptable Outcome	Proposed
Site cover	Max. 45%	34% (753 m²) (AO)
Building height	Max. 3 storeys and 11.5 m*	2 storeys (AO)
Street frontage setback	Min. 6 m to wall	12.57 m to wall (AO)
	Min. 4 m to balcony	11.97 m to balcony (AO)
Side setbacks	1.5 m up to 4.5 m height; 2 m up to 7.5 m height; increasing above 7.5 m)	Min. 1.161 m to wall (PO); 1.511 m at other locations
Built to boundary walls	Non-habitable spaces only; max. 3 m height; max. 15 m cumulative length per side boundary	N/A
Rear setback	Min. 4.5 m to balcony;	3.381 to balcony (PO)
	Min. 6 m to wall	4.007 m to wall (PO)
* Due to building height transition requirements.		

The design and siting of the development supports a high level of amenity for residents of the scheme and adjoining premises and facilitates generous private open space and subtropical landscaping.

The architectural design incorporates substantial articulation and formal variations to minimise visual bulk and reflect the scale of surrounding dwelling houses.



Figure 13. External perspectives.

Site Layout and Design

The proposed development has been designed to respond to the site's irregular configuration, narrow street frontage and sloping topography.

The five buildings are positioned along a shared internal driveway, providing convenient vehicle and pedestrian access throughout the development. The buildings are arranged at varying levels to respond to the natural slope of the land, reducing the need for extensive earthworks and allowing the development to follow the existing landform.

The layout provides separation between buildings, with private outdoor areas and communal patios incorporated into each building. Landscaping is distributed throughout the site, including approximately 310 m² of deep planting, representing 14.2% of the total site area.
The proposed arrangement provides a functional and efficient use of the land while maintaining opportunities for landscaping, outdoor recreation and residential amenity.

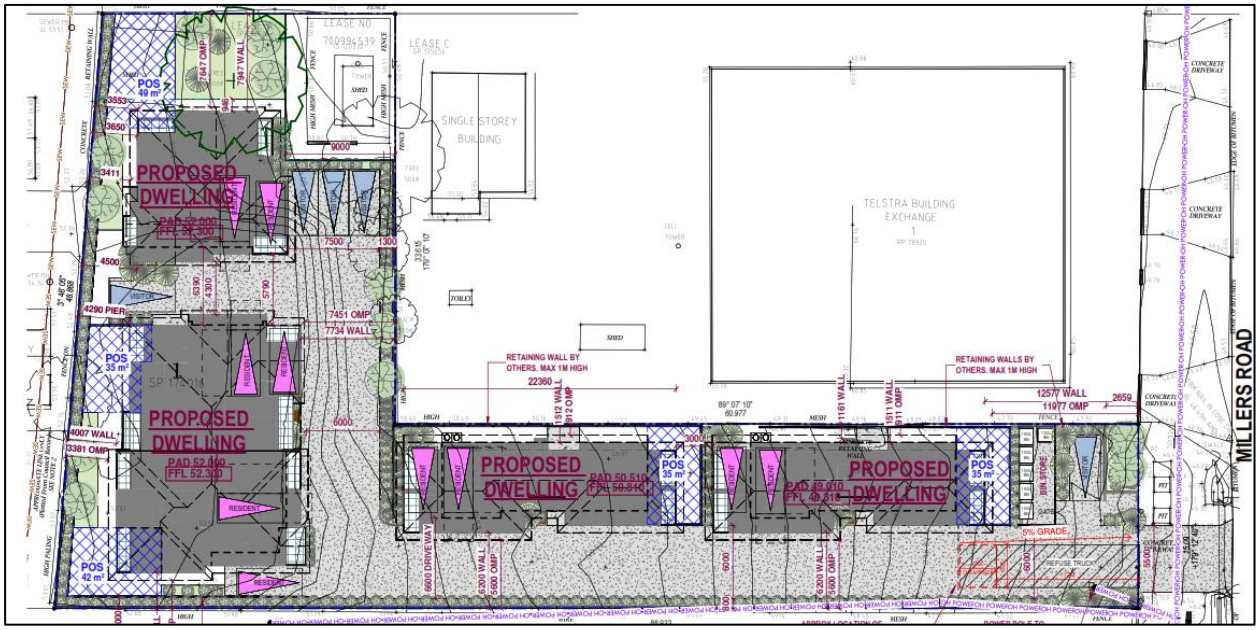


Figure 14. Extract of proposed site plan.

2.3 Access, Parking, and Servicing

The development incorporates a shared internal driveway providing access from Millers Road to all five rooming accommodation buildings. The driveway follows the site's elongated configuration, with a combination of garage, carport and open parking spaces provided throughout the development.

The proposed layout accommodates resident and visitor parking, together with provision for on-site refuse storage and collection.

Car Parking

The development provides 15 on-site car parking spaces, comprising 10 resident spaces and five visitor spaces. Parking is provided through a combination of garages, carports and open parking spaces.

The proposed car parking complies with Table 13 of the Transport, access, parking and servicing planning scheme policy (TAPS PSP), which requires parking for rooming accommodation defined as a dwelling to be provided at the equivalent multiple dwelling rate.

Table 2. Car parking—planning scheme requirement (TAPS PSP) and proposed.

Parking Type	Prescribed Minimum Rate	Requirement	Proposed
Resident	1.5 spaces per dwelling (3+ bedroom)	1.5 × 5= 7.5 (8)	**10**
Visitor	0.15 spaces per dwelling	0.15 × 5 = 0.75 (1)	**5**

Visitor parking spaces are distributed throughout the development, providing convenient access to each building. Landscaping is incorporated along the site boundaries and throughout the development to soften the appearance of parking and manoeuvring areas.

Refuse

The development accommodates six 1,100 L bulk bins for refuse and recycling, stored within a screened bin enclosure near the Millers Road frontage. The bin storage area is positioned for convenient servicing by a rear-loading refuse collection vehicle (RCV), with a designated standing area provided within the internal driveway (refer to Figure 10).

The proposed refuse and recycling provision has been calculated in accordance with Table 4 of the Refuse planning scheme policy, based on a maximum anticipated occupancy of 50 residents, comprising 10 residents per building (two occupants per bedroom).

Table 3. Refuse and recycling provision—planning scheme requirement (Refuse PSP) and proposed.

Waste Stream	Prescribed Rate	Requirement	Proposed
Refuse	60L per occupant	60L × 50 = **3,000L**	5 × 1,100L = **3,300L**
Recycling	60L per occupant	60L × 50 = **3,000L**	5 × 1,100L = **3,300L**

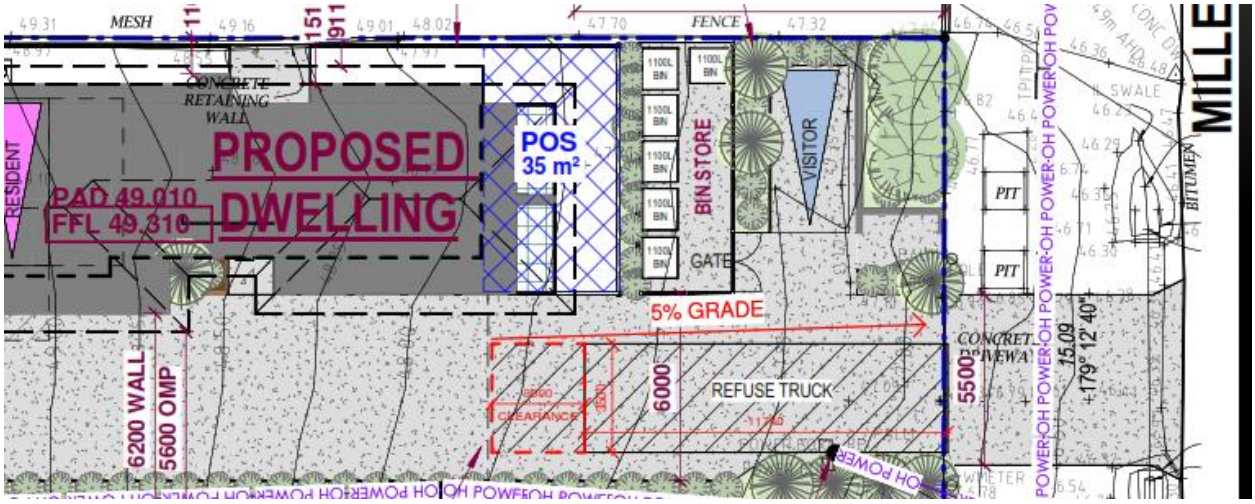


Figure 15. Proposed bin stores and respective RCV standing location (refuse and recycling).

The proposed collection arrangement allows the RCV to service the bins on-site without obstructing the designated pedestrian access pathway, maintaining safe pedestrian movement during collection.

Although visitor parking spaces may be temporarily unavailable during servicing, vehicle access to and from the development will remain available to residents.

2.4 Landscaping

The proposed development incorporates landscaping throughout the site, including along the boundaries, between buildings and within designated private open space areas.

The site layout provides approximately 310 m² of deep planting, representing 14.2% of the total site area. Deep planting areas are distributed throughout the development, providing opportunities for trees, shrubs and other vegetation to soften the built form and improve residential amenity.

Landscaping is also proposed adjacent to the internal driveway, parking areas and bin storage enclosure to provide visual screening and reduce the appearance of hardstand areas.

The proposed landscaping is illustrated on the site plan and demonstrates that sufficient space has been allocated for meaningful planting throughout the development. Detailed planting species and landscape treatments can be addressed through subsequent detailed design.

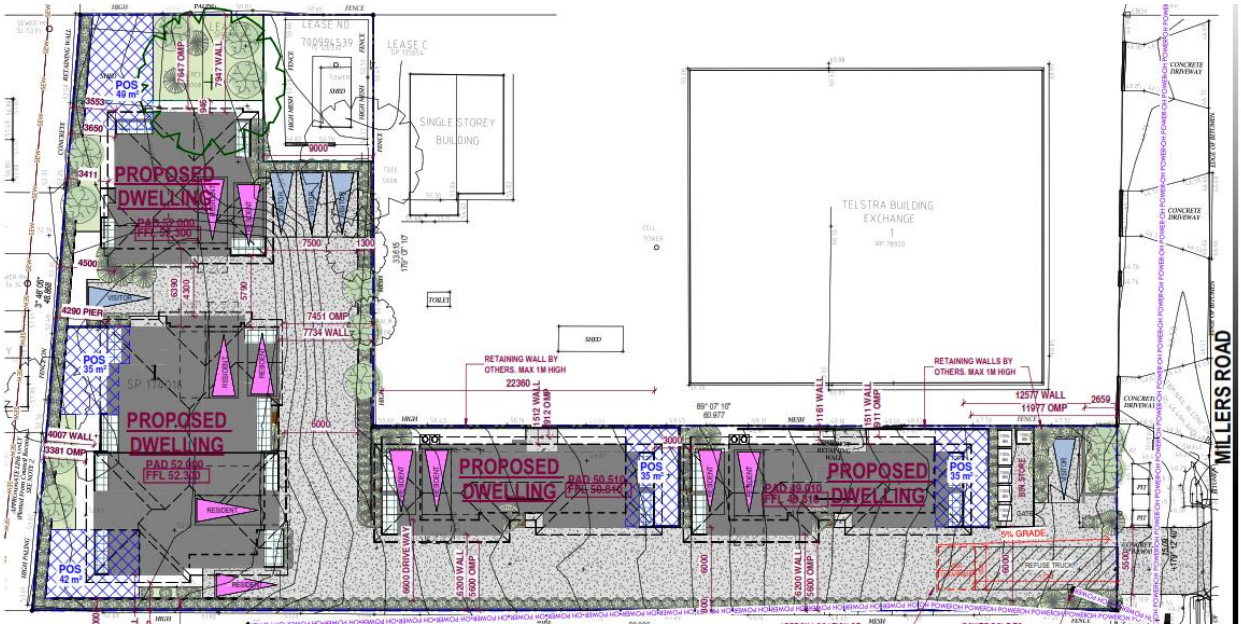


Figure 16. Extract from the building plans.

2.5 Earthworks and Stormwater

The site slopes generally towards Millers Road, facilitating stormwater drainage by gravity towards the road frontage as the proposed lawful point of discharge, subject to detailed engineering design. Cutting and filling will be undertaken to accommodate the proposed buildings and internal driveway, with retaining walls provided where necessary to respond to the site's sloping topography.

The proposed retaining walls are generally limited to a maximum height of 1 m, as indicated on the site plan. The proposed earthworks will allow the buildings to be constructed at varying levels, responding to the natural fall of the land and minimising unnecessary disturbance.

3 Assessment Benchmarks and Compliance

3.1 South East Queensland Regional Plan

The proposal involves a residential use within the Urban Footprint and is thereby consistent with the intent of the *South East Queensland Regional Plan 2023* (ShapingSEQ).

Provision of higher-density housing and diverse housing typologies in a high amenity area is highly consistent with the 'gentle density' outcomes within the Grow theme of ShapingSEQ.

3.2 State Planning Policy

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

- Natural hazards and risk resilience
    - Flood hazard area—Local Government flood mapping area
- Strategic airports and aviation facilities
    - Obstacle limitation surface area
    - Wildlife hazard buffer zone.

The relevant State interests are incorporated in *City Plan 2014* through the following overlays:

- Flood overlay (not applicable to the site)
- Airport environs 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 4. Current TLPIs in effect (Brisbane City Council).

TLPI	Description	Comments
02/25 (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 development is subject to Impact assessment as such public notification is applicable.

3.5 Referral Agencies

No applicable referral requirements are identified in Schedule 10 of the *Planning Regulation 2017*.

3.6 Planning Scheme and Planning Scheme Policies

The categories of development and assessment for the proposal are prescribed under Part 5 of *City Plan 2014*, as follows:

Table 5. City Plan 2014 categories of development and assessment—rooming accommodation.

Rooming accommodation	MCU	Building work
Zone		
Low-medium density residential zone	**Impact assessment**	Accepted development
Neighbourhood Plan		
Eight Mile Plains gateway neighbourhood plan	**No change**	No change (accepted)
Overlays		
Airport environs overlay	**Code assessment**	Not applicable
Bicycle network overlay	**Code assessment**	Not applicable
Community purposes network overlay	**Code assessment**	Not applicable
Critical infrastructure and movement network overlay	Not applicable	Not applicable
Dwelling house character overlay	Not applicable	Not applicable
Road hierarchy overlay	**Code assessment**	Not applicable
Streetscape hierarchy overlay	**Code assessment**	Not applicable
Transport noise corridor overlay	**Code assessment**	Not applicable

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

Use Codes
- Rooming accommodation code
- Multiple dwelling code.

Zone Code
- Low-medium density residential zone.

Neighbourhood Plan Code
- Eight Mile Plains gateway neighbourhood plan.

Secondary Codes
- Filling and excavation code
- Infrastructure design code
- Landscape work code
- Stormwater code
- Transport, access, parking and servicing code.

Overlay Codes
- Airport environs overlay code
- Bicycle network overlay code
- Community purposes network overlay code
- Road hierarchy overlay code
- Streetscape hierarchy overlay code
- Transport noise corridor overlay.

→ Refer to Annexure B—Code Compliance

3.7 Infrastructure Charges

The development is subject to infrastructure charges in accordance with the Brisbane Infrastructure Charges Resolution (No. 15) 2026 (BICR).

Schedule 2, Table B of the BICR prescribes the adopted charges for rooming accommodation, calculated according to the number and configuration of bedrooms within each suite. For rooming accommodation, the adopted charge is calculated based on the quantity and type of *suites*. *Suite* is defined in Schedule 1 of the BICR:

> ***suite*** means a number of connected rooms that:
> a) for Rooming accommodation:
> i. comprises one or more bedrooms and facilities within the suite, for which a person ("occupant") has:
> 1. an exclusive right to occupy a bedroom, to the exclusion of other occupants;
> 2. shared use of, and responsibilities for, facilities within the suite, together with other occupants; and
> ii. typically contains 2 or 3 bedrooms and does not contain more than 5 bedrooms;

Each proposed dwelling can be classified as a suite containing 3 or more bedrooms. The adopted local government charge for this category is $18,793.33 per suite:

Table 6. Applied adopted charge (AC) and total charge (AC × ED).

Category	**Demand Unit**	**Extra Demand (ED)**	**Applied Adopted Charge $/unit (AC)**	**Charge $ (AC × ED)**
Rooming accommodation	Suite with 3 or more bedrooms	5	$18,793.33	$93,966.65
Lot	Lot	-1	$18,793.33	($18,793.33)
Total Charge				**$75,173.32**

4 Recommendation & Conclusion

The proposed development provides additional housing diversity and accommodation options within an established urban area in the Low-medium density residential (LMR2) zone. The development makes efficient use of an underutilised site while maintaining an appropriate balance between built form, landscaping and residential amenity.

The proposed five two-storey rooming accommodation buildings respond to the site's irregular configuration and sloping topography. The development incorporates communal living facilities, private outdoor spaces, landscaping and deep planting, together with sufficient on-site car parking and provision for refuse collection and servicing.

The proposal is considered consistent with the intent of the Low-medium density residential zone and the relevant assessment benchmarks of Brisbane City Plan 2014. The building scale, site layout and provision of landscaping support an appropriate residential outcome within the surrounding urban context.

More broadly, the development supports the strategic intent of Brisbane City Plan 2014 and the South East Queensland Regional Plan 2023 (ShapingSEQ) by facilitating urban consolidation, housing diversity and more efficient use of land within the existing urban footprint.

Having regard to the above considerations, the proposed development is considered to represent an appropriate use of the site and is recommended for approval by Brisbane City Council, subject to reasonable and relevant conditions.