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1.0 Executive Summary

This report has been prepared on behalf of Northreach Community Care Ltd in support of a request to the Minister for State Development, Infrastructure and Planning (the Minister) to make a Ministerial Infrastructure Designation (MID) over land at 38 Canterbury Road, Kirwan, formally described as Lot 1 on RP734836. The proposed designation is sought for social housing infrastructure under Schedule 5, item 16 of the *Planning Regulation 2017*, being social or affordable housing provided by a registered provider or registered entity under the *Australian Charities and Not-for-profits Commission Act 2012* (Cwlth).

The proposed development will deliver safe and secure social housing to meet identified community need and support vulnerable and low-income households within the region. The proposed infrastructure responds to increasing demand for social housing and aligns with State housing supply objectives. The use of the MID pathway is considered appropriate as the development constitutes eligible community infrastructure and will facilitate the timely and efficient delivery of essential housing services.

This report addresses the relevant requirements of the *Planning Act 2016*, the Minister's Guidelines and Rules v3.0, and the operational guidance for making or amending a MID for social and/or affordable housing. The proposal has been prepared to align with the streamlined MID pathway and is supported by a Part A and Part B response addressing the mandatory criteria and additional technical considerations for social and/or affordable housing proposals.

The designation will enable the coordinated and timely delivery of critical social housing infrastructure while ensuring environmental safeguards and community interests are appropriately addressed. Northreach Community Care Ltd is a not-for-profit charitable organisation and registered community housing provider. The organisation was established by Northreach Baptist Church and provides essential support to vulnerable individuals and families. The proposed development is intended to respond directly to demonstrated housing need within the Townsville region by increasing the supply of well-designed, fit-for-purpose social housing.

The proposed Ministerial Infrastructure Designation (MID) for social housing aligns with Item 16 of the MID eligibility criteria, which applies to social or affordable housing provided by a registered provider or a registered entity under the Australian Charities and Not-for-profits Commission Act 2012. The proposal satisfies the relevant eligibility criteria for this category and is therefore eligible to be considered under the streamlined MID assessment and decision pathway.

Accordingly, this report respectfully requests that the Minister make the proposed Ministerial Infrastructure Designation for Social Housing (Multiple Dwellings).

Table 1: Project Summary

Project Summary	
Site address	38 Canterbury Road, Kirwan
Real property description	Lot 1 on RP734836
Area of lot	57,830m ²
Easement	▪ Easement A on RP721805 ▪ Easement L on RP908479 ▪ Easement B on SP221659 ▪ Easement D on SP264313



Project Summary	
Local Government	Townsville City Council
Infrastructure entity	Northreach Community Care Ltd
Purpose of proposal	Ministerial Infrastructure Designation (MID)
Infrastructure type	Social or affordable housing under Schedule 5, item 16 of the <i>Planning Regulation 2017</i>
Proposed infrastructure	64 social housing dwellings, community buildings, parking, internal access, landscaping and associated works
Staging	▪ Stage 1: 40 dwellings ▪ Stage 2: community building ▪ Stage 3: 24 dwellings
Access	Existing access from Canterbury Road retained; no access to Hervey Range Road
SARA Mapping	▪ State Transport Corridor ▪ Area within 25m of a State-controlled road
Zoning	Low-density residential zone
Overlays	▪ Airport Environs overlay ▪ Flood Hazard overlay ▪ Road Noise Corridor overlay
Consultation	Consultation to be undertaken in accordance with Chapter 7 of the Minister's Guidelines and Rules
Applicable guideline pathway	Streamlined MID pathway for social and/or affordable housing



2.0 Site and Surrounding Environment

2.1. Subject Site and Surrounds

The subject site is located at 38 Canterbury Road, Kirwan, within the suburb of Kirwan in the Townsville local government area. The site is formally described as Lot 1 on RP734836 and has an area of approximately 57,830m². The allotment presents to Canterbury Road and is provided with vehicle access via an existing crossover from Canterbury Road.

The site is currently developed for religious and residential purposes. Existing infrastructure on the site includes the Northreach Baptist Church. The site also contains a manse (dwelling house), a caretaker residence, a multiple dwelling comprising 18 units, and student accommodation consisting of 12 units. These uses are generally located through the northern and central portions of the site. The proposed social housing development is located on the southern portion of the site, which is presently largely undeveloped.

The surrounding locality is predominantly residential in character. Land to the north, east and west is developed primarily for residential purposes. Land to the south is separated from the site by Hervey Range Road, with the Dan Gleeson Electricity Substation beyond. Ryan Catholic College (Senior Campus) is located to the opposite side of Canterbury Road to the north. The wider locality also includes community facilities, open space and major centre activities, including Thuringowa Central major centre to the east.

The subject lot and surrounding locality are illustrated in Figure 1 & 2 below.

Figure 1: Site location



Source: Qld Globe



Figure 2: Locality Map



Source: Qld Globe (as amended by Northpoint Planning)

2.2. Site Characteristics

2.2.1 Topography

The site is generally regular in landform and maintains relatively even topography, with a gentle fall across the site from the south-eastern portion toward the north-western portion. The land does not exhibit any significant physical constraint arising from slope, level change or landform that would limit the proposed development.

The proposed development area is predominantly cleared, with existing vegetation limited in extent. No substantial vegetation constraint is evident within the area proposed for development, and the landscape response is to be established as part of the proposal through new planting, screening and communal landscape works.

2.2.2 Easement

The eastern portion of the subject land is affected by a number of registered easements associated with electricity transmission, electrical works and water infrastructure. An overview of the easements is provided in Table 2 below and demonstrated in Figure 3 overleaf.

Table 2: Easement Overview

Easement	Title Reference	Purpose/Encumbrance
A on RP21805	Easement in Gross No. 601023688 (580835)	Electrical transmission lines/ convey electricity
L on RP908479	Easement in Gross No. 701987938	Water infrastructure/ passage and conveyance of water for water supply purposes



B on SP221659	Easement in Gross No. 712892331	Electrical works purposes
D on SP264313	Easement in Gross No. 715764965	Electrical works purposes

Figure 3: Easements (green)



Source: Qld Globe

2.2.3 Access and Service Infrastructure

An overview of the existing infrastructure servicing the site is provided in Table 3 below. Council reticulated services are demonstrated in Figure 4 overleaf.

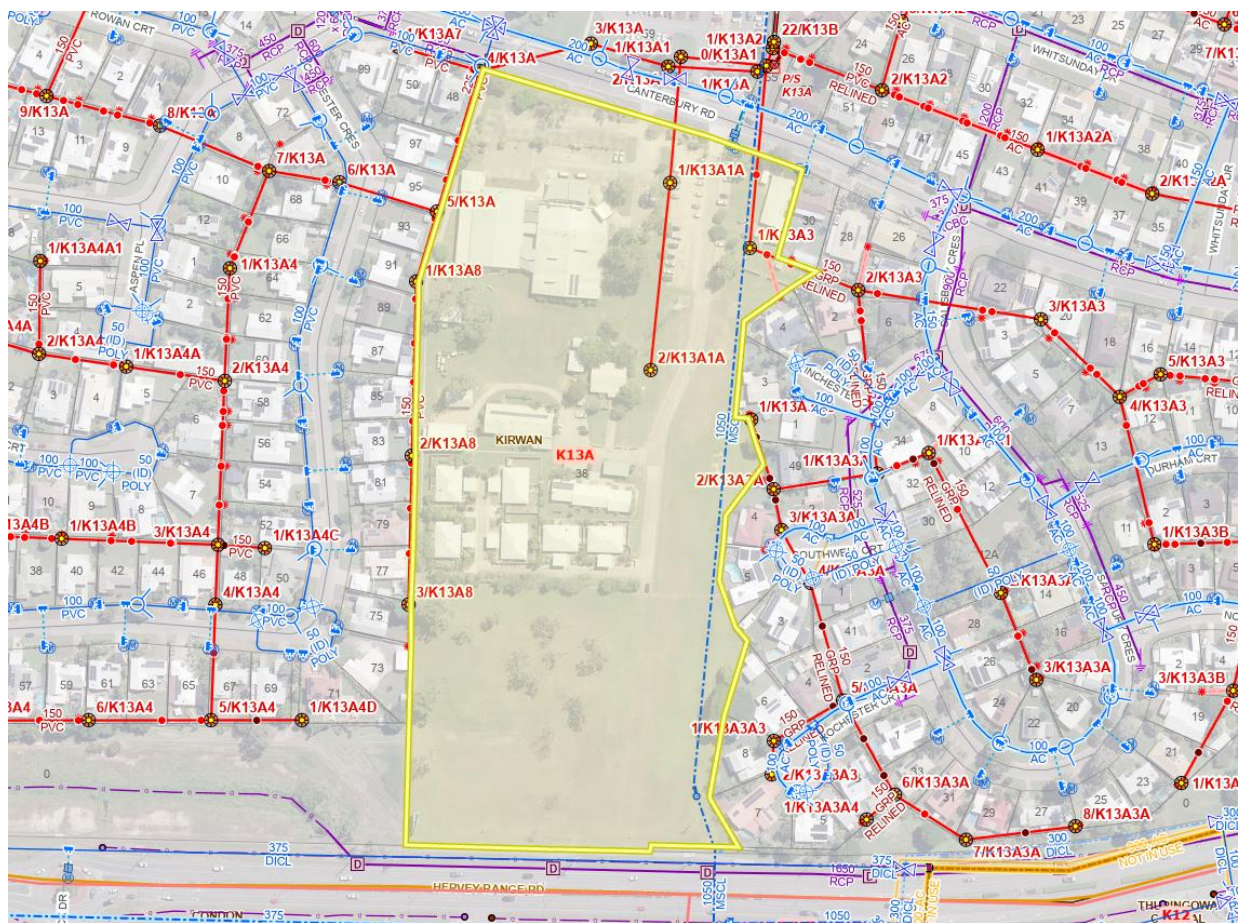
Table 3: Infrastructure

Infrastructure	Description
Road network and access	The site maintains frontage to Canterbury Road to the north and Hervey Range Road to the south. Existing site access is provided via Canterbury Road.
Public transport infrastructure	The nearest bus stop is the Willows Shopping Centre public transport interchange in Thuringowa Central, located approximately 1.1km east of the site. Existing pedestrian infrastructure is provided along the Canterbury Road and Hervey Range Road frontages.
Water	Existing water infrastructure is available to service the site, with current connection to Council's reticulated water network.
Sewer	Existing sewer infrastructure is available to service the site, with current connection to Council's reticulated sewer network.



Stormwater	Existing stormwater infrastructure is available to the site, with sewer gravity drains located along the eastern and western boundaries of the land. Council drainage infrastructure is located to the western side of the Canterbury Road frontage, as well as along the full extent of the Hervey Range Road frontage.
Electricity	Existing electricity infrastructure is present on the site, with existing property connection.
Telecommunications	The site is connected to existing telecommunications infrastructure.

Figure 4: Townsville City Council Service Map



Source: Townsville Maps

2.3. Planning History

The subject land is affected by an existing subdivision approval for Reconfiguring a Lot – One into two lots (Council ref. RAL23/0042, decided 31 October 2023). Once finalised, that approval will alter the configuration of the parent lot and is therefore relevant context for the current proposal.

The approved subdivision creates new Lot 1 (807m²) on the Canterbury Road frontage, containing the existing dwelling house, and new Lot 2 (5.63ha) as the balance of the landholding. The purpose of that subdivision was to formalise the separation of the dwelling house from the balance land and to provide it with separate title.



3.0 Proposed Ministerial Infrastructure Designation

3.1. Proposal Overview

This proposal seeks a Ministerial Infrastructure Designation over part of the land at 38 Canterbury Road, Kirwan, formally described as Lot 1 on RP734836, for the purpose of social housing infrastructure. The use of the property for social housing aligns with the Ministerial Infrastructure Designation (MID) framework under the Planning Act 2016 and the Minister's Guidelines and Rules (MGR). The proposal qualifies under Schedule 5 of the Planning Regulation 2017, which includes:

- Item 16 – Social or affordable housing provided by a registered not-for-profit entity, such as a church organisation.

The proposed infrastructure comprises a social housing development containing a total of 64 dwellings, a community building, internal access and circulation, car parking, communal open space, landscaping, drainage and stormwater infrastructure, waste storage areas, acoustic treatment and associated ancillary works. The proposal is located on the southern portion of the subject land.

The dwellings comprise a mix of one-bedroom and two-bedroom units designed in a low-rise built form. The proposal also includes resident, visitor and short-term parking, communal recreation areas, pedestrian connections and associated servicing infrastructure. Access to the development is provided from the existing access point on Canterbury Road. No vehicular access is proposed to Hervey Range Road.

Having regard to the eligibility criteria outlined in the Operational Guidance for Making or Amending a MID for Social and/or Affordable Housing, the proposal satisfies the following key requirements:

- The site is located within a residential zone, consistent with the intent of the planning scheme.
- The applicant is a registered not-for-profit organisation under the Australian Charities and Not-for-profits Commission Act 2012.
- The site maintains existing access arrangements and does not involve new or altered access to a State-controlled road.
- The development retains all Matters of State Environmental Significance (MSES) vegetation and meets exempt clearing requirements, where applicable.
- The site is not listed on the Contaminated Land Register or the Environmental Management Register.

3.2. Development Components

The proposed development comprises a total of 64 social housing dwellings, a community building, internal access and circulation, on-site parking, communal open space, landscaping and associated infrastructure. The development is arranged across the southern portion of the site as a series of low-rise residential buildings organised around shared internal driveways, parking areas and communal open space.

The layout is generally structured with a northern residential component, a centrally located communal component, and a southern residential component. The northern part of the development area contains 40 dwellings. The central part of the site contains the community building and associated communal recreation area, including a half basketball court. The southern part of the development area contains a further 24 dwellings and interfaces with Hervey Range Road, where the proposal includes acoustic treatment, landscaping and stormwater infrastructure. Access to the



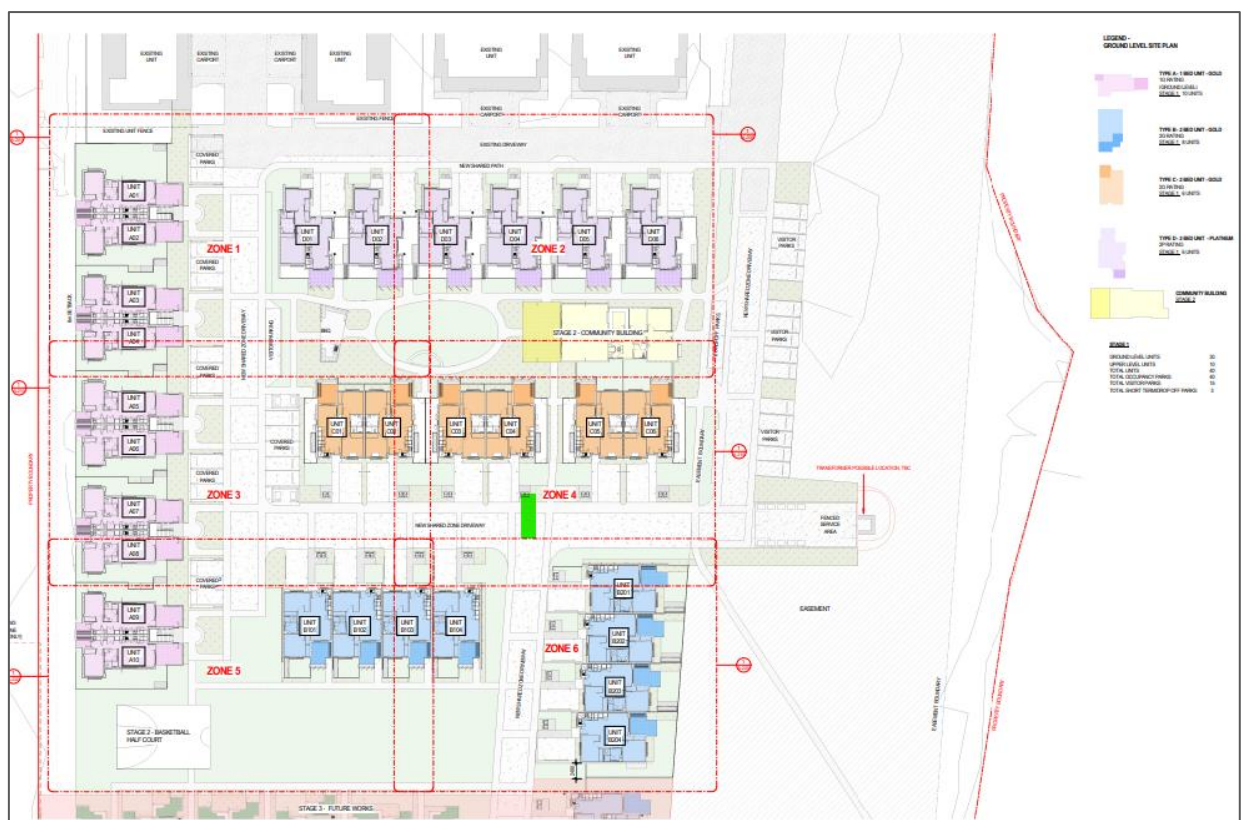
development is provided from the existing access point on Canterbury Road, with internal shared driveways and pedestrian connections extending through the site.

The dwelling component comprises a mix of one-bedroom and two-bedroom units. The supporting architectural plans prepared by Counterpoint Architecture identify a number of unit types, including Types A/A1 and E/E1 for one-bedroom accommodation, and Types B1, B2, C and D for two-bedroom accommodation. The units are of varying configurations and sizes, with total unit areas generally ranging from approximately 70m² to 78m².

The development is of a low-rise built form comprising single and two-storey elements. The architectural plans identify building heights generally in the order of 4.63m to 7.22m, with defined floor levels nominated across the development area having regard to the flood constraints of the site. The built form is supported by covered parking, refuse storage and collection areas, pedestrian paths, landscaped communal areas, a BBQ area, acoustic fencing and stormwater management infrastructure.

The proposal has been designed having regard to the physical and infrastructure constraints of the site, including the existing easement corridor, flood hazard, road noise interface and servicing requirements. Collectively, the development components form an integrated social housing outcome supported by communal facilities and associated infrastructure.

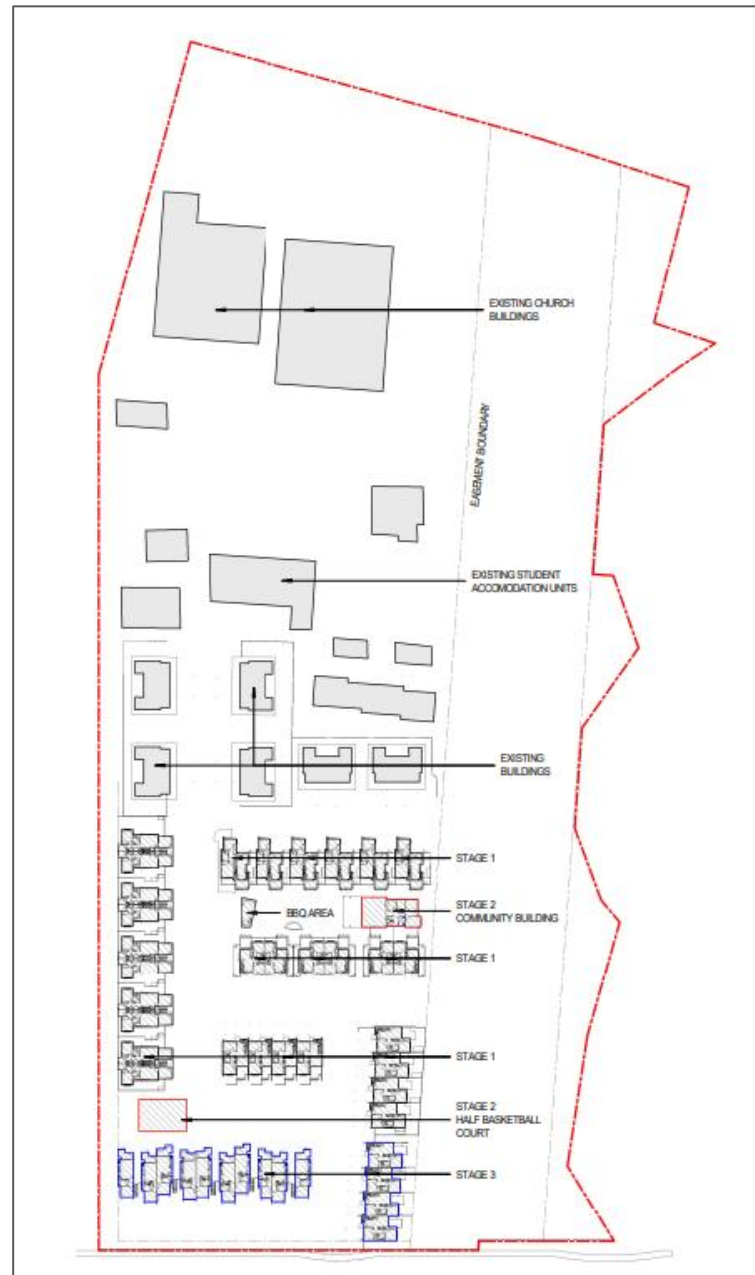
Figure 6: Proposed site layout



Source: Counterpoint Architecture



Figure 5: Extract from proposal plans



Source: Counterpoint Architecture

3.3. Proposal Plans and Supporting Documentation

The proposed development is illustrated in the development plans listed below in Table 2, prepared by Counterpoint Architecture (refer **Appendix 4**).

Additionally, the proposed development is further detailed in the associated reports listed below and appended as referenced.



Table 4 – Proposal Plans and Supporting Documentation

Plan title	Number	Issue	Date
Cover Page	A-000	PO1	05/03/2026
Site Plan – Stage 1 & 2	A-101	PO1	05/03/2026
Site Plan – Stage 3	A-105	PO1	05/03/2026
Site Elevations – Sheet 1	A-150	PO1	05/03/2026
Site Elevations – Sheet 2	A-151	PO1	05/03/2026
Site Elevations – Sheet 3	A-152	PO1	05/03/2026
Site Elevations – Stage 3	A-160	PO1	05/03/2026
Unit Type A Elevations – Sheet 1	A-310	PO1	05/03/2026
Unit Type A Elevations – Sheet 2	A-311	PO1	05/03/2026
Unit Type A – Sections	A-315	PO1	05/03/2026
Unit Type B1 – Elevations	A-360	PO1	05/03/2026
Unit Type B1 – Sections	A-365	PO1	05/03/2026
Unit Type B2 – Elevations	A-410	PO1	05/03/2026
Unit Type B2 – Sections	A-415	PO1	05/03/2026
Unit Type C – Elevations	A-456	PO1	05/03/2026
Unit Type C – Sections	A-465	PO1	05/03/2026
Unit Type D – Elevations	A-510	PO1	05/03/2026
Unit Type D – Sections	A-515	PO1	05/03/2026
Common Areas – Covered carpark 3 Bay – Elevations and Sections	A-801	PO1	05/03/2026
Common Areas – Covered Carpark 5 Bay – Elevations and Section	A-806	PO1	05/03/2026
Common Areas – BBQ Shelter – Elevations and Sections	A-811	PO1	05/03/2026
Exterior Materials	A-900	PO1	05/03/2026
Associated Reports			
Landscape Plans – Prepared by Place Design Group – 02/03/2026			
Civil Engineering Plans – Prepared by STP Consultants – 02/04/2026			
Stormwater Management Plans – Prepared by STP Consultants – 13/04/2026			
Refuse Strategy Report – Prepared by Counterpoint – 25/03/2026			
Flood Impact Assessment – Prepared by Engeny – 27/03/2026			
Traffic Impact Assessment – Prepared by Premise – 27/03/2026			
Acoustic Report – Prepared by Stantec – 16/02/2026			



4.0 State Legislative Framework

The proposed MID has been prepared having regard to the relevant statutory and policy framework for the designation of social housing infrastructure in Queensland. The principal documents relevant to the proposal are the *Planning Act 2016*, the *Planning Regulation 2017* and the *Minister's Guidelines and Rules v3.0*. Additional relevant state and regional planning instruments have been considered and addressed.

4.1. Planning Act 2016

The *Planning Act 2016* establishes the framework for land use planning and development assessment in Queensland, including Ministerial Infrastructure Designations. Relevantly, Chapter 2, Part 5 provides for the designation of land for infrastructure and the process for making or amending a designation. Section 36 sets out the matters of which the Minister must be satisfied before making a designation, including that the infrastructure is of a type prescribed under regulation and that adequate environmental assessment, including consultation, has been undertaken.

The MID process remains distinct from standard development assessment but ensures designated developments align with state interests and planning outcomes, including State Transport Infrastructure, Natural Hazards and Environmental Matters, Infrastructure and Services, and Community and Social Outcomes.

Part 5, Section 36 of the Act sets out the criteria for making or amending designations. The proposed MID for social housing complies with these criteria.

4.2 Planning Regulation 2017

The *Planning Regulation 2017* identifies the types of infrastructure that may be designated by a MID. Specifically, Schedule 5 identifies development types eligible for streamlined MID assessment, including:

- **Item 16** - social or affordable housing provided by a registered provider or registered not-for-profit entity.

The proposed MID for social housing at 38 Canterbury Road, Kirwan satisfies these requirements, demonstrating alignment with the prescribed eligibility criteria. This enables assessment through the streamlined MID process, consistent with the legislative and regulatory framework, while supporting the timely delivery of social housing in accordance with state planning objectives.

4.3 Minister's Guidelines and Rules

The Minister's Guidelines and Rules v3.0 (MGR) prescribes the process for environmental assessment and consultation for making or amending a MID. Relevantly, Chapter 7 of the MGR outlines the process to be followed by an entity in undertaking environmental assessment and consultation for the designation of premises for infrastructure. This process is intended to ensure the Minister can be satisfied that the assessment and consultation carried out are sufficient to address the matters set out in section 36(3) of the Act.



4.4 State Planning Policy

The State Planning Policy (SPP) forms part of the broader state planning framework relevant to the proposed MID. The SPP identifies matters of State interest in land use planning and development, including housing supply and diversity, natural hazards, infrastructure, transport networks and community wellbeing. The site is mapped as containing the following State interests:

- Natural Hazard Risk and Resilience: Flood hazard area – local government flood mapping area.

Additionally, the site is mapped as containing:

- Transport infrastructure – adjoining State-controlled road.
- Energy and water supply – major electricity infrastructure (Powerlink).
- Strategic airports and aviation facilities – height restriction zone 90m.

The proposal has been prepared having regard to those State interests. In particular, the supporting material addresses matters relevant to housing delivery, flood and stormwater management, infrastructure servicing, the site's interface with the state-controlled road corridor, and the provision of social housing within an established urban area. These matters are addressed throughout this report and in the accompanying technical documentation.

4.5 North Queensland Regional Plan

The subject site is located within the Townsville Urban Area under the North Queensland Regional Plan 2020. The regional plan identifies the Townsville Urban Area as the area within which new urban residential development is to be contained, and notes that it is generally based on land already identified for urban purposes and aligned with the priority infrastructure area.

The proposed MID aligns with the regional policy intent. The proposal will deliver social housing on land within an established urban area of Kirwan that is already identified for urban purposes and serviced by existing infrastructure. In that respect, the proposal supports the NQRP by accommodating additional residential development within the existing urban area, improving use of existing services and infrastructure, and contributing to housing supply in a location with access to employment, services and community facilities.



5.0 Streamlined MID Eligibility Criteria

The proposal has been prepared having regard to the streamlined assessment pathway for social and/or affordable housing Ministerial Infrastructure Designations. In accordance with the operational guidance, proposals seeking to proceed through the streamlined pathway are required to address both Part A – Mandatory Criteria and Part B – Additional Technical Considerations. Part A criteria are relevant to eligibility for the streamlined pathway, while Part B criteria address the principal design and technical matters relevant to the proposal.

5.1 Part A – Mandatory Criteria

Part A comprises the mandatory criteria identified in the operational guidance for social and/or affordable housing MIDs. The proposal has been assessed against each of those criteria, with the response set out in Table 4 below. The table should be read with this report and the supporting technical documentation.

Table 5: Part A – Mandatory Criteria

	Mandatory Criteria	Entity Response
1	The proposal and entity align with item 13 and/or item 16 of Schedule 5 of the Planning Regulation.	Yes, item 16 of Schedule 5 of the Planning Regulation
2	The proposal only includes other uses where they are ancillary and related to the Infrastructure as specified in item 13 and/or item 16 of Schedule 5 of the Planning Regulation 2017.	Yes. The proposal comprises social housing infrastructure and associated ancillary components only, including a community building, communal recreation area, parking, access, landscaping, waste and servicing infrastructure. Those elements are ancillary to and support the social housing use, and no separate unrelated use is proposed.
3	The site is located in a residential zone, Community facilities zone, Centre zone, Mixed use zone or Township zone as defined in Schedule 2 of the Planning Regulation 2017 and categorised under the relevant planning scheme	Yes. The subject land is located within the Low density residential zone under the Townsville City Plan, which is a residential zone for the purposes of this criterion.
4	The site is not identified within Bushfire prone area mapping. Note: Land identified as a 'Bushfire prone area' is identified in the SPP interactive mapping system or relevant council planning scheme.	Yes. A review of the State Planning Policy interactive mapping system and the relevant Townsville City Plan mapping confirms the subject land is not identified within a bushfire prone area. On that basis, the proposal satisfies this criterion.
5	The site is not on the Contaminated Land Register or Environmental Management Register. Note: Evidence of searches of the Contaminated Land Register and Environmental Management Register.	Yes. The site is not listed on the Contaminated Land Register or Environmental Management Register (refer Appendix 8).
6	The proposal does not involve a new or changed access to a state transport corridor. Note: Refer to the definition of new or changed access in schedule 24 of the Planning Regulation 2017.	Yes. The proposal retains the existing access from Canterbury Road and does not propose any new or changed access to Hervey Range Road, being



		the adjoining State-controlled road corridor.
7	The site is: a. not mapped in a flood or coastal hazard area; or b. where mapped in a flood or coastal hazard area, demonstrates the development: i. achieves the 1% Annual Exceedance Probability + freeboard level and flood free access for pedestrians and vehicles. ii. is designed to achieve no worsening to adjacent properties. Note: Land identified as a 'flood hazard area' or 'Erosion prone area' are identified in the SPP interactive mapping system or the relevant planning scheme. Note: A flood report certified by a Registered Professional Engineer of Queensland is required to demonstrate part (b) where applicable.	The site is mapped in a flood hazard area. The supporting Flood Impact Assessment prepared by Engeny Australia Pty Ltd confirms the development pads remain flood free in the 1% AEP event, with finished floor levels set 300mm above the 1% AEP flood level. The assessment also concludes that flood level increases are minor and localised and are not expected to adversely impact surrounding properties, the road carriageway or critical infrastructure. Refer Flood Impact Assessment provided at Appendix 11 .
8	The proposal results in the retention of all mapped vegetation unless complying with relevant exempt clearing requirements, including a. Koala vegetation; and/or b. Matters of State Environmental Significance vegetation. Note: Land identified as a 'koala vegetation' and 'Matters of State Environmental Significance' is identified in the SPP interactive mapping system.	Yes. The subject land is predominantly cleared land, and the site does not contain mapped vegetation.
9	The site is: a. not mapped in a State or Local Heritage Place; or b. where mapped in a State or Local Heritage Place is supported by a Heritage Exemption Certificate or letter of support from the local government. Note: Land identified as a 'State or Local Heritage Place' is identified in the SPP interactive mapping system or the relevant local planning scheme.	Yes. The subject land is not identified as a State or Local Heritage Place.
10	The proposal accommodates any mapped Local Government Infrastructure Plan infrastructure identified in the relevant local planning scheme or planned upgrades to state transport networks.	Yes. The proposal has been designed to accommodate the existing infrastructure context of the site and does not conflict with the adjoining state transport network. Access is retained from Canterbury Road, with no new or changed access to Hervey Range Road, and the supporting servicing documentation confirms the proposal can be accommodated within the site.

5.2 Part B – Additional Technical Considerations

Part B comprises the additional technical considerations identified in the operational guidance for social and/or affordable housing MIDs. These matters relate primarily to the design, layout and operation of the proposal, and are addressed through the proposal description, environmental assessment and supporting technical documentation accompanying the MID request. A summary response to each Part B criterion is provided in Table 6 below.



Table 6: Part B – Additional technical considerations

Additional Technical Considerations		Entity Response
Building height		
1	The proposed building height complies with the relevant planning scheme requirements excluding rooftop communal space, or where no building height is specified is contextually appropriate with the adjoining sites and surrounding zoning.	Yes. The proposed development comprises single to double-storey residential units and a centrally located community building that are consistent with the character of the surrounding Low density residential zone. The design reflects the existing streetscape, which is predominantly made up of detached houses of one to two storeys. The low-rise, residential-scale buildings integrate with neighbouring properties and minimise potential impacts such as overlooking and overshadowing. Overall, the development maintains the established suburban character while providing essential social housing infrastructure.
Setbacks		
2	The proposed setbacks of buildings comply with the relevant local planning scheme or are contextually appropriate within the site and surrounds (current and future), having regard to the amenity and privacy of neighbouring buildings and managing bulk/scale towards site boundaries to ensure compatibility with adjoining development.	Yes. The proposed buildings are set back and arranged within the site so that bulk and scale are appropriately managed relative to the site boundaries and adjoining land. The layout provides separation to external boundaries and between building clusters, together with internal driveways, landscaped areas and communal open space. This assists in maintaining visual relief, supporting privacy and amenity, and ensuring the development presents as a low-rise residential outcome that is compatible with the surrounding area.
Open space and landscaping		
3	The proposal provides private open space for each dwelling/unit that aligns with the relevant council planning scheme and/or Queensland Government's Social Housing Design Guidelines and Social Housing Design Guideline Toolkit Indicative Floor Plans.	Yes. The proposal provides private open space for each dwelling in accordance with the requirements of the Townsville City Council Planning Scheme and the Queensland Social Housing Design Guidelines. Landscaped setbacks are provided along all dwelling frontages, enhancing streetscape amenity and maintaining the low-density residential character of the area. The development includes a combination of private and communal open space areas that support outdoor living, recreation, and social interaction for residents. Landscaping elements such as shade trees, planting buffers, and screening vegetation improve



		privacy, provide shade, and contribute to a comfortable residential environment. Overall, the design aligns with the Social Housing Design Guideline Toolkit Indicative Floor Plans, ensuring functional, adaptable dwellings with appropriate open space provision.
4	The proposal provides communal open space that considers the size, location and function of users and aligns with the relevant council planning scheme.	Yes. Communal open spaces are centrally located, functional, and easily accessible, encouraging outdoor living, recreation, and social interaction. The spaces are designed to be practical and usable for a range of residents, including families and older people. Landscaping, building orientation, and fencing provide privacy and minimise overlooking and noise, protecting residential amenity.
5	The proposal is capable of achieving the design considerations for 'Make homes outside' in the Social Housing Design Guideline and retains healthy trees where practical.	Yes. The proposal achieves the design considerations for 'Make homes outside' within the Queensland Social Housing Design Guidelines by incorporating accessible outdoor areas that support outdoor living and social interaction. Private and communal open spaces are provided throughout the development, allowing residents to utilise external areas as an extension of the home environment. Where practical, existing healthy trees are retained and supplemented with additional landscaping to provide shade, improve environmental quality, and enhance the overall amenity of the site.
Servicing and waste		
6	The proposal provides refuse storage, including recycling and collection areas that comply with the relevant local planning scheme or the Social Housing Design Guideline	Yes. A detailed Waste Management Plan has been prepared and is provided at Appendix 8. The plan demonstrates how the proposed development incorporates appropriate refuse storage, recycling facilities, and collection arrangements in accordance with the requirements of the Townsville City Council Planning Scheme. The development provides designated refuse and recycling storage areas that are appropriately located and screened to minimise visual and amenity impacts on residents and adjoining properties. Bulk refuse and recycling bins are accommodated within purpose-designed storage areas that allow for efficient waste separation and collection.
7	The proposal does not cause actionable nuisance to adjoining properties and directs stormwater to a legal point of discharge. Note: A technical note or report certified by a Registered Professional	Yes. The proposal does not cause actionable nuisance to adjoining properties and directs stormwater to a legal point of discharge. Site-based



	Engineer of Queensland may be required to demonstrate compliance.	stormwater management plan prepared by STP Consultants is provided at Appendix 7 .
Traffic, access and parking		
8	The proposal does not result in: a. increased traffic requiring external upgrades (e.g., intersection changes, lane markings) or b. create safety issues for vehicles, pedestrians, and active transport users. Note: A technical note or traffic report certified by a Registered Professional Engineer of Queensland may be required to demonstrate compliance with the above criteria.	Yes. The supporting Traffic Impact Assessment prepared by Premise (refer Appendix 12) concludes that the proposal does not require external road upgrades and is not expected to create unacceptable safety issues. The existing access from Canterbury Road is suitable, the surrounding intersection network continues to operate acceptably, and no changes to the external road environment are proposed or required.
9	The site is easily accessible to a range of amenities such as public transport, employment, education, recreation or sport facilities, open space, shopping and service centres. The proposal provides at least one (1) car parking space for each residential unit and additional visitor parking. Note: A locality plan detailing proximity to nearby amenities is required to be provided with the MID proposal.	Yes. The site is well located within an established urban area and has convenient access to public transport, employment areas, educational facilities, recreation and sporting facilities, open space, and nearby shopping and service centres. The proposal provides at least one car parking space for each residential unit, together with additional visitor parking to accommodate guests and service providers. In total, the proposed development of 64 dwellings will provide 84 parking spaces, comprising 64 covered resident spaces, 16 visitor spaces, and 4 drop-off spaces. This equates to an overall parking rate of approximately 1.3 spaces per dwelling. A locality plan demonstrating the site's proximity to surrounding amenities is provided as part of the MID submission.
10	The proposal can achieve access, manoeuvring and parking that is designed in accordance with relevant local planning scheme or Australian standard. Note: A technical note or traffic report certified by a Registered Professional Engineer of Queensland may be required to demonstrate compliance.	Yes. The proposal can achieve access, manoeuvring and parking in accordance with the relevant provisions of the Townsville City Plan and applicable Australian Standards. The supporting Traffic Impact Assessment confirms that the existing access from Canterbury Road is suitable, internal circulation is capable of accommodating vehicle movements through the site, and the proposed parking supply is appropriate to the development. Parking bays, drive aisles and manoeuvring areas are identified on the submitted plans and are capable of being designed to achieve the required standards.



Reverse amenity		
11	The site achieves the minimum buffer distance from industrial activities or industrial zoned land as prescribed under the relevant planning scheme.	Yes. The site is not adjoining, and is not in proximity to, industrial activities or industrial zoned land. The surrounding land is characterised by residential, community facilities, open space and major centre zoning, and no industrial buffer issue arises in relation to the proposal.
Constructing or raising waterway barrier works		
12	The proposal does not result in waterway barrier works or complies with relevant accepted development requirements.	Yes. The proposal does not result in waterway barrier works.



6.0 Local Planning Instrument

While the proposal is sought by way of a Ministerial Infrastructure Designation under the *Planning Act 2016*, consideration has been given to the relevant provisions of the *Townsville City Plan 2014* (the planning scheme) as the applicable local government planning instrument. In this respect, the planning scheme provides the relevant local planning context for the site, including the strategic framework, zoning intent and overlay constraints affecting the land.

6.1 Strategic Framework

The Strategic Framework establishes the long-term planning direction for Townsville and provides the overarching policy context for land use and development under the planning scheme. It sets the high-level vision, objectives and principles for the city, ensuring that development responds to growth, infrastructure, environmental sustainability and liveability considerations.

The proposal is consistent with the strategic intent of the planning scheme for development within established urban areas. The site is located within a serviced residential locality in Kirwan, with access to the existing road network, infrastructure and community facilities. The proposal will contribute to housing supply on land identified for urban purposes and does so in a location with convenient access to education, open space, shopping and other services.

In broad terms, the Strategic Framework seeks to ensure that development supports the city's long-term growth, is coordinated with infrastructure, maintains amenity, and appropriately responds to environmental constraints and natural hazards. In that context, the proposal represents an orderly urban outcome on a site within an established residential area.

The subject site is well positioned to accommodate the proposed development. It is located within an existing urban area, is capable of being serviced by existing infrastructure networks, and has reasonable access to surrounding community facilities and services. The proposal also adopts a low-rise residential form and has been designed having regard to the site's identified constraints, including flood hazard, road noise exposure and existing easements.

Overall, the proposal is consistent with the Strategic Framework in that it supports additional housing supply within a serviced urban area, makes use of existing infrastructure, and provides a residential outcome that is responsive to the planning context of the site and its surrounds.

6.2 Zoning

The subject site is located within the Low density residential zone under the planning scheme. The locality is residential in character and comprises predominantly detached dwelling houses together with other residential and community uses.

The proposed development is considered to further the purpose and overall outcomes of the Low-density residential zone code. The purpose of the Low-density residential zone code is to *provide for a variety of low-density dwelling types, and community uses, and small-scale services, facilities and infrastructure, to support local residents.*

While the site is primarily intended for low-density residential uses, the proposal maintains the scale, height, and setbacks typical of the surrounding neighbourhood, ensuring compatibility with the existing streetscape and residential character. The development provides appropriate private open space, landscaping, and amenity, while increasing housing diversity and providing accessible dwellings in line with community needs. By utilising an established, fully serviced site, the proposal aligns with the low-density residential zone's intent to support residential development that integrates



with existing infrastructure, maintains neighbourhood amenity, and delivers sustainable, low-impact growth.

Figure 7: Townsville City Plan – Zoning Map



Source: TownsvilleMAPS

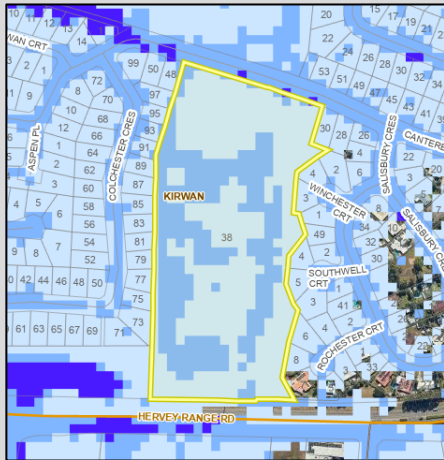
6.3 Relevant Overlays

The site is affected by the overlays identified in Table 7 below. A summary of each overlay and its relevance to the proposal is provided below.

Overlay	Response
Airport environs overlay Operational airspace more than 90m above ground level 	The proposal comprises a low-rise residential development and associated community building, with building heights generally identified as being in the order of 4.5m to 7.5m. On that basis, the proposal is not of a scale or form that would give rise to any apparent constraint in relation to airport operations or operational airspace.



Flood hazard overlay (existing) *Low and medium flood hazard*



Flood risk mapping (new) *Very low, low, medium and high risk*



Road noise corridor overlay *Category 1, 2 and 3*



The subject site is located within the low and medium flood hazard area within the Flood hazard overlay mapping. Council's more recent flood mapping identifies the site as containing primarily low and very low flood risk, with areas of medium and high flood risk.

The supporting Flood Impact Assessment confirms the development achieves the required flood immunity and that resulting flood impacts are minor and localised, with no adverse impacts expected to surrounding properties or infrastructure.

The development has been designed with appropriate siting, building orientation, and noise mitigation measures to minimise road traffic noise impacts while maintaining compliance with the Planning Scheme's objectives and supporting high-quality, sustainable social housing.



7.0 Environmental Assessment

This section provides an assessment of the key environmental and technical matters relevant to the proposed Ministerial Infrastructure Designation. This assessment has been prepared in accordance with Chapter 7 of the Minister's Guidelines and Rules (MGR) under the *Planning Act 2016*, which requires infrastructure entities to demonstrate that adequate environmental assessment, including consultation, has been undertaken prior to the Minister making a designation.

The assessment considers both the construction and operational phases of the development and evaluates potential effects on natural and physical resources, community amenity, and social and economic conditions. It also identifies strategies to manage, mitigate, or avoid adverse impacts, ensuring that the proposed development aligns with relevant statutory requirements, policy frameworks, and best practice standards.

By undertaking this assessment, the report provides a structured basis for understanding the environmental and social implications of the proposal, supporting the Minister's consideration of the MID and ensuring that the development delivers positive outcomes for the community while appropriately managing environmental and social risks.

7.1 Built Form & Design

7.1.1 Building Height

The proposed development comprises a series of single to double storey residential units and one centrally located community building. Which are consistent with the prevailing built form and character of the surrounding Low density residential zone under the planning scheme. The immediate locality is characterised by detached dwelling houses of a domestic scale, typically one to two storeys in height, with landscaped setbacks and a low-intensity residential interface.

In this context, the proposed built form has been deliberately designed to reflect and reinforce the established streetscape pattern. The dwellings present as low-rise structures with a house-compatible scale, bulk and form, ensuring they integrate appropriately with adjoining residential properties and do not result in visual dominance or overdevelopment.

Consistent with the relevant assessment benchmarks of the planning scheme for the development within the Low density residential zone, the development maintains a low-profile appearance when viewed from the street and neighbouring allotments. The design further minimises potential amenity impacts, including overlooking and overshadowing, and supports a built form outcome that is compatible with the intended low-density character of the area.

Overall, the proposal demonstrates alignment with the strategic intent and zone outcomes of the planning scheme by delivering a residential-scale form that contributes positively to the established character of the Kirwan locality while facilitating much-needed social housing infrastructure under the Ministerial Infrastructure Designation framework.

A typical elevation demonstrating the scale of the development is provided at Figure 8.



Figure 8: Elevation Plan (Counterpoint Architecture)



Source: Counterpoint Architecture

7.1.2 Setbacks and Separation

The proposed development has been designed with setbacks and separation distances that are appropriate to the size and configuration of the site and the surrounding residential context. The built form is arranged as a series of separate low-rise buildings rather than a continuous building mass, with internal driveways, parking areas, landscaped setbacks and communal open space providing separation both to the site boundaries and between building clusters. This assists in reducing perceived bulk, maintaining visual relief across the site and achieving a built form outcome that is compatible with adjoining development.

The site layout also responds to the interfaces of the land. In particular, the development provides landscaped setback areas to the internal access road frontages and site edges, and incorporates separation, fencing and planting to manage privacy and amenity at the site boundaries. The combination of building spacing, landscaping and the distribution of communal areas assists in limiting potential overlooking and maintaining an appropriate relationship with adjoining properties. On that basis, the proposed setbacks and separation are considered contextually appropriate for the site and consistent with the low-rise residential form of the proposal.

7.1.3 Open Space and Landscaping

The proposal incorporates a combination of private open space, communal open space and landscaped areas distributed throughout the site. The layout provides landscaped setbacks to the site frontages and boundaries, together with internal communal areas associated with the residential buildings and community building. This includes a BBQ area, a half basketball court, open lawn areas, pedestrian paths and shaded recreation areas. Collectively, these elements provide functional outdoor space for residents and contribute to the amenity of the development.

The landscape plans prepared by Place Design Group (refer **Appendix 5**) incorporates deep planting opportunities and species selection suitable for the local climatic conditions, contributing to shade, cooling, and an attractive streetscape presentation.

The landscape strategy includes a native tree buffer to screen the neighbouring property and enhance privacy. Small shade trees will be planted within car parking areas to provide shade and improve visual amenity. Medium-sized shade trees will be distributed throughout the site to enhance the streetscape, contribute to visual amenity, and assist in mitigating urban heat island effects. Larger



shade trees will be located within recreational areas to provide shade, comfort, and amenity for residents.

Areas of low-level planting will be incorporated within communal recreational spaces to maintain visual openness while adding landscape interest. Trellises with climbing plants will be installed along walls to soften built form and introduce vertical greenery. The existing footpath through the open space will be realigned to improve circulation and pedestrian connectivity throughout the site. Low-growing tree species will be selected for planting beneath powerlines to ensure compliance with clearance requirements.

Communal open space areas are well-proportioned, functional, and easily accessible to residents. These spaces are centrally located and designed to promote outdoor living as an extension of the dwelling environment, supporting informal recreation, social interaction, and passive surveillance. The configuration and dimensions of the open space areas ensure they are practical and usable, rather than residual in nature, and capable of accommodating a diversity of resident needs, including families, older persons, and individuals with varying mobility levels.

The overall landscape design provides sufficient size, shape, and separation to achieve a high level of privacy for both residents and adjoining properties. Building orientation, fencing treatments, and planting are integrated to minimise opportunities for overlooking and reduce potential noise transfer, thereby protecting residential amenity.

Furthermore, the proposal has been developed in alignment with the Queensland Government's Social Housing Design Guidelines and the Social Housing Design Guideline Toolkit Indicative Floor Plans, ensuring that the dwellings achieve functional, adaptable, and contemporary design outcomes. Collectively, the open space and landscaping provisions contribute to a high-quality residential environment that is consistent with the intent of the planning scheme and appropriate to its assessment under the Ministerial Infrastructure Designation framework.

Figure 9: Landscape Concept Plan



Source: Place Design Group



7.2 Traffic, Access and Parking

7.2.1 Access and external road network

The subject site benefits from an existing lawful access from Canterbury Road, which will be retained and utilised to service the proposed development. Retention of the established access point minimises disturbance to the existing road network and avoids the introduction of additional vehicular conflict points.

A Traffic Impact Assessment prepared by Premise is provided at **Appendix 12**. existing site access was assessed against relevant turn warrant, capacity and sight distance requirements and was found to be suitable for the proposed development.

The proposed access arrangements have been designed to provide appropriate sight distances, safe ingress and egress, and clear delineation between vehicular and pedestrian movements. Internal circulation ensures efficient vehicle manoeuvring throughout the site and accommodates service and emergency vehicles in accordance with relevant standards.

The site is well positioned within the urban area of Kirwan and offers convenient access to a broad range of community facilities and services, including public transport, employment areas, educational institutions, recreational and sporting facilities, open space, shopping centres, and essential services. This level of connectivity is consistent with the strategic intent of the planning scheme, which promotes residential development in locations with established infrastructure and service networks, thereby supporting walkability and reducing reliance on private vehicle use.

A Traffic Impact Assessment concludes that the development would result in a greater than 5% traffic impact on Canterbury Road and the Kern Brothers Drive/Canterbury Road roundabout; however, no significant impact is anticipated on Kern Brothers Drive or the State-controlled road network. The existing site access on Canterbury Road was found to be compliant with relevant turn warrant, capacity, and sight distance requirements, with no upgrades required.

Intersection modelling undertaken using SIDRA analysis indicates that the Kern Brothers Drive/Canterbury Road roundabout will continue to operate below practical capacity with acceptable levels of delay and queueing, even with the addition of development traffic and conservative background growth assumptions. While existing road safety issues have been identified within the broader study area, the development is not expected to worsen these conditions or increase risk levels above the current medium classification. Any changes to the road environment associated with the development are recommended to be subject to review by an accredited road safety auditor or RPEQ; however, no physical changes to the external road environment are proposed or required.

7.2.2 On-site parking and manoeuvring

The proposal provides on-site parking and manoeuvring areas to support the operational requirements of the development. Under SC6.10 Parking Rates Planning Scheme Policy, multiple dwellings in the Low density residential zone are generally required to provide 1.7 resident parking spaces per dwelling, 0.2 visitor spaces per dwelling, and one dedicated car washing bay.

The proposed development provides a total of 84 parking spaces for 64 dwellings, comprising 64 covered resident spaces, 16 visitor spaces and 4 drop-off spaces. This equates to an overall parking rate of approximately 1.3 spaces per dwelling. The proposal therefore provides one designated resident space for each dwelling, supplemented by visitor and short-term parking distributed throughout the site.



Having regard to the nature of the development, the proposed parking provision is considered appropriate. In particular, the development includes a substantial proportion of one-bedroom dwellings and is intended for social housing, where private vehicle ownership is typically lower than in conventional residential development. The parking outcome is also supported by the provision of visitor parking at a rate above the minimum planning scheme requirement, the inclusion of dedicated drop-off spaces, and the broader operating context of the site.

The supporting Traffic Impact Assessment concludes that the proposed access, manoeuvring and parking arrangements are appropriate to the development. Parking bays, drive aisles and turning areas are capable of accommodating safe and practical vehicle movement within the site. On that basis, the proposed parking and manoeuvring arrangements are considered suitable for the development.

7.2.3 Waste Management

A detailed Refuse Strategy Report has been prepared and is provided at **Appendix 10**. The report identifies a waste management arrangement comprising a combination of bulk bins and wheelie bins, with designated storage areas distributed across the site to service the different dwelling types and the community building.

The development provides designated refuse and recycling storage areas that are appropriately located and screened to minimise visual and amenity impacts on residents and adjoining properties. Bulk refuse and wheelie bins are accommodated within purpose-designed storage areas that allow for efficient waste separation and collection.

During pre-lodgement discussions, Council reviewed the proposed waste management arrangement and provided feedback on the collection methodology and site layout. That feedback was incorporated into the final waste strategy and plan set. The proposal proceeds on the basis that waste collection will be undertaken by Council, with collection vehicles entering and circulating through the site to service the nominated collection points.

The waste storage areas are designed to achieve convenient access for occupants while also providing safe and efficient access for collection vehicles. Circulation and manoeuvring arrangements have been considered to ensure compliance with Council's requirements, including adequate hardstand areas and unobstructed access to collection points.

Overall, the Refuse Strategy Report and Waste Management Plan confirms that the development is capable of achieving a functional and integrated waste management outcome appropriate to the scale and nature of the development.



The proposed development has been prepared having regard to the existing infrastructure servicing available to the site. Relevant servicing matters include electricity, telecommunications, water, sewer and stormwater. An overview of these matters is provided below, with detailed technical consideration contained in the supporting civil, servicing and stormwater documentation.

The site is located within an established urban area and has access to existing electricity and telecommunications infrastructure. The proposal has been designed having regard to the existing infrastructure context of the land, including the easement corridor affecting the eastern portion of the site. Subject to the requirements of the relevant service authorities, the development is capable of being appropriately serviced for electricity and telecommunications.

The site is capable of being serviced by the existing reticulated water network. The supporting civil and servicing documentation identifies existing water infrastructure in the vicinity of the site and confirms that water servicing can be provided to the proposed development. The proposed development has been prepared on the basis of connection to the public water supply in accordance with the requirements of the relevant service provider.



7.3.3 Sewer

The site will be connected to the existing reticulated sewer network, ensuring that all proposed dwellings have reliable and compliant wastewater disposal. The subject site maintains existing connection to Council's reticulated wastewater network. Drainage infrastructure will be integrated into the site layout to provide safe, efficient, and easily maintainable connections for each dwelling, in accordance with Council requirements and relevant Australian Standards.

7.3.3 Stormwater

The proposal is supported by a Civil Engineering Services and Site Based Stormwater Management Plan Report prepared by STP Consultants and provided at **Appendix 7**. The report addresses stormwater drainage, stormwater quality and the lawful point of discharge for the development. It identifies existing stormwater infrastructure in the vicinity of the site and confirms that runoff from the development can be collected and conveyed through the proposed internal drainage system.

The supporting documentation confirms that on-site detention is not required, but that stormwater quality treatment is to be provided in accordance with the relevant design requirements. On that basis, the proposal is capable of achieving an appropriate stormwater management outcome for the site.

7.4 Physical and Environmental Constraints

7.4.1 Flooding and stormwater

The subject site is affected by flooding and is mapped within the Flood hazard overlay under the planning scheme. The development has been designed with appropriate siting, stormwater management, and mitigation measures to minimise flood risk, maintain safe access, and comply with the planning scheme's objectives for resilient and sustainable development.

A Flood Impact Assessment for the proposed development demonstrates compliance with key flood safety requirements. An updated hydraulic model was used to assess both existing and future development scenarios across a range of flood events, including climate change conditions. The assessment concludes that the development is designed to achieve relevant flood immunity during significant flood events, including the 1% AEP event.

The modelling also indicates minor reductions in flood levels within parts of the surrounding area, with any localised increases generally minor and contained within the development site, and not expected to adversely impact adjoining roads, properties, or infrastructure. Future climate change scenarios are not anticipated to compromise flood immunity, and all components of the development, including the substation, comply with Council's flood immunity requirements.

The stormwater management assessment concludes that the proposed development can proceed subject to compliance with the identified drainage and flood-related requirements. The subject site is affected by the Defined Flood Event (1% AEP flood); however, it is not impacted by the Defined Storm Tide Event (DSTE). To ensure flood immunity, minimum finished floor levels are required to vary between 15.52m AHD and 15.74m AHD for the 1% AEP flood event.

The stormwater system is to be designed to accommodate the Minor Design Event (ARI 10 year) and the Major Design Event (ARI 100 year) in accordance with standard engineering practice. On-site stormwater detention is not required; however, stormwater quality treatment is required in accordance with the State Planning Policy to ensure discharged runoff is appropriately treated prior to release.



Overall, subject to compliance with these requirements, the development is considered suitable from both a flood risk and stormwater management perspective.

Further details are provided in the Flood Impact Assessment (**Appendix 11**) and Stormwater Management Plan (**Appendix 7**).

7.4.2 Noise

The site is located within an established residential area where typical noise sources include local traffic movements and general neighbourhood activities. The proposed development has been designed to ensure that noise impacts on future residents and adjoining properties are appropriately managed through considered building orientation, site layout, and landscaping, which collectively assist in minimising exposure to external noise sources.

During the construction phase, temporary noise impacts may occur; however, these will be managed in accordance with relevant environmental standards and best practice construction management measures, including compliance with approved construction hours and the implementation of appropriate mitigation strategies in accordance with a Construction Environmental Management Plan.

As the development is located within 25 metres of a State-controlled road, a noise impact assessment has been undertaken, with the acoustic report provided in **Appendix 13**. The assessment confirms that the site is subject to road traffic noise exposure which requires mitigation to achieve acceptable residential amenity outcomes in accordance with applicable design criteria. Accordingly, proposal incorporates acoustic fencing along the southern frontage of the site, together with localised architectural treatments to elevated private open spaces where required.

Subject to implementation of the recommended acoustic mitigation measures, including boundary fencing and façade treatments, the development is capable of achieving compliance with relevant acoustic criteria under SDAP, QDC MP4.4, and AS/NZS 2107. The acoustic assessment concludes that acceptable internal and external acoustic amenity can be achieved, and no fundamental acoustic constraints to the proposed development have been identified.

7.4.3 Easements

The proposal has been prepared having regard to the easements affecting the subject land and the infrastructure located within those areas. The design seeks to maintain the operational integrity of existing infrastructure and preserve access for inspection, maintenance and operation. No aspect of the proposal is intended to compromise the safety, structural integrity or function of the infrastructure within the easement areas.

Accordingly, the easements are a relevant site constraint, but are not considered to preclude the proposed development outcome. Any works within or adjoining the easement areas will be required to respond to the requirements of the relevant infrastructure authority.

7.4.4 Ecology

The site is located within an established urban residential area and is predominantly cleared, with no mapped remnant vegetation or natural habitat of ecological significance. The surrounding area is similarly urbanised, with existing residential development, roads, and infrastructure. A review of environmental mapping and biodiversity data indicates that the site does not contain mapped regional ecosystems, threatened ecological communities, or core habitat areas. Standard urban



development measures, including appropriate stormwater management and landscaping with locally suitable species, will be implemented to maintain site amenity and support local biodiversity where possible.

7.4.5 Cultural heritage

The subject land is not identified as a State or Local Heritage Place, and no mapped cultural heritage constraint arises in relation to the proposal. The proposal therefore does not require a heritage exemption certificate or local government support on that basis.



8.0 Justification for need

The Townsville City Council Local Housing Action Plan 2024–27 demonstrates a substantial demand for social housing within the region. As of the end of 2023, there were 1,886 active applications on the Social Housing Register listing Townsville as the first-choice location, representing approximately 3,635 households in need of social housing. A significant proportion of these applicants are seeking one-bedroom dwellings, highlighting a critical shortage of smaller, affordable housing options in the area. Many residents are unable to secure stable and affordable housing through the existing supply, with over 540 households waiting for more than three years, underscoring the urgency of expanding social housing provision.

The Queensland Government is actively responding to housing shortages and affordability pressures through strategic investment under initiatives such as the *Homes for Queenslanders* housing plan. This program commits to delivering a significant expansion of social and community housing across the state, targeting tens of thousands of new dwellings over the coming decades. Such initiatives reinforce the strategic importance of increasing housing supply in both regional and metropolitan areas to meet the needs of households experiencing housing stress.

Townsville's ongoing population growth continues to place pressure on housing supply and affordability. Local planning policy recognises that meeting this demand requires a combination of proactive public sector provision and collaborative planning approaches. The Townsville Local Housing Action Plan 2024–27 identifies the need for greater housing diversity and an increase in affordable and social housing products to support sustainable and inclusive communities. Providing social housing infrastructure at 38 Canterbury Road aligns with both local and state housing objectives and directly contributes to increasing social housing stock in a location with documented demand. The development supports broader housing outcomes, including improved access to employment, education, services, and public transport.

In addition, the proposed development adheres to the principles outlined in the Queensland Social Housing Design Guidelines (2022), ensuring that dwellings are designed to provide functional, safe, and adaptable housing for a range of household types. The project incorporates housing typologies suitable for singles, seniors, and small families, with an emphasis on accessibility, liveability, and long-term sustainability, consistent with state design standards.

The proposed social housing development at 38 Canterbury Road, Kirwan will:

- Increase the regional supply of affordable and secure housing for households experiencing housing stress.
- Provide homes for residents on long waiting lists, reducing the time families spend in unstable or unaffordable rental markets
- Support vulnerable populations, including low-income households, seniors, and people at risk of homelessness.
- Align with Queensland Government housing objectives, contributing to housing supply targets and the delivery of essential community infrastructure.

Overall, the development directly responds to documented housing demand in Townsville, aligns with state and local policy commitments, and delivers significant community benefits. Including this housing need and community benefit justification in the MID submission demonstrates the strategic merit of the proposal and reinforces its importance as essential social infrastructure.



9.0 Consultation

The proposal will be subject to consultation in accordance with the *Planning Act 2016*, the Minister's Guidelines and Rules, and the operational guidance for social and/or affordable housing Ministerial Infrastructure Designations. In accordance with that framework, a consultation strategy is to be submitted with the MID material, and consultation is to be undertaken in accordance with the consultation strategy endorsed by the Minister.

The purpose of the strategy is to identify the stakeholders to be notified and to outline the consultation measures proposed to be undertaken as part of the entity notification. For this proposal, consultation is proposed to be undertaken with the following stakeholders:

- Landowners of adjoining land, as identified on the consultation strategy plan provided at **Appendix 14**.
- Townsville City Council.
- Elected representatives at a Local, State and Federal level.
- The traditional owners of the land.

Public notification is proposed to be undertaken for a minimum period of 20 business days. During that period, the entity proposes to:

- Publish a notice in the Townsville Bulletin, being the locally circulated newspaper that outlines:
 - the proposal;
 - a description of the land to which the proposal applies;
 - the type of infrastructure to which the proposal applies;
 - how the proposal may be viewed or accessed;
 - how submissions may be made to the Minister; and
 - the date by which submissions must be made.
- Place signs on the site in accordance with the consultation strategy plan.
- Issue notices to the stakeholders identified in the consultation strategy plan.

Accordingly, confirmation is sought from the Department, on behalf of the Minister for State Development, Infrastructure and Planning, that the above consultation strategy is accepted for the purposes of the proposed MID prior to commencement of consultation.



10.0 Conclusion and Recommendations

This Town Planning Report has been prepared by Northpoint Planning on behalf of Northreach Community Care Ltd in support of a proposed Ministerial Infrastructure Designation (MID) for a social housing development located at 38 Canterbury Road, Kirwan, formally described as Lot 1 on RP734836. The proposal comprises a low-rise social housing development containing 64 dwellings, a community building, on-site parking, internal access and circulation, communal open space, landscaping and associated infrastructure.

The proposal has been assessed having regard to the relevant statutory and policy framework, including the *Planning Act 2016*, the Minister's Guidelines and Rules, the operational guidance for social and/or affordable housing MID's, the *Townsville City Plan 2014*, and the supporting technical material prepared for the proposal.

As outlined throughout this report, the proposal is considered suitable for the site. The land is located within an established and serviced urban area and is capable of accommodating the proposed development. The proposal responds appropriately to the physical and infrastructure constraints affecting the site, including flood hazard, road traffic noise, existing easements, access arrangements and infrastructure servicing. The supporting technical documentation confirms that the proposal can achieve an appropriate outcome in relation to built form, access, parking, waste management, stormwater, flood response and residential amenity.

The proposal also satisfies the relevant Part A mandatory criteria and Part B additional technical considerations for the streamlined MID pathway for social and/or affordable housing. A proposed consultation strategy has been prepared as part of the MID material, with consultation to be undertaken in accordance with the strategy endorsed by the Minister.

Having regard to the matters addressed in this report and the supporting material, the proposed designation is considered an appropriate mechanism to facilitate the delivery of social housing on the subject land. It is therefore respectfully recommended that the Minister for State Development, Infrastructure and Planning make the proposed Ministerial Infrastructure Designation.