



November 2016

# State Planning Policy

Draft for consultation



# Foreword



## Queensland is experiencing a new era in planning.

New planning laws, commencing in mid-2017, are helping to secure the liveability, sustainability and prosperity of our communities, for both current and future generations.

We are in the midst of an exciting period of growth in Queensland and it is important that we provide certainty and clarity about the way that we are managing these changes. This is what the State Planning Policy is all about.

The State Planning Policy is the primary state planning instrument in our planning system. It provides a clear and comprehensive expression of the policies needed to ensure that planning in Queensland is outcomes focussed, efficient, and accountable.

Across Queensland, we are responding to the challenges and opportunities of growth through smart planning. Key to this is emphasising the importance of facilitating affordable living and housing outcomes through the planning system.

We are serious about putting sustainability and climate change on the planning agenda, while promoting great urban design outcomes for our built environment.

Well-designed places and spaces increasingly underpin the economic and social success of our communities. That is why we are ensuring that our places are designed to reflect the way that people interact with their communities and not the other way around.

We recognise the importance of holistically integrating land use and infrastructure planning in delivering economic, social and environmental benefits for Queensland. We have therefore included this as a new state interest for planning and development.

The State Planning Policy now identifies 17 state interests in land use planning and development categorised into five themes relating to:

- liveable communities and housing
- economic growth
- environment and heritage
- safety and resilience to hazards
- infrastructure.

By clearly expressing performance outcomes for each state interest, the State Planning Policy promotes transparent and accountable decision making and confidence in the planning system. Our performance-based planning system encourages and responds to change by allowing for innovation and flexibility in plan making.

At its core, this new approach to planning is about being responsive to changing community needs and creating great places for Queenslanders to live, work and raise their families.

A handwritten signature in black ink, appearing to read 'Jackie Trad'.

**The Honourable Jackie Trad MP**  
Deputy Premier, Minister for Infrastructure, Local Government and Planning and Minister for Trade and Investment

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## Part A

# Introduction and context

The State Planning Policy (SPP) is a key component of Queensland's planning system. The SPP expresses the state's interests in land use planning and development. Promoting these state interests, through the plan making and development decisions of state and local government, will help to secure a liveable, sustainable and prosperous Queensland.

A state interest is defined under the *Planning Act 2016* as an interest that the Planning Minister considers:

- affects an economic or environmental interest of the state or a part of the state
- affects the interest of ensuring that the purpose of the Act is achieved.

Under the Act, each local government planning scheme needs to set out integrated state, regional and local planning and development assessment policies. The SPP supports this by setting down the state interests that apply to plan making, and that should be given effect through each local government planning scheme.

The SPP also outlines development assessment requirements for local government to apply in circumstances where there is a need to regulate certain development if a planning scheme does not yet appropriately integrate the SPP.

State involvement in development assessment is only where it is essential. For example, where a matter is of particular importance, has a level of risk or requires state expertise. The SPP is relevant when defining state development assessment roles and assessment benchmarks outlined in the Planning Regulation and State Development Assessment Provisions.

The Act provides for a performance-based approach to planning in Queensland. Performance-based planning seeks to assess development by focusing on the outcomes to be achieved, and providing certainty about one or more ways to achieve these outcomes, while expressly providing for flexibility and innovation in achieving the outcomes by other means. This approach provides the flexibility to assess each development proposal on its merits against benchmarks set by state and local government.

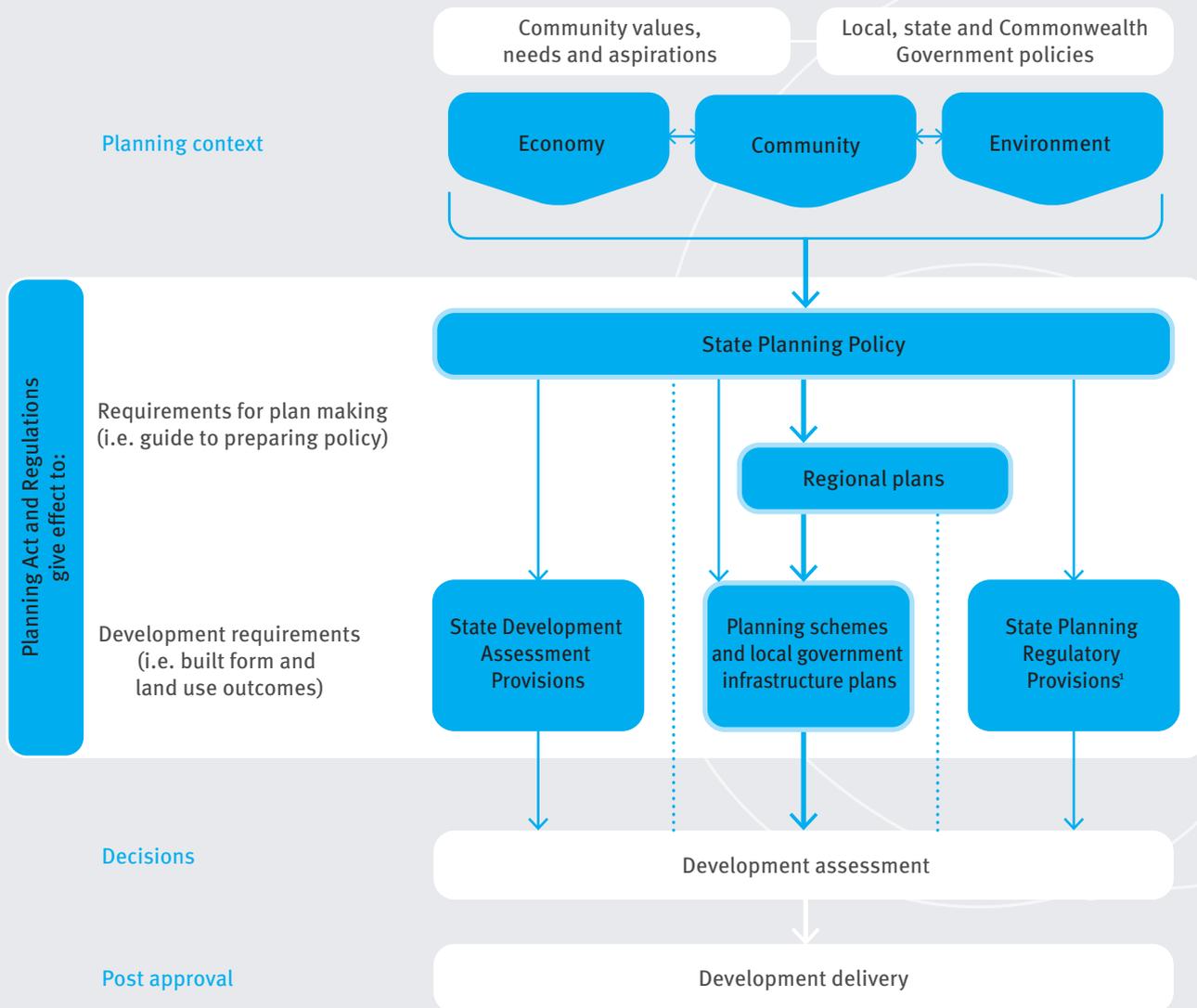


Figure 1: Queensland planning framework

<sup>1</sup> The State Planning Regulatory Provisions will be replaced by regulation upon the commencement of the *Planning Act 2016*

## Document structure

The SPP is structured as follows:

- **Part A: Introduction and context** – the SPP and explains the role of SPP in Queensland’s planning system.
- **Part B: Application and operation** – explains how the SPP applies in different circumstances under the Act.
- **Part C: Purpose and guiding principles** – explains the SPP’s objective and establishes a series of linked principles that must underpin plan making in Queensland.
- **Part D: The state interests** – identifies state interests in land use planning and development.
- **Part E: State interest policies** – establishes the policies for the state interests, organised into five broad themes.
- **Part F: Glossary** – provides a list of abbreviations and terms that assist readers interpret the SPP.
- **Part G: Appendices** – provides additional information on mapping and water quality objectives.

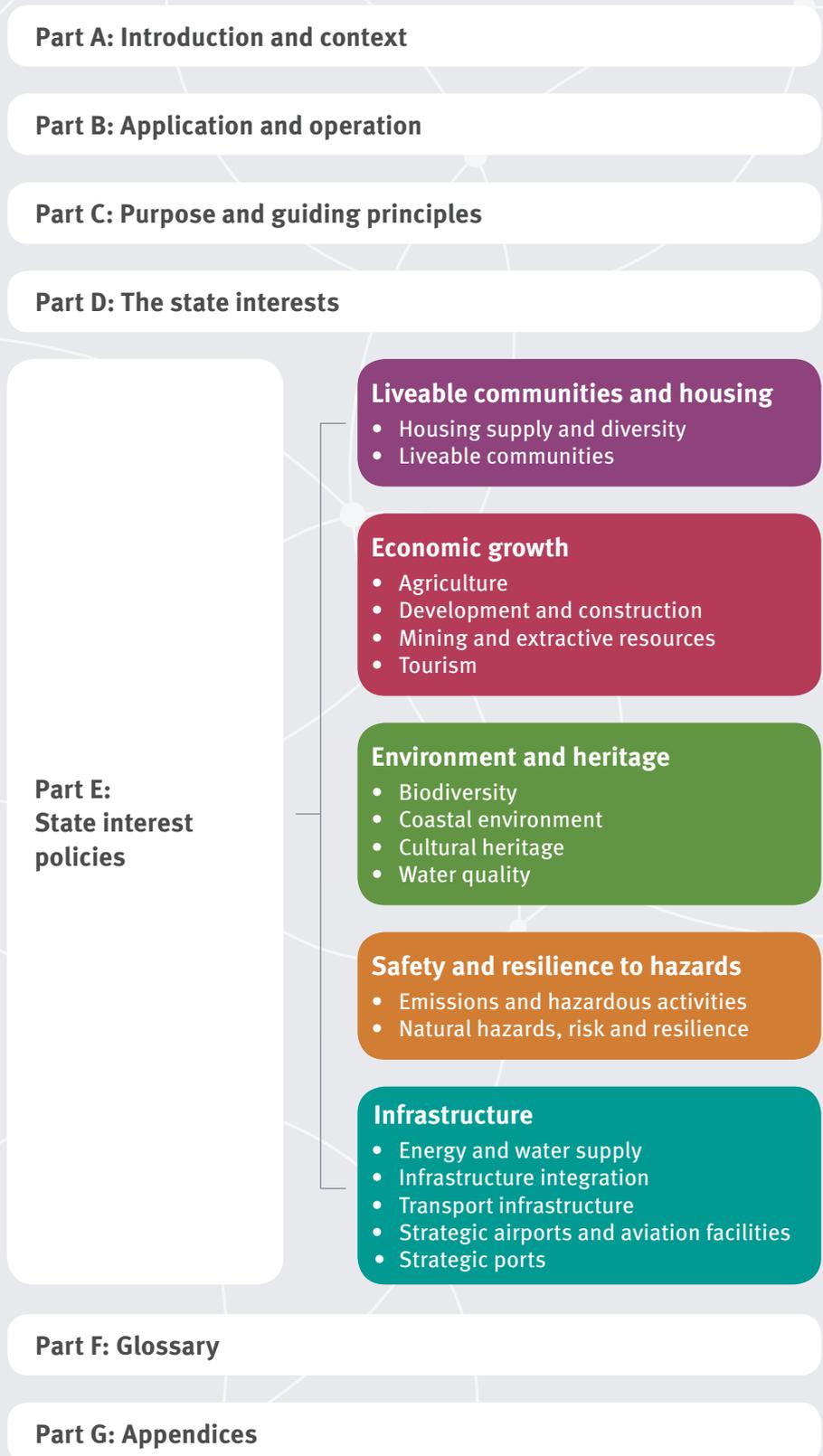


Figure 2: Document structure



## Part B

# Application and operation

State interests expressed in the SPP need to be appropriately integrated into planning instruments made under the Act.

The SPP applies when:

- (1) making or amending a local planning instrument
- (2) making or amending a regional plan
- (3) designating premises for infrastructure
- (4) local government is assessing particular development applications if its planning scheme has not yet appropriately integrated the SPP state interest policies that relate to the proposed development.

The SPP may also be considered by the Planning Minister when deciding:

- whether to ‘call in’ a development application for ministerial assessment
- whether to give a ministerial direction to local government to protect or give effect to a state interest
- the role of the state in development assessment, through the State Assessment and Referral Agency.

## (1) Making or amending a local planning instrument

The SPP applies when making or amending a local planning instrument. To do this, local government must consider and integrate the following parts of the SPP, and how they apply in their local area:

- part C (purpose and guiding principles)
- part D (state interests)
- part E (state interest policies).

When the Planning Minister approves a planning scheme, this approval is given on the basis that local government has considered how best to integrate state interests in the local context. For example, it is possible that not all state interests, such as the coastal environment state interest, apply to each local government area. It is also possible that the SPP, when updated, may result in a state interest no longer being appropriately integrated.

Where a state interest has not been appropriately integrated into a local planning instrument, the SPP applies to the extent of any inconsistency. In these circumstances, a local government must, to the extent relevant, have regard to the following parts of the SPP when making development decisions in order to ensure state interests are not adversely affected:

- part C (purpose and guiding principles)
- part D (state interests)
- part E (state interest policies)

To the extent of any inconsistency, the development assessment requirements contained in part E also apply to specific development applications, as assessment benchmarks under the Planning Regulation 2017.

## (2) Making or amending a regional plan

The SPP applies when making or amending a regional plan. To do this, the Planning Minister must consider the SPP, and how it applies in the region.

## (3) Designating premises for infrastructure

The SPP applies to the designation of premises for infrastructure, such as community facilities, busway transport infrastructure, communication network facilities, and emergency services facilities.

Under the Act, the Minister and local government must have regard to the following parts of the SPP when making or amending a designation:

- part C (purpose and guiding principles)
- part D (state interests)
- part E (state interest policies).

## (4) Assessing development applications

The SPP is a relevant consideration when a local government is assessing a particular development application in situations where part E (state interest policies) has specific requirements for that development. Under the Planning Regulation 2017, these requirements are assessment benchmarks for the development, if the SPP has not been appropriately integrated in the local planning instrument.

The assessment benchmarks contained in part E are expressed as performance outcomes. These requirements apply in addition to any other assessment benchmarks for the development, including those contained in a local planning instrument.

A statement in the local planning instrument identifies if the SPP has been appropriately integrated, in whole or in part, in the instrument and the version of the SPP that was in effect when the instrument was adopted.

Where a development application requires impact assessment, the SPP may be taken into account by the local government in the assessment process if an aspect of the SPP is relevant to the assessment of the development, even if the SPP has been appropriately integrated into the local planning instrument.

# Managing competing state interests

The SPP does not prioritise one state interest over another at a statewide level. It acknowledges that the way state interests need to be applied will vary between, and within, regions and local government areas, depending on environmental, economic, cultural and social factors.

Interests will not always be applied in the same way in a state as large and diverse as Queensland, and there may even be differences in how interests are integrated within a local government area.

It is the responsibility of local government, in preparing a planning scheme, to firstly consider all of the state interests and the SPP in its entirety. The local government must then determine which state interests are relevant and determine how best to apply these interests in a planning scheme. Where the state's interest can be met using a range of methods, local government is encouraged to apply alternative, innovative and performance-based approaches that provide the necessary certainty, and meet local and regional circumstances.

The Planning Minister will consider the following three objectives when determining whether the SPP has been appropriately integrated in a local planning scheme.

### (1) Applying the SPP's purpose and guiding principles

The SPP's purpose and guiding principles, contained in part C, provide an essential basis for the interpretation and application of the state interest policies. The purpose and principles are of equivalent effect to the state interests set down in the SPP, and must be considered by a local government when integrating the state interests in its local planning instruments.

### (2) Considering the state interests in their entirety

Although the SPP presents a set of policies relating to a series of discrete matters of state interest, it is important to understand the effect that the overall combination of interests and the related policies and provisions will have in each situation. The SPP therefore needs to be considered in its entirety.

### (3) Addressing the regional and local context

The SPP does not give more weight to any particular state interest over another, recognising that regional and local context must always be considered when integrating state interests at the regional and local level.

## Supporting mapping

Wherever possible and to the extent relevant, the state interest policies in part E are supported by mapping. All mapping related to the SPP is contained in the SPP Interactive Mapping System (IMS).

There are three categories of mapping layers provided or referred to in the SPP IMS that are intended to be used in one of the following ways:

1. State mapping layers which must be appropriately integrated in a planning scheme in a way that achieves the relevant state interest policy (refer to appendix 1, table A for relevant mapping layers).
2. State mapping layers which must be appropriately integrated, and can be locally refined by a local government in a planning scheme (subject to approval by the Planning Minister), in a way that achieves the relevant state interest policy.
3. State mapping layers that are provided for local government information purposes only (see appendix 1, table C).

The SPP IMS is located at [www.dilgp.qld.gov.au/spp-mapping](http://www.dilgp.qld.gov.au/spp-mapping).

## SPP guidelines

There is an SPP guideline for each state interest, which is provided to assist local government to implement part E (state interest policies) of the SPP.

This guidance material does not have statutory effect and will be updated as required to ensure it remains current.

The SPP guidelines are located at: [www.dilgp.qld.gov.au/spp-guidelines](http://www.dilgp.qld.gov.au/spp-guidelines).



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## Part C

# Purpose and guiding principles

## Securing a liveable, sustainable and prosperous Queensland

The SPP outlines the principles and policies needed to allow the delivery of local and regional plans, and development that will advance the social, economic and environmental needs of all Queenslanders.

The purpose of the SPP, and the state interest policies, is to secure a liveable, sustainable and prosperous Queensland. The SPP requires that state interests are reflected in local and regional plans and development decisions that:

- strengthen our economy
- promote strong communities
- protect our environment
- wisely manage our resources
- inform (and are informed by) investment in infrastructure.

To secure a liveable, sustainable and prosperous Queensland, planning should support the delivery of forward thinking and innovative development that meets our needs. Planning should also contribute to the design and management of our cities, towns, rural communities and landscapes to create better places and spaces to live, work and play. It should do this while protecting our wellbeing and enhancing our natural environment, places, heritage, culture and living environments.

The SPP recognises that mitigating and adapting to climate change is also an important consideration for planning at all levels. All state interests should be applied and considered in the context of supporting Queensland's people, economy and environment to mitigate, adapt and thrive in the context of a changing climate.

The state interests, interpreted and applied according to the guiding principles outlined in table 1, describe the planning matters the state has decided need to be properly considered and integrated into regional and local plans, and when making local government development decisions.

State interest policies are expressed as performance outcomes to encourage innovative solutions and provide for flexibility of implementation, enabling local governments to adopt locally appropriate solutions that meet community needs and expectations.

Securing a liveable, sustainable and prosperous Queensland will not happen through the planning system alone. The state interests in planning are linked to the delivery of broader government objectives for Queensland.

These objectives include:

- initiatives to promote entrepreneurship and growth in the knowledge economy through Advance Queensland programs
- the strategic direction for the planning, investment and delivery of infrastructure set out through the State Infrastructure Plan

- our national and international commitments to protect and enhance the outstanding universal value of the Great Barrier Reef.

The SPP recognises that, while a strong statewide planning system is vital, the benefits of good planning are manifested locally – affecting our everyday lives – where we live, work and play, and how we care for our diverse environment.

When applying the SPP, planning needs to account for the different characteristics of local areas, giving people an opportunity to inform the issues affecting their community.

## The guiding principles

Plan making processes and development decisions in Queensland are to be based on the following guiding principles set out in table 1. The guiding principles are as important as the state interests expressed in the SPP.

**Table 1: The guiding principles**

Outcome focused	
<b>Clearly focus on the delivery of outcomes</b>	<ul style="list-style-type: none"> <li>• Decision-making integrates and balances the economic, environmental and social needs of current and future generations.</li> <li>• Plans express clear performance outcomes for development, supported by a range of acceptable outcomes, where possible.</li> <li>• Innovative and flexible approaches to design and development are supported and encouraged when consistent with a plan’s strategic intent.</li> <li>• Decision making ensures that where acceptable outcomes are satisfied, then the relevant performance outcome is taken to be satisfied in full. Performance outcomes may still be satisfied, even though an associated acceptable outcome is not met.</li> <li>• Stated objectives, needs and aspirations of the community, at the state, regional and local level, are supported by development.</li> </ul>
Integrated	
<b>Reinforce the role of local planning schemes as the integrated, comprehensive statement of land use policy and development intentions for a local area</b>	<ul style="list-style-type: none"> <li>• Plans are coordinated and integrated expressions of land use policy intent for a local area, considering national, state, regional and local matters, to the extent relevant.</li> <li>• Plans integrate land use, resource management and infrastructure needs and considerations.</li> <li>• Plans support a 10–15 year supply of land for development.</li> <li>• The zoning of land reflects and responds to the characteristics of the land that constrain its use.</li> <li>• Overlays should not operate, either individually or cumulatively, to frustrate the purpose of a zone.</li> <li>• Plans include a performance-based assessment of development against a clear hierarchy of policies linked to the achievement of ambitious and long-term strategic planning.</li> </ul>

## Efficient

### Support the efficient determination of appropriate development

- Assessment processes are certain, responsive and performance-based.
- The regulation of development is applied only when necessary and, when applied, plans adopt the lowest appropriate level of assessment for development.
- The level of assessment for development is proportionate to the potential impacts and level of risk of the development being regulated and a plan's strategic intent and purpose of the relevant zone, local plan and/or precinct, for instance development that is:
  - minor, low-risk or that is encouraged or contemplated in a zone, should be identified as accepted development
  - consistent and in accordance with the broad intent of a zone, should be identified as code assessable development
  - contrary to the intent of a zone, or unanticipated by a planning scheme, should be identified as impact assessable development.

## Positive

### Enable positive responses to change, challenges and opportunities

- Contemporary information, challenges and community needs and aspirations are reflected through up-to-date plans.
- Evidence and objectively assessed needs, form a basis for planning that uses the best available knowledge.
- Plans are written using clear, concise and positive language to describe what outcomes are sought, required or encouraged in a particular location, rather than what is to be avoided, prevented or discouraged.
- Community resilience and adaptability to change, including climate change, are promoted.
- Plans adopt a performance-based approach to development assessment to allow for innovation and flexibility in how development in a local area can be achieved.
- Decision-making ensures that development is assessed on its individual merits.

## Accountable

### Promote confidence in the planning system through plans and decisions that are transparent and accountable

- Plans reflect balanced community views and aspirations based on a clear understanding of the importance of the community's involvement in plan making.
- Reasonable, logical and fair development decisions are supported by clear and transparent planning schemes.
- Obtaining access to planning information is simple and direct, capitalising on opportunities presented by information technology.



# The state interests

The SPP expresses 17 state interests in land use planning and development. These state interests should be considered in the context of the guiding principles expressed in part C.



Figure 3: The state interests in land use planning and development

# The state interests



## Housing supply and diversity

Diverse, accessible and well-serviced housing and land for housing, is provided and supports affordable housing outcomes.



## Liveable communities

Liveable, well-designed and serviced communities are delivered to support wellbeing and enhance quality of life.



## Agriculture

The resources that agriculture depends on are protected to support the long-term viability and growth of the agricultural sector.



## Development and construction

Employment needs, economic growth, and a strong development and construction sector are supported by facilitating a range of residential, commercial, retail and industrial development opportunities.



## Mining and extractive resources

Extractive resources are protected, and mineral, coal, petroleum and gas resources are appropriately considered to support the productive use of resources, a strong mining and resource industry, economical supply of construction materials, and avoid land use conflicts where possible.



## Tourism

Tourism planning and development opportunities that are appropriate and sustainable are supported, and the social, cultural and natural values underpinning tourism developments are protected.



## Biodiversity

Matters of environmental significance are valued and protected, and the health and resilience of biodiversity is maintained or enhanced to support ecological integrity.



## Coastal environment

The coastal environment is protected and enhanced, while supporting opportunities for coastal-dependent development, compatible urban form, and maintaining public use of and access to, and along, state coastal land.



## Cultural heritage

The cultural heritage significance of heritage places and heritage areas, including places of Aboriginal and Torres Strait Islander cultural heritage, are conserved for the benefit of the community and future generations.



## Water quality

The environmental values and quality of water in Queensland are protected and enhanced.



### **Emissions and hazardous activities**

Community health and safety, and the natural and built environments, are protected from potential adverse impacts of emissions and activities. The operation of appropriately established industrial development, major infrastructure, and sport and recreation facilities is ensured.



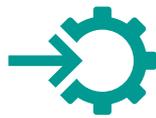
### **Natural hazards, risk and resilience**

The risks associated with natural hazards, including projected climate change impacts, are avoided or mitigated to protect people and property, and enhance the community's resilience to natural hazards.



### **Energy and water supply**

The timely, safe, affordable and reliable provision and operation of electricity and water supply infrastructure is supported.



### **Infrastructure integration**

The benefits of past and ongoing investment in infrastructure and facilities are maximised through integrated land use planning.



### **Transport infrastructure**

The safe and efficient movement of people and goods is enabled, and land use patterns that encourage sustainable transport are supported.



### **Strategic airports and aviation facilities**

The operation of strategic airports and aviation facilities is protected, and the growth and development of Queensland's aviation industry is supported.



### **Strategic ports**

The operation of strategic ports and priority ports is protected, and their growth and development is supported.



THE ESK PHARMACY

Take-Away

# State interest policies

## Planning for liveable communities and housing

Liveable communities are well-serviced, accessible and attractive environments that provide the foundations for a healthy, sustainable and prosperous Queensland.

Planning and development decision-making occurs across the diverse regions of Queensland—cities, towns, villages and rural areas. This decision-making influences the quality of urban design, which helps shape the liveability of our places and contributes to community wellbeing by guiding the placement, sequencing and design of facilities, services and housing within a sustainable environment.

While housing affordability is influenced by many factors, the planning system has a role to play in facilitating affordable housing outcomes and, more broadly, affordable living to ensure Queensland is a great place to live, work and enjoy.

Planning ensures that decisions about appropriate development support the housing, employment, education, infrastructure, and other needs of the community. Planning should support positive and innovative responses to current and future challenges, and ensures development outcomes will benefit Queensland's communities in the long-term.

Effective planning for local community needs will:

- ensure an ample supply of land suitable for all forms of housing in all locations to meet the diverse and changing needs of different communities, now and into the future
- guide the development and redevelopment of land in appropriate locations
- maximise the effective use of existing infrastructure and services, and ensure that the provision of new infrastructure, services and facilities supports the timely delivery of complete and diverse communities
- provide certainty to the property industry to ensure Queensland's future population growth is accommodated in an environmentally sustainable way
- address the impacts and challenges of climate change through the effective design and siting of buildings, the integration of transport and land use planning, and the delivery of quality urban design
- reduce compliance costs and encourage good planning outcomes by avoiding or minimising regulatory barriers or inefficiencies
- acknowledge Aboriginal and Torres Strait Islander peoples' special relationship to their Traditional lands.

### The state interests in liveable communities and housing

- Housing supply and diversity.
- Liveable communities.

# Housing supply and diversity

## Why is housing supply and diversity of interest to the state?

Housing across the state needs to cater for different household and family types, ages, community needs, lifestyles, and incomes. The state's interest in housing supply and diversity is to ensure ample land and housing stock is available in appropriate locations to support development, resource and infrastructure-related projects, and to meet the diverse needs of all sectors in the community.

Affordable, accessible, innovative and adaptable housing is required throughout all regions of the state to ensure a range of housing is available to all sectors of the community including Queensland's ageing population.

Growing communities (particularly those in expanding metropolitan, emerging regional, and resource areas) need land developed and new housing built in a timely manner to meet the demand of accommodating workers and families.

While urban renewal or infill development may be the most appropriate option to achieve environmental, social and economic outcomes in many urban contexts, an ample supply of fringe greenfield land is also essential.

Development should be more resilient and adaptable to climate change impacts when appropriate consideration is given to:

- locational characteristics
- access to a wide range of transport options
- building siting and orientation
- climate responsive design
- suitable building materials.

A range of housing options provides communities with choice, and the ability to adapt as community structures evolve, and family and household types change. Appropriate housing is required to meet the diverse needs of communities that include:

- single person or shared households
- couples
- families or extended families
- people requiring assisted living
- seniors
- students
- non-resident workers.

To support the delivery of affordable housing and housing choice, local planning instruments will need to incorporate flexible planning arrangements and avoid or minimise regulatory barriers or inefficiencies.

Local planning instruments must not seek to regulate aspects of building work regulated under the *Building Act 1975*. In plan making, a local government needs to demonstrate and justify various matters, including but not limited to:

- how the local planning instrument interfaces with aspects of building work regulated under the *Building Act 1975*
- the need for the additional aspects of building work to be regulated in the local planning instrument.

Effective planning policies for diverse residential accommodation will benefit the Queensland economy by supporting the development and construction industries, and the liveability and affordability of our communities.

## State interest – housing supply and diversity



**Diverse, accessible and well-serviced housing, and land for housing, is provided and supports affordable housing outcomes.**

**All the following policies must be considered and appropriately integrated in policy and development assessment outcomes in a local planning instrument.**

- (1) Land for housing development and redevelopment in areas that are accessible and well-connected to services, employment and infrastructure is identified.
- (2) Develop residential land to address and cater for all groups in the current and projected demographic, economic and social profile of the local government area, including households on low to moderate incomes.
- (3) Deliver a diverse, affordable and comprehensive range of housing options in accessible and well-serviced locations through:
  - (a) appropriate, responsive and proactive zoning
  - (b) supporting an appropriate mix of lot sizes and dwelling types, including housing for seniors and people requiring assisted living
  - (c) considering incentives for the delivery of affordable and social housing, particularly in areas in close proximity to services and amenities.
- (4) Best practice, innovative, and adaptable housing design and siting is provided for and encouraged.
- (5) Sufficient zoned land for housing is provided in appropriate locations to support the projected non-resident workforce population associated with approved large-scale mining, agriculture, industry or infrastructure projects.



# Liveable communities

## Why are liveable communities of interest to the state?

The liveability of communities concerns all levels of government as it directly influences our quality of life and wellbeing. As the population of our cities and towns grow – and socioeconomic and demographic profiles change – the importance of attractive, healthy, safe, accessible and inclusive places and spaces increases.

Liveable communities are those that are vibrant, prosperous, diverse, inclusive, accessible, attractive, healthy and safe.

Quality of life and wellbeing is influenced by a range of factors, including:

- the characteristics of the built and natural environments in which we live
- our ability to access employment
- the availability of open space to interact with nature and other people
- our resilience to natural hazards and the effects of climate change.

The provision of sustainable, equitable and efficient access to a wide range of services and facilities underpins community wellbeing and liveability. This can have a major effect on community health, safety, access and employment.

All levels of government and the private sector deliver a range of infrastructure and services to support communities, including education, health, emergency services, sporting facilities, communication networks, energy, waste management and water infrastructure. Integrated approaches to land use and infrastructure planning maximise the benefits of investment, support affordable and connected communities, and minimise the carbon footprint of urban development.

Good urban design and effective place making improves community health and wellbeing, facilitates social cohesion, and creates resilient, sustainable and affordable communities that support Queensland's economic prosperity. Climate sensitive urban design principles can improve community resilience to the impacts of climate change.

To enhance liveability, built and natural environments can be innovatively designed, or transformed, through the well-planned placement and design of buildings, pedestrian and cyclist access, road and street networks, sport and recreation facilities, and public open spaces.

Climate responsive design underpins Queensland urban places from the coastal tropics and subtropics to the ranges and outback. The design of development in Queensland cities, towns and communities responds to and promotes local context, heritage, character and identity.



# State interest – liveable communities

Liveable, well-designed and serviced communities are delivered to support wellbeing and enhance quality of life.



All of the following policies must be considered and appropriately integrated in policy and development assessment outcomes in a local planning instrument.

## Built and natural environment:

- (1) Quality urban design and place making outcomes are facilitated and promote:
  - (a) affordable living and sustainable and complete communities
  - (b) attractive, adaptable, accessible and inclusive built environments
  - (c) personal safety and security
  - (d) functional, accessible, legible and connected spaces
  - (e) community identity through considering local features, character, needs and aspirations.

- (2) Vibrant places and spaces, and diverse communities that meet lifestyle needs are facilitated by:
  - (a) good neighbourhood planning and centre design
  - (b) a mix of land uses that meet the diverse demographic, social, cultural, economic and lifestyle needs of the community
  - (c) consolidating urban development in and around existing settlements
  - (d) higher density development in accessible and well-serviced locations
  - (e) efficient use of established infrastructure and services
  - (f) supporting a range of formal and informal sporting, recreational and community activities.
- (3) Development is designed to:
  - (a) value and nurture local landscape character and the natural environment
  - (b) maintain or enhance important cultural landscapes and areas of high scenic amenity, including important views and vistas that contribute to natural and visual amenity
  - (c) maintain or enhance opportunities for public access and use of the natural environment.

## Infrastructure and services:

- (4) Connected pedestrian, cycling and public transport infrastructure networks are facilitated and provided.
- (5) Community facilities and services, including education facilities (state and non-state providers), health facilities, emergency services, arts and cultural infrastructure, and sport, recreation and cultural facilities are well-located, cost-effective and multi-functional.
- (6) Connection to fibre telecommunications infrastructure (i.e. broadband) is supported in greenfield areas.
- (7) All development accessed by common private title is provided with appropriate fire hydrant infrastructure and has unimpeded access for emergency service vehicles to protect people, property and the environment.

## Development assessment requirements – liveable communities

These provisions apply to the following development applications, to the extent the SPP has not been identified in a local planning instrument as being appropriately integrated.

**A development application in an urban area involving premises that is, or will be, accessed by common private title, for:**

- (1) a material change of use; or
- (2) reconfiguring a lot; and
- (3) the application involves buildings, either attached or detached, that are not covered by other legislation or planning provisions mandating fire hydrants.

**All of the following requirements are assessment benchmarks for the development:**

- (1) Development ensures fire hydrants are installed and located to enable fire services to access water safely, effectively and efficiently.
- (2) Road widths, and construction within the development, are adequate for fire emergency vehicles to gain access to a safe working area close to buildings and near water supplies whether or not on-street parking spaces are occupied.

- (3) Fire hydrants are suitably identified so that fire services can locate them at all hours.

Further information in relation to these requirements is detailed in the liveable communities guideline.



## Planning for economic growth

Planning plays a critical role in achieving economic growth. It needs to encourage growth in Queensland's traditionally strong primary industry, construction and tourism sectors, while also supporting new and emerging sectors to grow and prosper.

Queensland possesses valuable natural assets, resources, tourism attractions, and proximity to markets. This presents opportunities for both regional and metropolitan areas of Queensland to build upon their competitive and comparative advantages and drive economic growth across the state.

Future economic growth in Queensland will benefit from diversification of the state's industries. Knowledge intensive and technology intensive industries have the potential to become leading contributors to the state's economic growth, and significant creators of the jobs of the future.

Effective and responsive planning will help to provide the right conditions for growth across all parts of the economy. Planning is essential for enhancing the links between productive areas and industries, workforces, supply chains and consumers. Planning will facilitate the availability of well-located and serviced land for business and industry that has access to suitable infrastructure networks.

An efficient and effective regulatory framework supports economic growth by providing certainty to investors and removes unnecessary barriers to business growth and innovation. By ensuring plans promote consistency across the state where possible, investment can be encouraged which will enable local economic opportunities to be realised.

### The state interests in economic growth

- Agriculture.
- Development and construction.
- Mining and extractive resources.
- Tourism.

# Agriculture

## Why is agriculture of interest to the state?

Agriculture is essential to Queensland's economic productivity, employment, and the supply of food, fibre, fish, timber and foliage for domestic and international markets.

Agriculture is an integral part of many regional and local economies and communities. It supports other businesses in the agricultural supply chain and uses key infrastructure such as roads, energy and water supply infrastructure, rail networks and ports.

Queensland's agricultural resources are of state and national importance and should be protected from incompatible and irreversible activities that would compromise existing or potential productivity. With sound management, these resources can support agricultural production in perpetuity.

However, these resources are finite and are not easily restored once removed, disturbed or degraded.

Agriculture in Queensland has always been subjected to the impacts of our variable climate. Climate change will alter weather patterns, which will impact both positively and negatively on future agricultural production. Agricultural land use will need to adapt to a changing climate and be flexible and innovative in the face of changing conditions over the long-term.

Supporting agricultural production involves:

- creating conditions that enable a competitive, thriving and viable sector to be maintained
- managing the sustainable use of natural resources (including soil, land, native forests, fish habitats and water) critical for agricultural activity

- reducing the potential for conflict between agricultural land and other uses
- minimising encroachment on agricultural resources to ensure viable tracts of agricultural land are maintained.

Local planning should also improve opportunities for increased agricultural investment, production and diversification. This includes enabling value-adding activities such as on-farm processing, farm gate sales and agri-tourism to occur, and making provision for agricultural support industries.



# State interest – agriculture



The resources that agriculture depends on are protected to support the long-term viability and growth of the agricultural sector.

**All of the following policies must be considered and appropriately integrated in policy and development assessment outcomes in a local planning instrument.**

- (1) Agriculture and agricultural development opportunities are promoted and enhanced in important agricultural areas.
- (2) Agricultural Land Classification (ALC) Class A and Class B land is protected for sustainable agricultural use by:
  - (a) avoiding fragmentation of ALC Class A or Class B land into lot sizes inconsistent with the current or potential use of the land for agriculture
  - (b) avoiding development that will have an irreversible impact on or adjacent to ALC Class A or Class B land
  - (c) maintaining or enhancing land condition and the biophysical resources underpinning ALC Class A or Class B land.
- (3) Fisheries resources are protected from development that compromises long-term fisheries productivity, sustainability and accessibility.
- (4) Growth in agricultural production and a strong agriculture industry is facilitated by:
  - (a) promoting hard to locate intensive agricultural land uses, such as intensive animal industries, aquaculture, and intensive horticulture in appropriate locations
  - (b) protecting existing intensive agricultural land uses, such as intensive animal industries, aquaculture, and intensive horticulture from encroachment by development that is incompatible and/or would compromise the safe and effective operation of the existing activity
  - (c) locating new development (such as sensitive land uses or land uses that present biosecurity risks for agriculture) in areas that avoid or minimise potential for conflict with existing agricultural uses through the provision of adequate separation areas or other measures
  - (d) facilitating opportunities for co-existence with development that is complementary to agricultural uses that do not reduce agricultural productivity (e.g. on-farm processing, farm gate sales, agricultural tourism etc)
  - (e) considering the provision of infrastructure and services necessary to support a strong agriculture industry and associated agricultural supply chains
  - (f) protecting the stock route network and adjacent land from development (both on the stock route and adjacent) that would compromise the network's primary use or capacity for stock movement, and other values including grazing, environmental, recreational and cultural.

# Development and construction

## Why is development and construction of interest to the state?

Planning for development and construction supports a thriving industry that is a major employer, delivers the housing and facilities we need, and is a necessity for other economic activities.

Effective planning policies that support the development and construction sector benefit Queensland's economy by:

- enabling the growth of the high employment commercial and industrial sectors
- delivering housing choice and diversity
- supporting a thriving development and construction sector.

The location of residential, commercial, retail, industrial and mixed use development is integral to the coordination and sequencing of land development and infrastructure provision.

This planning provides certainty for the government, industry (including developers and investors), and the community about what assessment pathways apply, for example, exempt, code or impact assessment.

Strategic planning needs to encourage a broad range of economic development opportunities in response to current and projected economic demand, and to meet the needs of the community.

By providing for development to occur in appropriate places and in a suitable form, the community's expectations and needs are met and the extent and pattern of urban settlement is suitably supported.

Planning schemes should encourage the diversification or expansion of a local economy by not placing barriers or limits on the number, size and mix of businesses. This will support the responsiveness of suppliers to the needs of consumers.

For example, the provisions of a planning scheme should not restrict the number of a particular type of retail store in any particular local area. Likewise, it is not appropriate to include provisions that seek to consider the potential impact of a proposed business on the viability of established businesses or to place proximity restrictions on particular types of retail stores. To support economic activity in the development and construction sectors, business zones should be as broad as possible in their intent and the range of activities they can provide.

Strategic planning needs to be supported by efficient assessment processes and infrastructure planning to ensure that sustainable development opportunities can be realised.



# State interest – development and construction



**Employment needs, economic growth, and a strong development and construction sector are supported by facilitating a range of residential, commercial, retail and industrial development opportunities.**

**All of the following policies must be considered and appropriately integrated in policy and development assessment outcomes in a local planning instrument.**

- (1) Suitable land for residential, retail, commercial, industrial and mixed use development is identified that considers:
  - (a) the physical constraints of the land
  - (b) surrounding land uses
  - (c) existing and anticipated demand.
- (2) Appropriate infrastructure required to support all land uses is planned for and provided.
- (3) Mixed use development is facilitated through appropriate zoning.
- (4) An appropriate mix of lot sizes and configurations for residential, retail, commercial and industrial development is facilitated to support the diverse needs of these uses and ancillary activities.
- (5) Efficient development of residential, retail, commercial and industrial development is facilitated by adoption of the lowest appropriate level of assessment that is consistent with the purpose of the zone.
- (6) Land uses are consistent with the strategic intent of the zone.
- (7) State development areas and Priority Development Areas are appropriately considered and identified, and new surrounding land uses and services are complementary.
- (8) Public benefit outcomes on state-owned land are achieved by:
  - (a) considering appropriate zoning of the land
  - (b) ensuring appropriate consultation occurs between local and state governments.

# Mining and extractive resources

## Why are mining and extractive resources of interest to the state?

The resources industry is a key driver of the Queensland economy and one of the state's largest export earners. It is a diverse industry that supports the needs of other industries and the community through the supply of valuable commodities including minerals, coal, petroleum and gas resources. Ongoing resource exploration and development is vital to the delivery of employment, infrastructure, skills and prosperity.

Mining of minerals, coal, petroleum and gas resources are not regulated under the planning system and accordingly, are not assessed against the SPP or local government planning schemes. The *Regional Planning Interests Act* (RPI Act) seeks to manage the impact and support coexistence of resource activities and other regulated activities in areas of regional interest.

However, planning schemes should consider the location of minerals, coal, petroleum and gas deposits to ensure that the issues and opportunities generated by resources development are recognised as part of the planning process. This will strengthen opportunities for the beneficial co-existence of mining and other activities and avoid sterilisation of valued resources.

The supply of extractive resources such as sand, gravel, rock, clay and soil is essential to support development and construction activities and the delivery of infrastructure. Given the high-volume, low-value nature of extractive resource products, it is generally necessary to obtain extractive resources from locations that are close to markets. Such locations are at risk of encroachment from land uses that are sensitive to the impacts of extractive processes.

The state has an interest in ensuring that mining and other resource activities are considered in land use planning because of the economic benefits to Queensland and the contribution to our quality of life. The purpose of identifying key resource areas is to protect important extractive resources from incompatible land uses. A key resource area is not a development approval for extracting the resource but rather indicates the importance of protecting the deposit for the future. Local government assesses development applications for extractive industries in accordance with its planning scheme.



## State interest – mining and extractive resources



Extractive resources are protected and mineral, coal, petroleum and gas resources are appropriately considered to support the productive use of resources, a strong mining and resource industry, economical supply of construction materials, and avoid land use conflicts where possible.

**All of the following policies must be considered and appropriately integrated in policy and development assessment outcomes in a local planning instrument.**

### Extractive resources:

- (1) Key resource areas (KRAs) are identified, including the resource/ processing area, separation area, transport route and transport route separation area.
- (2) KRAs are protected by:
  - (a) maintaining the long-term availability of the extractive resource and access to the KRA

- (b) avoiding new sensitive land uses and other incompatible land uses within the resource/ processing area and the related separation area of a KRA
- (c) avoiding land uses along the transport route and transport route separation area of a KRA that compromise the ongoing use of the route for the haulage of extractive materials
- (d) avoiding new development adjacent to the transport route that will adversely affect the safe and efficient transportation of the extractive resource.

### Mineral, coal, petroleum and gas resources:

- (3) The importance of areas identified as having valuable minerals, coal, petroleum and gas resources, and areas of mining and resource tenures are considered.
- (4) Opportunities for mutually beneficial co-existence between coal, minerals, petroleum and gas resource development operations and other land uses are facilitated.
- (5) The location of specified petroleum infrastructure that is required for access to the gas or petroleum resource sited on petroleum leases or under petroleum facility licences and pipeline licences are considered.

## Development assessment requirements – mining and extractive resources

These provisions apply to the following development applications, to the extent the SPP has not been identified in a local planning instrument as being appropriately integrated.

### A development application for:

- (1) reconfiguring a lot within a KRA; or
- (2) a material change of use within the resource/processing area of a KRA or the separation area for the resource/processing area of a KRA; or
- (3) a material change of use within the transport route separation area of a KRA that will result in an increase in the number of people living in the transport route separation area.

However, requirements (2) and (3) above do not apply to the assessment of a material change of use for a:

- (a) dwelling house on an existing lot; or

- (b) home-based business (where not employing more than two non-resident people on a full-time equivalent basis); or
- (c) caretaker's accommodation (associated with an extractive industry); or
- (d) animal husbandry; or
- (e) cropping.

### All of the following requirements are assessment benchmarks:

- (1) Development within a resource/processing area of a KRA will not significantly impede the undertaking of an existing or future extractive industry development.
- (2) Development of sensitive land uses and other potentially incompatible land uses is avoided within the separation area for a resource/processing area of a KRA.

- (3) Development not associated with extractive industry in the transport route separation area of a KRA does not increase the number of people working or residing in the transport route separation area unless the development mitigates the impacts of noise, dust and vibration generated by the haulage of extractive materials along the transport route.

- (4) Development adjacent to the transport route does not adversely affect the safe and efficient use of the transport route by vehicles transporting extractive resources.

Further information in relation to these requirements is detailed in the mining and extractive resources guideline.

# Tourism

## Why is the tourism industry of interest to the state?

Tourism contributes significantly to creating and sustaining jobs, generating export revenue, and strengthening local and regional economies. The state's interest in tourism seeks to support these economic opportunities for local communities, regions and the state.

Tourism encompasses a diverse range of development types, sizes and locations, and includes accommodation, attractions, facilities, infrastructure and other ancillary services. Planning needs to recognise this diversity and be sufficiently flexible to support tourism, particularly where it can complement other land use and economic activities.

Tourism development can complement and co-exist with other land uses, including those on a site where the primary existing land use is for non-tourism purposes. For example, advances in online technology are creating new and innovative approaches for tourist accommodation to co-exist with different activities (e.g. Youcamp, glamping, bed and breakfasts, farm-gate produce sales and guest lodges). Other opportunities for land uses to co-exist include cheese tasting or farm-stay activities on an existing dairy farm operation, and ecotourism in a natural area to promote outdoor recreation or education regarding the area's environmental values.

Queensland is home to many world-class natural tourism assets. The Great Barrier Reef World Heritage Area represents one of the most remarkable natural wonders in the world and is a significant driver of tourism in Queensland.

A strong, long-term and sustainable tourism industry depends on:

- maintaining such world-class natural areas
- protecting and enhancing the unique natural and cultural values of important tourism assets
- ensuring the provision of supporting infrastructure and services.



## State interest – tourism



**Tourism planning and development opportunities that are appropriate and sustainable are supported, and the social, cultural and natural values underpinning tourism developments are protected.**

**All of the following policies must be considered and appropriately integrated in policy and development assessment outcomes in a local planning instrument.**

- (1) The findings of tourism studies and plans that have been prepared by the state for the local and/or regional area are considered.
- (2) Existing and potential opportunities, localities or areas appropriate for tourism development are identified and protected.
- (3) The delivery of sustainable tourism development is facilitated where it:
  - (a) is complementary to and compatible with other land uses, including sensitive uses
  - (b) promotes the protection or enhancement of the character, landscape and visual amenity, and the economic, social, cultural and environmental values of the natural and built assets associated with the tourism development.
- (4) Appropriate infrastructure and services to support and enable tourism development is planned for.

# Planning for the environment and heritage

Queensland is one of the most biologically diverse places on earth. It is home to a complex and diverse coastal environment, outstanding natural values, and heritage of world, national, state and local significance.

Biodiversity, including plants, animals and the ecosystems of which they are a part, is fundamental in achieving healthy and liveable communities. Clean air, fertile soils, fresh water, food, and energy are just some examples of the benefits the natural environment provides. Biodiversity conservation also provides protection from natural hazards such as flooding and supports advances in medicine.

## Biodiversity

### Why is biodiversity of interest to the state?

Biodiversity (biological diversity) refers to the variability of all living organisms, at all levels of organisation, including genetic diversity, species diversity and ecosystem diversity. This includes organisms from terrestrial, aquatic, marine and other ecosystems, and the ecological complexes they live in.

Queensland's biodiversity is unique and irreplaceable with a diverse range of ecosystems reflecting the state's complex physical environment. These ecosystems include the Great Barrier Reef, desert landscapes, Gondwana rainforests, and wetlands that are all home to threatened animals such as the koala, cassowary, and bullock jewel butterfly.

The natural environment is essential to our existence and is inherently valuable in its own right. It also underpins many parts of our economy including tourism, mining and the agricultural sector.

Commerce, particularly tourism, depends on maintaining world-class and accessible natural areas (such as the Great Barrier Reef), and conserving Australian icons such as the koala, cassowary and rainforest. Natural landscapes also offer sites for cultural activities, recreation and enjoyment.

Planning has a critical role to play in supporting the protection of our environment and heritage for current and future generations including adapting to and minimising the impacts of climate change, while enhancing the sustainability and liveability of our state.

In Queensland, the natural environment provides food, recreation, materials and energy. It contributes to the character and identity of the places we live, and to the social, environmental and economic wellbeing of our communities. Safeguarding biodiversity at the national, state, regional and local levels is essential. Promoting ecological resilience to manage the impacts on ecosystems from climate change is also essential.

Planning and development decisions can maintain and enhance biodiversity by protecting ecosystems, their ecological processes, and the ecosystem services on which we rely.

Sustainable planning will balance the conservation of important environmental and cultural values (including Aboriginal and Torres Strait Islander cultural heritage) with economic growth, job creation and social wellbeing.

### The state interests in environment and heritage

- Biodiversity.
- Coastal environment.
- Cultural heritage.
- Water quality.

For example, the conservation of wetlands contributes to community wellbeing and economic development by protecting the ecosystem services that wetlands provide including:

- providing habitat for flora and fauna
- supporting fisheries, recreation and tourism opportunities
- filtering pollutants
- mitigating the effects of natural hazards
- supporting coastal protection.

It is also important to manage and protect areas that provide links between natural areas in regions where habitat fragmentation has occurred.

## State interest – biodiversity

Matters of environmental significance are valued and protected, and the health and resilience of biodiversity is maintained or enhanced to support ecological processes.



**All of the following policies must be considered and appropriately integrated in policy and development assessment outcomes in a local planning instrument.**

- (1) Development is located in areas to avoid significant adverse impacts on matters of national environmental significance and considers the requirements of the *Environment Protection and Biodiversity Conservation Act 1999*.
- (2) Matters of state environmental significance are identified and protected.
- (3) Development:
  - (a) is located in areas that avoid adverse impacts on matters of state environmental significance; or
  - (b) minimises and mitigates impacts, where they cannot be reasonably avoided.
- (4) Identified matters of local environmental significance are protected.
- (5) Ecological processes and connectivity are maintained by avoiding fragmentation of matters of environmental significance.
- (6) A net gain in koala bushland habitat in the South East Queensland region is facilitated.

### Consultation note

The Queensland Government has appointed an expert panel to investigate the best way to protect koalas in the future. The outcomes of this work will inform the final koala protection policies in the SPP.



# Coastal environment

## Why is the coastal environment of interest to the state?

The coastal environment, including tidal water, beaches, dunes and coastal wetlands, is important for its environmental, economic, social, cultural and aesthetic values. To maintain these values we need to protect the natural processes, landforms and native vegetation which shape the coast.

The coastal environment is highly dynamic. The planning system plays a critical role in protecting this environment by ensuring development avoids adverse impacts on coastal processes.

With a significant portion of the Queensland population choosing to live and work close to the coast, planning and land use decisions need to ensure the protection of the coastal environment in creating liveable communities. The diverse coast of Queensland, including sandy beaches, protected estuaries and the Great Barrier Reef, generates significant social, economic and environmental benefits. The protection of the coastal environment will also continue to promote and facilitate diverse tourism opportunities.

The Great Barrier Reef World Heritage Area is vital for the ecological, economic, social and cultural value it provides to Queensland. Planning and development in the Great Barrier Reef catchments should support the commitments made by all levels of government to protect the outstanding universal value of the Great Barrier Reef from the impacts of development and climate change.

Coastal-dependent development, such as aquaculture, marinas, boat ramps and boat harbours are a unique and necessary component of the state's economy. To function effectively, coastal-dependent development must be located adjacent to tidal water and opportunities for this are supported.

Use of and access to, and along, state coastal land is important for local communities and visitors as it provides recreational opportunities including swimming, surfing, and fishing.

Private and commercial uses (including marine access structures and private access works) can influence this accessibility by either promoting or restricting it. These uses need to be planned to maintain public use and access to, and along, coastal land. Restricted public use and access may be necessary to ensure safety, where there is a public benefit or need to protect coastal ecosystems.

Protecting development from coastal hazards is necessary in many urbanised areas. Management decisions should ensure that adverse outcomes such as permanent loss of beaches and dunes, and increased erosion in adjacent areas is avoided or mitigated.

Policies regarding the management of coastal hazards, and the management of biodiversity, are contained in the natural hazards, risk and resilience and the biodiversity state interests respectively.



## State interest – coastal environment



The coastal environment is protected and enhanced, while supporting opportunities for coastal-dependent development, compatible urban form, and maintaining public use of and access to, and along, state coastal land.

All of the following policies must be considered and appropriately integrated in policy and development assessment outcomes in a local planning instrument.

### Protection of the coastal environment:

- (1) Coastal processes and coastal resources statewide, including in the Great Barrier Reef catchment, are protected by:
  - (a) concentrating future development in existing urban areas through infill and redevelopment
  - (b) conserving the natural state of landforms, wetlands and native vegetation in the coastal management district
  - (c) maintaining or enhancing the scenic amenity and aesthetic values of important natural coastal landscapes, views and vistas

- (d) ensuring that development of canals, dry land marinas, artificial waterways or marine infrastructure avoids adverse impacts on coastal resources and processes
- (e) reclamation of land under tidal water is avoided other than for the purpose of:
  - (i) coastal-dependent development, public marine development or community infrastructure, where there is no feasible alternative; or
  - (ii) strategic ports, priority ports, boat harbours or strategic airports and aviation facilities in accordance with a statutory land use plan, or statutory master plan; or
  - (iii) coastal protection works or work necessary to protect coastal resources or coastal processes.

### Development in the coastal environment:

- (2) Coastal-dependent development in areas adjoining tidal water is facilitated in preference to other types of development.
- (3) Opportunities for public use of and access to, and along, state coastal land is maintained or enhanced in a way that protects or enhances public safety and coastal resources.

# Cultural heritage

## Why is cultural heritage of interest to the state?

Queensland's heritage—world, national, state and local—is unique, diverse and irreplaceable.

Places recognised for their cultural heritage significance include historic buildings, memorials, structures, gardens, cemeteries, archaeological sites, streets, townscapes, and culturally significant natural landscapes. These places are important because of their intrinsic aesthetic, architectural, historical, scientific, social and spiritual values.

In particular, places of Aboriginal or Torres Strait Islander cultural heritage and areas containing objects or evidence of Aboriginal and Torres Strait Islander occupation are significant.

Cultural heritage underpins and enhances our community identity and provides valuable insight and connection to the past. This historical understanding can help to grow and advance our communities. Conserving heritage places can also deliver valuable economic benefits throughout Queensland. By capitalising on the cultural heritage values of important historic and natural landmarks, we can generate local and regional tourism opportunities.

Planning plays a key role in ensuring that development affecting a place of cultural heritage significance supports its long-term conservation through preservation, restoration, reconstruction or adaptive reuse and renewal. The adaptive reuse and renewal of heritage places can conserve the heritage significance of these places into the future.

Where practicable, development can also enhance our appreciation of cultural heritage values.

Consultation with, and involvement of, Traditional Owners in planning processes is particularly important to protect and promote Aboriginal and Torres Strait Islander knowledge, culture and tradition, and to enable the local community to identify and conserve Aboriginal and Torres Strait Islander cultural heritage.

The Burra Charter provides the guiding principles for the conservation of cultural heritage throughout Australia. Natural heritage is also of interest to the state and is considered part of the state interest for biodiversity. Local heritage places and areas are local matters that are the responsibility of local government.



## State interest – cultural heritage



The cultural heritage significance of heritage places and heritage areas, including places of Aboriginal and Torres Strait Islander cultural heritage, is conserved for the benefit of the community and future generations.

**All of the following policies must be considered and appropriately integrated in policy and development assessment outcomes in a local planning instrument.**

### **Aboriginal and Torres Strait Islander cultural heritage:**

- (1) Matters of Aboriginal cultural heritage and Torres Strait Islander cultural heritage are appropriately conserved and considered to support the requirements of the *Aboriginal Cultural Heritage Act 2003* and the *Torres Strait Islander Cultural Heritage Act 2003*.

### **World and national cultural heritage:**

- (2) Adverse impacts on the cultural heritage significance of world heritage properties and national heritage places prescribed under the *Environment Protection and Biodiversity Conservation Act 1999* are avoided.

### **State cultural heritage:**

- (3) Adverse impacts on the cultural heritage significance of state heritage places are avoided.

### **Local cultural heritage:**

- (4) Local heritage places and local heritage areas important to the history of the local government area are identified, including a statement of the local cultural heritage significance of the place or area.

- (5) Development of local heritage places or local heritage areas does not compromise the cultural heritage significance of the place or area by:
  - (a) avoiding adverse impacts on the cultural heritage significance of the place or area; or
  - (b) minimising and mitigating unavoidable adverse impacts on the cultural heritage significance of the place or area.
- (6) The conservation and adaptive reuse of local heritage places and local heritage areas are facilitated so that the cultural heritage significance of the place or area is retained.

# Water quality

## Why is water quality of interest to the state?

Queensland is home to a diverse range of waters. These include the upland streams of the Great Dividing Range, inland waters, and coastal waters including Moreton Bay and the iconic Great Barrier Reef.

Protecting Queensland's water quality can strengthen the state's economy and support positive social and environmental outcomes by:

- maintaining and enhancing opportunities for economic development including agriculture, fisheries and tourism activities
- reducing demand or impacts on drainage infrastructure and water supply treatment costs
- improving amenity and opportunities for recreation and tourism in urban and rural environments
- supporting the natural water cycle, ecological health and a healthy drinking water supply.

This means that the planning, design, construction and operation of development should be conducted in a way that protects environmental values, and maintains or enhances water quality.

It is important that catchments are managed sustainably on a total water cycle basis:

- Balancing uses of water.
- Maximising opportunities for recovery and reuse.
- Avoiding or minimising impacts of stormwater and waste water discharge to receiving waters.

Catchment planning should inform planning and development decisions so that the broader context of requirements of receiving waters can be considered. This will enable the environmental values of receiving waters to be protected and enhanced. Receiving waters include high ecological value (HEV) waters, freshwaters, estuaries, rivers and creeks, bays, groundwaters and the Great Barrier Reef.

The health of the Great Barrier Reef is being affected by climate change, urban development and agricultural run-off. Planning and development in Great Barrier Reef catchments needs to manage the quality of water entering the Great Barrier Reef. This will help to protect the outstanding universal value of the Great Barrier Reef.

Stormwater and erosion management controls during construction are key to minimising land development impacts. Post-construction water sensitive urban design is an important approach to the planning and design of urban environments. Water sensitive urban design can help to protect environmental values by managing the ongoing impacts of stormwater runoff.

In a state as large and diverse as Queensland, there can be no single statewide response for stormwater management. The adoption of innovative and locally appropriate solutions that respond to local and site specific conditions is supported.

### Consultation note

The Department of Infrastructure, Local Government and Planning is currently undertaking further investigations into the appropriateness of the development thresholds to which the table B: Post construction phase – Stormwater management design objectives applies (refer part G, appendix 2, table B for the current thresholds). Feedback on these threshold levels for development is welcomed.

## State interest – water quality



The environmental values and quality of Queensland waters are protected and enhanced.

**All of the following policies must be considered and appropriately integrated in policy and development assessment outcomes in a local planning instrument.**

- (1) Development facilitates the protection of environmental values and the achievement of water quality objectives for Queensland waters.
- (2) Land zoned for urban or future purposes is located in areas that avoid or minimise the disturbance to natural drainage, high risk soils, aquatic ecosystems (including high ecological value and slightly disturbed waters), groundwater and landform features.
- (3) Development for an urban purpose is located, designed, constructed and operated to avoid or minimise adverse impacts on environmental values of receiving waters arising from:
  - (a) altered stormwater quality and hydrology
  - (b) waste water (other than contaminated stormwater and sewage)
  - (c) the creation or expansion of non-tidal artificial waterways
  - (d) the release and mobilisation of nutrients and fine sediments.
- (4) Development for an urban purpose protects environmental values of receiving waters by:
  - (a) achieving the applicable stormwater management design objectives outlined in tables A and B (appendix 2); or
  - (b) facilitating innovative and locally appropriate solutions that achieve an equivalent or improved water quality outcome to the relevant stormwater management design objectives; or
  - (c) demonstrating current best practice environmental management.
- (5) Development in water resource catchments and water supply buffer areas avoids potential adverse impacts on surface and groundwater to protect drinking water supply environmental values.



## Development assessment requirements – water quality

These provisions apply to the following development applications, to the extent the SPP has not been identified in a local planning instrument as being appropriately integrated.

### For receiving waters, a development application:

- (1) for a material change of use, or reconfiguring a lot for an urban purpose that involves premises greater than 2500 m<sup>2</sup> and that will result in six or more dwellings or lots with an impervious area greater than 25 per cent of the net developable area; or
- (2) operational works for an urban purpose that involves disturbing a land area greater than 2500 m<sup>2</sup>.

### For water supply buffer areas, a development application:

- (3) located wholly outside an urban area and relating to premises that is within, or partly within, a water supply buffer area, that involves:
  - (a) a material change of use for the intensive animal industry, medium and high-impact industry, noxious and hazardous industry, extractive industry, utility installation that involves sewerage services, drainage or stormwater services, or waste management facilities, or motor sport facility; or

- (b) reconfiguring a lot to create five or more additional lots if any resultant lot is less than 16 hectares in size, and the lots created will rely on on-site wastewater treatment.

### The following requirements are assessment benchmarks for the development:

- (1) Development is located, designed, constructed and operated to avoid or minimise adverse impacts on environmental values arising from:
  - (a) altered stormwater quality and hydrology; and
  - (b) waste water (other than contaminated stormwater and sewage); and
  - (c) the creation or expansion of non-tidal artificial waterways; and
  - (d) the release and mobilisation of nutrients and fine sediments.

### (2) Development:

- (a) achieves the applicable stormwater management design objectives outlined in tables A and B (appendix 2) or;
- (b) facilitates innovative and locally appropriate solutions that achieve an equivalent or improved water quality outcome to the relevant stormwater management design objectives; or
- (c) demonstrates current best practice environmental management

Further information in relation to these requirements is detailed in the water quality guideline.

# Planning for safety and resilience to hazards

An effective planning system plays a critical role in keeping communities safe. Careful planning can ensure that the potential impacts of hazards caused by extreme weather events, natural processes, and the result of human activities are avoided or minimised.

Natural hazards, which include flooding, landslide, bushfire, coastal erosion and storm tide inundation, can cause loss of life, and damage to property, infrastructure and the environment. These are often unpredictable in nature but can be planned for, up to a defined likelihood. The consideration of climate change projections is integral when planning for natural hazards.

Similarly, hazardous human activities (such as the use and storage of chemicals and certain types of industrial development) can pose a risk to people, and the built and natural environment. They may also be a nuisance to the community, where they result in air, noise and other emissions, and contaminated land. The disturbance of acid sulfate soils also needs to be minimised to reduce risks posed to the natural and built environments from the release of acid and metal contaminants.

Planning for safety and resilience to hazards will enable positive responses to challenges and change. By using an evidence-based risk management approach, planning can help ensure the continued wellbeing of people, the protection of property, infrastructure and the environment and encourage economic development.

## The state interests in safety and resilience to hazards

- Emissions and hazardous activities.
- Natural hazards, risk and resilience.

# Emissions and hazardous activities

## Why are emissions and hazardous activities of interest to the state?

Protecting the health, safety, and amenity of communities and the environment is a fundamental role of land use planning.

Some activities have the potential to cause nuisance to communities and other sensitive land uses through environmental emissions such as air, odour and noise pollution. These activities include industrial development, certain types of infrastructure and major sport, recreation and entertainment facilities.

Other developments, such as those that involve hazardous materials, can pose an even greater risk to the health and safety of communities and individuals, and the natural and built environment.

Certain developments need to be planned and effectively managed to avoid or minimise any potential adverse impacts from emissions and hazardous activities. This can be achieved by:

- locating the development or activity away from incompatible land uses (includes sensitive land uses) and where practical incorporating any required buffers within the site of the development
- ensuring development for an incompatible use does not encroach on land that is affected by the adverse impacts of hazardous and hard to locate land uses
- designing incompatible developments to avoid or mitigate any potential impacts.

While of a different nature, acid sulfate soils have the potential to create significant adverse impacts on the natural and built environments, and human health.

The disturbance of acid sulfate soils may lead to the release of acid and metal contaminants into the environment which can effect:

- the ecology of wetlands and shallow freshwater and brackish aquifer systems
- commercial and recreational fisheries and agricultural crop productivity
- corrosion rates of concrete and steel infrastructure
- human health e.g. by causing dermatitis and eye irritation.

The disturbance of acid sulfate soils should be avoided where possible or otherwise mitigated.



# State interest – emissions and hazardous activities



Community health and safety, and the natural and built environment, are protected from potential adverse impacts of emissions and hazardous activities. The operation of appropriately established industrial development, major infrastructure, and sport and recreation activities is ensured.

**All of the following policies must be considered and appropriately integrated in policy and development assessment outcomes in a local planning instrument.**

**Protection from emissions and hazardous activities:**

- (1) Industrial development, major gas, waste and sewerage infrastructure, and sport and recreation activities are located, designed and managed to avoid or mitigate adverse impacts of emissions on sensitive land uses and the natural environment.
- (2) Activities involving the use, storage and disposal of hazardous materials and prescribed hazardous chemicals, dangerous goods, and flammable or combustible substances are located and managed to minimise the health and safety risks to communities and individuals.
- (3) Prescribed hazardous chemicals, stored in a flood hazard area (where exceeding the hazardous chemicals flood hazard threshold), are located to minimise the risk of inundation and dispersion.
- (4) Sensitive land uses are protected from the impacts of previous activities that may cause risk to people or property including:

- (a) former mining activities and related hazards (e.g. disused underground mines, tunnels and shafts)
- (b) former landfill and refuse sites
- (c) contaminated land.

**Protection of industrial development, major infrastructure, and sport and recreation facilities from encroachment:**

- (5) Protect the following existing and approved land uses or areas from encroachment by development that would compromise the ability of the land use to function safely and effectively:
  - (a) medium-impact, high-impact, extractive, and special industry
  - (b) hazardous chemical facility
  - (c) explosives facility and explosives reserve
  - (d) high pressure gas pipeline
  - (e) waste management facility
  - (f) sewage treatment plant
  - (g) industrial land in a state development area, or an enterprise opportunity area or employment opportunity area identified in a regional plan
  - (h) major sport, recreation and entertainment facility
  - (i) shooting facility
  - (j) motor sport facility.

**Mitigation of adverse impacts from emissions and hazardous activities:**

- (6) Zones and land uses (such as sensitive land uses) that are incompatible with the existing and approved land uses or areas included in policy 5 above, are located to avoid any adverse impacts of environmental emissions, or health and safety risks, and where the impacts cannot be practicably avoided, development is designed to minimise the impacts.

**Acid sulfate soil affected areas:**

- (7) Protect the natural and built environment, and human health from potential adverse impacts of acid sulfate soils by:
  - (a) identifying areas with high probability of containing acid sulfate soils
  - (b) providing preference to land uses that will avoid, or where avoidance is not practicable, minimise the disturbance of acid sulfate soils
  - (c) including requirements for managing the disturbance of acid sulfate soils to avoid or minimise the mobilisation and release of contaminants.

# Natural hazards, risk and resilience

## Why are natural hazards, risk and resilience of interest to the state?

A natural hazard is a naturally occurring event that may cause harm to people, damage to property and infrastructure, and impact our economy and the environment. Taking appropriate account of the potential impacts of natural hazards through effective land use planning and development decisions can significantly reduce the likelihood and severity of impacts of certain natural hazards including flood, bushfire, landslide, storm tide inundation and coastal erosion.

The financial, social and human costs placed on all levels of government, industry and the community, to respond to and recover from natural disasters, justify the restriction of development in vulnerable areas. There is a shared responsibility to manage the impact these natural hazards may have to people, property, the economy, the environment and infrastructure.

The effects of climate change are projected to impact on the extent, frequency and intensity of natural hazards. For example, projected sea level rises will increase the extent of coastal hazards, progressively cause the permanent inundation of low lying land and extend the risk of storm tide inundation to new areas. Similarly, increased temperatures will increase the likelihood, intensity, and extent of areas affected by bushfires, lengthen fire seasons and reduce the opportunity for hazard reduction between fire seasons.

The state's interest in natural hazards, risk and resilience seeks to ensure natural hazards are properly considered in all levels of the planning system. This includes avoiding or mitigating the risks associated with natural hazards to an acceptable or tolerable level, increasing community resilience, and decreasing the burden for emergency management.

The key to achieving these outcomes is an integrated, evidence-based process that enables local government and the community to plan for their local circumstances, and that contributes to achieving a safer and more resilient Queensland.

Land use planning provisions are one component of an integrated disaster management strategy. Other risk management strategies include building controls, mitigating infrastructure, early warning systems, community education and awareness, and disaster management.



# State interest – natural hazards, risk and resilience



The risks associated with natural hazards, including the projected impacts of climate change, are avoided or mitigated to protect people and property and enhance the community's resilience to natural hazards.

**All of the following policies must be considered and appropriately integrated in policy and development assessment outcomes in a local planning instrument.**

- (1) Natural hazard areas are identified, including:
  - (a) bushfire prone areas
  - (b) flood hazard areas
  - (c) landslide hazard areas
  - (d) storm tide inundation areas
  - (e) erosion prone areas.
- (2) A fit for purpose risk assessment is undertaken to identify and achieve an acceptable or tolerable level of risk for personal safety and property in natural hazard areas.

**Bushfire, flood, landslide, storm tide inundation, and erosion prone areas:**

- (3) Development in erosion prone areas outside the coastal management district avoids the natural hazard area, or mitigates the risks to people and property to an acceptable or tolerable level.
- (4) Development in bushfire, flood, landslide and storm tide inundation natural hazard areas:
  - (a) avoids the natural hazard area; or
  - (b) where it is not possible to avoid the natural hazard area, development mitigates the risks to people and property to an acceptable or tolerable level.

- (5) Development in natural hazard areas:
  - (a) supports, and does not hinder disaster management capacity and capabilities
  - (b) directly, indirectly and cumulatively avoids an increase in the exposure or severity of the natural hazard and the potential for damage on the site or to other properties
  - (c) avoids risks to public safety and the environment from the location of the storage of hazardous materials and the release of these materials as a result of a natural hazard
  - (d) maintains or enhances the protective function of landforms and vegetation that can mitigate risks associated with the natural hazard.

(6) Community infrastructure is located and designed to maintain the required level of functionality during and immediately after a natural hazard event.

(7) Coastal protection work in an erosion prone area is undertaken only as a last resort where coastal erosion or inundation presents an imminent threat to public safety or existing buildings and structures, and all of the following apply:

- (a) The building or structure cannot reasonably be relocated or abandoned.

- (b) Any erosion control structure is located as far landward as practicable and on the lot containing the property to the maximum extent reasonable.
- (c) Any increase in coastal hazard risk for adjacent areas from the coastal protection work is mitigated.

**Erosion prone areas in a coastal management district:**

- (8) Development does not occur in an erosion prone area in a coastal management district unless the development:
  - (a) cannot feasibly be located elsewhere; and
  - (b) is coastal-dependent development; or
  - (c) temporary, readily relocatable or able to be abandoned development; or
  - (d) is essential community infrastructure; or
  - (e) is redevelopment of an existing permanent building or structure that cannot be relocated or abandoned.
- (9) Development permitted in an erosion prone area in a coastal management district, included in policy 8 above, avoids the natural hazard area, or mitigates the risks to people and property to an acceptable or tolerable level.

## Development assessment requirements – natural hazards, risk and resilience

These provisions apply to the following development applications, to the extent the SPP has not been identified in a local planning instrument as being appropriately integrated.

**A development application for a material change of use, reconfiguration of a lot or operational works on premises in any of the following:**

- (1) bushfire prone areas
- (2) flood hazard areas
- (3) landslide hazard areas
- (4) storm tide inundation areas
- (5) erosion prone area.

**All of the following requirements are assessment benchmarks for the development:**

- (1) Development avoids natural hazard areas, or where it is not possible to avoid the natural hazard area, development mitigates the risks to people and property to an acceptable or tolerable level.
- (2) Development supports, and does not hinder disaster management response or recovery capacity and capabilities.
- (3) Development directly, indirectly and cumulatively avoids an increase in the severity of the natural hazard and the potential for damage on the site or to other properties.

- (4) Risks to public safety and the environment from the location of hazardous materials and the release of these materials as a result of a natural hazard are avoided.
- (5) The natural processes and the protective function of landforms and the vegetation that can mitigate risks associated with the natural hazard are maintained or enhanced.

Further information in relation to these requirements is detailed in the natural hazards, risk and resilience guideline.

# Planning for infrastructure

State and local government and the private sector plan, deliver and facilitate a wide range of infrastructure for transport, energy, water, roads, airports, ports and public utilities. This infrastructure drives our economy and provides essential services and facilities to communities across the state.

This infrastructure also plays a fundamental role in creating and sustaining our built environment and providing for growth in our cities, towns, villages and rural areas. Infrastructure influences urban form, access to employment and services, community connectivity and recreational opportunities.

It drives economic growth by supporting productive and successful industries and businesses that are important to the state. Infrastructure represents a significant physical resource in Queensland and requires careful planning and development.

Accordingly, the State Infrastructure Plan (SIP) sets the priorities for infrastructure delivery within Queensland. The SIP considers the state's future infrastructure needs and provision of infrastructure in a timely, sensible and cost-effective way. The SIP will help to coordinate infrastructure across government and align national, state, regional and local infrastructure planning.

Effective planning will ensure:

- infrastructure is appropriately designed and located (including considering the possible impacts of climate change)
- innovative solutions are used to support the needs of development
- existing infrastructure is well used
- areas required for future infrastructure are preserved.

## The state interests in infrastructure

- Energy and water supply.
- Infrastructure integration.
- Transport infrastructure.
- Strategic airports and aviation facilities.
- Strategic ports.



## Energy and water supply

### Why is energy and water supply of interest to the state?

Providing safe, reliable and affordable energy and water supply is vital to meeting the basic needs of communities and to ensuring a liveable, sustainable and prosperous Queensland. This includes opportunities to support the uptake of renewable energy technologies.

Queensland's largest source of greenhouse gas emissions comes from energy generation. Planning has an important role in reducing emissions by facilitating renewable energy opportunities at the regional, local and individual scale.

The state's network of high-voltage electricity and bulk water supply infrastructure provides the backbone of the energy and water supply system, moving electricity and water resources from generators and storage sites to the areas in which they are consumed.

The planning system plays an important role in supporting the timely, safe, cost-effective, and reliable provision and operation of this infrastructure, and ensuring the location of future infrastructure is resilient to climate change impacts.

Local planning can contribute to reducing the cost of providing these essential services by recognising and protecting existing and approved future supply infrastructure corridors and associated facilities.

## State interest – energy and water supply

**The timely, safe, affordable and reliable provision and operation of electricity and water supply infrastructure is supported.**



**All of the following policies must be considered and appropriately integrated in policy and development assessment outcomes in a local planning instrument.**

- (1) Existing and approved future major electricity infrastructure locations and corridors (including easements and electricity substations), and bulk water supply infrastructure locations and corridors (including easements) are protected from development that would compromise the corridor integrity, and the efficient delivery and functioning of the infrastructure.
- (2) Major electricity infrastructure and bulk water infrastructure such as pump stations, water quality facilities and electricity substations, are protected from encroachment by sensitive land uses where practicable.
- (3) Development of major electricity infrastructure and bulk water supply infrastructure avoids or otherwise minimises adverse impacts on surrounding land uses and the natural environment.
- (4) The development and supply of renewable energy at the regional, local and individual scale is enabled in appropriate locations.

# Infrastructure integration

## Why is infrastructure integration of interest to the state?

The availability, location and quality of infrastructure shapes and responds to settlement patterns, urban form and built form. This influences how we live and work in our cities, towns and regions by enabling economic and social activity.

The state recognises that land use planning and infrastructure planning are intertwined and that land use decisions are central to maximising community outcomes, and the economic and environmental benefits afforded by infrastructure.

The decentralised nature of Queensland provides challenges in planning and delivering infrastructure and services.

There are major differences between SEQ and regional Queensland including population density, distribution of expected population growth, and climatic variations. Therefore, SEQ and regional Queensland face different challenges, and the way land use and infrastructure planning is integrated varies accordingly.

Building or expanding existing infrastructure is not always the best solution, particularly where there are competing priorities for limited funds. Improved coordination of land use and infrastructure decision-making, across all levels of government and the private sector, can assist in making the best use of existing infrastructure, while maximising community outcomes, and the environmental and economic benefits of investments in future infrastructure.

Local land use planning that is aligned and supportive of the effective and efficient use of both existing and planned infrastructure is necessary to ensuring the benefits arising from infrastructure investment are maximised and benefits are shared.

Land use planning decisions need to adequately consider the availability of existing infrastructure and any impacts on it, along with potential costs and locations for infrastructure to service future needs.

Strategic infrastructure integration facilitates the infrastructure we need to support new and existing communities, while also helping industries and regions adapt to change, such as technological change and the emergence of a knowledge economy.



# State interest – infrastructure integration



The benefits of past and ongoing investment in infrastructure and facilities are maximised through integrated land use planning.

**All of the following policies must be considered and appropriately integrated in policy and development assessment outcomes in a local planning instrument.**

- (1) Land use plans consider and reflect outcomes of significant infrastructure plans and initiatives by all levels of government.
- (2) Land use planning is integrated with infrastructure planning to:
  - (a) promote the most efficient, effective and flexible use of existing and planned infrastructure
  - (b) realise multiple economic, social and environmental benefits from infrastructure investment
  - (c) ensure consideration of future infrastructure needed to support infill and greenfield growth areas
  - (d) enable the optimal location of future infrastructure in communities to facilitate greater access to facilities and services and enable productivity improvements.
- (3) Development is:
  - (a) located in areas currently serviced by state and/or local infrastructure and associated services; or
  - (b) where this cannot be achieved, provided in a logical and orderly location, form and sequence to enable the cost effective delivery of state and local infrastructure to service development.
- (4) Existing and planned infrastructure is protected from development that would compromise the ability of infrastructure and associated services to operate safely and efficiently.



# Transport infrastructure

## Why is transport infrastructure of interest to the state?

Economic and social development in Queensland depends on a system of transport infrastructure that is safe, structurally sound, and reliable. Transport infrastructure provides access to employment, social services and recreational opportunities, shapes land use patterns and drives economic growth by supporting productive and successful businesses and industries.

Development can affect the safety and structural and operational integrity of state transport infrastructure if it is not appropriately located, designed, constructed and maintained.

Planning for development must consider the location of existing infrastructure as well as access, design features, safety requirements, function, current and future operating conditions. In addition, the increased infrastructure demand and maintenance requirements that may result from a development must be considered.

Development can also affect the performance of the whole transport network by impacting on the safe and efficient movement of people and goods across the network. Therefore, development must be integrated with state transport infrastructure to ensure transport networks are used safely, efficiently and sustainably, and our communities are connected, prosperous and liveable.

Transport infrastructure generates environmental emissions such as noise, vibration, air particulates, and light. These emissions can adversely impact the health, wellbeing and quality of life of surrounding communities if development is not designed or managed appropriately. Transport agencies, planning authorities and developers each have a role in ensuring community exposure to environmental emissions generated by transport infrastructure is reduced to acceptable levels.

Emerging global trends – including the internet of things, vehicle automation, big data, and smart cities – are expected to play a critical role in evolving transport use, in addition to enabling smarter and cleaner transport and the delivery of transport infrastructure.

## State interest – transport infrastructure

The safe and efficient movement of people and goods is enabled, and land use patterns that encourage sustainable transport are supported.



**All of the following policies must be considered and appropriately integrated in policy and development assessment outcomes in a local planning instrument.**

### All transport infrastructure:

- (1) Development is located in areas currently serviced by transport infrastructure, and where this cannot be achieved, development is facilitated in a logical and orderly location, form and sequence to enable cost-effective delivery of new transport infrastructure to service development.
- (2) Land use patterns and development achieve a high level of integration with transport infrastructure and support public passenger transport and active transport as attractive alternatives to private transport.
- (3) Sensitive land uses are located and designed to mitigate adverse impacts on development from environmental emissions generated by transport infrastructure.
- (4) A road hierarchy is identified that reflects the role of each category of road and effectively manages all types of traffic.

### State transport infrastructure:

- (5) State transport infrastructure and existing and future state transport corridors are identified and protected.
- (6) Development in areas surrounding state transport infrastructure, and existing and future state transport corridors is compatible with, or supports the most efficient use of, the infrastructure and transport network.
- (7) The safety and efficiency of existing and future state transport infrastructure, corridors, and networks is not adversely affected by development.

# Strategic airports and aviation facilities

## Why are strategic airports and aviation facilities of interest to the state?

Strategic airports and aviation facilities play a key role in facilitating economic growth in Queensland. All sectors of the Queensland economy, including tourism, trade, logistics, business, and extractive industry rely on the efficient movement of people and freight through strategic airports.

The continued growth and development of Queensland's aviation industry is dependent on access to strategic airports. Strategic airports are also a vital part of Queensland's passenger transport infrastructure network, ensuring communities can access employment and recreation opportunities, and vital services such as health and welfare. Military airfields are an integral part of the national defence system, support emergency service activities, and make significant contributions to surrounding regional economies.

The strategic airports and aviation facilities, to which the SPP applies, are essential elements of the national and state air transport network and the national defence system. Ensuring development does not impact on the safe and efficient operation of these facilities will support continued growth of the state's economy, regional communities and national defence.

## State interest – strategic airports and aviation facilities



**The operation of strategic airports and aviation facilities is protected, and the growth and development of Queensland's aviation industry is supported.**

### Where does the state interest apply?

The state interest applies to all local government areas that contain or are impacted by a strategic airport identified in table 2: strategic airports or an aviation facility identified in appendix 2 of the SPP guideline: strategic airports and aviation facilities.

Table 2: Strategic airports

Strategic airport	Local government area	Other local government areas impacted
Archerfield	Brisbane City Council	Ipswich City Council Logan City Council
Army Aviation Centre Oakey	Toowoomba Regional Council	
Brisbane	Brisbane City Council	Redland City Council Moreton Bay Regional Council
Brisbane West Wellcamp Airport	Toowoomba Regional Council	
Bundaberg	Bundaberg Regional Council	
Cairns	Cairns Regional Council	Mareeba Shire Council Yarrabah Aboriginal Shire Council
Emerald	Central Highlands Regional Council	
Gladstone	Gladstone Regional Council	
Gold Coast/Coolangatta	Gold Coast City Council	
Hamilton Island	Whitsunday Regional Council	Mackay Regional Council
Hervey Bay	Fraser Coast Regional Council	
Horn Island	Torres Shire Council	
Longreach	Longreach Regional Council	
Mackay	Mackay Regional Council	
Mareeba	Mareeba Shire Council	Tablelands Regional Council
Moranbah	Isaac Regional Council	
Mount Isa	Mount Isa City Council	
Northern Peninsula	Torres Shire Council	Northern Peninsula Area Regional Council Cook Shire Council
Rockhampton	Rockhampton Regional Council	Livingstone Shire Council
Roma	Maranoa Regional Council	
RAAF Base Amberley	Ipswich City Council	Scenic Rim Regional Council Somerset Regional Council Brisbane City Council
RAAF Base Scherger	Cook Shire Council	Arakun Shire Council Napranum Aboriginal Shire Council
Sunshine Coast	Sunshine Coast Regional Council	Noosa Shire Council
Townsville Airport/ RAAF Base Townsville	Townsville City Council	
Weipa	Weipa Town Authority	Cook Shire Council Arakun Shire Council Napranum Aboriginal Shire Council
Whitsunday Coast Airport –Proserpine	Whitsunday Regional Council	Mackay Regional Council

**All of the following policies must be considered and appropriately integrated in policy and development assessment outcomes in a local planning instrument.**

- (1) Strategic airports and aviation facilities, and associated Australian Noise Exposure Forecast (ANEF) contours, obstacle limitation surfaces or height restriction zones, public safety areas, lighting area buffers, light restriction zones, wildlife hazard buffer zones, and building restricted areas are identified.
- (2) The safety, efficiency and operational integrity of strategic airports are protected.

Development and associated activities:

- (a) do not create incompatible intrusions, or compromise aircraft safety, in operational airspace
- (b) avoid increasing risk to public safety in a public safety area
- (c) are compatible with forecast levels of aircraft noise within the 20 ANEF contour or greater (as defined by Australian Standard 2021–2015: Acoustics—Aircraft noise intrusion—Building siting and construction (AS 2021) as adopted 12 February 2015) and mitigate adverse impacts of aircraft noise.

- (3) Development complements the role of a strategic airport as an economic, freight and logistics hub, and enhances the economic opportunities that are available in proximity to a strategic airport.
- (4) Aviation facilities are protected by avoiding development and associated activities within building restricted areas that may affect the functioning of the aviation facilities.
- (5) Key transport corridors (passenger and freight) linking strategic airports to the broader transport network are identified and protected.



## Development assessment requirements – strategic airports and aviation

These provisions apply to the following development applications, to the extent the SPP has not been identified in a local planning instrument as being appropriately integrated.

### A development application for:

- |  |   |  |
|--|---|--|
| <ul style="list-style-type: none"> <li>(1) a material change of use of premises that will result in a building, structure or associated activity intruding into the operational airspace of a strategic airport; or</li> <li>(2) a material change of use of premises where any part of the premises is within the light restriction zone or lighting area buffer of a strategic airport; or</li> <li>(3) a material change of use of premises where any part of the premises is within a wildlife hazard buffer zone of a strategic airport; or</li> <li>(4) a material change of use of premises or reconfiguration of a lot where any part of the premises is within a public safety area of a strategic airport; or</li> <li>(5) a material change of use of premises or reconfiguration of a lot where any part of the premises is within the 20 ANEF contour or greater for a strategic airport; or</li> <li>(6) a material change of use of premises that will result in a building, structure or associated activity intruding into the building restricted area of an aviation facility; or</li> <li>(7) building work not associated with a material change of use, that will result in a building, structure or associated activity intruding into the operational airspace of a strategic airport; or</li> </ul> | <ul style="list-style-type: none"> <li>(8) building work not associated with a material change of use where any part of the premises is within the light restriction zone or lighting area buffer zone of a strategic airport; or</li> <li>(9) building work not associated with a material change of use that will result in a building, structure or associated activity intruding into the building restricted area of an aviation facility; or</li> <li>(10) operational work not associated with a material change of use where the work or associated activity will intrude into the operational airspace of a strategic airport; or</li> <li>(11) operational work not associated with a material change of use where any part of the premises is within the light restriction zone or lighting area buffer zone of a strategic airport; or</li> <li>(12) operational work not associated with a material change of use where the work or associated activity will intrude into the building restricted area of an aviation facility.</li> </ul> | <ul style="list-style-type: none"> <li>(2) Development and associated activities do not include light sources or reflective surfaces that could distract or confuse pilots within a light restriction zone or lighting area buffer.</li> <li>(3) Emissions do not significantly increase air turbulence, reduce visibility or compromise the operation of aircraft engines in a strategic airport's operational airspace.</li> <li>(4) Development and associated activities do not attract wildlife or increase wildlife hazards within a wildlife hazard buffer zone.</li> <li>(5) Development and associated activities within a building restricted area do not interfere with the function of aviation facilities.</li> <li>(6) Development does not increase the risk to public safety within a public safety area.</li> <li>(7) Development involving a sensitive land use within the 20 ANEF contour or greater is appropriately located and designed to prevent adverse impacts from aircraft noise.</li> </ul> |
|--|---|--|

### All of the following requirements are assessment benchmarks:

- (1) Development and associated activities do not create a permanent or temporary physical or transient obstruction in a strategic airport's operational airspace.

Further information in relation to these requirements is detailed in the strategic airports and aviation facilities guideline.

# Strategic ports

## Why are strategic ports of interest to the state?

Queensland's ports are a major component of both the national and state supply chain. They provide a vital connection to global markets, facilitating the import and export of goods and materials that are integral to the Queensland economy and our quality of life. In recent years, Queensland's strategic ports have annually handled more than 300 million tonnes of goods and materials such as coal, mineral ore, petroleum products, general cargo (cars, household appliances, clothing, building materials), and food.

Queensland's ports also form an important part of the national defence system, providing necessary infrastructure to ensure Australia's defence force is able to operate effectively and efficiently in protecting and advancing Australia's strategic interests.

Ensuring development does not impact on the safe and efficient operation of Queensland's ports will also support continued growth of the state's economy and Australia's national defence system. It is also important to ensure that port operations do not result in unintended social and environmental impacts on communities close to ports.

The Port of Abbot Point, Port of Gladstone, Ports of Hay Point and Mackay, and the Port of Townsville are identified in the *Sustainable Ports Development Act 2015* as priority ports, which provides a strategic and coordinated approach to managing port-related development in and adjacent to the Great Barrier Reef World Heritage Area and economic, environmental, cultural and social values for priority ports. These ports will be subject to additional priority port master planning and overlays which should be considered in local plan making as they are developed.

## State interest – strategic ports

The operation of strategic ports and priority ports is protected and their growth and development is supported.



### Where does the state interest apply?

The state interest applies to all local government areas that contain or are impacted by a strategic port or a priority port identified under the *Sustainable Ports Development Act 2015*. Strategic ports are identified in table 3.



Table 3: Strategic ports (priority ports marked\*)

Strategic port	Local government area	Other local government areas impacted
Abbot Point*	Whitsunday Regional Council	
Brisbane	Brisbane City Council	Moreton Bay Regional Council Redland City Council
Bundaberg	Bundaberg Regional Council	
Cairns	Cairns Regional Council	
Cape Flattery	Hope Vale Aboriginal Shire Council	
Gladstone*	Gladstone Regional Council	
Hay Point*	Mackay Regional Council	
Karumba	Carpentaria Shire Council	
Lucinda	Hinchinbrook Shire Council	
Mackay*	Mackay Regional Council	
Mourilyan	Cassowary Coast Regional Council	
Rockhampton (Port Alma)	Rockhampton Regional Council	Gladstone Regional Council
Thursday Island	Torres Shire Council	
Townsville*	Townsville City Council	
Weipa	Weipa Town Authority	Aurukun Shire Council Cook Shire Council Napranum Aboriginal Shire Council

**All of the following policies must be considered and appropriately integrated in policy and development assessment outcomes in a local planning instrument.**

**All strategic ports:**

- (1) Strategic ports, and associated strategic port land and core port land, are identified.
- (2) Development complements the role of a strategic port as an economic, freight and logistics hub, and enhances the economic opportunities that are available in proximity to a strategic port.

(3) Strategic ports are protected from development that may adversely affect the safety, viability or efficiency of existing and future port operations.

(4) Sensitive land uses are located and designed to mitigate adverse impacts on the development from environmental emissions generated by port operations.

(5) Key transport corridors (including freight corridors) linking strategic ports to the broader transport network are identified and protected.

(6) Statutory land use plans for strategic ports and the findings of planning and environmental investigations undertaken in relation to strategic ports are considered.

**Priority ports:**

- (7) For priority ports, development is also consistent with the requirements of priority port master plans and priority port overlays as these are approved under the *Sustainable Ports Development Act 2015*.

# Glossary

## Abbreviations

<b>AEP</b>	Annual Exceedance Probability
<b>ANEF</b>	Australian Noise Exposure Forecast
<b>ARI</b>	Average recurrence interval
<b>ASS</b>	Acid sulfate soils
<b>DEHP</b>	Department of Environment and Heritage Protection
<b>DILGP</b>	Department of Infrastructure, Local Government and Planning
<b>KRA</b>	Key resource area
<b>MNES</b>	Matters of national environmental significance
<b>MSES</b>	Matters of state environmental significance
<b>SARA</b>	State Assessment Referral Agency
<b>SDAP</b>	State Development Assessment Provisions
<b>SEQ</b>	South East Queensland
<b>SIP</b>	State Infrastructure Plan
<b>SPP</b>	State Planning Policy
<b>TLPI</b>	Temporary Local Planning Instrument

# Glossary

Terms used in the SPP are defined in the glossary. Where a term is not defined, it has the meaning given in the *Planning Act 2016* or the *Planning Regulation 2017*.

**Aboriginal cultural heritage** see *Aboriginal Cultural Heritage Act 2003*, section 8.

**Acid sulfate soil** means soil or sediment containing highly acidic soil horizons or layers affected by the oxidation of iron sulfides (actual acid sulfate soil) and/or soil or sediment containing iron sulfides or other sulfidic material that has not been exposed to air and oxidised (potential acid sulfate soil).

Editor's note: The term acid sulfate soil generally includes both actual and potential acid sulfate soil. Actual and potential acid sulfate soil is often found in the same soil profile, with actual acid sulfate soil generally overlying potential acid sulfate soil horizons.

**Acid sulfate soil affected area** means an area where acid sulfate soils are present or may be present, and includes the following local government areas:

Aurukun Shire Council	Lockhart River Aboriginal Shire Council
Brisbane City Council	Mackay Regional Council
Bundaberg Regional Council	Mapoon Aboriginal Shire Council
Burdekin Shire Council	Moreton Bay Regional Council
Burke Shire Council	Mornington Shire Council

Cairns Regional Council	Napranum Aboriginal Shire Council
Carpentaria Shire Council	Noosa Shire Council
Cassowary Coast Regional Council	Northern Peninsula Area Regional Council
Cook Shire Council	Porpuraaw Aboriginal Shire Council
Doomadgee Aboriginal Shire Council	Redland City Council
Douglas Shire Council	Rockhampton Regional Council
Fraser Coast Regional Council	Palm Island Aboriginal Shire Council
Gladstone Regional Council	Sunshine Coast Regional Council
City of Gold Coast	Torres Shire Council
Gympie Regional Council	Torres Strait Island Regional Council
Hinchinbrook Shire Council	Townsville City Council
Hope Vale Aboriginal Shire Council	Weipa Town Authority Council
Isaac Regional Council	Whitsunday Regional Council
Kowanyama Aboriginal Shire Council	Yarrabah Shire Council

Livingstone Shire Council	Wujal Wujal Aboriginal Shire Council
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**Affordable housing** see the *Planning Regulation 2017*.

**Affordable living** means the total cost of living, including the dwelling cost or cost of renting a dwelling in addition to, the costs of living, including accessing employment, services, open space, family and friends.

**Agriculture** means the growing, production and harvesting of food, fish, fibre, timber and foliage, including but not limited to the following uses: animal husbandry, aquaculture, cropping, fishing, intensive animal industries, intensive horticulture, native forestry, plantation forestry, production nursery, wholesale nursery, and other complementary primary production activities.

**Agricultural Land Classification (ALC) Class A and Class B land** means the land shown on the SPP Interactive Mapping System as Agricultural Land Classification (ALC) Class A and B land or identified by a local government in its planning scheme as a ALC Class A and B land, based on a localised study.

**Artificial waterway** see the *Coastal Protection and Management Act 1995*, section 8.

**Australian Noise Exposure Forecast (ANEF)** is a single number index that predicts for a particular future event (usually 10 or 20 years ahead) the cumulative exposure to aircraft noise likely to be experienced by communities near airports during a specific time period (usually one year).

**Australian Noise Exposure Forecast (ANEF) contour** means the land shown on the SPP Interactive Mapping System as:

- ANEF 20 – 25 contour
- ANEF 25 – 30 contour
- ANEF 30 – 35 contour
- ANEF 35 – 40 contour
- ANEF 40 contour or greater.

**Aviation facility** means a communication, navigation or surveillance facility identified on the SPP Interactive Mapping System as an aviation facility.

**Best practice environmental management** see the *Environmental Protection Act 1994*, section 21

**Biosecurity** means the protection of the economy, environment and public health from negative impacts associated with pests, diseases and weeds, and involves coordinated efforts to:

- prevent, respond to, and recover from pests and diseases that threaten the economy and environment
- reduce risks that chemical contaminants pose to agricultural food production systems and the environment
- ensure continued market access for agricultural products
- maintain high standards for animal care and keeping.

**Building restricted area** means the airspace surrounding an aviation facility within which development (including activities associated with the development) is restricted in order to protect the functioning of the aviation facility.

**Bulk water supply infrastructure** means the land or infrastructure shown on the SPP Interactive Mapping System as containing or consisting of:

- pipelines
- channels
- pump station facilities
- reservoir facilities
- water quality facilities
- property containing bulk water facilities
- dams and weirs associated with impoundments
- facilities for extracting groundwater.

**Bushfire prone area** is land that is potentially affected by significant bushfires, including vegetation likely to support a significant bushfire; adjacent land that could be subject to impacts from a significant bushfire (i.e. potential impact buffer) and is:

- (a) shown on the SPP Interactive Mapping System as a bushfire prone area; or
- (b) identified by a local government in its planning scheme as a bushfire prone area, based on a localised bushfire study, prepared by a suitably qualified person, endorsed by the Department of Infrastructure, Local Government and Planning.

**Canal** see the *Coastal Protection and Management Act 1995*, schedule.

**Coastal-dependent development** means development that in order to function must be located in tidal waters or be able to access tidal water and:

- (a) may include, but is not limited to:
  - i. industrial and commercial facilities such as ports, harbours and navigation channels and facilities, aquaculture involving marine species, desalination plants, tidal generators, coastal protection works, erosion control structures and beach nourishment
  - ii. tourism facilities for marine (boating) purposes
  - iii. community facilities and sporting facilities which require access to tidal water in order to function, such as surf clubs, marine rescue, rowing and sailing clubs or
  - iv. co-located residential and tourist uses that are part of an integrated development proposal (e.g. mixed use development) incorporating a marina, if these uses are located directly land ward of the marina and appropriately protected from natural hazards; but
- (b) does not include:
  - i. residential development as the primary use;
  - ii. waste management facilities, such as landfills, sewage treatment plants; or
  - iii. transport infrastructure, other than for access to the coast.

**Coastal erosion** means the loss of land or the removal of beach or dune sediments by wave action, wind action, tidal currents or water flows or permanent inundation due to sea-level rise.

**Coastal hazard** see the *Coastal Protection and Management Act 1995*, schedule.

**Coastal management district** means a coastal management district under the *Coastal Protection and Management Act 1995*, other than an area declared under section 54(2) of that Act.

**Coastal processes** means the natural processes of the coast including:

- (a) sediment transport to and along the coast
- (b) wind, waves, tides and currents which transfer energy to the coast and drive sediment transport
- (c) fluctuations in the location and form of landforms and the foreshore and associated ecosystems from sediment transport (erosion and land building)
- (d) changes in sea-level, ecological processes (including growth and spread of native plants); and the natural water cycle (for example coastal wetlands' role in filtration and flood mitigation).

**Coastal protection work** means any permanent or periodic work undertaken primarily to manage the impacts of coastal erosion or storm tide inundation, including altering physical coastal processes such as sediment transport.

**Coastal resources** see the *Coastal Protection and Management Act 1995*, section 12.

**Complete communities** means communities where residents have good access locally to a range of everyday goods, services and employment opportunities.

**Contaminant** means one or more of the prescribed water contaminants listed in schedule 9 of the Environmental Protection Regulation 2008.

**Contaminated land** see the *Environmental Protection Act 1994*, Schedule 4

**Contaminated stormwater** means stormwater that contains a contaminant.

**Core port land** means 'Brisbane core port land'.

**Cultural heritage significance** of a place, or feature of a place, means its aesthetic, architectural, historical, scientific, social or other significance to the present generation, or past or future generations. Cultural heritage significance is embodied in the place itself: its fabric, setting, use, associations, meanings, records, related places and related objects.

Editor's note: This definition is based on the *Queensland Heritage Act 1992* and The Burra Charter: The Australia ICOMOS Charter for Places of Cultural Heritage Significance 2013.

**Dangerous goods** see the definition of dangerous goods in the *Work Health and Safety Act 2011*, schedule 1, part 1, item 1(6).

**Defined storm tide event (DSTE)** means the event, measured in terms of likelihood of reoccurrence, and associated inundation level adopted to manage the development of a particular area.

The DSTE is equivalent to a one in 100 year average recurrence interval storm event incorporating:

- (1) sea level rise; and
- (2) an increase in cyclone intensity by 10 per cent relative to maximum potential intensity.

**Defined storm tide event level** means the peak water level reached during a defined storm tide event.

**Defining bank** is the bank which confines the seasonal flows but may be inundated by flooding from time to time. This can be either:

- (1) the bank or terrace that confines the water before the point of flooding; or
- (2) where there is no bank the seasonal high water line which represents the point of flooding.

**Development plan** for a petroleum lease, see the *Petroleum and Gas (Production and Safety) Act 2004*, section 24.

**Dry land marina** means a marina created by the excavation of land above the high water mark.

**Emergency services** see Planning Regulation 2017.

**Environmental emissions** means emissions to the environment considered to have the potential to cause nuisance, or have an adverse impact on health, community wellbeing and quality of life. The term includes noise, air particulates and emissions, vibrations, light, odour and electric and magnetic fields.

**Environmental value** see the *Environmental Protection Act 1994*, section 9.

Editor's note: The Environmental Protection (Water) Policy 2009 states the environmental values of waters.

**Erosion control structure** means a structure designed to protect land or to permanently alter sediment transport processes and includes a structure such as seawall or revetment (rock walls), groyne, artificial reef or breakwater.

**Erosion prone area** means an area that is:

- (a) indicatively shown on the SPP Interactive Mapping System as an erosion prone area based on areas declared under section 70(1) of the *Coastal Protection and Management Act 1995*; or
- (b) identified by a local government in its planning scheme as an erosion prone area, based on a localised study, prepared by a suitably qualified person, approved by DEHP under the *Coastal Protection and Management Act 1995*.

Erosion prone areas must be identified in accordance with the methodology set out in the Coastal hazard technical guide, Department of Environment and Heritage Protection, 2013 and use the following factors to account for the projected impacts of climate change by the year 2100:

- (a) a sea level rise factor of 0.8 metres
- (b) an increase in the maximum cyclone intensity by 10 per cent.

**Essential community infrastructure** includes:

- (a) emergency services infrastructure
- (b) emergency shelters
- (c) police facilities
- (d) hospitals and associated facilities
- (e) power stations and substations
- (f) major switch yards
- (g) communications facilities
- (h) sewage treatment plants
- (i) water treatment plants.

**Explosives facilities** means a premises or place described in an explosives authority under the *Explosives Act 1999* where explosives are manufactured, stored, tested or disposed of.

**Explosives reserve** means a Government magazine as defined in schedule 2 of the *Explosives Act 1999*.

**Extractive resources** means natural deposits of sand, gravel, quarry rock, clay and soil extracted from the earth's crust and processed for use in construction. The term does not include a mineral under the *Mineral Resources Act 1989*, section 6.

**Fisheries resources** see the *Fisheries Act 1994*, schedule.

**Fit for purpose risk assessment** means:

- for the purposes of making or amending a local planning scheme or temporary local planning instrument, a risk assessment consistent with AS/NZS ISO 31000:2009 Risk Management undertaken by a suitably qualified person; or
- for the purposes of development assessment, a risk assessment consistent with AS/NZS ISO 31000:2009 Risk Management or similar, undertaken by a suitably qualified person.

**Flammable or combustible substances** see the Work Health and Safety Regulation 2011, section 53(2).

**Flood hazard area** means an area that is:

- (a) shown on the SPP Interactive Mapping System as a flood hazard area; or
- (b) identified by a local government in its planning scheme as a flood hazard area, based on a localised flood study that is prepared by a suitably qualified person using the revised climate change factor for increased rainfall intensity in the Australian rainfall and runoff projections.

**Future state transport corridor** means any of the following:

- a future state-controlled road
- a future railway corridor
- a future busway corridor
- a future light rail corridor
- a future state-controlled transport tunnel
- a future active transport corridor.

**Hazardous chemical facility** see the Planning Regulation 2017.

Editor's note: Includes determined major hazard facilities.

**Hazardous chemicals flood hazard threshold** means any of the following:

- a hazardous chemical listed in schedule 11 of the Work Health and Safety Regulation 2011 in a quantity that exceeds a threshold quantity
- a chemical classified as hazardous to the aquatic environment under the Australian Dangerous Goods (ADG) code in the Acute I or Chronic I category that exceeds 2500 litres or kilograms
- a chemical classified as hazardous to the aquatic environment under the ADG code in the Chronic II category that exceeds 10,000 litres or kilograms
- a chemical classified as hazardous to the aquatic environment under the ADG code and assigned to Packing Group III that exceeds 10,000 litres or kilograms
- a chemical classified as hazardous to the aquatic environment under the GHS that exceeds 10,000 litres or kilograms.

**Hazardous material** means a substance with potential to cause harm to persons, property or the environment because of one or more of the following:

- the chemical properties of the substance
- the physical properties of the substance
- the biological properties of the substance.

**Heritage place** means a site, area, land, landscape, feature, building or work (or group of buildings or works) that is of cultural heritage significance.

**Height restriction zone** means the land shown on the SPP Interactive Mapping System as any of the following:

- height restriction zone 0 metres
- height restriction zone 7.5 metres
- height restriction zone 15 metres
- height restriction zone 45 metres
- height restriction zone 90 metres.

**High ecological value waters** see Environment Protection (Water) Policy 2009, schedule 2.

**High pressure gas pipelines** means pipelines to which the AS 2885 series of standards apply.

**High risk soils** means areas with erosive, dispersive, sodic, saline and/or acid sulfate soils.

**Important agricultural areas (IAAs)** means an important agricultural area as identified in the Queensland Agricultural Land Audit and shown in the SPP Interactive Mapping System as an important agricultural area or identified by a local government in its planning scheme as a IAA, based on a localised study.

Editor's note: An IAA is defined in the Queensland Agricultural Land Audit as an area that has all the requirements for agriculture to be successful and sustainable, is part of a critical mass of land with similar characteristics, and is strategically significant to the region or the state.

**Key resource area (KRA)** means an identified location that contains extractive resources of state or regional significance as shown on the SPP Interactive Mapping System. A KRA includes the following:

- the resource/processing area
- the separation area
- the transport route, and
- the transport route separation area.

**Koala bushland habitat** means an area of koala bushland habitat shown on the SPP Interactive Mapping System.

**Landslide hazard area** means an area that is:

- identified by a local government in its planning scheme as a landslide hazard area, based on a localised landslide study prepared by a suitably qualified person; or
- if the local government has not identified landslide hazard areas in its planning scheme in accordance with paragraph (a) above; land with a slope greater than or equal to 15 per cent.

**Lighting area buffer** for a strategic airport, means the land shown on the SPP Interactive Mapping System as the area within a six kilometre radius of the strategic airport's runway.

**Light restriction zone** means the land shown on the SPP Interactive Mapping System as any of the following:

- light restriction zone A

- light restriction zone B
- light restriction zone C
- light restriction zone D.

**Local heritage area** means a defined precinct within which a group of places and features including buildings and structures, trees and plantings, roads, public and private open spaces has collective cultural heritage significance to the local government area.

Editor's note: A local heritage place is not a state heritage place (a place entered on the Queensland heritage register) as defined under the *Queensland Heritage Act 1992*.

**Local heritage place** means a place that:

- is of cultural heritage significance for a local government area; and
- is identified as a place of cultural heritage significance in a local planning instrument.

Editor's note: A local heritage place is not a state heritage place (a place entered on the Queensland heritage register) as defined under the *Queensland Heritage Act 1992*.

**Major electricity infrastructure** means all aspects of development for either the transmission grid or supply network as defined under the *Electricity Act 1994* as shown on the SPP Interactive Mapping System as any of the following:

- major electricity infrastructure (Powerlink)
- electricity substation (Powerlink)
- major electricity infrastructure (Energex)
- electricity substation (Energex)
- major electricity infrastructure (Ergon)
- electricity substation (Ergon).

**Marina** means a jetty, mooring, pontoon or berth (including air docks), or a combination of these that can be used to moor a ship.

**Marine infrastructure** means maritime infrastructure that is related to navigation, shipping and boating.

**Master plan** see *Sustainable Ports Development Act 2015*.

**Matters of local environmental significance (MLES)** means natural values and/or areas identified in a regional plan or by a local government in its planning scheme or TLPI as MLES that are not the same, or substantially the same, as matters of national environmental significance or matters of state environmental significance.

**Matters of national environmental significance (MNES)** means the following matters protected under the *Environment Protection and Biodiversity Conservation Act 1999*, chapter 2, part 3:

- world heritage properties
- national heritage places
- wetlands of international importance
- listed threatened species and communities
- listed migratory species
- Commonwealth marine areas, and
- the Great Barrier Reef Marine Park.

Editor's note: MNES listed above contain natural values, features and areas that are to be considered in applying the biodiversity state interest of the SPP.

World heritage properties and natural heritage places may also be listed for cultural heritage significance. In these instances, world heritage properties and national heritage places are also to be considered as part of the cultural heritage state interest.

**Matters of state environmental significance** means:

the following natural values and areas:

- (i) protected areas (including all classes of protected area except coordinated conservation areas) under the *Nature Conservation Act 1992*
- (ii) 'marine national park', 'conservation park', 'scientific research', 'preservation' or 'buffer' zones under the *Marine Parks Act 2004*
- (iii) areas within declared fish habitat areas that are management A areas or management B areas under the Fisheries Regulation 2008
- (iv) a designated precinct, in a strategic environmental area under the Regional Planning Interests Regulation 2014, schedule 2, part 5, s15(3)
- (v) wetlands in a wetland protection area or wetlands of high ecological significance shown on the map of referable wetlands under the Environmental Protection Regulation 2008
- (vi) wetlands and watercourses in high ecological value waters identified in the Environmental Protection (Water) Policy 2009, schedule 1
- (vii) legally secured offset areas as defined under the *Environmental Offsets Act 2014*.

(viii) threatened wildlife under the *Nature Conservation Act 1992* and special least concern animal under the Nature Conservation (Wildlife) Regulation 2006

(ix) regulated vegetation under the *Vegetation Management Act 1999* that is:

- category B areas on the regulated vegetation management map, that are 'endangered' and 'of concern' regional ecosystems
- category C areas on the regulated vegetation management map that are 'endangered' and 'of concern' regional ecosystems
- category R areas on the regulated vegetation management map
- areas of essential habitat on the essential habitat map for wildlife prescribed as 'endangered wildlife' or 'vulnerable wildlife' under the *Nature Conservation Act 1992*
- regional ecosystems that are located within a defined distance from the defining banks of a relevant watercourse identified on the vegetation management watercourse and drainage feature map
- regional ecosystems that are located within 100 metres from the defining bank of a wetland identified on the vegetation management wetlands map.

Editor's note: Defined distance – see table 2, module 8 of the State Development Assessment Provisions.

**Mining tenement** means a mining tenement under the *Mineral Resources Act 1989*.

**National heritage place** means a place included on the National Heritage List under the *Environmental Protection and Biodiversity Conservation Act 1999*.

Editor's note: National heritage places may be listed for either cultural or natural heritage values, or both. Places listed for natural heritage values are considered as part of the state interest for biodiversity.

**Natural hazard** means a naturally occurring situation or condition, such as a flood, bushfire, landslide, coastal erosion or storm tide inundation, with the potential for loss or harm to the community, property or environment.

**Natural hazard area** means a flood hazard area, a bushfire prone area, a landslide hazard area, an erosion prone area or a storm tide inundation area.

**Obstacle limitation surface** means the surface that defines the height limit for obstacles located on land surrounding an airport. The SPP Interactive Mapping System shows the obstacle limitation surface and associated obstacle limitation surface contours. These two layers combined represent the obstacle limitation surface for the purpose of SPP implementation.

**Operational airspace** means the airspace around a strategic airport in which aircraft take-off, land or manoeuvre defined as:

- (a) for leased federal and regional airports: the obstacle limitation surface (OLS) established by the aerodrome operator and the Procedures for Air Navigation Services–Aircraft Operational Surfaces (PANS-OPS). The OLS is shown on the SPP Interactive Mapping System

- (b) for defence airfields and joint user airfields: height restriction zones under the Defence (Areas Control) Regulations 1989 (Cwlth) under the *Defence Act 1903*.

**Outstanding universal value** means the cultural and/or natural significance which is so exceptional as to transcend national boundaries and to be of common importance for present and future generations of all humanity.

**Petroleum facility license** means a petroleum facility license under the *Petroleum and Gas (Production and Safety) Act 2004*.

**Pipeline licence** means a pipeline licence under the *Petroleum and Gas (Production and Safety) Act 2004*.

**Prescribed hazardous chemical** means any of the following:

- (a) a chemical listed in schedule 11 of the Work Health and Safety Regulation 2011
- (b) a chemical classified as explosive under the ADG Code or Globally Harmonised System for identification and labelling of chemicals (GHS)
- (c) a chemical classified as hazardous to the aquatic environment under the ADG Code or Globally Harmonised System for identification and labelling of chemicals (GHS).

Editor's note: The ADG Code is the Australian code for the transport of dangerous goods by road and rail as published by the National Transport Commission.

**Priority Development Area** means a priority development area under the *Economic Development Act 2012*.

Editor's note: Priority Development Areas are shown on the SPP Interactive Mapping System.

**Priority port** means a priority port under the *Sustainable Ports Development Act 2015* as shown on the SPP Interactive Mapping System.

Editor's note: The *Sustainable Ports Development Act 2015* identifies the Port of Abbot Point, Port of Gladstone, ports of Hay Point and Mackay, and the Port of Townsville as priority ports. Priority port master plans and priority port overlays approved by regulation manage port-related development for priority ports.

**Public marine development** means development for public use that requires location in or adjacent to tidal water to function.

**Public safety area** means the defined area at the end of a strategic airport's runway in which development is restricted in order to protect the safety of people and property on the ground in the event of an aircraft incident during landing or take-off, as shown on the SPP Interactive Mapping System.

**Queensland waters** see *Acts Interpretation Act 1954*, schedule 1.

**Reclamation of land under tidal water** see the *Coastal Protection and Management Act 1995*, schedule.

**Redevelopment** means development that affects permanent built structures on an already developed site. Redevelopment includes the expansion of a building footprint or addition of a structure, reconstruction or remodelling an exterior, demolition and replacement of existing structures.

**Resource/processing area of a KRA**

means the extent of the extractive resource and any existing or future processing operations.

Editor's note: The extraction of extractive materials can include ripping, blasting or dredging; the processing of extractive materials can include crushing, screening, washing, blending or grading and waste water treatment; and associated activities can include storage, rehabilitation, loading, transportation, administration, and maintenance facilities.

**Sea level rise** means an increase in sea level caused by global warming due to climate change. Sea level rise is projected to be 0.8 metres from the present day to 2100.

Editor's note: Sea level rise projections based on the best available science are prepared by the Intergovernmental Panel on Climate Change.

**Sensitive land uses** see the Planning Regulation 2017.

**Separation area** of a resource/ processing area of a KRA, means an area surrounding the resource/ processing area, needed to maintain separation of people from undesirable levels of noise, dust, ground vibration or air blast overpressure that may be produced as residual impacts from existing or future extraction or processing of the extractive resource.

**Slightly disturbed waters** see Environment Protection (Water) Policy 2009, schedule 2.

**Specified petroleum infrastructure** means the petroleum infrastructure specified in the development plan for a petroleum lease, on a petroleum facility licence or on a petroleum pipeline licence.

This includes facilities for the processing, storage or transport of petroleum or incidental activities in the area of a petroleum lease.

Editor's note: Specified petroleum infrastructure can include well heads, compressor stations, collector pipelines, high pressure petroleum pipelines, evaporation ponds and workshops.

**SPP Interactive Mapping System** means the SPP Interactive Mapping System, as amended from time to time, published by the Department of Infrastructure, Local Government and Planning and located at [www.dilgp.qld.gov.au/spp-mapping](http://www.dilgp.qld.gov.au/spp-mapping).

**State coastal land** see the *Coastal Protection and Management Act 1995*, section 17.

Editor's note: State coastal land also includes all land under tidal water.

**State development area** is a defined area of land declared under the *State Development and Public Works Organisation Act 1971*. State development areas are shown on the SPP Interactive Mapping System.

**State heritage place** means a place entered in the Queensland Heritage Register under the *Queensland Heritage Act 1992*. The Queensland Heritage Register is a list of places that have state-level cultural heritage significance and is available at [www.qld.gov.au/environment/land/heritage/](http://www.qld.gov.au/environment/land/heritage/).

**State transport corridors** means any of the following:

- a state-controlled road corridor
- a railway corridor
- a busway corridor

- a light rail corridor
- a state-controlled transport tunnel
- an active transport corridor.

State transport infrastructure means any of the following:

- a state-controlled road
- railway transport infrastructure
- busway transport infrastructure
- light rail transport infrastructure
- other rail infrastructure
- active transport infrastructure.

**Statutory land use plan** means any of the following:

- for core port land – the Brisbane Port Land Use Plan approved under the *Transport Infrastructure Act 1994*, chapter 8, part 3C
- for strategic port land – a land use plan approved under the *Transport Infrastructure Act 1994*, chapter 8, part 4
- for airport land – a land use plan approved under the *Airport Assets (Restructuring and Disposal) Act 2008*, chapter 3, part 1.

**Stock route** see the *Stock Route Management Act 2002*, schedule 3.

**Storm tide inundation** means temporary inundation of land by abnormally high ocean levels caused by cyclones and severe storms.

**Storm tide inundation area** means the area of land determined to be inundated during a defined storm tide event that is:

- (a) identified by a local government in its planning scheme as a storm tide inundation areas, on the basis of a localised study prepared by a suitably qualified person; or

(b) if the local government has not identified storm tide inundation areas in its planning scheme in accordance with paragraph (a) above; identified on the SPP interactive mapping system as a storm tide inundation area.

Storm tide inundation areas are to be identified in accordance with the methodology set out in the Coastal hazard technical guide, Department of Environment and Heritage Protection, 2013 and use the following factors to account for the projected impacts of climate change by the year 2100:

- (a) a sea level rise factor of 0.8 metres
- (b) an increase in the maximum cyclone intensity by 10 per cent.

**Stormwater** see the *Environmental Protection Act 1994*, schedule 4.

**Strategic airport** means an airport identified in table 2 of the SPP.

**Strategic port** means a port identified in table 3 of the SPP and shown on the SPP Interactive Mapping System.

**Temporary, readily relocatable or able to be abandoned development** means a structure that, if threatened by coastal erosion or storm tide inundation, will be relocated, removed or allowed to be lost rather than protected from the impacts because it is:

- (a) of low economic value; and
- (b) is capable of being disassembled, is easily removed, or loss by erosion is of low consequence; and
- (c) is not an intrinsic part of infrastructure or will have high social value or need; or

(d) intended to remain in place for only a short period and then removed, whether or not it is threatened by coastal erosion.

**Tidal land** see *Marine Parks Act 2004*, schedule.

**Tidal water** see the *Coastal Protection and Management Act 1995*, schedule.

**Torres Strait Islander cultural heritage** see *Torres Strait Islander Cultural Heritage Act 2003*, section 8.

**Transport network** means the series of connected routes, corridors and transport facilities required to move goods and passengers, and includes roads, railways, public transport routes, active transport routes (for example, cycleways), freight routes and local, state and privately owned infrastructure.

**Transport noise corridor** means the area shown on the SPP Interactive Mapping System as containing or consisting of:

- (a) noise corridor – state-controlled road (mandatory layer)
- (b) noise corridor – state-controlled road (voluntary area)
- (c) noise corridor centreline – state-controlled road
- (d) noise corridor – local government road.
- (e) noise corridor centreline – local government road
- (f) noise corridor – rail network

**Transport route** of a KRA, means a road or rail link from the boundary of the resource/processing area of a KRA to a major road or railway that is used to transport extracted resources to markets.

**Transport route separation area** of a KRA, means the area, measured 100 metres from the centre line of the transport route of a KRA, needed to maintain separation of people from undesirable levels of noise, dust and ground vibration produced as residual impacts from the transportation of extractive resources.

**Waste water** see the Environmental Protection (Water) Policy 2009, schedule 2.

**Water sensitive urban design** see the Environmental Protection (Water) Policy 2009, schedule 2.

**Water supply buffer area** means the area shown on the SPP Interactive Mapping System as a water supply buffer area.

**Water quality objectives** means the numerical concentration limits, mass or volume limits per unit of time or narrative statements of indicators established for waters to enhance or protect the environmental values for those waters set out in:

- the Environmental Protection (Water) Policy 2009, schedule 1 for water mentioned in the policy; or
- the Queensland Water Quality Guidelines 2009.

**Wildlife hazard buffer zone** for a strategic airport means an area within a three, eight or 13 kilometre radius of a strategic airport's runway as shown on the SPP Interactive Mapping System.

**World heritage property** means a declared world heritage property under the *Environment Protection and Biodiversity Conservation Act 1999*.

# Appendices

## Appendix 1 – SPP Interactive Mapping System

**Table A: State mapping layers which must be appropriately integrated in the planning scheme in a way that achieves the relevant state interest policy**

State interest topic	Mapping layer provided or referred to in the State Planning Policy Interactive Mapping System
<b>Agriculture</b>	<ul style="list-style-type: none"> <li>• Stock route network.</li> </ul>
<b>Development and construction</b>	<ul style="list-style-type: none"> <li>• State development area.</li> <li>• Priority Development Area.</li> </ul>
<b>Mining and extractive resources</b>	<ul style="list-style-type: none"> <li>• Key resource area (KRA) – resource/processing area.</li> <li>• Key resource area (KRA) – separation area.</li> <li>• Key resource area (KRA) – transport route.</li> <li>• Key resource area (KRA) – transport route separation area.</li> </ul>
<b>Biodiversity</b>	<ul style="list-style-type: none"> <li>• Matters of state environmental significance (MSES) – Protected area</li> <li>• MSES – Marine park</li> <li>• MSES – Declared fish habitat area</li> <li>• MSES – Strategic Environmental Area (designated precinct)</li> <li>• MSES – High Ecological Significance wetlands</li> <li>• MSES – Legally secured offset area</li> </ul>
<b>Coastal environment</b>	<ul style="list-style-type: none"> <li>• Coastal management district</li> </ul>
<b>Cultural heritage</b>	<ul style="list-style-type: none"> <li>• National heritage place.</li> <li>• State heritage place.</li> </ul>
<b>Water quality</b>	<ul style="list-style-type: none"> <li>• Water supply buffer area.</li> </ul>
<b>Emissions and hazardous activities</b>	<ul style="list-style-type: none"> <li>• High pressure gas pipeline (new mapping layer in 2017).</li> </ul>

State interest topic	Mapping layer provided or referred to in the State Planning Policy Interactive Mapping System
<b>Energy and water supply</b>	<p>Bulk water supply infrastructure:</p> <ul style="list-style-type: none"> <li>• Pipelines.</li> <li>• Pump station facilities.</li> <li>• Reservoir facilities.</li> <li>• Water quality facilities.</li> <li>• Property containing bulk water facilities.</li> <li>• Channels (new mapping layer 2017).</li> <li>• Dams and weirs associated with impoundments (new mapping layer 2017).</li> <li>• Facilities for extracting ground water (new mapping layer 2017).</li> </ul> <hr/> <p>Major electricity infrastructure:</p> <ul style="list-style-type: none"> <li>• Major electricity infrastructure (Powerlink).</li> <li>• Electricity substation (Powerlink).</li> <li>• Major electricity infrastructure (Energex).</li> <li>• Electricity substation (Energex).</li> <li>• Major electricity infrastructure (Ergon).</li> <li>• Electricity substation (Ergon).</li> </ul>
<b>Transport infrastructure</b>	<ul style="list-style-type: none"> <li>• State-controlled road.</li> <li>• Future state-controlled road.</li> <li>• Railway.</li> <li>• Future railway land.</li> <li>• Public passenger transport facility.</li> <li>• Future public passenger transport facility.</li> <li>• Light rail transport corridor (new mapping layer in 2017).</li> <li>• Future light rail transport corridor (new mapping layer in 2017).</li> <li>• Busway transport corridor (new mapping layer in 2017).</li> <li>• Future busway transport corridor (new mapping layer in 2017).</li> <li>• State-controlled transport tunnel.</li> <li>• Future state-controlled transport tunnel</li> <li>• Noise corridor – state-controlled road (mandatory layer).</li> <li>• Noise corridor – state-controlled road (voluntary area).</li> <li>• Noise corridor centreline – state-controlled road.</li> <li>• Noise corridor – local government road.</li> <li>• Noise corridor centreline – local government road.</li> <li>• Noise corridor – rail network.</li> </ul>

State interest topic	Mapping layer provided or referred to in the State Planning Policy Interactive Mapping System
<b>Strategic airports and aviation facilities</b>	<ul style="list-style-type: none"> <li>• Aviation facility: <ul style="list-style-type: none"> <li>– Location.</li> <li>– Zone A.</li> <li>– Zone A/B.</li> <li>– Area of interest.</li> </ul> </li> <li>• Australian Noise Exposure Forecast (ANEF) contours: <ul style="list-style-type: none"> <li>– ANEF 20–25 contour.</li> <li>– ANEF 25–30 contour.</li> <li>– ANEF 30–35 contour.</li> <li>– ANEF 35–40 contour.</li> <li>– ANEF 40 contour or greater.</li> </ul> </li> <li>• Height restriction zone: <ul style="list-style-type: none"> <li>– Height restriction zone 0 metres.</li> <li>– Height restriction zone 7.5 metres.</li> <li>– Height restriction zone 15 metres.</li> <li>– Height restriction zone 45 metres.</li> <li>– Height restriction zone 90 metres.</li> </ul> </li> <li>• Light restriction zone <ul style="list-style-type: none"> <li>– Zone A.</li> <li>– Zone B.</li> <li>– Zone C.</li> <li>– Zone D.</li> </ul> </li> <li>• Obstacle limitation surface and contour.</li> <li>• Public safety area.</li> <li>• Wildlife hazard buffer zone for a strategic airport: <ul style="list-style-type: none"> <li>– 3 kilometres.</li> <li>– 8 kilometres.</li> <li>– 13 kilometres.</li> </ul> </li> <li>• Lighting area buffer 6 kilometres.</li> </ul>
<b>Strategic ports</b>	<ul style="list-style-type: none"> <li>• Priority ports (new mapping layer 2017).</li> <li>• Strategic ports.</li> </ul>

**Table B: State mapping layers which must be appropriately integrated, and can be locally refined by a local government in a planning scheme (subject to approval by the Planning Minister), in a way that achieves the state interest policy**

State interest topic	Mapping layer provided or referred to in the State Planning Policy Interactive Mapping System
<b>Agriculture</b>	<ul style="list-style-type: none"> <li>• Agricultural Land Classification (ALC) Class A and B.</li> <li>• Important agricultural areas (IAAs).</li> </ul>
<b>Biodiversity</b>	<ul style="list-style-type: none"> <li>• Matters of State Environmental Significance (MSES) – Wildlife habitat</li> <li>• MSES – High ecological value waters (wetland)</li> <li>• MSES – High ecological value waters (watercourse)</li> <li>• MSES – Regulated vegetation</li> <li>• MSES – Regulated vegetation (intersecting a watercourse)</li> </ul>
<b>Natural hazards, risk and resilience</b>	<ul style="list-style-type: none"> <li>• Bushfire prone area.</li> <li>• Flood hazard area.</li> <li>• Erosion prone area.</li> <li>• Storm tide inundation area.</li> </ul>

**Table C: State mapping layers that are provided for information purposes only**

State interest topic	Mapping layer provided in the State Planning Policy Interactive Mapping System
<b>N/A</b>	<ul style="list-style-type: none"> <li>• Local government area.</li> <li>• Regional planning boundary.</li> </ul>
<b>Water quality</b>	<ul style="list-style-type: none"> <li>• Climatic regions – stormwater management design objectives.</li> <li>• Urban water supply storage (SEQ).</li> </ul>

## Appendix 2 – Water quality design objectives

**Table A: Construction phase – stormwater management design objectives**

Application:

(a) applies to all climatic regions.

(b) drainage, erosion and sediment controls should be appropriate to the risk posed by the activity for the relevant climatic region e.g. considering the potential soil loss rate, monthly erosivity and average monthly rainfall.

Issue	Desired outcomes
<b>Drainage control</b>	<ol style="list-style-type: none"> <li>1. Manage stormwater flows around or through areas of exposed soil to avoid or minimise contamination.</li> <li>2. Manage sheet flows in order to avoid or minimise rill and gully erosion.</li> <li>3. Provide stable concentrated flow paths to achieve table A1.</li> <li>4. Provide emergency spillways for sediment basins to achieve table A2.</li> </ol>
<b>Erosion control</b>	<ol style="list-style-type: none"> <li>1. Clearing and construction works minimise the exposure of soil at any one time.</li> <li>2. Effectively stabilise exposed soils prior to predicted rainfall.</li> <li>3. Prior to completion of works, all site surfaces are effectively stabilised.</li> </ol>
<b>Sediment control</b>	<ol style="list-style-type: none"> <li>1. Direct runoff from exposed site soils to sediment controls that are appropriate to the scale of disturbance and level of erosion risk.</li> <li>2. Exposed areas with a contributing catchment above 2500 m<sup>2</sup> achieve 80% hydrologic effectiveness for 80% of the average annual runoff volume of the contributing catchment treated to 50mg/L TSS or less and pH in the range 6.5–8.5.</li> </ol>
<b>Litter, hydrocarbons and other contaminants</b>	<ol style="list-style-type: none"> <li>1. Remove gross pollutants and wind-blown litter.</li> <li>2. Oil or grease sheen is not visible on released waters.</li> <li>3. Dispose of waste containing contaminants at authorised facilities.</li> </ol>
<b>Waterway stability and flood flow management</b>	<ol style="list-style-type: none"> <li>1. For peak flow for the 1-year and 100-year ARI event, use constructed sediment basins to attenuate the discharge rate of stormwater from the site.</li> </ol>

**Table A2: Construction phase – requirements for temporary drainage works**

Temporary drainage works	Anticipated operation design life/minimum design storm		
	< 12 months	12–24 months	> 24 months
<b>Drainage structure</b>	1 in 2 year ARI/39% AEP	1 in 5 year ARI/18% AEP	1 in 10 year ARI/10% AEP
<b>Where located immediately up-slope of an occupied property that would be adversely affected by the failure or overtopping of the structure</b>	1 in 10 year ARI/10% AEP		
<b>Culvert crossing</b>	1 in 1 year ARI/63% AEP		

**Table A3: Construction phase – design objectives for emergency spillways on temporary sediment basins**

Drainage structure	Anticipated operation design life/minimum design storm		
	< 3 months	3–12 months	> 12 months
<b>Emergency spillways on temporary sediment basins</b>	1 in 10 year ARI/10% AEP	1 in 20 year ARI/5% AEP	1 in 50 year ARI/2% AEP

Editor's note: The SPP Water quality guideline identifies the measures that demonstrate compliance with table A.

**Table B: Post construction phase – stormwater management design objectives**

**Application**

- (a) A material change of use for urban purpose that involves a land area greater than 2500 m<sup>2</sup> that will result in six or more dwellings or an impervious area greater than 25 per cent of the net developable area.
- (b) Reconfiguring a lot for urban purposes that involves a land area greater than 2500 m<sup>2</sup> and will result in six or more lots.
- (c) Operational works for urban purposes that involve disturbing more than 2500 m<sup>2</sup>.
- (d) Waterway stability objective applies only if development drains to an un-lined waterway within or downstream of the site where hydrology may be modified due to risk of erosion.

Climatic region (Refer SPP Interactive Mapping System)	Desired outcomes				
	Reductions in mean annual load from unmitigated development (%)				
	Total suspended solids (TSS)	Total phosphorus (TP)	Total nitrogen (TN)	Gross pollutants >5mm	Waterway stability management
South East Queensland	80	60	45	90	Limit the peak 1-year ARI event discharge within the receiving waterway to the pre-development peak 1-year ARI discharge
Central Queensland (south)	85	60	45	90	
Central Queensland (north)	75	60	40 <sup>#1</sup>	90	
Cape York <sup>1</sup> , wet tropics and dry tropics	80	60 <sup>#2</sup>	40	90	
Western Queensland <sup>1</sup>	85	60	45	90	

Editor’s note: Mapping of climatic regions is available on the SPP Interactive Mapping System.

Editor’s note: In lieu of modelling, the default bio-retention treatment area to comply with load reduction targets for all Queensland regions in 1.5 per cent of the contributing catchment area.

Editor’s note: the SPP Water quality guideline provides advice on the measures that demonstrate compliance with table B.

<sup>#1</sup> Mackay Regional Council has adopted a 35 per cent reduction for TN.

<sup>#2</sup> Townsville City Council has adopted a 65 per cent reduction for TP.

<sup>1</sup> Applies to population centres greater than 25,000 persons



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