

July 2017

State Planning Policy



Queensland
Government

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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 so it is important we provide certainty and clarity about the way 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 clear and comprehensive details of the policies needed to ensure that planning in Queensland is outcomes focused, 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 are increasingly underpinning the economic and social successes of our communities. That is why we are ensuring 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 stylized, handwritten signature in black ink.

The Honourable Jackie Trad MP
Deputy Premier
Minister for Transport
Minister for Infrastructure and Planning

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Tourism & Events Queensland

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 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* (the Act) 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 for an entire local government area. 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.

Some state interests in the SPP also include assessment benchmarks that apply to certain development, if a planning scheme identifies that it does not appropriately integrate the relevant state interest.

State involvement in development assessment occurs only where it is essential. For example, where a matter requires state protection and has a certain level of risk or requires expertise that is only available at the state level.

The Planning Regulation 2017 defines the state's role in development assessment. The State Development Assessment Provisions are the assessment benchmarks used by the state in its role as assessment manager or referral agency for development applications which affect a state interest.

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.

The state interests expressed in the SPP consist of:

- a state interest statement
- state interest policies
- assessment benchmarks, where applicable.

Figure 1 illustrates the relationship between various planning instruments in the Queensland planning system and the context in which planning and development decisions are made.

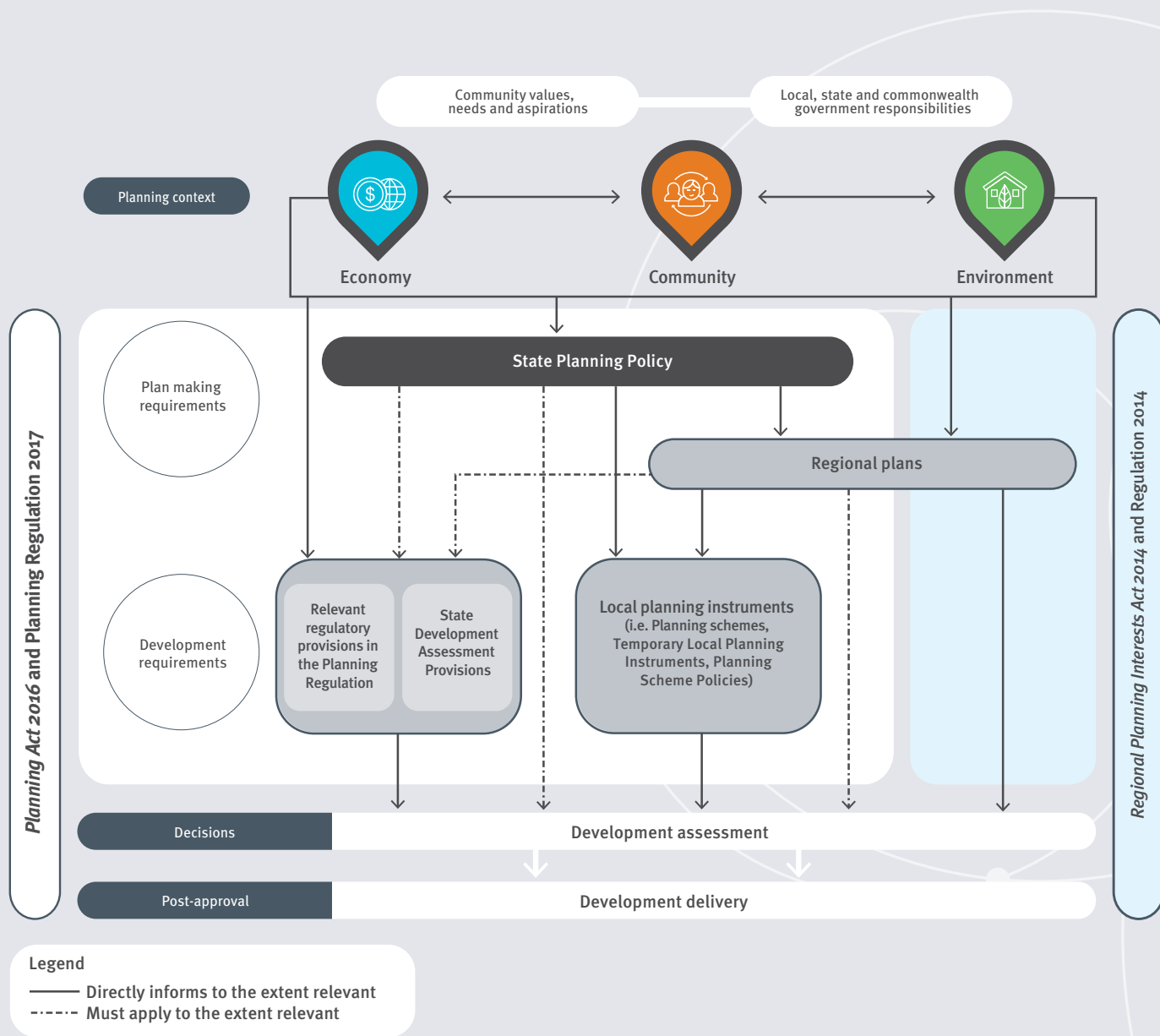


Figure 1: The Queensland planning system

Document structure

The SPP is structured as follows:

- **Part A: Introduction and context**
Explains the role of the SPP in Queensland's planning system.
- **Part B: Application and operation**
Explains how the SPP applies and operates in different circumstances under the Act and Planning Regulation 2017.
- **Part C: Purpose and guiding principles**
Explains the purpose of the SPP and establishes a series of linked principles that must underpin plan making and development in Queensland.
- **Part D: The state interest statements**
Identifies the overall outcome for each state interest in land use planning and development.
- **Part E: State interest policies and assessment benchmarks**
Establishes the policies to support the overall outcome for each state interest, organised into five broad themes. Some state interests also include assessment benchmarks for certain development, which apply if the state interest has not been appropriately integrated in a local planning instrument.
- **Part F: Glossary**
Provides a list of abbreviations and terms that assist readers to interpret the SPP.
- **Part G: Appendices**
Provides additional information on mapping and stormwater management design objectives.

Part A: Introduction and context

Part B: Application and operation

Part C: Purpose and guiding principles

Part D: The state interest statements

Part E: State interest policies and assessment benchmarks

Liveable communities and housing

- Housing supply and diversity
- Liveable communities

Economic growth

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

Environment and heritage

- Biodiversity
- Coastal environment
- Cultural heritage
- Water quality

Safety and resilience to hazards

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

Infrastructure

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

Part F: Glossary

Part G: Appendices

Figure 2: Document structure



Part B

Application and operation

Application of the SPP

The SPP has effect throughout Queensland and sits above regional plans and planning schemes in the hierarchy of planning instruments under the Act.

The SPP applies, to the extent relevant, 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 a development application, if its planning scheme has not yet appropriately integrated the relevant SPP state interest policies
- (5) an assessment manager or referral agency other than local government is assessing a development application.

Figure 3 shows which parts of the SPP apply to each of the above mentioned activities.

The state interests in 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
- which aspects of a state interest require state involvement in development assessment.

Under the Planning Regulation 2017, if a planning scheme appropriately integrates all or part of the SPP, a statement is required to be included in the planning scheme that states:

- the name and date of the SPP that has been appropriately integrated in the planning scheme
- that all or part of the SPP is appropriately integrated in the planning scheme
- if only part of the SPP is appropriately integrated in the planning scheme, a description of the parts (i.e. state interests) that have been appropriately integrated.

(1) Making or amending a local planning instrument

The SPP applies when making or amending a local planning instrument. The local government must consider how the relevant parts of the SPP, as shown in figure 3, apply in their local area and appropriately integrate those parts of the SPP in a local planning instrument.

When carrying out a state interest review of a proposed planning instrument or proposed planning instrument amendment, the Planning Minister must consider whether all or part of the SPP is appropriately integrated in the planning scheme. 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.

If a state interest is identified as having not been appropriately integrated into a local planning instrument, the SPP applies to the extent of any inconsistency. In these circumstances, local government must, to the extent relevant, assess development against any applicable assessment benchmarks in the SPP. Local government must also have regard to the SPP, including relevant guiding principles, state interest statements and state interest policies contained in the SPP, in order to ensure state interests are not adversely affected.

(2) Making or amending a regional plan

The SPP applies when making or amending a regional plan, as shown in figure 3. The Planning Minister must consider which state interests apply in a particular region and how these should be given appropriate effect in that region. It is not necessary for a regional plan to address all of the state interests set down in the SPP.

Regional plans set long term strategic direction to guide how Queensland's regions may grow and respond to change over time. Regional Plans identify and interpret matters of state interest for a particular region and provide strategy and direction to guide how the SPP must be applied in the region to achieve specific goals.

(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.

When making or amending a designation, the Planning Minister and/or local government must have regard to the relevant parts of the SPP shown in figure 3.

(4) Development assessment by local government

The SPP applies as a 'matter to have regard to' under the Planning Regulation 2017 only if the relevant state interests in the SPP are identified as having not been appropriately integrated in a local planning instrument, and only to the extent of any inconsistency. This applies to both code and impact assessment, to the extent of any inconsistency. 'Matters to have regard to' provides the context for development assessment.

Part E of the SPP also contains assessment benchmarks for certain development, for the following state interests:

- Liveable communities.
- Mining and extractive resources.
- Water quality.
- Natural hazards, risk and resilience.
- Strategic airports and aviation facilities.

Under the Planning Regulation 2017, these assessment benchmarks apply when a local government is assessing a development application, only if the relevant state interests in the SPP are identified as having not been appropriately integrated in a local planning instrument, and only to the extent of any inconsistency with the provisions of that instrument.

These requirements apply in addition to any other assessment benchmarks for the development, including those contained in a local planning instrument.

State interest policies and the assessment benchmarks, contained in part E of the SPP, are expressed as performance outcomes for the purpose of development assessment.

Performance outcomes are intended to encourage innovative solutions and provide for flexibility of implementation, enabling local government to adopt locally appropriate solutions that meet community needs and expectations.

(5) Development assessment by an entity other than local government

In accordance with the Planning Regulation 2017, the SPP applies to development assessment by an entity other than local government, to the extent relevant, as shown in figure 3. This includes an entity acting as either the assessment manager or a referral agency.

Application of the SPP	Who is responsible	Parts of the SPP that are applicable, to the extent relevant						
		PART A,B & C	PART D	PART E: State interest policies	PART E: Assessment benchmarks	PART F	PART G: Appendix 1	PART G: Appendix 2
Making or amending a local planning instrument	Local government	✓	✓	✓	–	✓	✓	✓
Making or amending a Regional Plan	State government	✓	✓	✓	–	✓	✓	✓
Designating premises for infrastructure	State and local government	✓	✓	✓	✓	✓	✓	✓
Development assessment by local government if a planning scheme does not appropriately integrate the relevant SPP state interest policies	Local government as assessment manager or referral agency	✓	✓	✓	✓ ¹	✓	✓	✓
Development assessment by an entity other than a local government if a planning scheme does not appropriately integrate the relevant SPP state interest policies	Assessment manager or referral agency (other than a local government or the chief executive of the department administering the Act)	✓	✓	✓	✓ ¹	✓	✓	✓
Development assessment by an entity other than a local government	State government as assessment manager or referral agency (that is the chief executive of the department administering the Act)	PART C	✓	–	–	–	–	–

Figure 3: Application of the SPP

¹ Note: Under the Act, assessment benchmarks only apply to the assessment of a development application by an assessment manager.

Operation of the SPP

The SPP is a statutory instrument and must be appropriately integrated or considered when undertaking the activities to which the SPP applies.

However, the following elements within the SPP are included only to provide context and supporting information:

- any notes or footnotes.

- the introduction to each of the five themes.
- the introduction to each state interest (i.e. the text external to the coloured boxes in part E).

Mapping contained in the SPP Interactive Mapping System (IMS) supports the application of the state interests expressed in the SPP.

Amendments to any part of the SPP or the supporting mapping may result in a local planning instrument no longer appropriately integrating a particular state interest. In these instances the SPP and/or the supporting mapping apply to the extent of any inconsistency.

Managing competing state interests

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

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

State and local governments must manage competing state interests when designating premises for infrastructure.

Regional plans may identify and interpret certain state interests and provide strategy and direction to guide how these state interests must be applied in the region to achieve specific goals. However, it is the responsibility of local government, in preparing a local planning instrument, to initially consider all of the state interests and the SPP in its entirety. The local government must then identify relevant state interests, and determine how to balance state interests (as necessary) and how best to integrate these interests into a local planning instrument.

Where state interest policies 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 instrument, and how competing state interests have been resolved by a local government.

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

The purpose and guiding principles contained in part C of the SPP provide an essential basis for the interpretation and application of the state interest policies.

The guiding principles are of equivalent effect to the state interests expressed in the SPP, and must be considered by a local government when appropriately integrating the SPP in a local planning instrument.

The purpose and guiding principles play an important role in assisting local government to manage and resolve competing state interests.

(2) Considering the SPP in its entirety

Although the SPP includes a number of policies relating to various matters of state interest, it is important to understand the effect that the SPP, in its entirety and the overall combination of state interests, will have in each local government area.

The SPP therefore needs to be considered in its entirety when a local government is making or amending a local planning instrument.

(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 and assessment benchmarks in part E of the SPP are supported by mapping.

All mapping related to the SPP is contained in the SPP IMS. Where relevant, the SPP IMS represents the single point of truth for the spatial representation of the state's interests expressed in the SPP.

Amendments to mapping occur from time to time, independently of an amendment to the SPP.

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 that must be appropriately integrated in a local planning instrument in a way that achieves the relevant state interest policy (see appendix 1, table A).
- (2) State mapping layers that must be appropriately integrated, and can be locally refined by a local government in a local planning instrument, in a way that achieves the relevant state interest policy (see appendix 1, table B).

- (3) State mapping layers that are provided for local government information purposes only (see appendix 1, table C).

The SPP IMS contains the most up to date mapping relevant for the purposes of the SPP and applies to the extent of any inconsistency.

The SPP IMS is located at www.dilgp.qld.gov.au/spp-mapping

SPP guidance material

Guidance material is available for each state interest and the guiding principles in the SPP.

This material supports local government in the implementation of the SPP when making or amending a local planning instrument, or when assessing certain development applications.

This guidance material does not have statutory effect and it is not mandatory for local governments to use.

The guidance material does not contain any new policy, but rather assists in the interpretation and application of the state interest statements, state interest policies and the assessment benchmarks contained in the SPP.

The guidance material will be updated as required from time to time to ensure it remains current. It can be viewed at www.dilgp.qld.gov.au/spp-guidance-material



Purpose and guiding principles

Purpose of the SPP

The SPP outlines the guiding principles and state interests that underpin 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 integrated in local planning instruments, regional plans and development decisions in order to:

- strengthen our economy
- promote strong communities
- protect our environment
- wisely manage our resources
- inform and respond to 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, heritage and culture.

The SPP works in conjunction with other planning instruments, processes, and initiatives outside of the Queensland planning system.

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 a changing climate to support Queensland's people, economy and the environment.

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 local planning instruments, and regional plans, and when making development decisions.

The guiding principles

Plan making processes and development decisions in Queensland need to align with the following guiding principles set out in table 1. The guiding principles should be read in conjunction with each state interest and are as important as the state interests expressed in the SPP.

The state interests expressed in the SPP consist of a state interest statement, state interest policies, and assessment benchmarks, where applicable.

The guiding principles are intended to complement and support the provisions for plan making and development assessment outlined in the Act and other statutory planning instruments, including in the SPP. This will ensure a planning system, that is:

- outcomes focused
- integrated
- efficient
- positive
- accountable.

Table 1: The guiding principles

Outcome focused	
Clearly focus on the delivery of outcomes	<ul style="list-style-type: none">• Plans and development outcomes integrate and balance the economic, environmental and social needs of current and future generations in order to achieve ecological sustainability.• Plans express clear performance outcomes for development, supported by a range of acceptable outcomes, where possible.• Innovative and flexible approaches to design and development are supported and encouraged when consistent with a plan's strategic intent.• Decision making ensures that, where acceptable, when outcomes are satisfied by development, 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.• Plans and development outcomes support stated objectives, needs and aspirations of the community at the state, regional and local level.
Integrated	
Reinforce the role of local planning schemes as the integrated, comprehensive statement of land use policy and development intentions for a local area	<ul style="list-style-type: none">• Plans coordinate and integrate land use policy for a local area by considering:<ul style="list-style-type: none">– international agreements, such as the UNESCO world heritage listing of the Great Barrier Reef and Ramsar Convention– national, state, regional and local matters, to the extent relevant.• Plans integrate land use, resource management and infrastructure needs and considerations.• Plans support a 15 year supply of land for development.• The zoning of land reflects and responds to the characteristics of the land that constrain its use.• Overlays should be compatible with and not operate either individually or cumulatively to prevent or restrict land from being used for the purpose for which it has been zoned.• Plans include a performance-based assessment of development against a clear hierarchy of policies linked to the achievement of realistic and long-term strategic planning.

Efficient

Support the efficient determination of appropriate development

- Plans and assessment processes result in development outcomes that are certain, responsive and performance-based.
- Plans regulate development only to the extent necessary to address potential impacts. When applied, plans adopt the lowest appropriate level of assessment required to efficiently and effectively address those impacts.
- 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 and 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 and able to be assessed against assessment benchmarks, should be identified as code assessable development
 - contrary to the intent of a zone, requires public input or is unforeseen by a planning scheme, should be identified as impact assessable development and assessed against a broader range of matters.

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 health and wellbeing, and resilience and adaptability to change (including economic change, social change, and climate change adaptation and mitigation), are promoted in plans and development outcomes.
- 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.
- Plans are drafted to ensure 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 and development outcomes reflect balanced community views and aspirations based on a clear understanding of the importance of the community's involvement in plan making.
- Plans resolve competing state and local interests through using an evidence-based approach, which balances community needs, views and aspirations.
- Reasonable, logical and fair development decisions are supported by clear and transparent planning schemes.
- Plans only seek to regulate land use and planning outcomes and do not address matters regulated outside of the planning system, for instance building work regulated under the *Building Act 1975* (unless permitted).
- Obtaining access to planning information is simple and direct, capitalising on opportunities presented by information technology.



Part D

The state interest statements

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 4: The state interests in land use planning and development

The state interest statements



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, industrial and mixed use 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 processes.



Coastal environment

The coastal environment is protected and enhanced, while supporting opportunities for coastal-dependent development, compatible urban form, and maintaining appropriate 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, is conserved for the benefit of the community and future generations.



Water quality

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



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.



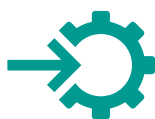
Natural hazards, risk and resilience

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.



Energy and water supply

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



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.



State interest policies and assessment benchmarks

The SPP contains state interest policies and where relevant, the assessment benchmarks for each state interest.

State interests are grouped into five themes:

- (1) Planning for liveable communities and housing.
- (2) Planning for economic growth.
- (3) Planning for the environment and heritage.
- (4) Planning for safety and resilience to hazards.
- (5) Planning for infrastructure.

The state interest policies and assessment benchmarks express the outcomes for planning and development, and underpin the overarching state interest statement.

The guiding principles expressed in part C should be considered when applying the state interest policies and assessment benchmarks.

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 ensure development outcomes will benefit Queensland's communities in the long-term.

Effective planning for local community needs will:

- ensure a sufficient 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 households and family types, ages, community needs, lifestyles, and incomes. The state is interested in ensuring sufficient 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 accommodate 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, a sufficient supply of greenfield land (where infrastructure and services can be easily accommodated) is also important.

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.

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 include provisions about building work, unless permitted under the *Building Act 1975*. For example, in certain instances, a planning scheme may regulate matters such as:

- heights of buildings related to obstruction and overshadowing
- siting and design of buildings to provide visual privacy and adequate sight lines.

In plan making, a local government needs to:

- demonstrate how the local planning instrument interfaces with aspects of building work regulated under the *Building Act 1975*
- justify 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 of the following state interest policies must be appropriately integrated in planning and development outcomes, where relevant.

- (1) Land for housing development and redevelopment in areas that are accessible and well-connected to services, employment and infrastructure are identified.
- (2) The development of residential land is facilitated 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) A diverse, affordable and comprehensive range of housing options in accessible and well-serviced locations, is facilitated 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 to promote affordable and social housing outcomes, 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 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.

Our 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.

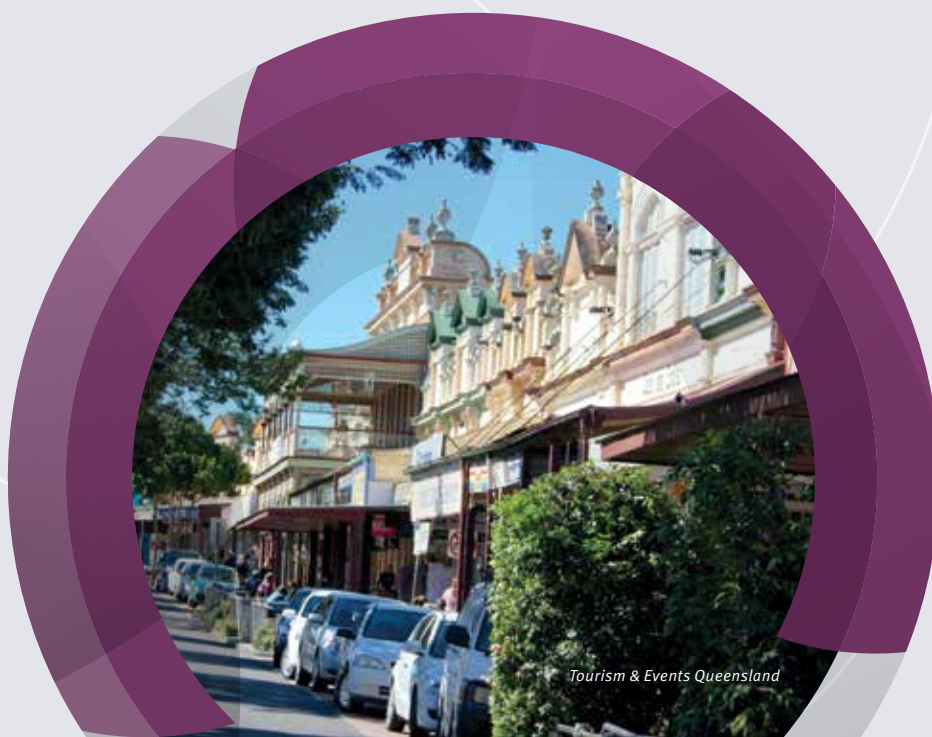
The provision of sustainable, equitable and efficient access to a wide range of services and facilities underpins community wellbeing and liveability. This can have a major effect on community health, safety, access and employment.

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.

High quality 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 state interest policies must be considered and appropriately integrated in planning and development outcomes, where relevant.

Built and natural environment:

- (1) High 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-served 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-optic telecommunications infrastructure (e.g. 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.

Assessment benchmarks – liveable communities

These performance outcomes 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 reconfiguring a lot; and
- (2) 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 guidance material.



Planning for economic growth

Planning plays a critical role in achieving economic growth. It needs to encourage growth in Queensland's traditionally strong primary industries, and 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 planning system 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 and for ensuring food security 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 uses and irreversible impacts 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 positively and negatively impact 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 and protecting these resources from irreversible impacts

- reducing the potential for conflict between agricultural land and other incompatible 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 agricultural tourism to occur in appropriate locations, providing 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 state interest policies must be appropriately integrated in planning and development outcomes, where relevant.

- (1) Agriculture and agricultural development opportunities are promoted and enhanced in important agricultural areas (IAAs).
- (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 conditions 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) ensuring development on, or adjacent to, the stock route network does not compromise the network's primary use for moving stock on foot, and other uses and values including grazing, environmental, recreational, cultural heritage, and tourism values.

Development and construction

Why is development and construction of interest to the state?

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 into the future.

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

- coordinating and sequencing the release of land for development and infrastructure provision.

To support economic activity in the development and construction sectors, zones should be as broad as possible in their intent and the range of activities they provide for.

Planning schemes should encourage the diversification or expansion of a local economy by not placing unnecessary barriers or limits on the number, size and mix of businesses, while not undermining planning for local and regional centres.

For example, planning scheme provisions should not restrict the number of, or place proximity restrictions on particular types of retail stores. Development decisions should be based on planning grounds and not seek to consider the potential impacts of a proposed business on the viability of established businesses.

A planning scheme needs to address the community's expectations and needs by providing for development to occur in appropriate places and in a suitable form. State-owned land also plays a role in addressing community needs and expectations. By local government undertaking appropriate consultation with the state, planning schemes can also deliver public benefits by appropriately zoning state-owned land to meet state and local government operational requirements and community needs.

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

A transparent and efficient assessment process provides certainty for the government, industry (including developers and investors), and the community about what assessment pathways apply for various types of development, for example, accepted development, code or impact assessment.



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, industrial and mixed use development opportunities.

All of the following state interest policies must be considered and appropriately integrated in planning and development outcomes, where relevant.

- (1) A sufficient supply of suitable land for residential, retail, commercial, industrial and mixed use development is identified that considers:
 - (a) existing and anticipated demand
 - (b) the physical constraints of the land
 - (c) surrounding land uses
 - (d) the availability of, and proximity to, essential infrastructure required to service and support such development.
- (2) Appropriate infrastructure required to support all land uses is planned for and provided.
- (3) Mixed use development is achieved by appropriately zoning the land.
- (4) An appropriate mix of lot sizes and configurations for residential, retail, commercial, mixed use and industrial development is provided for in response to the diverse needs of these uses and ancillary activities.
- (5) Efficient delivery of development is facilitated by the adoption of the lowest appropriate level of assessment for development that is consistent with the purpose of the zone.
- (6) Land uses are consistent with the purpose of the zone.
- (7) State development areas and Priority Development Areas are:
 - (a) identified and appropriately considered in terms of their planning intent
 - (b) supported by compatible and complementary land uses and services on surrounding land.
- (8) Public benefit outcomes on state-owned land are achieved by appropriately zoning the land.

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 2014* (RPI Act) seeks to manage the impact and support co-existence 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.

Identification of a key resource area does not in any way authorise the extraction of the resource or provide a right to establish or operate an extractive industry. Identification of a key resource area 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 state interest policies must be appropriately integrated in planning and development outcomes, where relevant.

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 that could impede the extraction of the resource
- (c) avoiding land uses along the transport route and transport route separation area of a KRA that are likely to compromise the ongoing use of the route for the haulage of extractive materials
- (d) avoiding new development adjacent to the transport route that is likely to 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 is considered.



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Assessment benchmarks – mining and extractive resources

These performance outcomes 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 working or residing 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 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, if it could impede the extraction of the resource.

- (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 guidance material.



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. Advances in online technology are creating innovative approaches for tourism to co-exist with different activities (e.g. 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 state interest policies must be appropriately integrated in planning and development outcomes, where relevant.

- (1) The findings of state endorsed tourism studies and plans are considered and reflected where relevant.
- (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 land 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 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, home to a complex and varied coastal environment with outstanding natural values.

The natural and built environments of Queensland also have international, national, state and local heritage significance. The recognition of these significant places strengthens the understanding of our environment, history and culture.

Biodiversity, including plants, animals and the ecosystems of which they are a part, is integral to 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 landslides.

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 rainforests. Natural and built heritage 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.

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.



Tourism & Events Queensland

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.

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.

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, protect and enhance areas that provide links between natural areas in regions where habitat fragmentation has occurred.

Koalas hold an iconic and highly valued status for many communities in Queensland. The government is committed to preserving a viable, wild population of koalas in South East Queensland. Where coupled with effective conservation and management strategies, planning can play an important role in the preservation and enhancement of koala habitat in locations that will support an ongoing viable koala population.



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 state interest policies must be appropriately integrated in planning and development outcomes, where relevant.

- (1) Development is located in areas to avoid significant 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 identified² and development is located in areas that avoid adverse impacts; where adverse impacts cannot be reasonably avoided, they are minimised³.
- (3) Matters of local environmental significance are identified and development is located in areas that avoid adverse impacts; where adverse impacts cannot be reasonably avoided, they are minimised⁴.
- (4) Ecological processes and connectivity is maintained or enhanced by avoiding fragmentation of matters of environmental significance.
- (5) Viable koala populations in South East Queensland are protected by conserving and enhancing koala habitat extent and condition.

² Note: A local planning instrument must not include assessment criteria for matters of state environmental significance which duplicate a state assessment process.

³ Note: Where it is demonstrated that adverse impacts cannot be avoided or minimised, significant residual impacts on matters of state environmental significance may require an offset in accordance with the *Environmental Offsets Act 2014*.

⁴ Note: Where it is demonstrated that adverse impacts cannot be avoided or minimised, a local government may require an offset for matters of local environmental significance in accordance with the *Environmental Offsets Act 2014*.

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 that shape the coast.

The coastal environment is highly dynamic and subject to influence from climate change. The planning system plays a critical role in protecting this environment by ensuring development avoids adverse impacts on coastal processes, including consideration of impacts from climate change.

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 are 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 appropriate public use of and access to, and along, state coastal land.

All of the following state interest policies must be appropriately integrated in planning and development outcomes, where relevant.

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

- (2) Development of canals, dry land marinas, artificial waterways or marine infrastructure avoids adverse impacts on coastal resources and processes.

- (3) Reclamation of land under tidal water is avoided other than for the purpose of:

- (a) coastal-dependent development, public marine development or community infrastructure, where there is no reasonable alternative; or
- (b) 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
- (c) coastal protection works or work necessary to protect coastal resources or coastal processes.

Development in the coastal environment:

- (4) Coastal-dependent development in areas adjoining tidal water is facilitated in preference to other types of development.
- (5) 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 insights 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 state interest policies must be appropriately integrated in planning and development outcomes, where relevant.

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 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 iconic Great Barrier Reef, Moreton Bay, the upland streams of the Great Dividing Range and other coastal and inland waters.

Protecting and enhancing 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
- reducing demand on and the cost of water supply treatment
- improving amenity and opportunities for activities like recreation and tourism
- maintaining 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, creeks, bays, groundwaters, and the Great Barrier Reef.

The health of the Great Barrier Reef is being affected by climate change and urban and rural run-off. Planning and development in Great Barrier Reef catchments needs to manage the quality of water entering the Great Barrier Reef lagoon. 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 are supported.

State interest – water quality

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



All of the following state interest policies must be appropriately integrated in planning and development outcomes, where relevant.

- (1) Development facilitates the protection or enhancement of environmental values and the achievement of water quality objectives for Queensland waters.
- (2) Land zoned for urban purposes is located in areas that avoid or minimise the disturbance to:
 - (a) high risk soils
 - (b) high ecological value aquatic ecosystems
 - (c) groundwater dependent ecosystems
 - (d) natural drainage lines and landform features.
- (3) Development 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 sediments.
- (4) At the construction phase, development achieves the applicable stormwater management design objectives in table A (appendix 2).
- (5) At the post-construction phase, development:
 - (a) achieves the applicable stormwater management design objectives on-site, as identified in table B (appendix 2); or
 - (b) achieves an alternative locally appropriate solution off-site that achieves an equivalent or improved water quality outcome to the relevant stormwater management design objectives in table B (appendix 2).
- (6) Development in water resource catchments and water supply buffer areas avoids potential adverse impacts on surface waters and groundwaters to protect drinking water supply environmental values.



Assessment benchmarks – water quality

These performance outcomes 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 for:

- (1) a material change of use for an urban purpose that involves premises 2500 metres² or greater in size and;
 - (a) will result in six or more dwellings; or
 - (b) will result in an impervious area greater than 25 per cent of the net developable area; or
- (2) reconfiguring a lot for an urban purpose that involves premises 2500 metres² or greater in size and will result in six or more lots; or
- (3) operational works for an urban purpose that involves disturbing a land area 2500 metres² or greater in size.

For water supply buffer areas, a development application:

- (4) 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, 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 any of 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
 - (b) waste water
 - (c) the creation or expansion of non-tidal artificial waterways
 - (d) the release and mobilisation of nutrients and sediments.
- (2) Development achieves the applicable stormwater management design objectives outlined in tables A and B (appendix 2)
- (3) Development in a water supply buffer area avoids adverse impacts on drinking water supply environmental values.

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

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 (including 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 state interest policies must be appropriately integrated in planning and development outcomes, where relevant.

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 and special industries.
 - (b) Extractive industries.
 - (c) Hazardous chemical facilities.
 - (d) Explosives facilities and explosives reserves.
 - (e) High pressure gas pipelines.
 - (f) Waste management facilities.
 - (g) Sewage treatment plants.
 - (h) Industrial land in a state development area, or an enterprise opportunity area or employment opportunity area identified in a regional plan.
 - (i) Major sport, recreation and entertainment facilities.
 - (j) Shooting facilities.
 - (k) Motor sport facilities.

Mitigation of adverse impacts from emissions and hazardous activities:

- (6) Development that is incompatible with the existing and approved land uses or areas included in policy 5 above, is located to avoid 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 acid, iron or other 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, justifies the restriction of development in vulnerable areas. There is a shared responsibility to manage the impact these natural hazards may have on 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 state interest policies must be appropriately integrated in planning and development outcomes, where relevant.

- (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) Land in an erosion prone area is not to be used for urban purposes, unless the land is located in:
 - (a) an urban area in a planning scheme; or
 - (b) an urban footprint identified in a regional plan.
- (4) Development in bushfire, flood, landslide, storm tide inundation or erosion prone 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 structures⁵, 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 within a coastal management district:

- (8) Development does not occur unless the development cannot feasibly be located elsewhere and is:
 - (a) coastal-dependent development; or
 - (b) temporary, readily relocatable or able to be abandoned development; or
 - (c) essential community infrastructure; or
 - (d) minor redevelopment⁶ of an existing permanent building or structure that cannot be relocated or abandoned.
- (9) Development permitted in policy 8 above, mitigates the risks to people and property to an acceptable or tolerable level.

⁵ Note: The monetary value of an existing building or structure should be more than the cost of associated coastal protection works.

⁶ Note: Minor redevelopment in an erosion prone area in a coastal management district, includes replacing an existing permanent building/structure with a building/structure that is the same, or substantially the same, in location and size, and monetary value of the existing building or structure is more than the cost of the associated coastal protection works. Examples of minor redevelopment may include adding less than 50 metres² to an existing building footprint, or an additional storey to a single storey building.

Assessment benchmarks – natural hazards, risk and resilience

These performance outcomes 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.⁷

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

Erosion prone areas within a coastal management district⁸:

- (1) Development does not occur in an erosion prone area within a coastal management district unless the development cannot feasibly be located elsewhere and is:
 - (a) coastal-dependent development; or
 - (b) temporary, readily relocatable or able to be abandoned development; or
 - (c) essential community infrastructure; or

- (d) minor redevelopment⁹ of an existing permanent building or structure that cannot be relocated or abandoned.

- (2) Development permitted in (1) above, mitigates the risks to people and property to an acceptable or tolerable level.

Bushfire, flood, landslide, storm tide inundation, and erosion prone areas outside the coastal management district:

- (3) Development other than that assessed against (1) above, 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.

All natural hazard areas:

- (4) Development supports and does not hinder disaster management response or recovery capacity and capabilities.

- (5) 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.

- (6) 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.

- (7) 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 guidance material.

⁷ Note: There are specific assessment benchmarks which apply for erosion prone areas in the coastal management district, separate to other natural hazards.

⁸ Note: These assessment benchmarks apply only where the chief executive is not identified as a referral agency under the Planning Regulation 2017.

⁹ Note: see footnote 6

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 projected 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. There are also opportunities to minimise greenhouse gas emissions through enabling the development and supply of renewable energy.

Queensland's largest source of greenhouse gas emissions comes from energy generation. Planning has an important role in reducing emissions by enabling the development and supply of 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, energy efficient and reliable provision and operation of this infrastructure, and ensuring the location of future infrastructure is resilient to the projected impacts of climate change.

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 and renewable energy development is enabled.



All of the following state interest policies must be appropriately integrated in planning and development outcomes, where relevant.

- (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 supply 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 desired 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 South East Queensland (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 new infrastructure or augmenting 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 the social, environmental and economic benefits of investment 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 ensure 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 planning facilitates the infrastructure we need to support new and existing communities, while also helping industries and regions respond to change, such as technological advancement and the emergence of a knowledge economy.



Tourism & Events Queensland

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 state interest policies must be appropriately integrated in planning and development outcomes, where relevant.

- (1) The outcomes of significant infrastructure plans and initiatives by all levels of government are considered and reflected, where relevant.
- (2) Development achieves a high level of integration 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) optimise the location of future infrastructure within communities to provide greater access to facilities and services and enable productivity improvements.
- (3) Development occurs:
 - (a) in areas currently serviced by state and/or local infrastructure and associated services; or
 - (b) 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, and 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 state interest policies must be appropriately integrated in planning and development outcomes, where relevant.

All transport infrastructure:

- (1) Transport infrastructure and existing and future transport corridors are reflected and supported through compatible land uses.
- (2) 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.

- (3) Development achieves a high level of integration with transport infrastructure and supports public passenger transport and active transport as attractive alternatives to private transport.
- (4) Development is located and designed to mitigate adverse impacts on development from environmental emissions generated by transport infrastructure.

- (5) A road hierarchy is identified that reflects the role of each category of road and effectively manages all types of traffic.

State transport infrastructure:

- (6) Development in areas surrounding state transport infrastructure, and existing and future state transport corridors, is compatible with, or support 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 industries rely on the safe and 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 strategic airports and aviation facilities guidance material.



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
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
Rockhampton	Rockhampton Regional Council	Livingstone Shire Council
Roma	Maranoa Regional 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 state interest policies must be appropriately integrated in planning and development outcomes, where relevant.

- (1) Strategic airports and aviation facilities are identified, including the 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.
- (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), 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.



Assessment benchmarks – strategic airports and aviation facilities

These performance outcomes 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"> (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 (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 (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 (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 (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 (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 (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 | <ul style="list-style-type: none"> (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 of a strategic airport; or (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 (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 (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 of a strategic airport; or (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. | <ul style="list-style-type: none"> (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. (3) Emissions do not significantly increase air turbulence, reduce visibility or compromise the operation of aircraft engines in a strategic airport's operational airspace. (4) Development and associated activities do not attract wildlife or increase wildlife hazards within a wildlife hazard buffer zone. (5) Development and associated activities within a building restricted area do not interfere with the function of aviation facilities. (6) Development does not increase the risk to public safety within a public safety area. (7) Development within the 20 ANEF contour or greater is appropriately located and designed to prevent adverse impacts from aircraft noise. |
|--|---|---|

All of the following requirements are assessment benchmarks:

- (1) Development and associated activities do not create a permanent or temporary physical or transient intrusion into a strategic airport's operational airspace, unless the intrusion is approved in accordance with the relevant federal legislation.

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

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 state interest policies must be appropriately integrated in planning and development outcomes, where relevant.

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) Development is 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

ADG	Australian dangerous goods
AEP	Annual exceedance probability
ALC	Agricultural land classification
ANEF	Australian Noise Exposure Forecast
ARI	Average recurrence interval
ASS	Acid sulfate soils
DEHP	Department of Environment and Heritage Protection
DILGP	Department of Infrastructure, Local Government and Planning
IAA	Important agricultural area
IMS	Interactive Mapping System
KRA	Key resource area
MLES	Matters of local environmental significance
MNES	Matters of national environmental significance
MSES	Matters of state environmental significance
SARA	State Assessment Referral Agency
SDAP	State Development Assessment Provisions
SEQ	South East Queensland
SIP	State Infrastructure Plan
SPP	State Planning Policy
TLPI	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 the *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).

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	Logan City Council
Bundaberg Regional Council	Mackay Regional Council
Burdekin Shire Council	Mapoon Aboriginal Shire Council
Burke Shire Council	Moreton Bay Regional Council

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

Livingstone Shire Council	Yarrabah Shire Council
	Wujal Wujal Aboriginal Shire Council

Active transport corridor means land identified in a guideline made under the *Transport Planning and Coordination Act 1994*, section 8E, for active transport infrastructure.

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 IMS as Agricultural Land Classification (ALC) Class A and Class B or identified by a local government in a local planning instrument as ALC Class A or Class B land, based on a localised study.

Animal husbandry see the Planning Regulation 2017.

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 IMS 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 as shown on the SPP IMS as an aviation facility location.

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 following infrastructure shown on the SPP IMS:

- pump station facilities and reservoir facilities
- water treatment plants and water quality facilities
- pipelines and channels
- bulk water storage infrastructure
- 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) identified by a local government in a local planning instrument as a bushfire prone area, based on a localised bushfire study, prepared by a suitably qualified person; or
- (b) if the local government has not identified bushfire prone areas in a local planning instrument in accordance with (a) above, shown on the SPP IMS as a bushfire prone area.

Busway corridor see the Planning Regulation 2017.

Busway transport infrastructure see the *Transport Infrastructure Act 1994*, schedule 6.

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

Caretaker's accommodation see the Planning Regulation 2017.

Category B area see the Planning Regulation 2017.

Category C area see the Planning Regulation 2017.

Category R area see the Planning Regulation 2017.

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, public marine development, 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, including canal 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.

Note: The coastal management district is shown on the SPP IMS.

Coastal processes mean 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 protection work includes erosion control structures.

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' as defined in section 283K of the *Transport Infrastructure Act 1994*.

Cropping see the *Planning Regulation 2017*.

Cultural heritage significance see the *Planning Act 2016*.

Note: Cultural heritage significance is embodied in the place itself: its fabric, setting, use, associations, meanings, records, related places and related objects. For further information refer to 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).

Declared fish habitat area see the *Planning Regulation 2017*.

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:

- (a) sea level rise; and
- (b) 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:

- (a) the bank or terrace that confines the water before the point of flooding; or
- (b) 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.

Dwelling house see the *Planning Regulation 2017*.

Ecological sustainability see the *Planning Act 2016*, section 3.

Emergency services see the 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.

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 see the Planning Regulation 2017.

Note: Erosion prone areas are indicatively shown on the SPP IMS. Erosion prone areas are 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 industry see the Planning Regulation 2017.

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) identified by a local government in a local planning instrument as a flood hazard area, based on a localised flood study that is prepared by a Registered Professional Engineer of Queensland; or
- (b) if a local government has not identified flood hazard areas in a local planning instrument in accordance with (a) above, shown on the SPP IMS as a flood hazard area.

Note: Flood hazard areas referred to in (a) above are to be identified to align with the climate change factors for increased rainfall intensity in the Australian Rainfall and Runoff (AR&R) projections. The flood hazard areas shown on the SPP IMS are the Level 1 – Queensland Floodplain Assessment Overlay (QFAO) and do not include climate change projections.

Future active transport corridor means land identified in a guideline made under the *Transport Planning and Coordination Act 1994*, section 8E, for active transport infrastructure.

Future busway corridor see the Planning Regulation 2017.

Future light rail corridor see the Planning Regulation 2017.

Future railway corridor see the Planning Regulation 2017.

Future state-controlled road see the Planning Regulation 2017.

Future state-controlled transport tunnel see the Planning Regulation 2017.

Future state transport corridor means any of the following, as shown on the SPP IMS:

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

Hazardous chemical facility see the Planning Regulation 2017.

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 stated in column 5 of schedule 11
- 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 Globally Harmonised System of Classification and Labelling of Chemicals 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. A heritage place may include:

- a local heritage place
- Queensland heritage place
- national heritage place
- world heritage property.

Height restriction zone means the land shown on the SPP IIMS 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 aquatic ecosystems means the aquatic ecosystems (wetland or watercourse) within a high ecological value water area.

Note: Any wetland or watercourse within a high ecological value water area is a high ecological value aquatic ecosystem, regardless of whether or not, the wetland or watercourse is indicatively shown on the SPP IMS.

High ecological value waters see the Environmental Protection (Water) Policy 2009, schedule 2.

High ecological value water areas means the areas identified in the Environmental Protection (Water) Policy 2009, schedule 1.

Note: High ecological value water areas are shown on the SPP IMS.

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

Note: High pressure gas pipelines are indicatively shown on the SPP IMS.

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

Home-based business see the Planning Regulation 2017.

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

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.

Intensive animal industry see the Planning Regulation 2017.

Intensive horticulture see the Planning Regulation 2017.

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

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

Landslide hazard area means an area that is:

- (a) identified by a local government in a local planning instrument as a landslide hazard area, based on a localised landslide study prepared by a suitably qualified person; or
- (b) if the local government has not identified landslide hazard areas in a local planning instrument in accordance with (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 IMS as the area within a six kilometre radius of the strategic airport's runway.

Light rail transport infrastructure see the Planning Regulation 2017.

Light rail corridor see the Planning Regulation 2017.

Light restriction zone means the land shown on the SPP IMS 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 an area identified in a local planning instrument within which at least two heritage places are included and may include other features such as buildings and structures, trees and plantings, roads, public and private open spaces which have collective cultural heritage significance to the local government area.

Note: Where a local heritage area is identified, the local planning instrument must include a statement of the local cultural heritage significance of the area, and outline the reasons for the local government's identification of the local heritage area.

Local heritage place see the *Planning Act 2016*.

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 see the Planning Regulation 2017.

Note: Major electricity infrastructure for the purpose of the SPP is indicatively shown on the SPP IMS and includes the following:

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

Major sport, recreation and entertainment facility see the Planning Regulation 2017.

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 the *Sustainable Ports Development Act 2015*.

Matters of environmental significance means any of the following:

- (a) matters of local environmental significance
- (b) matters of state environmental significance
- (c) matters of national environmental significance.

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

Note: A regional plan may identify natural values or areas for investigation and refinement by local government for protection as MLES.

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
- the Great Barrier Reef Marine Park.

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 (MSES) means the following natural values and areas:

- protected areas (including all classes of protected area except coordinated conservation areas) under the *Nature Conservation Act 1992*
- 'marine national park', 'conservation park', 'scientific research', 'preservation' or 'buffer' zones under the *Marine Parks Act 2004*
- areas within declared fish habitat areas that are management A areas or management B areas under the *Fisheries Regulation 2008*
- a designated precinct, in a strategic environmental area under the *Regional Planning Interests Regulation 2014*, schedule 2, part 5, s15(3)
- 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*
- wetlands and watercourses in high ecological value waters identified in the *Environmental Protection (Water) Policy 2009*, schedule 1

(g) legally secured offset areas as defined under the *Environmental Offsets Act 2014*.

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

(i) marine plants under the *Fisheries Act 1994* (excluding marine plants in an urban area)

(j) waterways that provide for fish passage under the *Fisheries Act 1994* (excluding waterways providing for fish passage in an urban area)

(k) high risk area on the flora survey trigger map as described in the *Environmental Offsets Regulation 2014*, schedule 2, part 6(1)

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

(i) category B areas on the regulated vegetation management map, that are 'endangered' and 'of concern' regional ecosystems

(ii) category C areas on the regulated vegetation management map that are 'endangered' and 'of concern' regional ecosystems

(iii) category R areas on the regulated vegetation management map

(iv) areas of essential habitat on the essential habitat map for wildlife prescribed as 'endangered wildlife' or 'vulnerable wildlife' under the *Nature Conservation Act 1992*

(v) category A, B, C or R areas on the regulated vegetation management map that are located within a defined distance¹⁰ from the defining banks of a relevant watercourse identified on the vegetation management watercourse and drainage feature map

(vi) category A, B, C or R areas on the regulated vegetation management map that are located within a wetland or within 100 metres from the defining bank of a wetland identified on the vegetation management wetlands map.

Note: Where possible, MSES is indicatively shown on the SPP IMS

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

Motor sport facility see the *Planning Regulation 2017*.

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

Note: National heritage places are indicatively shown on the SPP IMS. 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.

Native vegetation see the *Planning Regulation 2017*.

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.

¹⁰ Note: Defined distance - see State Development Assessment Provisions, Code 16: Native vegetation clearing unless the area is a category R area. If the area is a category R area, the 50m regrowth watercourse and drainage feature area as defined by the *Vegetation Management Act 1999* applies.

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 and includes the obstacle limitation surface area and associated obstacle limitation surface contours, as shown on the SPP IMS.

Of concern regional ecosystem see the *Vegetation Management Act 1999*.

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

Other rail infrastructure see the Planning Regulation 2017.

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
- (c) a chemical classified as hazardous to the aquatic environment under the ADG Code or Globally Harmonised System for identification and labelling of chemicals.

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 see the Planning Regulation 2017.

Note: Priority Development Areas are shown on the SPP IMS.

Public passenger transport see the *Transport Planning and Coordination Act 1994*, schedule 1.

Priority port see the Planning Regulation 2017.

Note: Priority ports are identified in table 3 of the SPP and shown on the SPP IMS.

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 IMS.

Queensland heritage place see the *Planning Act 2016*.

Queensland Heritage Register see the *Queensland Heritage Act 1992*, schedule 1.

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

Rail transport infrastructure see the Planning Regulation 2017.

Railway corridor see the Planning Regulation 2017.

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.

Regulated vegetation management map see the Planning Regulation 2017.

Resource/processing area of a KRA

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

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.

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 the Environment Protection (Water) Policy 2009, schedule 2.

Social housing means housing for a residential use, other than crisis accommodation, that is either provided by:

- the state as public housing, as defined in the Planning Regulation 2017; or
- an entity other than the state (e.g. a not-for-profit organisation or local government) as community housing.

Special industry see the Planning Regulation 2017.

Specified petroleum infrastructure means the petroleum infrastructure required for access to the gas or petroleum resource 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.

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

SPP Interactive Mapping System (IMS) means the SPP IMS, 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.

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

Note: State coastal land also includes all land under tidal water.

State-controlled road see the Planning Regulation 2017.

State-controlled transport tunnel see the Planning Regulation 2017.

State development area see the Planning Regulation 2017.

Note: State development areas are shown on the SPP IMS.

State heritage place see the *Planning Act 2016*.

Note: State heritage places are shown on the SPP IMS. The Queensland Heritage Register is available at www.qld.gov.au/environment/land/heritage/.

State transport corridors means any of the following, as shown on the SPP IMS:

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

State transport infrastructure means any of the following:

- state-controlled road
- rail 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 network see the *Stock Route Management Act 2002*, schedule 3.

Note: Stock route networks are shown on the SPP IMS.

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 a local planning instrument as a storm tide inundation area, based on a localised storm tide study prepared by a suitably qualified person; or
- (b) if the local government has not identified storm tide inundation areas in a local planning instrument in accordance with (a) above; shown on the SPP IMS as a storm tide inundation area.

Note: 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 IMS.

Strategic port land see the Planning Regulation 2017.

Supply network see the Planning Regulation 2017.

Substation see the Planning Regulation 2017.

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 the *Marine Parks Act 2004*, schedule.

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

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

Transmission grid see the Planning Regulation 2017.

Transport infrastructures see the Planning Regulation 2017.

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 IMS as containing or consisting of:

- Transport noise corridor – state-controlled road (mandatory)
- Transport noise corridor – state-controlled road (voluntary)
- Transport noise corridor – railway
- Transport noise corridor – local government road.

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.

Urban area see the Planning Regulation 2017.

Urban purpose see the Planning Regulation 2017.

Utility installation see the Planning Regulation 2017.

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

Watercourse see the Planning Regulation 2017.

Water resource catchment means an area where water from rain and run-off is collected by the landscape for harvesting from surface waters or groundwater systems to supply drinking water.

Note: the water resource catchment is shown on the SPP IMS.

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

Water supply buffer area means areas within the water resource catchment that are particularly vulnerable to contamination, including groundwater recharge areas and areas in the vicinity of a dam, lake, reservoir or watercourse which supply drinking water.

Note: the water supply buffer area is shown on the SPP IMS.

Water quality objectives see the Environmental Protection (Water) Policy 2009, schedule 2.

Wetland see the Planning Regulation 2017.

Wetland protection area see the Planning Regulation 2017.

Wholesale nursery see the Planning Regulation 2017.

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 IMS.

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

Appendices

Appendix 1 – Categories of mapping layers: SPP Interactive Mapping System

Table A: State mapping layers that must be appropriately integrated in a local planning instrument 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
Agriculture	<ul style="list-style-type: none"> • Stock route network.
Development and construction	<ul style="list-style-type: none"> • State development area. • Priority Development Area.
Mining and extractive resources	<ul style="list-style-type: none"> • KRA – resource/processing area. • KRA – separation area. • KRA – transport route. • KRA – transport route separation area.
Biodiversity	<ul style="list-style-type: none"> • MSES – Protected areas. • MSES – Marine park. • MSES – Declared fish habitat area. • MSES – Strategic environmental areas (designated precinct). • MSES – High ecological significance wetlands. • MSES – Legally secured offset area.
Coastal environment	<ul style="list-style-type: none"> • Coastal management district.
Cultural heritage	<ul style="list-style-type: none"> • National heritage place. • State heritage place.
Water quality	<ul style="list-style-type: none"> • Water supply buffer areas. • Water resource catchments. • High ecological value water areas.
Emissions and hazardous activities	<ul style="list-style-type: none"> • High pressure gas pipeline.

State interest topic	Mapping layer provided or referred to in the State Planning Policy Interactive Mapping System
Energy and water supply	<p>Bulk water supply infrastructure:</p> <ul style="list-style-type: none"> • Pump station facilities and reservoir facilities. • Water treatment plants and water quality facilities. • Pipelines and channels. • Bulk water storage infrastructure. • Facilities for extracting ground water. <hr/> <p>Major electricity infrastructure:</p> <ul style="list-style-type: none"> • Major electricity infrastructure (Powerlink). • Electricity substation (Powerlink). • Major electricity infrastructure (Energex). • Electricity substation (Energex). • Major electricity infrastructure (Ergon). • Electricity substation (Ergon).
Transport infrastructure	<ul style="list-style-type: none"> • State-controlled road. • Future state-controlled road. • Railway corridor. • Future railway corridor. • Public passenger transport facility. • Future public passenger transport facility. • Light rail corridor. • Future light rail corridor. • Busway corridor. • Future busway corridor. • State-controlled transport tunnel. • Future state-controlled transport tunnel. • Active transport corridor. • Future active transport corridor.

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

Table B: State mapping layers that must be appropriately integrated, and can be locally refined by a local government in a local planning instrument (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
Agriculture	<ul style="list-style-type: none"> • Agricultural Land Classification – Class A and Class B land. • Important agricultural areas.
Biodiversity	<ul style="list-style-type: none"> • MSES – Wildlife habitat. • MSES – High ecological value waters (wetland). • MSES – High ecological value waters (watercourse). • MSES – Regulated vegetation. • MSES – Regulated vegetation (intersecting a watercourse).
Natural hazards, risk and resilience	<ul style="list-style-type: none"> • Bushfire prone area. <ul style="list-style-type: none"> – Very high potential bushfire intensity. – High potential bushfire intensity. – Medium potential bushfire intensity. – Potential impact buffer. • Flood hazard area¹¹. • Erosion prone area. • Storm tide inundation area.

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
N/A	<ul style="list-style-type: none"> • Local government area. • Regional planning boundary.
Water quality	<ul style="list-style-type: none"> • Climatic regions – stormwater management design objectives. • Urban water supply storage. • Slightly disturbed waters.
Biodiversity	<ul style="list-style-type: none"> • Regional biodiversity values. • Regional biodiversity corridors.
Transport infrastructure	<ul style="list-style-type: none"> • Transport noise corridor – state-controlled road (mandatory). • Transport noise corridor – state-controlled road (voluntary). • Transport noise corridor – railway. • Transport noise corridor – local government road.

¹¹ Note: local refinement of the flood hazard area may be undertaken as a minor amendment to a local planning instrument in accordance with the Ministers Guidelines and Rules, and as such not require approval by the Planning Minister.

Appendix 2 – Stormwater management design objectives

Table A: Construction phase – stormwater management design objectives

Application:

- Applies to all climatic regions.

Part 1 Construction phase – stormwater management design objectives¹²

Issue	Desired outcomes
Drainage control	<ol style="list-style-type: none"> 1. Manage stormwater flows around or through areas of exposed soil to avoid contamination. 2. Manage sheet flows in order to avoid or minimise the generation of rill or gully erosion. 3. Provide stable concentrated flow paths to achieve the construction phase stormwater management design objectives for temporary drainage works (part 2). 4. Provide emergency spillways for sediment basins to achieve the construction phase stormwater management design objectives for emergency spillways on temporary sediment basins (part 3).
Erosion control	<ol style="list-style-type: none"> 1. Stage clearing and construction works to minimise the area of exposed soil at any one time. 2. Effectively cover or stabilise exposed soils prior to predicted rainfall. 3. Prior to completion of works for the development, and prior to removal of sediment controls, all site surfaces must be effectively stabilised¹³ using methods which will achieve effective short-term stabilisation.
Sediment control	<ol style="list-style-type: none"> 1. Direct runoff from exposed site soils to sediment controls that are appropriate to the extent of disturbance and level of erosion risk. 2. All exposed areas greater than 2500 metres² must be provided with sediment controls which are designed, implemented and maintained to a standard which would achieve at least 80% of the average annual runoff volume of the contributing catchment treated (i.e. 80% hydrological effectiveness) to 50mg/L Total Suspended Solids (TSS) or less, and pH in the range (6.5–8.5).
Litter, hydrocarbons and other contaminants	<ol style="list-style-type: none"> 1. Remove gross pollutants and litter. 2. Avoid the release of oil or visible sheen to released waters. 3. Dispose of waste containing contaminants at authorised facilities.
Waterway stability and flood flow management	<ol style="list-style-type: none"> 1. Where measures are required to meet post-construction waterway stability objectives (specified in table B), these are either installed prior to land disturbance and are integrated with erosion and sediment controls, or equivalent alternative measures are implemented during construction. 2. Earthworks and the implementation of erosion and sediment controls are undertaken in ways which ensure flooding characteristics (including stormwater quantity characteristics) external to the development site are not worsened during construction for all events up to and including the 1 in 100 year ARI (1% AEP).

¹² Note: 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 or average monthly rainfall.

¹³ Note: An effectively stabilised surface is defined as one that does not, or is not likely to result in visible evidence of soil loss caused by sheet, rill or gully erosion or lead to sedimentation water contamination.

Part 2: Construction phase – stormwater management design objectives for temporary drainage works

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

Part 3: Construction phase – stormwater management design objectives for emergency spillways on temporary sediment basins

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

Note: Refer to IECA 2008 Best Practice Erosion and Sediment Control (as amended) for details on the application of the Construction Phase requirements. Advice should be obtained from a suitably qualified person e.g. Certified Practitioner in Erosion and Sediment Control, or Registered Professional Engineer Queensland, with appropriate knowledge and experience in erosion and sediment control design and implementation.

Table B: Post construction phase – stormwater management design objectives

Application:

- (1) A material change of use for an urban purpose that involves premises 2500 metres² or greater in size and:
 - (a) will result in six or more dwellings; or
 - (b) an impervious area greater than 25 per cent of the net developable area.
- (2) Reconfiguring a lot for urban purposes that involves premises 2500 metres² or greater in size and will result in six or more lots.

Climatic region	Design objectives				
	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 ¹⁵	90	
Cape York ¹⁴ , wet tropics and dry tropics	80	60 ¹⁶	40	90	
Western Queensland ¹⁴	85	60	45	90	

Notes:

- Mapping of climatic regions is available on the State Planning Policy Interactive Mapping System.
- 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.
- Water stability objective applies if development drains to an unlined waterway within or downstream of the site where a risk of increased erosion exists due to changes in hydrology. Local government may also require application of the waterway stability objective where there are planned future rehabilitation works to return a lined channel to a natural channel design.
- The SPP Water quality guidance material provides advice on the measures that demonstrate compliance with table B.

¹⁴ Note: Applies to population centres greater than 25,000 persons.

¹⁵ Note: Mackay Regional Council has adopted a 35 per cent reduction for TN.

¹⁶ Note: Townsville City Council has adopted a 65 per cent reduction for TP.





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