

State Planning Policy Interactive Mapping System

Updates change log – last update 15 July 2015

FACTSHEET

General

The State Planning Policy (SPP) Interactive Mapping System is a repository for all available Geographic Information System (GIS) mapping layers kept, prepared or sourced by the State that relate to matters of State interest under the SPP. This system also provides hyperlinks to registers or external mapping systems maintained by relevant state or federal agencies and used to identify matters of state or national interest, such as matters of national environmental significance under the *Environmental Protection and Biodiversity Conservation Act 1994*.

The SPP Interactive Mapping System provides a visual representation of the policies or requirements associated with some state interests and contains both statutory and advisory mapping.

The mapping has been separated into two systems, one for plan making and one for interim development assessment.

Key updates

The SPP Interactive Mapping System is updated as required to reflect the latest information and any relevant government policy and legislative changes. Key updates to the mapping system are listed in the change log on the next page.

Scheduled updates

When a scheduled update is required, the SPP Interactive Mapping System is generally updated on a Wednesday prior to 9am.

Disclaimer

The data published in the SPP Interactive Mapping System is produced for information purposes only.

Whilst every effort is made to ensure the accuracy of this data, the Department of Infrastructure, Local Government and Planning makes no representations or warranties about its accuracy, reliability, completeness or suitability for any particular purpose and disclaims all responsibility and all liability (including without limitation, liability in negligence) for all expenses, losses, damages (including indirect or consequential damage) and costs which you might incur as a result of the product being inaccurate or incomplete in any way and for any reason.

All data-sets are updated as they become available to provide the most current information.

SPP Interactive Mapping System

Change log – important/key updates

Dataset name (as appears on the SPP interactive mapping system)	Change undertaken	Date map changed	Comment
Bushfire hazard area (Bushfire prone area)	Revised mapping has been prepared and provided by the Public Safety Business Agency. The new data set incorporates significant improvements to the format of the dataset (i.e. now vector format instead of raster data) to provide a more realistic representation of vegetation boundaries. The layer can now be included in searches undertaken within the SPP interactive mapping system. The revised mapping of Bushfire hazard area (Bushfire prone areas) incorporates improved mapping for South East Queensland (SEQ) that recognises the potential bushfire hazard of remnant rainforest and non-remnant rainforest sites containing significant elements of flammable sclerophyll vegetation. Mapping will continue to be updated as better information on vegetation extent and hazard characteristics becomes available.	15 July 2015	The change applies to both the SPP plan making and SPP DA mapping. The change was communicated to all local governments via email on 15 July 2015.
Coastal hazard area – medium storm tide inundation area Coastal hazard area – high storm tide inundation area	Revised mapping of storm tide inundation areas prepared and provided by the Department of Environment and Heritage Protection. The new data set replaces the former storm tide mapping layers. This change is the second of a number of changes to reflect the Government's commitment to re-instate the projected sea level rise of 0.8 metre by 2100, in coastal hazard mapping for planning and development purposes.	15 July 2015	The change applies to both the SPP plan making and SPP DA mapping. The change was communicated to all local governments via email on 15 July 2015.
Queensland heritage place	The change reflects the removal of four (4) places and the amendment to the name of one (1) place under the Queensland Heritage Register in accordance with the <i>Queensland Heritage Act 1992</i> .	15 July 2015	The change applies to the SPP plan making layer. The change was communicated to all local governments via email on 15 July 2015.

Dataset name (as appears on the SPP interactive mapping system)	Change undertaken	Date map changed	Comment
Coastal hazard area – erosion prone area	<p>On 8 July 2015, the Department of Environment and Heritage Protection rescinded existing, and declared new, erosion prone areas pursuant to section 70 of the <i>Coastal Protection and Management Act 1995</i>. The new dataset replaces the former erosion prone area mapping layer.</p> <p>This change is the first of a number of changes to reflect the Government's commitment to re-instate the projected sea level rise of 0.8 metre by 2100, in coastal hazard mapping for planning and development purposes.</p>	8 July 2015	<p>The change applies to both the SPP plan making and SPP DA mapping.</p> <p>The change was communicated to all relevant local governments via email on 8 July 2015.</p> <p>Declared erosion prone area plans can be found on the Department of Environment and Heritage web site at https://www.ehp.qld.gov.au/coastal/development/assessment/erosion_prone_areas.html</p>
Transport Noise Corridors Noise corridor - Rail	<p>On 8 July 2015 transport noise corridors for certain railways were declared under the <i>Building Act 1975</i>. The railways include all south east Queensland railways, the North Coast Line System, the Western System and the Mount Isa System. A residential building in a rail transport noise corridor needs to comply with building requirements under QDC MP4.4.</p> <p>More information about compliance can be found on the Department of Housing and Public Works website (www.hpw.qld.gov.au).</p>	8 July 2015	<p>The change relates to a new administrative layer in the SPP plan making viewer.</p> <p>The change was communicated to all local governments via email on 8 July 2015.</p>
Future state controlled roads Ingham to Cardwell Range project	<p>The Department of Transport and Main Roads updates mapping layers from time to time to align with current project priorities and to reflect changes in tenure. The following layers have been updated:</p> <ul style="list-style-type: none"> • Future state controlled roads – addition of the Ingham to Cardwell Range project 	24 June 2015	<p>The change applies to the SPP plan making mapping layer.</p> <p>The change impacts the Hinchinbrook Shire Local Government Area and was communicated to the relevant local government via email on 24 June 2015.</p>
Queensland Heritage Place	<p>The Department of Environment and Heritage Protection updates the Queensland Heritage Register to reflect places that have cultural heritage significance to the people of Queensland. The following layers have been updated:</p>	24 June 2015	<p>The change applies to the SPP plan making layer.</p> <p>The change impacts Brisbane City Council, Lockyer Valley Regional Council and Somerset Regional Council and was communicated to the relevant local governments via email on 24 June 2015.</p>

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	<ul style="list-style-type: none"> Queensland Heritage Place 		Relevant local governments and property owners were also notified as part of the Queensland Heritage Register listing process.
Transport noise corridors Noise corridor – State-controlled roads Noise corridor centreline – State-controlled roads	As of 17 June 2015, modelling for State-controlled roads has been updated. A residential building in an area marked as ‘mandatory’ needs to comply with building requirements under QDC MP4.4. If the building is located in an area marked as ‘voluntary’ the applicant may choose to comply with QDC MP4.4. More information about compliance can be found on the Department of Housing and Public Works website (www.hpw.qld.gov.au) On 22 June 2015, this mapping was further updated to correct a technical problem that occurred with the updated mapping for transport noise corridors.	17 June 2015	The change relates to an administrative layer in the SPP Plan Making viewer. The change was communicated to all local governments via email on 17 June 2015.
Key Resource Area 83 Summerville	The Department of Natural Resources and Mines has updated the mapping layer for Key Resource Area 83 Summerville to reinstate the transport route and transport route separation area as identified under the current development approval (DA).	22 April 2015	The change applies to the SPP plan making mapping and SPP DA mapping. This change was communicated to all relevant local governments via email on 28 April 2015.
Australian Noise Exposure Forecast (ANEF) (Brisbane only)	Updated ANEF contours are prepared by Airport Managers and endorsed by Airservices Australia in accordance with Australian Standard AS 2012-2000: Acoustics- Air noise intrusion- building siting and construction from time to time. This particular change is in relation to the updated ANEF mapping layer that has been prepared for the Brisbane Local Government Area.	8 April 2015	The change applies to the SPP plan making and SPP DA mapping. This change was communicated to Brisbane City Council via email on 8 April 2015.

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Future state-controlled transport tunnel (Toowoomba only) Railway	The Department of Transport and Main Roads updates mapping layers from time to time to align with current project priorities and to reflect changes in tenure. The following layers have been updated: <ul style="list-style-type: none"> • Future state-controlled transport tunnel (Toowoomba only) • Future railway land 	11 March 2015	The change applies to the SPP plan making mapping. This change was communicated to all relevant local governments via email on 24 March 2015.
Strategic airports and aviation facilities	The Department of Transport and Main Roads works in conjunction with the managers of Queensland's strategic airports to regularly review and, where necessary, update the strategic airports and aviation facilities layers. The mapping layers for the Obstacle Limitation Surface contours for Bundaberg Airport and the ANEF contours for Mackay Airport have been updated.	28 January 2015	The change affected the SPP Plan Making and SPP DA mapping. This change was communicated to all relevant local governments on 28 January 2015.
Coastal hazard area - erosion prone area	Revised mapping of indicative erosion prone area footprints has been prepared and provided by the Department of Environment and Heritage Protection. The new dataset replaces the former erosion prone area mapping layer and includes improvements based on the latest aerial photography, digital elevation models and estuarine and marine vegetation mapping.	21 January 2015	The change affected both the SPP plan making and SPP DA mapping. The mapping is of the indicative footprint only and is an interpretation of the declared erosion prone area based on the best available state-wide mapping products. Where there is any doubt as to the actual location of the erosion prone area it is suggested the declared erosion prone area plans be examined and a site specific interpretation be carried out by a suitably qualified person. Declared erosion prone area plans can be found on the Department of Environment and Heritage web site at http://www.ehp.qld.gov.au/coastal/development/assessment/erosion_prone_areas.html
State Controlled Roads	The Department of Transport and Main Roads updates mapping layers from time to time.	14 January 2015	The change applies to both the SPP plan making and SPP DA mapping.

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State Controlled Transport Tunnel	<p>The following layers have been updated:</p> <ul style="list-style-type: none"> • State Controlled Roads • State Controlled Transport Tunnel 		This change was communicated to all relevant local governments via email on 21 January 2015
Coastal Management District (CMD)	<p>The Department of Environment and Heritage Protection (EHP) has rescinded existing, and declared a new CMD pursuant to section 54 of the Coastal Protection and Management Act 1995. The new dataset replaces the former CMD mapping and no longer includes a specific sea level rise projection.</p> <p>In addition, the new dataset has been further refined to exclude lots where development assessment is likely to have minimal impact on, or benefit to coastal management issues. This includes small, developed lots, intensely developed lots and lots where riverine flooding hazard has already been identified. The new CMD mapping has also been expanded to form a single whole of state product to replace the former textual descriptions for Far North Queensland.</p>	19 December 2014	<p>The change applies to both the SPP plan making and SPP DA mapping.</p> <p>This change was communicated to all relevant local governments via email on 19 December 2014. The new CMD was prepared by EHP following completion of the mandatory 40 business day public notification period (25 August – 27 October 2014) on the draft CMD, and the review of public submissions.</p>
Public passenger transport corridor Future railway land	<p>The Department of Transport and Main Roads updates mapping layers from time to time to align with current project priorities. The following layers have been updated:</p> <ul style="list-style-type: none"> • Public passenger transport corridor • Future railway land 	10 December 2014	<p>The change applies to both the SPP plan making and SPP DA mapping.</p> <p>This change was communicated to all relevant local governments via email on 19 December 2014.</p>
Key Resource Areas—key resource area (KRA) 86 Bargara; and 87 Innes Park.	<p>Removal of KRA 86 and the northern part of KRA 87 (adjacent to Back Windermere Rd):</p> <ul style="list-style-type: none"> • Rock deposits within these quarries are no longer considered to meet the criteria for regional significance and consequently have been removed from the SPP Interactive Mapping System. This is in response to recent Planning and Environment Court decisions which place relatively short time-frames on permissible extractive 	29 October 2014	<p>The change affected the SPP plan making and SPP DA mapping.</p> <p>This change was communicated to all relevant local governments via email on 29 October 2014.</p>

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	<p>activities in those quarries. These resources do not require ongoing future protection through the SPP as they will no longer contribute a significant proportion of regional demand for extractive materials.</p> <p>Removal of the southern part of KRA 87 (adjacent to Barolin Homestead Road):</p> <ul style="list-style-type: none"> • This decision was made in response to a Ministerial call-in for the Holcim Quarry, and the decision notice for this can be found at http://www.dsdip.qld.gov.au/development-applications/ministerial-call-in.html • Whilst the resource may meet the criteria for regional significance, it has been determined that extractive industry at this location would compromise the state interests for liveable communities and tourism. Therefore on-going planning protection of this resource through the provisions of the SPP is no longer warranted. 		
<p>Matters of State Environmental Significance (MSES) – Wild rivers (high preservation area)</p> <p>AND</p> <p>MSES – Strategic environmental area (designated precinct)</p> <p><i>Note: new mapping layer</i></p>	<p>The <i>Wild Rivers Act 2005</i> was repealed on 1 October 2014 under the <i>State Development, Infrastructure and Planning (Red Tape Reduction) and Other Legislation Amendment Act 2014</i> (RTRA).</p> <p>Part 8A of the RTRA stipulates the transition of the terminology from the Wild Rivers Act 2005, to the new provisions under the <i>Regional Planning Interests Act 2014</i> (RPIA).</p> <p>A ‘wild river high preservation area’, is therefore taken to be reference to ‘designated precinct in a strategic environmental area as defined in the Regional Planning Interests Regulation 2014’.</p> <p>The transitional provisions remove the need to undertake an immediate amendment to the SPP to reflect the new terminology.</p>	1 October 2014	<p>The changes affected the SPP plan making and SPP DA mapping.</p> <p>This change was communicated to all local governments via email on 30 September 2014.</p>

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	<p>As a result of the above, a new mapping layer entitled 'MSES – Strategic environmental area (designated precinct)' has been introduced. The resultant mapping layer is almost identical to the content captured in relation to the high preservation area as part of the MSES mapping.</p> <p>'MSES – Wild rivers (high preservation area)' will be maintained in the system for a period of time.</p>		
Strategic airports and aviation facilities	<p>The Department of Transport and Main Roads has worked in conjunction with managers of Queensland's strategic airports over the past six months to review current mapping layers relating to strategic airports and update these layers where necessary. As a result, new mapping layers have been prepared for wildlife hazard buffer zones, lighting area buffer 6km, and light restriction zones.</p>	27 August 2014	<p>The change affected the SPP plan making and SPP DA mapping.</p> <p>This change was communicated to all relevant local governments via email on 19 August 2014.</p>
Strategic airports and aviation facilities	<p>The Department of Transport and Main Roads has worked in conjunction with managers of Queensland's strategic airports over the past six months to review current mapping layers relating to strategic airports and update these layers where necessary. As a result, the mapping layers for obstacle limitation surfaces, ANEFs and Public Safety Areas have been updated to reflect the latest information for strategic airports. New mapping layers for height restriction zones have also been prepared.</p>	20 August 2014	<p>The change affected the SPP plan making and SPP DA mapping.</p> <p>This change was communicated to all relevant local governments via email on 19 August 2014.</p>
MSES	<p>Revised mapping was prepared and provided by the Department of Environmental and Heritage Protection. The new data set:</p> <ul style="list-style-type: none"> • replaces the classes for protected areas which have been revised under the <i>Nature Conservations Act 1992</i>; • refines the spatial representation of High Ecological Significance wetlands to better reflect the definition in the SPP; 	30 July 2014	<p>The change affected both the SPP plan making and SPP DA mapping.</p> <p>This change was communicated to all local governments via email on 29 July 2014.</p>

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	<ul style="list-style-type: none"> captures all wetlands and waterways in declared High Ecological Value waters locations under the Environmental Protection (Water) Policy 2009; adds habitat for migratory birds under JAMBA, CAMBA, ROKAMBA convention which are 'special least concern animal' (iconic) under the Nature Conservation (Wildlife Management) Regulation 2006; includes minor amendments to better reflect regulated vegetation. 		
Bushfire hazard area (Bushfire prone area)—very high, high and medium	Revised mapping was prepared and provided by the Public Safety and Business Agency. The new data set incorporates significant improvements to the delineation of non-remnant vegetation and estimates of potential fuel load. It also utilises newly available information and site data about vegetation structure and floristics prepared by the Queensland Herbarium, and recent tree and ground cover from the Department of Science, Information Technology Innovation and the Arts.	30 July 2014	<p>The change affected both the SPP plan making and SPP DA mapping.</p> <p>This change was communicated to all local governments via email on 29 July 2014.</p> <p>For further details on the original mapping methodology developed by CSIRO see https://data.qld.gov.au/dataset/bushfire-hazard-area-bushfire-prone-area-mapping-methodology-for-queensland</p>
Key Resource Areas—key resource area 14 Ravenshoe; and 151 Dimbulah	<p>Key resource area 14 Ravenshoe: amendment to the separation area boundary to align with existing cadastral boundaries.</p> <p>Key resource area 151 Dimbulah: new transport route added and transport route separation area amended accordingly.</p>	1 July 2014	<p>The change affected both the SPP plan making and SPP DA mapping.</p> <p>As part of the Queensland Government's ongoing planning reform agenda, the Department proposed amendments to the SPP (December 2013) to provide greater clarity for users and align with current Queensland Government priorities. The proposed amendments included the above changes. The public consultation period ran from 1 May to 30 May 2013.</p> <p>All submissions received during the public consultation period were considered before finalising the SPP amendments. SPP July 2014 commenced 1 July 2014.</p>

Dataset name (as appears on the SPP interactive mapping system)	Change undertaken	Date map changed	Comment
Coastal hazard area—erosion prone area	The Department of Environment and Heritage Protection rescinded existing, and declared new, erosion prone areas pursuant to section 70 of the Coastal Protection and Management Act 1995. The new dataset replaces the former erosion prone area mapping layer and no longer includes a specific sea level rise projection.	7 May 2014	The change affected both the SPP plan making and SPP DA mapping. This change was communicated to all relevant local governments via email on 7 May 2014.
Coastal hazard area—medium storm tide inundation area and high storm tide inundation area	Revised mapping of storm tide inundation areas prepared and provided by the Department of Environment and Heritage Protection. The new data set replaces the former storm tide mapping layers and no longer includes a specific sea level rise projection.	9 April 2014	The change affected both the SPP plan making and SPP DA mapping. This change was communicated to all relevant local governments via email on 9 April 2014.

End of change log.