



State Planning Policy

July 2014



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Editor's note: The State Planning Policy July 2014 is an amendment to the State Planning Policy December 2013.

The Department of State Development, Infrastructure and Planning leads a coordinated Queensland Government approach to planning, infrastructure and development across the state.

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For the most up to date version of the State Planning Policy, please refer to the Department of State Development, Infrastructure and Planning website www.dsdiq.qld.gov.au/spp. To obtain a printed copy of this report, please contact us via the contact details provided at the end of this report.

Foreword



The Queensland Government's overhaul of our planning system to create a more prosperous Queensland continues to gain momentum with the release of this landmark document—the State Planning Policy (SPP).

The SPP replaces around a dozen separate policies and provides a clear, consolidated and

comprehensive view of the state's interests in land use planning and development in one place.

This will provide greater clarity for local government as it identifies in one document the state interests that councils must take into account when preparing or amending local planning schemes and, in some cases, assessing development applications.

The SPP will make it easier for councils to reflect and balance state interests up front in local planning schemes, ensuring the approval of the right development in the right location without undue delays.

The SPP also sets out the matters that must be considered by the state before designating land for community infrastructure and in preparing and amending the new generation of regional plans we are rolling out.

There are 16 state interests arranged under five broad themes:

- Liveable communities and housing
- Economic growth
- Environment and heritage
- Safety and resilience to hazards
- Infrastructure

This document was developed following formal consultation and the assessment of more than 320 submissions. Throughout the consultation process, there was strong support for the development of a single state planning policy from local government, business and industry. Submissions made on the draft SPP provided valuable feedback and advice that has helped shape the final product.

The SPP forms part of our ongoing commitment to provide a simpler and better planning system, without unnecessary impediments and road blocks. It reflects our pragmatic approach to planning and our desire to see Queensland grow and prosper.

The Honourable Jeff Seeney MP

Deputy Premier and

Minister for State Development, Infrastructure and Planning

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Part A: Introduction and policy context

The State Planning Policy (SPP) is a key component of Queensland's land use planning system, which enables development, protects our natural environment and allows communities to grow and prosper.

The SPP provides a comprehensive set of principles which underpin Queensland's planning system to guide local government and the state government in land use planning and development assessment.

The SPP defines the Queensland Government's policies about matters of state interest in land use planning and development.

A state interest is defined under the *Sustainable Planning Act 2009* (the planning Act) as:

- an interest that the Minister considers affects an economic or environmental interest of the state or a part of the state, including sustainable development, or
- an interest that the Minister considers affects the interest of ensuring there is an efficient, effective and accountable planning and development assessment system.

By expressing all state interests in land use planning and development in a single place, the SPP provides efficiency, consistency and certainty in Queensland's land use planning and development system.

Document structure

The SPP is structured as follows:

- **Part A: Introduction and policy context**—provides an introduction to the SPP and explains its role within Queensland's planning system and its relationship to other instruments.
- **Part B: Application and operation**—explains the application of the SPP and how it applies to different circumstances under the planning Act.
- **Part C: Principles**—establishes a series of interdependent principles that must underpin all planning and development decisions and processes in Queensland.
- **Part D: The state interests and plan making policies**—establishes the policies around matters of state interest, organised into five broad themes. This section includes the policies that must apply when making or amending a local planning scheme and designating land for community infrastructure.
- **Part E: Interim development assessment requirements**—provides the interim development assessment requirements that must be applied by local government until the SPP has been appropriately integrated into the relevant local planning scheme.
- **Part F: Self-assessable development code**—provides a code for self-assessable development mentioned in schedule 3, part 2, table 4, items 6 and 7 of the Sustainable Planning Regulation 2009 (SPR).
- **Part G: Glossary**—provides a list of abbreviations and terms that assist readers to interpret the SPP.
- **Part H: Appendixes**

In addition to the SPP document, a range of supporting material and mapping is available at www.dsdp.qld.gov.au/spp.

Further details about the application and operation of each part of the SPP are provided in Part B.

Part A: Introduction and policy context**Part B: Application and operation****Part C: Principles****Part D:
The state interests
and plan making
policies****Liveable communities and housing**

- Liveable communities
- Housing supply and diversity

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
- State transport infrastructure
- Strategic airports and aviation facilities
- Strategic ports

Part E: Interim development assessment requirements**Part F: Self-assessable development code****Part G: Glossary****Part H: Appendixes**

Applying and implementing the SPP

Through the SPP, the state sets out the interests that must be addressed through local government planning schemes, regional plans and when making decisions about the designation of land for community infrastructure.

Rather than mandate prescriptive processes, the SPP has a strong emphasis on finding solutions which are regionally, locally and site appropriate. It does this by outlining what outcomes must be achieved in relation to state interests, while enabling local government to determine how best to do this for their particular community. It encourages flexible and locally appropriate approaches to planning that reflect the state's interests while meeting the needs and priorities of local government and their communities.

While the policies around matters of state interest included in the SPP must be integrated into local government planning schemes, some state interests also include development assessment requirements for certain applications. These development assessment requirements apply only if the planning scheme has not yet appropriately integrated the SPP. This will usually be because the preparation of a local planning scheme preceded the SPP. Over time, as new planning schemes are introduced or existing ones are amended to integrate the SPP, these development assessment provisions will progressively become redundant.

Making or amending a local planning scheme

Under section 117(1) of the planning Act, which refers to making or amending a planning scheme, a local government must follow the process stated in a guideline.

In addition to setting out the minimum requirements a local government must follow for making or amending a local planning instrument, the guideline also outlines the participation of the state in the process. The overall focus is to ensure that state interests in land use planning and development are appropriately integrated in new or amended planning schemes.

At the time of formal state interest review, the local government must demonstrate to the Minister that they have considered and integrated the interests, using an evidence-based approach to forming the planning scheme.

The state will work with local government to determine the level and type of evidence required to demonstrate that the state interests in the SPP have been appropriately considered and integrated.

Relationship to other planning instruments and processes

The SPP operates as part of Queensland's broader planning and development assessment system. The diagram opposite shows the hierarchy of planning instruments, and where the SPP sits in relation to other planning instruments.

Sustainable Planning Act 2009

The *Sustainable Planning Act 2009* (the planning Act) is the overarching framework for Queensland's planning and development system.

Sustainable Planning Regulation 2009

The regulation supports the application of the planning Act.



State Planning Regulatory Provisions

State planning regulatory provisions (SPRP) are statutory instruments that regulate development and can apply to all or part of the state.



State Planning Policy

The State Planning Policy (SPP) is a single whole-of-government document that expresses the state's interests in land use planning and development in a comprehensive manner.



Regional Plans

Regional plans provide the strategic direction to achieve regional outcomes that align with the state's interest in land use planning and development.



Standard Planning Scheme Provisions (Queensland Planning Provisions)

Standard planning scheme provisions provide a consistent format and structure for local government planning schemes across Queensland.



Local Planning Instruments (Planning Schemes)

Planning schemes describe a local government's plan for the future direction of its local government area. Planning schemes provide a detailed direction focusing on community planning and aspirations, while ensuring the needs of the state and the region are incorporated.

The relationship between the SPP and the State Assessment and Referral Agency (SARA)

In certain cases, a development application may need to be submitted to the state as a referral agency or assessment manager because the application involves a particular matter of interest to the state. This is required for matters over which the state has jurisdiction (such as state controlled roads or a place on the Queensland Heritage Register).

Previously, this meant that an applicant was required to refer the application separately to each individual state agency. Since 1 July 2013, the Department of State Development, Infrastructure and Planning (DSDIP) is the single lodgement and assessment point for all development applications involving matters of interest to the state.

SARA delivers a coordinated, whole-of-government approach to the state's assessment of development applications. The State Development Assessment Provisions (SDAP) provide the state's criteria for assessing these development applications in one publicly available document.

When the chief executive is an assessment manager or a referral agency for a development application, the planning Act provides that the chief executive must, to the extent relevant and within the limits of the jurisdiction, assess the development application against the SPP, to the extent the SPP is not appropriately integrated in the local government's planning scheme.

Unlike the local government development assessment requirements outlined in the SPP, the requirement for a development application to be assessed against the SDAP does not fall away once the state interests outlined in the SPP have been appropriately integrated into a local government planning scheme.

Further information about SARA and copies of the SDAP can be accessed at www.dsdipl.qld.gov.au/sara.

The relationship between the SPP, regional plans and interests

The SPP and regional plans are state planning instruments and statutory instruments under the *Statutory Instruments Act 1992*.

The planning Act states that if there is an inconsistency between a state planning policy and another planning instrument (except for a state planning regulatory provision), the state planning policy prevails to the extent of the inconsistency.

The role of a regional plan is to identify and interpret the state's interests in land use planning and development (as described in the SPP) for a particular region. Regional plans determine specific regional outcomes and contain specific regional policies to achieve those outcomes. The purpose of the outcomes and policies is to guide land use planning and development decisions in the region.

It is not necessary for a regional plan to provide regional policy about all state interests. The focus will typically be on those matters requiring specific regional guidance as determined to be relevant or necessary by the planning Minister.

A regional plan will provide specific strategic direction and policies that perform a pivotal role in managing competing state interests in that region. For example, the Darling Downs and Central Queensland regional plans provide regional direction around competing state interests relating to the agricultural and resources sector.

Identifying regionally specific outcomes and policies in a regional plan about a matter of state interest will assist a local government to integrate the requirements of the SPP in plan making or development assessment.

The SPP and regional plans perform complementary roles—regional plans provide the basis for prioritising, qualifying or resolving the state interests in a particular region, as necessary.

Regional interests expressed in other legislation should, where appropriate, be considered as state interests for the purposes of preparing a planning scheme.

Part B: Application and operation

Application of the SPP

The SPP is a broad and comprehensive statutory planning instrument. It sits above regional plans, standard planning scheme provisions and planning schemes within the hierarchy of planning instruments outlined in the planning Act.

The SPP has effect throughout the entire state. Where an inconsistency exists between the SPP and a planning scheme, the SPP prevails to the extent of the inconsistency.

The SPP applies to the:

- (1) making or amending of a planning scheme, and
- (2) designation of land for community infrastructure by a Minister, and
- (3) making or amending of a regional plan, and
- (4) assessment of a development application mentioned in Part E, to the extent the SPP has not been identified in the planning scheme as being appropriately integrated in the planning scheme, and
- (5) carrying out of self-assessable development mentioned in Part F.

The SPP can also be used by the planning Minister when a process under the planning Act requires the identification of relevant state interests, such as Ministerial call-ins, Ministerial directions and the joining of appeals by the state.

(1) Making or amending a planning scheme

A planning scheme must integrate the SPP.

In making or amending a planning scheme, local government must consider:

- the principles in Part C of the SPP, and
- all the plan making provisions outlined in the section 'Making or amending a planning scheme or designating land for community infrastructure' in Part D of the SPP.

These policies apply to all local government areas unless otherwise stated in Part D.

(2) Designation of land for community infrastructure

The SPP applies to the designation of land for community infrastructure by a Minister under Chapter 5 of the planning Act. A local government may only designate land by amending its planning scheme.

For all state interests, when making a decision about the designation of land for community infrastructure, the Minister must consider:

- the principles in Part C of the SPP, and
- all the plan making provisions outlined in the section 'Making or amending a planning scheme or designating land for community infrastructure' in Part D of the SPP.

(3) Making or amending a regional plan

In relation to the making or amending of a regional plan, the planning Minister must consider the SPP and, as deemed necessary, contextualise and integrate state interests for the relevant region.

(4) Development assessment by local government

The SPP (Part E) contains interim development assessment (DA) requirements for some state interests; however, not all state interests have DA requirements.

In relation to the assessment of a development application mentioned in Part E by a local government, these interim requirements apply to the extent the SPP has not been identified in the planning scheme as being appropriately integrated in the planning scheme.

A planning scheme must outline which state instruments or aspects of those instruments the planning Minister has identified as being appropriately integrated and those that may not be relevant.

(5) Self-assessable development

The SPP (Part F) contains a code for self-assessable development mentioned in schedule 3, part 2, table 4, items 6 and 7 of the SPR. The code applies only to operational works for high impact earthwork for government supported transport infrastructure or electricity infrastructure in a wetland protection area that is self-assessable development under schedule 3, part 2, table 4, items 6 and 7 of the SPR.

Integrating the state interests in plan making

The management of varied and sometimes competing interests is a core component of land use planning. In terms of the SPP, this will be achieved by addressing state interests in a way that applies the principles in Part C, considers the state's interests as a whole, and addresses regional and local context and issues.

The SPP does not prioritise one state interest over another at a statewide level. It acknowledges that the manner in which state interests need to be applied will vary between and within regions and local government areas, depending on many different environmental, economic, cultural and social factors. Interests will not always be applied in the same way in a state as large and diverse as Queensland, and there may even be differences in how interests are integrated within a local government area.

It is the responsibility of local government, in preparing a planning scheme, to firstly consider all of the state interests and the SPP in its entirety. The local government must then determine which state interests are relevant to it, and determine how best to apply these interests in a planning scheme. Where the state's interests 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.

Managing competing state interests

The process of resolving potential conflicts and tensions must be undertaken in an efficient and transparent manner and, as part of the plan making process, involve consultation with the local community.

The SPP articulates a number of different state interests and associated policies—in some circumstances these interests will compete or even conflict. Therefore, specific regional and local circumstances must be considered when determining how to resolve these at a local level.

The planning Minister will consider the following three objectives when determining whether the SPP has been appropriately integrated in a local planning scheme. The planning Minister will also assist local government in resolving competing interests and priorities, including any conflict arising between state interests.

(1) Applying the guiding principles in Part C of the SPP

The guiding principles outlined in Part C are central to the interpretation of policies about matters of state interest. These principles carry equal weight with the state interests expressed in the SPP, and must be considered by local government as part of the integration of state interests.

(2) Considering the state interests in their entirety

The SPP is more than a set of individual policies on discrete matters of state interest. To understand the overall combination of interests and the relevant provisions that apply to each situation, the SPP needs to be read in its entirety.

(3) Addressing the regional and local context

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

Managing competing state interests for community infrastructure designation

When deciding about the designation of land for community infrastructure or the delivery of infrastructure by the state under another legislative mechanism, the relevant Minister should seek to resolve competing state interests in a manner that applies the above objectives (as applicable to a community infrastructure designation process). Furthermore, the Minister must consider the overall public benefit of well-located community infrastructure delivered in an efficient, cost-effective and affordable way. While there may be sufficient grounds for departing from a particular provision in the SPP, plans for developing community infrastructure must still demonstrate that the guiding principles of the SPP have been achieved.

Operation of the SPP

This section outlines the components of the SPP that do, and do not, form statutory components of the SPP.

Parts A, B and C

All information included in Part A: Introduction and policy context; Part B: Application and operation; and Part C: Principles form statutory components of the SPP, except where specifically identified as an editor's note.

Part D: The state interests and plan making policies

For ease of readability and to ensure that sufficient context and background is provided within Part D, all information (excluding interim development assessment requirements, which are contained within Part E) relating to a particular state interest is provided under the heading for that particular state interest. This means that for each state interest, a combination of both statutory (mandatory) and non-statutory (advisory) information is provided.

The statutory information (i.e. material that is a statutory part of the SPP) is provided in text boxes under the headings of:

- state interest, and
- making or amending a planning scheme or designating land for community infrastructure.

The non-statutory information is provided outside of boxes and includes:

- an introductory paragraph for each of the five themes, and
- the information provided under the heading 'Why is [name of state interest] of interest to the state?', and
- any section specifically identified as an editor's note or a footnote.

Part E: Interim development assessment requirements

All information included in Part E: Interim development assessment requirements forms part of the statutory (mandatory) components of the SPP.

Part F: Self-assessable development code

The code contained in Part F is statutory and applies to self-assessable development mentioned in schedule 3, part 2, table 4, items 6 and 7 of the SPR.

Part G: Glossary

All abbreviations and definitions contained in Part G are statutory.

Where additional supporting information is included in relation to a particular definition, this is provided in an editor's note and does not form part of the definition.

Terms used in this SPP are defined in the glossary. Where a term is not defined, it has the meaning given in the Sustainable Planning Act, the Sustainable Planning Regulation or the Standard Planning Scheme Provisions.

Part H: Appendixes

All material included in Part H is statutory.

This material includes codes for the implementation of some state interests and is referenced within the statutory component of the relevant state interest. Where additional supporting information is included in relation to a particular matter, this is provided in an editor's note and does not form part of the code or mandatory requirement.

Supporting material

Mapping

Some state interests have supporting mapping to assist in spatially representing the policy or requirements. This mapping is referred to in the document as the SPP Interactive Mapping System. The SPP Interactive Mapping System contains both statutory and guidance mapping, which can vary in certain circumstances. Consequently, it is necessary to read the relevant state interest to determine the context of the individual mapping layers shown. The mapping will be amended from time to time to ensure the most recent state information is available.

The SPP Interactive Mapping System is located at www.dsdiip.qld.gov.au/spp-mapping.

Guidance and supporting material

A range of non-statutory guidance material is available to assist in the implementation of the SPP. The use of the guidance material is optional—it does not form a statutory component of the SPP and will be updated as required to ensure currency.

The guidance material is located at www.dsdiip.qld.gov.au/spp-guidelines.

Editor's note: development regulated outside of the planning Act

Some significant development is not regulated under the planning Act. For example, mining activities are regulated by the *Mineral Resources Act 1989* and the *Environmental Protection Act 1994*, and major infrastructure projects may be partly regulated by the *State Development and Public Works Organisation Act 1971* and partly by the planning Act.

When project proponents and assessors consider development regulated under other legislation, they should, to the extent provided for under that legislation, give due regard and consideration to state and local planning instruments, including the SPP and regional plans.

Part C: Principles

Delivering a better planning system

An effective land use planning system must enable and facilitate the delivery of development that advances the social, economic and environmental needs of all Queenslanders.

It must do this while protecting our wellbeing and enhancing our natural environment, places, heritage and culture. It must always strive to make better places for people to live, work and enjoy. It must enhance, not degrade, our living environment and create the right conditions for appropriate change and growth.

The SPP is central to delivering a better planning system for Queensland—one that produces a prosperous Queensland, strengthens our economy, protects our environment, wisely manages our resources, and informs investment in infrastructure. Good planning will enable innovation and forward-thinking development, and contribute to the design and management of our cities, towns, rural communities and landscapes.

The outcomes and processes of the planning system must be geared towards achieving our collective goals as a state. Queensland's planning system must enable decision-making that is based on the best available knowledge to objectively address the needs of today and the future. It must always focus on delivering balanced outcomes, not tying up investment in unnecessary processes which impede the delivery of the right development in the right locations.

Within a strong statewide planning framework, local government can make the best local planning decisions for their communities based on plans that integrate national, state, regional and local priorities. This is because good planning is inherently local, affecting our everyday lives, where we live, work and play, and how we care for our diverse environment. It is essential that planning take into account the different roles and character of different areas, giving local people a real say on issues affecting their local community.

Guiding principles

Planning and development decisions and processes in Queensland will be underpinned by the following interdependent principles. These principles, combined with the state interests, will deliver the planning system Queensland needs for the future.

These principles carry equal weight with the state interests expressed in the SPP and must be considered by local government as part of the integration of state interests.

Table 1: Guiding principles

Outcome focused	
Clearly focus on the delivery of outcomes	<ul style="list-style-type: none"> Queensland's economic development is supported through decision-making which integrates and balances the economic, environmental and social needs of current and future generations. Innovative approaches to design and development are supported where consistent with a planning scheme's strategic intent. Stated objectives, needs and aspirations of the community, at the state, regional and local level, are supported by development.
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 are coordinated and integrated expressions of land use policy intent for a local area, considering state, regional and local matters. Plans integrate land use, resource management and infrastructure needs and considerations. Plans include performance-based assessment of development against a clear hierarchy of planning policies demonstrably linked to the achievement of ambitious and long-term strategic planning.
Efficient	
Support the efficient determination of appropriate development	<ul style="list-style-type: none"> Assessment is responsive, flexible and performance-based. Development regulation and restriction is only where necessary and, if so, is proportionate to the potential impacts of the development being regulated. Strategically consistent development is facilitated and supported through targeted plans.
Positive	
Enable positive responses to change, challenges and opportunities	<ul style="list-style-type: none"> 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 which uses the best available knowledge. Community resilience and adaptability to change are enhanced.
Accountable	
Promote confidence in the planning system through plans and decisions which are transparent and accountable	<ul style="list-style-type: none"> Plans reflect balanced community views and aspirations with a clear focus on increasing the community's role in plan making. Defensible, logical and fair development decisions are supported through clear and transparent planning schemes. Access to planning information is simple and clear, capitalising on opportunities presented by technology.

Part D: The state interests and plan making policies



Planning for liveable communities and housing

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

Planning and development decision-making occurs across 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 and sequencing of facilities, services and housing within a sustainable environment.

Planning frameworks underpin the efficient determination of appropriate development and support the housing, employment, education, infrastructure and other needs of the community. Such planning enables positive responses to current and future challenges, and ensures outcomes will benefit Queensland's communities in the long-term.

Effective planning for local community needs will:

- ensure an adequate supply of land suitable for housing to meet the diverse and changing needs of different communities, now and into the future
- guide the development and urban renewal of land in appropriate locations
- maximise existing infrastructure and ensure services are used efficiently
- provide certainty to the property industry to ensure Queensland's future population growth is accommodated in an environmentally sustainable way.

The state interests in housing and liveable communities

- Liveable communities
- Housing supply and diversity

Liveable communities

Why are liveable communities of interest to the state?

The liveability of communities is of fundamental concern to 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.

Quality of life is influenced by a range of factors, including the built and natural environments in which we live, and our ability to access employment and quality open spaces to interact with nature and other people. The provision of and access to a wide range of services and facilities underpins community wellbeing and liveability, and can have a major effect on community health, safety, access and employment.

The government (federal, state and local) and the private sector deliver and support a wide range of infrastructure and services to support communities—education, health,

emergency services, sporting facilities, communication networks, energy, waste management and water infrastructure. Integrated approaches to land use and infrastructure planning improve communities' access to services and maximise the benefits of infrastructure investment.

Community health and wellbeing is also vital to our economic prosperity due to the impact that poor health and a lack of social cohesion can place on healthcare systems. Liveable communities, through good urban design, can help alleviate these pressures and the associated economic and social costs.

To enhance liveability, the built and natural environments can be creatively 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.

State interest—liveable communities

Planning delivers liveable, well-designed and serviced communities that support wellbeing and enhance quality of life.

Making or amending a planning scheme and designating land for community infrastructure

The planning scheme is to appropriately integrate the state interest by:

- (1) providing for quality urban design that reflects and enhances local character and community identity by:
 - (a) including principles that promote attractive, adaptable and accessible built environments and enhance personal safety and security, and
 - (b) considering local character and historic features that support community identity, while promoting appropriate innovation and adaptive re-use that is compatible and sensitive to the local character and historic context, and
- (2) providing attractive and accessible natural environments and public open space by:
 - (a) maintaining or enhancing areas of high scenic amenity, and important views and vistas that contribute to natural and visual amenity, and
 - (b) maintaining or enhancing opportunities for public access and use of natural areas, rivers, dams and creeks, and
 - (c) planning for public open space that:
 - (i) is functional, accessible and connected, and
 - (ii) supports a range of formal and informal sporting, recreational and community activities, and
- (3) facilitating vibrant places and spaces, diverse communities, and good neighbourhood planning and centres design that meets lifestyle needs by:
 - (a) providing a mix of land uses to meet the diverse demographic, social, cultural, economic and lifestyle needs of the community, and
 - (b) facilitating the consolidation of urban development in and around existing settlements and maximising the use of established infrastructure and services, and
- (4) facilitating the provision of pedestrian, cycling and public transport infrastructure and connectivity within and between these networks, and
- (5) planning for cost-effective, well-located and efficient use of community facilities and utilities by:
 - (a) considering the location of infrastructure within the local government area including education facilities, health facilities, emergency services, arts and cultural infrastructure, and sport, recreation and cultural facilities, and:
 - (i) locating complementary development in areas with a high level of access to infrastructure and associated services, and
 - (ii) protecting existing and known planned infrastructure from development that would compromise the ability of infrastructure and associated services to function safely and efficiently, and
 - (b) locating development in areas currently serviced by state infrastructure, and where this cannot be achieved, facilitating development in a logical and orderly sequence to enable the cost-effective delivery of state infrastructure to service development, and
 - (c) including provisions that support the efficient location and assessment of education infrastructure¹ (catering for both state and non-state education providers), and
 - (d) including provisions to ensure that development is designed to support connection to fibre telecommunications infrastructure (i.e. broadband) in greenfield areas, and
 - (e) including the SPP code: Fire services in developments accessed by common private title (Appendix 1), or similar development requirements for urban developments, where not located on a public access road and not covered in other legislation or planning provisions mandating fire hydrants.

1. The Queensland Schools Planning Commission has prepared school infrastructure planning data and mapping which is available at <http://education.qld.gov.au/schools/schools-planning-commission/>.

Housing supply and diversity

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

Housing is required to cater for different lifestyles, incomes, ages, household and family types, and community needs.

The state's interest in housing supply and diversity is to ensure 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 different sections of the community.

Growing communities (particularly those in metropolitan, emerging regional and resource areas) need land developed and new housing built in a timely manner to accommodate workers and families. In other circumstances, urban renewal or infill development may be the most appropriate option to achieve environmental, social and economic outcomes.

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

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

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

State interest—housing supply and diversity

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

Making or amending a planning scheme and designating land for community infrastructure

The planning scheme is to appropriately integrate the state interest by:

- (1) locating land for housing development and re-development in areas that are accessible and well connected to services, employment and infrastructure, and
- (2) facilitating a diverse and comprehensive range of housing options that cater for the current and projected demographic, economic and social profile of the local government area, and
- (3) providing for best-practice, innovative and adaptable housing design, and
- (4) providing sufficient land to support the projected workforce population where housing is required for non-resident workforce accommodation associated with large-scale approved mining, agriculture, industry or infrastructure projects. The land should either be:
 - (a) within an existing township—where the accommodation can be appropriately integrated and potential adverse impacts on nearby sensitive uses mitigated, or
 - (b) outside an existing township—where the accommodation is completely separate from the township and self-sufficient.

Planning for economic growth

Planning plays a critical role in achieving economic growth. The government's four pillar economic policy is about building on Queensland's traditional strengths in resources, agriculture, construction and tourism. Encouraging growth in these sectors will provide benefits to the economy and to the people of Queensland.

While the four pillars form the backbone of the Queensland economy, there are many other competitive, emerging and innovative sectors that also contribute to Queensland's strong economy, for example research and development, education and manufacturing. These sectors and the four pillars all rely upon a strong economy for viability.

Responsible, responsive and effective planning for all parts of the economy will provide the right conditions for growth. Planning is also 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 modern infrastructure networks.

Planning for a growing and diverse economy will enable Queensland businesses, in both traditional and emerging industry sectors, to capitalise on new opportunities and deliver a more prosperous Queensland.

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 central to Queensland's economic productivity, employment and the supply of food, fibre, fish, timber and foliage for domestic and international markets. The Queensland Government is committed to doubling the state's agricultural production by 2040.

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

Agriculture makes up a significant proportion of the state's land use. Access to the state's natural resources is critical to a sustainable agriculture industry. Agricultural resources are of state and national importance and should be protected from incompatible activities that would compromise existing or potential productivity. With sound management, these resources can support agricultural production in perpetuity.

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

Supporting agricultural development involves creating conditions that enable a competitive, thriving and viable sector to be maintained, and managing the sustainable use of natural resources (including soil, land, native forests and water) critical for agricultural productivity.

The state's interest in planning for agriculture is to:

- reduce the potential for conflict between agricultural land and other uses
- protect resources from inappropriate development
- minimise encroachment to ensure viable tracts of agricultural land are maintained
- improve opportunities for increased agricultural investment, production and diversification.

State interest—agriculture

Planning protects the resources on which agriculture depends and supports the long-term viability and growth of the agricultural sector.

Making or amending a planning scheme and designating land for community infrastructure

The planning scheme is to appropriately integrate the state interest by:

- (1) considering the strategic economic significance of important agricultural areas² by promoting and optimising agricultural development opportunities and enabling increased agricultural production in these areas, and
- (2) protecting Agricultural Land Classification (ALC) Class A and Class B land 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, and
 - (b) avoiding locating non-agricultural development on or adjacent to ALC Class A or Class B land, and
 - (c) maintaining or enhancing land condition and the biophysical resources underpinning ALC Class A or Class B land, and
- (3) protecting fisheries resources from development that compromises long-term fisheries productivity and accessibility, and
- (4) facilitating growth in agricultural production and a strong agriculture industry by:
 - (a) considering the value and suitability of land for current or potential agricultural uses when making land use decisions, and
 - (b) considering the planning needs of hard-to-locate intensive agricultural land uses, such as intensive animal industries and intensive horticulture, and
 - (c) locating new development (such as sensitive land uses or land uses that have biosecurity risks for agriculture) in areas that minimise potential for conflict with existing agricultural uses through the provision of adequate separation areas or other measures, and
 - (d) considering model levels of assessment and including agriculture development codes (or similar development assessment requirements), and
 - (e) facilitating opportunities for mutually beneficial co-existence with development that is complementary to agriculture and other non-agricultural uses that do not diminish agricultural productivity, and
 - (f) considering the infrastructure and services necessary to support a strong agriculture industry and associated agricultural supply chains, and
 - (g) protecting the stock route network from development (both on the stock route and adjacent) that would compromise the network's primary use or capacity for stock movement and other values (conservation, recreational).

2. In addition to important agricultural areas identified in the SPP Interactive Mapping System, local government may also identify locally important agricultural areas.

Development and construction

Why is development and construction of interest to the state?

Planning for development and construction supports a thriving industry that is both a major employer, delivers the housing we need and is a prerequisite for other economic activities. Planning for commercial and industrial development will provide certainty for developers, investors and government; maximise productivity; and deliver value for money by encouraging the coordination and sequencing of land and infrastructure provision.

Strategic planning needs to ensure a broad range of economic development opportunities are able to grow in response to current and projected economic demand, and to meet the needs of the communities in which they operate. Strategic planning needs to be supported by efficient assessment processes and infrastructure planning to ensure that development opportunities can be realised.

Effective planning policies that support development and construction have a twofold benefit for Queensland's economy—they enable the growth of the high employment commercial and industrial sectors, and they support a thriving development and construction sector.

State interest—development and construction

Planning supports employment needs and economic growth by facilitating a range of residential, commercial, retail and industrial development opportunities, and by supporting a strong development and construction sector.

Making or amending a planning scheme and designating land for community infrastructure

The planning scheme is to appropriately integrate the state interest by:

- (1) identifying suitable land for residential, retail, commercial, industrial and mixed use development, considering the physical constraints of the land, surrounding land uses and existing and anticipated demand, through:
 - (a) provision of a broad mix of zone types, and
 - (b) planning for the associated infrastructure required to support these land uses, and
- (2) facilitating the development of mixed use precincts through appropriate zoning and offering opportunities for a wide variety of uses, local employment, small businesses and innovation, and
- (3) enabling development of industrial and commercial land by:
 - (a) facilitating an appropriate mix of lot sizes and configurations in commercial and industrial zones supporting the diverse needs of the varying commercial, retail, industrial and ancillary activities, and
 - (b) facilitating the efficient development of industrial and commercial zoned land through adopting the lowest appropriate level of assessment for commercial and industrial uses, and
- (c) maintaining industrial zoned land for development of uses that satisfy the purpose of an industrial zone and discouraging development of industrial zoned land for uses which are more appropriately located elsewhere, and
- (4) considering state-led initiatives, including State Development Areas and Priority Development Areas and allowing for complementary surrounding land uses and services, and
- (5) considering the zoning of government land suitable for redevelopment opportunities to:
 - (a) facilitate the development of the land, and
 - (b) be based upon planning merit and the nature of surrounding land uses, rather than its current or past use³.

3. Consultation between state and local government should be undertaken in the early stages of the plan making process with regard to any excess government land that may potentially be suitable for redevelopment opportunities.

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 the state's largest export earner. It is a diverse industry that supports the needs of other industries and communities across Queensland, Australia and the world through the supply of valuable commodities including coal, coal seam gas, minerals and petroleum. Ongoing resource exploration and development is vital to the delivery of employment, infrastructure, skills and prosperity.

Coal, minerals, petroleum and gas activities are not regulated under the planning Act and as such, are not assessed against the SPP or a local government planning scheme. However, local planning schemes can identify the location of coal, minerals, petroleum and gas deposits and ensure that the issues and opportunities generated by resources development are considered as part of the planning process. This consideration will strengthen

opportunities for mutually beneficial co-existence of mining and other developments, and realise maximum benefits for the community.

Extractive industries (e.g. quarries) are regulated under the planning Act and are assessed against a local planning scheme. The supply of extractive resources such as sand, gravel, rock, clay and soil is essential to the health of the construction industry and the delivery of infrastructure. Given the high-volume, low-value nature of extractive resource products, it is generally necessary to source extractive resources close to markets. Such locations are often also subject to encroachment from sensitive land uses.

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. This interest acknowledges that development decisions will require the careful consideration of competing interests.

State interest—mining and extractive resources

Mineral, coal, petroleum, gas, and extractive resources are appropriately considered in order to support the productive use of resources, a strong mining and resource industry, economical supply of construction materials, and avoidance of land use conflicts wherever possible.

Making or amending a planning scheme and designating land for community infrastructure

The planning scheme is to appropriately integrate the state interest by:

For extractive resources:

- (1) identifying key resource areas (KRAs) including the resource/processing area, separation area, transport route and transport route separation area, and
- (2) protecting KRAs by:
 - (a) ensuring that sensitive land uses and other potentially incompatible land uses in a KRA are assessed against provisions that require the development to be compatible with the use of land in a KRA for an extractive industry, and

- (b) providing for appropriate separation distances or other mitigation measures between the resource/processing area of the KRA and sensitive land uses to minimise conflict with the use of land in a KRA for an extractive industry

For coal, mineral, petroleum and gas resources:

- (3) considering:
 - (a) the importance of areas identified as having valuable coal, minerals, petroleum and gas resources, and areas of mining and resource tenures⁴, and
 - (b) opportunities to facilitate mutually beneficial co-existence between coal, minerals, petroleum and gas resource development operations and other land uses, and
 - (c) the location of specified petroleum infrastructure that occur on petroleum leases or under petroleum facility licences and pipeline licences.

4. The relevance of the resources and tenures will depend on the local area. Refer to the SPP guidelines and the Department of Natural Resources and Mines Interactive Resource and Tenure Maps.

Tourism

Why is the tourism industry of interest to the state?

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

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

Tourism development can complement and co-exist with other land uses including those on a site where the primary

existing land use is for non-tourism purposes. For example, cheese tasting or farm-stay activities may be compatible with an existing dairy farm operation or similarly, ecotourism may be supported 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 in particular represents one of the most remarkable natural wonders of 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, and 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 the tourism developments are protected to maximise economic growth.

Making or amending a planning scheme and designating land for community infrastructure

The planning scheme is to appropriately integrate the state interest by:

- (1) considering the findings of tourism studies and plans that have been prepared by the state for the local and/or regional area, and
- (2) identifying and protecting opportunities, localities or areas appropriate for tourism development, both existing and potential, and
- (3) facilitating and streamlining the delivery of sustainable tourism development that:
 - (a) is complementary to and compatible with other land uses, and
 - (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, and
- (4) planning for appropriate infrastructure and services to support and enable tourism development.

Planning for the environment and heritage

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

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

The natural environment is essential for 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.

Industry, particularly tourism, depends on maintaining world-class and accessible natural areas such as the

Great Barrier Reef, and conserving Australian icons such as the koala, cassowary and rainforest. Natural landscapes also offer sites for cultural activities, recreation and enjoyment.

Planning has a critical role to play in supporting the protection of our environment and heritage for current and future generations, 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

Biodiversity

Why is biodiversity of interest to the state?

Biodiversity (biological diversity) is the variability among living organisms from all sources (including terrestrial, aquatic, marine and other ecosystems and the ecological complexes of which they are part), at all levels of organisation, including genetic diversity, species diversity and ecosystem diversity⁵.

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

In Queensland the 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 and local level, and building ecological resilience is therefore essential now and for future generations.

Planning and development decisions can maintain and enhance biodiversity by protecting ecosystems, their ecological process 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:

- filtering of pollutants
- regulation of climate and flooding
- coastal protection
- provision of habitat for flora and fauna
- support of fisheries, recreation and tourism opportunities.

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

5. Source: Australia's Biodiversity Conservation Strategy 2010–2030.

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 integrity.

Making or amending a planning scheme and designating land for community infrastructure

The planning scheme is to appropriately integrate the state interest by:

For national environmental significance:

- (1) considering matters of national environmental significance in the local government area, and the requirements of the *Environment Protection and Biodiversity Conservation Act 1999*⁶, and

For state environmental significance:

- (2) identifying matters of state environmental significance, and
- (3) locating development in areas that avoids significant adverse impacts on matters of state environmental significance, and

- (4) facilitating the protection and enhancement of matters of state environmental significance, and
- (5) maintaining or enhancing ecological connectivity, and
- (6) facilitating a net gain in koala bushland habitat in the SEQ region, and

For local environmental significance:

- (7) considering the protection of matters of local environmental significance, which may involve provisions for environmental offsets, provided those provisions are consistent with the *Environmental Offsets Act 2014*.

6. *The Environment Protection and Biodiversity Conservation Act 1999* applies to matters of national environmental significance. Where there is a 'significant impact' on a matter of national environmental significance, approval may be required from the relevant federal government Minister.

Coastal environment

Why is the coastal environment of interest to the state?

The coastal environment, including off-shore islands, is important for its natural processes and resources, and its economic, social and aesthetic values.

With a significant portion of the Queensland population living and working along the coast, planning and land use decisions should promote liveable communities. Decisions should also consider the effective management of urban growth needs, and promote consolidation through infill and redevelopment within existing urban areas.

Tourism in the coastal environment in Queensland is a major contributor to the local, state and national economy, with key assets, such as the Great Barrier Reef World Heritage Area, generating significant and diverse tourism opportunities.

Coastal-dependent development also represents a unique and necessary component of the state's economy. To function effectively, coastal-dependent development must be located in suitable areas adjacent to the coast to allow for access to coastal resources such as tidal water. It is important that opportunities for this are supported.

Access to coastal waters and the foreshore is also important for local communities and visitors as it provides opportunities for recreation (e.g. recreational fishing) as

well as commercial operations (e.g. whale watching and commercial fishing). The location of certain development can influence this accessibility by either serving to promote or restrict it. Restricted public access may be necessary due to operational requirements to ensure public safety or the safety of employees (e.g. at a working shipyard, slipway or commercial marina). In some circumstances public access may also be affected by the need to maintain the stability of dunes and the foreshore, to protect biodiversity and foreshore ecosystems, and to afford long-term protection of adjacent landward infrastructure from natural hazards.

As the coastal environment is highly dynamic and may be impacted by coastal erosion and storm-tide inundation, planning and development decision-making should employ risk-management approaches that take into account the projected impacts of a variable climate.

The economic and social costs of protecting development against natural hazards, and the financial, social and human costs associated with a natural disaster, justify access and development constraints in vulnerable coastal areas.

Policies regarding the management of coastal hazards are contained in the natural hazards state interest. Policies regarding the management of biodiversity (including within the coastal zone) are addressed in the biodiversity state interest.

State interest—coastal environment

The coastal environment is protected and enhanced, while supporting opportunities for coastal-dependent development, compatible urban form, and safe public access along the coast.

Making or amending a planning scheme and designating land for community infrastructure

Where does the state interest apply?

All local government areas partially or wholly located in the coastal zone.

The planning scheme is to appropriately integrate the state interest by:

- (1) facilitating the protection of coastal processes and coastal resources, and
- (2) maintaining or enhancing the scenic amenity of important natural coastal landscapes, views and vistas, and
- (3) facilitating consolidation of coastal settlements by:
 - (a) concentrating future development in existing urban areas through infill and redevelopment, and
 - (b) conserving the natural state of coastal areas outside existing urban areas, and
- (4) facilitating coastal-dependent development in areas adjoining the foreshore in preference to other types of development, where there is competition for available land on the coast, and
- (5) maintaining or enhancing opportunities for public access and use of the foreshore in a way that protects public safety and coastal resources, and
- (6) including the SPP code: Ship-sourced pollutants reception facilities in marinas (Appendix 2) or similar development assessment requirements.

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, culturally significant natural landscapes and places of Aboriginal or Torres Strait Islander cultural heritage. These places are important because of their embedded aesthetic, architectural, historical, scientific, social and spiritual values.

Cultural heritage, both indigenous and non-indigenous, underpins and enhances our community identity and provides a valuable insight and connection to the past. It provides us with historical understanding upon which to grow and develop 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 re-use and renewal. 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 empower the local community to identify and conserve indigenous cultural heritage.

The Burra Charter provides the guiding principles for the conservation of cultural heritage in Australia. Natural heritage is also of interest to the state and is considered part of the state interest for biodiversity.

State interest—cultural heritage

The cultural heritage significance of heritage places and heritage areas, including places of indigenous cultural heritage, is conserved for the benefit of the community and future generations.

Making or amending a planning scheme and designating land for community infrastructure

The planning scheme is to appropriately integrate the state interest by:

For all cultural heritage:

- (1) considering the location and cultural heritage significance of world heritage properties and national heritage places, and the requirements of the *Environment Protection and Biodiversity Conservation Act 1999*, and

For indigenous cultural heritage:

- (2) considering and integrating matters of Aboriginal cultural heritage and Torres Strait Islander cultural heritage to support the requirements of the *Aboriginal Cultural Heritage Act 2003* and the *Torres Strait Islander Cultural Heritage Act 2003*⁷, and

For non-Indigenous cultural heritage:

- (3) considering the location and cultural heritage significance of Queensland heritage places, and
- (4) identifying heritage places of local cultural heritage significance and heritage areas, and
- (5) facilitating the conservation and adaptive re-use of heritage places of local cultural heritage significance and heritage areas so that the cultural heritage significance of the place or area is retained, and
- (6) including requirements that development on or in heritage places of local cultural heritage significance or heritage areas:
 - (a) avoids, or otherwise minimises, adverse impacts on the cultural heritage significance of the place or area, and
 - (b) does not compromise the cultural heritage significance of the place or area.

7. The *Aboriginal Cultural Heritage Act 2003* (ACHA) and *Torres Strait Islander Cultural Heritage Act 2003* (TSICHA) provide for the recognition, protection and conservation of Aboriginal and Torres Strait Islander cultural heritage and impose a duty of care in relation to the carrying out of activities. The requirements of the ACHA and TSICHA apply separately and in addition to the SPP.

Water quality

Why is water quality of interest to the state?

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

Healthy lakes, streams, wetlands, groundwaters, coastal waters and catchments are an integral part of our lifestyle and economy, to which we associate many environmental values, including aquatic ecosystems, agriculture, industry (including mining), recreational use, drinking water, fishing, and cultural and spiritual values.

In order to protect this valuable resource, and enhance the environmental values of Queensland waters, catchments should be managed sustainably. This means that the planning, design, construction and operation of development should be undertaken in a manner that protects environmental values and maintains or enhances water quality.

All elements of the water cycle are interdependent. Therefore, it is important that water use is managed on a total water cycle basis, balancing uses of water, maximising opportunities for recovery and reuse and avoiding or minimising impacts of stormwater and waste water discharge to receiving waters. This will lead to the

protection and enhancement of the environmental values of receiving waters including high ecological value (HEV) waters, freshwaters, estuaries, rivers and creeks, bays, groundwaters and the Great Barrier Reef.

Water sensitive urban design (WSUD) is an important approach to the planning and design of urban environments. WSUD measures (such as bio-retention basins, grassed swales and artificial wetlands) can help to protect environmental values by managing the impacts of stormwater runoff. Stormwater and erosion management controls during the construction phase are key to minimising impacts during land development.

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

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

State interest—water quality

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

Making or amending a planning scheme and designating land for community infrastructure

The planning scheme is to appropriately integrate the state interest by:

For receiving waters:

- (1) facilitating the protection of environmental values and the achievement of water quality objectives for Queensland waters, and
- (2) identifying land for urban or future urban purposes in areas which avoid or minimise the disturbance to natural drainage and acid sulfate soils, erosion risk, impact on groundwater and landscape features, and
- (3) including requirements that development for an urban purpose is located, designed, constructed and/or managed to avoid or minimise:
 - (a) impacts arising from:
 - i. altered stormwater quality or flow, and
 - ii. waste water (other than contaminated stormwater and sewage), and
 - iii. the creation or expansion of non-tidal artificial waterways, such as urban lakes, and
 - (b) the release and mobilisation of nutrients that increase the risk of algal blooms, and
- (4) adopting the applicable stormwater management design objectives relevant to the climatic region⁸, outlined in Tables A and B (Appendix 3), or demonstrate current best practice environmental management for development that is for an urban purpose, and

- (5) facilitating innovative and locally appropriate solutions for urban stormwater management that achieve the relevant urban stormwater management design objectives, and
- (6) planning for safe, secure and efficient water supply, and
- (7) including requirements that development in water resource catchments is undertaken in a manner which contributes to the maintenance and enhancement (where possible) of water quality to protect the drinking water and aquatic ecosystem environmental values in those catchments, and

For development in a water supply buffer area⁹:

- (8) including requirements that development complies with the specific outcomes and measures contained in the Seqwater Development Guidelines: Development Guidelines for Water Quality Management in Drinking Water Catchments 2012 or similar development assessment requirements, and

Acid sulfate soils:

- (9) in an acid sulfate soil affected area, protecting the natural and built environment (including infrastructure) and human health from the potential adverse impacts of acid sulfate soils by:
 - (a) identifying areas with high probability of containing acid sulfate soils, and
 - (b) providing preference to land uses that will avoid or minimise the disturbance of acid sulfate soils, and
 - (c) including requirements for managing the disturbance of acid sulfate soils to avoid or minimise the mobilisation and release of contaminants.

8. Mapping of climatic regions for stormwater management design objectives is available on the SPP Interactive Mapping System.
 9. Water supply buffer areas are relevant to South East Queensland only and are mapped in the SPP Interactive Mapping System. The requirements of the Seqwater Development Guidelines do not apply within urban areas (as defined by the Sustainable Planning Regulation 2009).

Planning for safety and resilience to hazards

An effective planning system has a critical role to play 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, damage to property, infrastructure and the environment. These are often unpredictable in nature but can be planned for up to a defined likelihood.

Similarly, hazardous human activities can pose a risk to people, the built environment and the natural environment. They may also be a nuisance to the community, where they result in air, noise and other emissions, and contaminated land.

Planning for safety and resilience to hazards will enable positive responses to challenges and change. By utilising an evidence-based, risk management approach which encourages innovation, planning can help ensure the continued prosperity of Queensland, the wellbeing of people and the protection of property, the environment and infrastructure.

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, wellbeing and amenity of communities and the environment is a fundamental role of land use planning.

Some activities including industrial development and noisy sport and recreation have the potential to cause nuisance to communities and other sensitive uses through environmental emissions including air, noise and odour pollution.

Certain developments need to be planned and effectively managed to avoid or minimise any potential adverse impacts from emissions and hazardous materials. This means separating sensitive uses from development and activities that pose a risk. This can be achieved by either

locating the development or activity away from sensitive uses, or by ensuring development for a sensitive use does not encroach on land for industrial development or sport and recreation activities.

Preventing the unreasonable encroachment and unnecessary restriction of industrial development by incompatible development is important. Not only will this maintain community safety but it will also facilitate the sustainable operation of activities essential to Queensland's economy.

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. These risks must be adequately managed to avoid potential adverse impacts.

State interest—emissions and hazardous activities

Community health and safety, sensitive land uses and the natural environment are protected from potential adverse impacts of emissions and hazardous activities, while ensuring the long-term viability of industrial development, and sport and recreation activities.

Making or amending a planning scheme and designating land for community infrastructure

The planning scheme is to appropriately integrate the state interest by:

- (1) locating industrial land uses and major sport, recreation and entertainment facilities¹⁰ in areas that avoid, mitigate and manage the adverse impacts of emissions on sensitive land uses, and
- (2) locating and managing development for activities involving the use, storage and disposal of hazardous materials and hazardous chemicals, dangerous goods and flammable or combustible substances to avoid or mitigate potential adverse impacts on surrounding uses, and minimise the health and safety risks to communities and individuals, and
- (3) protecting the following existing and approved land uses or areas from encroachment by development that would compromise the ability of the land use to function safely and effectively:
 - (a) medium impact, high impact, extractive, and noxious and hazardous industries, and
 - (b) major hazard facilities, and
 - (c) intensive animal industries, and
 - (d) explosives facilities and explosives reserves, and
 - (e) waste management facilities and sewerage treatment plants, and
 - (f) industrial land in a state development area, or an enterprise opportunity area or employment opportunity area identified in a regional plan, and
 - (g) major sport, recreation and entertainment facilities (including shooting or motor sport facilities) that may cause nuisance or adverse impacts, and
- (4) protecting sensitive land uses from the impacts of previous activities that may cause risk to people or property, including:
 - (a) former mining activities and hazards (e.g. disused underground mines, tunnels and shafts), or
 - (b) former landfill and refuse sites, or
 - (c) contaminated land, and
- (5) including requirements for the rehabilitation of extractive industry sites so that the environmental, social and economic values of the land are restored, and
- (6) planning for development involving the storage of hazardous chemicals that exceed a hazardous chemicals flood hazard threshold in a flood hazard area, to minimise the likelihood of inundation of flood waters from creeks, rivers, lakes or estuaries on storage areas.

10. In some cases a local government may develop mixed use entertainment/recreation (or similar) precincts in which sensitive uses and recreation/entertainment uses can coexist with appropriate management.

Natural hazards, risk and resilience

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

A natural hazard is a naturally occurring event that may cause harm to people and our social wellbeing, damage to property and/or infrastructure and impact our economy and the environment. The natural hazards that can be prepared for through land use planning and development decisions are flood, bushfire, landslide, storm tide inundation and coastal erosion.

Planning for these natural hazards through land use planning can also significantly reduce the financial and other resource pressures placed on all levels of government, industry and the community, to respond to and recover from natural disasters. For this reason, there is a shared responsibility to manage the impact these natural hazards may have to people, social wellbeing, property, the economy, the environment and infrastructure.

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, community resilience is increased, and hazards are avoided or the risks are mitigated to an acceptable or tolerable level. Key to achieving these outcomes is an integrated, evidence-based process that empowers local government and the community to plan for their local circumstances and contributes to achieving a safer and more resilient Queensland.

State interest—natural hazards, risk and resilience

The risks associated with natural hazards are avoided or mitigated to protect people and property and enhance the community's resilience to natural hazards.

Making or amending a planning scheme and designating land for community infrastructure

The planning scheme is to appropriately integrate the state interest by:

For all natural hazards:

- (1) identifying natural hazard areas for flood, bushfire, landslide and coastal hazards based on a fit for purpose natural hazard study, and
- (2) including provisions¹¹ that seek to achieve an acceptable or tolerable level of risk, based on a fit for purpose risk assessment consistent with AS/NZS ISO 31000:2009 Risk Management, and
- (3) including provisions that require development to:
 - (a) avoid natural hazard areas or mitigate the risks of the natural hazard to an acceptable or tolerable level, and
 - (b) support, and not unduly burden, disaster management response or recovery capacity and capabilities, and
 - (c) directly, indirectly and cumulatively avoid an increase in the severity of the natural hazard and the potential for damage on the site or to other properties, and
 - (d) maintain or enhance natural processes and the protective function of landforms and vegetation that can mitigate risks associated with the natural hazard, and

- (4) facilitating the location and design of community infrastructure to maintain the required level of functionality during and immediately after a natural hazard event.

For coastal hazards—erosion prone areas:

- (5) maintaining erosion prone areas within a coastal management district as development-free buffer zones unless:
 - (a) the development cannot be feasibly located elsewhere, and
 - (b) it is coastal-dependent development, or is temporary, readily relocatable or able to be abandoned development, and
- (6) requiring the redevelopment of existing permanent buildings or structures in an erosion prone area to, in order of priority:
 - (a) avoid coastal erosion risks, or
 - (b) manage coastal erosion risks through a strategy of planned retreat, or
 - (c) mitigate coastal erosion risks.

11. Land use planning provisions are one component of an integrated disaster management strategy. Land use planning provisions are required to work in conjunction with other risk management measures including building controls, mitigation infrastructure, early warning systems, community awareness and disaster management.

Planning for infrastructure

The state government, 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. It 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. Effective planning will ensure infrastructure is appropriately designed and located, and innovative solutions are used to support the needs of development. Planning will also ensure that existing infrastructure is well used and that areas required for future infrastructure are preserved.

The state interests in infrastructure

- Energy and water supply
- State 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 for Queensland's economic prosperity.

The state's network of high-voltage electricity and bulk water supply infrastructure provides the backbone of this 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-efficient and reliable provision and operation of this infrastructure.

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

Planning supports the timely, safe, affordable and reliable provision and operation of electricity and water supply infrastructure.

Making or amending a planning scheme and designating land for community infrastructure

The planning scheme is to appropriately integrate the state interest by:

- (1) considering the location of major electricity infrastructure and bulk water supply infrastructure, and
- (2) protecting existing and approved future major electricity infrastructure locations and corridors (including easements), electricity substations, and bulk water supply infrastructure locations and corridors (including easements) from development that would compromise the corridor integrity, and the efficient delivery and functioning of the identified infrastructure, and
- (3) recognising the industrial nature of some bulk water infrastructure and electricity infrastructure such as pump stations, water-quality facilities and electricity substations, and protecting this infrastructure from encroachment by sensitive land uses where practicable.

State transport infrastructure

Why is state 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, and drives economic growth by supporting productive and successful industries and businesses.

Development can affect the safety and structural and operational integrity of state transport infrastructure if it is not appropriately located, designed, constructed and maintained. Planning for development must consider the location of existing infrastructure as well as access, design features, safety requirements, function, current and future operating conditions and the increased infrastructure demand and maintenance requirements that may result from a development.

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, developments 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.

State 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 not managed appropriately. Transport agencies, planning authorities and developers each have a role in ensuring community exposure to environmental emissions generated by state transport infrastructure is reduced to acceptable levels.

State interest—state transport infrastructure

Planning enables the safe and efficient movement of people and goods across Queensland and encourages land use patterns that support sustainable transport.

Making or amending a planning scheme and designating land for community infrastructure

The planning scheme is to appropriately integrate the state interest by:

- (1) identifying state transport infrastructure and existing and future state transport corridors, and
- (2) locating development in areas currently serviced by transport infrastructure, and where this cannot be achieved, facilitating development in a logical and orderly sequence to enable cost-effective delivery of new transport infrastructure to service development, and
- (3) facilitating development surrounding state transport infrastructure and existing and future state transport corridors that is compatible with, or supports the most efficient use of, the infrastructure and transport network, and
- (4) protecting state transport infrastructure and existing and future state transport corridors and networks from development that may adversely affect the safety and efficiency of the infrastructure, corridors and networks, and
- (5) identifying a road hierarchy that effectively manages all types of traffic, and
- (6) facilitating land use patterns and development which achieve a high level of integration with transport infrastructure and support public passenger transport and active transport as attractive alternatives to private transport, and
- (7) including the SPP code: Land use and transport integration (Appendix 4), or similar development assessment requirements, for development within 400 metres of a public passenger transport facility or future public passenger transport facility, and
- (8) protecting state transport infrastructure, and community health and amenity by ensuring sensitive development is appropriately sited and designed to mitigate adverse impacts on the development from environmental emissions generated by the state transport infrastructure.

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, commercial business and extractive industry rely on the efficient movement of people and freight through strategic airports. The continued growth and development of Queensland's aviation industry is also 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

Planning protects the operation of strategic airports and aviation facilities, and enables the growth and development of Queensland's aviation industry.

Making or amending a planning scheme and designating land for community infrastructure

Where does the state interest apply?

The state interest applies to all local government areas that contain or are impacted by a strategic airports identified in Table 2: Strategic airports (over page) or an aviation facility identified in Appendix 2 of the State Planning Policy—state interest guideline: Strategic airports and aviation facilities.

Table 2: Strategic airports

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

The planning scheme is to appropriately integrate the state interest by:

- (1) identifying strategic airports and aviation facilities, and associated obstacle limitation surface (OLS) or height restriction zone, public safety areas, lighting area buffer zones, wildlife hazard buffer zones, Australian Noise Exposure Forecast (ANEF) contours, and building restricted areas, and
- (2) facilitating development surrounding strategic airports that is compatible with, depends upon or gains significant economic advantage from being in proximity to a strategic airport, or supports the airport's role as a freight and logistics hub, and
- (3) protecting strategic airports by ensuring:
 - (a) development and associated activities do not create incompatible intrusions or compromise aircraft safety in operational airspace, and
 - (b) development avoids increasing risk to public safety in public safety areas, and
 - (c) development mitigates adverse impacts of aircraft noise and is compatible with forecast levels of aircraft noise within the 20 ANEF contour or greater of strategic airports, and
- (4) protecting aviation facilities by ensuring development and associated activities within building restricted areas do not affect their functioning, and
- (5) identifying and protecting key transport corridors (passenger and freight) linking strategic airports to the broader transport network, and
- (6) including the SPP code: Strategic airports and aviation facilities (Appendix 5) or similar development assessment requirements.

Strategic ports

Why are strategic ports of interest to the state?

Queensland's sea ports are a major component of both the national and state supply chain. They provide a vital connection to global markets, facilitating import and export of goods and materials that are integral to the Queensland economy and our quality of life. In 2011–12 Queensland's strategic ports handled over 250 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 sea 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 sea ports will 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.

State interest—strategic ports

Planning protects the operation of strategic ports and enables their growth and development.

Making or amending a planning scheme and designating land for community infrastructure

Where does the state interest apply?

The state interest applies to all local government areas that contain a strategic port identified in Table 3: Strategic ports.

Table 3: Strategic port

Strategic port	Local government area
Abbot Point	Whitsunday Regional
Brisbane	Brisbane City
Bundaberg	Bundaberg Regional
Cairns	Cairns Regional
Cape Flattery	Hope Vale Aboriginal Shire
Gladstone	Gladstone Regional
Hay Point	Mackay Regional
Karumba	Carpentaria Shire
Lucinda	Hinchinbrook Shire
Mackay	Mackay Regional
Mourilyan	Cassowary Coast Regional
Rockhampton (Port Alma)	Rockhampton Regional
Thursday Island	Torres Shire
Townsville	Townsville City
Weipa	Weipa Town Authority

The planning scheme is to appropriately integrate the state interest by:

- (1) identifying strategic ports and associated strategic port land and core port land, and
- (2) facilitating development surrounding strategic ports that is compatible with, depends upon or gains significant economic advantage from being in proximity to a strategic port, or supports the strategic port's role as a freight and logistics hub, and
- (3) protecting strategic ports from development which may adversely affect the safety, viability or efficiency of existing and future port operations, and
- (4) ensuring sensitive development is appropriately sited and designed to mitigate adverse impacts on the development from environmental emissions generated by port operations, and
- (5) identifying and protecting key transport corridors (including freight corridors) linking strategic ports to the broader transport network, and
- (6) considering statutory land use plans for strategic ports and the findings of planning and environmental investigations undertaken in relation to strategic ports.

Part E: Interim development assessment requirements

The SPP includes interim development assessment requirements to ensure that state interests are appropriately considered by local government when assessing development applications where the local government planning scheme has not yet appropriately integrated the state interests in the SPP.

The requirements should be considered by applicants when preparing a development application and must be considered by local government when assessing a development application as assessment manager.

The interim development assessment requirements will remain in force for a particular local government area until such time as a planning scheme that the Minister is satisfied has appropriately integrated the state interests in the SPP, takes effect.

Application of Part E—Interim development assessment requirements

Development assessment by local government

Interim development assessment requirements have been prepared for the following state interests:

- Liveable communities
- Mining and extractive resources
- Biodiversity
- Coastal environment
- Water quality
- Natural hazards, risk and resilience
- Emissions and hazardous activities
- State transport infrastructure
- Strategic airports and aviation facilities

For each of the applicable state interests, Part E sets out:

- (1) when the development assessment requirements apply to development; and
- (2) what the development application must be assessed against.

These interim requirements apply in relation to the assessment of development applications mentioned in Part E by a local government:

- (1) to the extent the SPP has not been identified in the planning scheme as being appropriately integrated, and
- (2) in addition to other relevant requirements of the planning scheme.

Level of assessment

The interim development assessment requirements do not alter the level of assessment prescribed by a local government in a planning scheme.

Integration of the SPP into the planning scheme

Part E will apply for the assessment of development applications mentioned in Part E by a local government until a planning scheme that appropriately integrates the state interests in the SPP takes effect. Part 2 of a planning scheme made under SPA will outline which state interests the Minister has identified:

- as being appropriately integrated, and
- as being not appropriately integrated, and
- that are not relevant to the local government.

State interest—liveable communities

These requirements apply to development applications as follows:

- (1) A development application for a material change of use or reconfiguring a lot, in an urban area, if the land to which the application relates:
 - (a) is a development accessed by common private title, and
 - (b) is for buildings, both attached and detached, not covered by other legislation or planning provisions mandating fire hydrants.

The development application is to be assessed against the following requirements:

- (1) Development:
 - (a) complies with the SPP code: Fire services in developments accessed by common private title (Appendix 1).

State interest—mining and extractive resources

These requirements apply to development applications as follows:

For extractive resources

- (1) a development application for:
 - (a) reconfiguring a lot within a KRA, or
 - (b) 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
 - (c) a material change of use within the transport route separation area of a KRA that will result in an increase in the number of people living in the transport route separation area, and
- (2) requirements of (1) 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.

The development application is to be assessed against the following requirements:

- (1) the development ensures that:
 - (a) for development within a resource/processing area for a KRA—the undertaking of an existing or future extractive industry development is not significantly impeded, and
 - (b) sensitive land uses and other potentially incompatible land uses are avoided within the separation area for a resource/processing area of a KRA, and
 - (c) for development within the transport route separation area of a KRA—the number of residents adversely affected by noise, dust and vibration generated by the haulage of extractive materials along the route does not increase, and
 - (d) for development adjacent to the transport route—the safe and efficient use of the transport route by vehicles transporting extractive resources is not adversely affected.

State interest—biodiversity

For a development to which a local planning instrument requires an environmental offset:^{12 13}

Any development application requiring an environmental offset under a local planning instrument (including a local government condition to provide an environmental offset) must be consistent with the *Environmental Offsets Act 2014*.

Development applications:

These requirements apply to development applications as follows:

A development application where the land relates to a matter of state environmental significance, if the application is for:

- (a) operational work, or
- (b) a material change of use (other than for a dwelling house), or
- (c) reconfiguring a lot that results in more than six lots or lots less than five hectares.

The development application is to be assessed against the following requirements:

Development:

- (1) enhances matters of state environmental significance where possible, and
- (2) identifies any potential significant adverse environmental impacts on matters of state environmental significance, and
- (3) manages the significant adverse environmental impacts on matters of state environmental significance by protecting the matters of state environmental significance from, or otherwise mitigating, those impacts.

12. The local government cannot condition for an environmental offset if the Commonwealth or state impose a condition (or choose not to impose a condition) for the same, or substantially the same, prescribed activity and prescribed environmental matter (*Environmental Offsets Act 2014*, Part 5, s15).

13. The *Environmental Offsets Act 2014* only applies if a development application was made on or after the commencement of the *Environmental Offsets Act 2014*, Part 13, s94 and s95.

State interest—coastal environment

These requirements apply to development applications as follows:

A development application is for a material change of use, reconfiguring a lot or operational works on land in a coastal management district.

The development application is to be assessed against the following requirements:

Development:

- (1) avoids or minimises adverse impacts on:
 - (a) coastal processes and coastal resources, and
 - (b) scenic amenity of important natural coastal landscapes, views and vistas, and
- (2) maintains or enhances general public access to, or along, the foreshore unless this is contrary to the protection of coastal resources or public safety, and
- (3) avoids private marine development attaching to, or extending across, non-tidal state coastal land abutting tidal waters, and
- (4) that is private marine development, occurs only where the development:
 - (a) is located on private land abutting state tidal land and is used for property access purposes, and
 - (b) occupies the minimum area reasonably required for its designed purpose, and
 - (c) does not require the construction of coastal protection works, shoreline or riverbank hardening or dredging for marine access, and
- (5) of canals, dry land marinas and artificial waterways:
 - (a) avoids adverse impacts on coastal resources, and
 - (b) will not contribute to:
 - i. degradation of water quality, or
 - ii. an increase in the risk of flooding, or
 - iii. degradation or loss of matters of state environmental significance, or
 - iv. an adverse change to the tidal prism of the natural waterway to which the development is connected, and
- (6) does not involve reclamation of tidal land other than for the purposes of:
 - (a) coastal-dependent development, public marine development or community infrastructure, where there is no feasible alternative, or
 - (b) strategic ports, boat harbours or strategic airports and aviation facilities in accordance with a statutory land use plan, or
 - (c) coastal protection works or work necessary to protect coastal resources or coastal processes, and
- (7) provides facilities for the handling and disposal of ship-sourced pollutants in accordance with the SPP code: Ship-sourced pollutants reception facilities in marinas (Appendix 2) if the development:
 - (a) is for a marina, with six or more berths, located outside of strategic port land, core port land or a state development area, or
 - (b) involves individual dwellings with a structure that contains six or more berths emanating from common property, such as in a body corporate arrangement.

State interest—water quality

These requirements apply to development applications as follows:

Receiving waters—a development application for any of the following:

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

Water supply catchment in South East Queensland

—a development application that is:

- (1) wholly located outside an urban area, and
- (2) relates to land wholly or partly within a water supply buffer area, and
- (3) is for any of the following:
 - (a) a material change of use for:
 - i. intensive animal industry, or
 - ii. medium and high-impact industry, or
 - iii. noxious and hazardous industry, or
 - iv. extractive industry, or
 - v. utility installation involving sewerage services, drainage or stormwater services, or waste management facilities), or
 - vi. motor sport facility, or
 - (b) reconfiguring a lot to create five or more additional lots if any resultant lot is less than 16 hectares in size, and the lots created will rely on on-site wastewater treatment.

Acid sulfate soils—a development application that relates to:

- (1) an acid sulfate soils affected area, and
- (2) land at or below five metres Australian Height Datum (AHD) where the natural ground level is below 20 metres AHD, if the application is for a material change of use, or operational works, involving:
 - (a) excavating or otherwise removing 100 cubic metres or more of soil or sediment, or
 - (b) filling of land with 500 cubic metres or more of material with an average depth of 0.5 metres or more.

The development application is to be assessed against the following requirements:

For a development application mentioned under the heading 'Receiving waters'

Development:

- (1) avoids or otherwise minimises adverse impacts on the environmental values of receiving waters, arising from:
 - (a) altered stormwater quality or flows, and
 - (b) wastewater (other than contaminated stormwater and sewage), and
 - (c) the creation or expansion of non-tidal artificial waterways, and
- (2) by demonstrating it complies with the SPP code: Water quality (Appendix 3).

For a development application mentioned under the heading 'Water supply catchment in South East Queensland'

Development:

- (1) complies with the specific outcomes and measures contained in the Seqwater Development Guidelines: Development Guidelines for Water Quality Management in Drinking Water Catchments 2012, as if:
 - (a) the specific outcomes are the performance outcomes, and
 - (b) the measures are the acceptable outcomes.

For a development application mentioned under the heading 'Acid sulfate soils'

Development:

- (1) avoids the disturbance of acid sulfate soil by:
 - (a) not excavating or otherwise removing soil or sediment that contains acid sulfate soil (ASS), and
 - (b) not permanently or temporarily extracting groundwater that results in aeration of previously saturated ASS, and
 - (c) not undertaking filling that results in moving ASS below the water table, or
- (2) ensures that the disturbance of ASS avoids or minimises the mobilisation release of acid and metal contaminants by:
 - (a) neutralising existing acidity and preventing the generation of acid and metal contaminants, and
 - (b) preventing the release of surface or groundwater flows containing acid and metal contaminants into the environment.

State interest—emissions and hazardous activities

These requirements apply to development applications as follows:

A material change of use or reconfiguring a lot for a sensitive land use, where the development application is located wholly or partly within a management area.

The development application is to be assessed against the following requirements:

Development:

- (1) is designed to avoid or otherwise minimise adverse impacts from emissions that will affect the health and safety, wellbeing and amenity of communities and individuals, and

- (2) supports the achievement of the relevant acoustic and air quality objectives of the:

- (a) Environmental Protection (Noise) Policy 2008, and Environmental Protection (Air) Policy 2008 (Appendix 6), and

- (3) does not compromise the viability of existing or future industrial development, including industrial land within a state development area, or an enterprise opportunity area or employment opportunity area identified in a regional plan.

State interest—natural hazards, risk and resilience

These requirements apply to development applications as follows:

A development application for a material change of use, reconfiguring a lot or operational works on land within:

- (1) a flood hazard area, or
- (2) a bushfire hazard area, or
- (3) a landslide hazard area, or
- (4) a coastal hazard area.

The development application is to be assessed against the following requirements:

For all natural hazards:

Development:

- (1) avoids natural hazard areas or mitigates the risks of the natural hazard to an acceptable or tolerable level, and
- (2) supports, and does not unduly burden, disaster management response or recovery capacity and capabilities, and
- (3) 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, and
- (4) avoids 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, and
- (5) maintains or enhances natural processes and the protective function of landforms and vegetation that can mitigate risks associated with the natural hazard, and

For coastal hazards—erosion prone area:

Development:

- (6) is not located in an erosion prone area within a coastal management district unless:
 - (a) it cannot feasibly be located elsewhere, and
 - (b) is coastal-dependent development, or temporary, readily relocatable or able-to-be-abandoned development, and
- (7) that is the redevelopment of existing permanent buildings or structures, is located outside an erosion-prone area or, where this is not feasible, redevelopment:
 - (a) is located:
 - i. as far landward from the seaward property boundary as possible, or
 - ii. landward of the seaward alignment of the neighbouring buildings, and
 - (b) provides space seaward of the development within the premises to allow for the future construction of erosion control structures, such as a seawall, and
- (8) proposes to undertake coastal protection work (excluding beach nourishment) only as a last resort where coastal erosion presents an imminent threat to public safety or existing buildings and structures, and all of the following apply:
 - (a) the property cannot reasonably be relocated or abandoned, and
 - (b) any coastal protection works to protect private property is located as far landward as practicable and on the lot containing the property to the maximum extent reasonable, and
 - (c) the coastal protection work mitigates any increase in coastal hazard risk for adjacent areas.

State interest—state transport infrastructure

These requirements apply to development applications as follows:

A development application for a material change of use or reconfiguring a lot if the land to which the application relates:

- (1) is located within 400 metres of a public passenger transport facility or a future public passenger transport facility, and
- (2) has a total site area equal to or more than 5000 square metres.

The development application is to be assessed against the following requirements:

Development:

- (1) integrates with transport infrastructure and supports public passenger transport and active transport as attractive alternatives to private transport, and
- (2) complies with the *SPP code: Land use and transport integration* (Appendix 3).

State interest—strategic airports and aviation facilities

These requirements apply to development applications as follows:

A development application that involves land located within a local government area that contains or is impacted by a strategic airport identified in Table 2: Strategic airports (Part D) or an aviation facility identified in Appendix 1 of SPP Guideline: Strategic airports and aviation facilities if the development involves:

- (1) a material change of use of premises which will result in work encroaching into the operational airspace of a strategic airport and is at least 12 metres high, or
- (2) building work not associated with a material change of use mentioned in paragraph (1) that will result in work encroaching into the operational airspace of a strategic airport and is at least 12 metres high, or
- (3) a material change of use of premises or reconfiguring a lot where any part of the land is within the 20 ANEF contour, or greater, for a strategic airport, or
- (4) a material change of use of premises or reconfiguring a lot where any part of the land is within the public safety area of a strategic airport, or

- (5) a material change of use of premises where any part of the land is within the lighting area buffer zone of a strategic airport, or
- (6) a material change of use of premises where any part of the land is within the wildlife hazard buffer zone of a strategic airport, or
- (7) a material change of use of premises which will result in work encroaching into the building restricted area of an aviation facility¹⁴, or
- (8) building work not associated with a material change of use mentioned in paragraph (7) that will result in work encroaching into the building restricted area of an aviation facility¹⁴.

The development application is to be assessed against the following requirements:

Development:

- (1) complies with the SPP code: Strategic airports and aviation facilities (Appendix 5).

14. Given the complex technical issues involved in determining encroachment within a building restricted area, it is recommended that local government take responsibility for determining whether triggers (7) and (8) apply to a development application (as opposed to the applicant). Advice about how to calculate possible encroachment by a development application can be found in the SPP guidelines or by contacting the Department of Transport and Main Roads or Airservices Australia.

Part F: Self-assessable development code

The SPP includes a self-assessable development code for self-assessable development mentioned in schedule 3, part 2, table 4, items 6 and 7 of the Sustainable Planning Regulation 2009.

The self-assessable development code is statutory and is a code for Integrated Development Assessment System under the *Sustainable Planning Act 2009*.

Self-assessable code: Wetland protection areas in Great Barrier Reef catchments

Purpose:

The purpose of this code is to ensure that development in a wetland protection area in Great Barrier Reef catchments is planned, designed, constructed and operated to prevent the loss or degradation of the wetland protection area and their environmental values, or to enhance these values.

The purpose of the code will be achieved through the following overall outcomes:

- (1) for development to which the code applies in a wetland protection area:
 - (a) the development enhances existing wetland environmental values or avoids adverse effects on wetland environmental values, or
 - (b) where existing wetland environmental values cannot be enhanced or adverse effects on wetland environmental values cannot be avoided, the development:
 - i. minimises those adverse effects, or
 - ii. provides an environmental offset for any remaining environmental impacts, where those adverse effects cannot be minimised.

The code sets out the performance outcomes and acceptable outcomes for achieving the overall outcomes stated above.

Application:

Development that is either of the following must comply with the *Self-assessable code: Wetland protection areas in Great Barrier Reef catchments*:

- (a) operational work that is high impact earthworks for government supported transport infrastructure in a wetland protection area made self-assessable development under schedule 3, part 2, table 4, item 6 of the Sustainable Planning Regulation 2009
- (b) operational work that is high impact earthworks for electricity infrastructure in a wetland protection area made self-assessable development under schedule 3, part 2, table 4, item 7 of the Sustainable Planning Regulation 2009

Using the code:

The code below sets out the performance outcomes and acceptable outcomes for development in a wetland protection area in Great Barrier Reef catchments.

Acceptable outcomes are provided for all performance outcomes, and represent ways in which the relevant performance outcomes can be met. Development that complies fully with the acceptable outcome will satisfy the relevant performance outcomes. If development does not comply with an acceptable outcome, an alternative solution may be used to demonstrate compliance with the relevant performance outcome in order to meet the relevant performance outcome to satisfy the requirements of the code.

Notification:

Proposed self-assessable development to be undertaken under this code is to be notified to the Department of Environment and Heritage Protection prior to works commencing where:

- (a) an alternative mapped boundary of a wetland in a wetland protection area is proposed, or
- (b) an environmental offset is to be provided where existing values of a wetland in a wetland protection area cannot be enhanced or adverse effects on a wetland in a wetland protection area cannot be avoided.

Self-assessable code: Wetland protection areas in Great Barrier Reef catchments

Performance outcomes	Acceptable outcomes
Self-Assessable Code Provisions	
PO1 Development is not carried out in a wetland in a wetland protection area, unless there are no feasible alternatives.	AO1.1 Development is not carried out: <ul style="list-style-type: none"> (a) in a wetland in a wetland protection area, or (b) within an alternative mapped boundary of a wetland in a wetland protection area, as shown in a site assessment prepared in accordance with the Department of Environment and Heritage Protection <i>Queensland Wetland Definition and Delineation Guidelines</i> (as updated from time to time) available on the DEHP website. OR AO1.2 Where AO1.1 cannot be achieved, development is to comply with PO2 – PO10 and PO12. OR AO1.3 Where AO1.1 or AO1.2 cannot be complied with, an environmental offset as described in PO11, is provided.
Buffers	
PO2 An adequate buffer to a wetland in a wetland protection area is provided and maintained.	AO2.1 A buffer surrounding a wetland in a wetland protection area is provided and has a minimum width of: <ul style="list-style-type: none"> (a) 200 metres where the wetland is located outside an urban area, or (b) 50 metres where the wetland is located within an urban area. OR AO2.2 If a buffer is not provided in accordance with AO2.1, an alternative buffer is provided, the width of which is supported by an evaluation of the environmental values, functioning of and threats to a wetland in a wetland protection area. OR AO2.3 If AO2.1 or AO2.2 cannot be complied with, an environmental offset as described in PO11 is provided.

Performance outcomes	Acceptable outcomes
Hydrology	
<p>PO3 The existing surface water hydrological regime of the wetland protection area (including the area of the wetland) is enhanced or maintained.</p> <p><i>Editor's note: The hydrological regime of surface waters includes:</i></p> <ul style="list-style-type: none"> • peak flows • volume of flows • duration of flows • frequency of flows • seasonality of flows • water depth (seasonal average) • wetting and drying cycle. 	<p>A03.1 Development must:</p> <ul style="list-style-type: none"> (a) provide a net ecological benefit and improvement to the environmental values and functioning of a wetland in a wetland protection area, or (b) rehabilitate the existing hydrological regime, or restore the natural hydrological regime of a wetland in a wetland protection area. <p>OR</p> <p>A03.2 If the development cannot enhance existing values in accordance with A03.1, development does not change the existing surface water hydrological regime of a wetland in a wetland protection area, including through channelisation, redirection or interruption of flows.</p> <p>OR</p> <p>A03.3 If A03.1 or A03.2 cannot be complied with, the extent of any change to the existing surface water hydrological regime is minimised to ensure the wetland values and functioning are protected. The change is minimised if, at least:</p> <ul style="list-style-type: none"> (a) there is no change to the reference high-flow duration and low-flow duration frequency curves, low-flow spells frequency curve and mean annual flow to, and from, the wetland (b) any relevant stream flows into the wetland comply with relevant environmental flow objectives (EFOs) of the applicable water resource plan under the Water Act 2000 for the area (c) for development resulting in an increase to the velocity or volume of stormwater flows into the wetland – the collection and reuse of stormwater occurs in accordance with (a) and (b). <p>OR</p> <p>A03.4 If A03.1–A03.3 cannot be complied with, an environmental offset as described in PO11 is provided.</p>

Performance outcomes	Acceptable outcomes
<p>PO4 The existing groundwater hydrological regime of the wetland protection area (including the area of the wetland) is enhanced or protected.</p>	<p>AO4.1 The water table and hydrostatic pressure in the wetland protection area are returned to their natural state.</p> <p>OR</p> <p>AO4.2 If AO4.1 cannot be complied with:</p> <p>(a) the water table and hydrostatic pressure within the wetland protection area is not lowered or raised outside the bounds of variability under pre-development conditions, and</p> <p>(b) the ingress of saline water into freshwater aquifers is prevented.</p> <p><i>Editor's note: Groundwater modelling is recommended where groundwater hydrology for a wetland in a wetland protection area represents a significant environmental constraint for, and interference is proposed by, the proposed development.</i></p> <p>OR</p> <p>AO4.3 If AO4.1 or AO4.2 cannot be complied with, an environmental offset as described in PO11 is provided.</p>
Stormwater management	
<p>PO5 During construction and operation of development in a wetland in a wetland protection area:</p> <ul style="list-style-type: none"> the wetland is not used for stormwater treatment; and the buffer and water quality values of the wetland are protected from stormwater impacts. 	<p>AO5.1 Development does not result in any measurable change to the quantity or quality of stormwater entering a wetland in a wetland protection area during construction and operation.</p> <p><i>Editor's note: Measurable Change is to be determined by comparing the overall development impact with existing baseline (pre-development) conditions, and should not exceed reference environmental values or be inconsistent with water quality objectives provided under the Environmental Protection (Water) Policy 2009, the Urban Stormwater Quality Planning Guidelines 2010, or other relevant supporting technical reference documents as outlined in the guidelines.</i></p> <p>OR</p> <p>AO5.2 If AO5.1 cannot be complied with, the quantity and quality of stormwater entering a wetland in a wetland protection area from construction and operation of the development is managed to minimise adverse impacts in a wetland protection area.</p> <p>OR</p> <p>AO5.3 If AO5.1 or AO5.2 cannot be complied with, an environmental offset as described in PO11 is provided.</p>

Performance outcomes	Acceptable outcomes
Ecological values	
P06 Development involving the clearing of vegetation protects the biodiversity, ecological values and processes, and hydrological functioning of a wetland in a wetland protection area, including: <ul style="list-style-type: none"> • water quality values • aquatic habitat values • terrestrial habitat values • usage of the site by native wetland fauna species or communities. 	A06.1 Vegetation clearing undertaken as a consequence of development does not occur in: <ul style="list-style-type: none"> (a) a wetland in a wetland protection area, or (b) a buffer area for a wetland as described in PO2. OR A06.2 If A06.1 cannot be complied with, vegetation clearing is minimised in the buffer area for the wetland. OR A06.3 If A06.1 or A06.2 cannot be complied with, an environmental offset as described in PO11 is provided.
P07 Development avoids land degradation in a wetland protection area, including: <ul style="list-style-type: none"> • mass soil movement, gully erosion, rill erosion, sheet erosion, tunnel erosion, stream bank erosion, wind erosion, or scalding • loss or modification of chemical, physical or biological properties or functions of soils. 	A07.1 Development is not carried out in: <ul style="list-style-type: none"> (a) a wetland in a wetland protection area, or (b) a buffer area for a wetland as described in PO2. OR A07.2 Based on the prevailing soil and slope characteristics for the development area, all reasonable and practical measures are implemented to establish development specific engineering designs and solutions for the horizontal and vertical alignment of infrastructure, so as to avoid land degradation in a wetland protection area. OR A07.3 If A07.1 or A07.2 cannot be complied with, filling and excavation operations are carried out, and an erosion and sediment control plan is prepared, and implemented, to minimise land degradation in a wetland protection area. OR A07.4 If A07.1 – A07.3 cannot be complied with, an environmental offset as described in PO11 is provided.

Performance outcomes	Acceptable outcomes
<p>P08 Development in a wetland protection area ensures that any existing ecological corridors are enhanced or protected and have dimensions and characteristics that will:</p> <ul style="list-style-type: none"> effectively link habitats on or adjacent to the site facilitate the effective movement of terrestrial and aquatic fauna accessing or using a wetland as habitat. 	<p>A08.1 Development in a wetland protection area does not occur within an existing ecological corridor.</p> <p>OR</p> <p>A08.2 If A08.1 cannot be complied with, and an ecological corridor is required to facilitate fauna movement:</p> <ol style="list-style-type: none"> an alternative ecological corridor with an appropriate width is provided and maintained in accordance with the Wetland Rehabilitation Guidelines for the Great Barrier Reef Catchment, Department of Environment and Heritage, 2008, or the design, construction and operation of development does not impede movement of fauna that may use, is likely to use or may move through a wetland in a wetland protection area as part of their normal life cycle. <p>OR</p> <p>A08.3 If A08.1 or A08.2 cannot be complied with, an environmental offset as described in PO11 is provided.</p>
<p>P09 Development does not result in the introduction of non-native pest plants or animals that pose an increased risk to the ecological values and processes of a wetland in a wetland protection area.</p>	<p>A09.1 Existing non-native pest plants or animals are removed or their threat is controlled by adopting pest management practices that provide for the long-term function of a wetland in a wetland protection area.</p> <p>OR</p> <p>A09.2 If A09.1 cannot be complied with, development does not result in the introduction of any non-native or pest species in a wetland in a wetland protection area.</p> <p>OR</p> <p>A09.3 If A09.1 or A09.2 cannot be complied with:</p> <ol style="list-style-type: none"> pest dispersal prevention measures are provided in appropriate locations to manage the threat of pest species to a wetland in a wetland protection area, and any pest dispersal prevention measures do not result in a barrier or hazard to the movement of wetland fauna in the wetland protection area. <p>OR</p> <p>A09.4 If A09.1–A09.3 cannot be complied with, an environmental offset as described in PO11 is provided.</p>

Performance outcomes	Acceptable outcomes
<p>PO10 During construction and operation of development in a wetland protection area, wetland fauna are protected from impacts associated with noise, light or visual disturbance.</p>	<p>AO10.1 Development in a wetland protection area does not result in noise, light or visual disturbance impacts on wetland fauna, during construction and operation.</p> <p>OR</p> <p>AO10.2 If AO10.1 cannot be complied with, an assessment of adverse impacts of the development in a wetland protection area on wetland fauna from the impacts of noise, light or visual disturbance is carried out by a qualified ecologist or equivalent, and recommendations for mitigation of these impacts are identified and implemented.</p> <p>OR</p> <p>AO10.3 If AO10.1 or AO10.2 cannot be complied with, an environmental offset as described in PO11 is provided.</p>
Environmental offsets	
<p>PO11 For development, where it is not possible to enhance existing values or avoid adverse effects on a wetland in a wetland protection area, or alternatively minimise adverse effects on a wetland, any remaining environmental impacts on a wetland in a wetland protection area are offset.</p>	<p>AO11.1 Where environmental offsets are required as an acceptable outcome in this code, they must be provided in accordance with the Queensland Biodiversity Offset Policy 2011.</p>
Monitoring	
<p>PO12 Development is monitored to ensure environmental values of a wetland in a wetland protection area are maintained.</p>	<p>AO12.1 A monitoring plan for development construction is prepared and implemented to monitor the effects of development on the ecological and hydrological functioning of a wetland in a wetland protection area.</p> <p>AND</p> <p>AO12.2 Remedial action is carried out on land managed by the entity carrying out the development, where monitoring determines that compliance with the acceptable outcomes is not achieving the relevant policy outcome.</p>

Part G: Glossary

Abbreviations

ACHA	<i>Aboriginal Cultural Heritage Act 2003</i>
AEP	Annual exceedence probability
AHD	Australian Height Datum
ALC	Agricultural Land Classification
ANEF	Australian Noise Exposure Forecast
ARI	Average recurrence interval
ASS	Acid sulfate soils
DSDIP	Department of State Development, Infrastructure and Planning
IDAS	Integrated Development Assessment System
KRA	Key resource area
MNES	Matters of national environmental significance
MSES	Matters of state environmental significance
QPP	Queensland Planning Provisions
SARA	State Assessment and Referral Agency
SDAP	State Development Assessment Provisions
SEQ	South East Queensland
SPP	State Planning Policy
SPR	Sustainable Planning Regulation 2009
TSICHA	<i>Torres Strait Islander Cultural Heritage Act 2003</i>
WQOs	Water quality objectives

Glossary

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

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	Mackay Regional
Brisbane City	Mapoon Aboriginal Shire
Bundaberg Regional	Moreton Bay Regional
Burdekin Shire	Mornington Shire
Burke Shire	Napranum Aboriginal Shire
Cairns Regional	Noosa Shire
Carpentaria Shire	Northern Peninsula Area Regional
Cassowary Coast Regional	Pormpuraaw Aboriginal Shire
Cook Shire	Redland City
Doomadgee Aboriginal Shire	Rockhampton Regional
Douglas Shire	Palm Island Aboriginal Shire
Fraser Coast Regional	Sunshine Coast Regional
Gladstone Regional	Torres Shire
Gold Coast City	Torres Strait Island Regional
Gympie Regional	Townsville City
Hinchinbrook Shire	Weipa Town Authority
Hope Vale Aboriginal Shire	Whitsunday Regional
Isaac Regional	Yarrabah Shire
Kowanyama Aboriginal Shire	Wujal Wujal Aboriginal Shire
Livingstone Shire	
Lockhart River Aboriginal Shire	

Editor's note: These materials are environmentally benign when left undisturbed in an aqueous, anoxic environment, but when exposed to oxygen, the iron sulfides break down, releasing large quantities of sulfuric acid and soluble iron. Both substances have considerable ability to degrade the natural and built environment, and the acid can mobilise other pollutants such as arsenic, lead and zinc.

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

agriculture means the growing, production and harvesting of food, fish, fibre, timber and foliage, including but not limited to the following uses:

animal husbandry, aquaculture, cropping, fishing, intensive animal industries, intensive horticulture, native forestry, plantation forestry, production nursery, wholesale nursery, and other complementary primary production activities.

Agricultural Land Classification (ALC) Class A and Class B land means the land shown on the SPP Interactive Mapping System as Agricultural Land Classification (ALC) Class A and B land.

algal bloom means a bloom of algae in coastal or estuarine waters.

annual exceedence probability (AEP) means the likelihood of occurrence of a flood of a given size or larger in any one year; usually expressed as a percentage.

Editor's note: For example, if a peak flood discharge of 500 cubic metres per second has an AEP of five per cent, it means that there is a five per cent risk (i.e. probability of 0.05 or a likelihood of one in 20) of a peak flood discharge of 500 cubic metres per second or larger occurring in any one year. The AEP of a flood event gives no indication of when a flood of that size will occur next.

Australian Noise Exposure Forecast (ANEF) means a single number index (expressed on an ANEF chart as a series of contours) that predicts for a particular future year (usually 10 or 20 years ahead) the cumulative exposure to aircraft noise likely to be experienced by communities near airports during a specified time period (usually one year).

aviation facility means a communication, navigation or surveillance facility identified in Appendix 2 of the State Planning Policy—state interest guideline: Strategic Airports and Aviation Facilities.

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

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

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

bulk water supply infrastructure means bulk water supply infrastructure identified in the SPP Interactive Mapping System.

bushfire hazard area (bushfire prone area) means an area that is:

- (a) for Part D: The state interest and plan making policies; an area identified by a local government in its planning scheme as a bushfire hazard area (bushfire prone area), on the basis of a fit for purpose bushfire study; or
- (b) for Part E: Interim development assessment requirements; an area shown on the SPP Interactive Mapping System as a bushfire hazard area (bushfire prone area).

Editor's note: the bushfire hazard area (bushfire prone area) is land that is considered likely to support a significant bushfire and could be subject to impacts from a significant bushfire.

coastal-dependent development

- (a) means development that in order to function must be located in tidal waters or be able to access tidal water,
- (b) may include, but is not limited to:
 - i. industrial and commercial facilities such as ports, harbours and navigation channels and facilities, aquaculture involving marine species, desalination plants, tidal generators, 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 land ward of the marina and appropriately protected from natural hazards; but
- (c) does not include:
 - i. residential development as the primary use;
 - ii. waste management facilities, such as landfills, sewerage treatment plants; or
 - iii. transport infrastructure, other than for access to the coast.

coastal erosion means the wearing away of land or the removal of beach or dune sediments by wave or wind action, tidal currents and water flows.

coastal hazard means coastal erosion of the foreshore or tidal inundation (including temporary or permanent inundation) that has the potential for loss or harm to the community, property and environment.

coastal hazard area means an area affected by a coastal hazard, including:

- a storm tide inundation area;
- an erosion prone area; and/or

- any other area identified by a local government as an area affected by a coastal hazard, based on a fit for purpose coastal hazard study, and contained within that local government's planning scheme.

coastal processes means the natural processes of the coast, including the following:

- (a) sediment transport to and along the coast;
- (b) fluctuations in the location and form of the foreshore, beach, dunes and associated ecosystems;
- (c) waves, tides and tidal currents;
- (d) changes in sea-level and coastal hazards; ecological processes (for example, migration of plant and animal species); 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 hazards, including altering physical coastal processes such as sediment transport.

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

coastal waters see the *Coastal Protection and Management Act 1995*, section 13.

coastal zone see the *Coastal Protection and Management Act 1995*, section 15.

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

contaminated stormwater means stormwater that contains a contaminant.

core port land means 'Brisbane core port land'.

cultural heritage significance of a heritage place or heritage area, means its aesthetic, architectural, historical, scientific, social or other significance to the present generation or past or future generations.

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

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

dredged material means mud, sand, coral, ballast, shingle, gravel, clay, earth and other material removed by dredging from the bed of tidal waters.

dredging means the mechanical removal of dredged material from tidal waters.

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

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

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

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

erosion prone area see the *Coastal Protection and Management Act 1995*, schedule.

Editor's note: Erosion prone areas are shown on the SPP Interactive Mapping System and are contained within a coastal hazard area. A local government may identify additional areas as a coastal hazard area, in its planning scheme.

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.

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 its planning scheme as a flood hazard area, on the basis of a fit for purpose flood study; or
- (b) if the local government has not identified flood hazard areas in its planning scheme in accordance with paragraph (a) above, identified on the SPP Interactive Mapping System as a flood hazard area.

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

future transport corridor means land identified in a guideline made under the *Transport Planning and Coordination Act 1994*, section 8E, for active transport infrastructure. These are shown on the SPP Interactive Mapping System.

future state transport corridor means any of the following:

- a future state-controlled road
- future railway land
- a future public passenger transport corridor
- a future state-controlled transport tunnel
- a future transport corridor.

hazardous chemical means any of the following substances:

- a) those that are toxic or very toxic substances under the Globally Harmonised System for identification and labelling of chemicals (GHS); or
- b) classes 2, 3, 4, 5, 6.1 and 8 of the ADG code; or
- c) those of Class 9 of the ADG code that are environmentally hazardous substances; or
- d) those listed in Appendix A of the ADG Code; or
- e) any other liquid with a flash point less than or equal to 93°C.

hazardous chemicals flood hazard threshold means any hazardous chemical in a quantity greater than the following:

- flammable gases > 5,000L; or
- toxic gases > 500L; or
- non-toxic, non-flammable gases including oxidising gases > 10,000L; or
- classes 3, 4, 5, 6.1, 8 and 9 of packing group I > 500L or kg of the ADG code; or
- classes 3, 4, 5, 6.1, 8 and 9 of packing group II > 2,500L or kg of the ADG code; or
- classes 3, 4, 5, 6.1, 8 and 9 of packing group III > 10,000L or kg of the ADG code.

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 area means an area that includes one or more heritage place.

Editor's note: A heritage area may or may not include a heritage place of local cultural heritage significance, a Queensland heritage place, national heritage place or world heritage property.

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

important agriculture areas (IAAs) means an important agricultural area as identified in the Queensland Agricultural Land Audit and shown in the SPP Interactive Mapping System as an important agricultural area.

Editor's note: An IAA is defined in the 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.

Indigenous cultural heritage means Aboriginal cultural heritage and Torres Strait Islander cultural heritage.

key resource area (KRA) means an area that contains extractive resources of state or regional significance and shown on the SPP Interactive Mapping System. This term includes the resource/processing area for the KRA, the separation area for the KRA and any associated transport route and transport route separation area.

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

landslide hazard area means an area that is

- (a) identified by a local government in its planning scheme as a landslide hazard area, on the basis of a fit for purpose landslide study of the local government's area; or
- (b) if the local government has not identified landslide hazard areas in its planning scheme in accordance with paragraph (a) above; an area of land with a slope greater than, or equal to 15 percent.

lighting area buffer zone for a strategic airport, means the area within a six kilometre radius of the strategic airport's runway.

locally important agriculture areas (local IAAs) means areas identified and mapped at the local scale using the same or similar methodology as used in the Queensland Agricultural Land Audit to identify regional scale IAAs. A local IAA is defined 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 local area or community.

management area means an area shown on the SPP Interactive Mapping System as a management area.

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

matters of local environmental significance see the *Environmental Offsets Act 2014* schedule 2.

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

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

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

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

matters of state environmental significance (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 parks and land within a 'marine national park', 'conservation park', 'scientific research', 'preservation' or 'buffer' zone 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
- threatened wildlife under the *Nature Conservation Act 1992* and special least concern animal under the Nature Conservation (Wildlife) Regulation 2006
- regulated vegetation under the *Vegetation Management Act 1999* that is:
 - Category B areas on the regulated vegetation management map, that are 'endangered' or 'of concern' regional ecosystems
 - Category C areas on the regulated vegetation management map that are 'endangered' or 'of concern' regional ecosystems
 - Category R areas on the regulated vegetation management map
 - areas of essential habitat on the essential habitat map for wildlife prescribed as 'endangered wildlife' or 'vulnerable wildlife' under the *Nature Conservation Act 1992*
 - regional ecosystems that intersect with watercourses identified on the vegetation management watercourse map
 - regional ecosystems that intersect with wetlands identified on the vegetation management wetlands map
- high preservation areas of wild river areas under the *Wild Rivers Act 2005*
- 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 as defined in the Environmental Protection (Water) Policy 2009, schedule 2
- legally secured offset areas.

Editor's note: where possible, these values and areas are shown on the SPP Interactive Mapping System.

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

natural hazard means a naturally occurring situation or condition, such as a flood, bushfire, landslide or coastal hazard, including erosion-prone areas and storm-tide inundation areas, with the potential for loss or harm to the community, property or environment.

natural hazard area means a flood hazard area, a bushfire hazard area, a landslide hazard area or a coastal hazard area.

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

- (a) for Leased Federal and other airports: the Obstacle Limitation Surface (OLS) established by the aerodrome operator and the Procedures for Air Navigation Services—Aircraft Operational Surfaces (PANS-OPS)
- (b) for Defence airfields and joint user airfields: height restrictions under the Defence (Areas Control) Regulations 1989 (Cwlth) under the *Defence Act 1903*.

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

petroleum lease means a petroleum lease under the *Petroleum Act 1923* or 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*.

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

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 property and people on the ground in the event of an aircraft accident during landing or take-off.

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

reclamation of tidal land means raising the land above high-water mark, whether gradually and imperceptibly or otherwise, by carrying out works, including dredging and the depositing of solid material, but not including beach nourishment.

resource/processing area for a KRA means the extent of the extractive resource and any existing or future processing operations.

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

sensitive land uses means a use that is a: caretakers accommodation, child care centre, community care centre, community residence, detention facility, dual occupancy, dwelling house, dwelling unit, educational establishment, health care services, hospital, hotel, multiple dwelling, non-resident workforce accommodation, relocatable home park, residential care facility, resort complex, retirement facility, rooming accommodation, rural workers accommodation, short-term accommodation, tourist park.

separation area for a resource/processing area for 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.

ship for a ship-sourced pollutant, see the *Transport Operations (Marine Pollution) Act 1995*.

ship-sourced pollutants means a pollutant, as defined under the *Transport Operations (Marine Pollution) Act 1995*, from a ship.

specified petroleum infrastructure means the petroleum infrastructure in the development plan for a petroleum lease, including facilities for the processing, storage or transport of petroleum or incidental activities in the area of a petroleum lease.

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

SPP Interactive Mapping System means the SPP Interactive Mapping System, as amended from time to time, published by the Department of State Development, Infrastructure and Planning and located at www.dsdip.qld.gov.au/spp-mapping.

state development area means a state development area under the *State Development and Public Works Organisation Act 1971*.

state tidal land see the *Coastal Protection and Management Act 1995*, schedule.

state transport corridors means any of the following:

- a state-controlled road
- a railway
- a public passenger transport corridor
- a state-controlled transport tunnel
- an active transport corridor.

These are shown on the SPP Interactive Mapping System.

state transport infrastructure means any of the following:

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

These are shown on the SPP Interactive Mapping System.

statutory land use plan means:

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

stock route see the *Land Act 1994*, schedule 6.

storage and handling area means the storage, use or handling of a hazardous chemical or group of hazardous chemicals in any combination.

storm tide inundation area means a medium or high storm tide inundation area shown on the SPP interactive mapping system.

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.

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

tidal prism means the volume of water in an estuary, inlet or river between the level of lowest astronomical tide and highest astronomical tide, or the volume of water that flows into an estuary, inlet or river on the flood tide under normal conditions.

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

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

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

transport route separation area for a KRA, means the area, measured 100 metres from the centre line of the transport route for 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.

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

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

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

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

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

wildlife hazard buffer zone for a strategic airport —means an area within a 13 kilometre radius of a strategic airport's runway.

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

Part H: Appendixes

Appendix 1

SPP code: Fire services in developments accessed by common private title

Purpose

The purpose of the SPP code: To ensure that developments accessed by common private title have appropriate fire hydrant infrastructure and unimpeded access to emergency services vehicles for the protection of people, property and the environment from fire and chemical incidents.

Application of code

This code applies where the development:

- (1) is for a material change of use or reconfiguring of lot for the purpose of development where part of the development or any dwelling is more than 90 metres from the nearest located fire hydrant; and

- (2) for buildings, both attached and detached, not covered in other legislation or planning provisions mandating fire hydrants; and
- (3) the proposed development will include streets and common access ways within a common private title in areas serviced by reticulated water within Queensland.

Editor's note: the term common private title covers areas such as access roads in community title developments or strata title unit access which are private and under group or body corporate control.

SPP code: Fire services in developments accessed by common private title

Performance outcomes	Acceptable outcomes
PO1 Hydrants are located in positions that will enable fire services to access water safely, effectively and efficiently.	AO1.1 Residential streets and common access ways within a common private title should have hydrants placed at intervals of no more than 120 metres and at each intersection. Hydrants may have a single outlet and be situated above or below ground. AO1.2 Commercial and industrial streets and access ways within streets serving commercial properties such as factories, warehouses and offices should be provided with above or below ground fire hydrants at not more than 90 metre intervals and at each street intersection. Above ground fire hydrants should have dual valved outlets.
PO2 Road widths and construction within the development are adequate for fire emergency vehicles to gain access to a safe working area close to dwellings and near water supplies whether or not on-street parking spaces are occupied.	AO2.1 Road access minimum clearances of 3.5 metres wide and 4.8 metres high are provided for safe passage of emergency vehicles.
PO3 Hydrants are suitably identified so that fire services can locate them at all hours.	AO3.1 Hydrants are identified as specified in 'Identification of street hydrants for fire fighting purposes' available under 'Publications' on the Department of Transport and Main Roads website www.tmr.qld.gov.au/~media/busind/techstdpubs/trum/125Amend18.pdf

Editor's note: For further information on how to address the above criteria please see Queensland Fire and Emergency Service: Fire hydrant and vehicle access guidelines for residential, commercial and industrial lots.

Appendix 2

SPP code: Ship-sourced pollutants reception facilities in marinas

Purpose

The purpose of the SPP code: Ship-sourced pollutants reception facilities in marinas is to ensure all marina development facilitates the installation, maintenance and availability of reception facilities for ship-sourced pollutants to prevent marine pollution.

Application of code

This code applies where the development:

- (1) is for a marina, with six or more berths, that is located outside of strategic port land, core port land and state development areas, or
- (2) contains individual dwellings that have a structure that contains six or more berths emanating from common property, such as in a body corporate arrangement.

SPP code: Ship-source pollutants reception facilities in marinas

Performance outcomes	Acceptable outcomes
PO1 Marina development provides facilities for the handling and disposal of ship-sourced pollutants.	AO1.1 Common user facilities for the handling and disposal of ship-sourced pollutants including oil, garbage and sewage are provided at a suitable location at the marina, AND Facilities shall be designed and operated to ensure the risk of spillage from operations is minimised, AND Appropriate equipment to contain and remove spillages is stored in a convenient position near the facility and is available for immediate use, AND Boats visiting the marina are able to use the ship-sourced pollutants reception facilities. <i>Editor's note: Refer to: Australian and New Zealand Environment and Conservation Council (ANZECC), 1997, Best Practice Guidelines for Waste Reception Facilities at Ports, Marinas and Boat Harbours in Australia and New Zealand.</i> AO1.2 Where practical, the marina pollutant reception facility is connected to sewerage or other waste reception infrastructure. <i>Editor's note: Reception facilities require compliance assessment under the Plumbing and Drainage Act 2002. The plumbing compliance assessment process will ensure that the proposed facilities address 'peak load'.</i>

Appendix 3

SPP code: Water quality

Purpose

The purpose of the SPP code: Water quality is to ensure development is planned, designed, constructed and operated to manage stormwater and wastewater in ways that support the protection of environmental values identified in the Environmental Protection (Water) Policy 2009.

SPP code: Water quality

Performance outcomes	Acceptable outcomes
Plan to avoid/minimise new impacts	
PO1 The development is planned and designed considering the land use constraints of the site for achieving stormwater design objectives.	AO1.1 A site stormwater quality management plan (SQMP) is prepared, and: <ol style="list-style-type: none"> is consistent with any local area stormwater management planning, and provides for achievable stormwater quality treatment measures meeting design objectives listed below in Table A (construction phase) and Table B (post construction phase), or current best practice environmental managements, reflecting land use constraints, such as: <ul style="list-style-type: none"> erosive, dispersive, sodic and/or saline soil types landscape features (including landform) acid sulfate soil and management of nutrients of concern rainfall erosivity. <p><i>Editor's note: Local area stormwater management planning may include Urban Stormwater Quality Management Plans, or Catchment or waterway management plans, Healthy Waters Management Plans, Water Quality Improvement Plans, Natural Resource Management Plans.</i></p>

Performance outcomes	Acceptable outcomes
<p>PO2 Development does not discharge wastewater to a waterway or off site unless demonstrated to be best practice environmental management for that site.</p>	<p>AO2.1 A wastewater management plan (WWMP) is prepared by a suitably qualified person and addresses:</p> <ul style="list-style-type: none"> a. wastewater type, and b. climatic conditions, and c. water quality objectives (WQOs), and d. best-practice environmental management, and <p>AO2.2 The WWMP provides that wastewater is managed in accordance with a waste management hierarchy that:</p> <ul style="list-style-type: none"> a. avoids wastewater discharges to waterways, or b. if wastewater discharge to waterways cannot practicably be avoided, minimises wastewater discharge to waterways by re-use, recycling, recovery and treatment for disposal to sewer, surface water and groundwater.
<p>PO3 Any non-tidal artificial waterway is located in a way that is compatible with the land use constraints of the site for protecting water environmental values in existing natural waterways.</p>	<p>AO3.1 If the proposed development involves a non-tidal artificial waterway:</p> <ul style="list-style-type: none"> a. environmental values in downstream waterways are protected, and b. any groundwater recharge areas are not affected, and c. the location of the waterway incorporates low lying areas of a catchment connected to an existing waterway, and d. existing areas of ponded water are included, and <p>AO3.2 Non-tidal artificial waterways are located:</p> <ul style="list-style-type: none"> a. outside natural wetlands and any associated buffer areas, and b. to minimise disturbing soils or sediments, and c. to avoid altering the natural hydrologic regime in acid sulfate soil and nutrient hazardous areas.
<p>PO4 Any non-tidal artificial waterway is located in a way that is compatible with existing tidal waterways.</p>	<p>AO4.1 Where a non-tidal artificial waterway is located adjacent to, or is connected to, a tidal waterway by means of a weir, lock, pumping system or similar:</p> <ul style="list-style-type: none"> a. there is sufficient flushing or a tidal range of >0.3 m, or b. any tidal flow alteration does not adversely impact on the tidal waterway, or c. there is no introduction of salt water into freshwater environments.

Performance outcomes	Acceptable outcomes
Design to avoid/minimise new impacts	
PO5 Stormwater does not discharge directly to a non-tidal artificial waterway without treatment to manage stormwater quality management.	AO5.1 Any non-tidal artificial waterway is designed and managed for any of the following end-use purposes: <ul style="list-style-type: none"> a. amenity including aesthetics, landscaping and recreation, or b. flood management, or c. stormwater harvesting as part of an integrated water cycle management plan, or d. aquatic habitat, and AO5.2 The end-use purpose of any non-tidal artificial waterway is designed and operated in a way that protects water environmental values.
Construct to avoid/minimise new impacts	
PO6 Construction activities for the development avoid or minimise adverse impacts on stormwater quality.	AO6.1 An erosion and sediment control plan (ESCP) demonstrates that release of sediment-laden stormwater is avoided for the nominated design storm, and minimised when the nominated design storm is exceeded, by addressing design objectives listed below in Table A (construction phase) or local equivalent, for: <ul style="list-style-type: none"> a. drainage control, and b. erosion control, and c. sediment control, and d. water quality outcomes, and AO6.2 Erosion and sediment control practices (including any proprietary erosion and sediment control products) are designed, installed, constructed, operated, monitored and maintained, and any other erosion and sediment control practices are carried out in accordance with local conditions and appropriate recommendations from a suitably qualified person, or
	AO6.2 The ESCP demonstrates how stormwater quality will be managed in accordance with an acceptable regional or local guideline so that target contaminants are treated to a design objective at least equivalent to Acceptable Outcome AO6.1.

Performance outcomes	Acceptable outcomes
Operate to avoid/minimise new impacts	
<p>P07 Operational activities for the development avoid or minimises changes to waterway hydrology from adverse impacts of altered stormwater quality and flow.</p>	<p>A07.1 Development incorporate stormwater flow control measure to achieve the design objectives set out below in and Table B (post construction phase). The operational phases for the development comply with design objectives in Table B (post construction phase), or current best practice environmental management, including management of frequent flows, and peak flows.</p>
<p>P08 Any treatment and disposal of waste water to a waterway accounts for:</p> <ul style="list-style-type: none"> the applicable water quality objectives for the receiving waters, and adverse impact on ecosystem health or receiving waters, and in waters mapped as being of high ecological value, the adverse impacts of such releases and their offset. 	<p>A08.1 Implement the WWMP prepared in accordance with AO2.1.</p>
<p>P09 Wastewater discharge to a waterway is managed in a way that maintains ecological processes, riparian vegetation, waterway integrity, and downstream ecosystem health.</p>	<p>A09.1 Wastewater discharge waterways is managed to avoid or minimize the release of nutrients of concern so as to minimize the occurrence, frequency and intensity of coastal algal blooms, and</p> <p>A09.2 Development in coastal catchments avoids or minimises and appropriately manages soil disturbance or altering natural hydrology, and</p> <p>A09.3 Development in coastal catchments:</p> <ol style="list-style-type: none"> avoids lowering groundwater levels where potential or actual acid sulfate soils are present, and manages wastewaters so that: <ol style="list-style-type: none"> the pH of any wastewater discharged is maintained between 6.5 and 8.5 to avoid mobilisation of acid, iron, aluminium, and metals, and holding times of neutralised wastewaters ensures the flocculation and removal of any dissolved iron prior to release, and visible iron floc is not present in any discharge, and precipitated iron floc is contained and disposed of, and wastewater and precipitates that cannot be contained and treated for discharge on site are removed and disposed of through trade waste or another lawful method.

Performance outcomes	Acceptable outcomes
<p>PO10 Any non-tidal artificial waterway is managed and operated by suitably qualified persons to achieve water quality objectives in natural waterways.</p>	<p>AO10.1 Any non-tidal artificial waterway is designed, constructed and managed under the responsibility of a suitably qualified registered professional engineer, Queensland (RPEQ) with specific experience in establishing and managing artificial waterways, and</p> <p>AO10.2 Monitoring and maintenance programs adaptively manage water quality in any non-tidal artificial waterway to achieve relevant water-quality objectives downstream of the waterway, and</p> <p>AO10.3 Aquatic weeds are managed in any non-tidal artificial waterway to achieve a low percentage of coverage of the water surface area (less than 10%). Pests and vectors (such as mosquitoes) are managed through avoiding stagnant water areas, providing for native fish predators, and any other best practices for monitoring and treating pests, and</p> <p>AO10.4 Any non-tidal artificial waterway is managed and operated by a responsible entity under agreement for the life of the waterway. The responsible entity is to implement a deed of agreement for the management and operation of the waterway that:</p> <ol style="list-style-type: none"> identifies the waterway, and states a period of responsibility for the entity, and states a process for any transfer of responsibility for the waterway, and states required actions under the agreement for monitoring the water quality of the waterway and receiving waters, and states required actions under the agreement for maintaining the waterway to achieve the outcomes of this code and any relevant conditions of a development approval, and identifies funding sources for the above, including bonds, infrastructure charges or levies.

Table A: Construction phase—stormwater management design objectives

Application

Applies to all climatic regions.

Issue		Design objectives
Drainage control	Temporary drainage works	<ol style="list-style-type: none"> 1. Design life and design storm for temporary drainage works: <ul style="list-style-type: none"> • Disturbed area open for <12 months—1 in 2-year ARI event • Disturbed area open for 12–24 months—1 in 5-year ARI event • Disturbed area open for > 24 months—1 in 10-year ARI event 2. Design capacity excludes minimum 150 mm freeboard 3. Temporary culvert crossing—minimum 1 in 1-year ARI hydraulic capacity
Erosion control	Erosion control measures	<ol style="list-style-type: none"> 1. Minimise exposure of disturbed soils at any time 2. Divert water run-off from undisturbed areas around disturbed areas 3. Determine the erosion risk rating using local rainfall erosivity, rainfall depth, soil-loss rate or other acceptable methods 4. Implement erosion control methods corresponding to identified erosion risk rating
Sediment control	Sediment control measures Design storm for sediment control basins Sediment basin dewatering	<ol style="list-style-type: none"> 1. Determine appropriate sediment control measures using: <ul style="list-style-type: none"> • potential soil loss rate, or • monthly erosivity, or • average monthly rainfall 2. Collect and drain stormwater from disturbed soils to sediment basin for design storm event: <ul style="list-style-type: none"> • design storm for sediment basin sizing is 80th% five-day event or similar 3. Site discharge during sediment basin dewatering: <ul style="list-style-type: none"> • TSS < 50 mg/L TSS, and • Turbidity not >10% receiving waters turbidity, and • pH 6.5–8.5
Water quality	Litter and other waste, hydrocarbons and other contaminants	<ol style="list-style-type: none"> 1. Avoid wind-blown litter; remove gross pollutants 2. Ensure there is no visible oil or grease sheen on released waters 3. Dispose of waste containing contaminants at authorised facilities
Waterway stability and flood flow management	Changes to the natural waterway hydraulics and hydrology	<ol style="list-style-type: none"> 1. For peak flow for the 1-year and 100-year ARI event, use constructed sediment basins to attenuate the discharge rate of stormwater from the site

Table B: Post construction phase—stormwater management design objectives**Application**

- (a) Applies to western Queensland and Cape York/ Far North Queensland, for population centres greater than 25,000 persons, and
 (b) For all other climatic regions with population centres greater than 3000 persons.

Climatic region (Refer SPP Interactive Mapping System)	Design objectives Minimum reductions in mean annual load from unmitigated development (%)				Application
	Total suspended solids (TSS)	Total phosphorus (TP)	Total nitrogen (TN)	Gross pollutants >5 mm	
South East Queensland	80	60	45	90	Development for urban purposes within population centres greater than 3000 persons.
Central Queensland (south)	85	60	45	90	As above.
Central Queensland (north)	75	60	40 #	90	As above. # Mackay Regional Council has adopted a 35% reduction for TN.
Dry Tropics	80	60 #	40	90	As above. # Townsville City Council has adopted a 65% reduction for TP.
Wet Tropics	80	60	40	90	As above.
Cape York/FNQ	80	60	40	90	Development for urban purposes within population centres greater than 25,000 persons.
Western Queensland	85	60	45	90	As above.
All	N/A	N/A	N/A	N/A	Excludes development that is less than 25% impervious. In lieu of modelling, the default bio-retention treatment area to comply with load reduction targets for all Queensland regions is 1.5% of the contributing catchment area.
	Waterway stability management <ul style="list-style-type: none"> Limit the peak 1-year ARI event discharge within the receiving waterway to the pre-development peak 1-year ARI event discharge. 				Catchments contributing to un-lined receiving waterway. Local government may not require compliance if the waterway is degraded. For peak flow for the 1-year ARI event, use co-located storages to attenuate site discharge rate of stormwater.

Appendix 4

SPP code: Land use and transport integration

Purpose

The purpose of the SPP code: Land use and transport integration is to ensure development within close proximity to existing or future public passenger transport facilities supports an integrated approach to land use and transport integration by:

- providing safe and direct access to existing or future public passenger transport facilities
- ensuring development is integrated with existing or future public passenger transport facilities and provides for the safety of passengers using these facilities

- providing a road hierarchy that supports effective bus route connectivity with existing or future public passenger transport facilities.

The purpose of the code will be achieved if development complies with the performance outcomes.

Application of code

This code applies to development applications for a material change of use of premises or reconfiguring a lot relating to land that is within 400 metres of an existing or future public passenger transport facility where the total site area is 5000 square metres or more.

SPP code: Land use and transport integration

Performance outcomes	Acceptable outcomes
Connectivity	
PO1 Development supports a road hierarchy which facilitates efficient, safe and accessible bus services connecting to existing and future public passenger transport facilities.	AO1.1 Roads catering for buses are major collector, arterial or sub-arterial roads ¹⁵ or their equivalent. AO1.2 Roads catering for buses provide convenient connections to existing and future public passenger transport facilities. AO1.3 Development on bus routes does not impact bus stop infrastructure or the efficient running of bus services. AO1.4 Roads catering for buses are designed and constructed in accordance with the code for IDAS in the <i>Transport Planning and Coordination Regulation 2005</i> , schedule, part 2.
PO2 Development enhances connectivity between existing and future public passenger transport facilities and other transport modes.	AO2.1 The road network supports modal interchange by integrating with existing and future public passenger transport facilities. AO2.2 Development provides direct linkages for passengers between existing and future public passenger transport facilities and other transport modes. AO2.3 Development provides way-finding information for existing public transport facilities and interconnecting transport modes.

15. See Austroads Glossary of Terms 4th Edition (August 2010).

Performance outcomes	Acceptable outcomes
Pedestrian and cycle access	
P03 Development optimises the walkable catchment to existing and future public passenger transport facilities.	A03.1 Development connects to an existing or planned pedestrian/cycle network that links to existing and future public passenger transport facilities. A03.2 Development provides convenient through-site connections for pedestrians and cyclists to existing and future public passenger transport facilities.
Interfaces with public passenger transport facilities	
P04 Development provides direct and safe access to and use of public passenger transport facilities.	A04.1 Through-site pathway connections to public passenger transport facilities are provided in accordance with Austroads guide to road design—Part 6A: Pedestrian and cyclist paths. A04.2 Pathway connections are available at all times. A04.3 Direct and legible pedestrian and cycle paths and crossings provide connections to existing and future public passenger transport facilities. A04.4 Development incorporates landscaping, boundary treatments and lighting that enhances the safety of pedestrians and cyclists accessing public passenger transport facilities by providing for casual surveillance. A04.5 Commercial and retail shopping development provides active frontages oriented towards public passenger transport facilities. A04.6 Residential development addresses street frontages and provides casual surveillance of public passenger transport facilities.

Appendix 5

SPP code: Strategic airports and aviation facilities

Purpose

The purpose of the SPP code: Strategic airports and aviation facilities is to protect the safety, efficiency and operational integrity of strategic airports and aviation facilities by ensuring development:

- does not create incompatible intrusions, or compromise aircraft safety, in operational airspace
- does not adversely affect the functioning of aviation facilities
- avoids increasing risk to public safety in public safety areas
- is compatible with forecast levels of aircraft noise within the 20 ANEF contour and greater (as defined by Australian Standard 2021-2000: Acoustics—Aircraft noise intrusion—Building siting and construction (AS 2021) as adopted 7 July 2000).

The purpose of the code will be achieved if development complies with the performance outcomes.

Application of code

This code applies to development applications for:

- (1) a material change of use of premises that will result in work encroaching into the operational airspace of a strategic airport and is at least 12 metres high, or
- (2) building work not associated with a material change of use mentioned in paragraph (1) that will result in work encroaching into the operational airspace of a strategic airports and is at least 12 metres, or
- (3) a material change of use of premises or reconfiguring a lot where any part of the land is within the 20 ANEF contour for a strategic airport, or
- (4) a material change of use of premises or reconfiguring a lot where any part of the land is within the public safety areas of a strategic airport, or
- (5) a material change of use of premises where any part of the land is within the lighting area buffer zone of a strategic airport, or
- (6) a material change of use of premises where any part of the land is within the wildlife hazard buffer zone of a strategic airport, or
- (7) a material change of use of premises that will result in work encroaching into the building restricted area of an aviation facility, or
- (8) building work not associated with a material change of use mentioned in paragraph (7) that will result in work encroaching into the building restricted area of an aviation facility.

SPP code: Strategic airports and aviation facilities

Performance outcomes		Acceptable outcomes	
Operational airspace			
Physical and transient obstructions			
PO1 Development does not create a permanent or temporary physical or transient obstruction in a strategic airport's operational airspace.		AO1.1 Buildings and structures do not encroach into the airport's operational airspace. AO1.2 Cranes or other equipment used during construction do not encroach into the airport's operational airspace. AO1.3 Landscaping does not include vegetation that at maturity will encroach into the airport's operational airspace. AO1.4 Transient activities associated with development such as parachuting, hot air ballooning and hang-gliding will not occur within the airport's operational airspace.	
<i>Editor's note: A development proposal involving a building, structure, crane or other construction equipment which encroaches into the operational airspace of a Leased Federal or other strategic airport must be referred to the airport manager for assessment, who will on refer the proposal to the Australian Government if required. Encroachments into a Height Restriction Zone for a defence or joint-user airfield must be referred to the Department of Defence (DoD) for assessment. Refer to the SPP guidelines for more information regarding the Australian Government's role and assessment processes for intrusions into operational airspace of strategic airports.</i>			
Lighting and reflective surfaces			
PO2 Development does not include external lighting or reflective surfaces that could distract or confuse pilots.		AO2.1 Development within the lighting buffer zone for the strategic airport does not include any of the following types of outdoor lighting: <ul style="list-style-type: none">• straight parallel lines of lighting 500 m to 1000 m long• flare plumes• upward shining lights• flashing lights• laser lights• sodium lights• reflective surfaces. AO2.2 Development within the lighting buffer zone for the strategic airport does not emit light that will exceed the maximum light intensity specified for the area.	
<i>Editor's note: A development proposal within 6 km of a strategic airport involving installation of external lighting that is likely to affect aircraft operations must be referred to the airport manager for assessment who will refer the proposal to the Australian Government if required. Both the Civil Aviation Safety Authority (CASA) (under the Civil Aviation Act 1988 and Regulation 94 of the Civil Aviation Regulations 1988) and the DoD have legislative powers to cause lighting which may cause distraction, confusion or glare to pilots flying aircraft to be turned off or modified.</i>			
<i>Lighting design matters should be addressed during pre-lodgement stage of the development assessment process to avoid CASA or DoD directives to modify lighting after it has been installed. CASA can provide advice about the design and installation of lighting within 6 km of a strategic airport on the request of local government or an applicant.</i>			

Performance outcomes	Acceptable outcomes
Emissions	
PO3 Emissions do not significantly increase air turbulence, reduce visibility or compromise the operation of aircraft engines in a strategic airport's operational airspace.	AO3.1 Development does not emit smoke, dust, ash or steam into the airport's operational airspace. AO3.2 Development does not emit a gaseous plume into the airport's operational airspace at a velocity exceeding 4.3 m per second, or AO3.3 Development emitting smoke, dust, ash, steam or a gaseous plume exceeding 4.3 m per second is designed and constructed to mitigate adverse impacts of emissions upon operational airspace.
<p><i>Editor's note: A development proposal involving emission of airborne particulates that may impair visibility in operational airspace must be referred to the airport manager who will on refer the proposal to CASA for assessment. Proposals with the potential to affect visibility in a Height Restriction Zone for a defence or joint-user airfield must be referred to DoD for assessment.</i></p> <p><i>Practice notes 1 and 2 of the SPP guideline: Strategic airports and aviation facilities provide more information regarding the Australian Government's role and assessment processes for intrusions into operational airspace of strategic airports. It is recommended proponents seek CASA or DoD advice during pre-lodgement stage of the development assessment process.</i></p>	
Wildlife hazards	
PO4 Development does not cause wildlife to create a safety hazard within a strategic airport's operational airspace.	AO4.1 Development located within 3 km of a strategic airport's runway does not involve uses listed in column 1 of Table C: Land uses associated with increases in wildlife strikes and hazards. AO4.2 Development located within 3 km of a strategic airport's runway involving a use listed in column 2 of Table C: Land uses associated with increases in wildlife strikes and hazards, includes measures to reduce the potential to attract birds and bats. AO4.3 Development located between 3 km and 8 km of a strategic airport's runway involving a use listed in column 1 or column 2 of Table C: Land uses associated with increases in wildlife strikes and hazards, includes measures to reduce the potential to attract birds and bats. AO4.4 Development located between 8 km and 13 km of a strategic airport's runway involving a use listed in column 1 or column 2 of Table C: Land uses associated with increases in wildlife strikes and hazards, does not increase the potential to attract birds and bats.
<p><i>Editor's note: A development proposal in the vicinity of a strategic airport that may increase risk of wildlife strike should be referred to the airport manager for assessment. A development proposal in the vicinity of a defence or joint-user airfield that may increase risk of wildlife strike should be referred to DoD for assessment.</i></p> <p><i>Where local government seek to approve land uses which may increase the risk of wildlife strike near existing airports, steps should be taken to mitigate risk in consultation with the airport manager and qualified bird and wildlife management experts.</i></p>	

Performance outcomes	Acceptable outcomes
Protection of aviation facilities	
PO5 Development does not interfere with the function of aviation facilities.	AO5.1 Development located within the building restricted area for an aviation facility does not create: <ul style="list-style-type: none"> • permanent or temporary physical obstructions in the line of sight between antennas • an electrical or electromagnetic field that will interfere with signals transmitted by the facility • reflective surfaces that could deflect or interfere with signals transmitted by the facility, or AO5.2 Development located within the building restricted area for an aviation facility is designed and constructed to mitigate adverse impacts on the function of the facility.
<i>Editor's note: A development proposal on land located within a building restricted area should be referred to Airservices Australia or DoD for assessment. Airservices Australia or DoD will provide local government and proponents with authoritative advice about the impact of a proposed development on the function of an aviation facility, requirements for risk assessment processes, and mitigation methods. It is recommended that advice be sought during pre-lodgement stage of development assessment processes to avoid objections from Airservices Australia or DoD.</i>	
Public safety areas	
PO6 Development does not increase the risk to public safety.	AO6.1 Development within a strategic airport's public safety area does not involve: <ul style="list-style-type: none"> • a significant increase in the number of people living, working or congregating in the area • the manufacture, use or storage of flammable, explosive, hazardous or noxious materials.
Aircraft noise	
PO7 Development involving a sensitive land use is appropriately located and designed to prevent adverse impacts from aircraft noise.	AO7.1 Development within the 20–40 ANEF contour is consistent with Table D: Compatible and incompatible land uses within ANEF contours of the SPP guideline: Strategic airports and aviation facilities. AO7.2 Development within the 20–40 ANEF contour is designed and constructed to attenuate aircraft noise by achieving the indoor design sound levels specified in Table E: Desirable indoor sound levels for sensitive land uses of the SPP guideline: Strategic airports and aviation facilities.
<i>Editor's note: Where the acceptable outcomes cannot be met, a Noise Assessment Report prepared by an appropriately qualified acoustic consultant may be prepared to demonstrate compliance with this performance outcome.</i>	

Table C: Land uses associated with increases in wildlife strikes and hazards

Column 1: High risk	Column 2: Moderate risk
Rural activities <ul style="list-style-type: none"> • Cropping (turf farm) • Cropping (fruit tree farm) • Intensive animal industry (piggery) • Aquaculture (fish processing/packing plant) Conservation <ul style="list-style-type: none"> • Conservation estate (e.g. wetland) Recreation activities <ul style="list-style-type: none"> • Major sport, recreation and entertainment facility (showground) Industry activities <ul style="list-style-type: none"> • Low-impact industry (food processing plant) • Medium-impact industry (food processing plant) • High-impact industry (food processing plant) Utility installation <ul style="list-style-type: none"> • Food/organic waste facility • Putrescible waste facility (e.g. landfill, transfer station) 	Rural activities <ul style="list-style-type: none"> • Animal husbandry (cattle/dairy farm) • Intensive animal industry (poultry farm) Conservation <ul style="list-style-type: none"> • Conservation estate (all other) Recreation activities <ul style="list-style-type: none"> • Major sport, recreation and entertainment facility (all other) • Outdoor sport and recreation • Park Utility installation <ul style="list-style-type: none"> • Non-putrescible waste facility (e.g. landfill, transfer station) • Sewage/wastewater treatment facility

Table D: Compatible and incompatible land uses within ANEF contours

Sensitive land uses	Compatibility of use within ANEF contour of site		
	Compatible	Compatible subject to conditions	Incompatible
Accommodation activity (except short-term accommodation, hostel), residential care facility	Less than 20 ANEF	20–25 ANEF	25–40 ANEF
Short-term accommodation Hotel Hostel	Less than 25 ANEF	25–30 ANEF	30–40 ANEF
Educational establishment Child care centre	Less than 20 ANEF	20–25 ANEF	25–40 ANEF
Hospital Health care service	Less than 20 ANEF	20–25 ANEF	25–40 ANEF
Community use Places of worship	Less than 20 ANEF	20–30 ANEF	30–40 ANEF
Office	Less than 25 ANEF	25–35 ANEF	35–40 ANEF

Source: Adapted from Australian Standard 2021 (as adopted 7 July 2000).

Editor's notes:

- Table D only considers aircraft noise impacts on indoor spaces specifically.*
- Australian Standard 2021 should be referred to by those seeking information / background on the basis of Table B.*
- Australian Noise Exposure Forecast (ANEF).*

Table E: Desirable indoor design sound levels for sensitive land uses

Land use	Location within development	Indoor design sound level dB(A)
Accommodation activities	Sleeping areas	50
Residential care facilities	Other habitable	55
Short-term accommodation	Sleeping areas	55
Hotels		
Hostels		
Educational establishments	Libraries	50
Child care centres	Classrooms, study areas	
	Sleeping areas	
	Teaching area, assembly areas	55
Hospitals	Wards, theatres, treatment and consulting rooms	50
Health care services	Laboratories	65
Community uses		50
Places of worship		
Offices	Private offices, conference rooms	55
	Open offices	65

Source: Adapted from Australian Standard 2021 (as adopted 7 July 2000).

Editor's notes: Australian Standard 2021, as adopted 7 July 2000, should be referred to for advice and information about the indoor design sound levels in Table E.

Appendix 6

Management areas: acoustic and air quality objectives

Purpose

The following are the relevant acoustic and air quality objectives extracted from the:

- *Environmental Protection (Noise) Policy 2008*, and
- *Environmental Protection (Air) Policy 2008*

Development is planned, designed and managed to achieve the objectives in Tables F and G, consistent with the *Environmental Protection (Air) Policy 2008* and the *Environmental Protection (Noise) Policy 2008*.

Table F: Acoustic quality objectives

Sensitive receptor	Time of day	Acoustic quality objectives (measured at the receptor) dB(A)			Environmental value
		L _{Aeq,adj, 1hr}	L _{A10,adj, 1hr}	L _{A1,adj, 1hr}	
dwelling (for outdoors)	daytime and evening	50	55	65	health and wellbeing
dwelling (for indoors)	daytime and evening	35	40	45	health and wellbeing
	night-time	30	35	40	health and wellbeing, in relation to the ability to sleep
library and educational institution (including a school, college and university) (for indoors)	when open for business or when classes are being offered	35			health and wellbeing
childcare centre or kindergarten (for indoors)	when open for business, other than when the children usually sleep	35			health and wellbeing
childcare centre or kindergarten (for indoors)	when the children usually sleep	30			health and wellbeing, in relation to the ability to sleep
school or playground (for outdoors)	when the children usually play outside	55			health and wellbeing, and community amenity
hospital, surgery or other medical institution (for indoors)	visiting hours	35			health and wellbeing
hospital, surgery or other medical institution (for indoors)	anytime, other than visiting hours	30			health and wellbeing, in relation to the ability to sleep
commercial and retail activity (for indoors)	when the activity is open for business	45			health and wellbeing, in relation to the ability to converse

Sensitive receptor	Time of day	Acoustic quality objectives (measured at the receptor) dB(A)			Environmental value
		L _{Aeq,adj, 1hr}	L _{A10,adj, 1hr}	L _{A1,adj, 1hr}	
protected area, or an area identified under a conservation plan under the <i>Nature Conservation Act 1992</i> as a critical habitat or an area of major interest	anytime	the level of noise that preserves the amenity of the existing area or place			health and biodiversity of ecosystems
marine park under the <i>Marine Parks Act 2004</i>	anytime	the level of noise that preserves the amenity of the existing marine park			health and biodiversity of ecosystems
park or garden that is open to the public (whether or not on payment of an amount) for use other than for sport or organised entertainment	anytime	the level of noise that preserves the amenity of the existing park or garden			community amenity

Table G: Air quality objectives

Indicator	Environmental value	Air quality objectives		Period	Days
		$\mu\text{g}/\text{m}^3$ at 0 degrees C (except where noted)	ppm (volume/volume)		
1,2-dichloroethane	health and wellbeing	750	0.17	24 hours	
1,3-butadiene	health and wellbeing	2.4	0.001	1 year	
arsenic and compounds (measured as the total metal content in PM_{10})	health and wellbeing	$6\text{ng}/\text{m}^3$		1 year	
benzene	health and wellbeing	10	0.003	1 year	
benzo(a)pyrene (as a marker for polycyclic aromatic hydrocarbons)	health and wellbeing	$0.3\text{ng}/\text{m}^3$		1 year	
cadmium and compounds (measured as the total metal content in PM_{10})	health and wellbeing	$5\text{ng}/\text{m}^3$		1 year	
carbon disulfide	health and wellbeing	110	0.032	24 hours	
	protecting aesthetic environment	21	0.0063	30 minutes	
carbon monoxide	health and wellbeing	$11\text{mg}/\text{m}^3$	9	8 hours	1 day each year
dichloromethane	health and wellbeing	$3.2\text{mg}/\text{m}^3$	0.85	24 hours	
		$0.48\text{mg}/\text{m}^3$	0.13	1 week	
fluoride	health and biodiversity of ecosystems (other than protected areas)	2.9		24 hours	
		0.84		30 days	
		0.5		90 days	
	health and biodiversity of ecosystems (for protected areas)	0.1		90 days	
	protecting agriculture	1.5		24 hours	
		0.4		30 days	
		0.25		90 days	
formaldehyde	health and wellbeing	54	0.04	24 hours	
	protecting aesthetic environment	110	0.08	30 minutes	
hydrogen sulfide	health and wellbeing	160	0.11	24 hours	
	protecting aesthetic environment	7.5	0.0049	30 minutes	
inorganic mercury vapour	health and wellbeing	1.1		1 year	
lead and compounds (measured as the total metal content in total suspended particles)	health and wellbeing	0.5		1 year	

Indicator	Environmental value	Air quality objectives			
		$\mu\text{g}/\text{m}^3$ at 0 degrees C (except where noted)	ppm (volume/volume)	Period	Days
manganese and compounds (measured as the total metal content in PM_{10})	health and wellbeing	0.16		1 year	
nickel and compounds (measured as the total metal content in PM_{10})	health and wellbeing	$20\text{ng}/\text{m}^3$		1 year	
nitrogen dioxide	health and wellbeing	250	0.12	1 hr	1 day each year
		62	0.03	1 year	
	health and biodiversity of ecosystems	33	0.016	1 year	
ozone	health and wellbeing	210	0.10	1 hr	1 day each year
		160	0.08	4 hours	1 day each year
ozone (measured as accumulated exposure over a threshold of 40 ppb during daylight hours)	protecting agriculture		0.2 ppm-hr	5 days	
			3 ppm-hr	3 months	
	health and biodiversity of ecosystems (for semi-natural vegetation)		3 ppm-hr	3 months	
	health and biodiversity of ecosystems (for natural or uncultivated areas)		10 ppm-hr	6 months	
$\text{PM}_{2.5}$	health and wellbeing	25		24 hours	
		8		1 year	
PM_{10}	health and wellbeing	50		24 hours	5 days each year
styrene	health and wellbeing	280	0.06	1 week	
	protecting aesthetic environment	75	0.016	30 minutes	
sulfate	health and wellbeing	27		24 hours	
sulfur dioxide	health and wellbeing	570	0.2	1 hr	1 day each year
		230	0.08	1 day	1 day each year
		57	0.02	1 year	
	protecting agriculture	32	0.011	1 year	
	health and biodiversity of ecosystems (for forests and natural vegetation)	22	0.0075	1 year	
tetrachloroethylene	health and wellbeing	$0.27\text{mg}/\text{m}^3$	0.036	1 year	
	protecting aesthetic environment	$8.6\text{mg}/\text{m}^3$	1.16	30 minutes	

Indicator	Environmental value	Air quality objectives			
		$\mu\text{g}/\text{m}^3$ at 0 degrees C (except where noted)	ppm (volume/volume)	Period	Days
toluene	health and wellbeing	4.1mg/m ³	1	24 hours	
		410	0.1	1 year	
	protecting aesthetic environment	1.1mg/m ³	0.26	30 minutes	
total suspended particles	health and wellbeing	90		1 year	
vanadium and compounds (measured as the total metal content in PM ₁₀)	health and wellbeing	1.1		24 hours	
vinyl chloride monomer	health and wellbeing	28	0.010	24 hours	
visibility reducing particles	protecting aesthetic environment	20km visibility in the air environment		1 hr	
xylenes (as a total of ortho, meta and para isomers)	health and wellbeing	1.2mg/m ³	0.25	24 hours	
		950	0.2	1 year	

State Planning Policy

PO Box 15009 City East Qld 4002 Australia

tel 13 QGOV **email** SPP@dsdip.qld.gov.au

www.dsdip.qld.gov.au