

Not Government Policy – For discussion purposes only

State Planning Policy 2017 Review

The future of assessment benchmarks

August 2026

The Department of State Development, Infrastructure and Planning connects industries, businesses, communities and government (at all levels) to leverage regions' strengths to generate sustainable and enduring economic growth that supports well-planned, inclusive and resilient communities.

Copyright

This publication is protected by the *Copyright Act 1968*.

Creative Commons licence

No derivative works, non-commercial (CC BY-NC-ND)



This work, except as identified below, is licensed by the Department of State Development, Infrastructure, Local Government and Planning under a Creative Commons Attribution Non-Commercial-No Derivative Works (CC BY-NC-ND) 4.0 Australia licence. To view a copy of this licence, visit creativecommons.org.au

You are free to copy, communicate and adapt this publication as long as you attribute it as follows:

© State of Queensland, the Department of State Development, Infrastructure and Planning, August 2026.

Third party material that is not licensed under a Creative Commons licence is referenced within this document. All content not licensed under a Creative Commons licence is all rights reserved. Please contact the Department of State Development, Infrastructure and Planning/the copyright owner if you wish to use this material.



Translating and interpreting service

If you have difficulty understanding a document and need an interpreter, we provide access to a translating and interpreting service. You will not be charged for this service. To contact the Translating and Interpreting Service, telephone 131 450 and ask them to telephone the Department of State Development, Infrastructure and Planning on +61 7 3328 4811.

Disclaimer

While every care has been taken in preparing this publication, to the extent permitted by law, the State of Queensland accepts no responsibility and disclaims all liability (including without limitation, liability in negligence) for all expenses, losses (including direct and indirect loss), damages and costs incurred as a result of decisions or actions taken as a result of any data, information, statement or advice, expressed or implied, contained within. To the best of our knowledge, the content was correct at the time of publishing.

Any references to legislation are not an interpretation of the law. They are to be used as a guide only. The information in this publication is general and does not take into account individual circumstances or situations. Where appropriate, independent legal advice should be sought.

Copies of this publication are available on our website at www.statedevelopment.qld.gov.au and further copies are available upon request.

Contact us

- [+61 7 3328 4811](tel:+61733284811) or [13 QGOV \(13 74 68\)](tel:137468)
- info@dsdilgp.qld.gov.au
- www.statedevelopment.qld.gov.au
- PO Box 15009, City East, Queensland 4002

Have your say on the proposals in this paper

Consultation is open until Monday 26 October 2026.

Submissions should be sent to:

Deputy Premier, Minister for State Development, Infrastructure and Planning and Minister for Industrial Relations

C/- Department of State Development, Infrastructure and Planning (Planning Policy team)

PO Box 15009

CITY EAST QLD 4002

planningforqueensland@dsdip.qld.gov.au

Background

Under the State Planning Policy 2017 (SPP 2017), assessment benchmarks are planning requirements used to assess certain development applications where a state interest in the SPP 2017 has not been integrated into a local planning instrument. They help to ensure State interests continue to be considered during development assessment. Local Governments use the assessment benchmarks in their role as assessment manager for development applications.

Under the current framework in the Planning Regulation 2017 (Planning Regulation), assessment benchmarks in the SPP 2017 apply:

- when a Local Government is the assessment manager for a development application
- where the relevant State interest in the SPP has not been appropriately integrated into a local planning instrument
- in addition to any other assessment benchmarks for the development, including those contained in a local planning instrument
- only to the extent of any inconsistency with the provisions of that instrument.

The SPP 2017 currently has assessment benchmarks for several State interests:

- Liveable communities – fire hydrants accessed by common private title
- Mining and Extractive Resources – development in Key Resource Areas (KRAs)
- Water quality – water quality and water supply buffer areas
- Natural hazards, risk and resilience – development in natural hazard areas
- Strategic airports and aviation facilities – development affecting strategic airports and aviation facilities.

Review of the SPP and relocation of the assessment benchmarks

Stakeholders advised that it would be an easier system for users of the planning framework if all assessment benchmarks of the State were combined in the Planning Regulation so that assessment managers and applicants only need to refer to one place. Stakeholders advised this would make it easier to navigate the SPP itself, understanding that it applies only in informing regional plans and Local Government plan making.

In strengthening the SPP's role in plan-making and improving navigation of the Queensland planning framework for all users, the assessment benchmarks are proposed to be removed from the SPP. The proposed change will allow the SPP to focus on guiding regional planning and Local Government plan-making.

Proposed transition of assessment benchmarks

The assessment benchmarks are proposed to be transitioned into the Planning Regulation using a structure similar to Schedule 12a *Assessment benchmarks for particular reconfiguring a lot* in the Planning Regulation.

Although most of the existing benchmarks will transition as a 'like for like' version into the Planning Regulation, some technical wording or references will be updated. The Strategic Airports and Aviation Facilities assessment benchmarks

now include Helicopter landing sites, which aligns with new policies for strategic helicopter sites in the revised SPP. These proposed changes ensure that technical information is up to date, gaps in the protection of state interests are addressed and the language used is clear for all users.

The natural hazard assessment benchmarks included in the draft revised SPP are based on the currently SPP 2017 assessment benchmarks. These benchmarks have not been updated to reflect the terminology, definitions and policy framework proposed in the draft policy. Following public notification, these benchmarks will be reviewed and updated as part of the broader review of the natural hazards policy to align with the final revised SPP.

Tables 2 – 6 below contain the draft assessment benchmarks with an explanation of any proposed changes.

Following public notification, these assessment benchmarks will still be subject to minor wording and structural changes as they are drafted for the Planning Regulation. It is intended that amendments to the Planning Regulation commence alongside the final revised SPP, to give effect to the assessment benchmarks.

Proposed effect of assessment benchmarks

In transitioning the assessment benchmarks to the Planning Regulation, the intent is ensured they apply in the same way as the existing assessment benchmarks under the SPP 2017. Local Governments will remain as the assessment manager using the benchmarks. Consistent with the current framework, the Planning Regulation will require a Local Government to use the benchmarks for development made assessable by a planning scheme or if the Planning Regulation already makes the development assessable in Schedule 10.

The assessment benchmarks apply to the extent of any inconsistency with the planning scheme and for both code or impact assessable development applications. Supporting guidance material will be provided to Local Governments to assist with using the assessment benchmarks.

Planning schemes that had integrated the SPP 2017 state interest assessment benchmarks need to use the assessment benchmarks in the Planning Regulation to the extent of any inconsistency. A Local Government may wish to integrate these new benchmarks into their planning scheme but are not required to.

In addition to these assessment benchmarks, the Local Government can also use any other relevant assessment benchmarks such as traffic codes, or relevant overlay codes from the planning scheme.

These proposed assessment benchmarks are intended to operate as minimum standards. A Local Government can have additional benchmarks and not be inconsistent with the assessment benchmarks in the Planning Regulation to the extent the local assessment benchmark contains extra requirements. For example, the Planning Regulation may include statewide assessment benchmarks to protect a Key Resource Area. A Local Government could also apply additional local requirements, such as transport, road network or buffer provisions, provided they do not conflict with the statewide assessment benchmarks.

Table 1 below shows the different regulatory effect between the current and proposed assessment benchmarks under the Planning Regulation.

Table 1: Do the assessment benchmarks apply?

Scenario	Under the existing SPP 2017	Post SPP 2026 commencing and the assessment benchmarks in the Planning Regulation (proposed)
Planning scheme or the Planning Regulation makes development assessable, and the Planning scheme has integrated the relevant State interest in SPP 2017 (including the assessment benchmarks)	No, the assessment benchmarks in the SPP would not apply as the Local Government has included the assessment benchmarks in their planning scheme.	Yes, but only to the extent of any inconsistency with the assessment benchmarks already in the planning scheme.
Planning scheme or the Planning Regulation makes development assessable and the planning scheme has <u>not</u> integrated relevant State interest in SPP 2017	Yes, the assessment benchmarks apply.	Yes, the assessment benchmarks apply.
Planning scheme and the Planning Regulation do <u>not</u> make development assessable, and the planning scheme has integrated the State interest from SPP 2017.	No, the assessment benchmarks would not apply because the development is not assessable – in practice this shouldn't occur if the planning scheme has integrated the state interest from SPP 2017.	No, the assessment benchmarks don't apply because the development is not assessable.
Planning scheme and the Planning Regulation do <u>not</u> make development assessable and the planning scheme has not integrated the relevant state interests in SPP 2017.	No, the assessment benchmarks would not apply because the development is not assessable.	No, the assessment benchmarks would not apply because the development is not assessable.
Planning scheme or the Planning Regulation makes development assessable and has integrated relevant State interest in SPP 2026 (including the assessment benchmarks)		No, the assessment benchmarks would not apply as the Local Government has included the assessment benchmarks in their planning scheme and there is no inconsistency with the Planning Regulation.

Scenario	Under the existing SPP 2017	Post SPP 2026 commencing and the assessment benchmarks in the Planning Regulation (proposed)
Planning scheme or the Planning Regulation makes development assessable, and the planning scheme has <u>not</u> integrated relevant State interest in SPP 2026.		Yes, the assessment benchmarks apply.
Planning scheme and the Planning Regulation do <u>not</u> make development assessable, and the planning scheme has integrated the State interest from SPP 2026.		No, the assessment benchmarks would not apply because the development is not assessable – in practice this shouldn't occur if the planning scheme has integrated the State interest from SPP 2026.
Planning scheme and the Planning Regulation do <u>not</u> make development assessable and has not integrated the State interest in SPP 2026.		No, the assessment benchmarks would not apply because the development is not assessable.

Table 2: Fire Hydrants and fire emergency vehicle access within a common private title area.

Amendments to the existing SPP 2017 wording are in **bold text**

Draft provisions	Summary of change and rationale
Part 1 Preliminary Application of schedule – (1) This schedule applies to development applications in an urban area involving premises that is, or will be, accessed by common private title for – a) a material change of use or reconfiguring a lot, and b) the application involves buildings – either attached or detached – that are not covered by other legislation or planning provisions mandating fire hydrants. (2) In this section – 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.	These benchmarks are proposed to transition into Planning Regulation in a 'like for like' way with the addition of a proposed definition for 'common private title' Additionally, the title above has been updated to better align with the benchmark scope.
Part 2 Assessment benchmarks Purpose of Part (1) The purpose of this part is to ensure all development accessed by common private title is provided with appropriate fire hydrant infrastructure and designed to maintain unimpeded access for emergency services. (2) The assessment benchmarks for development are:	These benchmarks are proposed to transition into Planning Regulation in a 'like for like' way with the addition of examples to assist users of the provisions.

c) Development ensures fire hydrants are installed and located to enable fire services to access water safely, effectively and efficiently, and d) Road widths, and construction within the development, are adequate for fire emergency vehicles to gain access to a safe working area close to buildings and near water supplies whether or not on-street parking spaces are occupied, and e) Fire hydrants are suitably identified so that fire services can locate them at all hours.	
---	--

Table 3: Development in a KRA

Amendments to the existing SPP 2017 wording are in **bold text**

Draft provisions	Summary of change and rationale
Part 1 Preliminary Application of schedule – (1) This schedule applies to development applications for – a) reconfiguring a lot within a KRA 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 working or residing in the transport route separation area. (2) However, this schedule does not apply to (1b) or (1c) if the development is— a) a material change of use of premises for a: i. dwelling house on an existing lot, or ii. home-based business (where not employing more than two non-resident people on a full-time equivalent basis), or iii. caretaker's accommodation (associated with an extractive industry), or iv. animal husbandry; or v. cropping.	These benchmarks are proposed to transition into Planning Regulation in a 'like for like' way.
Part 2 Assessment benchmarks Purpose of Part 1) The purpose of this part is to support the economical supply of construction materials by ensuring that key resource areas are protected from development that may impede the extraction, processing and transportation of the resource. The assessment benchmarks for development are:	These benchmarks are proposed to transition into Planning Regulation in a 'like for like' way.

Draft provisions	Summary of change and rationale
2) Development within a resource/ processing area of a KRA will not impede the undertaking of an existing or future extractive industry development, and 3) Development of sensitive land uses and other potentially incompatible land uses is avoided within the separation area for a resource/ processing area of a KRA, if it could impede the extraction of the resource, and 4) Development not associated with extractive industry in the transport route separation area of a KRA does not increase the number of people working or residing in the transport route separation area unless the development mitigates the impacts of noise, dust and vibration generated by the haulage of extractive materials along the transport route. 5) Development adjacent to the transport route does not adversely affect the safe and efficient use of the transport route by vehicles transporting extractive resources.	

Table 4: Development in a natural hazard area

Amendments to the existing SPP 2017 wording are in **bold text**

Draft provisions	Summary of change and rationale
Part 1 Preliminary Application of schedule – (1) This schedule applies to development applications for a material change of use, reconfiguring a lot, or operational work that is in – a) a bushfire prone area, or b) a flood hazard area, or c) a landslide hazard area, or d) a storm tide inundation area, or e) an erosion prone area. (2) In this section – This section would include a list of defined terms used in the provisions, using SPP definitions or referring to other definitions in legislation or developing new definitions if currently not defined.	These Natural hazard assessment benchmarks from the SPP 2017 currently appear in this document as a 'like for like' version. These benchmarks will be reviewed to reflect policy outcomes from the <i>Natural Hazards Planning Policy</i> paper. This means the provisions do not currently reflect wording, definitions, or terminology in the draft SPP.
Part 2 Assessment benchmarks Purpose of Part (1) The purpose of this part is to ensure risks associated with natural hazards are avoided or mitigated to protect people and property and does not hinder disaster management capacity or capabilities. (2) The assessment benchmarks for development in any hazard areas are: a) Development supports and does not hinder disaster management response or recovery capacity and capabilities, and b) Development directly, indirectly and cumulatively avoids an increase in the severity of the natural hazard and the potential for damage on the site or to other properties, and c) Risks to public safety and the environment from the location of hazardous materials and the release of these materials as a result of a natural hazard are avoided, and d) The natural processes and the protective function of landforms and the vegetation that can mitigate risks associated with the natural hazard are maintained or enhanced; and (3) The additional assessment benchmarks for development where in an erosion prone area in a coastal management district area²:	

² Note: These additional assessment benchmarks do not apply when the chief executive is a referral agency.

Draft provisions	Summary of change and rationale
a) Development does not occur in an erosion prone area within a coastal management district unless the development cannot feasibly be located elsewhere and is: i. coastal-dependent development, or ii. temporary, readily relocatable or able to be abandoned development, or iii. essential community infrastructure, or iv. minor redevelopment of an existing permanent building or structure that cannot be relocated or abandoned. b) Development permitted in 3a above, mitigates the risks to people and property to an acceptable or tolerable level. (4) The assessment benchmark for development where in a bushfire, flood, landslide, storm tide inundation, and erosion prone areas outside of the coastal management district is: a) Development other than that assessed against 2a above, avoids natural hazard areas, or where it is not possible to avoid the natural hazard area, development mitigates the risks to people and property to an acceptable or tolerable level.	

Table 5: Development affecting strategic aviation

Amendments to the existing SPP 2017 wording are in **bold text**

Draft provisions	Summary of change and rationale
Part 1 Preliminary Application of schedule – (1) This schedule applies to development applications for – a) a material change of use of premises that will result in a building, structure, plume rise or associated activity intruding into the operational airspace of a strategic airport or a strategic helicopter site, or b) a material change of use of premises where any part of the premises is within the light restriction zone or lighting area buffer of a strategic airport or a strategic helicopter site, or c) a material change of use of premises where any part of the premises is within a wildlife hazard buffer zone of a strategic airport or a strategic helicopter site, or d) a material change of use of premises or reconfiguration of a lot where any part of the premises is within a public safety area of a strategic airport, or e) a material change of use of premises or reconfiguration of a lot where any part of the premises is within the 20 ANEF contour or greater for a strategic airport, or f) a material change of use of premises that will result in a building, structure or associated activity intruding into the building restricted area of an aviation facility, or g) building work not associated with a material change of use, that will result in a building, structure, plume rise or associated activity intruding into the operational airspace of a strategic airport or a strategic helicopter site, or i) building work not associated with a material change of use where any part of the premises is within the light restriction zone or lighting area buffer of a strategic airport or a strategic helicopter site, or j) building work not associated with a material change of use that will result in a building, structure or associated activity intruding into the building restricted area of an aviation facility, or k) operational work not associated with a material change of use where the work or associated activity will intrude into the operational airspace of a strategic airport or a strategic helicopter site, or l) operational work not associated with a material change of use where any part of the premises is within the light restriction zone or lighting area buffer of a strategic airport or a strategic helicopter site; or m) operational work not associated with a material change of use where the work or associated activity will intrude	<u>Addition of strategic helicopter sites:</u> The changes are recommended to integrate content from the <i>National Airports Safeguarding Framework (NASF) Guideline H; Protecting strategically important helicopter landings sites</i> into the SPP and related strategic aviation assessment benchmarks. Strategic helicopter sites are helicopter landing sites that are of strategic importance to the state (for example, a hospital helicopter landing site). Population growth, urban density, and increasing development pressures pose significant risks to the safety and long-term viability of strategic helicopter sites and their associated flight paths. Without adequate protections, these pressures can disrupt operations, leading to temporary or permanent closures, which may have serious implications for critical services such as emergency medical transport. Strategic helicopter site locations are often fixed due to site-specific constraints, such as proximity to essential services or physical limitations. Introducing strategic helicopter site protections into the SPP and assessment benchmarks in the Planning Regulation will provide a consistent framework to safeguard these vital facilities. This will ensure the continued delivery of essential services, protect public safety, and support Queensland's ability to respond effectively to emergencies and other critical needs.

Draft provisions	Summary of change and rationale
into the building restricted area of an aviation facility, or n) operational work not associated with a material change of use where the work or associated activity involves the creation of a significant open water body in a wildlife hazard buffer zone of a strategic airport or a strategic helicopter site. (2) In this section – This section would include a list of defined terms used in the provisions, using SPP definitions or referring to other definitions in legislation or developing new definitions if currently not defined.	
Part 2 Assessment benchmarks (1) The purpose of this part is to protect the safety, efficiency and operational integrity of, strategic airports, strategic helicopter sites, and aviation facilities. (2) The assessment benchmarks for development are: a) Development and associated activities do not create a permanent or temporary physical or transient intrusion into a strategic airport's operational airspace, unless the intrusion is approved in accordance with the relevant federal legislation, and b) Development and associated activities do not create a permanent or temporary physical or transient intrusion into the operational airspace of a strategic helicopter site. c) Development and associated activities do not include light sources or reflective surfaces that could distract or confuse pilots within a light restriction zone or lighting area buffer, and d) Emissions do not significantly increase air turbulence, reduce visibility or compromise the operation of aircraft in the operational airspace, of a strategic airport or strategic helicopter site; and e) Development and associated activities do not attract wildlife or increase wildlife hazards within a wildlife hazard buffer zone, and f) Development and associated activities within a building restricted area do not interfere with the function of aviation facilities, and g) Development does not increase the risk to public safety within a public safety area, and h) Development within the 20 ANEF contour or greater is appropriately located and designed to prevent adverse impacts from aircraft noise.	<u>Addition of strategic helicopter sites:</u> The changes are recommended to integrate content from the <i>National Airports Safeguarding Framework (NASF) Guideline H; Protecting strategically important helicopter landings sites</i> into the update of the SPP and strategic aviation assessment benchmarks. Strategic helicopter sites are helicopter landing sites that are of strategic importance to the state (for example, a hospital helicopter landing site). Population growth, urban density, and increasing development pressures pose significant risks to the safety and long-term viability of strategic helicopter sites and their associated flight paths. Without adequate protections, these pressures can disrupt operations, leading to temporary or permanent closures, which may have serious implications for critical services such as emergency medical transport. Strategic helicopter site locations are often fixed due to site-specific constraints, such as proximity to essential services or physical limitations. Introducing strategic helicopter site protections into the SPP and assessment benchmarks in the Planning Regulation will provide a consistent framework to safeguard these vital facilities. This will ensure the continued delivery of essential services, protect public safety, and support Queensland's ability to respond effectively to emergencies and other critical needs.

Table 6: Development impacting on water quality and water supply buffer areas

Amendments to the existing SPP 2017 wording are in **bold text**

Draft provisions	Summary of change and rationale
Part 1 Preliminary Application of schedule – receiving waters (1) This schedule applies to development applications at the construction phase and post construction phase. (2) For receiving waters, this schedule applies in relation to a development applications for: a) a material change of use for an urban purpose that involves premises 2500 m² or greater in size, or i. will result in six or more dwellings, or ii. will result in an impervious area greater than 25 per cent of the net developable area, or b) reconfiguring a lot for an urban purpose that involves premises 2500 metres² or greater in size and will result in six or more lots, or c) operational works for an urban purpose that involves disturbing a land area 2500m² or greater in size. (3) In this section – a) Waters includes- i. the bed and banks of waters; and ii. without limiting the <i>Acts Interpretation Act 1954</i>, schedule 1, definition <i>Queensland waters</i>, includes— surface water; and groundwater. b) urban purpose means a purpose for which land is used in cities or towns— i. including residential, industrial, sporting, recreation and commercial purposes; but ii. not including rural residential, environmental, conservation, rural, natural or wilderness area purposes. c) net developable area, for premises, means the area of the premises that— i. is able to be developed; and ii. is not subject to a development constraint, including, for example, a constraint relating to acid sulfate soils, flooding or slope. d) environmental values are i. for high ecological value waters—the biological integrity of an aquatic ecosystem that is effectively unmodified or highly valued; or ii. for slightly disturbed waters—the biological integrity of an aquatic ecosystem that has	These benchmarks are proposed to transition into Planning Regulation in a 'like for like' way.

Draft provisions	Summary of change and rationale
effectively unmodified biological indicators, but slightly modified physical, chemical or other indicators; or iii. for moderately disturbed waters—the biological integrity of an aquatic ecosystem that is adversely affected by human activity to a relatively small but measurable degree; or iv. for highly disturbed waters—the biological integrity of an aquatic ecosystem that is measurably degraded and of lower ecological value than waters mentioned in paragraphs (i) to (iii); or v. for waters from which aquatic foods intended for human consumption are taken—the suitability of the water for producing the foods for human consumption; or vi. for waters that may be used for aquaculture—the suitability of the water for aquacultural use; or vii. for waters that may be used for agricultural purposes—the suitability of the water for agricultural purposes; or viii. for waters that may be used for recreation or aesthetic purposes—the suitability of the water for— (i) primary recreational use; or (ii) secondary recreational use; or (iii) visual recreational use; or ix. for waters that may be used for drinking water—the suitability of the water for supply as drinking water having regard to the level of treatment of the water; or x. for waters that may be used for industrial purposes—the suitability of the water for industrial use; or xi. the cultural and spiritual values of the water. e) waste water means aqueous waste and includes contaminated stormwater. f) Non-tidal artificial waterway means an artificial channel, lake or other body of water that is not subject to tidal water as defined under the <i>Coastal Protection and Management Act 1995</i>.	
Part 2 Assessment benchmarks – receiving waters (1) The purpose of this part is to protect and enhance the environmental values and the achievement of water quality objectives for Queensland waters. (2) The following matters are assessment benchmarks for the development - a) the development is located, designed, constructed and operated to avoid or minimise adverse impacts on environmental values arising from: i. altered stormwater quality and hydrology ii. waste water	The policy intent is to include Appendix 2 content in subordinate legislation to have the same effect, with the location/drafting to be determined with the Office of Queensland Parliamentary Counsel, for example, one way of achieving this could be to include Appendix 2 in the Environmental Protection (Water and Wetland Biodiversity) Policy 2019 (EPP Water and Wetland Biodiversity) under the <i>Environmental Protection Act 1994</i>.

Draft provisions	Summary of change and rationale
iii. the creation or expansion of non-tidal artificial waterways iv. the release and mobilisation of nutrients and sediments. b) the development achieves the applicable stormwater management design objectives outlined in Appendix 2 (below).	
Part 1 Preliminary Application of schedule – water supply buffer areas (1) For water supply buffer areas, this schedule applies in relation to a development application located wholly outside an urban area and relating to premises that is within, or partly within, a water supply buffer area, that involves: a) a material change of use for the intensive animal industry, medium and high-impact industry, noxious and hazardous industry, extractive industry, utility installation that involves sewerage services, drainage or stormwater services, waste management facilities, or motor sport facility; or b) reconfiguring a lot to create five or more additional lots if any resultant lot is less than 16 hectares in size, and any of the lots created will rely on on-site wastewater treatment. (2) In this section – This section would include a list of defined terms used in the provisions, using SPP definitions or referring to other definitions in legislation or developing new definitions if currently not defined.	These benchmarks have transitioned into this document as a 'like for like' version.
Part 2 Assessment benchmark – water supply buffer areas (1) The purpose of this part is to protect and ensure safe and secure drinking water supply by appropriately locating, designing, constructing and operating any necessary development in water supply buffer areas to avoid potential adverse impacts on surface waters and groundwaters. (2) The development in a water supply buffer area avoids adverse impacts on surface waters and groundwaters to protect drinking water supply environmental values.	These benchmarks have transitioned into this document as a 'like for like' version.

Current Appendix 2 in the SPP

Note: The policy intent is to include Appendix 2 content in subordinate legislation to have the same effect, with the location/drafting to be determined. For example, one way of achieving this could be to include Appendix 2 in the Environmental Protection (Water and Wetland Biodiversity) Policy 2019 (EPP Water and Wetland Biodiversity) under the *Environmental Protection Act 1994*.

Table A: Construction phase – stormwater management design objectives

Application: Applies to all climatic regions.

Part 1 Construction phase – stormwater management design objectives¹

Issue	Design objectives
Drainage control	1. Manage stormwater flows around or through areas of exposed soil to avoid contamination. 2. Manage sheet flows in order to avoid or minimise the generation of rill or gully erosion. 3. Provide stable concentrated flow paths to achieve the construction phase stormwater management design objectives for temporary drainage works (part 2). 4. Provide emergency spillways for sediment basins to achieve the construction phase stormwater management design objectives for emergency spillways on temporary sediment basins (part 3).
Erosion control	1. Stage clearing and construction works to minimise the area of exposed soil at any one time. 2. Effectively cover or stabilise exposed soils prior to predicted rainfall. 3. Prior to completion of works for the development, and prior to removal of sediment controls, all site surfaces must be effectively stabilised³ using methods which will achieve effective short-term stabilisation.
Sediment control	1. Direct runoff from exposed site soils to sediment controls that are appropriate to the extent of disturbance and level of erosion risk. 2. All exposed areas greater than 2500m² must be provided with sediment controls which are designed, implemented and maintained to a standard which would achieve at least 80 per cent of the average annual rainfall runoff volume of the contributing catchment treated (i.e. 80 per cent hydrological effectiveness) to 50mg/L Total Suspended Solids (TSS) or less, a pH in the range (6.5-8.5).
Litter, hydrocarbons and other contaminants	1. Remove gross pollutants and litter. 2. Avoid the release of oil or visible sheen to released waters. 3. Dispose of waste containing contaminants at authorised facilities.
Waterway stability and flood flow management	1. Where measures are required to meet post-construction waterway stability objectives (specified in table B), these are either installed prior to land disturbance and are integrated with erosion and sediment controls, or equivalent alternative measures are implemented during construction.

¹Note: Drainage, erosion and sediment controls should be appropriate to the risk posed by the activity for the relevant climatic region e.g. considering the potential soil loss rate, monthly erosivity or average monthly rainfall.

³ Note: An effectively stabilised surface is defined as one that does not, or is not likely to result in visible evidence of soil loss caused by sheet, rill or gully erosion or lead to sedimentation water contamination.

2. Earthworks and the implementation of erosion and sediment controls are undertaken in ways which ensure flooding characteristics (including stormwater quantity characteristics) external to the development site are not worsened during construction for all events up to and including the 1 in 100 year ARI (1 per cent AEP).

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

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

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

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

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

Table B: Post construction phase – stormwater management design objectives

Application

1. A material change of use for urban purpose that involves premises 2500 m² or greater in size and:
 - a) will result in six or more dwellings; or
 - b) an impervious area greater than 25 per cent of the net developable area.
2. Reconfiguring a lot for urban purposes that involves premises 2500 m² or greater in size and will result in six or more lots.

Climatic region	Design Objectives				
	Reductions in mean annual load from unmitigated development (%)				
	Total suspended solids (TSS)	Total phosphorus (TP)	Total nitrogen (TN)	Gross pollutants >5mm	Waterway stability management
South East Queensland	80	60	45	90	Limit the peak 1-year ARI event discharge within the receiving waterway to the pre-development peak 1-year ARI discharge
Central Queensland (south)	85	60	45	90	
Central Queensland (north)	75	60	40 ²	90	
Cape York ¹ , wet tropics and dry tropics	80	60 ³	40	90	
Western Queensland ¹	85	60	45	90	

Notes:

- Mapping of climatic regions is available on the SPP Interactive Mapping System.
- In lieu of modelling, the default bio-retention treatment area to comply with load reduction targets for all Queensland regions in 1.5 per cent of the contributing catchment area.
- Water stability objective applies if development drains to an unlined waterway within or downstream of the site where a risk of increased erosion exists due to changes in hydrology. Local Government may also require application of the waterway stability objective where there are planned future rehabilitation works to return a lined channel to a natural channel design.
- The SPP Water quality guidance material provides advice on the measures that demonstrate compliance with table B.

¹ Note: Applies to population centres greater than 25,000 persons

² Note Mackay Regional Council has adopted a 35 per cent reduction for TN.

³ Note Townsville City Council has adopted a 65 per cent reduction for TP.