

QUEENSLAND

State Planning Policy

2026



DELIVERING
FOR QUEENSLAND



Queensland
Government



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.

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Minister's Foreword

Queensland is a land of opportunity, and we are giving Queensland's planning framework a fresh start to unlock our full potential.

As our State experiences significant growth and prepares to host the 2032 Olympic and Paralympic Games, we must guide how and where development occurs, so communities across Queensland, from our regions to our cities, share in the benefits of this unprecedented growth. This is what the new State Planning Policy (SPP) 2026 is designed to achieve.

As Queensland grows, the planning framework must adapt and focus on our State's priorities: delivering more homes and safety where people live, supporting traditional and emerging industries in the economy, creating secure jobs, and attracting private sector investment to deliver a better lifestyle. Achieving these outcomes and a record infrastructure pipeline requires clear direction from the Queensland Government.

The SPP is one of the most important tools in the planning framework. It guides how State and Local Governments plan for growth and deliver outcomes for Queensland communities. The draft SPP 2026 provides that clear and practical direction about the Government's priorities in plan-making.

Boosting housing supply is one of Queensland's most pressing challenges. The draft SPP supports the delivery of more homes in the right locations, well connected to jobs, services and infrastructure, so communities can grow and thrive. It is about unlocking land and removing barriers to get more homes delivered, faster.

Jobs are central to Queensland's economic future. The draft SPP supports its existing economic drivers, including mining, extractive resources, agriculture and tourism, and the land that supports them, while creating opportunities for new and emerging industries like defence, biomedicine and biofuels to invest and grow.

Driving productivity and a more efficient economy are critical to how we deliver more for Queenslanders. That is why this draft SPP introduces a new state interest to embed these principles in planning and development, driving coordinated and efficient growth while protecting the places that make Queensland special. This is about planning for growth and new potential, after a decade of lost opportunity.

We have also streamlined the SPP to make it clearer, more practical and easier to use, while introducing strong, forward-looking strategic aspirations about the State we want to be. These set out the outcomes we expect across Queensland and support transparent, accountable decision-making, while allowing flexibility to respond to local needs.

At its core, the SPP is about putting communities first and delivering a great place for Queenslanders, now and into the future.

The Honourable Jarrod Bleijie MP

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



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Part A – **Purpose**



The State Planning Policy (SPP) is the foundational instrument in Queensland's planning system. Prepared under the *Planning Act 2016* (Planning Act) it plays a key role in shaping how Queensland grows. The SPP helps create a planning framework that is consistent, efficient, and responsive to the needs of Queenslanders.

The SPP supports a better future for Queensland by setting six state aspirations that support growth:

- Build housing and strong communities
- Drive connected and productive regions
- Deliver responsive infrastructure
- Promote efficient land use patterns
- Support existing economic drivers
- Attract emerging industries

The SPP identifies policies about matters of State interest relevant to planning and development assessment. The state interests identified in the SPP are:

- Housing
- Economic land
- Tourism
- Mining and extractive resources
- Agriculture
- Environment, heritage and efficient growth
- Natural hazards and safety
- High impact and hazardous activities
- Infrastructure
- Energy
- Water
- Transport, aviation and port infrastructure

The SPP doesn't work alone. It sits alongside other policies, plans and initiatives (both within and outside of the planning framework) to help achieve these outcomes. It is designed to be used by a range of stakeholders including State and local governments, the development industry and community.

Figure 1 provides an overview of how to read the SPP.

The Queensland planning framework

The SPP policies must be given effect in regional plans and local planning schemes. It also informs key parts of the framework, including assessment benchmarks in the Planning Regulation, and the State Development Assessment Provisions (SDAP), which are used by the State Assessment Referral Agency (SARA) to consider development involving state interests.

How to read the SPP



Figure 1. Structure of the SPP



Part B – **Effect of the SPP**

The SPP applies across all of Queensland and is the foundational planning instrument in the planning framework. Under the Planning Act, the SPP prevails over regional plans and local planning instruments such as planning schemes, and temporary local planning instruments.

The SPP focuses on outcomes to achieve the State's interests, while giving regional plans and local planning instruments the flexibility to decide how best to deliver these outcomes in their context. The SPP policies must be appropriately integrated into planning and development outcomes that support practical, locally tailored approaches that reflect both state priorities and local needs.

How does the SPP apply in practice?

The SPP is relevant to a range of planning and development functions. These are provided in **Table 1**. The Planning Minister also considers the SPP when deciding whether to:

- call in a development application for ministerial assessment
- direct a local government to take action to protect or give effect to a state interest
- determine which aspects of a state interest require State involvement in development assessment.

Table 1. How the SPP applies in practice

What	How	Which parts of the SPP are relevant?
Making or amending a local planning instrument	When making or amending a planning scheme or making a temporary local planning scheme, local governments must consider the full SPP, including the State's aspirations, guiding principles and state interests, and integrate it within its planning scheme. Local governments are encouraged to take flexible and innovative approaches to integrating the SPP. Not all state interests apply to all local government areas, for example, the strategic ports state interest only applies to particular local government areas. If the SPP is updated, local governments may be required to review and update their planning schemes to ensure it continues to integrate the State's interests. Where a local planning instrument has been made but does not appropriately integrate the SPP, the SPP prevails to the extent of any inconsistency.	✓ Parts A & B: Purpose and effect of the SPP ✓ Part C: State aspirations and guiding principles ✓ Part D: State interests and state interest policies ✓ Part E: Glossary ✓ Part F: Appendix
Making or amending regional plans and infrastructure plans	Regional plans establish the long-term strategic direction for how Queensland's regions grow and respond to change over time. In making a regional plan, including the region's infrastructure plan, the Planning Minister must consider which state interests apply to the region, and how they should be given effect. As such, it is not necessary for every state interest to be addressed by every region. In this way, a regional plan and infrastructure plan apply state interests to achieve regionally specific outcomes. The SPP and regional plans work together, one sets the direction, and the other tailors it to the region.	✓ Parts A & B: Purpose and effect of the SPP ✓ Part C: State aspirations and guiding principles ✓ Part D: State interests and state interest policies ✓ Part E: Glossary ✓ Part F: Appendix

What	How	Which parts of the SPP are relevant?
Designating premises for infrastructure	The SPP applies to the designation of land for certain community supporting infrastructure such as hospitals, schools, emergency services or particular social and affordable housing. When making or amending a designation, the Planning Minister and/or a local government must have regard to the SPP.	✓ Parts A & B: Purpose and effect of the SPP ✓ Part C: State aspirations and guiding principles ✓ Part D: State interests and state interest policies ✓ Part E: Glossary ✓ Part F: Appendix
Development assessment by a local government	A local government assessing a development application must have regard to the SPP if the SPP has not been 'appropriately integrated' into the scheme. In these circumstances, and to the extent relevant, the local government must assess development against any applicable assessment benchmarks in the Planning Regulation, and also have regard to the guiding principles, strategic aspirations, and state interest policies.	✓ Parts A & B: Purpose and effect of the SPP ✓ Part C: State aspirations and guiding principles ✓ Part D: State interests and state interest policies ✓ Part E: Glossary ✓ Part F: Appendix
Development assessment by entity other than a local government or the Chief Executive under the Planning Act	For any other entity assessing a development application, the SPP applies to the extent relevant to its assessment functions and responsibilities.	✓ Parts A & B: Purpose and effect of the SPP ✓ Part C: State aspirations and guiding principles ✓ Part D: State interests and state interest policies ✓ Part E: Glossary
Development assessment by an assessment manager that is the Chief Executive under the Planning Act	For the Chief Executive of the Planning Act, as an assessment manager and referral agency, assessing a development application, the SPP applies to the extent relevant.	✓ Part A: Purpose of the SPP ✓ Part C: State aspirations and guiding principles ✓ Part D: State interests and state interest policies ✓ Part E: Glossary ✓ Part F: Appendix

Managing competing state interests

The SPP does not prioritise one state interest policy over another at a statewide level. However, at times, regional, local or site-based planning decisions may necessitate balancing competing interests. The SPP introduces strategic aspirations through Part C to guide how competing or complementary interests are considered in practice. The strategic aspirations set the overall direction for the SPP and support coordinated, practical decision-making that considers the needs and objectives of the state as a whole.

How state interests are given effect can vary based on the region, local government area, and community. Economic, environmental, cultural and social factors all influence how state interests will be considered in planning and development decisions for different locations.

Integrating the State Planning Policy

The following objectives may be considered by the Planning Minister when determining whether the SPP has been appropriately integrated:

1. Alignment with the SPP's purpose, guiding principles and strategic aspirations

The purpose, guiding principles and strategic aspirations provide the framework for interpreting and applying state interests. They are of equal importance and must be considered together. Strategic aspirations, in particular, guide the resolution of competing interests by focusing decision-making on achieving integrated, long-term outcomes.

2. Consideration of the SPP as a whole

It is important to understand the combined effect of the state interests expressed through the SPP within each local government area. The SPP should be considered in its entirety, so the collective effect of state interests is reflected in each local planning instrument.

3. Responsiveness to regional and local context

No individual state interest is given greater weight than another. The integration of state interests must respond to the regional and local context, with strategic aspirations providing the basis for balancing outcomes in a way that is proportionate, place-specific and aligned with broader state objectives.

Supporting mapping

Some state interest policies are geospatially represented in the SPP Integrated Mapping System (IMS), which contains two types of maps for planning purposes:

- **Statutory maps:** Maps that must either be applied or appropriately integrated in a local planning instrument to achieve the relevant state interest policy. These maps apply to the extent of any inconsistency with other maps.

Local governments may locally refine some state interest policy maps to reflect local context and needs, in a way that achieves the relevant state interest policy. Other state interest policy maps are fixed at the state level and must either be referenced, adopted or reproduced in a local planning instrument.

- **Information maps:** Maps provided for information purposes and may be used to assist with the adoption, integration or interpretation of a relevant state interest policy.

Other state map sources may be referenced for information purposes, such as Queensland Globe and the Queensland Spatial Catalogue.

Further information on state interest policy maps including, identification of statutory maps and information maps, which maps can be locally refined by a local government in a local planning instrument, and which maps must be applied by a local government, is contained in **Part F**.

The SPP IMS contains the most up to date mapping relevant to the SPP and will be updated from time to time. To the extent of any inconsistency:

- SPP IMS prevail over maps listed in Part F Appendix 1,
- SPP IMS statutory maps prevail over SPP IMS information maps,
- SPP IMS statutory maps prevail over locally refined maps,
- SPP IMS information maps prevail over other state map sources.

SPP guidance material

Guidance material is available to support interpretation and consistent application of the state aspirations, the guiding principles and each state interest in the SPP.

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

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

The guidance material will be updated as required from time to time to ensure it remains current.

Part C – **Strategic aspirations and guiding principles**



Strategic Aspirations

Role of the strategic aspirations

The strategic aspirations set the overall direction for how state interests are to be put in practice, and the land use and development outcomes that Queensland is seeking to achieve. Together, they form the framework for interpreting and applying the state interests, ensuring that they work collectively to support the State's aspirations. The aspirations are fundamental to the application of the SPP and should be considered with the guiding principles and state interests.

All state interests and their supporting policies contribute to achieving one or more of these aspirations. When applying each state interest, it is important to consider the relevant strategic aspirations listed within each state interest.

The strategic aspirations play an important role in balancing competing state interests, guiding decision-making so that the interests are not considered in isolation, but, collectively to deliver practical outcomes. Importantly, the aspirations are interconnected and need to be considered together.

The strategic aspirations can also be used for monitoring how effectively the SPP is being implemented, by providing a consistent test to assess:

- whether Queensland's planning instruments are delivering on their intended outcomes
- how well the State's interests are being integrated
- whether land use planning and development outcomes are contributing to the State's long-term objectives.

What are the strategic aspirations?

The strategic aspirations are outlined below and are supported by outcomes that guide their achievement.

1. Build more housing and strong communities
2. Promote efficient land use patterns
3. Drive connected and productive regions
4. Deliver responsive infrastructure
5. Support existing economic drivers
6. Attract emerging industries

How will the strategic aspirations be used in practice?

Local governments can use the strategic aspirations when preparing a new planning scheme or amending an existing planning scheme. Local governments can use the strategic aspirations to shape their strategic frameworks and balance competing interests to ensure they continue to promote the State's long-term vision.

Before finalising their proposed planning scheme or amendment, or during the state interest review process, the strategic aspirations can be used to test how the local planning instrument contributes to achieving Queensland's goals for the future and integrates state interests.

Strategic Aspirations



Build more housing and strong communities

- Deliver housing in appropriate places supported by infrastructure and essential services.
- Provide a range of housing options to meet community needs.
- Connect neighbourhoods to essential and community infrastructure and multiple modes of transport.
- Promote community safety by considering and planning for the risks of natural hazards.
- Promote community wellbeing by ensuring the availability, accessibility, and distribution of open space, green areas, and recreation facilities.



Promote efficient land use patterns

- Enable development that optimises the use of existing and future infrastructure.
- Locate housing near transport hubs, services and activity centres.
- Encourage co-location and clustering of compatible land uses.
- Prioritise coexistence between compatible land uses, while minimising land use conflict and interface issues.
- Protect and maintain the extent and integrity of heritage, the environment, and natural and rural landscapes by limiting encroachment from incompatible uses.



Drive connected and productive regions

- Ensure the availability and reliability of water and energy supply.
- Support economic diversification in rural and regional areas by enabling a range, mix, and distribution of industries and employment opportunities.
- Deliver and maintain a pipeline of serviced employment and productive export land suitable for a range of industries.
- Provide efficient connectivity between regional centres via transport and digital networks.
- Enable a productive, reliable and safe freight system.



Deliver responsive infrastructure

- Provide integrated transport networks to connect to jobs, services and communities and support the efficient transport of goods to market.
- Ensure community infrastructure that is accessible to and has sufficient capacity to meet population needs.
- Encourage reliable telecommunications infrastructure to support connectivity in urban and regional areas across the State.
- Support the availability, affordability and reliability of energy infrastructure.
- Promote the resilience of infrastructure to natural hazards.



Support existing economic drivers

- Maintain the availability and viability of land for key economic uses.
- Encourage tourism development which strengthens regional and local economies and protects valued places.
- Enable mining and extractive industries to support economic growth.
- Support the extent and viability of agricultural land and production systems.
- Support the healthcare sector with infrastructure and co-location of compatible land uses to support community wellbeing, economic growth, investment and supply chain activity.
- Protect, locate and design high impact and hazardous activities to minimise impacts to sensitive uses.



Attract emerging industries

- Establish flexible land use planning settings to allow for new, emerging industries such as advanced engineering, biofuels, defence and mining technology.
- Provide a mix of configurations of land (including lot size and location) to support the expansion and clustering of industries.
- Ensure access to transport networks for freight and workforce movement.
- Ensure land for emerging industries is supported by reliable energy, water and digital infrastructure.

Guiding principles

The SPP's guiding principles complement and support the provisions for plan-making and development assessment under the Planning Act and other statutory planning instruments.

Plan-making processes and development decisions in Queensland should be consistent with the guiding principles set out in Table 2. The guiding principles are to be read with the state interests and are equally as important as the state interests.

Table 2. Guiding principles

Outcome focused	
Clearly focus on the delivery of outcomes	- Plans and development outcomes should integrate and balance economic, environmental and social needs of current and future generations, and are consistent with the purpose of the Planning Act, to promote ecological sustainability. - Plans provide clear and certain outcomes to encourage investment and development delivery and promote flexible ways to achieve it. - Plans support and encourage innovative and flexible approaches to design and development when consistent with a plan's strategic intent. - Decision making recognises that performance outcomes are satisfied where development achieves the intended outcome, regardless of whether or not associated acceptable outcomes are met. - Plans and development outcomes support and reflect what communities need and value at a state, regional and local level. - Plans and development outcomes seek to promote the strategic aspirations.
Integrated	
Reinforce the role of local planning schemes as the integrated, comprehensive statement of land use policy and development intentions for a local area	- Plans coordinate and integrate land use, resource management and infrastructure needs and consideration for a local area having regard to national, state, regional and local matters, while enabling locally responsive approaches to achieve performance-based outcomes. - Plans zone land based on its characteristics and what it can support. - Overlays have a clear planning purpose that informs development controls and leads to considered and balanced decision making.
Efficient	
Support the efficient determination of appropriate development	- Plans and assessment processes support clear, timely and responsive development outcomes. - Plans regulate development only to the extent necessary to address potential impacts, applying the lowest appropriate level of assessment required to efficiently and effectively address those impacts while enabling a range of solutions and performance-based approaches that achieve the intended planning outcome. - The level of assessment for development is proportionate to the potential impacts, level of risk, and consistency with the strategic intent and purpose of the relevant zone, overlay, local plan and/or precinct within the plan. For instance, development that is: - minor, low-risk and that is encouraged or contemplated in a zone or overlay should be identified as accepted development - consistent and in accordance with the broad intent of a zone and able to be assessed against assessment benchmarks, should be identified as code assessable development - inconsistent with the intent of a zone, requires public input or is unforeseen by a planning scheme, should be identified as impact assessable development and assessed against a broader range of matters.

Positive

Enable positive responses to change, challenges and opportunities

- Plans should be up-to-date and reflect contemporary needs and challenges.
- Plans are informed by evidence and objectively assessed need, supported by best available knowledge.
- Plans are written using clear, concise and positive language to describe what outcomes are sought, required or encouraged in a particular location, rather than what is to be avoided, prevented or discouraged.
- Plans and development outcomes promote community health, wellbeing and adaptability to change.
- Plans ensure that development is assessed on its individual merits and on its ability to achieve the intended planning outcomes through performance-based and outcome-focused assessment.

Accountable

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

- Plans and development outcomes reflect balanced community views and aspirations, recognising the importance of the community's involvement in plan-making.
- Plans resolve competing state and local interests through using an evidence-based approach, which balances community needs, views and aspirations.
- Plans establish a clear and transparent framework to support reasonable, logical and fair decision making.
- Plans only seek to regulate land use and planning outcomes and do not address matters regulated outside of the planning system, for instance building work regulated under the *Building Act 1975* (unless permitted).
- Obtaining access to planning information is simple and direct, capitalising on opportunities presented by digital tools and platforms.



Part D – **State interests and policies**



Housing

Why is housing of interest to the State?

Housing is fundamental to strong and healthy communities. The State's interest in housing is to ensure a timely supply of sufficient, well-serviced land and a range of housing to meet the needs of current and future generations, supporting the State's commitment to deliver one million new homes by 2044.

Planning plays a critical role in maintaining a reliable housing pipeline to accommodate population growth and respond to the varying needs of Queenslanders across different ages, family structures, lifestyles, abilities, and income levels. In addition to detached homes, this may include:

- secondary dwellings
- multiple dwellings (i.e. duplexes, attached terraces, flats, units rooming accommodation, student accommodation and workers accommodation)
- micro or small-lot housing
- retirement or assisted living accommodation.

Housing enables people to participate in their communities, access employment and essential services, and achieve improved social and economic outcomes. Accordingly, housing should be located in areas with access to infrastructure and services. They should be delivered in well-designed, accessible and inclusive neighbourhoods that support all communities and contribute to liveable, connected and vibrant places across Queensland.

What strategic aspirations are related to the housing state interest?

Figure 2 provides an overview of how the housing state interest advances the State's aspirations.

Figure 2. Key interactions of housing state interest with strategic aspirations

	Build more housing and strong communities	Ensure a sufficient and ongoing supply of homes for current and future generations, while providing a range of housing choices that respond to the varying needs and lifestyles of Queensland's communities.
	Deliver responsive infrastructure	Deliver responsive infrastructure by guiding housing development to occur in a coordinated and logical way, optimising the use of existing and planned infrastructure and services, and ensuring timely access to facilities that meet community needs.
	Promote efficient land use patterns	Ensure that development for housing occurs in a coordinated and logical manner, to ensure that land and its supporting infrastructure is used efficiently.

State interest – Housing

Timely, sufficient and well-serviced housing is provided to meet the changing needs of the community, while supporting and enhancing well-being and quality of life.

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

1. Identify and maintain a sufficient supply of serviced residential land in appropriate locations, which is sequenced to maximise efficient use of existing and planned infrastructure, and enables development that meets current and future demographic housing needs.
2. Provide sufficient land in suitable locations to support the housing needs of the projected non-resident workforce associated with approved large – scale mining, agriculture, industry or infrastructure projects.
3. Promote efficient use of employment, services and infrastructure by prioritising higher density housing and mixed-use development in and around city, town, retail, business and commercial and mixed-use centres and along transport corridors.
4. Promote a comprehensive range of housing across various lot sizes and building configurations, including social and affordable housing, with access to infrastructure, employment, services and amenities.
5. Facilitate high quality urban design and public space outcomes that promote:
 - a. value for money;
 - b. accessible and inclusive built environments;
 - c. innovative and best practice housing design, siting and typology;
 - d. personal safety and security;
 - e. functional and connected spaces;
 - f. strong communities that consider local features, character, needs and aspirations; and
 - g. locally refined responses to Queensland's climate.
6. Provide residential communities with access to open and green space which enable connections with nature and promote community safety.

Economic land

Why is productive economic land of interest to the state?

The State's interest in economic land seeks to protect and maintain a sufficient supply of serviced land to support jobs, economic activity and drive productivity across Queensland, including by maximising the economic potential and efficient use of strategically located employment land.

Economic land supports a diverse range of economic uses, including retail, commercial, industrial, mixed-use and emerging industries. Strategic planning plays a critical role in ensuring a sufficient and diverse supply of economic land to respond to current and projected economic demand and the needs of communities.

Effective planning supports the timely development of economic land through efficient land use planning, infrastructure provision and development assessment processes. This enables the growth of established industries such as mining, extractive industries, agriculture and tourism, while supporting

the emergence of new sectors, including advanced manufacturing, renewable energy, biofuels, defence and mining technology.

Effective planning also provides certainty to the development industry, generating economic value, attracting investment and driving long-term economic returns for the state.

Economic land should be appropriately located, serviced and protected to support industrial and commercial activities, minimise land use conflict and contribute to productive and enduring communities.

What strategic aspirations are related to the economic land state interest?

Figure 3 provides an overview of how the economic land state interest advances the State's aspirations.

Figure 3. Key interactions of economic land state interest with strategic aspirations

	Support existing economic drivers Ensure sufficient land is available for employment-generating and economic development generating uses and protected from incompatible development, so these activities can continue to support Queensland's economy and long-term prosperity.
	Deliver responsive infrastructure Promote employment-generating development in well-serviced locations, ensuring access to infrastructure networks that support efficient operations, workforce access and long-term economic productivity.
	Attract emerging industries Attract emerging industries by supporting flexible and adaptable land use settings, enabling innovation, accommodating new and evolving business needs, and supporting the growth of future-focused industries.

State interest – Economic land

Protect and maintain a sufficient supply of serviced land to support retail, commercial, industrial, mixed-use and emerging industries, and to drive economic productivity across the State.

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

Economic land

1. Provide and maintain a sufficient supply of serviced economic land to meet current and projected demand by:
 - a. appropriately zoning land for retail, commercial, industrial, mixed use and emerging industries with consideration to flexibility across these uses where compatible;
 - b. facilitating a mix of lot sizes and configurations to accommodate a range of uses appropriate to the zone and to enable uses to expand and adapt to changing operational needs;
 - c. facilitating clustering and co-location of compatible land uses and industries;
 - d. locating economic lands with access to infrastructure, transport networks, services and amenities; and
 - e. identifying state development areas and Priority development areas, and support these areas with compatible and complementary land uses, infrastructure and services on the surrounding land.

Industrial land

2. Identify and protect industrial land by:
 - a. ensuring industrial land is appropriately serviced to meet operational needs including access to infrastructure, and transport networks (including freight-capable access appropriate to the zone and services);
 - b. providing and maintaining a sufficient and appropriate mix of industrial zoned land, including land for high-impact and specialised industries;

- c. preventing the encroachment of sensitive or incompatible land uses that may constrain the operation or future expansion of industrial development;
- d. applying appropriate separation distances and buffers and other suitable mitigations to protect amenity, operation and viability;
- e. avoiding fragmentation of industrial land into lot sizes inconsistent with the current or potential use of industrial development;
- f. ensuring any non-industrial uses proposed within an industry zone do not compromise, or detract from, the provision of surrounding land uses; and
- g. supporting the ongoing use of land for industrial purposes through the redevelopment or intensification of underutilised industrial land, or land suitable for industrial zoning for industrial uses.

Emerging industries

3. Identify, protect and promote emerging industries by:
 - a. identifying and protecting land suitable for future-focussed industries that supports clustering and agglomeration while avoiding sensitive land uses and other incompatible development;
 - b. preventing the encroachment of sensitive or incompatible land uses that may constrain the operation of emerging industries;
 - c. applying appropriate separation distances and buffers and other suitable mitigations to protect amenity, operation and viability; and
 - d. enabling new industries where compatible with the strategic land use intent and existing and planned infrastructure capacity for the area.

Tourism

Why is the tourism industry of interest to the State?

Tourism plays a significant role in creating jobs, generating export revenue, and strengthening local and regional economies.

Tourism encompasses a wide range of development types, scales and locations, including accommodation, attractions, facilities, events, infrastructure and associated services. Strategic planning plays a critical role in supporting a diverse and adaptable tourism sector that can respond to changing market demands and local contexts and helps to celebrate Queensland's unique cultural and environmental assets.

Effective planning supports tourism development by enabling flexible land use arrangements and ensuring appropriate and accessible infrastructure and services are in place. Tourism development can complement and co-exist with other land uses, including where tourism is not the primary activity. For example, ecotourism in natural areas

supports both recreation and education about environmental values. Agritourism may see farm-stay accommodation integrated with agricultural operations for economic diversification while providing greater appreciation and awareness of farming methods.

A strong, long-term and sustainable tourism industry enables economic opportunity and promotes Queensland's identity. It should be supported in appropriate locations and designed to protect and enhance the State's natural and cultural assets. Maintaining high-quality natural environments, such as the Great Barrier Reef and Queensland's protected area estate, and ensuring the provision of supporting infrastructure and services are critical to sustaining a strong and resilient tourism industry.

What strategic aspirations are related to the tourism state interest?

Figure 4 provides an overview of how the tourism state interest advances the strategic aspirations.

Figure 4. Key interactions of tourism state interest with strategic aspirations

	Support existing economic drivers Support key economic drivers by enabling a strong and sustainable tourism sector, recognising its significant contribution to Queensland's economy and its role in generating employment, investment and regional growth.
	Drive connected and productive regions Drive connected and productive regions by generating economic activity across Queensland and highlighting the unique natural and cultural assets that define Queensland's places and support regional growth.
	Build more housing and strong communities Build more housing and strong communities by supporting investment in centres and the night-time economy, and by enhancing lifestyle and amenity, making places attractive to live, work and visit.

State interest – Tourism

Support diverse tourism opportunities by protecting and enhancing Queensland’s unique assets, which underpin the State’s appeal and long term prosperity.

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

1. Support growth in the tourism industry by facilitating diverse tourism development, including nature based tourism, cultural tourism and agritourism, in appropriate locations.
2. Facilitate tourism development that:
 - a. is complementary to, and compatible with, surrounding land uses including sensitive land uses;
 - b. protects and enhances the character and economic, social, cultural and environmental values of existing natural and built assets;
 - c. is of a scale which considers the capacity of the assets; and
 - d. is appropriately serviced by infrastructure and essential services with regard to the context, type and scale of the proposed development.
3. Support Queensland’s early rising culture by facilitating a safe, unique and diverse dawn economy by:
 - a. supporting co-location or clustering of compatible land uses in centres, tourist areas and other areas which accommodate dawn recreation and retail activities;
 - b. protecting locations which support dawn activity from encroachment by sensitive land uses; and
 - c. managing impacts on amenity through appropriate buffers and separation distances and operational controls.
4. Facilitate a safe, vibrant and diverse night-time economy by:
 - a. supporting co-location or clustering of compatible land uses in centres and other areas which accommodate night-time economy activities;
 - b. protecting locations which support night-time economy activity from encroachment by sensitive land uses; and
 - c. managing impacts on amenity through appropriate buffers and separation distances, design, and operational controls.
5. Support Queensland’s coastal and marine tourism sector by:
 - a. protecting coastal processes and coastal resources, including the Great Barrier Reef; and
 - b. maintaining the scenic amenity and aesthetic values of important natural coastal landscapes, views and vistas.



Mining and extractive resources

Why is mining and extractive resources of interest to the state?

The State's interest in mining and extractive resources recognises their economic contribution and role in supporting Queensland's quality of life. These industries underpin the State's economic future, being one of the State's largest exports, and maintain the local construction industry enabling the delivery of infrastructure.

The supply of extractive resources such as sand, gravel, rock, clay and soil is essential to the construction industry and the delivery of housing and infrastructure. Given the high-volume, lower-value nature of extractive resource products, these resources need to be sourced close to markets and often need to be protected from encroachment from incompatible land uses over many decades. Planning plays a critical role in protecting these resources through the identification of key resource areas, which recognise their importance for future use.

What strategic aspirations are related to the mining and extractive resources state interest?

Figure 5 provides an overview of how the mining and extractive resources state interest advances the strategic aspirations.

Figure 5. Key interactions of mining and extractive resources state interest with strategic aspirations

	Support existing economic drivers Support key economic drivers by enabling a strong, sustainable resources sector that makes a significant contribution to Queensland's economy, and protecting these resources from incompatible development.
	Drive connected and productive regions Supports the State's aspiration to drive connected and productive regions by enabling activities which are critical to regional economies, and promoting the supply of essential resources which underpin regional communities.
	Build more housing and strong communities Aligns with the State's aspiration to build more housing and strong communities by ensuring that the resources underpinning the construction sector are protected for current and future generations, supporting the delivery of housing and essential infrastructure.

State interest – Mining and extractive resources

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

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

Key resource areas

1. Identify Key Resource Areas (KRAs), including the resource/processing area, separation area, transport route and transport route separation area.
2. Protect the long-term availability of extractive resources and access to KRAs by:
 - a. appropriately zoning land in KRAs;
 - b. avoiding sensitive land uses and other incompatible development within the resource/processing area and the related separation area of the KRA that could impede the extraction or processing of resources;
 - c. avoiding land uses on the transport route and within the transport route separation area of a KRA that are likely to compromise the ongoing use of the route for the haulage of extractive materials; and

- d. avoiding new development on or adjacent to a transport route that will adversely affect the safe and efficient transportation of the extractive resource.

Mineral, coal, petroleum and gas resources

3. Identify and consider areas with:
 - a. mineral, coal, petroleum and gas resources, including resource authorities for production or development; and
 - b. key associated supply chain infrastructure, including haul routes, ports and specified petroleum infrastructure.
4. Prioritise opportunities for mutually beneficial co-existence between coal, minerals, petroleum and gas resource activities and other compatible land uses which do not compromise extraction of resources.

Agriculture

Why is agriculture of interest to the state?

Agriculture is essential to Queensland's economic productivity, employment, and the supply of food, fibre, fish, timber and foliage, ensuring food security for domestic and international markets. It forms an integral part of many regional and local economies and communities, and supports Queensland's commitments to safeguard the future of the forestry and timber industry. As such, the State's interest in agriculture is to ensure the sector remains productive for current and future generations.

Queensland's agricultural sector also plays a critical role in supporting economic opportunities such as ecotourism through its native forests, and carbon markets.

Planning plays a critical role in protecting Queensland's agricultural resources, which are of state and national importance, and should be protected from incompatible uses and irreversible impacts that would compromise existing or potential productivity. With sound management, these resources can support agricultural production in perpetuity.

Supporting agricultural production involves:

- creating conditions that enable a competitive, strong and viable sector to be maintained,
- ensuring efficient use of natural resources (including soil, land, native forests, fish habitats and water) critical for agricultural activity and protecting these resources from irreversible impacts,
- reducing the potential for conflict between agricultural land and other incompatible uses, and
- minimising encroachment on agricultural resources to maintain viable agricultural land.

Planning also plays a role in improving opportunities for increased agricultural investment, production and diversification. This includes enabling value-adding activities such as on-farm processing, farm gate sales, and agritourism to occur in appropriate locations.

What strategic aspirations are related to the agriculture state interest?

Figure 6 provides an overview of how the agriculture state interest advances the strategic aspirations.

Figure 6. Key interactions of agriculture state interest with strategic aspirations

	Support existing economic drivers Support existing economic drivers by recognising agriculture as a key contributor to Queensland's economy and ensuring that agricultural land and associated resources are protected and maintained for ongoing productivity.
	Drive connected and productive regions Drive productive regions by protecting rural landscapes and enabling the ongoing productivity of agricultural land, ensuring the long-term viability of agriculture and its contribution to regional economies.
	Attract emerging industries Attract emerging industries by recognising that agricultural land can support economic diversification, including activities such as agritourism and other value-adding opportunities that strengthen regional economies.

State interest – Agriculture

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

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

1. Promote and maintain productive agriculture and agricultural development opportunities by facilitating the operation of agricultural production in areas with suitable land, resources, infrastructure and supply chain networks.
2. Protect land for sustainable agricultural use by:
 - a. identifying agricultural land that supports the current and long-term growth of agricultural production;
 - b. avoiding fragmentation of agricultural land into lot sizes inconsistent with the current or potential use of the land for agriculture;
 - c. avoiding development that will have an irreversible impact on agricultural land, or adjacent land that supports agricultural production; and
 - d. maintaining or enhancing land conditions and the biophysical resources underpinning agricultural production.
3. Protect and maintain the long-term growth and productivity of agricultural production and industry, including land uses such as intensive animal industries, fisheries resources, aquaculture and intensive horticulture by:
 - a. avoiding and minimising encroachment by sensitive or incompatible land uses that would compromise the safe, efficient and ongoing operation or expansion of agricultural activities;
 - b. avoiding and minimising land use conflict and biosecurity risks by appropriately locating and designing new development, including through separation distances and buffers; and
 - c. locating agricultural and related industrial uses in areas that meet their operational, environmental and biosecurity needs, and where off-site impacts can be effectively managed.
4. Facilitate opportunities for co-existence of compatible development that is complementary to the agricultural uses, while enhancing economic diversification, including on-farm processing, farm gate sales, and agritourism.
5. Protect and maintain the continuity of the agriculture industry by:
 - a. identifying infrastructure and services necessary to support agriculture and supply chains; and
 - b. ensuring development on, or adjacent to, the stock route network does not compromise its primary use for moving stock on foot or its grazing, environmental, recreational, cultural heritage and tourism values.

Environment, heritage and efficient growth

Why is Environment, heritage and efficient growth of interest to the state?

Queensland's diverse settlement pattern, from major urban centres to rural and remote communities, requires a responsive approach to managing growth, change and ongoing development. When planned effectively, this creates connected, productive and vibrant places that contribute to the State's long-term prosperity, while supporting more efficient and cost-effective delivery of infrastructure and services.

As the State's population grows, so too does demand for housing, infrastructure and services. This makes it increasingly important to focus new and existing development in appropriate locations, promote efficient use of land, protect natural and rural landscapes, and support safe, healthy and well-served communities.

By directing growth to areas with existing or planned infrastructure and protecting critical heritage, natural and rural environments that underpin Queensland's economy, this approach reduces the cost burden associated with servicing out-of-sequence or uncoordinated development.

What strategic aspirations are related to the Environment, heritage and efficient growth state interest?

Figure 7 provides an overview of how the Environment, heritage and efficient growth state interest advances the strategic aspirations.

Figure 7. Key interactions of Environment, heritage and efficient growth state interest with strategic aspirations

	Build more housing and strong communities Build more housing and strong communities by using strategic planning to guide development to well-served locations, promote efficient land use, enable the timely delivery of housing and community infrastructure, and identify development constraints early to streamline delivery and reduce costs.
	Deliver responsive infrastructure Deliver responsive infrastructure by promoting the efficient use of land and existing infrastructure, ensuring communities are well-served and have timely access to the services and facilities they need to support growth and wellbeing, while promoting a streamlined, and lower cost delivery.
	Promote efficient land use patterns Promote efficient land use patterns by guiding urban growth and development in a coordinated and logical manner, while minimising impacts on Queensland's rural and natural landscapes and reducing exposure to natural hazards.

State interest – Environment, heritage and efficient growth

Support a coordinated approach to growth and development in appropriate and serviced locations that balances environmental outcomes with safe, healthy communities and a productive economy.

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

1. Promote efficient, productive and well-planned growth and development by:
 - a. defining a settlement pattern aligned with infrastructure planning and capacity;
 - b. facilitating opportunities to concentrate, redevelop and intensify existing urban areas with access to transport networks, employment, services, housing and infrastructure;
 - c. staging new development to align with the delivery of local and/or state infrastructure, associated services, and their capacity;
 - d. identify the role and function of activity centres which operate as a network to optimise the use of infrastructure and support economic productivity;
 - e. ensuring the logical and orderly expansion of urban areas, while limiting the fragmentation or encroachment on natural and rural environments; and
 - f. locating and designing development to minimise the adverse impacts of urban heat island effect on residential areas, centres, industrial precincts, infrastructure and the built environment.
2. Facilitate development and growth that protects and maintains Queensland's biodiversity and important natural environments by:
 - a. identifying matters of environmental significance¹;
 - b. locating and designing development to avoid significant adverse impacts, including cumulative impacts and fragmentation, on matters of environmental significance;
 - c. where impacts cannot be avoided, mitigate adverse impacts on matters of environmental significance²;
 - d. encouraging opportunities to restore and rehabilitate matters of environmental significance; and
 - e. supporting viable koala populations in South East Queensland by conserving koala habitat.
3. Promote growth and development that recognises the importance of Queensland's identity by protecting and conserving cultural heritage significance by:
 - a. identifying heritage places and matters of cultural heritage significance;
 - b. avoiding the adverse impacts of development on heritage places and matters of cultural heritage significance; and

1 Note: The definition of 'matters for environmental significance' includes: matters of national environmental significance, matters of state environmental significance and matters of local environmental significance. For matters of state environmental significance, a local planning instrument must not include assessment criteria for matters of state environmental significance which duplicate a state assessment process.

2 Note: Where it is demonstrated that adverse impacts cannot be avoided or mitigated:

- Any residual impacts on matters of national environmental significance may require an offset in accordance with the *Environment Protection and Biodiversity Conservation Act 1999* (Commonwealth)
- any significant residual impacts on matters of state environmental significance may require an offset in accordance with the *Environmental Offsets Act 2014*; and
- a local government may require an offset for matters of local environmental significance in accordance with the *Environmental Offsets Act 2014*.

State interest – Environment, heritage and efficient growth (cont.)

Support a coordinated approach to growth and development in appropriate and serviced locations that balances environmental outcomes with safe, healthy communities and a productive economy.

- c. facilitating the conservation and adaptive reuse of state and local heritage places and areas, to retain their cultural heritage values.
- 4. Promote growth and development which protect coastal processes and coastal resources, and support safe coastal use by:
 - a. avoiding the fragmentation of undeveloped land in erosion prone areas, and concentrating development to existing urban areas through infill and redevelopment;
 - b. conserving the natural state and function of landforms, wetlands and vegetation in coastal management districts;
 - c. avoiding adverse impacts from the development of canals, dry land marinas, artificial waterways or marine infrastructure;
 - d. avoiding the reclamation of land under tidal water (except for coastal-dependent development);
 - e. preferencing coastal-dependent development in areas adjoining tidal water over other types of development;
 - f. minimising coastal protection works in erosion prone areas, except as a last resort where erosion or inundation poses an imminent threat to public safety or existing buildings and structures; and
 - g. maintaining safe public use and access to and along State coastal land that does not adversely impact coastal resources.



Natural hazards and safety

Why are natural hazards and safety of interest to the state?

Floods, bushfires and coastal erosion can put people at risk, damage homes and infrastructure, and affect communities, the economy and the environment.

Planning plays a key role in helping Queensland prepare for these hazards. By making informed decisions about where and how development occurs, the planning system helps reduce risks and better protect people and property. This includes considering natural hazards in both new development and the management of existing areas exposed to risk.

Planning ahead also reduces the cost and effort required to respond to and recover from natural hazards. Managing these risks is a shared responsibility across all levels of government, the development industry and communities, with a common goal of creating safer places.

The State's interest in natural hazards and safety is to ensure that natural hazards are appropriately considered at all levels of the planning system, and that communities are better prepared to manage and respond to these hazards.

Achieving this requires an integrated, evidence-based approach that empowers local governments and communities to plan for local conditions, contributing to safer, more prepared and resilient communities across Queensland.

What strategic aspirations are related to the natural hazards and safety state interest?

Figure 8 provides an overview of how the natural hazards and safety state interest advances the strategic aspirations.

Figure 8. Key interactions of natural hazards and safety state interest with strategic aspirations

	Build more housing and strong communities Build housing and strong communities by ensuring development including housing is located in areas where risks of natural hazards can be effectively managed, promoting safe and strong communities.
	Deliver responsive infrastructure Deliver responsive infrastructure by ensuring infrastructure is designed, located, and managed to remain resilient and functional during and after natural hazards, enabling communities to continue to operate safely and recover efficiently.
	Promote efficient land use patterns Promote efficient land use patterns by guiding how land is allocated and how regions and local government areas are planned, ensuring development occurs in suitable locations where the risks of natural hazards can be effectively managed, enabling the safe, efficient, and productive use of land.

State interest – Natural hazards and safety

The risks associated with natural hazards are avoided or mitigated to protect people and property, enhance the State's endurance to natural hazards, and support long-term and productive growth.

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

1. Protect people and property from natural hazards by:
 - a. identifying natural hazard areas, including areas suitable for development where an acceptable or tolerable level of risk can be achieved, and areas where risk is intolerable;
 - b. avoiding development in natural hazard areas where current and future risk from natural hazards cannot be mitigated to an acceptable or tolerable level;
 - c. ensuring development mitigates the risk from natural hazards to an acceptable or tolerable level in natural hazard areas suitable for development;
 - d. requiring mitigation strategies, proportionate to the risk from the natural hazard and the extent to which the development is directly or indirectly impacted, while balancing the economic and social needs of the community;
 - e. ensuring development directly, indirectly and cumulatively avoids increasing exposure, and the severity of the natural hazard and the potential for adverse consequences to the development or to other surrounding land;
 - f. ensuring development maintains or enhances the protective function of landscapes that can mitigate risks associated with the natural hazard; and
 - g. ensuring development in natural hazard areas supports, and does not hinder disaster management capacity and capabilities.
2. Promote the resilience of transport, energy, water, digital and essential community infrastructure by:
 - a. avoiding, and where avoidance is not possible, managing exposure to the risks of natural hazards through appropriate location, siting and design;
 - b. where safe, ensuring buildings and infrastructure is designed to support refuge in place for reasonable duration, or enable safe evacuation; and
 - c. where practicable, supporting the continued operation of infrastructure during and immediately after a natural hazards, and efficient recovery of this infrastructure after natural hazards, to minimise periods of operational disruption.

State interest – Natural hazards and safety (cont.)

The risks associated with natural hazards are avoided or mitigated to protect people and property, enhance the State's endurance to natural hazards, and support long-term and productive growth.

3. Promote the protection of people and property from erosion, including coastal erosion by:
 - a. avoiding the use of land in an erosion-prone area for urban purposes unless it is located within an existing urban area in a planning scheme, or an existing urban footprint under a regional plan; and
 - b. avoiding development in an erosion prone area within a coastal management district, unless the development cannot feasibly be located elsewhere and development:
 - i. mitigates the risks to people and property to an acceptable or tolerable level; and is coastal-dependent development, temporary, readily relocatable or able to be abandoned development;
 - ii. is essential community infrastructure where there is no reasonable alternative; or
 - iii. is a minor redevelopment of an existing permanent building or structure that cannot be relocated or abandoned.
4. Protect the natural and built environment, and human health, from the potential adverse impacts of acid sulfate soils by:
 - a. identifying areas with high risk of containing acid sulfate soils;
 - b. avoiding or where not practicable, minimising the disturbance of areas containing acid sulfate soils; and
 - c. managing any necessary disturbance of acid sulfate soils to avoid or minimise the mobilisation and release of acid, iron or other contaminants.

High impact and hazardous activities

Why are high impact and hazardous activities of interest to the state?

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

Some high impact activities have the potential to cause nuisance to communities and other sensitive land uses through environmental emissions such as air, odour and noise pollution. These activities include industrial development, waste facilities, quarries and certain types of infrastructure and major sport, recreation and entertainment facilities. Other developments, such as those that involve hazardous materials, can pose an even greater risk to the health and safety of communities and individuals, and the natural and built environment.

Planning can support in managing high impact and hazardous activities and protecting communities from these activities by:

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

What strategic aspirations are related to the high impact and hazardous activities state interest?

Figure 9 provides an overview of how the high impact and hazardous activities state interest advances the strategic aspirations.

Figure 9. Key interactions of high impact and hazardous activities state interest with strategic aspirations

	Build more housing and strong communities Build housing and strong communities by ensuring communities are planned and developed in a way that protects people from the adverse impacts of hazardous activities, thereby promoting safe, healthy, and resilient communities.
	Support existing economic drivers Support existing economic drivers by safeguarding land for high impact and hazardous activities from encroachment by sensitive or incompatible development, while ensuring potential impacts on communities are appropriately managed.
	Promote efficient land use patterns Promote efficient land use patterns by guiding the allocation of land to ensure high impact and hazardous activities and sensitive uses are appropriately located and separated, thereby minimising land use conflict and enabling the safe, efficient, and productive use of land.

State interest – High impact and hazardous activities

Community health and safety, and the natural and built environment, are protected from the adverse impacts of high impact and hazardous activities.

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

1. Support existing and planned industrial development and major gas, petroleum, waste and sewerage infrastructure by:
 - a. protecting these uses, and land for these uses, from encroachment by incompatible development including sensitive uses;
 - b. avoiding the exposure of incompatible development (including sensitive uses) and the environment to emissions and health and safety risks; and
 - c. where avoidance is not practicable, mitigating the adverse impacts of those emissions on incompatible development (including sensitive uses) and the environment.
2. Maintain safe and healthy communities by:
 - a. locating and managing activities involving the use, storage and disposal of hazardous materials and prescribed hazardous chemicals, dangerous goods, and flammable or combustible substances, to minimise the health and safety risk to communities and individuals; and
 - b. protecting development from the impacts of previous activities that may cause risk to people and property including former mining activities (e.g. disused underground mines, tunnels and shafts) and related hazards, former landfill or reuse sites, and contaminated land.
3. Avoid the risk to public safety and the environment by:
 - a. locating prescribed hazardous chemicals stored in a flood hazard area (where exceeding the hazardous chemicals flood hazard threshold), to minimise the risk of inundation and dispersion; and
 - b. protecting the storage of hazardous materials from the impacts of natural hazards.
4. Protect the following existing and approved land uses or areas from encroachment by development that would compromise the ability of the land use to function safely and effectively:
 - a. medium-impact, high-impact and special industries,
 - b. extractive industries,
 - c. hazardous chemical facilities,
 - d. explosives facilities and explosives reserves,
 - e. high pressure gas pipelines,
 - f. waste facilities,
 - g. sewage treatment plants,
 - h. industrial area in a state development area, or an enterprise opportunity area or employment opportunity area identified in a regional plan,
 - i. major sport, recreation and entertainment facilities,
 - j. shooting facilities, and
 - k. motor sport facilities.

Infrastructure

Why is infrastructure of interest to the State?

The availability, location and capacity of infrastructure both shape and respond to settlement patterns, urban form and built form. This influences how people live and work across Queensland's cities, towns and regions by enabling economic and social activity.

The State's interest in infrastructure recognises the importance of integrated land use and infrastructure planning which is central to achieving desired community outcomes and maximising the economic, social and environmental benefits of infrastructure investment.

Access to community infrastructure is fundamental to wellbeing, inclusion and quality of life. Facilities such as health services, education, open space, recreation, emergency services and cultural infrastructure support safe, healthy and connected communities. When planned and located effectively, community infrastructure improves access to services, supports social cohesion, and enhances liveability across Queensland.

New infrastructure and major infrastructure upgrades represent significant public and private investment that can contribute to higher housing and service costs. Coordinated land use and infrastructure decisions support the efficient use of existing infrastructure networks and helps maximise the value of future investment.

Planning plays a critical role in ensuring development is aligned with infrastructure capacity, location, timing and servicing requirements. This supports current and future community needs and ensures the benefits of infrastructure investment are shared across regions.

Strategic planning also supports the delivery of infrastructure for growing communities and enables regions and industries to respond to change, including technological advancement.

What strategic aspirations are related to the infrastructure state interest?

Figure 10 provides an overview of how the infrastructure state interest advances the strategic aspirations.

Figure 10. Key interactions of infrastructure state interest with strategic aspirations

	Build more housing and strong communities Build more housing and strong communities by ensuring communities and housing are supported by well-planned, accessible and coordinated infrastructure, including essential services and facilities that meet the needs of growing populations
	Deliver responsive infrastructure Deliver responsive infrastructure by ensuring infrastructure is planned, delivered and coordinated to meet the needs of growing communities and changing demands over time.
	Promote efficient land use patterns Promote efficient land use patterns by ensuring the effective use of infrastructure through coordinated development, logical sequencing, and the co-location of compatible land uses.

State interest – Infrastructure

Vibrant communities and growth are supported through coordinated and integrated infrastructure planning and delivery that meets current and future needs.

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

1. Optimise existing infrastructure and identify and facilitate coordinated, timely and cost-effective delivery of planned infrastructure including, transport infrastructure, social and community infrastructure, energy infrastructure, water infrastructure, and digital infrastructure, to meet existing and anticipated growth and community needs.
2. Facilitate development that is highly integrated with infrastructure by ensuring it:
 - a. demonstrates consistency with relevant infrastructure plans and initiatives at all levels of government;
 - b. occurs in areas currently serviced by infrastructure, and where this cannot be achieved, development is encouraged to occur in a logical and orderly location, form and sequence to optimise the delivery of new infrastructure; and
 - c. occurs in areas serviced or capable of being efficiently serviced by infrastructure, facilities and associated services.
3. Promote safe and efficient operation of existing and planned infrastructure by:
 - a. identifying and protecting infrastructure and associated infrastructure corridors from encroachment by incompatible land uses, including land required for new infrastructure, future expansion or augmentation of infrastructure to improve capacity aligned to population and economic growth;
 - b. ensuring development does not adversely impact on the safety or operation of the infrastructure; and
 - c. locating and designing infrastructure to avoid or otherwise minimise the adverse impacts of infrastructure on surrounding land uses and the natural environment.
4. Identify, protect and maintain land for social and community infrastructure by:
 - a. planning for current and projected demand;
 - b. locating infrastructure within centralised, accessible, serviced areas with access to housing, transport networks and essential services;

State interest – Infrastructure (cont.)

Vibrant communities and growth are supported through coordinated and integrated infrastructure planning and delivery that meets current and future needs.

- c. supporting the consolidation and co-location of social and community infrastructure into precincts with complementary uses (e.g., research hubs and health precincts); and
- d. designing community infrastructure to be multifunctional, adaptable and promote shared use.
- 5. Support efficient emergency responses to protect people, property and infrastructure by:
 - a. planning for sufficient land to locate police, fire, ambulance and other emergency services so that they can continue to meet community needs;
 - b. ensuring all development accessed by common private title is provided with appropriate fire hydrant infrastructure; and
 - c. ensuring development is designed to maintain unimpeded access for emergency service vehicles.
- 6. Maintain existing and plan for future public open space networks, and natural environments to meet recreational, environmental and cultural needs of the community by ensuring they are:
 - a. connected by infrastructure for walking and cycling;
 - b. integrated with existing and planned residential development; and
 - c. linked to major parks, and sport, cultural and event infrastructure, centres, or environmental corridors.
- 7. Promote public benefits on state-owned land by identifying, appropriately zoning, and facilitating the reuse of land to meet community needs.

Energy

Why is energy of interest to the State?

The provision of affordable and reliable energy is essential to community wellbeing, economic growth and the delivery of critical services across Queensland. Energy underpins the operation and long-term viability of industries and businesses, while supporting the health, comfort and lifestyles of communities. Energy production and associated infrastructure also make a significant contribution to the State's economy.

The State's interest in energy is to support the timely delivery of reliable and affordable energy infrastructure that enables economic growth and ensures Queensland remains connected.

The State's network of high-voltage electricity infrastructure provides the backbone of the energy supply system, moving electricity from generators and storage sites to end users.

The planning system plays an important role in supporting the timely, safe, cost-effective, energy efficient and reliable provision and operation of

this infrastructure, and ensuring the resilience of the energy system to the risks of natural hazards. 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.

What strategic aspirations are related to the energy state interest?

Figure 11 provides an overview of how the energy state interest advances the strategic aspirations.

Figure 11. Key interactions of energy state interest with strategic aspirations

	Deliver responsive infrastructure Deliver responsive infrastructure by ensuring energy infrastructure is planned and delivered to meet the evolving needs of communities, industries and emerging technologies.
	Support existing economic drivers Support existing economic drivers by recognising the critical role of energy infrastructure in enabling key industries, including tourism, mining and extractive industries, agriculture, and other employment-generating activities such as manufacturing and industrial development.
	Drive connected and productive regions Drive connected and productive regions by ensuring reliable and accessible energy infrastructure underpins regional industries and communities, enabling economic activity, growth and long-term productivity across Queensland.

State interest – Energy

Support the timely, safe, affordable and reliable delivery and operation of energy infrastructure to enable economic growth and ensure Queensland remains connected and productive.

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

1. Support development of reliable energy infrastructure (for example, major electricity infrastructure) including generation, storage, transmission and distribution, which leverage existing and planned resources and infrastructure networks, to enable connectivity and productivity.
2. Protect and maintain existing and planned energy infrastructure and corridors (including major electricity infrastructure, easements and substations) by:
 - a. identifying locations for existing and planned energy infrastructure and its corridors to support their ongoing protection and future delivery; and
 - b. avoiding or limiting sensitive or incompatible land uses and development that would compromise corridor integrity and efficient delivery and functioning of the infrastructure.
3. Protect communities, surrounding land uses, and the natural and built environment by avoiding and otherwise minimising the adverse impacts of the development, operation and decommissioning of major energy infrastructure.



Water

Why is water of interest to the State?

Water is one of Queensland's most valuable resources, and access to safe and reliable water supply is essential to support our communities and economy. Queensland relies on healthy water quality to continue to provide economic, amenity, recreational and tourism benefits. As such, it is essential that Queensland's waters are protected and planned for current and future generations.

The State's interests in water aims to manage Queensland's water resources to deliver a sustainable and secure water future.

Planning plays a vital role in protecting and managing Queensland's waters by ensuring that land use planning considers current and future water availability in decision-making. This includes supporting investment in water infrastructure such as dams and weirs, protecting water supply catchments, considering impacts on bulk water infrastructure, and incorporating water-efficient urban design to improve efficiency and water quality.

Protecting water quality is critical to sustaining Queensland's waters, including the Great Barrier Reef. Local planning can support these outcomes by managing land use to reduce runoff and pollution, and by supporting best water management practices. It can also contribute to reducing the cost of providing these essential services by recognising and protecting existing and approved future supply infrastructure corridors and associated facilities.

What strategic aspirations are related to the water state interest?

Figure 12 provides an overview of how the water state interest advances the strategic aspirations.

Figure 12. Key interactions of water state interest with strategic aspiration

	Deliver responsive infrastructure Deliver responsive infrastructure by ensuring water resources and infrastructure are planned, managed and delivered to meet the needs of growing communities, industry, agriculture, and energy infrastructure now and into the future.
	Support existing economic drivers Support existing economic drivers by recognising the critical role of water in enabling key industries, including mining and extractive industries, agriculture, and tourism and recreation activities.
	Drive connected and productive regions Drive connected and productive regions by ensuring reliable and secure water supplies underpin regional industries, support community growth, and enable the sustainable development of Queensland's regions.

State interest – Water

Manage Queensland's water resources to deliver a sustainable and secure water future.

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

1. Secure Queensland's water supply to meet the needs of current and future generations by:
 - a. protecting existing and planned bulk water supply infrastructure locations and corridors (including easements) from encroachment by sensitive land uses or other incompatible development that would compromise the infrastructure integrity, efficient delivery, and functioning; and
 - b. avoiding or minimising adverse impacts from bulk water supply infrastructure on surrounding land uses and matters of environmental significance.
2. Protect and ensure safe and secure drinking water supply by appropriately locating, designing, constructing and operating any necessary development in water resource catchments and water supply buffer areas to avoid potential adverse impacts on surface waters and groundwaters.
3. Support development that facilitates the protection or enhancement of environmental values and the achievement of water quality objectives for Queensland waters.
4. Support healthy catchments to protect and enhance Queensland's water quality by:
 - a. locating land zoned for urban purposes to areas that avoid or minimise disturbance to:
 - i. high-risk soils,
 - ii. high ecological value wetlands, watercourses and riparian vegetation,
 - iii. groundwater dependent ecosystems, and
 - iv. natural drainage lines and landform features.
 - b. locating, designing, constructing and operating development to avoid or minimise adverse impacts on the environmental values of receiving waters from:
 - i. reduced stormwater quality and hydrology,
 - ii. wastewater (other than contaminated stormwater and sewage),
 - iii. the creation or expansion of non-tidal artificial waterways, and
 - iv. the release and mobilisation of nutrients and sediments.

Transport, aviation and ports infrastructure

Why is transport, aviation and ports infrastructure of interest to the State?

Transport networks shape efficient settlement patterns and support economic and social development. Planning plays a critical role in protecting the safety, structural integrity, and operational efficiency of transport networks, supporting economic growth, productive regions and connected communities. Well-planned transport networks enable the efficient movement of people and goods, connecting businesses to markets, workers to jobs and communities to essential services.

Strategic airports, strategic helicopter sites and aviation facilities play a key role in facilitating economic growth and connectivity in Queensland. All sectors of the Queensland economy including tourism, trade, logistics, education, healthcare, business and extractive industries rely on the safe and efficient movement of people and freight through strategic airports or strategic helicopter sites.

Queensland's ports are a major component of both the national and State supply chain, providing a vital connection to global markets. They facilitate the import and export of goods and materials that are integral to the Queensland economy including, coal, mineral ore, petroleum products, agricultural products such as grain

and wheat, general cargo and commercial goods (cars, household appliances, clothing, building materials), and food. Queensland's ports also form an important part of the national defence system, providing necessary infrastructure to ensure Australia's defence force is able to operate effectively and efficiently in protecting and advancing Australia's strategic interests.

Planning ensures that development is appropriately located, and designed to maintain safe access, support current and future demand, and protect network efficiency. Planning also promotes the integration of development with transport networks to support efficient and safe operation, while managing impacts such as noise, vibration and air quality to protect community health and wellbeing.

This state interest will facilitate reliable, resilient and inclusive networks that connect Queensland's growing regions and communities and support long-term economic and social outcomes.

What strategic aspirations are related to the transport, aviation and ports infrastructure state interest?

Figure 13 provides an overview of how the transport state interest advances the strategic aspirations.

Figure 13. Key interactions of transport, aviation and ports infrastructure state interest with strategic aspirations

	Deliver responsive infrastructure Deliver responsive infrastructure by ensuring transport networks are planned, delivered and managed to meet current and future demand, and provide safe, efficient and reliable connections between communities, jobs and services.
	Support existing economic drivers Support existing economic drivers by ensuring transport networks, aviation infrastructure and Queensland's ports enables the efficient movement of goods and people, supporting key industries such as mining, agriculture, tourism and industrial development, and facilitating emerging industries across Queensland.
	Drive connected and productive regions Drive connected and productive regions by ensuring regions are well connected to markets, housing and key centres, enabling the efficient movement of people and goods and supporting regional productivity and economic growth.

State interest – Transport, aviation and ports infrastructure

Support the safe and efficient movement of people and goods; protect the operation of strategic transport facilities, strategic airports, strategic helicopter sites, and aviation facilities and ports; and encourage efficient land use and transport patterns.

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

Transport infrastructure

1. Identify and protect existing and planned transport infrastructure, including existing and future transport corridors, freight corridors and intermodal freight terminals.
2. Promote compatible land uses that optimise the utility of transport infrastructure within the transport network.
3. Locate development in areas serviced by transport infrastructure, and where this cannot be achieved, facilitate development in a logical and orderly location, form, and sequence to optimise the delivery of new transport infrastructure.
4. Enable alternative efficient and safe modes of transport as an attractive alternative to private transport by supporting development that is integrated with public passenger and active transport.
5. Locate and design development to mitigate the adverse impacts of environmental emissions generated by transport infrastructure.
6. Identify and apply a road hierarchy which reflects the role of each category of road and enables the coordinated and integrated management of all modes of transport.

State transport infrastructure

7. Encourage development that is compatible with, or supports the efficient use of, state transport infrastructure including the state transport network, areas surrounding state transport infrastructure, and existing and future state transport corridors.

8. Protect the safety and efficiency of existing and future state transport infrastructure, corridors and networks from the adverse impacts of development.

Strategic aviation

9. Identify and protect the safety, efficiency and operational integrity of strategic airports, strategic helicopter sites, and aviation facilities, including the associated Australian Noise Exposure Forecast (ANEF) contours, obstacle limitation surfaces, or height restriction zones, public safety areas, lighting area buffers, light restriction zones, wildlife hazard buffer zones, and building restricted areas.
10. Protect the safety, efficiency and operational integrity of strategic airports by ensuring development and associated activities:
 - a. do not create incompatible intrusions, or compromise aircraft safety, in operational airspace;
 - b. avoid increasing risk to public safety in a public safety area; and
 - c. are compatible with forecast levels of aircraft noise within 20 ANEF contour or greater and mitigate adverse impacts from aircraft noise.
11. Protect and support the efficient growth of strategic airports, including emerging aviation technologies, by:
 - a. limiting incompatible land uses in and around airport and aviation facilities;
 - b. ensuring development in proximity to strategic airports complements and enhances their role as economic, freight and logistics hubs; and

State interest – Transport, aviation and ports infrastructure (cont.)

Support the safe and efficient movement of people and goods; protect the operation of strategic transport facilities, strategic airports, strategic helicopter sites, and aviation facilities and ports; and encourage efficient land use and transport patterns.

- c. supporting the establishment, expansion and adaptation of strategic airports, and emerging aviation technologies to strengthen connectivity and meet current and future demand.
 - 12. Protect aviation facilities by avoiding development and associated activities within building restricted areas that may affect the functioning of the aviation facility.
 - 13. Identify and protect key transport corridors (including passenger and freight corridors) linking strategic airports to the broader transport network.
 - 14. Identify and protect the safety, viability and efficient operation of strategic helicopter sites by ensuring that development and its ancillary activities do not compromise aircraft safety or create incompatible intrusions into the operational airspace the vicinity of a strategic helicopter site.
- Strategic ports**
- 15. Identify and protect sufficient allocation of land, services and infrastructure for strategic ports, associated strategic port land and core port land.
 - 16. Ensure development complements the role of a strategic port as an economic, freight and logistics hub, and enhances the economic opportunities that are available in proximity to a strategic port.
17. Protect strategic ports by:
- a. supporting its role as an economic, freight and/or logistics hub;
 - b. avoiding incompatible development from encroaching on, or adversely affecting the safety, viability or efficiency of existing and future port operations; and
 - c. ensuring development aligns with statutory port land use plans and their associated strategic infrastructure planning and environmental investigations.
18. Locate and design development to mitigate the adverse impacts on the development from environmental emissions generated by port operations.
19. Identify key and associated freight and transport corridors and intermodal terminals that connect strategic ports to the wider transport network.
20. Support new technologies in port and freight logistics.
- Priority ports**
- 21. For priority ports, development must be consistent with priority port master plans and priority port overlays approved under the Sustainable Ports Development Act 2015.

An aerial photograph of a beach. The left side of the image shows a large area of dark, wet pebbles. To the right of the pebbles is a strip of light-colored sand. Further right, the turquoise ocean water meets the shore, with white foam from the waves visible. A diagonal line, possibly a design element or a shadow, runs from the top right towards the bottom center, separating the pebble area from the water area.

Part E – **Glossary**

Glossary

This glossary provides the meaning of some terms used in the draft SPP. Terms not defined within the SPP should be given their ordinary meaning unless they are defined in the Planning Act or Planning Regulation.

Acronyms	Term
ADG	Australian dangerous goods
ANEF	Australian Noise Exposure Forecast
DSDIP	Department of State Development, Infrastructure and Planning
IMS	Interactive Mapping System
KRA	Key resource area
MLES	Matters of local environmental significance
MNES	Matters of national environmental significance
MSES	Matters of state environmental significance
SPP	State Planning Policy
SPP IMS	State Planning Policy Interactive Mapping System

Term	Definition
Acid sulfate soil	Soil or sediment containing highly acidic soil horizons or layers affected by the oxidation of iron sulfides (actual acid sulfate soil) and/or soil or sediment containing iron sulfides or other sulfidic material that has not been exposed to air and oxidised (potential acid sulfate soil). Note: The term acid sulfate soil generally includes both actual and potential acid sulfate soil. Actual and potential acid sulfate soil is often found in the same soil profile, with actual acid sulfate soil generally overlying potential acid sulfate soil horizons.
Acid sulfate soil affected area	An area where acid sulfate soils are present or may be present, and includes the following local government areas: • Aurukun Shire Council • Brisbane City Council • Bundaberg Regional Council • Burdekin Shire Council • Burke Shire Council • Cairns Regional Council • Carpentaria Shire Council • Cassowary Coast Regional Council • City of Gold Coast Council

Term	Definition
Acid sulfate soil affected area (cont.)	• Cook Shire Council • Doomadgee Aboriginal Shire Council • Douglas Shire Council • Fraser Coast Regional Council • Gladstone Regional Council • Gympie Regional Council • Hinchinbrook Shire Council • Hope Vale Aboriginal Shire Council • Kowanyama Aboriginal Shire Council • Isaac Regional Council • Livingstone Shire Council • Logan City Council • Lockhart River Aboriginal Shire Council • Mackay Regional Council • Mapoon Aboriginal Shire Council • Moreton Bay Regional Council • Mornington Shire Council • Napranum Aboriginal Shire Council • Noosa Shire Council • Northern Peninsula Area Regional Council • Palm Island Aboriginal Shire Council • Pormpuraaw Aboriginal Shire Council • Redland City Council • Rockhampton Regional Council • Sunshine Coast Regional Council • Torres Shire Council • Torres Strait Island Regional Council • Townsville City Council • Weipa Town Authority Council • Whitsunday Regional Council • Wujal Wujal Aboriginal Shire Council • Yarrabah Shire Council.
Active transport corridor	Land identified in a guideline made under the <i>Transport Planning and Coordination Act 1994</i> , section 8E, for active transport infrastructure.
Agriculture	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.
Aquaculture	As defined the <i>Fisheries Act 1994</i>. Note: Aquaculture means the cultivation of live fisheries resources for sale other than in circumstances prescribed by regulation.
Artificial waterway	As defined in the <i>Coastal Protection and Management Act 1995</i>, section 8. Note: Artificial waterway means an artificial channel, lake, or other body of water.
Australian Noise Exposure Forecast (ANEF)	A single number index that predicts, for a particular future event, the cumulative exposure to aircraft noise likely to be experienced by communities near airports during a specific time period.

Term	Definition
Australian Noise Exposure Forecast (ANEF) contour	The land shown on the SPP IMS as ANEF 20–25 contour, ANEF 25–30 contour, ANEF 30–35 contour, ANEF 35–40 contour, or ANEF 40 contour or greater.
Aviation facilities	A communication, navigation or surveillance facility as shown on the SPP IMS as an aviation facility location.
Biofuel	A fuel such as biobased diesel or biobased petrol under the <i>Liquid Fuel Supply Act 1984</i> .
Biosecurity	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 those impacts while maintaining market access and animal care standards.
Building restricted area	The airspace surrounding an aviation facility within which development, including associated activities, is restricted in order to protect the functioning of the aviation facility.
Bulk water supply infrastructure	Existing and future infrastructure shown on the SPP IMS including pump station facilities, reservoir facilities, water treatment plants, water quality facilities, pipelines, channels, bulk water storage infrastructure and facilities for extracting groundwater.
Bushfire prone area	Land that is potentially affected by significant bushfires, including vegetation likely to support a significant bushfire and adjacent land that may be subject to impacts from a significant bushfire, and is identified either by a local government in a local planning instrument based on a localised study prepared by a suitably qualified person or, where not identified locally, shown on the SPP IMS.
Busway corridor	As defined in the Planning Regulation. Note: Busway corridor means land on which busway transport infrastructure is situated, land on which busway transport infrastructure works are carried out, and land on which services for the maintenance or operation of busway transport infrastructure are situated.
Busway transport infrastructure	As defined in the <i>Transport Infrastructure Act 1994</i> , schedule 6.
Canal	As defined in the <i>Coastal Protection and Management Act 1995</i> , schedule 6. Note: Canal means an artificial waterway connected, or intended to be connected, to tidal water; and from which boating access to the tidal water is not hindered by a lock, weir or similar structure.
Category B area	As defined in the Planning Regulation. Note: Category B area means an area shown on the regulated vegetation management map or a PMAV as category B area.
Category C area	As defined in the Planning Regulation. Note: Category C area means an area shown on the regulated vegetation management map or a PMAV as category C area.
Category R area	As defined in the Planning Regulation. Note: Category R area means an area shown on the regulated vegetation management map or a PMAV as category R area.
Coastal-dependent development	Development that must be located in tidal waters or be able to access tidal water to function, including certain industrial, commercial, tourism, community and integrated marine-related uses, but not residential development as the primary use, waste management facilities, or transport infrastructure other than for access to the coast.
Coastal erosion	The loss of land or the removal of beach or dune sediments by wave action, wind action, tidal currents, water flows or permanent inundation.

Term	Definition
Coastal hazard	As defined in the Coastal Protection and Management Act 1995, schedule. Note: Coastal hazard means erosion of the foreshore or tidal inundation.
Coastal management district	A part of the coastal zone declared under the <i>Coastal Protection and Management Act 1995</i> as a coastal management district.
Coastal processes	The natural processes of the coast, including sediment transport, wind, waves, tides and currents, fluctuations in landforms and foreshore areas, changes in sea level, ecological processes and the natural water cycle.
Coastal protection work	Any permanent or periodic work undertaken primarily to manage the impacts of coastal erosion or storm tide inundation, including altering physical coastal processes such as sediment transport. Coastal protection work includes erosion control structures.
Coastal resources	As defined in the <i>Coastal Protection and Management Act 1995</i> , section 12. Note: Coastal resources means the natural and cultural resources of the coastal zone.
Contaminant	One or more of the prescribed water contaminants listed in schedule 10 of the <i>Environmental Protection Regulation 2019</i> .
Contaminated land	As defined in the <i>Environmental Protection Act 1994</i> , schedule 4. Note: Contaminated land means land contaminated by a hazardous contaminant.
Contaminated stormwater	Stormwater that contains a contaminant.
Core port land	Brisbane core port land as defined in the <i>Transport Infrastructure Act 1994</i> .
Cropping	As defined in the Planning Regulation. Note: Cropping means the use of premises for growing and harvesting plants, or plant material, that are cultivated in soil, for commercial purposes; or harvesting, storing or packing plants or plant material grown on the premises, or repairing and servicing machinery used on the premises if the uses is ancillary to the above.
Cultural heritage significance	As defined in the <i>Planning Act 2016</i> . Note: Cultural heritage significance means a place or feature of a place, its aesthetic, architectural, historical, scientific, social, or other significance, to the present generation or past or future generations.
Dangerous goods	As defined in the <i>Work Health and Safety Act 2011</i> , schedule 1, part 1, item 1(6). Note: Dangerous goods means asbestos or anything defined under the ADG Code as dangerous goods, or goods too dangerous to be transported.
Declared fish habitat area	As defined in the Planning Regulation. Note: Declared fish habitat area means an area that is declared under the Fisheries Act 1994 to be a fish habitat area.
Defined storm tide event (DSTE)	The event, measured in terms of likelihood of reoccurrence, and associated inundation level adopted to manage the development of a particular area. The DSTE is equivalent to a one in 100 year average recurrence interval storm tide event incorporating sea-level rise and an increase in cyclone intensity by 10 per cent.
Digital infrastructure	The physical technologies, such as servers, data centres and fibre optic networks, required for modern digital services and operations.
Dry land marina	A marina created by the excavation of land above the high water mark.

Term	Definition
Ecological sustainability	As defined in the <i>Planning Act 2016</i>. Note: Ecological sustainability is a balance that integrates the protection of ecological processes and natural systems at local, regional, State, and wider levels; and economic development; and the maintenance of the cultural, economic, physical and social wellbeing of people and communities.
Economic land	Land whose primary purpose is to host economic activities, such as retail, commercial, industrial, mixed-use and emerging industries. Economic land does not include land whose primary purpose is agriculture, housing, or extractive industries.
Ecotourism	Tourism activities or developments which are ecologically sustainable and primarily focussed on experiencing an area in a way that fosters understanding, appreciation and conservation of the area and its natural and cultural values.
Emerging industries	New, evolving or rapidly developing sectors of the economy that are not yet fully established or consistently reflected in planning schemes, for example, data centres, agri-tech and circular economy activities, and emerging and new technologies contained in the Energy Road Map.
Emergency services	As defined in the Planning Regulation. Note: Emergency services means the use of premises by a government entity or community organisation to provide essential emergency services, disaster management services, or management support facilities for the services.
Endangered regional ecosystem	As defined in the <i>Vegetation Management Act 1999</i>. Note: Endangered regional ecosystem means a regional ecosystem declared to be an endangered regional ecosystem under section 22LA of the Vegetation Management Act 1999.
End-of-life-infrastructure	The physical facilities, spaces and systems to support the community's needs for burial, cremation, memorialisation, and related services. This may include, cemeteries, crematoria, mausoleums, columbaria, and associated facilities designed to manage human remains, honour cultural and spiritual practices, and provide places for remembrance and reflection.
Energy infrastructure	The physical infrastructure required to generate, transport, store, supply and sell electricity in the State.
Environmental emissions	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	As defined in the <i>Environmental Protection Act 1994</i>, section 9. Note: Environmental value means a quality or physical characteristic of the environment that is conducive to ecological health, public health, safety, or amenity; a quality or physical characteristic of the environment that contributes to its biological diversity and integrity, intrinsic or attributed scientific value or interest, amenity, harmony and sense of community; or another quality of the environment identified and declared to be an environmental value under an environmental protection policy or regulation.
Erosion control structure	A structure built from rock, concrete, geotextile bags or similar material and designed to protect land from sea erosion, usually by permanently altering sediment transport processes. It includes seawalls, revetments, groynes, artificial reefs, and breakwaters. An erosion control structure is a subset of coastal protection work and does not include temporary works such as beach nourishment or sand pushing.
Erosion prone area	As defined in the Planning Regulation. Note: Erosion prone areas are to be identified in accordance with the methodology set out in the Coastal Hazard Technical Guide, Department of Heritage Protection 2013 (and any subsequent updates).

Term	Definition
Essential community infrastructure	Infrastructure including: • communications facilities • emergency services infrastructure • emergency shelters • hospitals and associated facilities • major switch yards • police facilities • power stations and substations • sewerage facilities • water treatment plants.
Essential habitat map	As defined in the <i>Vegetation Management Act 1999</i>, section 20AC. Note: Essential habitat map means a map certified by the chief executive as the essential habitat map for the State shoring, for the State, areas the chief executive reasonably believes are areas of essential habitat for protected wildlife.
Extractive industry	As defined in the Planning Regulation. Note: Extractive industry means the use of premises for extracting or processing extractive resources; and any related activities, including for examples transporting the resources to market.
Extractive resources	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 <i>Mineral Resources Act 1989</i>, section 6.
Fire hydrant infrastructure	A fixed, valve-controlled access point, connected to a pressurized water main, designed to deliver high-volume water to firefighters and emergency responders during fire emergencies.
Fisheries resources	As defined in the <i>Fisheries Act 1994</i>, schedule. Note: Fisheries resources includes fish and marine plants.
Flammable or combustible substances	As defined in the <i>Work Health and Safety Regulation 2011</i>, section 53(2). Note: Flammable or combustible substances include flammable and combustible liquids, including waste liquids, in containers, whether empty or full; and gas cylinders, whether empty or full.
Flood hazard area	An area that is: - identified by a local government in a local planning instrument as a flood hazard area, based on a localised flood study that is prepared by a Registered Professional Engineer of Queensland; or - where not identified locally, shown on the SPP IMS as a flood hazard area. Note: • Flood hazard areas shown on the SPP IMS are Level 1 – Queensland Floodplain Assessment Overlay (QFAO).
Freight corridor	A freight corridor including national key freight routes as shown on the SPP IMS.
Future active transport corridor	Land identified in a guideline made under the <i>Transport Planning and Coordination Act 1994</i>, section 8E, for active transport infrastructure.
Future busway corridor	As defined in the Planning Regulation. Note: Future busway corridor means land identified in a guideline made under the <i>Transport Planning and Coordination Act 1994</i>, section 8E as a future transport corridor for busway transport infrastructure or busway transport infrastructure works.

Term	Definition
Future light rail corridor	As defined in the Planning Regulation. Note: Future light rail corridor means land identified in a guideline made under the <i>Transport Planning and Coordination Act 1994</i>, section 8E as a future light rail corridor for light rail transport infrastructure or light rail transport infrastructure works.
Future railway corridor	As defined in the Planning Regulation. Note: Future railway corridor means land identified in a guideline made under the <i>Transport Planning and Coordination Act 1994</i>, section 8E as a future railway corridor for railway transport infrastructure, other rail infrastructure, or railway works.
Future state-controlled road	As defined in the Planning Regulation. Note: Future state-controlled road means a road or land that the chief executive (transport) has, by notice given to a local government and published in the gazette under the <i>Transport Infrastructure Act 1994</i> section 42, stated is intended to become a state-controlled road.
Future state-controlled transport tunnel	As defined in the Planning Regulation. Note: Future state-controlled transport tunnel means a tunnel that forms part of a future state transport corridor.
Future state transport corridor	Any of the following, as shown on the SPP IMS: • future state-controlled road • future railway corridor • future busway corridor • future light rail corridor • future state-controlled transport tunnel • future active transport corridor.
Hazardous chemical facility	As defined in the Planning Regulation. Note: Includes determined major hazard facilities.
Hazardous chemical flood hazard threshold	Any of the following: • a hazardous chemical listed in schedule 11 of the Work Health and Safety Regulation 2011 in a quantity that exceeds a threshold quantity stated in column 5 of schedule 11 • a chemical classified as hazardous to the aquatic environment under the Australian Dangerous Goods (ADG) code in the Acute I or Chronic I category that exceeds 2500 litres or kilograms • a chemical classified as hazardous to the aquatic environment under the ADG code in the Chronic II category that exceeds 10,000 litres or kilograms • a chemical classified as hazardous to the aquatic environment under the ADG code and assigned to Packing Group III that exceeds 10,000 litres or kilograms • a chemical classified as hazardous to the aquatic environment under the Globally Harmonised System of Classification and Labelling of Chemicals that exceeds 10,000 litres or kilograms.
Hazardous material	A substance with potential to cause harm to persons, property or the environment because of one or more of the following: • the chemical properties of the substance • the physical properties of the substance • the biological properties of the substance.
Heritage place	A site, area, land, landscape, feature, building or work (or group of buildings or works) that is of cultural heritage significance. A heritage place may include a: • local heritage place • Queensland heritage place • national heritage place • world heritage property.

Term	Definition
Height restriction zone	The land shown on the SPP IMS as any of the following: • height restriction zone 0 metres • height restriction zone 7.5 metres • height restriction zone 15 metres • height restriction zone 45 metres • height restriction zone 90 metres.
High ecological value waters	As defined in the Environmental Protection (Water and Wetland Biodiversity) Policy 2019, schedule 2. Note: High ecological value waters means waters in which the biological integrity of the water is effectively unmodified or highly valued.
High ecological value water areas	The areas identified in the Environmental Protection (Water and Wetland Biodiversity) Policy 2019, schedule 1. Note: High ecological value water areas are shown on the SPP IMS.
High pressure gas pipelines	Pipelines to which the Australian Standard AS 2885 series of standards apply. Note: High pressure gas pipelines are indicatively shown on the SPP IMS.
High-risk soils	Areas with erosive, dispersive, strongly acidic, saline and/or acid sulfate soils.
Industrial area	As defined in the Planning Regulation. Note: An industrial area means an area (however described) designated in a planning instrument as: industrial, low impact industry, medium impact industry, high impact industry, special industry, heavy industry, light industry, commercial industry, service industry, general industry, waterfront and marine industry, extractive industry, or an area that is predominantly industrial in character, having regard to dominant land uses in the area the planning instruments applying to the area.
Intensive animal industry	As defined in the Planning Regulation. Note: Intensive animal industry means the uses of premises for the intensive production of animals or animal products, in an enclosure, that requires food and water to be provided mechanically or by hand; or storing and packing feed and produce, if the use is ancillary to the above. Intensive animal industry does not include the cultivation of aquatic animals.
Intensive horticulture	As defined in the Planning Regulation. Note: Intensive horticulture means the use of premises for the intensive production of plants or plant material carried out indoors on imported media; or the intensive production of plants or plant material carried out outside using artificial lights or containers; or storing and packing plants or plant material grown on the premises, if the use if ancillary to the above use; but does not include the cultivation of aquatic plants.
Intermodal freight terminal	An intermodal freight terminal as shown on the SPP IMS.
Key resource area (KRA)	An identified location that contains extractive resources of state or regional significance as shown on the SPP IMS. A KRA includes the following: • the resource/processing area • the separation area • the transport route • the transport route separation area.

Term	Definition
Landslide hazard area	An area that is: - identified by a local government in a local planning instrument as a landslide hazard area, based on a localised landslide study prepared by a suitably qualified person; or - if the local government has not identified landslide hazard areas in a local planning instrument in accordance with (a) above; land with a slope greater than or equal to 15 per cent.
Lighting area buffer	The land shown on the SPP IMS as the area within a six kilometre radius of the strategic airport's runway; or for a strategic helicopter site, the area within a six kilometre radius of the strategic helicopter site.
Light rail transport infrastructure	As defined in the Planning Regulation.
Light rail corridor	As defined in the Planning Regulation. Note: Light rail corridor means land on which light rail transport infrastructure is situated, or land on which light rail transport infrastructure works are carried out, or and on which services for the maintenance or operation of light rail transport infrastructure are situated.
Light restriction zone	The land shown on the SPP IMS as any of the following: - light restriction zone A - light restriction zone B - light restriction zone C - light restriction zone D.
Local heritage area	An area identified in a local planning instrument within which at least two heritage places are included and may include other features such as buildings and structures, trees and plantings, roads, public and private open spaces which have collective cultural heritage significance to the local government area. Note: Where a local heritage area is identified, the local planning instrument must include a statement of the local cultural heritage significance of the area, and outline the reasons for the local government's identification of the local heritage area.
Local heritage place	As defined in the Planning Act. Note: A local heritage place is not a state heritage place (a place entered on the Queensland heritage register) as defined under the <i>Queensland Heritage Act 1992</i>.
Major electricity infrastructure	As defined in the Planning Regulation. Note: Major electricity infrastructure for the purpose of the SPP is indicatively shown on the SPP IMS and includes the following: - major electricity infrastructure (Powerlink) - electricity substation (Powerlink) - major electricity infrastructure (Energex) - electricity substation (Energex) - major electricity infrastructure (Ergon) - electricity substation (Ergon).
Major sport, recreation and entertainment facility	As defined in the Planning Regulation. Note: Major sport, recreation and entertainment facility means the use of premises for large-scale events, including, for example, major sporting, recreation, conference or entertainment events.
Marina	A jetty, mooring, pontoon or berth (including air docks), or a combination of these that can be used to moor a ship.

Term	Definition
Marine infrastructure	Maritime infrastructure that is related to navigation, shipping and boating.
Master plan (for a priority port)	As defined in the <i>Sustainable Ports Development Act 2015</i> .
Matters of environmental significance	Any of the following: a. matters of local environmental significance b. matters of state environmental significance c. matters of national environmental significance.
Matters of local environmental significance (MLES)	Natural values and/or areas identified by a local government in a planning instrument as MLES that are not the same, or substantially the same, as matters of national environmental significance or matters of state environmental significance. Note: A regional plan may identify natural values or areas for investigation and refinement by local government for protection as MLES.
Matters of national environmental significance (MNES)	The following matters protected under the <i>Environment Protection and Biodiversity Conservation Act 1999</i> , chapter 2, part 3: • world heritage properties • national heritage places • wetlands of international importance • listed threatened species and communities • listed migratory species • Commonwealth marine areas • the Great Barrier Reef Marine Park.
Matters of state environmental significance (MSES)	The following natural values and areas: a. protected areas (including all classes of protected area except coordinated conservation areas) under the <i>Nature Conservation Act 1992</i>; b. 'marine national park', 'conservation park', 'scientific research', 'preservation' or 'buffer' zones under the <i>Marine Parks Act 2004</i>; c. areas within declared fish habitat areas that are management A areas or management B areas under the Fisheries (General) Regulation 2019; d. a designated precinct, in a strategic environmental area under the Regional Planning Interests Regulation 2014, schedule 2, part 5, s15(3); e. wetlands in a wetland protection area or wetlands of high ecological significance shown on the map of referable wetlands under the Environmental Protection Regulation 2019; f. wetlands and watercourses in high ecological value waters identified in the Environmental Protection (Water and Wetland Biodiversity) Policy 2019, schedule 1; g. legally secured offset areas as defined under the <i>Environmental Offsets Act 2014</i>; h. threatened wildlife under the Nature Conservation Act 1992 and special least concern animals under the Nature Conservation (Animals) Regulation 2020; i. marine plants under the <i>Fisheries Act 1994</i>; j. waterways that provide for fish passage under the <i>Fisheries Act 1994</i>; k. high risk area on the flora survey trigger map as described in the <i>Environmental Offsets Regulation 2014</i>, schedule 2, part 6(1); and

Term	Definition
Matters of state environmental significance (MSES) (cont.)	I. regulated vegetation under the <i>Vegetation Management Act 1999</i> that is: i. category B areas on the regulated vegetation management map, that are 'endangered' and 'of concern' regional ecosystems ii. category C areas on the regulated vegetation management map that are 'endangered' and 'of concern' regional ecosystems iii. category R areas on the regulated vegetation management map iv. areas of essential habitat on the essential habitat map for wildlife prescribed as 'endangered wildlife' or 'vulnerable wildlife' under the Nature Conservation Act 1992 v. category A, B, C or R areas on the regulated vegetation management map that are located within a defined distance¹ from the defining banks of a relevant watercourse identified on the vegetation management watercourse and drainage feature map vi. category A, B, C or R areas on the regulated vegetation management map that are located within a wetland or within 100 metres from the defining bank of a wetland identified on the vegetation management wetlands map.
Medium-impact industry	As defined in the Planning Regulation. Note: Medium-impact industry means the use of premises for an industrial activity that is the manufacturing, producing, processing, repairing, altering, recycling, storing, distributing, transferring or treating of products; and that a local planning instrument applying to the premises states is a medium impact industry; and that complies with any thresholds for the activity stated in a local planning instrument applying to the premises, including for examples, thresholds relating to the number of products manufactured or the level of emissions produced by the activity.
Motor sport facility	As defined in the Planning Regulation. Note: Motor sport facility means the use of premises for organised or recreational motor sports; or facilities for spectators, including, for example, stands, amenities and food and drink outlets, if the use is ancillary to the use for organised or recreational motor sports.
National heritage place	A place included on the National Heritage List under the Environmental Protection and Biodiversity Conservation Act 1999. Note: National heritage places are indicatively shown on the SPP IMS. National heritage places may be listed for either cultural or natural heritage values, or both.
Nature-based tourism	As defined in the Planning Regulation. Note: Nature-based tourism means the use of premises for a tourism activity, including accommodation for tourists, for the appreciation, conservation or interpretation of an area of environmental, cultural or heritage value; or a local ecosystem; or the natural environment.
Natural hazard	A naturally occurring situation or condition, such as a flood, bushfire, landslide, coastal erosion or storm tide inundation, with the potential for loss or harm to the community, property or environment.
Natural hazard area	A flood hazard area, a bushfire prone area, a landslide hazard area, an erosion prone area or a storm tide inundation area.
Obstacle limitation surface area	The surface that defines the height limit for obstacles located on land surrounding an airport or strategic helicopter site and includes the obstacle limitation surface area and associated obstacle limitation surface contours, as shown on the SPP IMS.

¹ Note: Defined distance - see State Development Assessment Provisions, Code 16: Native vegetation clearing unless the area is a category R area. If the area is a category R area, the 50m regrowth watercourse and drainage feature area as defined by the *Vegetation Management Act 1999* applies.

Term	Definition
Of concern regional ecosystem	As defined in the <i>Vegetation Management Act 1999</i> . Note: Of concern regional ecosystem means a regional ecosystem declared to be an of concern regional ecosystem under section 22LB of the <i>Vegetation Management Act 1999</i> .
Operational airspace	The airspace around a strategic airport in which aircraft take-off, land or manoeuvre defined as: a. for leased federal and regional airports: the obstacle limitation surface (OLS) established by the airport operator and the Procedures for Air Navigation Services–Aircraft Operational Surfaces (PANS–OPS). The OLS is shown on the SPP IMS; b. for defence airfields and joint user airfields: height restriction zones under the Defence (Areas Control) Regulations 1989 (Cwlth) under the <i>Defence Act 1903</i>; and c. for strategic helicopter sites: the obstacle limitation surface (OLS) or flight path established by the helicopter site operator.
Other rail infrastructure	As defined in the Planning Regulation. Note: Other rail infrastructure means freight centres or depots; maintenance depots; office buildings or housing; rolling stock or other vehicles that operate on a railway; workshops; or any railway track, works or other thing that is part of anything mentioned above.
Petroleum facility licence	A petroleum facility licence under the <i>Petroleum and Gas (Production and Safety) Act 2004</i> .
Pipeline licence	A pipeline licence under the <i>Petroleum and Gas (Production and Safety) Act 2004</i> .
Prescribed hazardous chemical	Any of the following: a. a chemical listed in schedule 11 of the Work Health and Safety Regulation 2011; b. a chemical classified as explosive under the ADG Code or Globally Harmonised System for identification and labelling of chemicals; or c. a chemical classified as hazardous to the aquatic environment under the ADG Code or Globally Harmonised System for identification and labelling of chemicals. Note: The ADG Code is the Australian code for the transport of dangerous goods by road and rail as published by the National Transport Commission.
Priority development area	As defined in the Planning Regulation. Note: Priority Development Areas are shown on the SPP IMS.
Public passenger transport	As defined in the <i>Transport Planning and Coordination Act 1994</i> , schedule 1. Note: Public passenger transport means infrastructure for or associated with the provision of public passenger transport, including but not limited to a transit terminal for public passenger services; a ferry terminal, jetty, pontoon or landing for ferry services; a bus stop, bus shelter, bus station or bus lay-by; a busway station; a light rail station; a taxi rank; a railway station; vehicle parking and set-down facilities; pedestrian and bicycle paths and bicycle facilities; a road on which a public passenger service operates.
Priority port	As defined in the Planning Regulation. Note: Priority ports are identified in the Strategic port state interest – supporting information and shown on the SPP IMS.
Public safety area	The defined area at the end of a strategic airport's runway in which development is restricted in order to protect the safety of people on the ground in the event of an aircraft incident during landing or take-off, as shown on the SPP IMS.
Queensland heritage place	As defined in the Planning Act. Note: Queensland heritage place means a State heritage place or a protected area.

Term	Definition
Queensland heritage register	As defined in the Queensland Heritage Act 1992, schedule 1. Note: Queensland heritage register means the register kept under part 3 of the <i>Queensland Heritage Act 1992</i> .
Queensland waters	As defined in the <i>Acts Interpretation Act 1954</i> , schedule 1. Note: Queensland waters means all waters that are within the limits of the State; or coastal waters of the State.
Rail transport infrastructure	As defined in the Planning Regulation.
Railway corridor	As defined in the Planning Regulation. Note: Railway corridor means land on which rail transport infrastructure or other rail infrastructure is situated; or land on which railway works are carried out, if the works relate to rail transport infrastructure or other rail infrastructure; or land on which services for the maintenance or operation of rail transport infrastructure or other rail infrastructure are situated.
Reclamation of land under tidal water	<i>Coastal Protection and Management Act 1995</i> , schedule. Note: Reclamation of land under tidal water 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.
Receiving waters	The natural or human-made surface water bodies that receive stormwater discharges from drainage systems or other conveyance structures.
Redevelopment	Development that affects permanent built structures on an already developed site. Redevelopment includes the expansion of a building footprint or addition of a structure, reconstruction or remodelling an exterior, demolition and replacement of existing structures.
Regulated vegetation management map	As defined in the Planning Regulation. Note: Regulated vegetation management map is the map certified by the chief executive (<i>Vegetation Management Act 1999</i>) as the regulated vegetation management map for a part of the State and showing the vegetation category areas for the part.
Resource/processing area	The extent of the extractive resource and any existing or future processing operations. Note: The extraction of extractive materials can include ripping, blasting or dredging; the processing of extractive materials can include crushing, screening, washing, blending or grading and waste water treatment; and associated activities can include storage, rehabilitation, loading, transportation, administration, and maintenance facilities.
Shooting facility	A premises used to lawfully conduct the sport of target shooting under the <i>Weapons Act 1990</i> .
Sensitive land use	As defined in the Planning Regulation. Note: Sensitive land use means build to rent housing, caretaker's accommodation, a childcare centre, a community care centre, a community residence, a detention facility, a dual occupancy, a dwelling house, a dwelling unit, an educational establishment, a health care service, a hospital, a hotel to the extent the hotel provides accommodation for tourists or travellers, a multiple dwelling, a relocatable home park, a residential care facility, a resort complex, a retirement facility, rooming accommodation, rural workers' accommodation, short-term accommodation, a tourist park, or workforce accommodation.

Term	Definition
Separation area	An area surrounding the resource/ processing area of a KRA, 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. Note: An extractive resource might extend beyond the boundary of the resource/processing area and where this occurs, an extractive industry could take place in the separation area, provided that the function of the separation area is not compromised.
Settlement pattern	The spatial distribution and arrangement of settlements across a landscape, including the location, density and type of buildings.
Social and community infrastructure	Facilities services and networks that provide social benefit and allow people to participate in community life, form social connections, and access necessary social supports. These include: • arts and cultural facilities • educational establishments • emergency services infrastructure • emergency shelters • end-of-life infrastructure • hospitals and associated facilities • open space and recreational facilities • police and associated facilities.
Social housing	Housing for a residential use, other than crisis accommodation, that is either provided by: • the State as public housing, as defined in the Planning Regulation; or • an entity other than the State (e.g. a not-for-profit organisation or local government) as community housing.
Special industry	As defined in the Planning Regulation. Note: Special industry means the use of a premises for an industrial activity that is the manufacturing, producing, processing, repairing, altering, recycling, storing, distributing, transferring or treating of products; and that a local planning instrument applying to the premises states is a special industry; and that complies with any thresholds for the activity stated in a local planning instrument applying to the premises, including, for example, thresholds relating to the number of products manufactured or the level of emissions produced by the activity.
Specified petroleum infrastructure	The petroleum infrastructure required for access to the gas or petroleum resource specified in the development plan for a petroleum lease, on a petroleum facility licence or on a petroleum pipeline licence. This includes facilities for the processing, storage or transport of petroleum or incidental activities in the area of a petroleum lease. Note: Specified petroleum infrastructure can include well heads, compressor stations, collector pipelines, high pressure petroleum pipelines, evaporation ponds and workshops.
SPP Interactive Mapping System (IMS)	The SPP IMS, as amended from time to time, published by the Department of State Development, Infrastructure and Planning and located at www.planning.qld.gov.au/planning-framework/mapping .
State coastal land	As defined in the <i>Coastal Protection and Management Act 1995</i>, section 17. Note: State coastal land also includes all land under tidal water.
State-controlled road	As defined in the Planning Regulation. Note: State-controlled road includes state toll road corridor land.
State-controlled transport tunnel	As defined in the Planning Regulation. Note: State-controlled transport tunnel means a tunnel that forms part of a state transport corridor.

Term	Definition
State development area	As defined in the Planning Regulation. Note: State development areas are shown on the SPP IMS.
State heritage place	As defined in the Planning Act. Note: State heritage place means a place entered in the Queensland heritage register as a State heritage place under part 4 of the <i>Heritage Act 1992</i> . State heritage places are shown on the SPP IMS. The Queensland Heritage Register is available at www.qld.gov.au/environment/land/heritage .
State interest	State interest means an interest that the Minister considers affects an economic or environmental interest of the State or part of the State; or affects the interest of ensuring the Planning Act's purpose is achieved.
State transport corridors	Any of the following as shown on the SPP IMS: • state-controlled road • railway corridor • busway corridor • light rail corridor • state-controlled transport tunnel • active transport corridor.
State transport infrastructure	Any of the following: • state-controlled road • light rail transport infrastructure • rail transport infrastructure • busway transport infrastructure • other rail infrastructure • active transport infrastructure.
Statutory ports land use plan	Any of the following: • for core port land – the Brisbane Port Land Use Plan approved under the <i>Transport Infrastructure Act 1994</i>, chapter 8, part 3C; • for strategic port land – a land use plan approved under the <i>Transport Infrastructure Act 1994</i>, chapter 8, part 4; and • for airport land – a land use plan approved under the <i>Airport Assets (Restructuring and Disposal) Act 2008</i>, chapter 3, part 1.
Stock route network	As defined in the <i>Stock Route Management Act 2002</i> , schedule 3. Note: Stock route networks are shown on the SPP IMS.
Storm tide inundation	Temporary inundation of land by abnormally high ocean levels caused by cyclones and severe storms.
Storm tide inundation area	The area of land determined to be inundated during a defined storm tide event that is: - identified by a local government in a local planning instrument as a storm tide inundation area, based on a localised storm tide study prepared by a suitably qualified person; or - if the local government has not identified storm tide inundation areas in a local planning instrument in accordance with (a) above; shown on the SPP IMS as a storm tide inundation area. Note: Storm tide inundation areas are to be identified in accordance with the methodology set out in the Coastal hazard technical guide, Department of Environment Tourism, Science and Innovation, 2013.
Stormwater	As defined in the <i>Environmental Protection Act 1994</i> , schedule 4. Note: Stormwater includes run-off of rainwater from an urban or rural source.

Term	Definition
Strategic airport	An airport identified in the SPP supporting information as a strategic airport.
Strategic helicopter sites	A helicopter site identified in the SPP supporting information as a strategic helicopter site.
Strategic port	A port identified in the SPP supporting information as a strategic port.
Strategic port land	As defined in the Planning Regulation. Note: Strategic port land means land that is strategic port land under section 286 of the <i>Transport Infrastructure Act 1994</i> .
Substation	As defined in the Planning Regulation. Note: Substation means the use of a premises as part of a transmission grid or supply network to convert or transform electrical energy from one voltage to another, regulate voltage in an electrical circuit, control electrical circuits, switch electrical current between circuits; or for a telecommunications facility for works as defined under the <i>Electricity Act 1994</i> section 12(1) or workforce operational and safety communications.
Temporary, readily relocatable or able to be abandoned development	A structure that, if threatened by coastal erosion or storm tide inundation, will be relocated, removed or allowed to be lost rather than protected from the impacts because it is: a. of low economic value; and b. is capable of being disassembled, is easily removed, or loss by erosion is of low consequence; and c. is not an intrinsic part of infrastructure or will have high social value or need; or d. intended to remain in place for only a short period and then removed, whether or not it is threatened by coastal erosion.
Tidal land	As defined in the Planning Regulation. Tidal land includes reefs, shoals and other land permanently or periodically submerged by waters subject to tidal influence.
Tidal water	As defined in the Planning Regulation. Note: Tidal water means the sea and any part of a harbour or watercourse ordinarily within the ebb and flow of the tide at spring tides, or the water downstream from a downstream limit as defined under the <i>Water Act 2000</i> .
Transmission grid	As defined in the Planning Regulation. Note: Transmission grid means a system, or part of a system, of electric lines, substations and associated equipment providing connection between generation facilities and supply networks or customers not supplied through supply networks. A transmission grid includes connections to other transmission grids .
Transport infrastructure	As defined in the Planning Regulation. Note: Transport infrastructure means active transport as defined under the <i>Transport Planning and Coordination Act 1994</i> , section 8A (3), air transport infrastructure, busway transport infrastructure, light rail transport infrastructure, miscellaneous transport infrastructure as defined under the <i>Transport Infrastructure Act 1994</i> , section 416, other rail infrastructure, public marine transport infrastructure as defined under the <i>Transport Infrastructure Act 1994</i> , schedule 6, public passenger transport infrastructure as defined under the <i>Transport Planning and Coordination Act 1994</i> , schedule 1, rail transport infrastructure,) a road on State toll road corridor land, or a State-controlled road.
Transport network	The series of connected routes, corridors and transport facilities required to move goods and passengers, and includes roads, railways, public transport routes, active transport routes (for example, cycleways), freight routes and local, state and privately owned infrastructure.

Term	Definition
Transport noise corridor	The area shown on the SPP IMS as containing or consisting of: • Transport noise corridor – state-controlled road (mandatory) • Transport noise corridor – state-controlled road (voluntary) • Transport noise corridor – railway • Transport noise corridor – local government road.
Transport route	A road or rail link from the boundary of the resource/processing area of a KRA to a major road or railway that is used to transport extracted resources to markets.
Transport route separation area	The area, measured 100 metres from the centre line of the transport route of a KRA, needed to maintain separation of people from undesirable levels of noise, dust and ground vibration produced as residual impacts from the transportation of extractive resources.
Urban area	As defined in the Planning Regulation. Note: Urban area means an area identified in a gazette notice by the chief executive (under the <i>Planning Act 2016</i>) as an urban area; or if no gazette notice has been published, an area identified as an area intended for an urban purpose, or for an urban purpose in the future, on a map in a planning scheme that identifies the area using cadastral boundaries and is used exclusively or mainly to assess development applications.
Urban purpose	As defined in the Planning Regulation. Note: Urban purpose means a purpose for which land is used in cities or towns including residential, industrial, sporting, recreation and commercial purposes; but not including rural residential, environmental, conservation, rural, natural or wilderness area purposes.
Waste facility	As defined in the <i>Waste Reduction and Recycling Act 2011</i>. Note: A waste facility is a facility for the recycling, reprocessing, treatment, storage, incineration, conversion to energy, sorting, consolidation or disposal (including by disposal of landfill of waste).
Waste water	As defined in the Environmental Protection (Water and Wetland Biodiversity) Policy 2019, schedule 2. Note: Waste water means aqueous waste, and includes contaminated stormwater.
Watercourse	As defined in the Planning Regulation.
Water resource catchment	An area where water from rain and run-off is collected by the landscape for harvesting from surface waters or groundwater systems to supply drinking water. Note: the water resource catchment is shown on the SPP IMS.
Water supply buffer area	Areas within the water resource catchment that are particularly vulnerable to contamination, including groundwater recharge areas and areas in the vicinity of a dam, lake, reservoir or watercourse which supply drinking water. Note: the water supply buffer area is shown on the SPP IMS.
Wetland	As defined in the Planning Regulation. Note: Wetland means an area shown as a wetland on the map of Queensland wetland environmental values.
Wetland Protection Area	As defined in the Planning Regulation. Note: Wetland protection area means an area shown as a wetland protection area on the map of Great Barrier Reef wetland protection areas.
Wildlife hazard buffer zone	An area within a three-, eight- or 13-kilometre radius of a strategic airport's runway or strategic helicopter site, as shown on the SPP IMS.
World heritage property	A declared world heritage property under the <i>Environment Protection and Biodiversity Conservation Act 1999</i> .

An aerial photograph of a two-lane asphalt road stretching from the bottom center towards the horizon. The road is flanked by dense green trees and shrubs. To the right of the road, there are large, flat, brownish-purple fields, likely agricultural land. To the left, there are green fields and more trees. The sky is a clear, pale blue. A semi-transparent blue triangle is overlaid on the top right corner of the image.

Part F – **Appendix**

Appendix 1

Categories of mapping layers: State Planning Policy (SPP) Interactive Mapping System (IMS)

Table A. State mapping layer that must be appropriately integrated in a local planning instrument in a way that achieves the relevant state interest policy.

State Interest	Mapping layer in SPP IMS
Mining and extractive resources	Key resource areas: • Resource / processing area • Separation area • Transport route • Transport route separation area
Agriculture	Stock route network
Environment, heritage and efficient growth	• MSES Protected areas • MSES - Legally secured offset areas • MSES - High ecological significance wetlands • MSES - Strategic environmental areas (designated precinct) • MSES - Declared fish habitat • MSES - Marine park • National heritage place • State heritage place
Natural events and safety	Coastal management district
High impact and hazardous activities	High pressure gas pipelines
Energy	Major Electricity Infrastructure: • Energy Queensland • Powerlink Electricity substation: • Energy Queensland • Powerlink
Water	Water supply buffer areas Water resource catchments High ecological value water areas Bulk water supply infrastructure: • Pump station facilities and reservoir facilities • Water treatment plants and water quality facilities • Pipelines and channels • Bulk water storage infrastructure • Facilities for extracting ground water

State Interest	Mapping layer in SPP IMS
Transport, aviation and ports infrastructure	Active transport corridor State controlled road State-controlled transport tunnel Busway corridor Railway corridor Light rail corridor Public passenger transport facility Freight corridor Future active transport corridor Future state-controlled road Future state-controlled transport tunnel Future busway corridor Future railway corridor Future light rail corridor Future public passenger transport facility Intermodal freight terminal Aviation facility: • Location • Zone A • Zone A/B • Area of interest Australian Noise Exposure Forecast (ANEF) contours: • ANEF 20-25 contour • ANEF 25-30 contour • ANEF 30-35 contour • ANEF 35-40 contour • ANEF 40 contour or greater Obstacle limitation surface: • Obstacle limitation surface area • Obstacle limitation surface contour Height restriction zone: • 0 metres • 7.5 metres • 15 metres • 45 metres • 90 metres Light restriction zone: • Zone A • Zone B • Zone C • Zone D Lighting area buffer: • 6 kilometres Obstacle limitation surface: • Obstacle limitation surface area • Obstacle limitation surface contour Public safety area Wildlife hazard buffer zone: • 3 kilometres • 8 kilometres • 13 kilometres Priority ports Strategic ports



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