

State Development Assessment Provisions Supporting Guideline

State code 7: Maritime safety

2022



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Quick Reference Guide for SDAP Guideline: Maritime Safety

SDAP FastTrack5 framework

Certain development qualifies as low risk development in tidal waters and is subject to a streamlined assessment process.



See section 1.2 for more information

Aids to navigation

If your development is close to an aid to navigation, you need to ensure there is no interference with the functioning of an aid to navigation. For example, destabilising or obstructing sight lines to aids to navigation.



See section 3 for more information

Visibility

If your development includes lighting, you need to ensure there is not interference or confusion with an aid to navigation.



See section 4 for more information

Protection of navigable waterways

Any proposed structures and vessels to be berthed at the structures should not limit the use of a waterways by other vessels.



See section 5 for more information

Construction safety

Construction activities need to be managed and it is recommended that MSQ is contacted early in the process to ensure the correct procedures are undertaken.



See section 6 for more information

Major development proposals

It is recommended that applicants of major development proposals liaise with the relevant Regional Harbour Master early in the process.



See section 7 for more information

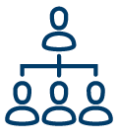
Owner's consent

You may need to obtain owners consent from the State before lodging your development application.



See section 8 for more information

1. Introduction



The State Development Assessment Provisions (SDAP) and supporting guidance material provide requirements on the state's interests regarding development. The content in this section should be read in conjunction with SDAP which can be accessed at:

<https://planning.dsdmip.qld.gov.au/planning/better-development/the-development-assessment-process/the-states-role/state-development-assessment-provisions>.

1.1 How to use this guideline

This guideline provides information for managing a development's potential impact on maritime safety. This includes:

- important information for preparing a development application
- specific technical guidance on how to demonstrate compliance with State Development Assessment Provisions (SDAP)
- useful information about the state's requirements when undertaking works or activities within waterways.

This guideline is not statutory and is to be read in conjunction with SDAP State code 7: Maritime Safety.

1.2 Planning and development framework

Planning legislation

The *Planning Act 2016* provides the legislative framework for planning and development assessment in Queensland. Development in tidal waters may require referral to the state as per Schedule 10, Part 17, Division 3, Table 2 of the *Planning Regulation 2017*.

In particular, the following types of development must be referred for state assessment:

- operational work that involves any of the following:
 - tidal works (excluding a boat ramp, jetty, private single vessel pontoon, drainage outlet, stormwater outlet or revetment wall associated with any of the above in Gold Coast waters)
 - disposing of dredge spoil or other solid waste material in tidal water
 - reclaiming land under tidal water
 - constructing a canal, if the canal is associated with reconfiguring a lot.

State Development Assessment Provisions

Development applications referred to the state will be assessed by the State Assessment and Referral Agency (SARA) against the relevant SDAP state codes. Other government agencies, including the Department of Transport and Main Roads (TMR), will assist SARA in assessing a development application to ensure it adequately meets the state's interests as outlined within SDAP.

Major development proposals will also require referral and state assessment under legislation separate to the *Planning Act*. See Section 4 – Major development proposals for further information.

SDAP FastTrack5 framework

The FastTrack5 framework is a streamlined referral and assessment process that allows aspects of development to be assessed and decided quickly by SARA. Applicants also benefit from a reduced fee. The Fastrack5 qualifying criteria are located in SDAP document available at:

<https://planning.statedevelopment.qld.gov.au/planning-framework/state-assessment-and-referral-agency/state-development-assessment-provisions-sdap>.

FastTrack5 qualifying criteria checklist 4: Tidal works – impacts on maritime safety (operational work) provides a streamlined assessment process for low risk development in tidal waters, including:

- private single vessel pontoon
- private single vessel jetty
- private single vessel boat ramp
- drainage outlet
- stormwater outlet
- a revetment wall relating to works listed above
- a fender pile relating to a pontoon development
- beach protection works, or
- sand nourishment when conducted from the shore.

These types of development are only eligible for FastTrack5 assessment if the proposed structure and any associated vessel will not be located within a navigation corridor or high risk maritime development zone. This can be determined using the maritime layers in the SARA Development Assessment Mapping System (DAMS) available at <https://dams.dsdip.esriaustraliaonline.com.au/damappingsystem>.

Appendix 3 of this guideline provides further information on DAMS mapping of navigation corridors and high risk development zones.

For further details on the FastTrack5 assessment framework, please refer to:

<https://planning.statedevelopment.qld.gov.au/planning-framework/state-assessment-and-referral-agency/state-development-assessment-provisions-sdap>.

What types of development cannot be fast tracked?

Larger scale development, including marinas, bridges or pipelines, are not eligible for the FastTrack5 framework and will require full assessment by SARA.

Any type of development that encroaches into a navigation corridor or a high-risk maritime development zone is also not able to be fast tracked. This includes development that is in, on or above a navigation corridor or a high-risk maritime development zone, such as a bridge or pipeline.

The FastTrack5 framework does not apply in Gold Coast waters.

1.3 Roles and responsibilities

Department of Transport and Main Roads

TMR is the Queensland Government department responsible for the state-transport network. TMR's role is to plan, deliver, manage and protect Queensland's integrated transport environment to achieve sustainable transport solutions for road, rail, air and sea.

TMR administers legislation about the provision and management of state transport infrastructure, including the *Transport Infrastructure Act 1994* and the *Transport Planning and Coordination Act 1994*. The department also administers the *Transport Operations (Marine Safety) Act 1994* and the *Transport Operations (Marine Pollution) Act 1995* - the governing legislation for the regulation and management of marine safety and ship-sourced pollution.

Maritime Safety Queensland

TMR's Maritime Safety Queensland Branch (MSQ) is responsible for the safety of maritime navigation and prevention of ship-sourced pollution in Queensland. A key role in MSQ is the Regional Harbour Master who, under the *Transport Operations (Marine Safety) Act*, has various powers to ensure maritime safety. The Regional Harbour Master and their office play an important role in representing TMR's interests for development applications in tidal waters. This includes providing advice to potential applicants regarding local maritime safety interests, publishing technical guidance such as Queensland Tide Tables, and determining the length and width of navigation corridors.

State Assessment and Referral Agency

SARA provides a single agency lodgement, assessment and decision point for development applications where there is a matter of interest to the state. They are responsible for coordinating assessment of referred development applications against planning legislation and state planning instruments, including SDAP. Where an application involves tidal works in tidal waters, SARA will seek technical advice from TMR before finalising its assessment.

Gold Coast Waterways Authority

The Gold Coast Waterways Authority is responsible for the management of Gold Coast waters, including the inland waterways within the City of Gold Coast local government area as well as the areas at the mouth of the Nerang River, Currumbin Creek and Tallebudgera Creek. Gold Coast waters are defined in the *Gold Coast Waterways Authority Act 2012*.

The Gold Coast Waterways Authority is a referral agency for certain development applications in Gold Coast waters. Their interests include the protection of navigational access channel, equitable, efficient and effective use of Gold Coast waterways and the protection of the marine environment. For further information refer to the *Planning Regulation* and <https://qcwa.qld.gov.au>.

Within Gold Coast waters, TMR is not a technical advice agency and is not referred development applications that involve tidal works for:

- a boat ramp, jetty or private pontoon
- a drainage outlet
- a stormwater outlet
- a revetment wall associated tidal works.

Economic Development Queensland

Economic Development Queensland (EDQ) is a specialist land use planning and property development agency which operates under the *Economic Development Act 2012*. EDQ is responsible for engaging with state and local government, the development industry and the public to identify, plan, and facilitate property development and infrastructure projects.

EDQ's responsibilities include the assessment of development applications located within Priority Development Areas (PDAs). They assess development located on land within the boundary of the PDA against the relevant PDA scheme.

Local government

Local governments are responsible for land use planning and assessing development in accordance with local government planning schemes. The local government is commonly the assessment manager for a development application and initial point of contact regarding lodgement, assessment and general queries regarding a development application.

2. SDAP Purpose statement

State code 7 seeks to protect the safety of people using, and living or working near, navigable waterways. The code seeks to ensure the construction and operation of development in tidal water does not compromise the:

- viable operation of aids to navigation
- safe operation of vessels in navigable waterways.

Under SDAP, development has complied with the purpose statement and therefore the code where:

- it complies with all of the acceptable outcomes for the performance outcome; or
- it complies with all the performance outcomes, where not complying with the acceptable outcomes; or
- development does not meet relevant performance outcome(s) and SARA determines, on balance, that the development complies with the purpose statement.

The following section provides guidance on achieving the performance and acceptable outcomes in State code 7 and is grouped into key areas of consideration.

3. Aids to Navigation

3.1 What is the issue?

An aid to navigation is a device designed to be used for navigation or the guidance of mariners. This includes any device that assists in fixing a ship's position, deciding safe course for a ship, or warning a ship of danger or obstructions (e.g. a beacon, buoy, light, lighthouse, marine mark, radio aid or signal). Aids to navigation can also include land-based maritime facilities – located adjacent to major shipping

channels or commercial shipping routes and radar and radio communication facilities to support vessel traffic services.

Development has the potential to impede the operation of these facilities by physical obstruction, damage, or interference, including light and electronic or electromagnetic interference. The risk of not appropriately protecting aids to navigation is that a development interferes, impairs, or destroys an aid to navigation which may result in a serious marine incident including personal injury.

3.2 What is the objective?

Any development in a waterway must not interfere with the functioning of an aid to navigation.

Where a development is located in proximity to an aid to navigation, the applicant should provide an Aids to Navigation Management Plan (ANMP). This plan must demonstrate how any potential impacts on existing aids to navigation will be mitigated. For more information about an ANMP, please refer to Appendix 2.

Under the *Transport Operations (Marine Safety) Act*, it is an offence for any person to:

- unlawfully interfere with an aid to navigation
- trespass on an aid to navigation
- damage an aid to navigation.

TMR's preferred outcome:

- Development does not:
 - destabilise aids to navigation, including ground tackle
 - obstruct sight lines to aids to navigation
 - create any temporary or permanent obstruction of aids to navigation, including sight lines
 - obstruct sight lines of any aids to navigation which cross the land clear of obstructions
 - interfere with existing access to aids to navigation for maintenance purposes
 - result in electrical or electro-magnetic emissions that impede the operation of aids to navigation.

To demonstrate compliance with this objective:

- Provide a site layout plan showing the location of any aids to navigation located on or in proximity to the development site.

4. Visibility

4.1 What is the issue?

The lighting of structures within, or close to, waterways can interfere or be confused with existing aids to navigation. Subsequently, the inappropriate lighting of structures can impact on the safe operation of vessels in a waterway, which may result in a serious marine incident.

4.2 What is the objective?

Development proposals must ensure that any lighting associated with a structure does not interfere with an aid to navigation.

TMR's preferred outcome:

- All lighting must also be in accordance with *Australian Standard 4282-2019: Control of the obtrusive effects of outdoor lighting*.

To demonstrate compliance with this objective:

- Provide a written description detailing how each light source will avoid, mitigate or manage any potential impact on an aid to navigation. For example, shielding lights to prevent glare or reflection, or avoiding the use of flood lighting, flashing, coloured or flickering lights.

5. Protection of navigable waterways

5.1 What is the issue?

Navigable waterways must be safe for use by all vessels. Keeping navigable waterways clear and open is critical to ensure the safety for all users. The safety of vessel movement within a waterway can be hindered by obstructions such as berthed vessels, remnant infrastructure or reduced clearances. Improper lighting and visibility of infrastructure, including temporary infrastructure, can also impact the safety of people and vessel movements in a navigable waterway.

5.2 What is the objective?

Development must not limit the safe use of a waterway by vessels. Where a proposed development significantly changes or increases local vessel traffic, the applicant should provide a Vessel Traffic Management Plan (VTMP). For more information about a VTMP, please refer to Appendix 2.

TMR's preferred outcome:

- Ensure development, including structures and any vessel berthed at structures:
 - does not obstruct or temporarily close a waterway to vessel traffic
 - does not extend into a navigation corridor
 - does not limit the depth of a waterway
 - does not limit the size of vessels which can safely navigate a waterway
 - are appropriately lit and clearly visible to approaching vessels
 - removes the entirety of any demolished structure in a navigable waterway, including piling.

To demonstrate compliance with this objective:

- Provide a site layout plan demonstrating that:
 - development, including structures and any vessel berthed at the structures, does not encroach into, pass over or under a navigation corridor
 - development, including structures and any vessel berthed, is not located in a high-risk maritime development zone.
- Provide a written description detailing how a development:
 - does not limit either the depth of a navigable waterway or the size of vessels which can safely navigate the waterway
 - ensures navigable waterways are always open to vessel traffic
 - involving the demolition of structures in a navigable waterway, including piling, ensures the entire structure is removed
 - will ensure that structures, including all freestanding piles, are appropriately lit and clearly visible to approaching vessels, and reflective tape fitted to all structures to enhance visibility during the hours of darkness.

Vessel size

The size of a vessel to be berthed at a structure requires consideration of the overall waterway in which the vessel will be used. It is recommended that the beam of a vessel should be no more than one third the width of unobstructed water of a waterway at its narrowest point. This enables vessels to safely pass in all sections of a waterway.

Further resources to assist in the calculation of berth sizes using vessel dimensions can be found in the *Australian Standard 3962-2020 Guidelines for design of marinas*.

6. Construction activities in a waterway

6.1 What is the issue?

Construction activities in a navigable waterway can pose a safety risk to users and vessels. As a result, any development application proposing construction activities in a navigable waterway must ensure the safety of users and vessels.

The information outlined in this section is intended as general guidance only and the procedures and processes for undertaking construction activities in a navigable waterway should be confirmed with MSQ prior to undertaking any works. It is also recommended that applicants contact MSQ early in the planning of a development to discuss, consider and negotiate access arrangements, licences and any associated development or agreements.

6.2 What is the objective?

Any construction activities associated with a development must not compromise the safety and use of a waterway. This can be achieved by ensuring that during construction:

- the development is visible to mariners to avoid the risk of collision
- suitable safety barriers and lighting is implemented to prevent mariners from entering or transiting the construction area.

Where necessary, the Regional Harbour Master may require the installation of aids to navigation on temporary structures to support the visibility of development during construction.

6.3 Construction safety management

Measures must be undertaken by the applicant to ensure safety during construction is appropriately managed. Construction safety management is required to:

- prevent unauthorised mariners from entering or transiting the construction area.
- ensure that lighting of construction does not induce shadowing which changes the depth perception for mariners and leads to increased risk of collision.

Under the *Transport Operations (Marine Safety) Act*, the Regional Harbour Master has legislative powers to require the:

- modification or removal of development or lighting which may cause distraction, confusion, or glare to mariners
- removal of obstructions to navigation
- specific lighting of construction works being undertaken in or near a marine incident area or pilotage area.

Applicants must provide details of the relevant construction safety management measures they will use to the Regional Harbour Master (for review) 30 days prior to the commencement of any works.

Applicants may also be required to provide information to the community and affected parties regarding construction activities and proposed safety mechanisms.

Information on construction safety management measures can be included as part of a Marine Execution Plan (MEP). Refer to Appendix 2 for further information regarding an MEP.

7. Major development proposals

For major development proposals in Queensland, including declared significant projects using the Environmental Impact Assessment process, MSQ provides expert maritime advice to the Department of State Development through the Office of the Coordinator-General.

The information provided in this guideline will also assist applicants of major projects, including Coordinator-General declared significant projects, to identify, describe, evaluate and manage all likely maritime-related impacts. MSQ may also request additional information and make recommendations about the proposal to the Coordinator-General.

Applicants of a major development proposal should liaise with the appropriate Regional Harbour Master to confirm submission requirements and ensure local requirements relevant to the proposal are well understood.

7.1 Management plans (major development)

For major development proposals, an applicant must provide the relevant supporting management plans. For more information on these plans, please refer to Appendix 2. To determine which plans are provided, an applicant should contact the relevant Regional Harbour Master.

7.2 Statement of commitments

As part of a development application, an applicant may provide a statement of commitments identifying all resolutions and commitments to support the project. This may include details of funding and how it will be provided over the lifecycle of the project, as well as the method of addressing the ownership of marine infrastructure assets.

A statement of commitments ensures all parties are aware of obligations and commitments associated with the proposed development.

It is strongly recommended that applicants of a major development proposal liaise early with the appropriate Regional Harbour Master to confirm whether a statement of commitments will be required.

8. Owner's consent

8.1 Owner's consent - General development

To be considered 'properly made', a development application must include written owner's consent. The Department of Environment and Science (DES) is the relevant contact for supplying owner's consent for development in tidal waters.

To seek owner's consent as part of lodging a development application:

- applicants can apply directly to DES for owner's consent
- DES will forward applications to TMR for assessment and advice once an application has been received
- applicants do not need to seek advice directly from TMR prior to lodging an application
- a water allocation plan does not need to be approved by TMR prior to submission to DES as part of an owner's consent process.

8.2 Owner's consent - FastTrack 5

For low risk development that can be fast tracked under the *FastTrack5 qualifying criteria checklist 4: Tidal works – impacts on maritime safety (operational works)*:

- applicants can apply directly to DES for owner's consent
- an applicant is not required to seek advice or approval from MSQ in relation to obtaining owner's consent from the state
- a water allocation plan does not need to be approved by TMR for submission to the DES as part of an owner's consent process.

Further information on owner's consent in tidal waters, including application forms, are available at: <https://www.qld.gov.au/environment/coasts-waterways/plans/development/tidal-works>.

9. Contacts

South East Queensland region

Location	Telephone	Email
Regional Harbour Master (Brisbane)	07 3632 7500	RHMBrisbane@msq.qld.gov.au
Brisbane office MacArthur Avenue East Pinkenba	General enquiries (business hours): 07 3632 7500 After hours incident reporting: 07 3305 1700	brisbane.maritime@msq.qld.gov.au
Sunshine Coast office Old Pilot Station 1 Parkyn Parade Mooloolaba Qld	General enquiries (business hours): 07 5373 2310 After hours incident reporting: 07 3305 1700	sunshinecoast.maritime@msq.qld.gov.au
Southport office 40–44 Sea World Drive Main Beach	General enquiries (business hours): 07 5585 1810 After hours incident reporting: 07 3305 1700	goldcoast.maritime@msq.qld.gov.au

Gladstone region

Location	Telephone	Email
Regional Harbour Master (Gladstone)	07 4971 5200	RHMGladstone@msg.qld.gov.au
Gladstone office Level 7 21 Yarroon Street Gladstone	General enquiries (business hours): 07 4971 5200 After hours incident reporting: 07 4971 5200	gladstone.maritime@msg.qld.gov.au
Bundaberg office Floor 2 44 Quay Street Bundaberg	General enquiries (business hours): 07 4132 6600 After hours incident reporting: 07 4971 5200	bundaberg.maritime@msg.qld.gov.au
Hervey Bay office Buccaneer Avenue Hervey Bay	General enquiries (business hours): 07 4194 9600 After hours incident reporting: 07 4971 5200	urangan.maritime@msg.qld.gov.au

Mackay region

Location	Telephone	Email
Regional Harbour Master (Mackay)	07 4944 3700	mackay.maritime@msg.qld.gov.au
Mackay office Floor 3 44 Nelson Street Mackay	General enquiries (business hours): 07 4944 3700 After hours incident reporting: 1300 645 022	mackay.maritime@msg.qld.gov.au
Airlie Beach office 384 Shute Harbour Road Airlie Beach	General enquiries (business hours): 07 4841 4500 After hours incident reporting: 1300 645 022	airliebeach.maritime@msg.qld.gov.au

Townsville region

Location	Telephone	Email
Regional Harbour Master (Townsville)	07 4421 8100	rhmtownsville@msq.qld.gov.au
Townsville office 60 Ross Street South Townsville	General enquiries (business hours): 07 4421 8100 After hours incident reporting: 1300 721 263	townsville.maritime@msq.qld.gov.au

Cairns region

Location	Telephone	Email
Regional Harbour Master (Cairns)	07 4052 7400	rhmcairns@msq.qld.gov.au
Cairns office 100–106 Tingira Street Portsmith	General enquiries (business hours): 07 4052 7400 After hours incident reporting: 1300 551 899	cairns.maritime@msq.qld.gov.au
Weipa office 1 Iraci Avenue Weipa	General enquiries (business hours): 07 4069 7165 After hours incident reporting: 1300 551 899	cairns.maritime@msq.qld.gov.au
Karumba office Lot 75 Yappar Street Karumba	General enquiries (business hours): 07 4745 9281 After hours incident reporting: 1300 551 899	cairns.maritime@msq.qld.gov.au
Thursday Island Hastings Street Thursday Island	General enquiries (business hours): 07 4069 1351 After hours incident reporting: 1300 551 899	cairns.maritime@msq.qld.gov.au

Glossary of Terms

Term	Definition
Aid to navigation	refer to section 104 of the <i>Transport Operations (Marine Safety) Act 1994</i> . Note: An aid to navigation: <ol style="list-style-type: none"> 1. is a device designed to be used for navigation or the guidance or mariners, including a device to help in: <ol style="list-style-type: none"> a. fixing a ship's position; or b. deciding a safe course for a ship; or c. warning a ship of dangers or obstructions (for example: beacon, buoy, light, lighthouse, marine mark, radio aid or signal) 2. includes any structure or equipment ancillary to the aid to navigation (for example: the battery house providing a lighthouse with power; lifesaving equipment that is part of an aid to navigation) 3. does not include a device on board a ship.
Aid to navigation management plan	includes information on changes to and potential obstructions of existing aids to navigation resulting from the proposed development project for all stages of the proposal lifecycle, to ensure safety of navigation at all times.
Beach protection works	means measures aimed to prevent erosion and flooding.
Development assessment mapping system	means the mapping system containing the geographic information system mapping layers kept, prepared or sourced by the state that relate to development assessment and matters of interest to the state in assessing development applications.
Development	Refer the <i>Planning Act 2016</i> , schedule 2. Means: <ol style="list-style-type: none"> (a) carrying out — <ol style="list-style-type: none"> (i) building work; or (ii) plumbing or drainage work; or (i) operational work; or (b) reconfiguring a lot; (c) making a material change of use of premises.
Drainage outlet	means an outlet for the purpose of discharging drainage. Note that open drains that are less than 1m deep and have a cross sectional area less than 2.5m ² are not classified as tidal works.
Fender pile	means an upright, usually freestanding, pile driven into the sea bed or a riverbed beside a berth to protect the dock wall or wharf from the impact of vessels.
Gold Coast waters	refer to section 7 of the <i>Gold Coast Waterways Authority Act 2012</i> . Note: The Gold Coast Waterways Authority has responsibility for Gold Coast waters which include the inland waterways within the City of Gold Coast local government area as well as the areas at the mouth of the Nerang River, Currumbin Creek and Tallebudgera Creek.
High risk maritime development zone	means areas indicated in the development assessment mapping system as high risk maritime development zone. These are areas in the vicinity of ports, state boat harbours, marinas, and navigationally difficult areas such as waterways which experience significant shoaling and waters between and around populated islands. High risk maritime development zone includes: <ol style="list-style-type: none"> 1. marinas with six or more boats 2. state boat harbours 3. port limits and/or pilotage areas 4. sensitive marine environments including areas of constant sand movement 5. from the coast to the extent of Queensland waters (three nautical miles). Note: high risk maritime development zone mapping layers are currently unavailable for Gold Coast waters.

Term	Definition
Marine execution plan	includes detailed information about all development related vessels and their operations during each of the stages of construction, and the relevant impacts on the availability of the navigable waterway to vessel traffic.
Navigation corridor	means areas indicated in the development assessment mapping system as navigation corridor. These are the sections of a navigable tidal waterway allocated for the movement of vessels. Note: Navigation corridor mapping layers are currently unavailable for Gold Coast waters.
Navigable waterway	means waters with a sufficient depth and width to allow safe passage by all vessel sizes and types that frequently use the area.
Operational work	means work, other than building work or plumbing or drainage work, in, on, over or under premises that materially affects premises or the use of premises.
Private single vessel boat ramp	means a boat ramp that is: <ul style="list-style-type: none"> a. constructed to provide private access to private land from tidal water for non-commercial purposes, and b. designed to launch a single vessel at a time from the ramp.
Private single vessel jetty	means a jetty that is: <ul style="list-style-type: none"> a. constructed to provide private access to private land from tidal water for non-commercial purposes, and b. designed for a single on-water vessel to be attached to the jetty while it remains on the water. This includes a jetty with one or more associated ancillary mooring such as a dry berth or a personal watercraft pod.
Private single vessel pontoon	means a pontoon that is: <ul style="list-style-type: none"> a. constructed to provide private access to private land from tidal water for non-commercial purposes, and b. designed for a single on-water vessel to be attached to the pontoon while it remains on the water. This includes a pontoon with one or more associated ancillary moorings such as a dry berth or a personal watercraft pod.
Revetment wall	means a permanent structure designed to prevent erosion and subsidence and to maintain a slope.
Sand nourishment	means a process by which sediment, usually sand, lost through longshore drift or erosion is replaced from other sources.
Stormwater outlet	means an outlet for the purpose of discharging stormwater. Note that open drains that are less than 1m deep and have a cross sectional area less than 2.5m ² are not classified as tidal works.
Tidal waters	tidal waters are the sea and any part of a harbour or watercourse ordinarily within the ebb and flow of the tide at spring tides. The extent of tidal waters under Queensland's jurisdiction extends three nautical miles seaward from the coastline.
Tidal works	refer to Schedule 1 of the <i>Coastal Protection and Management Act 1995</i> .
Vessel traffic management plan	includes information on changes and increases to local vessel traffic resulting from the proposed development project and methods of cumulative vessel traffic management for all stages of the proposal lifecycle, to ensure safety of navigation at all times.
Vessel	means a ship defined under section 10 of the <i>Transport Operations (Marine Safety) Act 1994</i> .

Appendix 1: Supporting information a development application should include

<p>All applications</p> <p>To streamline the assessment process, all applicants are encouraged to provide the following supporting information.</p>	
<input type="checkbox"/>	<p>A written description of the proposed works.</p>
<input type="checkbox"/>	<p>A site layout plan showing the following information:</p> <ul style="list-style-type: none"> • the designated lot, real property numbers and real property boundaries • the location and dimensions of any proposed and existing structures • the location and dimensions of any wet or dry berths proposed, including the maximum length and beam of the vessel that is to be berthed at the site • the location of structures and moored vessels relative to the navigation corridor and/or high-risk maritime development zone if applicable.
<p>Complex applications and major development</p> <p>Complex applications are those that may have a significant impact on vessel traffic and/or the functioning of aids to navigation.</p>	
<input type="checkbox"/>	<p>A Marine Execution Plan. A plan may also incorporate the following management plans:</p> <ul style="list-style-type: none"> • Vessel Traffic Management Plan • Aids to Navigation Management Plan • Ship-sourced Pollution Prevention Management Plan. <p>Supporting information should identify, describe and evaluate all likely impacts on navigational safety from the proposed development. Information should consider the whole lifecycle of the proposed development including site establishment, staged construction, staged and full operation, renewal, downsizing, closing down and site rehabilitation.</p> <p>Applicants are encouraged to consult with the relevant Regional Harbour Master when developing these plans to ensure local requirements are addressed.</p>
<input type="checkbox"/>	<p>Supporting information should identify, describe and evaluate all likely impacts on navigational safety from the proposed development. Information should consider the whole lifecycle of the proposed development including site establishment, staged construction, staged and full operation, renewal, downsizing, closing down and site rehabilitation.</p> <p>Applicants are encouraged to consult with the relevant Regional Harbour Master to ensure local requirements are addressed.</p>

Appendix 2: Management plans

As part of a development application and prior to works commencing, applicants may be required to submit the following management plans. Depending on the nature and scale of the development, these plans may be considered individually or may be integrated as part of a single plan.

Marine Execution Plan

An MEP is the overarching document that primarily describes the management controls during construction. An applicant must prepare an MEP for a development which has the potential to impact vessel movements during the construction phase of the development. This will include providing clarity regarding:

- scheduled movements of vessels involved in the construction phase
- changes or restrictions to existing vessel movements during construction
- compliance with relevant marine safety and pollution legislation, and the relevant port procedures.

In certain circumstances, the MEP may also include any/or all the following plans:

- Vessel Traffic Management Plan
- Aids to Navigation Management Plan
- Ship-sourced Pollution Prevention Management Plan.

Where agreed, these plans can include the required information for the construction and operational stages of the proposed project. It is recommended that the relevant Regional Harbour Master be consulted early to advise on the content and information required for the specific development proposal.

The MEP is to be submitted to the relevant Regional Harbour Master at least 30 days prior to commencement of works and after any revision is made. The information provided by the MEP is intended to give the Regional Harbour Master adequate information to manage the vessel movement impacts of a development during construction.

Information in the MEP should include the following:

- the nature and scope of operations to be undertaken
- forecasted start and end dates
- hours of work
- general construction methodology overview
- name of principal barges and marine equipment involved
- barge mooring plan
- extreme weather contingency plans
- 24/7 point of contact to ensure timely communication with MSQ's vessel traffic service centres during extreme weather and other maritime emergencies.
- operation of vessels when in the development area
- an indication of requirements for local bunkering and waste facilities
- construction vessel operator/contractor understanding of local conditions and of regulatory requirements for operating in the development area
- the vessel's safety management system and method for handling emergencies
- any other information to support the safe management of the marine works as identified by the applicant.

The information provided in an MEP should be tailored to the situation and type of vessels involved in the operation. An emergency contact phone number (available 24 hours per day 7 days per week) should be provided as part of the MEP for use by MSQ's vessel traffic service centres.

It is not necessary for an MEP to duplicate large sections of the vessel's safety management system or any other document; these documents should be included as appendices if necessary.

Vessel Traffic Management Plan

For development applications that may significantly impact vessel traffic's use of a waterway or increase local vessel traffic a VTMP will be required. A VTMP will also be required if a proposal:

- impedes vessel traffic,
- limits the depth of a waterway, and/or
- limits the size of vessels and which can safely navigate a waterway.

Depending on the size and nature of the development, the plan may be quite complex or relatively simple.

As a minimum the VTMP should include information on:

- existing vessel traffic
- changes in vessel traffic resulting from the proposal
- projections on how vessel traffic will be managed during all stages of the development.

For complex applications additional details should be included about some or all of the following:

- existing and proposed waterways
- proposed patterns of operation
- changes to any existing and new channels or waterways
- maximum permitted vessel size
- maximum vessel draughts
- air draft and/or safe clearance heights for overwater obstructions such as bridges and powerlines
- underkeel clearance allowance/underkeel calculation methods such as static under keel clearance and dynamic under keel clearance
- trim requirements
- tidal information.

The VTMP may also need to consider:

- additional requirements for port services, including pilotage and tugs
- ship scheduling
- cyclone and other extreme weather procedures, including weather limits for suspension of cargo operations and pilotage
- towage and tug requirements
- procedures for dangerous cargo, if applicable
- changes to availability of bunkering, fresh water or waste.

Aids to Navigation Management Plan

For development applications that have the potential to obstruct the line of sight to aids to navigation or interfere with the functioning of aids to navigation, an ANMP is required. Aids to navigation include both:

1. the visual aids to navigation typically seen marking waterways, and
2. vessel traffic services provided by MSQ's vessel traffic service centres.

The ANMP should include information on:

- existing aids to navigation
- changes to existing aids to navigation
- new aids to navigation systems
- infrastructure required for all stages of the proposed development.

The ANMP should include details about:

- type and characteristics of systems and infrastructure items
- location and operational network
- lifecycle costs and schedules
- operational and maintenance requirements
- funding schedule
- existing vessel traffic service systems and infrastructure
- proposed changes to existing vessel traffic service systems and infrastructure (description, location, networks).

Ship-sourced Pollution Management Plan

Ship-sourced pollution includes ballast water, garbage, chemical or toxic waste disposal and sewage.

The ship-sourced pollution prevention plan shall include information about the following for the project:

- any changes to existing ship-sourced pollution prevention systems required
- any new ship-sourced pollution prevention systems required
- infrastructure and measures required for the proposed project, once built and operating, to ensure compliance at all times.

For the operational stages of the development, information should also include, but not be limited to, details about:

- the type and characteristics of any systems or infrastructure required, following consultation with the Regional Harbour Master
- operational and maintenance requirements
- lifecycle costs and funding schedules.

Appendix 3: Guidance for using the development assessment mapping system

DAMS allows applicants to determine if a proposal is located either within the navigation corridor or a high-risk maritime development zone. The maritime safety mapping layers are publicly available on DAMS via: <https://dams.dsdi.esriaustraliaonline.com.au/damappingsystem>.

Please note that mapping is currently unavailable for Gold Coast waters.

Instructions on use

Refer to the scenarios presented below demonstrating use of DAMS. To determine if your development proposal will encroach into a navigation corridor:

- locate your property and zoom in as close as the map allows, until the scale bar represents 30m. Note the property boundaries layer (or Digital Cadastral Database – DCDB layer) will be drawn automatically as you zoom in on the map
- turn on the 'navigable waterways' layer
- select the 'measure' from the tool bar
- select the 'distance' tool
- place your cursor and click on the edge of your property boundary
- click again on the edge of navigation corridor to measure the available development envelope.

As stated in the FastTrack5 criteria, both the proposed structure and any berthed vessels at the structure must be outside the navigation corridor to qualify for the FastTrack5 framework.

Scenario 1 - Standard assessment required

The development circled below in Figure 1 would require a standard assessment. The structure and vessel berthed at the structure encroach into the navigation corridor and therefore the application cannot be fast tracked. Standard assessment against SDAP State code 7 is required. Please note that this is an example only.



Figure 1

Scenario 2 - FastTrack5 eligible application

The scenario circled below in Figure 2 shows a development that would be eligible for FastTrack5 assessment, as the structure and vessel berthed at the structure are outside the navigation corridor. The second picture shows the location in a greyscale cadastre base map which enables applicants to measure from the property boundary to the edge of the navigation corridor to determine the available development envelope. Please note that this is an example only.



Figure 2

Scenario 3 – High risk maritime development zone: Standard assessment required

The Figure 3 scenario shows a high-risk maritime development zone. Any development proposed in this zone would require standard assessment against SDAP State code 7. Please note that this is an example only.



Figure 3