

# FastTrack5 qualifying criteria checklist 4

## Tidal works – impacts on maritime safety (operational works)

This form must be used when seeking a FastTrack5 assessment pathway for trigger:

1. schedule 10, part 17, division 3, table 2 (operational work in tidal waters)

When submitting an application containing a FastTrack5 trigger to SARA using MyDAS2, applicants must upload a completed qualifying criteria checklist for each eligible trigger. The responses on the form must demonstrate that the triggered aspect of development meets all qualifying criteria applicable to the relevant eligible trigger.

Applicants should also provide or make reference to any supporting information or material that supports their claim for a FastTrack5 assessment.

When seeking FastTrack5 assessment for eligible triggers, you must:

1. have completed any other forms relevant to your application;
2. upload a completed copy of this form when referring your application using MyDAS2;
3. provide all supporting information required on the form at the time of lodgement – this information will assist SARA in undertaking its FastTrack5 assessment.

Where not defined, all terms have the meaning given in the Act or the regulation.

Qualifying criteria		Response	Supporting information provided
<b>Tidal works</b>			
1	Is the proposed tidal works for one or more of the following uses: a. <b>private single vessel pontoon</b> ; b. <b>private single vessel jetty</b> ; c. <b>private single vessel boat ramp</b> ; d. <b>drainage outlet</b> ; e. <b>stormwater outlet</b> ; f. a <b>revetment wall</b> relating to tidal works listed in (a) to (e); g. a <b>fender pile</b> relating to a pontoon development; h. <b>beach protection works</b> , above the <b>low water mark</b> when conducted from the shore; i. <b>sand nourishment</b> when conducted from the shore.	<p><b>Yes: Proceed to question 2.</b></p> <p><input type="checkbox"/></p> <p><b>No:</b> Application cannot qualify for the FastTrack5 assessment pathway and must follow the standard SARA assessment. Please refer to the relevant SDAP state codes.</p>	
2	Will the proposed tidal works, including any structures and any <b>vessel</b> berthed, moored or attached to the structure: a. encroach into, pass over or under a <b>navigation corridor</b> ; or b. be located in a <b>high risk maritime development zone</b> .	<p><b>No: Application is eligible for FastTrack5 assessment.</b></p> <p>A site/layout plan must be provided demonstrating that tidal works, including any structures and any <b>vessel</b> berthed at a structure:</p> <p>a. do not encroach into, pass over or under a <b>navigation corridor</b>; or</p> <p>b. are not located in a <b>high risk maritime development zone</b>.</p> <p><b>Yes:</b> Application cannot qualify for the FastTrack5 assessment pathway and must follow the standard SARA assessment. Please refer to the relevant SDAP state codes.</p>	

# Glossary of terms

**Beach protection works** means measures aimed to prevent erosion and flooding

**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<sup>2</sup> 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.

**High risk maritime development zone** means areas indicated in the DA 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:

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: The DA mapping system is available on the department's website.

**Low water mark** means the lowest astronomical tide as per the [Queensland Tide Tables](#) published by Maritime Safety Queensland.

**Navigation corridor** means areas indicated in the DA mapping system as navigation corridor. These are the sections of a navigable tidal waterway allocated for the movement of **vessels**.

**Private single vessel boat ramp** means a boat ramp that is:

1. constructed to provide private access to private land from tidal water for non-commercial purposes, and
2. designed to launch a single vessel at a time from the ramp.

**Private single vessel jetty** means a jetty that is:

1. constructed to provide private access to private land from tidal water for non-commercial purposes, and
2. 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:

1. constructed to provide private access to private land from tidal water for non-commercial purposes, and
2. 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 protective covering on an embankment of earth or a permanent structure, designed to maintain a slope or to prevent erosion and subsidence.

**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<sup>2</sup> are not classified as tidal works.

**Vessel** means a ship defined under section 10 of the *Transport Operations (Marine Safety) Act 1994*.

