

FastTrack5 qualifying criteria checklist 5

Tidal works – coastal protection (operational work)

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

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

For this checklist, either table 1 or table 2 must be completed, as relevant.

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 used in this form have the meaning given in the Act or the regulation.

Table 1: Marinas or state boat harbours

Qualifying criteria		Response		Supporting information provided
1	Is the proposed tidal works: a. for a marine access purpose b. located within a developed marina or state boat harbour area .	Yes: Proceed to question 2. An excerpt from the DA mapping system must be provided and demonstrate the subject site is located within a mapped developed marina or state boat harbour area .	☐	
		No: Application cannot qualify for the FastTrack5 assessment pathway and must follow the standard SARA assessment. Please refer to the relevant SDAP state codes.		
2	Is the proposed tidal works located within an existing lease issued under the <i>Land Act 1994</i> and supported by owner's consent from: a. if the works are in a state boat harbour, the Department of Transport and Main Roads (DTMR); or b. otherwise, the Department of Resources.	Yes: Proceed to question 3. A copy of lease under the <i>Land Act 1994</i> and owner's consent from either DNRME or DTMR, as appropriate, must be provided.	☐	
		No: Application cannot qualify for the FastTrack5 assessment pathway and must follow the standard SARA assessment. Please refer to the relevant SDAP state codes.		
3	Has the design of the tidal works been certified by a Registered Professional Engineer of Queensland (RPEQ) as complying with the relevant standards? Note: Tidal works must be designed in accordance with all appropriate Australian Standards, and the Prescribed Tidal	Yes: Application is eligible for FastTrack5 assessment. Plans certified by an RPEQ must be provided.	☐	
		No: Application cannot qualify for the FastTrack5 assessment pathway and must follow the standard SARA assessment. Please refer to the relevant SDAP state code.		

Qualifying criteria	Response	Supporting information provided
Works Code contained in a regulation declared under the <i>Coastal Protection and Management Act 1995</i> .		

Table 2: Private marine access structures

Qualifying criteria	Response	Supporting information provided
1 Is the proposed tidal works: a. private marine development which is a: i. pontoon (maximum width of 3.5m and maximum width of 3m for the gangway) that is designed to accommodate the berthing of one vessel only; or ii. jetty (maximum width of 3m) that is designed to accommodate the berthing of one vessel only; or iii. boat ramp; (maximum width of 3.6m with vehicle access and maximum width of 3m without vehicle access) and b. not a roofed structure; and c. located within a developed tidal waterway area? Note: guidance on the allowable widths for private marine access structures is provided in Attachment 1.	Yes: Proceed to question 2. An excerpt from the DA mapping system must be provided and demonstrate the subject site is located within an area mapped as a developed tidal waterway area. No: Application cannot qualify for the FastTrack5 assessment pathway and must follow the standard SARA assessment. Please refer to the relevant SDAP state codes.	☐
2 Will the proposed tidal works attach to adjoining, privately owned, freehold land (the lot), and no other land and is the lot identified in the application? Note: To comply with qualifying criteria, the tidal works cannot extend across State land that is situated above the high-water mark (e.g. unallocated State land, esplanade, road or reserve).	Yes: Proceed to question 3. Proposal plans must be supplied showing the land to which the tidal works will attach. The plans must show the cadastral boundaries of the lot. Where the seaward boundary is an ambulatory boundary provide a survey to confirm the current position of the boundary. A letter of consent from the registered landowner/s must be provided. No: Application cannot qualify for the FastTrack5 assessment pathway and must follow the standard SARA assessment. Please refer to the relevant SDAP state codes.	☐
3	Yes or not applicable: Proceed to question 4.	☐

	Is the proposed tidal works over or attached to a revetment which is lawfully approved?	The application must include a copy of the approval for the revetment to demonstrate that the criteria is met.		
		No: Application cannot qualify for the FastTrack5 assessment pathway and must follow the standard SARA assessment. Please refer to the relevant SDAP state codes.		
4	Is the proposed tidal works over or attached to reclaimed land which is lawfully approved?	Yes or not applicable: Proceed to question 5. A plan of the proposal must be supplied showing that the boundary of the reclaimed land coincides with the seaward boundary of the lot (subject of the application) to demonstrate that the criteria is met.	☐	
		No: Application cannot qualify for the FastTrack5 assessment pathway and must follow the standard SARA assessment. Please refer to the relevant SDAP state codes.		
5	Are there any existing structures or tidal works, other than a revetment or reclaimed land , adjacent to the lot? Note: Structures include (but are not limited to) mooring piles, pontoons, jetties and boat ramps.	No: Proceed to question 6. Proposal plans must be supplied identifying the seaward boundary of the lot, and demonstrating that no other existing structures or works are adjacent to the lot and below the high-water mark.	☐	
		Yes: Application cannot qualify for the FastTrack5 assessment pathway and must follow the standard SARA assessment. Please refer to the relevant SDAP state codes.		
6	Is an adjacent lot on either side of the subject land a constrained lot ? Note: Adjacent lots must have an access corridor of at least 3m wide from the waterfront property boundary to the navigation corridor or navigable water unimpeded by any structure. If a lot is identified as a constrained lot then further investigation is required.	No: Proceed to question 7. Proposal plans must show the cadastral boundary of the lots on either side, the extended side boundaries of those lots and identify that the distance between the extended side boundaries at the navigation corridor of each side lot is 3 metres or greater.	☐	
		Yes: Application cannot qualify for the FastTrack5 assessment pathway and must follow the standard SARA assessment. Please refer to the relevant SDAP state codes.		
7	Is the proposed tidal works within an area (a water allocation area) that is: a. set back at least 1.5 metres from both of the extended side boundaries of the lot; or b. for a boat ramp set back at least 1.5 metres from one side boundary of the lot; and ii. not seaward of a quayline ; and iii. not within a navigation corridor ?	Yes: Proceed to question 8. Proposal plans must be supplied showing the location of the proposed tidal works and the water allocation area for the lot.	☐	
		No: Application cannot qualify for the FastTrack5 assessment pathway and must follow the standard SARA assessment. Please refer to the relevant SDAP state codes.		
8	Has the design of the tidal works been certified by a Registered	Yes: Application is eligible for FastTrack5 assessment.	☐	

Professional Engineer of Queensland (RPEQ) as complying with the relevant standards? Note: Tidal works must be designed in accordance with the Prescribed Tidal Works Code contained in the Coastal Protection and Management Regulation 2017.	Plans certified by an RPEQ must be provided.		
	No: Application cannot qualify for the FastTrack5 assessment pathway and must follow the standard SARA assessment. Please refer to the relevant SDAP state codes.		

Glossary of terms

Beach nourishment means the replenishment of a beach system using imported sediment to balance erosion losses or to re-establish a wider beach and dune system. It does not include the creation of a new beach.

Coastal erosion means the loss of land or the removal of beach or dune sediments by wave action, wind action, tidal currents or water flows or by permanent inundation due to sea level rise.

Coastal processes means the natural processes of the coast, including:

1. sediment transport to and along the coast;
2. wind, waves, tides and currents which transfer energy to the coast and drive sediment transport;
3. fluctuations in the location and form of landforms and the foreshore and associated ecosystems from sediment transport (erosion and land building); and
4. changes in sea level; ecological processes (including growth and spread of native plants); and the natural water cycle (for example coastal wetlands' role in filtration and flood mitigation).

Coastal protection work means any permanent or temporary work undertaken primarily to manage the impacts of **coastal erosion** or **storm tide inundation**. It includes 'soft works' such as **beach nourishment** and 'hard works' such as **erosion control structures and tidal flow barriers**.

Constrained lot means a lot that has a distance between the extended side boundaries of 3m or less at the seaward boundary due to meanders or bends in the waterway or the position of the lot side boundaries. See the DES guideline 'Preparing a water allocation area for tidal works in natural waterways' at: https://www.qld.gov.au/data/assets/pdf_file/0018/107244/preparing-water-allocation-area-tidal-works.pdf.

DA 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.

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

Developed marina or state boat harbour area means areas indicated in the **DA mapping system** as developed marinas or state boat harbours. These are existing facilities that have been developed for the purpose of the safe mooring of vessels.

Developed tidal waterway area means areas indicated in the **DA mapping system** as a developed tidal waterway area. These are natural tidal waterways that have a high number of private marine access structures.

Note: A **developed tidal waterway area** is distinct from a **water allocation area**. However, an area mapped as a **developed tidal waterway area** may include a **water allocation area**.

Erosion control structure means 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.

Extended side boundaries means a notional boundary worked out by extending a side boundary of a lot into tidal water in a continuing straight line.

Marine access purpose means a structure in tidal water used to facilitate vessel access for people between land and a **navigable waterway**. This includes jetties, pontoons and boat ramps but excludes decks and boardwalks.

Navigable waterway means waters with sufficient depth and width to allow safe passage by all vessel sizes and types that frequently use the area. This includes areas seaward of a **quayline** or **navigation corridor** determined by a managing authority.

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 marine development means a work, other than an **erosion control structure**, for a non-commercial purpose attached to private land and extending over abutting tidal water.

Quayline means a boundary set by a managing authority for the waterway that defines how far tidal works, such as pontoons or jetties, may extend into a waterway.

Reclaimed land means land that has been raised above the high-water mark, whether gradually and imperceptibly or otherwise, by carrying out works, including dredging and the depositing of solid material.

Revetment means a structure on the bank of a waterway or shoreline intended to protect land in behind from erosion by waves or the flow of tidal water (an **erosion control structure**). A revetment may include loose rock or boulders (bank armouring) and walls built from concrete, timber, geotextile bags or other materials. Revetment does not include retaining walls above the high-water mark that are primarily for landscaping purposes rather than for protecting land from erosion.

Storm tide inundation means the temporary inundation of land by abnormally high ocean levels caused by cyclones and severe storms.

Water allocation area means the area of a waterway defined in the DES guideline, '[Preparing a water allocation area for tidal works in natural waterways](https://www.qld.gov.au/data/assets/pdf_file/0018/107244/preparing-water-allocation-area-tidal-works.pdf/)' where a waterfront property owner may apply for approval to locate and construct a private marine access structure. See the DES guideline at: https://www.qld.gov.au/data/assets/pdf_file/0018/107244/preparing-water-allocation-area-tidal-works.pdf/.

Attachment 1 – Allowable widths for private marine access structures

