Tidal Works Factsheet

Checklist to assist tidal works applicants

Does your proposal consider and achieve best possible waterways management?

The Gold Coast Waterways Authority (GCWA) recommends that you seek advice before lodging an application for tidal works with the assessment manager (usually the local council).

Generally, the manufacturer or supplier of the boat ramp, pontoon, jetty, rock armouring, or revetment wall etc. can make the tidal works application on your behalf.

To streamline GCWA's assessment process, all applications must provide supporting information to show how the proposed tidal works achieve best possible waterways management.

This includes, but is not limited to, preservation of GCWA's channel network and buoy mooring areas, at least maintaining navigational access, ensuring fairness and equity for neighbouring properties, and consideration to environmental values.

Please provide the following to GCWA by email at mail@gcwa.qld.gov.au:

1. ☐ An electronic application detailing the description of the proposed tidal works. If amending existing works, provide a detailed description of **ALL** alterations.
2. ☐ An application that is appropriately titled (including address and type of works, such as boat ramp, jetty, mooring pile, pontoon and gangway, revetment wall, or rock armour).
3. ☐ A current registered plan of the property/properties showing the designated lot number, together with the owner's name, address, and applicant's contact details.
4. ☐ A site and layout plan (refer to **Attachments A**, **B**, **C** and **D**) showing the following information:
   - A. ☐ Location of the proposed and existing structures on the nominated lot in relation to the real property boundaries and quay line.
   - B. ☐ Nominated scale of the drawing.
   - C. ☐ Drawing and revision number.
   - D. ☐ Dimensions and configuration of the structure.
   - E. ☐ Actual metes and bounds description of the property boundaries, which are expressed as degrees, minutes, and seconds.
   - F. ☐ **For wet berths** (including dry docks), the maximum length and beam of the vessel to be berthed at the site. The vessel must be capable of turning around in front of the property and within the access channel to enter and depart the waterway in a forward direction. The vessel must satisfy a turning capability equal to 1.5 x vessel length overall. The vessel must be drawn on the plan, to scale, and in the berthed position (for example, for a finger pontoon, nose (bow) in).
   - G. ☐ **For dry berths** (for example, vessel storage on top of a pontoon), the maximum length of the vessel to be dry berthed at the site. The vessel length overall must be 1 metre less than the distance from the dry berth access point or rack to the extended side boundary. The dry berthed vessel must also demonstrate a swept vessel path into the dry berth. Small craft <4 metres may show vessel beam plus 1 metre to the extended side boundary when entering and departing from the dry berth. (refer to **Attachment A**).
   - H. ☐ Designated lot and real property numbers and adjacent lot numbers.
   - I. ☐ Extended side boundaries and/or proposed water allocation boundaries. For works in natural waterways, please refer to Department of Environment and Science's guideline *Preparing a water allocation area for tidal works in natural waterways*, which can be found at EPP/2016/2088 Preparing a water allocation area for tidal works - Guideline for coastal development (www.qld.gov.au)

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J. ☐ In the absence of an **approved quay line**[1], the proposed alignment or line of all structures (for example, Cabbage Tree Point foreshore).

K. ☐ **Note**: Pontoons configured parallel to the shoreline, or T-head pontoons, require 1.5 metres minimum clearance between the structure and the extended side boundaries and/or the proposed **water allocation area**[2] side boundary. This clearance also applies to any vessel berthed at the structure up to 15 metres **vessel length overall**[3]. Where the proposed vessel exceeds 15 metres length overall, the combined neighbouring insets of 1.5 metres from the extended side boundary no longer satisfies industry best practice (Australian Standard AS3962-2020 Marina Design) with regard to "space between alongside vessel berths". In these instances, the lot proposing the vessel greater than 15 metres must make up the difference to satisfy the vessel length overall x 0.2 (for example, 17m x 0.2 = 3.4m). In this example, the neighbouring lot generally has an inset of 1.5 metres. Therefore, the applicant's lot must provide an inset of 1.9 metres to demonstrate a minimum space between berthed vessels of 3.4 metres.

L. ☐ **Note**: GCWA cannot accept T-head pontoons for corner, cul-de-sac, narrow allotment applications with less than 8 metres at the quay line; or where the position affects, impedes, or hinders access or equitable use to other waterway users. In such cases, a finger pontoon may be an appropriate solution. GCWA will assess the 1.5 metres clearance buffer for finger pontoon applications on a case-by-case basis. A minimum of 1 metre from the vessel to the extended side boundary is mandatory. Where a finger pontoon is proposed next to an existing T-head pontoon, GCWA will assess the application on a case-by- case basis to ensure it does not compromise navigational access, in terms of equity and functionality.

M. ☐ Scaled and dimensioned side/elevation drawings that accurately shows the structure, vessel, and seabed profile.

N. ☐ The waterfront property boundary must be clearly identified on all plans.

5. ☐ The water allocation area plan (refer to **Attachments A** and **C**) showing the existing structures and water allocation areas of neighbouring properties.

A. ☐ **Note**: Corner or cul-de-sac applications may require a wider area to be shown to enable the assessment of safe and equitable use of the waterway (refer to **Attachment C** and the link below – *Preparing a water allocation area for tidal works - Guideline for coastal development*).

B. ☐ **Note**: To properly inform its assessment, GCWA may require the applicant to source and provide development approvals for existing structures.

- For tidal works approvals **before November 2005**, please see link: Property (Lot on Plan) Searches (des.qld.gov.au)
- For tidal works approvals **after November 2005**, please see link: PD Online | City of Gold Coast

[1] **Approved quay line** – The furthest extent that a marine access structure is permitted to extend into the waterway, measured from the waterfront property boundary.

[2] **Water allocation area (WAA)** – Information on preparing a water allocation area can be found at Department of Environment and Science website: EPP/2016/2088 Preparing a water allocation area for tidal works - Guideline for coastal development (www.qld.gov.au). The City of Gold Coast advises the above information should be used as a guide in artificial waterways to demonstrate compliance with the *Prescribed Tidal Works Code.*

[3] **Vessel length overall (LOA)** – Overall length of the vessel, which includes any bow sprit or bow rail in the foremost part of the vessel, and any davit or duck board or outboard motor at the aftermost part of the vessel. It includes any part of a vessel or thing attached to the vessel that may impede safe and equitable use of the waterways.

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6. ☐ Canal profiles can be obtained from the City of Gold Coast's Development Assessment team. For natural waterways profiles and the ability of the vessel to float without dredging, GCWA will assess these applications on their merits (using depth surveys, aerial imagery etc.).
7. ☐ **Note**: All plans must be certified (signed and dated) by a Registered Professional Engineer of Queensland (RPEQ).
8. ☐ A recent digital aerial image, (refer to **Attachment D**) that clearly identifies the lot, the proposed water allocation areas, and width of the waterway.
9. ☐ **Note**: If the tidal works are for an establishment at which vessels are berthed or moored (such as a marina), the applicant must provide a waste management plan with the application. The *Transport Operations (Marine Pollution) Act 1995* provides that GCWA may direct the owner of a marina to provide reception facilities for oil, sewage, and garbage. GCWA mentions this provision to applicants so they can avoid potentially expensive retrofit works for reception facilities. Therefore, as a minimum, the waste management plan must provide details of the address and location for the tidal works with proposed oil, sewage, and garbage reception and disposal practices, appropriate to the size or type of marina. For those marinas with six (6) or more berths, common user facilities for reception and disposal of vessel-sourced pollutants (including oil, sewage, and garbage) must be included at a suitable location at the marina. GCWA can provide further information on request.
10. ☐ **Note**: If amending a drawing or approval, all amendments must include a written explanation of **ALL** proposed changes. These changes must be supported by the original revised drawing showing any changes and a list of the replacement amended drawings and their revised plan number(s).

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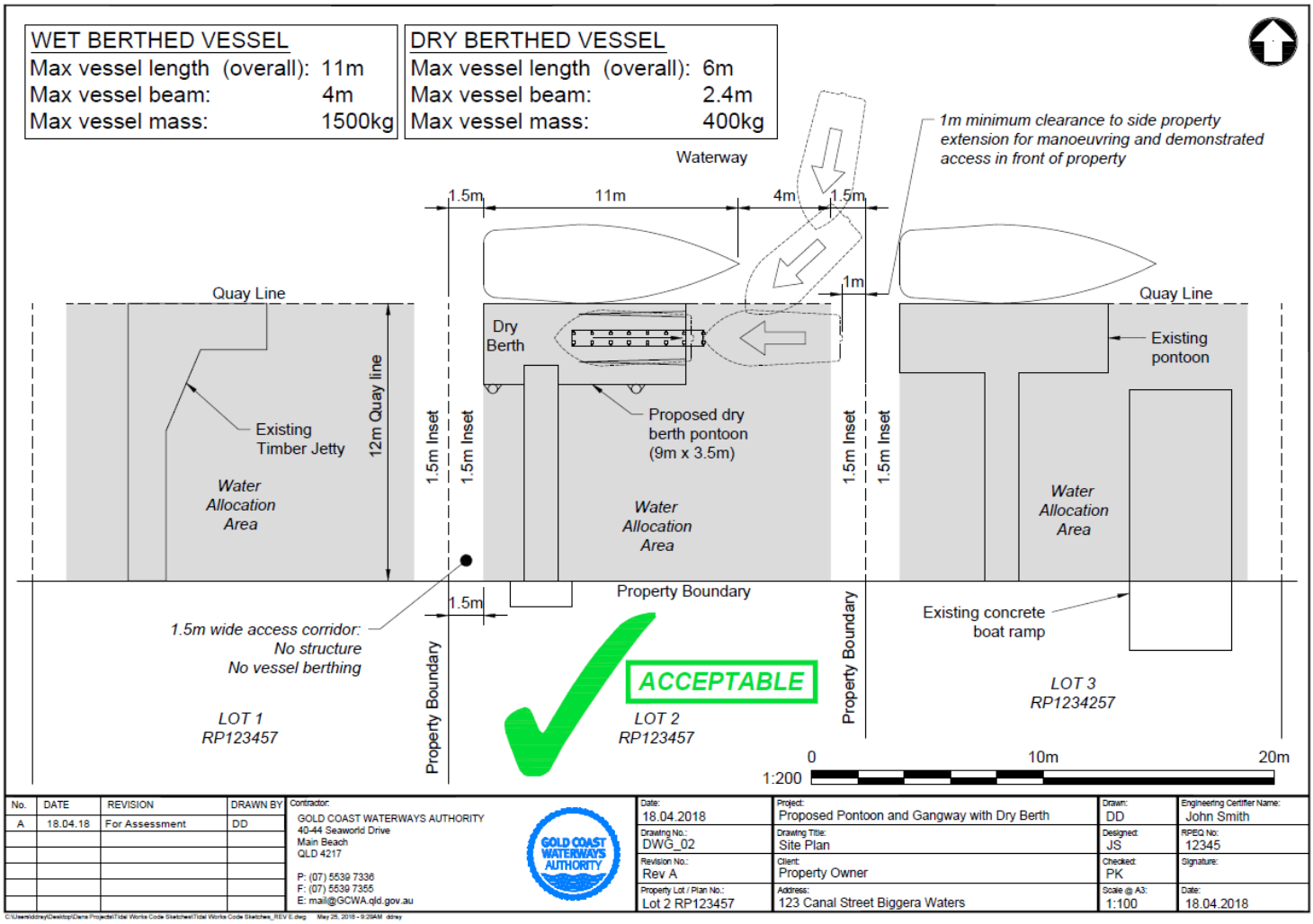
Attachment A – Example of site layout plan and water allocation area plan



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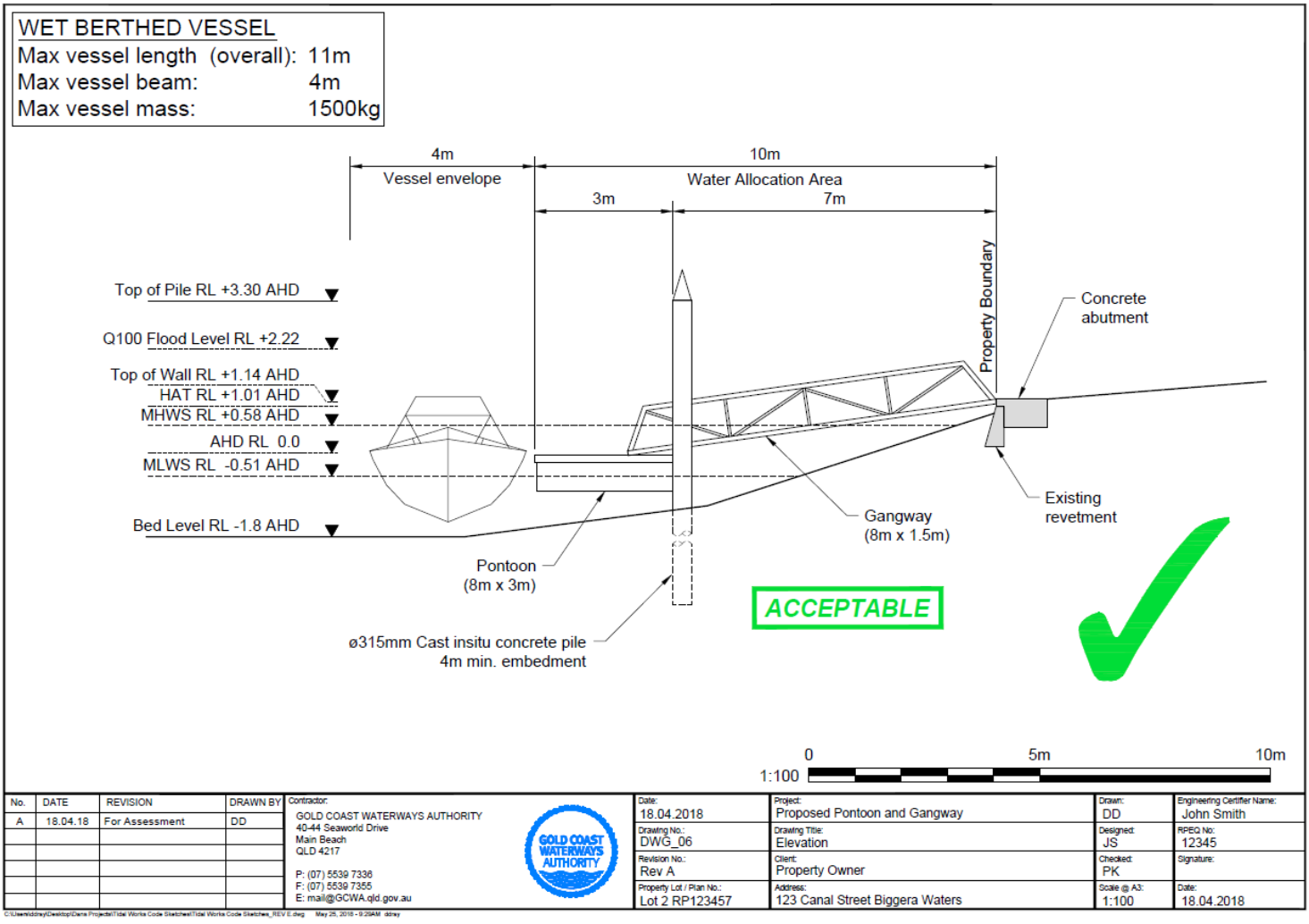
Tidal works application

Attachment B – Example of elevation drawing showing vessel in berthing position



Note: Dimension of the vessel's underkeel clearance to the seabed should be shown on the drawing *(not shown in this drawing)*.

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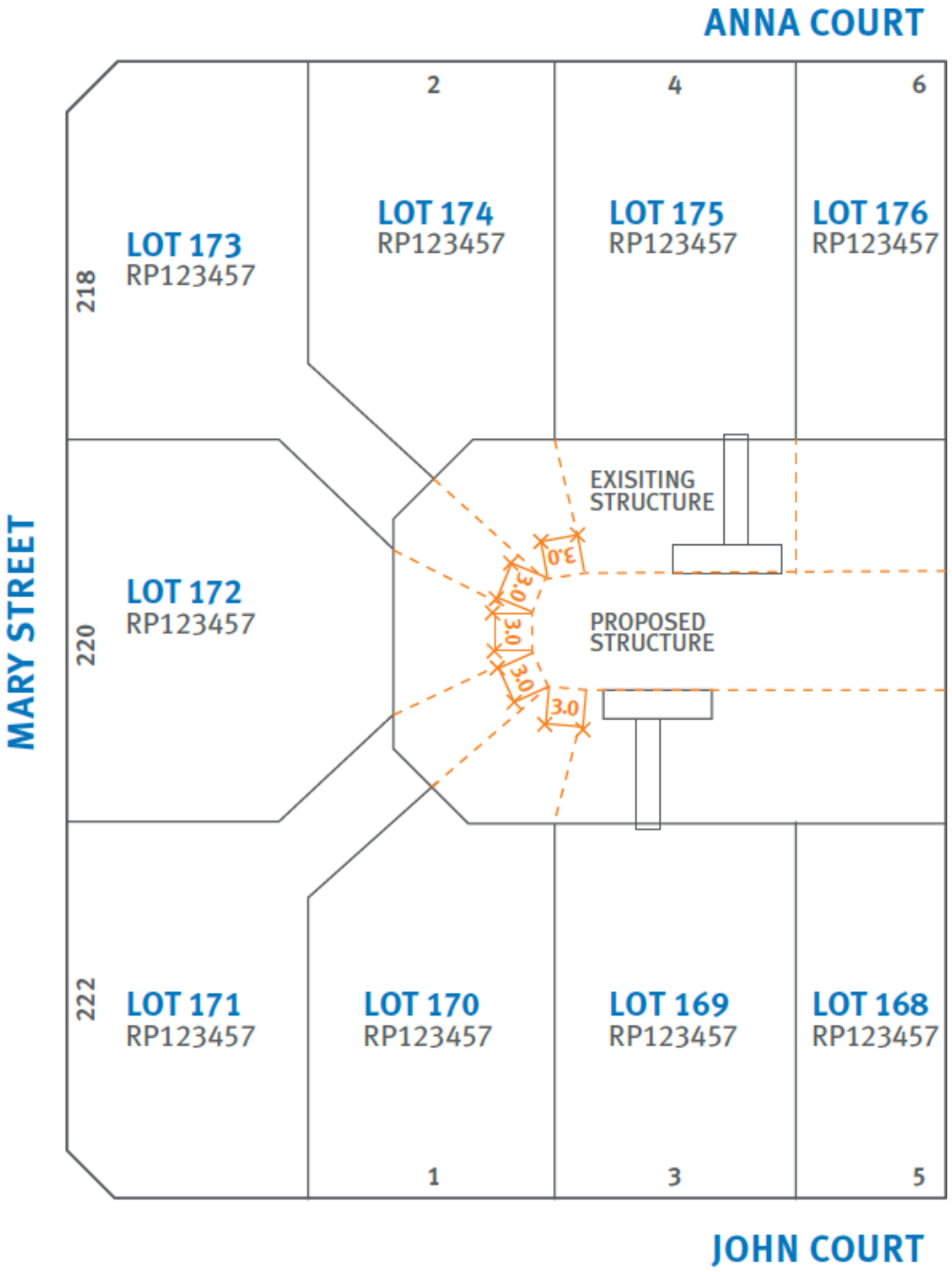
Tidal works application

Attachment C – Example of water allocation area plan for cul-de-sac canal (using Department of Environment and Science guideline to establish equitable water allocation area)



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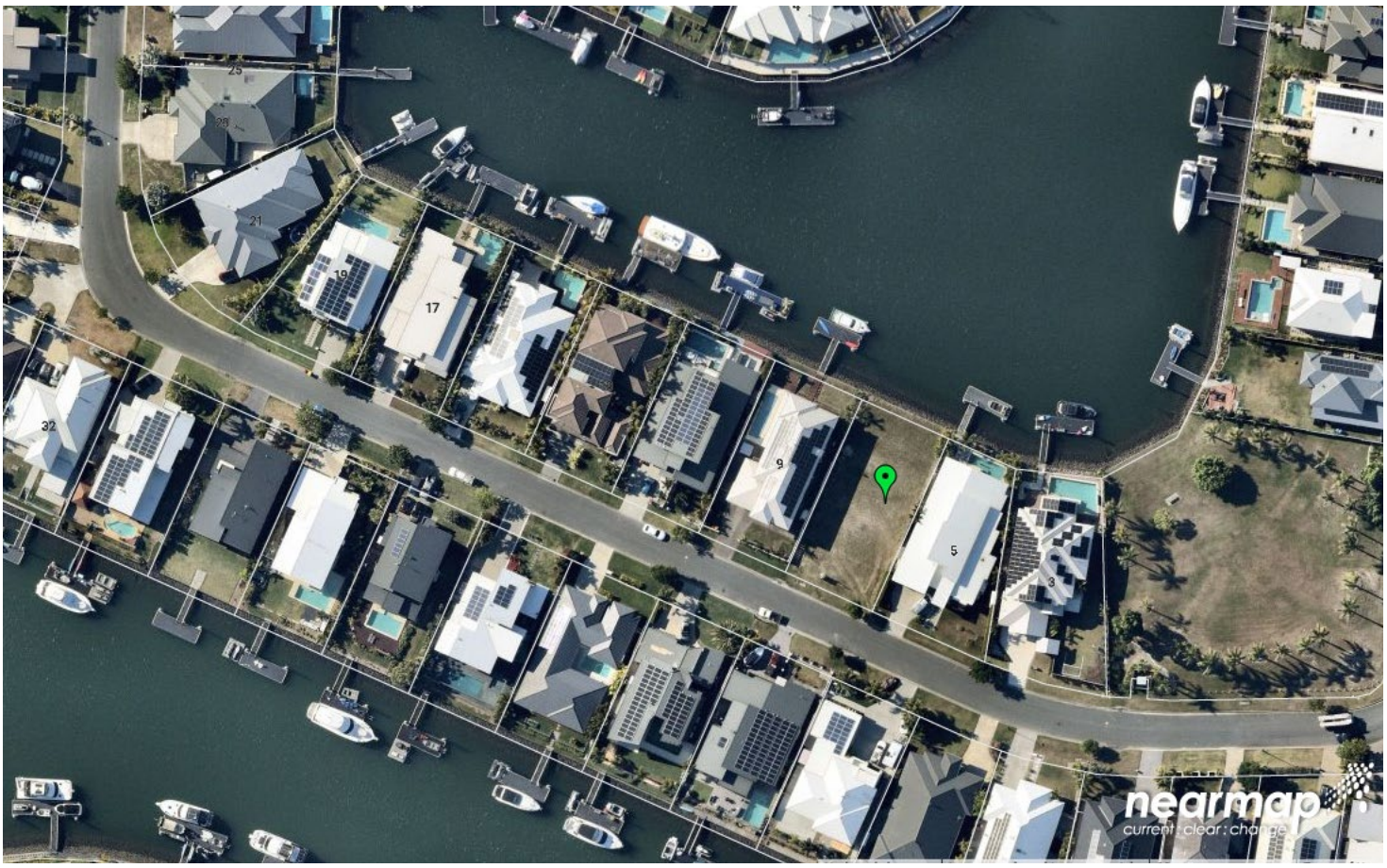
Tidal works application

Attachment D – Example of aerial photograph identifying particular lot



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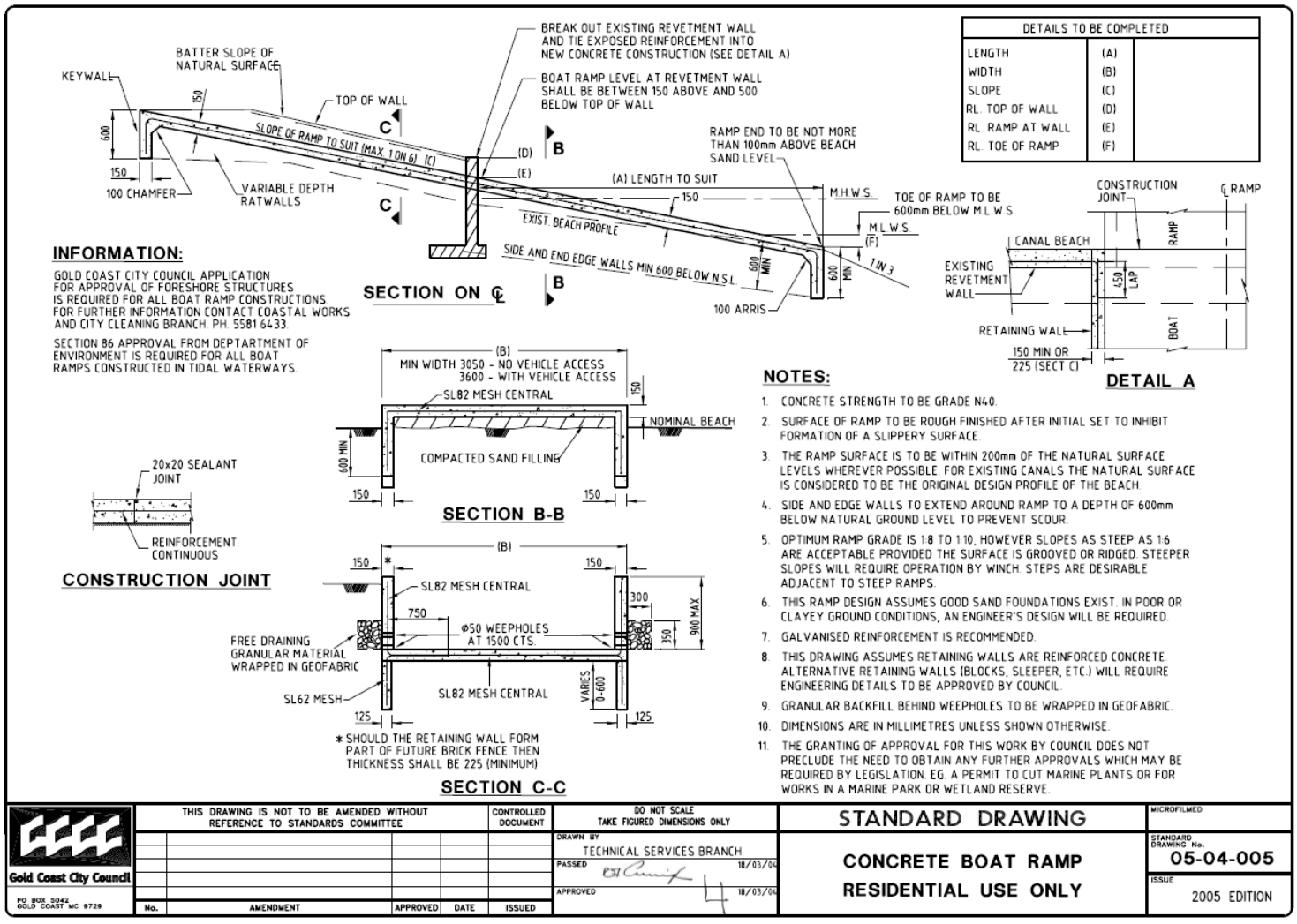
Does your proposal consider and achieve best possible waterways management?

Other information – tidal works application – example for boat ramp application

A template plan for applicants to complete can be found on City of Gold Coast's website by following this link:

https://www.goldcoast.qld.gov.au/gcplanningscheme_policies/attachments/policies/policy11/beaches/05_04_005_concrete_boat_ramp_residential_use_only.pdf



A site layout plan showing the location of the boat ramp works on the lot's waterfrontage within the water allocation area should accompany this plan.