

State Planning Policy—state interest guideline

# Coastal environment

April 2016



# Preface

## Using this state interest guideline

The Queensland Government established the State Planning Policy (SPP) to define the specific matters of state interest in land use planning and development. To support the implementation of the SPP, each state interest in the SPP is supported by a state interest guideline such as this one.

This state interest guideline must be read in conjunction with the SPP.

The SPP does not prioritise one state interest over another and thus provides flexibility for local governments to respond to specific regional and local contexts. This allows for the state interests to be considered as an entirety rather than as individual competing or conflicting priorities.

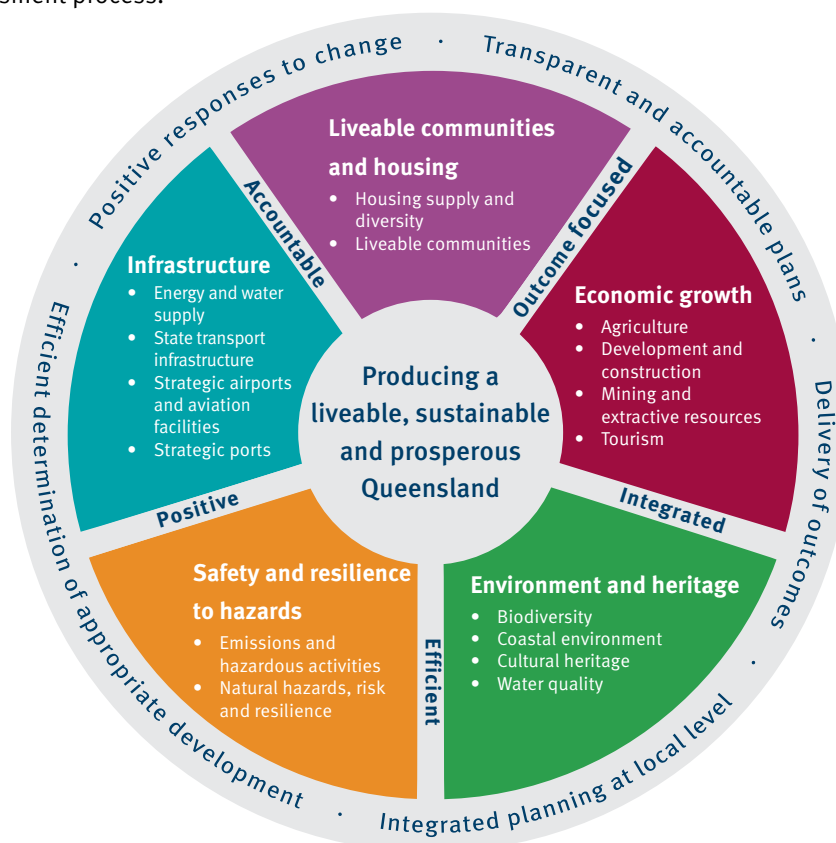
The SPP guiding principles carry equal weight with the state interests and must be considered by local government as part of the integration of state interests as an entirety rather than as individual policies. This supports decision making which integrates and balances the economic, environmental and social needs of current and future generations, promotes innovative approaches to design and development where consistent with the strategic intent of a planning scheme and enables flexible and performance-based decisions as part of the assessment process.

Where text in this guideline is in a coloured text box, it is an excerpt from the SPP and is the state’s policy about a matter of state interest.

In relation to making or amending a planning scheme, the SPP quoted text defines what a local government **should** do in preparing or amending a planning scheme (ie. the state prefers this policy but will consider alternative approaches based on specific local context or issues).

Where interim development assessment requirements apply for a state interest (because the relevant planning scheme has not yet integrated the state interest or an amendment to the SPP has occurred subsequent to the scheme), the SPP quoted text defines requirements that must be applied in the assessment of applicable development applications.

Content within this state interest guideline that is not an excerpt from the SPP provides further context and explains **how** the SPP policies can be applied. It does not introduce or define any new policies which do not exist in the SPP itself. **The use of such guidance material is optional**—it does not form a statutory component of the SPP and hence is not a mandatory requirement of the state.



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# PART A: Background and core concepts

## State interest—coastal environment

*The coastal environment is protected and enhanced, while supporting opportunities for coastal-dependent development, compatible urban form, and safe public access along the coast.*

### Background

Queensland's coast, including offshore islands, is highly valuable and is essential for a wide range of environmental, social/lifestyle and economic reasons. Coastal land is a scarce resource and governments must carefully manage the development of the coast to protect its environmental, social and economic resources for present and future generations.

Where land on the coast is suitable for development, opportunities for coastal-dependant development (such as ports) which require access to the coast for their function should be prioritised. Residential and tourism-orientated uses on the coast are also important and offer lifestyle, liveability and employment attributes. Development in coastal areas should promote an urban form which is designed and managed in a way which protects the functioning of coastal processes and resources, maintains or enhances the amenity of natural coastal landscapes and maintains accessibility to the coast for the general public.

### Core concepts

Coastal planning uses many concepts, paradigms and terms, all of which have a recognised definition in science and many of which also have a legal definition established by federal and state legislation.

The following are some important concepts used in the state interest—coastal environment. Other terminology used in the coastal management policies of the State Planning Policy (SPP) are explained in Part E: Supporting information. In addition, the Coastal Management Plan, from the Department of Environment and Heritage Protection (EHP), available at [www.ehp.qld.gov.au/coastalplan/pdf/coastal-management-plan.pdf](http://www.ehp.qld.gov.au/coastalplan/pdf/coastal-management-plan.pdf) provides an introduction to the background and concepts important in coastal planning.

### Coastal landforms

Coastal landforms are the physical features of the earth's surface on the coastline of Queensland such as beaches, coastal dunes, coastal plains, river mouths, river banks and cliffs.

### Coastal processes

Coastal processes are the natural processes of the coast including:

- sediment transport to and along the coast,
- fluctuations in the location and form of the foreshore, beach, dunes and associated ecosystems,
- waves, tides and tidal currents, and
- changes in sea-level and coastal hazards (e.g. storm tide), ecological processes (e.g. migration of plant and animal species) and the natural water cycle (e.g. coastal wetlands' role in filtration and flood mitigation).

Coastal processes constantly move and shape the coast and are primarily driven by wind, waves and tides moving sediment to and along the coast. The disruption of sediment transport processes such as halting sand flows due to constructing works or extracting material risks triggering erosion at adjacent sites. The consequence of this is loss of recreational beaches and coastal amenity, erosion threats to development requiring costly protection, remediation works and economic loss through its effect on tourism. Sediment transport also has ecological elements, being sand stabilising and dune building role of coastal vegetation. Coastal dune systems are significant environmental infrastructure as they provide the first line of storm protection and buffering, water filtering and habitat to support biodiversity. Areas subject to coastal processes and which can be expected to be vulnerable to coastal erosion in the long term are declared as erosion prone areas under the *Coastal Protection and Management Act 1995*.

## Coastal resources

Coastal resources are the natural and cultural resources of the coastal zone. Coastal resources include natural and physical features and landforms, vegetation, wildlife, quarry material, soil, water and places and objects that have anthropological, archaeological, historical, scientific, spiritual, visual or sociological significance or value, including such significance or value under Aboriginal tradition or Island custom.

## Compatible urban form

A compatible urban form in the coastal zone is one which the broad scale siting of urban development avoids or minimises impacts on natural coastal features, amenity, resources and values. While what is compatible will depend greatly on the local and regional context, it can be achieved by:

- consolidating coastal settlements and avoiding linear development along the coast;
- avoiding development of areas that present an unacceptable risk from coastal hazards;
- maintaining and enhancing scenic amenity of coastal landscapes;
- facilitating coastal-dependant development in areas adjoining the foreshore; and
- ensuring urban form maintains or enhances ecological connectivity and protects water quality.

## Coastal-dependant development

Coastal-dependent development is development that requires land adjoining the foreshore and access to tidal water to function. Land use decisions are critical to ensure that suitable areas on the coast are available for coastal-dependent activities. Planning schemes should ensure the establishment of new or expanded coastal-dependent development such as ports, harbours and associated facilities is supported and that non-coastal dependant development does not exclude the development of those uses which require a coastal location or access.

# PART B: Integrating the state interest into planning schemes

## Policy 1

*(1) Facilitating the protection of coastal processes and coastal resources.*

Key areas of coastal processes include areas declared as erosion prone areas and storm tide inundation areas. Mapping of these areas is available on the Department of Infrastructure, Local Government and Planning's (DILGP) SPP Interactive Mapping System.

- 1.2 Ensure development is designed and located to avoid requiring coastal protection works.
- 1.3 Include provisions that ensure coastal-dependant development is undertaken in a manner which avoids, or where this is not possible, minimises adverse impacts on coastal processes and resources.

### How to appropriately integrate the policy

- 1.1 Within the strategic framework, include requirements that protect coastal processes, resources and physical characteristics such as dune systems, mangroves and wetlands. Include measures that requires development to maintain or enhance coastal processes and resources. Development should be set back from erosion prone areas and storm tide inundation areas, or if required to be located in these areas, undertaken in a way that minimises disruption, especially the natural movement of sand or destruction of native dune vegetation.

#### **REFER TO: PART E: Supporting information**

- 1. References, industry guidelines and technical resources.

## Policy 2

*(2) Maintaining or enhancing the scenic amenity of important natural coastal landscapes, views and vistas.*

### How to appropriately integrate the policy

- 2.1 Include provisions in the strategic framework requiring the protection or maintenance of scenic amenity in coastal areas. Describe and/or identify regionally significant and locally important coastal landscape features and areas of high scenic value including viewpoints such as lookouts, break-walls and other structures and include specific outcomes and land use strategies to ensure the protection of these values. Include code or overlay provisions to apply to areas of high scenic amenity and currently undeveloped coastal areas.
- 2.2 Where the existing scenic amenity values of the coast draw heavily on a predominantly natural and undeveloped landscape character, new development should be undertaken in a manner which maintains or enhances the dominance of this character. Such development can be located and designed to minimise significant losses of natural character when viewed from the foreshore or from popular and significant viewpoints.
- 2.3 This is particularly important for coastal landscapes that are vulnerable to visual impacts due to their:
  - prominence (such as headlands);
  - unique natural values (such as world heritage properties); or
  - popularity (such as the view from a popular lookout or destination).
- 2.3 Include requirements for development to employ methods to maintain and/or improve scenic amenity of important natural coastal landscapes, views and vistas. This could include locating structures so they are partly or fully hidden from important viewing locations, and providing or restoring vegetated buffers between development and coastal waters.

## Policy 3

*(3) Facilitating consolidation of coastal settlements by:*

- a) concentrating future development in existing urban areas through infill and redevelopment, and*
- b) conserving the natural state of coastal areas outside existing urban areas.*

### How to appropriately integrate the policy

- 3.1 Favour consolidation of urban development through promoting infill and redevelopment of existing urban areas, and by minimising the extent of new urban development. Consolidation of existing settlements should be supported through local government infrastructure plans.
- 3.2 Linear or 'ribbon' settlement patterns that result in a relatively narrow strip of urban development stretching along the coastline, can have significant adverse impacts on coastal resources and detract from the natural state of the coastline and should be avoided through the identification of non-urban areas in the planning scheme.
- 3.3 Both redevelopment of existing urban areas and new greenfield development should promote an urban form which is compatible with the natural coastal processes, resources, amenity and values of the coast. This may be achieved through a compact and nodal settlement pattern that avoids adverse impacts on coastal resources and coastal processes. Such development avoids increased exposure of coastal communities to coastal hazards and supports conservation of the coastal environment. However, in certain local circumstances, an alternative pattern of urban form may be acceptable having regard to factors such as physical constraints or the efficient provision of infrastructure.

## Policy 4

*(4) Facilitating coastal-dependent development in areas adjoining the foreshore in preference to other types of development, where there is competition for available land on the coast.*

### How to appropriately integrate the policy

- 4.1 Ensure outcomes facilitate coastal-dependent development within the strategic framework. This may include strategic framework maps that identify areas which are intended to be developed as coastal-dependant development.
- 4.2 Appropriately zone land adjacent to tidal waters for coastal-dependent development (in preference to other uses) and identify and limit any incompatible uses that may inhibit the functioning of the coastal-dependent development in these areas.



## Policy 5

*(5) Maintaining or enhancing opportunities for public access and use of the foreshore in a way that protects public safety and coastal resources.*

Access to coastal waters and the foreshore is a highly desirable commodity for local communities and visitors. Access can provide significant economic benefits to the community, as well as allowing for recreational uses (e.g. recreational fishing). It is also important for Indigenous people to be able to conduct cultural activities and practices.

### How to appropriately integrate the policy

- 5.1 Within the strategic framework require that development is to maintain or enhance public access to and along the coast.
- 5.2 Include land within public open space or similar zones where adjacent to tidal waters. Public access should be carefully considered in the siting of future roads, major transport nodes, car parking facilities, public boat ramps and jetties, and public footpaths and cycle ways.
- 5.3 Include provisions which require development on the coast to enhance opportunities for public access to develop an improved interface between the built and natural environments.
- 5.4 While generally a planning scheme should not result in a loss of access to the coast, in some cases restricting public access may be acceptable for coastal-dependent development due to operational reasons such as ensuring public safety or the safety of employees (e.g. a working ship yard, slipway or a commercial marina). There may also be security reasons that justify public access restrictions (e.g. within a port). In these cases, changes to existing public access arrangements, access points or facilities may be acceptable.

## Policy 6

*(6) Including the SPP code: Ship-sourced pollutants reception facilities in marinas (Appendix 2) or similar development assessment requirements.*

The SPP code: Ship-sourced pollutants reception facilities in marinas (Appendix 2) has been developed to assist in managing and preventing marine pollution associated with marina development.

Private marine development can adversely impact on tidal water and the foreshore, particularly with respect to scenic values, physical coastal processes and landforms. While individual private marine access structures are unlikely to compromise coastal functions and values in isolation, such structures where provided 'en masse' can adversely impact coastal resources and coastal processes.

### How to appropriately integrate the policy

A local government may choose to incorporate the SPP code: Ship-sourced pollutants reception facilities in marinas in its entirety when making or amending a planning scheme or adopt similar development assessment requirements.

If a local government chooses not to incorporate the SPP code: Ship-sourced pollutants reception facilities in marinas in the planning scheme, alternative development assessment requirements will need to align with the purpose of the code which is to ensure all marina developments with six or more berths facilitate the installation, maintenance and availability of reception facilities for ship-sourced pollutants to prevent marine pollution.

**REFER TO: the SPP code: Ship-sourced pollutants reception facilities in marinas** in Appendix 2 of the SPP.

# PART C: Application of interim development assessment requirements

This component of the SPP is used in the assessment of development applications when a local government planning scheme does not appropriately reflect the state interest—coastal environment.

Note that certain types of development within the coastal zone require referral to the State Assessment and Referral Agency (SARA) as either assessment manager or concurrence agency. Refer to the EHP guideline Assessable coastal development at [www.ehp.qld.gov.au/coastal/development/pdf/assessable-dev-under-coastal-act-em2066.pdf](http://www.ehp.qld.gov.au/coastal/development/pdf/assessable-dev-under-coastal-act-em2066.pdf) for further advice on which types of coastal development require state approvals.

## Development assessment requirement 1

- (1) Development avoids or minimises adverse impacts on:*
- (a) coastal processes and coastal resources, and*
  - (b) scenic amenity of important natural coastal landscapes, views and vistas.*

### How a development application may demonstrate compliance with the assessment requirement

- (a) Development (other than coastal-dependant development) does not occur on or within areas close to coastal processes and coastal resources. Where this is not practicable, development within a coastal management district includes measures that avoid or minimise any detrimental effects toward and experienced by the coastal environment.
- (b) Development maximises opportunities to maintain, and where possible, enhance natural scenic amenity values, particularly areas of high scenic preference. This can be achieved through the maintenance and restoration of vegetated buffers between development and coastal waters where practicable (e.g. setback and screen with vegetation).
- (c) In order to demonstrate if there will be any change in the scenic amenity a proponent may undertake a visual impact study to calculate the scenic preference rating of an area for both pre- and post-development<sup>1</sup>.

1. EHP maintains information that outlines a common method and assessment criteria for assessing scenic amenity, and describes acceptable solutions for maintaining and managing scenic amenity areas, view corridors and viewpoints. [www.ehp.qld.gov.au/coastal/development/scenic\\_amenity](http://www.ehp.qld.gov.au/coastal/development/scenic_amenity)

## Development assessment requirement 2

- (2) Development maintains or enhances general public access to, or along, the foreshore unless this is contrary to the protection of coastal resources or public safety.*

### How a development application may demonstrate compliance with the assessment requirement

New development should maintain or enhance public access to, or along the foreshore unless the development is of a type where operational requirements justifiably restrict access due to public safety issues or for the maintenance of coastal landforms and coastal habitat.

## Development assessment requirement 3

- (3) Development avoids private marine development attaching to, or extending across, non-tidal state coastal land abutting tidal waters.*

### How a development application may demonstrate compliance with the assessment requirement

Private marine development attaching to or extending across non-tidal state coastal land is not supported. These works may interfere with public access or use of state land and local government should not approve such development. Private marine development for access to tidal water is to be located only where private land directly abuts tidal water.

## Development assessment requirement 4

- (4) Development that is private marine development occurs only where the development:*
- (a) is located on private land abutting state tidal land and is used for property access purposes*
  - (b) occupies the minimum area reasonably required for its designed purpose, and*
  - (c) does not require the construction of coastal protection works, shoreline or riverbank hardening or dredging for marine access.*

### How a development application may demonstrate compliance with the assessment requirement

- (a) Private marine development protects scenic values, coastal processes and resources.
- (b) Development is for marine access purposes and avoids the inclusion of any ancillary recreational facilities such as boardwalks or decks.
- (c) Development maintains existing landforms with minimal need for erosion control structures or revetment works such as seawalls or shoreline and riverbank hardening.
- (d) Private marine development located in a local government tidal area should comply with the prescribed tidal work code in the Coastal Protection and Management Regulation 2003 (Schedule 4A)<sup>2</sup>.
- (e) Under section 124 of the *Coastal Protection and Management Act 1995*, the owner/occupier is obligated to maintain the structure in a safe condition. This will assist in ensuring such structures do not negatively impact on tidal water and the foreshore, for example, by becoming damaged due to poor maintenance and creating navigational hazards or impacting on scenic amenity.

**REFER TO: PART E: Supporting information**  
1. References, industry guidelines and technical resources.

2. Excluding 'excluded work' as outlined in the *Sustainable Planning Regulation 2009* (SPR).

## Development assessment requirement 5

- (5) Development of canals, dry land marinas and artificial waterways:*
- (a) avoids adverse impacts on coastal resources, and*
  - (b) will not contribute to:*
    - i. degradation of water quality, or*
    - ii. an increase in the risk of flooding, or*
    - iii. degradation or loss of matters of state environmental significance, or*
    - iv. any adverse change to the tidal prism volume of the natural waterway to which the development is connected.*

The construction of canals, dry land marinas and artificial waterways either individually or incrementally, can potentially have significant adverse environmental impacts including:

- high sedimentation rates and ongoing dredging to ensure boat accessibility and maintain water quality;
- external sites required for disposing of dredged material;
- reduced water quality through increased concentration of nutrients and a reduction in dissolved oxygen;
- a reduction in the area or extent of matters of state environmental significance;
- increased tidal prism and therefore the volume of water flowing in and out of the natural waterway causing or increasing bank erosion and increased sediment transport into or out of the waterway; and
- reduced flood storage capacity if the tidal prism is reduced, potentially increasing flood levels and flow velocities over water and land.

### How a development application may demonstrate compliance with the assessment requirement

To ensure the policy outcome is achieved, canals, dry land marinas and artificial waterways are to be located, designed, constructed and operated so as to:

- not degrade the water quality;
- not increase the risk of flooding;

- avoid, mitigate and/or offset (where applicable) impacts on matters of state environmental significance<sup>3</sup> (including, but not limited to, coastal wetland, fish habitat areas and migratory species habitat); and
- not adversely change the tidal prism volume of the natural waterway to which the development is connected. Alternatively, to avoid adversely changing the tidal prism volume, development could be separated from tidal water by a lock and weir system.

### Development assessment requirement 6

- (6) Development does not involve reclamation of tidal land other than for the purposes of:*
- (a) coastal-dependent development, public marine development or community infrastructure, where there is no feasible alternative, or*
  - (b) strategic ports, boat harbours or strategic airports and aviation facilities in accordance with a statutory land use plan, or*
  - (c) coastal protection work or work necessary to protect coastal resources or coastal processes.*

Reclamation can result in the loss of intertidal and tidal coastal landforms and ecosystems and change coastal processes to the extent that coastal erosion occurs beyond the development site. Because of the potential significant environmental impacts that can result from reclamation, it may only occur to support specific development activities as listed in the requirement.

#### How a development application may demonstrate compliance with the assessment requirement

To demonstrate compliance with this interim development assessment requirement, the applicant must be able to demonstrate that the development is for a purpose listed under items 6 (a) to (c) of the SPP interim development assessment requirements for coastal environment.

In addition to the above, assessment of the tidal work involving reclaiming land under tidal water is assessable development under the SPR, schedule 3, part 1, table 4, item 5(a). DILGP is the assessment manager for the development application,

and the proposal for reclamation work is assessed against the State Development Assessment Provisions (SDAP) (Module 10—Coastal protection). EHP is a technical agency and may provide advice to DILGP when it is assessing tidal works or development in a coastal management district.

### Development assessment requirement 7

- (7) Development provides facilities for the handling and disposal of ship-sourced pollutants in accordance with the SPP code: Ship-sourced pollutants reception facilities in marinas if the development:*
- (a) is for a marina, with six or more berths, located outside of strategic port land, core port land or state development areas, or*
  - (b) involves individual dwellings with a structure that contains six or more berths emanating from common property, such as in a body corporate arrangement.*

#### How a development application may demonstrate compliance with the assessment requirement

In complying with the SPP code: Ship-sourced pollutants reception facilities in marinas, applicable marina development facilities will need to ensure that the development includes the installation, maintenance and availability of ship-sourced pollutants reception facilities to prevent marine pollution, unless it is located within:

- strategic port land;
- core port land; or
- state development areas.

**REFER TO: the SPP code: Ship-sourced pollutants reception facilities in marinas** in Appendix 2 of the SPP.

3. Matters of state environmental significance (MSES) are defined in the SPP. Mapping of MSES is available on the SPP Interactive Mapping System.

# PART D: Model code provisions

Example model code provisions for the coastal environment guidance material have been prepared below that may be adapted by a local government when making or amending a planning scheme. Where a local government seeks to adopt model code provisions, it should ensure the provision's suitability to local circumstances prior to adoption. It is not intended that a local government would use all of these model provisions verbatim, as local context and tailoring is an essential part of adopting the SPP.

## 1. Strategic framework

### Strategic outcome

Facilitate the protection of coastal processes and coastal resources.

#### Specific outcomes

- Areas critical to the maintenance of coastal processes and the long-term stability and functioning of the coast are protected.
- Development is located outside areas subject to coastal processes or otherwise does not interfere with or maintains coastal processes as close as possible to their natural state.
- Development is designed and located to avoid requiring coastal protection works wherever possible (including erosion control structures).
- Development does not alter or otherwise minimises impacts on the physical characteristics of dune systems including dune crest height and sand volume.
- Development maintains existing natural environmental features such as mangroves and wetlands to the greatest extent practicable.
- New coastal-dependent land uses outside of existing coastal townships are to avoid, or where this is not possible, minimise adverse impacts on coastal processes and resources and their values.
- Development of canals, dry land marinas and artificial waterways avoids or minimises adverse impacts on coastal resources and their values.

### Strategic outcome

Maintain or enhance the scenic amenity of important natural coastal landscapes, views and vistas.

#### Specific outcomes

- Development protects identified world heritage listed, regionally significant and locally important natural coastal landscapes, views and vistas.
- Maintenance and restoration of vegetated buffer zones between development and coastal waters is promoted.

### Strategic outcome

Facilitate consolidation of coastal settlements by concentrating future development in existing urban areas through infill and redevelopment.

#### Specific outcomes

- Development is consolidated through infill and redevelopment and avoids establishment of a linear or 'ribbon' urban form along the coast into currently undeveloped areas.
- The expansion of the development footprint in the coastal environment is minimised. Where coastal urban expansion occurs it is undertaken in a manner which is compatible with the natural features, resources, amenity and values of the coast.
- Development is to be situated outside of, or not impact on, matters of state environmental significance.
- Development maintains or enhances coastal ecosystems and natural features such as mangroves and coastal wetlands, between development and tidal waters.

## Strategic outcome

Facilitate coastal-dependent development in areas adjoining the foreshore in preference to other types of development, where there is competition for available land on the coast.

### Specific outcomes

- Coastal-dependent development has preference over other development for either adjoining the foreshore or in close proximity to tidal waters.

## Strategic outcome

Maintain or enhance opportunities for public access and use of the foreshore in a way that protects public safety and coastal resources.

### Specific outcomes

- Development is to maintain access to and along the foreshore for general public access.
- Development adjacent to state coastal land or tidal water is located, designed and operated to:
  - a) maintain existing public use and access to, and along, the foreshore;
  - b) minimise any loss of public use and access to, and along, the foreshore; and
  - c) offset any loss of public use and access to, and along, the foreshore by providing for enhanced alternative access in the general location.
- Development that restricts public use and access to the coast may occur if it is demonstrated that restrictions are necessary for:
  - a) the safe or secure operation of development; or
  - b) the maintenance of coastal resources.
- Development is to avoid private marine development attaching to, or extending across, non-tidal state coastal land.
- Residential, tourist and retail development that is not coastal-dependent is separated from tidal water by public areas or public access facilities.

## 2. Example development assessment code provisions

The acceptable outcomes outlined in this code are example only. Local governments are encouraged to adopt alternative, locally appropriate provisions in their planning scheme.

### Purpose

The purpose of this code is to appropriately manage the impacts of development on the coast. The purpose of the code will be achieved through the following overall outcomes:

- adverse impacts on coastal processes and resources are avoided or minimised;
- impacts on scenic amenity are avoided or minimised;
- general public access to the foreshore is maintained or enhanced; and
- private marine development attaching to, or extending across, non-tidal state coastal land abutting tidal waters is avoided.

### Assessment criteria

Criteria for assessable development—example development assessment code provisions

Performance outcomes	Acceptable outcomes
<b>Coastal processes and coastal resources</b>	
<p><b>PO1</b> Natural processes and the protective function of landforms and vegetation are maintained.</p>	<p><b>AO1.1</b> Development:</p> <ol style="list-style-type: none"> <li>a) maintains vegetation on coastal landforms where its removal or damage may:                             <ol style="list-style-type: none"> <li>i) destabilise the area and increase the potential for coastal erosion; or</li> <li>ii) interrupt natural sediment trapping processes or dune or land building processes.</li> </ol> </li> <li>b) maintains sediment volumes of dunes and near-shore coastal landforms, or where a reduction in sediment volumes cannot be avoided, increased risks to development from coastal erosion are mitigated by location, design, construction and operating standards.</li> <li>c) minimises the need for erosion control structures or riverbank hardening through location, design and construction standards.</li> <li>d) maintains physical coastal processes outside the development footprint for the development, including longshore transport of sediment along the coast.</li> <li>e) reduces the risk of shoreline erosion for areas adjacent to the development footprint unless the development is an erosion control structure; and</li> <li>f) reduces the risk of shoreline erosion for areas adjacent to the development footprint to the maximum extent feasible in the case of erosion control structures.</li> </ol> <p><b>AO1.2</b> Where development proposes the construction of an erosion control structure:</p> <ol style="list-style-type: none"> <li>a) it is demonstrated that it is the only feasible option for protecting permanent structures from coastal erosion; and</li> <li>b) those permanent structures cannot be abandoned or relocated in the event of coastal erosion occurring.</li> </ol> <p><b>AO1.3</b> Development involving reclamation:</p> <ol style="list-style-type: none"> <li>a) does not alter, or otherwise minimises impacts on, the physical characteristics of a waterway or the seabed near the reclamation, including flow regimes, hydrodynamic forces, tidal water and riverbank stability;</li> <li>b) is located outside the active sediment transport area, or otherwise maintains sediment transport processes as close as possible to their natural state; and</li> <li>c) ensures activities associated with the operation of the development maintain the structure and condition of vegetation communities and avoid wind and water run-off erosion.</li> </ol> <p><b>Editor's note:</b> Development involving coastal protection work and reclamation is typically referred to SARA—refer to the SDAP.</p>



Performance outcomes	Acceptable outcomes
<p><b>PO2</b> Development avoids or minimises adverse impacts on coastal resources and their values to the maximum extent reasonable.</p>	<p><b>AO2.1</b> Coastal protection work that is in the form of beach nourishment uses methods of placement suitable for the location that do not interfere with the long-term use of the locality, or natural values within or neighbouring the proposed placement site.</p> <p>AND</p> <p><b>AO2.2</b> Marine development is located and designed to expand on or redevelop existing marine infrastructure unless it is demonstrated that it is not practicable to collocate the development with existing marine infrastructure.</p> <p>AND</p> <p><b>AO2.3</b> Measures are incorporated as part of siting and design of the development to maintain or enhance water quality to achieve the environmental values and water quality objectives outlined in the Environmental Protection (Water) Policy 2009.</p> <p>AND</p> <p><b>AO2.4</b> Development avoids the disturbance of acid sulfate soils, or where it is demonstrated that this is not possible, the disturbance of acid sulfate soils is carefully managed to minimise and mitigate the adverse effects of the disturbance on coastal resources.</p> <p>AND</p> <p><b>AO2.5</b> Design and siting of development protects and retains identified ecological values and underlying ecosystem processes within the development site to the greatest extent practicable.</p>
Scenic amenity	
<p><b>PO3</b> The dominance of the natural character of landscapes, views and vistas on the coast is to be maintained or enhanced from the foreshore or significant viewpoints, unless the development is within ports or airports.</p>	<p><b>AO3.1</b> New urban development on the coast is to be located, scaled and designed to ensure any changes to the scenic preferences, as determined through a scenic preference rating, fall within acceptable levels.</p> <p><i>Editor's note: A method to calculate the scenic preference rating of an area, for both pre- and post-development, is available at <a href="http://www.ehp.qld.gov.au/coastal/development/scenic_amenity">www.ehp.qld.gov.au/coastal/development/scenic_amenity</a>. Alternative approaches to this method may also be used to determine development impacts on scenic amenity.</i></p>
<p><b>PO4</b> Development is to maximise opportunities to maintain and/or enhance important natural landscapes, views and vistas through the maintenance and restoration of vegetated buffer zones between development and coastal waters, unless the development is within a port or airport or is marine development.</p>	<p><b>AO4.1</b> Development maintains or enhances natural landscape features, view and vistas.</p> <p>AND</p> <p><b>AO4.2</b> Trees and vegetation are used to screen buildings and infrastructure.</p> <p>AND</p> <p><b>AO4.3</b> Development is constructed of materials and with finishes that complement the scenic landscape.</p>

Performance outcomes	Acceptable outcomes
<b>Public access</b>	
<p><b>PO5</b> Development is to maintain access to and along the foreshore for general public access.</p>	<p><b>AO5.1</b> Development provides for regular access points for pedestrians including approved walking tracks, boardwalks and viewing platforms. AND Development provides for regular access points for vehicles including approved roads and tracks. OR <b>AO5.2</b> Development demonstrates an alternative solution to achieve an equivalent standard of performance.</p>
<p><b>PO6</b> Public access to the coast is appropriately located, designed and operated.</p>	<p><b>AO6.1</b> Development maintains or enhances public access to the coast. OR <b>AO6.2</b> Development is located adjacent to state coastal land or tidal water and minimises and offsets any loss of access to and along the foreshore or within two kilometres for longer foreshores of the existing access points. OR <b>AO6.3</b> Development adjacent to state coastal land or tidal water demonstrates an alternative solution to achieve an equivalent standard and quality of access.</p>
<p><b>PO7</b> Development adjacent to state coastal land or tidal water is located, designed and operated to:</p> <ul style="list-style-type: none"> <li>a) maintain existing access to and along the foreshore</li> <li>b) minimise any loss of access to and along the foreshore, or</li> <li>c) offset any loss of access to and along the foreshore by providing for enhanced alternative access in the general location.</li> </ul>	<p><b>AO7.1</b> Development adjacent to state coastal land or tidal water:</p> <ul style="list-style-type: none"> <li>a) demonstrates that restrictions to public access are necessary for:                             <ul style="list-style-type: none"> <li>i) the safe or secure operation of development,</li> <li>ii) the maintenance of coastal landforms and coastal habitat; or</li> </ul> </li> <li>b) maintains existing public access (including public access infrastructure that has been approved by the local government or relevant authority) through the site to the foreshore for:                             <ul style="list-style-type: none"> <li>i) pedestrians via access points including approved walking tracks, boardwalks and viewing platforms, or</li> <li>ii) vehicles via access points including approved roads or tracks.</li> </ul> </li> </ul> <p><b>AO7.2</b> Development adjacent to state coastal land or tidal water:</p> <ul style="list-style-type: none"> <li>a) is located and designed to:                             <ul style="list-style-type: none"> <li>i) allow safe and unimpeded access to, over, under or around built structures located on, over or along the foreshore, for example through the provision of esplanades or easement corridors to preserve future access, and</li> <li>ii) ensure emergency vehicles can access the area near the development; or</li> </ul> </li> <li>b) minimises and offsets any loss of access to and along the foreshore or within two kilometres for longer foreshores of the existing access points and development is located and designed to:                             <ul style="list-style-type: none"> <li>i) allow safe and unimpeded access to, over, under or around built structures located on, over or along the foreshore, and</li> <li>ii) ensure emergency vehicles can access the area near the development.</li> </ul> </li> </ul>

Performance outcomes	Acceptable outcomes
<p><b>PO8</b> Development that involves reconfiguration of a lot for urban purposes adjacent to the coast is designed to enhance public access to the coast in consideration of public access demand from a whole-of-community basis and the maintenance of coastal landforms and coastal habitat.</p>	<p><b>AO8.1</b> Development complies if consideration of public access demand from a whole-of-community basis and the maintenance of coastal landforms and coastal habitat is undertaken. OR <b>AO8.2</b> Development demonstrates an alternative solution to achieve an equivalent standard and quality of access.</p>
<p><b>PO9</b> Development maintains public access to state coastal land by avoiding private marine development attaching to, or extending across, non-tidal state coastal land.</p>	<p><b>AO9.1</b> Private marine access structures and other structures such as decks or boardwalks for private use do not attach to or extend across state coastal land that is situated above high water mark.</p>
<p><b>PO10</b> Development in connection with an artificial waterway enhances public access to coastal waters.</p>	<p><b>AO10.1</b> The artificial waterway avoids intersecting with or connection to inundated land or leased land where the passage, use or movement of vessels in water on the land could be restricted or prohibited by the registered proprietor of the inundated land or lessee of the leased land.</p>
Private marine development	
<p><b>PO11</b> Private marine development is to avoid attaching to, or extending across, non-tidal State coastal land.</p>	<p><b>AO11.1</b> Private marine development and other structures such as decks or boardwalks for private use do not attach to, or extend across, State coastal land that is situated above high water mark. <b>Editor's note:</b> For occupation permits or allocations of State land, refer to the Land Act 1994.</p>
<p><b>PO12</b> The location and design of private marine development does not adversely affect the safety of members of the public accessing the foreshores.</p>	<p><b>AO12.1</b> Private marine development does not involve the erection or placement of any physical barrier preventing existing access, along a public access way to the foreshores.</p>
<p><b>PO13</b> Private marine development is of a height, scale and size compatible with the character and amenity of its location</p>	<p><b>AO13.1</b> Private marine development has regard to:</p> <ol style="list-style-type: none"> <li>the height, scale and size of the natural features of the immediate surroundings and the locality;</li> <li>the height, scale and size of the existing buildings or other structures in the immediate surroundings and the locality;</li> <li>if the relevant planning scheme states the desired height, scale or size of buildings or other structures in the immediate surroundings or the locality—the stated desired height, scale or size.</li> </ol> <p><b>Editor's note:</b> The prescribed tidal works code in the Coastal Protection and Management Regulation 2003 outlines design and construction requirements that must be complied with.</p>

Performance outcomes	Acceptable outcomes
<p><b>PO14</b> Private marine development avoids adverse impacts on coastal landforms and coastal processes.</p>	<p><b>AO14.1</b> Private marine development does not require the construction of coastal protection works, shoreline or riverbank hardening or dredging for marine access.</p>
<p><b>Canals, dry land marinas and artificial waterways</b></p>	
<p><b>PO15</b> Further development of canals, dry land marinas and artificial waterways avoids adverse impacts on coastal resources and their values, and does not contribute to:</p> <ul style="list-style-type: none"> <li>a) degradation of water quality</li> <li>b) an increase in the risk of flooding</li> <li>c) degradation or loss of matters of state environmental significance, or</li> <li>d) adverse changes to the tidal prism volume of the natural waterway to which the development is connected.</li> </ul>	<p><b>AO15.1</b> The design, construction and operation of artificial tidal waterways maintains the tidal prism volume of the natural waterway to which it is connected.</p> <p>AND</p> <p><b>AO15.2</b> The design, construction and operation of artificial tidal waterways does not increase risk from flooding from a defined storm tide event.</p> <p>AND</p> <p><b>AO15.3</b> The design, construction and operation of an artificial waterway in connection with the reconfiguration of a lot ensures:</p> <ul style="list-style-type: none"> <li>a) the water inlet and outlet structures are of sufficient capacity to maintain the water level and water quality within the waterway</li> <li>b) the water level for the waterway is specified and maintained to support the effective operation of the waterway</li> <li>c) siltation of the waterway during operation is minimised</li> <li>d) monitoring guides the maintenance of water quality revetment and hydraulic structures will be maintained.</li> </ul>

# PART E: Supporting information

## 1. References, industry guidelines and technical resources

### Department of Environment and Heritage Protection guidelines

- Assessable coastal development  
[www.ehp.qld.gov.au/coastal/development/pdf/assessable-dev-under-coastal-act-em2066.pdf](http://www.ehp.qld.gov.au/coastal/development/pdf/assessable-dev-under-coastal-act-em2066.pdf)
- Coastal hazard technical guideline  
[www.ehp.qld.gov.au/coastalplan/pdf/hazards-guideline.pdf](http://www.ehp.qld.gov.au/coastalplan/pdf/hazards-guideline.pdf)
- Constructing tidal works  
<http://www.ehp.qld.gov.au/coastal/development/pdf/gl-cd-constructing-tidal-works-em2034.pdf>
- Development involving an artificial waterway  
[www.ehp.qld.gov.au/coastal/development/pdf/gl-development-artificial-waterway-em2036](http://www.ehp.qld.gov.au/coastal/development/pdf/gl-development-artificial-waterway-em2036)
- Local government assessment of prescribed tidal works  
[www.ehp.qld.gov.au/coastal/development/guidelines](http://www.ehp.qld.gov.au/coastal/development/guidelines)

- Water quality guidelines  
[www.ehp.qld.gov.au/water/guidelines](http://www.ehp.qld.gov.au/water/guidelines)

### Other resources

- Building and engineering standards for tidal works operational policy—Department of Environment and Heritage Protection  
<http://www.ehp.qld.gov.au/coastal/development/pdf/building-engineering-standards-tidal-works.pdf>
- Best practice guidelines for waste reception facilities at ports, marinas and boat harbours in Australia and New Zealand—Australian and New Zealand Environment and Conservation Council (ANZECC), 1997.

## 2. Mapping information

- SPP Interactive Mapping System provides the development assessment maps in relation to the state interest—coastal environment including the coastal zone, erosion prone areas and coastal management districts—Department of Infrastructure, Local Government and Planning  
[www.dilgp.qld.gov.au/about-planning/spp-mapping-online-system.html](http://www.dilgp.qld.gov.au/about-planning/spp-mapping-online-system.html)
- Mapping of erosion prone areas—Department of Environment and Heritage Protection  
[www.ehp.qld.gov.au/coastal/development/assessment/erosion\\_prone\\_areas](http://www.ehp.qld.gov.au/coastal/development/assessment/erosion_prone_areas)

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