

# State code 7: Maritime safety

## Purpose statement

The purpose of the code is to protect the safety of people using, and living or working near, **navigable waterways**.

Specifically, this code seeks to ensure the construction and operation of the development does not compromise the:

1. viable operation of **aids to navigation**
2. safe operation of vessels in **navigable waterways**.

### Using this code

The assessment benchmarks for this code comprise:

- a purpose statement which identifies the overall intent of the code;
- performance outcomes which set benchmarks to achieve the purpose statement of the code
- acceptable outcomes which identify one way to achieve the relevant performance outcome.

Development complies with the code where:

- it complies with 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.

This code also includes the glossary of terms for definitions relevant to this code and reference documents; including the guideline, **State Development Assessment Provisions Supporting Information – Maritime Safety**, which provides direction on how to address this code.

## Performance outcomes and acceptable outcomes

Table 7.1: Operational work

Performance outcomes	Acceptable outcomes
<b>Visibility</b>	
<b>PO1</b> Lighting does not distract attention away from, or otherwise reduce the effectiveness of, <b>aids to navigation</b> .	<b>AO1.1</b> Lights are shielded to prevent glare or reflection.  AND  <b>AO1.2</b> Development does not include flood lighting, flashing lights, flickering lights, or lights coloured green, blue or red.
<b>PO2</b> Development is designed and constructed to be visible to mariners, to avoid the risk of collision.	No acceptable outcome is prescribed.
<b>Aids to navigation</b>	
<b>PO3</b> Development does not interfere with the operation of <b>aids to navigation</b> .	<b>AO3.1</b> Development does not destabilise <b>aids to navigation, including</b> ground tackle.  AND  <b>AO3.2</b> Development does not obstruct sight lines to <b>aids to navigation</b> .  AND  <b>AO3.3</b> Development keeps sight lines of any <b>aids to navigation</b> which cross the land clear of obstructions.

Performance outcomes	Acceptable outcomes
	AND  <b>AO3.4</b> Development does not interfere with existing access to <b>aids to navigation</b> for maintenance purposes.  AND  <b>AO3.5</b> Development does not result in electrical or electro-magnetic emissions that impede the operation of <b>aids to navigation</b> .
<b>Protection of navigable waterways</b>	
<b>PO4</b> Development does not obstruct the safe movement of vessels in a <b>navigable waterway</b> .	No acceptable outcome is prescribed.

## Reference documents

Department of Transport and Main Roads, State Development Assessment Provisions Supporting Information – Maritime Safety

Standards Australia 1997, AS 4282–1997 Control of the obtrusive effects of outdoor lighting

## Glossary of terms

**Aids to navigation** see section 104 of the *Transport Operations (Marine Safety) Act 1994*.

Note: An **aid to navigation**:

1. is a device designed to be used for navigation or the guidance of mariners, including a device to help in:
  - 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.

**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.