

	Feedback on Draft Noosa River Plan version 1
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The information below provides a collation of detailed feedback on the Draft Noosa River Plan received from the community during the public consultation period from 20 July to 26 August 2018.

This feedback consists of responses to the Noosa River Plan SURVEY published on Council's *Your Say Noosa (YSN)* website, and written submissions received from individuals and organisations.

Three questions were posed in the SURVEY:

1. What do you think will be most important in maintaining and improving the quality of the Noosa River system?
2. Are there any actions to consider for inclusion in the Draft Noosa River Plan?
3. The cost of implementing the actions recommended in the Draft Noosa River Plan is estimated to be \$2.23M over 5 years (i.e. \$446,000 pa).
Are you willing to pay extra (via General Rates or Environment Levy and/or Tourism and Economic Levy) for Noosa Council to fully implement the River Plan so that the Noosa River has a better chance of remaining a pristine and vital community asset?
If yes, how much per year (\$5, \$10, \$15, \$20)?

Summary of feedback

The top four (4) priorities deemed most important to maintain and improve the quality of the Noosa River system were identified as:

- managing pollution and litter running into the river
- protecting wetlands, riparian and coastal areas
- reducing sediment from upstream entering the river
- controlling recreational use of the river
- *Refer page 2*

Actions and comments to consider for inclusion in the Draft River Plan relate to management of:

- river health and pollution sources, relevant new initiatives and community education
- habitat restoration, weeds and spraying, protecting biodiversity
- indigenous cultural heritage and engagement with Kabi Kabi TOs
- coastal algal blooms
- *Refer pages 2 to 4*

- *recreational boating*
- anchoring, mooring and living on the river
- speed limits in lower estuary
- *Refer pages 4 to 12*

- dredging and navigation
- marine infrastructure
- commercial use
- fishing
- *Refer pages 12 to 17*

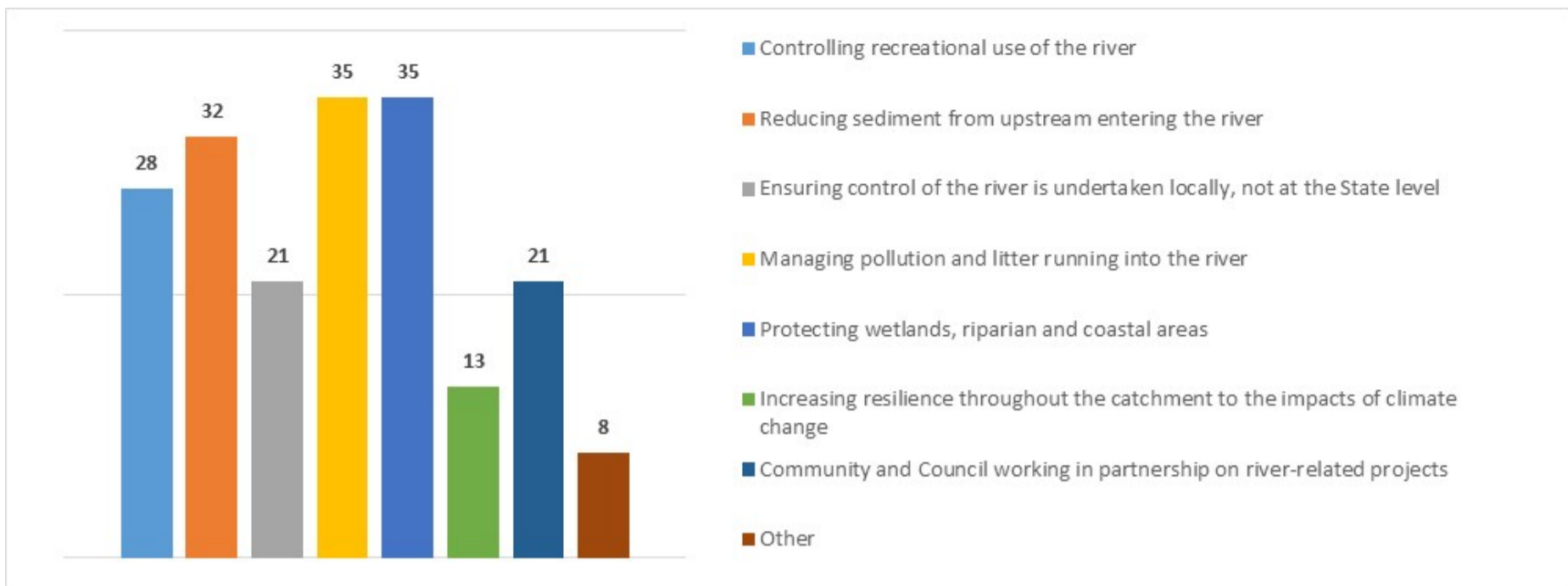
Willingness to pay extra for implementation of the Draft River Plan identified:

- 38 x positive responses (some with caveats)
- 31 x negative responses
- 7 x other responses (relating to other funding mechanisms)
- *Refer pages 18 to 19*

Further comments relating to Draft River Plan document (i.e. approach, structure and content)

- *Refer pages 20 to 22*

Q1. What do you think will be most important in maintaining and improving the quality of the Noosa River system?



Q2. Are there any actions to consider for inclusion in the Plan?	
Submitter	Submission / Grounds of Submission
	River health and pollution sources, relevant new initiatives and community education
Private	<ul style="list-style-type: none"> - River health - Check the dog swimming area next to the Noosa Sound car park. - Water is disgustingly warm there in summer with all that bacterial overload from dozens of animals swimming there! - Additionally, there is a huge influx of campers to the Noosa North Shore in peak holiday periods as so many camping grounds have closed down and now taken over by developers. - What type of sanitation is provided to campers? - How does this sudden influx of humans impact on the area? - This too should be limited and camping should be on a lottery basis for camping spots, not as it is now with an assault on the environment. - Increase litter fines and enforce them! - You need to enforce fines for littering, big fines for river pollution. - Introduce heavy fines for polluting storm water drains and educate people on what can be put down drains. - Make disposal of hazardous substances (e.g. paint, oil etc.) free at the Council Tip instead of having to pay for that!!! - Reward people when they dispose of things properly so it doesn't end up in the waterways.
Private	<ul style="list-style-type: none"> - Strategically placing At Source litter baskets into stormwater pits is a great way to prevent litter extremely close to the source. - I propose that the locations of these are worked out so that they are positioned into pits that do not currently flow into any of Noosa's GPT's (Stormwater Quality Systems). - Basically position them in high trafficable areas where the drains run straight into the river unfiltered. - I would then recommend close monitoring of these assets using Tangaroa Blue's AMDI. This provides a great opportunity to involve the community (monitoring event) and raise awareness of the litter types entering our stormwater drains. - This valuable At Source data can be used to present to nearby businesses that may be handing out/selling items/poor housekeeping/unsatisfactory systems to hopefully drive change. - These are a low cost mitigate solution that also have the ability to be shifted to multiple stormwater pits if initial locations aren't collecting as well as expected.
Private	<ul style="list-style-type: none"> - Education campaign to prevent littering near the river - cigarette butts, fishing line and hooks, plastic bait bags and other rubbish in river.
Private	<ul style="list-style-type: none"> - Address the impacts of urbanisation on the river amenity, water quality and flows. - It would be helpful for the River Plan to identify values that need protection. - Threats to those values or current management that has allowed these values to persist. - Opportunities to manage those threats /maintain the existing values and build actions from there.
Private	<ul style="list-style-type: none"> - I subscribe to the Sea Bin initiative. - Would you be so kind as to consider how better off NR could be if one of these were to be installed say around Noosa Marina or near toe hold Weyba Creek Bridge, or even at Munna Point. - They are an Australia company based in Perth and I would love to see Australia supporting more of this sort of initiative instead of getting majority implementation support offshore. - Would be great to get your feedback on the Sea Bin.
Lake Cootharaba Sailing Club	<ul style="list-style-type: none"> - Is the NR Plan supposed to cover Noosa Waters regarding jetties and effluent discharge into the NR and phosphates runoff from dwellings and associated gardens? - The plan is incomplete unless it covers this - Stormwater discharge into both the river and Noosa Waters, from the drains should have some sort of rubbish traps attached to them. - Drains from Noosa Civic, near and through the motor park areas often have garbage floating by which ends up in the canals.
Private	<ul style="list-style-type: none"> - Chemical contamination in the Noosa River system: - I want council to pressure state government to implement all the recommendations made in the Final Report of the Fish Task Force. - I want Council to work with the State member for Noosa to secure funding for auditing and monitoring of our waterways. - The NFHIT final report made 29 recommendations for various parties, such as the hatchery operator, the macadamia farmer, various peak bodies, the APVMA and the Queensland Government. Not all recommendations for the Queensland Government were addressed. The following were not completed: - Recommendation 21 to establish a standing committee on fish health issues. - Recommendation 23 to replicate and routinely sample pond and tank water from the hatchery. - Recommendation 24 that if a fish health incident occurs, test the pond waters for toxicity potential and act to direct further action if required. Whole effluent toxicity testing (WET) or direct toxicity assessment (DTA) should be conducted using globally accepted methodologies (ANZECC/ARMCANZ 2000)

	<ul style="list-style-type: none"> - Recommendation 26 to assist local government to develop clear planning guidelines about suitable activities for land where past agricultural activities suggest the presence of environmental contaminants (Ms Gilson's properties showed persistent organochlorine insecticide contamination as it was a dairy farm from around the 1950s) - Recommendation 17 to conduct an annual electrofishing survey of the Noosa River to estimate levels of recruitment in Australian bass. - In response to the recommendations, Fisheries Queensland conducted an electrofishing survey in 2012. The Department of Environment and Science (DES) has not undertaken any residue monitoring since the period of NFHIT. - Since the NFHIT, Biosecurity Queensland has not undertaken any chemical use regulatory activity in the Noosa River catchment. A 2018 report by [REDACTED] DAF Biosecurity Sciences Laboratory was provided [REDACTED] stating that "the consequence of the abnormal embryonic development of the Noosa estuary Australian Bass spawned eggs is likely to lead to widespread reproductive failure and localised extinction of the fish species. This is likely, given that this problem was identified in 2008 and subsequent in 2011, 2013 and now in 2014. Of note, embryonic developmental problems were also reported in the mullet caught from Noosa waters. - Collectively, this points to environmental sources of mutagenic factors - including man-made pollutants." More data needs to be collected, especially at times of spraying and after heavy rainfall.
Noosa and District Landcare	<ul style="list-style-type: none"> - Council road works erosion & sediment control, maintenance of table drains. - Environmental induction?
Private	<ul style="list-style-type: none"> - In addition to surveying the contribution of unsealed rural roads to sediment reaching the river - In prioritising which roads to seal under the capital works program, make this one of the considerations.
Private	<ul style="list-style-type: none"> - Public contribution to the NR Plan is an exciting way to broaden the scope of consideration and this optimising outcomes for Noosa River. Thank you for this opportunity. - KEEPING THE RIVER HEALTHY - Much of Noosa River's catchment is in national park. - Undisturbed riparian zones contribute significantly to the river's health, particularly regarding sediment and nutrient levels and weeds. - As urban development continues in the catchment area stress on the river will increase unless planning entrenches mitigation strategies. - Noosa River is central to a biosphere of international importance and renown, including migratory shore birds, local birds, fish, reptiles, mammals, molluscs, crustaceans, mangroves and other riparian plants, sea grass beds, including endangered species. - Keeping the river healthy promotes survival of the Noosa biosphere. - Clean and green and nature's beauty are all aspects of the Noosa brand that is vital to successful tourism and many industries and businesses in the Noosa region. - There are numerous simple strategies which can improve and protect the river's health. - These include systems to catch pollutants from water runoff from roads, storm drains etc. before the pollutants reach the river. - Reed beds, serviced litter booms or nets around every drain which exits to the river. - Statistics from such installations elsewhere confirm the amount of rubbish which is prevented from entering rivers and contained for efficient retrieval and appropriate waste management destinies. - It is a sad state when Noosa Integrated Catchment Association has reported that there are no sunken hulks in the Noosa River, when indeed there certainly are abandoned house boat hulks sitting on the river bed, i.e. clearly not floating and thus sunken. [REDACTED] - Mr Ian Thompson from Ocean Crusaders has the actual statistics of the items and weights retrieved from Noosa River on Saturday 28 July 2018 and with its Paddle Against Plastic event on 29 July 2018 with public volunteers. [REDACTED] - I strongly recommend that all river clean-up activities have open transparency re tendering, costs etc [REDACTED] which simply compounds layers of cost and creates unnecessary extra levels for unintended communication errors, and gaps or duplications. - Weeding and replanting local natives in water catchment areas is vital to erosion mitigation, riverine health and the natural biosphere food chain. - Core flute surrounds for tree planting is no longer an appropriate part of this activity. - All such devices for weed matting, silt catching, seedling protection etc should be 100% biodegradable, be it for land care uses or on development sites or industrial and agricultural indications. - It would be a very simple thing to have signs at the Noosa River car ferry area stating that public toilets are 50 metres further back from the ferry. - This is likely to save literally thousands of incidents of people toileting in the bushes and leaving their excrement and toilet paper, or plastic fabric baby wipes in the bush, which will certainly wash into the river with storm surges, floods or simply high tides.
Lake Cootharaba Sailing Club	<ul style="list-style-type: none"> - Water quality – 2 stroke motors should be banned from the upper NR.
Private	<ul style="list-style-type: none"> - Another scenario to look at would be the slip and maintenance work performed by locals on their boats. - I know pretty well each and every commercial operator on the river is doing the right thing and performing all works at our local Slipway's or in industrial workplaces offsite of the river - However time and time again I have seen permanently moored vessel owners in the water scrubbing the barnacles from their hull to save a day's work and cost on the slipway. - Each time a barnacle is removed it will also be taking pieces of antifoul, primer and hull materials with it that end up in our river. - This could possibly be policed by having photos submitted when the boat is first on the slipway showing that the boat has not been recently scraped down.
Noosa Nth Shore Residents Association	<ul style="list-style-type: none"> - Residential septic systems: - We strongly support all initiatives in this area as clearly the impacts on biodiversity in the Noosa River are profound. - We would like to add that in light of predicted sea level and storm surges, Council should seriously consider alternatives for sewerage disposal in those small pockets of urban development along both sides of the river and in particular on the Noosa North Shore. - With the exception of only a couple of properties that have holdings tanks that get pumped out regularly, all other properties rely upon a septic/waste processing system. - These get inundated during flooding and in some case in king tides. - Thought should be given to connection to the central reticulated sewerage system or alternative collective secondary system.
Private	<ul style="list-style-type: none"> - Major residential nodes like Wygani & Homeport need a community Council infrastructure for advanced secondary effluent disposal to provide a more cost effective way of avoiding raw sewerage entering the Noosa River in wet seasons. - Relying on individuals won't work and the Council is there to do what individuals can or won't do. - Otherwise what is the point of any Government?
Private	<ul style="list-style-type: none"> - Signage at boat ramps about bringing rubbish back to shore, a lot of awareness is needed for marine life and it ends up on the beach.
Private	<ul style="list-style-type: none"> - Pollution and litter control – PLASTIC!
Department of Environment and Science	<ul style="list-style-type: none"> - Re objective 7 - Management responses that reduce sediments, nutrients and contaminants deposited in the FHA would reap positive benefits to water quality in the FHA. - Are there specific management responses proposed other than those that would contribute to this objective that are listed under objective 8? - DES Coasts and Catchments is directly engaging with Noosa Shire Council on water quality / ecosystem health matters raised in the draft River Plan. - Re objective 9

	<ul style="list-style-type: none"> - DES supports measures to improve the quality of urban runoff into the FHA, especially where it relates to National Park roads adjacent to the River and lakes, noting that any improvement devices (e.g. litter nets) in the FHA would be subject to approval. - Re objective 11 - The installation of litter nets to reduce litter and its impacts would be of benefit in protecting fish habitats in the FHA. - These types of structures would likely be possible under the prescribed development purpose 'managing fisheries resources or fish habitat'
	Habitat restoration, weeds and spraying, protecting biodiversity, climate change
Noosa Integrated Catchment Association	<ul style="list-style-type: none"> - Management Transfer - Since the greatest length of river bank of the Noosa River is National Park, Queensland Parks & Wildlife Service should be one of the State Agencies from whom NSC should be seeking cooperation in transfer of some responsibilities in connection with rehabilitation and maintenance of the riparian environment (not included in Section 2.2). - In the absence of such responsibility transfer, Council could desirably act as coordinator of project works between volunteers and the responsible State Authority. - For example weed control or surveys of anchored vessels. - Riparian Areas - Rehabilitation of riparian areas is mentioned under Objective 8 and Actions 17 and 19. - We suggest greater emphasis and resourcing is necessary in regard to weed eradication and riparian maintenance. - Extensive infestations along riverbanks, including on QPWS land, leads to an undesirable riverine environment from spread of such vegetation along the waterway both in the water and by birds and people. - Reporting and removal of declared plants such as Groundsel is a statutory legal requirement. - While volunteers frequently undertake removal projects, the riverine infestations present problems with accessibility and equipment, and formal involvement by Council may be required. - Greater Council resourcing for subsequent maintenance of rehabilitated areas is also necessary. - Volunteers commonly move on to other remediation projects, but there is still a long-term ongoing requirement to ensure that these areas are not allowed to revert to their former degraded state. - As an example the eastern end of the Frying Pan was fully cleared and replanted over five years ago, however it has received no subsequent attention so it is now so extremely infested with Asparagus Fern that a major project would be required to again restore this area.
Private	<ul style="list-style-type: none"> - Action 4 to include monitoring of water weeds (particularly in the everglades).
Private	<ul style="list-style-type: none"> - I am one of many concerned residents who live along Lake Weyba Drive. - As you will see in the pictures enclosed, we are very fortunate to have access to an all-natural park across the road. - However, the trees and the riverbank are very badly eroding. - We have already lost several trees to this erosion, and we fear that without further action, we could lose this beautiful park. - Thank you for taking the time to read this. We hope you can do something to protect our riverbank and its shores before it is too late.
Private	<ul style="list-style-type: none"> - Stop spraying weed killer everywhere. - It's poison and eventually ends up in the river.
Department of Environment and Science	<ul style="list-style-type: none"> - Re objective 8 - Proposals for restoration in FHAs can be supported where these are for the benefit of fish habitats, fisheries productivity and natural ecological processes within the FHA.
	<ul style="list-style-type: none"> - Action 39 ensure the 'beach buoy' is made from non-plastic materials.
Noosa Nth Shore Residents Association	<ul style="list-style-type: none"> - Migratory shore birds - Noosa North Shore: - The exclusion zone today is not being observed at all times. - In fact, it is being ignored by the commercial net fishermen who camp on the beach each season. - Additionally, if commercial fishing will continue on the Noosa North Shore, then Council / State need to mandate that all commercial fishermen who use the beach today be obligated to provide portable toilets for themselves and the crews. - Currently they use the dunes.
Department of Environment and Science	<ul style="list-style-type: none"> - Re objective 14 - Protecting the integrity of the habitats in the FHA will also help to preserve any shorebird habitats within. - DES supports the upholding of International agreements for the protection of migratory shorebirds. -
Private	<ul style="list-style-type: none"> - Future Proofing - Climate change, rising sea levels, the advance of crocodile habitat, more severe storm and flood events are all worth contenders for consideration in future planning. - Private and commercial development along the foreshore should be minimised and public space, and environmental buffer zones will become more important as decades advance.
Department of Environment and Science	<ul style="list-style-type: none"> - Re objective 12 - The Plan suggests fisheries production will be impacted by changed patterns of rainfall and flow events, increasing water temperatures, fish habitat transitions and changes in stock distribution. - This highlights the importance of protecting fish habitats in the Noosa River to promote resilience from the impacts of climate change, through the effective management of the FHA.
	Indigenous cultural heritage protection and engagement with Kabi Kabi TOs
Private	<ul style="list-style-type: none"> - Unlimited funding for indigenous initiatives. - Ratepayers would be foolish to agree to provide an open cheque to any indigenous initiative without knowing if it is beneficial. - This comment needs qualifying to be reasonable.
Department of Environment and Science	<ul style="list-style-type: none"> - DES is supportive of initiatives led by Kabi Kabi (Gubbi Gubbi) and the protection of Aboriginal cultural heritage.
	Coastal algal blooms
Department of Environment and Science	<ul style="list-style-type: none"> - Re objective 15 - Laguna Bay is outside of the FHA, however, DES supports planning to address future algal blooms within the FHA.
	Recreational boating
Private	<ul style="list-style-type: none"> - Control of jet ski and number boat moorings yes!
Private	<ul style="list-style-type: none"> - No motored vessels in the NR marine exclusion zone, particularly jet skis.
Private	<ul style="list-style-type: none"> - Implement strategies to improve impacts of watercraft and associated activity, relative to impact and scale.

	<ul style="list-style-type: none"> - I invite your reply.
Private	<ul style="list-style-type: none"> - When whales are migrating ban the jet skis (they harass the whales).
Private	<ul style="list-style-type: none"> - Allow PWC up to the ski runs. - Why should they be banned when eco tour boats, fishery and police crafts create more wake than any other vessel on the river. - Newer 4 stroke models are quieter and don't pollute like the many clapped out 2 stroke boats that run up to the lakes.
Private	<ul style="list-style-type: none"> - Tolerance, you have a wide range of bans and zero reasoning for them. - This is offensive to those who enjoy these forms of recreation and is against the general rules of lawmaking that require reasonable consultation and consideration and evidence.
Private	<ul style="list-style-type: none"> - If you want to eliminate noise, do that. - If you want to protect birds, specify how & when & where. - If you want to keep people safe, find a way that doesn't involve completely destroying their opportunity to enjoy the river. - Please stop banning craft and activities, when neither of those things are what you really mean.
Private	<ul style="list-style-type: none"> - Hi, I have a young family and we love to catch and release Fish. - I have a large 7m plate jet boat and 2 jet skis. - With your current plan I have to take my large heavy noisy jet boat up the river up past Boreen Point to do some fresh water fishing with the kids. - Why can't we take our Jet skis up there to fish off?? - They do not produce any wake, make a lot less noise than an outboard motor on a tinny and instead of using over 65L of fuel as my large boat I can take the 2 jet skis up there for 15L of fuel. - The same question with the Ski Zones why can't I tow my kids around with a tube behind a jet ski in the Ski Zone. - Which would be a lot more environmentally friendly as it uses hardly any fuel, has next to no wake and is a lot less noisy than most fishing boat let along ski boats! - Ski boat are designed to produce huge wakes which destroys the riverbanks, - As the ski boat are producing the large wake the rear of the boat is sitting further down which is disturbing the riverbeds and jet skis don't do this! - So why is the Noosa council still living in the dark ages where jet skis are all noisy 2 strokes. - Stop discriminating the type of vessel, especially if it has a less environmental impact! - If some is doing the wrong thing on a jet ski, then fine them just as you would a fishing boat or ski boat!
Private	<p>To Noosa Council and Sandy Bolton MP</p> <ul style="list-style-type: none"> - PWS ... 6 knot restricted areas. - I would ask Council to recommend to the legislature, an amendment to the Noosa River Marine Zone to enable Residents upstream from the Noosa Yacht Club, to travel at 6 knots to the area where it is legal to ride, being the Noosa River mouth. - This would put those residents on equal footing with residents at Wygani Drive, Munna Point, Noosa Waters and all Canal front homes. - Council recommendation for the Marine Zone Amendment in 2009 was in my view, discriminatory, in that those residents can legally travel at 6 knots to a riding zone, where those upstream cannot. - This would appear to be in breach article 26 of the International Covenant on Civil and Political Rights (articles 2.1, 14, 24, 25 and 26). - The reasoning for the 2009 amendment was set out within pages 10, 11 and 12 of the document on Councils then web site. - It is submitted that reasoning was materially untrue and perhaps misleading. - It said they had strong support. - Submissions totalled 205, which is NOT strong support, given the thousands who live within the district and the many that use the area as visitors. - The majority (of which I was one) had no idea of the pending amendments and accordingly did not need get involved in the change. - Of these 205 submissions, a paltry number, 53% (109) were in support of the proposed ban and 39% against with 8% wanting no change but subject to conditions of speed and limits to areas of use. - So council considered at that time, that approximately 109 supporters speak for the thousands who did not either know of the changes or thought they were of no significance. - It is submitted that Council did not have strong support for the banning amendment. - It also said there were issues of noise and wash. - During the early era of jet skis or some 30 years ago, 2 stroke skis were noisy and emitted fumes, no doubt about that. - Today, and probably for maybe the past 20-30 years, those skis have phased out and hardly exist. - With obsolesce and modern riders not wanting them, they are substantially gone. - Many with bigoted attitude still dwell on that noise, and ignore the fact that modern day 4 stroke machines, the majority by far, make little noise, discharge little exhaust and present limited wash, if any. - Their technology and noise level is indeed similar to modern outboard motors. - In accusing PWC's of the points to support the ban, aim was been taken at the wrong vessels, as regards noise and wash. - Many outboard motors including those on small tinnies, (which are probably the largest boat users of the river), make more noise than jet skis. - Being a riverside resident, I hear it myself. B Larger twin hulled tourist vessels and the like, are the biggest culprits of river wash. - Residents of the North Shore of which I am one, have had these latter vessels erode our shoreline, undermining revetment walls, silting up areas beneath jetty walkways, and so on. - With regards to my own property on the North Shore a) I have been a resident there for 20 years. - The home is nearly 40 years old. Twenty years ago, I could moor a 5 metre tinnie on my jetties walkway. Ten years ago, it became silted up to the point that was no longer possible other than in very high tides. - The prior owner i.e. 18 years before me was able to constantly moor on the walkway. - Also 20 years ago, the slipway was clear into the river bed and sea grasses abounded. - Ten year ago the slipway was raised above the river bed and the sea grasses gone. - That remains the case today. - It is quite clear as a regular river user that this abatement of sand has been because of wash from larger vessels predominately tourist vessels that use the river on a daily basis. - I can see it with my own eyes. - What must be understood is that since the restriction on jet skis in 2009, none of that has come back. - The restriction, I submit has achieved nothing but has discriminated against some residents in that they cannot travel at 6 knots to legal ski areas. - Furthermore it proves to my mind, that Skis, not being on the river, (other than maybe a few illegal riders, but not many) have not been the cause of the ongoing wash issues currently affecting our residence. - The reasoning of the respondents to the 2009 consultation were substantially correct, namely - That concerns were overstated, - Irresponsible behaviour can be attributed to a small minority, - The proposed ban is discriminatory against a single type of craft, - Problems should be overcome with better enforcement, policing and education, - 4-stroke motors are not noisy, - Jet skis do not create wash, and consequently are seldom responsible for shore damage. - May I make it quite clear? I am not asking for the current banning to be reversed, only that those affected residents may travel at 6 knots to allowable ski areas.
Private	<p>I FULLY SUPPORT AND REQUEST AN AMENDMENT TO THE</p> <ul style="list-style-type: none"> - Noosa River Marine Zone, Transport Operations (Marine Safety) Regulation 2004. - TO ALLOW: - Jet skis / Personal Water Crafts the SAME RIGHTS as other boats on Noosa River.

	<ul style="list-style-type: none"> - My reasoning being: - The only difference between a Jet ski and boat is the propulsion. - The law should state the compliance speed to which all crafts should comply and not discriminate against the type of craft. - It's discrimination to allow a Seadoo boat but not a Seadoo Jet ski. - Or allow a Yamaha Jet boat, but not a Yamaha Jet ski. - They all have the same engine propulsion, it's just that the Jet ski is smaller and more affordable. - Jet skis are actually more environmentally friendly as they have an enclosed propeller that can't harm/slice sea animals or humans. - In general, Jet skis are smaller, quieter and create less wash than boats. - In general they also use less fuel, have better vision and are more manoeuvrable to avoid swimmers in the water. - Jet ski owners pay registration and taxes and should be afforded the same rights as boat owners. - Jet skis and boats happily co-exist on Maroochydoore, Mooloolaba and Caloundra River. - Jet skis should not be discriminated against in Noosa - as it's not the water craft that breaks the speed limit, it's the operator.
Noosa Nth Shore Residents Association	<ul style="list-style-type: none"> - Noosa River Marine Zone: - There current prohibition of jet skis upstream of the Noosa Waters inlet makes little sense. - There are residents who reside on the river up to the end of the 2nd ski zone. - For them to use their craft, they will have to trailer it to Noosaville boat ramp to use it. - Secondly other shire residents with jet skis cannot now use the Tewantin ramp to launch and retrieve jet skis resulting in increased load on the Noosaville ramp and traffic/parking pressures. - Logic mandates that the jet ski transit zone be extended to the end of the 2nd ski run (excluding Lake Donella) with a 6 knot speed limit placed on these water craft until they reach the inlet to Noosa Waters - then normal speed limits apply.
Private	<ul style="list-style-type: none"> - Lack of statistics & their miss-use. - Your use of alarmist statistics generalised from whole of Queensland surveys such as 'one in 19 people have a registered water craft' as a cause for stress or putting the Noosa River under pressure is a total exaggeration. - State Government regulations substantially restrict and indeed in some cases prohibited Noosa jet skis in the Noosa River area and these are a major source of registrations. - Half boat registrations relate to SE Qld which has a population of 3.5million of the State's 4.8million or 73% so your boat ratio is materially out by 47% even before discounting jet skis! - The recreational boat facilities study indicated a maximum slip capacity of about 150 per day, hardly numbers to cause pressure on the river system and that would only occur on Xmas/New Year and Easter periods. - I live at the river mouth and the most water craft seen at one time at the estuary is 50-60 at its busiest holiday period. - What is lacking are real statistics from which to draw evidenced based conclusions and this detail is not in your Plan justifying conclusions.
Private	<ul style="list-style-type: none"> - Sadly it must be acknowledged that Noosa Council's membership of the Healthy Land and Water programs over the past 17 years has been of little environmental, community, tourist or economic benefit within the area 3.1.1 Noosa River Marine Zone. - Management standards within the nominated area of NR Marine Zone 3.1.1 were set by State and Local Governments (Noosa Council) and their respective departments. - There has been a most visible decline in management standards for almost the entire 17 year period of Noosa Council's membership. - The monitoring programs claim NR catchment health rating is between A (excellent) and B (good) conditions, indicating things upstream are fine, so one may ask why has the area 3.1.1 NR Marine Zone declined so markedly over the same period? - The year 2017-18 Noosa's population now hovering around 54,000 residents, Noosa population growth continues to be one of the State's highest, Noosa visitation records state 2,000,000 visitors annually in 2017/18. - Noosa as a destination for both international and domestic visitation is highly favoured. - Current NR MANAGEMENT - Council included, as river management suggests, fails to appreciate the importance of the NR as a major natural, community and tourist resource. - This is demonstrated by the lack of attention being given to policing and enforcement of current legislation. - The area 3.1.1 the NR management authorities, council included, have collectively failed to adequately implement existing legislation to protect and preserve the NR for current and future generations of residents and visitors. - Users both commercial and recreational continue to increase unabated. - River congestion has become a serious river health and safety issue. - This high demand area of the river system 3.1.1 has and is being neglected. - This most blatant use and abuse within this area 3.1.1 of the river system is well below community and environmental expectation, acceptability and sustainability. - The current level of commercial and recreational usage is unsustainable, unsightly and threatens river health. - The NR is one of the busiest waterways in Qld, there is insufficient managerial enforcement and policing of current legislation re most NR issues within 3.1.1 Marine zone.
Department of Environment and Science	<ul style="list-style-type: none"> - Re objective 1 (i.e. on-river education, compliance program for NR Marine Zone) - This could present an opportunity to include information to also educate the public on the declared Fish Habitat Area (hereafter FHA). - Signage and educational structures within the FHA would require approval unless these meet accepted development requirements. - The Department of Agriculture and Fisheries assesses development applications in FHAs on DES's behalf.
	Anchoring, mooring and living on the river
Private	<ul style="list-style-type: none"> - Get rid of abandoned boats in the river.
Private	<ul style="list-style-type: none"> - No long term mooring of unused boats/houseboats. - Fines for owners & removal of derelict boats.
Lake Cootharaba Sailing Club	<ul style="list-style-type: none"> - Designated mooring areas. - Who will want permanent moorings in front of their house? - If they do, what type of mooring would be preferential e.g. less visible and less offensive, swing mooring. - Price is currently \$50 per year. - Will this stay the same? - Noosa Yacht and Rowing Club and Lake Cootharaba Sailing Club do not have any moorings and never have had. - Noosa Yacht has difficulty now to host large sailing regattas, due to the large amount of anchored vessels in the river. - Water depth is also another problem. - At present it is only knee deep in the middle of the river behind the tennis courts and towards the mouth of the river. - Parts of Lake Cootharaba are more silted up with sand then they have in the past. - Water sport areas should be reconsidered due to the changes of the river.
Private	<ul style="list-style-type: none"> - Removal of all houseboats that do not use the council provided "dump points" but just empty sewerage directly into river. - Houseboats and other vessels not complying with river management proposals in given time be put up for auction with new owners given a date to comply with council conditions or have vessels removed from river. - Putting a decent increase on mooring rights cost for all vessels mooring in the river, example being Rottnest Island mooring rights in excess of \$ 1,500 per year with hundreds of persons paying this amount annually.
Private	<ul style="list-style-type: none"> - Every Boat moored in the Noosa River should pay – similar to rates for Land OR a Caravan Park where residents bring their own home/van to live in. - Boaties bring their boats to moor on the River.

	<ul style="list-style-type: none"> - The Caravan Park Manager/Owner supply Water, Rubbish & Sewerage Service at a Price for Renting the Site. - Same system should apply to Mooring in the River. - There is No difference. - It should be Expensive to Live on a Boat - moored in the Noosa River (and for every River in the State or Australia). - Expensive enough to DETER people from using the river as cheap housing. - Boats take Water from the Land, (rate payers are paying) - Rubbish Bins on the Land, (rate payers are paying) - Sewerage – (rate payers are swimming in it – how disgusting). - Sewerage is a very bad case, where every living on board boat should be monitored for sewerage. - A Council Water, Rubbish, Sewerage boat to go around every couple of days to supply water, pump off/take the sewerage & take rubbish. - The Boats pay for this just like a home on the Land or in a Caravan Park. - This system should monitor every boat moored in the river. - Every boat should be licenced or a permit holder, so Council has full control. - It is disgusting to know that every 'living on board' boat throws It overboard and nothing is done to rectify this horribly diseased ridden fault in such a beautiful supposedly Biosphere area. - Any Boat moored on the Noosa River should be paying a good fee for the Mooring. - Charge a rate to ensure Council is reimbursed with profit to supplying the mooring & maintenance of the mooring. - These boats should supply a Yearly Notice to the Council detailing - Why they want the mooring, How long they intend to use it. - A person who owns a Moored Boat should be a Ratepayer in the Noosa Shire and pay the nominal fee for the privilege to moor their boat in the river. - Any Boat unregistered, not paying mooring & not being lived on -should be removed immediately from the river by Council or authority and dumped or sold. - Boaties Use the Roads, Use the Shops, Use the Water, Use the Rubbish service, Use the Parks etc..... they should pay. - Otherwise they are Squatters on our beautiful River.
Private	<ul style="list-style-type: none"> - GOVERNANCE - For too long the multitude of parties involved in different aspects of Noosa River care and control has resulted in disjointed and dysfunctional management, with many issues simply being buck passed around and necessary actions either being significantly delayed or not approved. - Such complexities are impediments to efficient, cost effective and good governance of every aspect of river care, use and community development. - A single entity, namely Noosa Council, being responsible for all aspects of Noosa River makes perfect sense. - That it will be acting as the delegate for other Departments or entities means it should be paid appropriately by those other organisations to act on their behalf. - Thus it should definitely be financially viable for Noosa Council to commission a water police service and fisheries, land care, drains litter traps servicing and abandoned hulk removal services etc.
Private	<ul style="list-style-type: none"> - Reduction of house boat vagrants who are currently adding to the pollution of our river system.
Private	<ul style="list-style-type: none"> - It is standard for Councils to supply free black-water / sewerage dump points for public use e.g. by caravan and campers. - Marinas and public jetties in other areas have such facilities. - Such dump points should be available for the boating public on Noosa River, thereby stopping boating effluent being released directly into the river. - All live aboard boats on Noosa River should have black water holding tanks and be prepared for random inspections to confirm their presence and proper use.
Private	<ul style="list-style-type: none"> - NR Management Plan. - We all know ... there are far too many vessels anchored and moored on the NR, there are far too many houseboats on the NR, and there are far too many hire craft on the NR. - There is no policing, recoding or possibly even a system in place to adequately manage live on board type vessels and their effluent holding tanks on the NR. - Many of us are aware that there are a number of vessels, anchored in the river, being used regularly for accommodation, one in particular has been almost permanently occupied since Feb 2017 and even has a motor vehicle parked on Gympie Tce for on land transportation
Private	<ul style="list-style-type: none"> - Limit number of craft that can moor in the river.
Private	<ul style="list-style-type: none"> - First of all pollution into the river by all the permanently moored vessels that do not visit the marina to discharge their waste. - I know the council make an effort to police this but I believe a lot more should be done as I think it is the biggest problem effecting our waterway. - Why can't we implement local log books and mandatory pumping of their holding tanks each 30 days with a fine to follow if they do not discharge - Regardless of the capacity of their waste tanks I believe it will force people to do the right thing instead of discharging into the river. - Removal of vessels that have been left unattended for over a year would be another good step forward, - Also not allowing boats to be permanently affixed to the foreshore like the 4 or 5 that are near the Goodchap St boat ramp. - I think having a holding area for vessels to be auctioned off is not a good idea - You're better off getting them out of the water completely to minimise the damage rather than creating an eyesore and bunching them all up. - Having a holding area would also use a lot of space in the river. - Having them affixed to the foreshore would damage the river banks - If you were to leave them at anchor you would need a substantial space depending on how many vessels are in the area at one time to account for the vessels swing with wind and tide. - Policing waste from vessels – live a boards, random checks & not regular inspections/patrols.
Private	<ul style="list-style-type: none"> - FUNDING - The 2018 NR draft plan should not add significantly to the financial burden for shire rate payers. - If there is a hand over of powers from the Queensland Government there should be reasonable compensation paid to NC by the Qld Government for doing this work. - The fees and charges for permanent moorings and living aboard vessels also need to increase to compensate for the regulatory burden being carried by Council. - LIVE-ABOARD VESSELS - There should be a regulation making all discharge of waste water and sewage from vessels into the NR unlawful, with substantial penalties for non-compliance and diligently enforced. - Live-aboard vessels must be required to have holding tanks for sewage and waste water with owners being obliged to provide proof that they are routinely using pump out stations to discharge waste. - MOORINGS WITHIN THE RIVER - The ad-hoc nature of permanent moorings within the river is clearly a problem that requires active management, which we support.
Department of Environment and Science	<ul style="list-style-type: none"> - Re objective 2 - DES supports the development of the intended anchoring, mooring and living on board Management Plan to ascertain what management actions the Council intends to undertake in managing anchoring, mooring and living on board. - DES could review and provide a response to the Management Plan and terms of the formalised agreement with a view to providing endorsement for these undertakings. - Undertaking a review of anchoring and mooring locations and types of moorings provides information for current and future compliance assessments in the FHA.

	<ul style="list-style-type: none"> - DES sees potential benefits to the FHA in a handover to Council of responsibility for undertaking management of anchoring and mooring locations and types of moorings if suitable arrangements were in place, as Council would be well placed to identify any irregularities or illegalities in moorings or other infrastructure in the FHA. - The River plan has raised 'swing' type moorings located in the FHA as an issue due to the scouring of seagrass beds by these types of moorings but has not proposed a management response to address this issue other than a review. - Any new moorings types within the FHA are subject to authorisation. - New private moorings are not permitted in management A areas, which make up most of the Noosa River FHA. - It will be important for Council to engage with DES in any planning for moorings management, including locations and use of environmentally friendly moorings.
Private	<ul style="list-style-type: none"> - How about leaving it a State responsibility
Lake Cootharaba Sailing Club	<ul style="list-style-type: none"> - Living aboard a vessel is no longer a major problem. - It is now restricted with permits being issued to those few live a boards. - No further permits to be issued apparently. - Holding tanks have not been enforced since the Houseboat Act of 1990. - The pump out stations at present are not suitable e.g. Noosa Harbour Marina. - Restricted access I believe. - A floating pump out barge going from boat to boat would be best.
Noosa Nth Shore Residents Association	<ul style="list-style-type: none"> - Management of the Noosa River - The NNSA is strongly opposed to management of the river being delegated by the State to Council. - We see the issues in the Draft Strategy flagged as problems today as being ones that State Government Departments should take full responsibility for both in a practical managerial and financial sense. - If there are jurisdiction problems inter-departmentally, these should be clearly identified and the Minister should take the lead to resolve to enable effective ongoing management of the Noosa River. - The NNSA vehemently opposes additional Council charges on ratepayers for river management at that level. - It is our view that Maritime Safety Queensland being given legislative powers to deal with derelict or abandoned vessels immediately. - This then resolves most of the debate about the State needing to delegate management of the river to Council. - We support the other recommended action items but with the caveat being that the State implement and control them. - We believe that it should be compulsory for boats to have 3rd party insurance and it be mandatory for all non-trailerable boats - irrespective of whether it has a motor or not, to be registered and to have compulsory anchoring/mooring/docking insurance to cover abandonment, dereliction, etc - i.e. put the problem that we have seen in the Noosa River back on owners. - Should a boat not be covered then owners forfeit all rights and the State can dispose of it at will at the owners cost. - For trailerable boats they also should be registered irrespective of having a motor or not. - The difference should be the cost of registration e.g. < 3Kw free and today's rates for above 3 Kw. - There should be serious fines for falsely declaring engine size.
Private	<ul style="list-style-type: none"> - No I do not think it is necessary to implement any new rules. - The Queensland government has adequate rules in place.
Private	<ul style="list-style-type: none"> - I am opposed to Council taking control of the river and placing a further financial burden on ratepayers for an activity that is a State responsibility. - Council should work with the State to get required changes to reduce moorings and the level of recreational use of the river at peak times (it is acceptable at other times).
Private	<ul style="list-style-type: none"> - The river, catchment and estuary should be managed by a formal co-governance arrangement between NSC and relevant State Government agencies.
Private	<ul style="list-style-type: none"> - The need to build a better partnership to Maritime Safety and the EPA. - To not continue to try to take the view that Noosa is capable of looking after a river.
Private	<ul style="list-style-type: none"> - Overall I support the draft Noosa River Plan. - I think we are lucky that the river is as healthy as it is thanks to the efforts of various organisations and individuals in the past. - The task now is to preserve and improve on the current situation. - However, I do not support the formation of a very costly Council group to implement the plan. - State Governments Departments already exist for all of the functions and the Council should put their effort into making that system work. - Additionally, the Council already perform some of the existing environmental functions included in the plan through the Environmental levy. - My comments on the draft plan are based on my interest as a ratepayer and user of the river for recreational boating/fishing and are mainly focussed on Action Plan 7 Anchoring, Mooring and Living on the river. - I have a boat moored on a Maritime Queensland Safety approved mooring. - Although Noosa River is an attractive recreational boating area it is not overcrowded, except in peak holiday periods, especially when compared to major centres areas such as Mooloolaba, the Gold Coast and Sydney. - The river is not easily accessed from sea because of the bar and this deters most visitors except for ramp launched craft. - My observation is that the number of moored and anchored craft has stabilised over recent years and given that the bar is not going to be dredged (good) any increase is unlikely. - In general, the type of craft currently anchored/moored in the river indicates that the Noosa River it is not an attractive location for the owners of larger expensive vessels which are usually marina based. - My concern is that the implementation of any User Pay system would focus on the moored and anchored craft in the river and impose unrealistic fees if it is to raise any significant funding. - A Volunteer Coast Guard Survey of the river in 2015 found only 120 craft moored/anchored in the lower river (Community Jury Speaker Data) and this has not changed much since. - This is not a potential major source of Council funds without unrealistic fees. - Ramp launched craft including jet skis are by far the major users of the river, many by visitors, and these would be exempt because boat ramps are State funded even under the Noosa river plan and fee collection would not be practical. - Further the many craft based on the 687 private jetties would escape fee collection. - Therefore moored and anchored craft owners would bear the costs for ramp launched craft owners which would be exempt user fees. - Current issues with boats and houseboats anchored/moored in the lower river are often exaggerated by the media. - There are a few apparently abandoned craft but not as many as the media reports and removal by the appropriate authority should not be a major task. - Abandoned cars disappear from our roads quickly. - Note some of the photos in the draft report are out of date and whether a vessel is 'visually suitable' for an area would be a very contestable issue. - Similarly, speed issues are debateable with various hull types causing significant wash at different speeds. However, an active 'police' presence on the river would deter individual vessels causing damaging wash. Again, my observation is that it is mainly ramp launched vessels that cause problems especially during holiday periods. - The draft river plan mentions a Harbour Master (Para. 3.1.2). - I am not aware that this position is currently active but the regulation of vessels moored/anchored, speed damage and issues such as live aboard waste disposal could be monitored by this position and reported to the appropriate State authority for action if not within the Council's current powers. - I believe the overall objectives of the Noosa plan should be achieved within the current resources of the present Council and State organisations with the activation of the Harbour Master position with the formal status of a Council legal officer.

	<ul style="list-style-type: none"> - This position would establish relationships with all commercial and recreational river users and the general public and direct any issues with current regulations to the appropriate Authority. - There should be no requirement to impose additional fees or rate charges. - Finally, I consider that the format of the 'Have your say' response is misleading because it is biased towards nominating a rate increase. - Further there has been insufficient exposure of the plan, I have spoken with a number of local residents who have boats anchored/moored in the river who were unaware of the plan and the deadline for comment.
Private	<ul style="list-style-type: none"> - I don't consider council to be the appropriate authority to assume ownership of river systems.
Lake Cootharaba Sailing Club	<ul style="list-style-type: none"> - What is wrong with the present information sharing between parties? - As a Lake Cootharaba Sailing Club Commodore and Rear Commodore in the past, and a current boat owner at Noosa, I feel the council has enough roles to fulfil at present without further increasing the workload and responsibility of the river maintenance. - This should be and continue to be with the State government which has the capacity to handle any future river issues. - The Council's priority should be to put rubbish traps in the storm water drains, maintain them and organise a new out of the way, large boat ramp and trailer parking.
Private	<ul style="list-style-type: none"> - How can the council take control of the waterways of the river? - Particularly, vessels and Marine Operations. - Australia is signed up under the IMO, which dictates the rights of Mariners and Marine Operations. - Vessel. - Vessel Operations have only this month (July) been taken over by the Commonwealth (AMSA).
Private	<ul style="list-style-type: none"> - There is no mention of Councils control in relation to International Maritime Law (IMO), which Australia is signed up to. - Council's control of the river could not take away the rights of Mariners (we are locals too). - The IMO relates to both recreational and commercial operators. - How does the council see its role in relation to these matters? - How does council see its role in management and maintenance of the 'man made/developed, areas of the river (from First Point to Tewantin, including the entrance to lakes and canals, all along the southern shore) - Does the council view that it has an obligation to maintain the river at its natural state? (This is not being done at the moment) - I see nothing within the draft plans that relate to what would be councils obligation to the existing maritime laws, Your Comments? - How does the council intend on 'managing' anchored vessels, houseboats etc etc when there are already international, State and Commonwealth Laws that dictate the right of boat owners, mariners etc. Your comments please?
Private	<ul style="list-style-type: none"> - As a recreational fisherman and resident boat owner with a wet moored boat - I strongly object to imposing fees on fishing and anchoring which are my long-standing rights just to fund bigger Government bureaucracy. - This is un-Australian.
Private	<ul style="list-style-type: none"> - Duplication of Government Control. - There is an implied criticism of the State Government's performance of stewardship of the Noosa River. - I believe any shortcomings that they may have such as removing old Hulks and policing regulations etc. could be resolved by simple changes to legislation. - I do not believe that a new level of costly bureaucracy in the Council with associated new taxes on ratepayers. - New fees for revenue raising from the tourists is out of step with the rest of Australia is unacceptable to the Noosa Community. - Rather than "throw out the baby with the bath water" surely it is preferable for the Council to be better in lobbying the State Government in achieving mutually agreed goals expounded in your River Plan.
Private	<ul style="list-style-type: none"> - This is to inform you that I do not agree with the Council taking responsibility for the care and control of the NR. - Firstly I pay my boat registration, my boat trailer registration and my boat driving licence fee to the State Government. - We know that the money they get from these taxes is hardly reinvested in the proper management of any river in Qld. - It is however the responsibility of the State to provide more water police patrol and more patrol from the fishing authorities (whom are supposed to check fish size and bag limits) and also provide proper boat ramps all over the State. - Ever river, the ocean shore, should be protected from further privatising and development of its banks and left in a natural state. - Some river are crossing several states, therefore I would even suggest that our rivers, the ocean lakes and other waterways should be managed by the federal government so that a future national plan can be introduced to care for these resources. - We have to look at the big picture and ensure that our shores, our waterways are accessible by anyone. - Secondly, the State Government will not re-direct the revenues they collect from the local boating community to the NC, and that's a fact!!! - The money needed for the NC to take care of the river will have to come from business and our rates, may be in the form of a river levy??? - Talk about inflation!! - The bottom line on my rates bill is up by 3.3% this year, the old age pension increase isn't enough to cope with all the cost increases imposed by Council, State Gov., Federal Gov. and general cost of living. - So no, I do not want to pay more for an additional council department that may or may not improve our river. - The council cannot afford to take over the State's responsibilities. - Finally a couple of other points, driverless buses, what a good idea! - Let's put more people on the dole. - Also would it be cheaper to have electric buses that run from an overhead power supply rather than expensive batteries which have a limited life and create another pollution and waste problem??? - Putting rails in the ground is also a crazy idea.
	Speed limits in the lower Estuary
Private	<ul style="list-style-type: none"> - I live permanently on Munna Point, Noosaville directly on the water, on the corner Gympie Terrace and William Street Noosaville and I regularly see many "very dangerous and near death" situations created by the 20 knot speed limit on the Noosa River for most of the year between T Boats and the end of Munna Point where the caravan park is. - Recommendation - I strongly recommend that under section 3.1.3 and OBJECTIVE 3 "BOATING AND SPEED LIMITS ARE APPROPRIATE" that seasonal speed limits (6 knots) around Munna Point MUST BE IMPOSED PERMANENTLY AND IMMEDIATELY. - This is why: - Under Boating QLD " A 6 knot speed limit applies within all boat harbours, mariners and canals in QLD". - The channel that runs between T Boats and east to past the caravan park on Munna Point is very similar to a canal as it is marked by 2 green buoys (one off Gympie Terrace and one off the end Russell Street, outside the QLD Boating and Fisheries jetty and boat ramp) indicating that boats are to stay between the 2 buoys and the riverbank on Munna Point. - The distance from the 2 buoys and the jetties located on Munna Point (and the beach at the caravan park) on Munna Point is only 40 metres. - Boating in Queensland stipulates that boats in QLD must travel at "A speed limit of 6 knots within 30 metres of jetties, wharves, pontoons or boat ramps and states that PWC's must not operate at more than 6 knots within 60 metres of people in the water, boat ramps, jetties or pontoons". - QLD boating also states that, "A person who is the owner or master of a ship must not operate the ship within 30 metres of a diver in the water". - QLD Boating also states in the section titled, "Speeding", "All boats must travel at a safe speed so you can act to avoid a collision and stop the boat in time to avoid any danger that arises suddenly. - Wash created by speed must not cause and damage to the shoreline". - QLD Boating also states, "The skipper of a boat must operate the boat as less than 6 knots (about the same as a brisk walking pace) or at a speed necessary to safely control and manoeuvre the boat it is causing excessive wash".

	<ul style="list-style-type: none"> - It doesn't take Einstein to work the maths out! - The 2 green buoys indicating the channel that runs along Munna Point are only 40 metres off the jetties, boat ramps and the beach at the caravan park. - Within this area of the Noosa River on any day there are people swimming out to the sand banks - particularly off the caravan beach - people on paddle boards, canoes, small sailing boats, large sailing cats - jet skis and rental and owned motor boats - including large commercial tourist fishing boats and ferries. - It is pretty obvious that a 6-knot speed limit needs to be imposed permanently and immediately in this area of the Noosa River - Between T Boats and the end of Munna Point. - Excessive erosion and damage to the shoreline, caravan park foreshore and jetties in this area of the Noosa River has also been excessive as boats travelling over 6 knots in a channel like at Munna Point create wash. - A permanent 6 knot maximum speed will minimise wash and therefore minimize foreshore erosion.
Private	<ul style="list-style-type: none"> - Reduce the speed limit for all powered craft to 6 knots from Tewantin to the river mouth all year round. - There should be no need for 20 knots anywhere on this river unless lives are at stake.
Private	<ul style="list-style-type: none"> - I wish to make a submission as to the Public Safety and Speed Limits in the lower reaches of the River between TBOATS and the RIVER MOUTH. - As a resident living at the Las Rias complex - I have observed river activity constantly from close quarters for the past 2.5 years - And are amazed that such a chaotic and dangerous situation could be allowed to exist. - In my first year of residency at Las Rias and observing many incidents, accidents and near misses I decided to become involved in bringing the situation to the attention of the authority responsible for public safety. - An initial problem was that the responsible authority is not readily known or publicised, this is the primary reason that incidents are not reported especially as most involve tourists or visitors. - It was eventually established that the responsible authority was the Maritime Safety board in Mooloolaba and I have brought the issues to their attention for 18 months and continue to do so without any success. - Attach copies of the latest exchange of correspondence for your information, so you can appreciate the difficulties I have experienced with this Authority. - If any reasonable person read my correspondence file they would have to question the competence of the Authority and I am sure they would be appalled at some of the statements they have made relating to public safety issues. - I outline my experiences with this Authority to Council as it references them in resolving some of the issues that will be involved in the proposed plan. - Council should understand who they are dealing with and be prepared to deal with an Authority that is either incompetent, or very lazy and perhaps both. - Council Officers involved should read my whole correspondence file with the Board, so they appreciate and understand who and what they will be dealing with. - CURRENT PROBLEMS - An inappropriate speed limit that dates to 2004 and is fundamentally outdated 14 years later due to population growth. - At Public Meetings around 2002 the overwhelming community support was for a permanent 6 knot speed limit, but this was strongly opposed by a small but well organised fishing Lobby Group and the current Xmas-Easter restrictions were the compromised outcome. - I believe current traffic in all School Holiday times, long weekends or on any good weather weekend is at or exceeds the 2004 holiday levels. - Pressure group lobbying shouldn't be allowed to prevail again as Public Safety is more important than 10 minutes extra fishing time. - Significant increase in use from additional river craft e.g. Jet Skis, SUPs and Paddle Craft of numerous types. - Effects of NATURE. At times the Channel narrows up and increases congestion to a point that if a strict interpretation of Maritime Rules were applied as to distances and speed, river traffic would virtually stop. - Unless it is proposed to manage this problem on a regular basis the only option is to plan for the worst situation with a low speed level may be even 4 knots. - A further complication of channel narrowing is that it brings the adjoining northern sand banks into play and significantly increases cross channel activity from the resorts that include swimmers and many youngsters on a variety of watercraft. - SECONDARY PROBLEM – POLICING AND REGULATION. - Excessive speeding over a few busy weekends - I have taken 3-hour surveys of passing traffic (excluding hire boats) and the results show about 40 percent of all passing motorised craft exceed the 20-knot limit with significant numbers including many who should know better, exceeding the limit substantially (if on the roads they would lose their licence). - HOON BEHAVIOUR - Over the past 12 months this has become more prevalent mainly involving youths in tinnies and to a lesser degree a small number of jet skiers. - Much of their actions are not only a danger to themselves but to the public also. - What the above confirms is a lack of POLICING PRESENCE on the river and it is in fact VIRTUALLY UNREGULATED. - I note from an article in the local paper there is only 2 police patrol craft that cover the area Redcliffe to Tin Can Bay. This confirms my observations. - I would venture to say that over the past 2 years there wouldn't have been a Speeding or Hooning ticket issue in the part of the river under discussion. - It would be interesting to view official data on these issues if Council has the capacity to obtain them as I have had great difficulty. - The point is that if you are going to have an unregulated situation you always impose the LOWEST LIMITS as most people will observe limits (in this case about 60 percent refer to above) and many will fear the consequences if by some chance they get caught significantly exceeding the limit e.g. doing 35 knots in a 6-knot area is a lot more serious than doing it in a 20 knot area. - While a low limit will never replace proper policing, it will slow most excessive speedsters down and dramatically improve overall public safety. - In Summary I cannot see one valid reason not to immediately change the speed limit to 6 knots in the urgent interests of Public Safety. - As offered to the Maritime Safety Board Officers they were invited to come and sit with me and observe what I see on any fine weekend. The same offer is made to Council Officers involved in this matter.
Private	<ul style="list-style-type: none"> - Erosion ... speed limits should apply for the whole river up to Lake Cootharaba - No water ski - Stop discovery tours wrecking the river by going up and down and allow them a jetty at Elanda Point so they can start the tours from there.
Private	<ul style="list-style-type: none"> - SEPARATING AND SLOWING RIVER USERS FOR SAFETY - Just as separating cyclists from motor vehicles provides safer land transport, separating the different river users improves safety too. - It is inappropriate for vessels to moor or anchor or trawl in designated navigation channels. - Swimmers would be safer away from fishers casting out, ferries travelling their routes and recreational boats. - Jet skis should be confined to the designated Jet ski area, other than transiting to their jetty or boat ramp. - Slowing down for safety would help immeasurably. - There are many sections of the river where 20 knots is the permissible speed, but they are heavily used sections of the river including swimmers and paddle craft and rental boats, often in the control of drivers without maritime licences. - Perhaps a 6 knot speed limit for all of the lower Noosa River, excepting the ski zones, is necessary. - POLICING - It is a travesty that speed limits, safety equipment on board, alcohol limits, fishing bag limits and fish sizes caught etc. are not enforced on the river. - The river has a reputation as being extremely under patrolled and thus there is a culture of non-compliance. - You will be sadly astonished if you simply watch and see how many people on boats do not wear life jackets when crossing the bar, and how many boats travel and over 6 knots thus creating wash which disturbs other anchored boats and causes wash erosion to river banks.

Noosa Nth Shore Residents Association	<ul style="list-style-type: none"> - Speed limits and public safety: - We support these recommendations but would like to add that Commercial Boat Hire Operators be required to provide much clearer instruction for each renter as to where they can navigate and how close to private jetties/property they can go. - We see increasing problems with hire boats travelling within a few metres of private jetties, private property, anchored vessels and swimmers. - Given that most who rent have little or no experience they pose an increasing risk to public safety. - We suggest that a way in which to minimise risk may be to create a navigation channel in the river for all craft heading up or down stream. - With regard to a boats wake, this varies by hull design and not only hull speed. - Some vessels actually generate little to no wake at planing speed whereas others significant wake at slow speeds (e.g. 4-6 knots). - This phenomenon gives more weight to creating a navigation channel because damage to the foreshore on both sides of the river is getting worse every year and especially at peak season. - It is our view that Council should lobby the State to amend licensing requirements for boat drivers. - We demand that a person who is learning to drive a car must be medically fit and undergo theoretical testing followed by a practical examination then a series of levels of a licence. - By todays' laws, a person could be at the controls of a boat doing 20-40 knots in the Noosa River not having done any training, etc. so long as a licensed driver is in the boat. - As rivers and narrow waterways become even more congested, there is even a greater argument to move to a system of licensing similar to that of a driver's license in our view. - Think about that narrow stretch of water around Munna Point as an example. - Families and kids in the water...on the beach...and 50 metres of water for boats to navigate through. - At peak season sure they are supposed to do 6 knots but it's 20 knots the rest of the time and should an inexperienced driver hit a wake and not know what to do, the consequences could be disastrous. - Additionally, an ongoing problem is kids - many around 10-12 in Tinnies with a 4HP motor doing dangerous things. - Because they weigh little, a small tinny is capable of planing and going at speed. - They become unstable hitting boat wash and are a danger to all. - Kids should be able to go fishing but they need to also be made aware of dangers as well as controlled.
Private	<ul style="list-style-type: none"> - Vessel speed limits on the river are exceeded regularly by vessel operators. - After dark vessel operators can be regularly observed operating without navigation lights on the river.
Private	<ul style="list-style-type: none"> - Safety hazard of commercial jet skis (PWC's). - I was instrumental in encouraging the then State member Cate Malloy, in legislating the current restrictions on PWC's, hovercraft and sea planes. - The Commercial PWC operations came after that. - It defies common sense to have unlicensed drivers at high speed separated by an imaginary line with some floats from the main narrow shipping channel. - A disaster, death or injury waiting to happen. - This unlicensed driver operation in proceeding to the river mouth is inconsistent with safe laws governing all other PWC users where licences are mandatory. - It should be away from other public marine activity. - Further I believe the operation is illegal under State Government legislation as, I understand, the Indigenous owners of the river are required to give their permission for use of such a land / water asset and I am not aware that procedure has been effected in granting the State Government licence to operate there, maybe in the rush to get an income stream.
Private	<ul style="list-style-type: none"> - I would also like to know what the council is planning on doing with the lower estuary and the eroding dog beach and woods bays. - It is only a matter of time before it erodes through. - I think everyone needs to realise that where this spit has been built is in an extremely tidal environment, so permanent retaining needs to be installed instead of just dredging more and more sand up there. - As a commercial fisherman on the river each day I see the erosion of this area change each day and nothing being done about it. - It is becoming a hazard to all mariners passing the area in restricted visibility as each month when the spring tides arrive there is usually a couple trees dislodged from the bank and end up in the middle of the river, only to be marked by a yellow special marker when they should be removed straight away. - Perhaps one way to minimise erosion at areas like the munna point caravan park, las Rios resort, coastguard and the dog beach would be to implement a year round 6 knot speed limit from t boat hire downriver to the ocean entrance like you have discussed in your plan. - Prior to running Noosa River fishing safaris I also worked at t boat hire for approximately 10 years, I think the commercial pwc area is a good idea, as long as it is kept as a commercial pwc area. - That area is a testimony to the fact that jet skis are not causing any erosion in the river at all and I think it's about time the ban is lifted on the usage of them in the upper estuary. - Lifting this ban would also ease the congestion of the lower estuary during the holiday periods. - To say that jet skis create erosion is untrue in my opinion, I believe that the v8 wake boats that are designed to create wake are certainly more of a problem than jet skis being up the river.
Private	<ul style="list-style-type: none"> - Problematic speed limits. - Justification for speed limits lacks evidence based facts. - It appears safety of congested multiple use channels is one reason but no statistics on any accidents or water craft usage trends is offered. - The result is un-necessary imposition of indiscriminate speed limits for months at a time when just the peak holiday period would have achieved the objective. - Inconvenience for the resident regular water user results when there is very little river traffic most of the time. - When they were first instituted at Munna Point the belief was that a Noosa Councillor had mistakenly thought that the speeding boats would scare the shorebirds but the opposite is the reality as slower boats annoy them longer if they do annoy them at all which by observation , doesn't happen as the birds are very accepting and adaptable. - The second justification profited is speed causes erosion. - This is mainly a fallacy as planing hulls only cause larger wash at low speeds and very little at higher speeds. - There are different semi-displacement hulls which cause large wash at both high and low speed but less at high speed. - Experts will attest this is all correct and relying on slow speed to mitigate erosion only makes the erosion worse. Please get the facts first.
Private	<ul style="list-style-type: none"> - I wish to express my concern regarding the Draft Plan particularly in the area relating to safety. - In the Plan there are suggestions of reducing the speed limit on the river even further in an effort to improve safety. - As a regular user of the river it appears you have overlooked what I consider to be the greatest issue and that is the use of craft by unlicensed drivers using sub 6hp engines. - These people quite often have no idea as to boating regulations, which side of the river to pass on and generally use unsafe manoeuvres. - Also, such vessels can be driven by young people who zip about in their tinnies. - If one is genuinely concerned with safety this would probably be the first issue to work with. - Once can always reduce the speed limit, in fact one could put a total ban on boating which would enhance safety even further, however reducing the speed limit is a simple action but avoids addressing the real problem.
Private	<ul style="list-style-type: none"> - As a Coastal Rower I have watched the erosion on the Noosa River with concern. - I have no doubt that one of the contributing factors is the prevalence of large power vessels creating a sizable wash. - I believe this may be something that the Council may not be able to regulate, but I think representations should be made the Department of Transport and State Environmental bodies requesting they research the issue with a view to limiting the speed at which powered vessels may travel in these sensitive areas.

Department of Environment and Science	<ul style="list-style-type: none"> - Re objective 3 - Noosa Spit and Munna Point are not in the FHA. However, this management response may have a broader effect in that it could reduce boat wash impacts on nearby river banks in the FHA. - If areas in the FHA have boating speed limits introduced or reduced, then DES would support reduced speed limits in the interest of protecting banks and riparian vegetation from the impact of erosion from boat wash.
	Dredging / Navigation
Private	<ul style="list-style-type: none"> - Reduce sand build up at the river mouth and bar through proper management of the waterway. - Develop a holistic approach to the water flow of the river rather than just drop sandbags in an area without any thought given to how placing those bags will affect the water flow and sand build up.
Private	<ul style="list-style-type: none"> - Address the activities of the past that have threatened the river - i.e. Alteration of the river mouth and how that is related to reducing fish stocks / flushing / boat safety. - Scientists have recently identified that the size of the river mouth affects the number and size of fish in river systems, worth addressing in the river plan.
Private	<ul style="list-style-type: none"> - I don't agree with most of these (actions listed in YSN) because the agenda is vulnerable to be hijacked by activists. - The Council should instead be lobbying the State Government to deal with the problem of sand silting up navigation channels and the river bar which are in dire need of dredging. - Also Doggie beach should not have been allowed to deteriorate the way it has, which does create considerable doubt about the ability of Noosa Council to manage this.
Private	<ul style="list-style-type: none"> - Dredge the river mouth before someone gets killed. It's just a matter of time. - Boats are stranded & upturned all the time. - The so called bar is a beach not a bar. - There is no safe way to get in & out of the river. - Please investigate what action can be taken to ensure the safety of boaties on the river & do it soon before someone is killed.
Private	<ul style="list-style-type: none"> - Sand dredging of the river mouth and dog beach is important as we are having to manoeuvre constantly with the shifting sands. - The council put plenty of sand back into the Main Noosa beach it's also important to look after the sand in the river by dredging.
Private	<ul style="list-style-type: none"> - Over the past eight years the river mouth has progressively slitted over, to the point that the water flows are affecting not only the health of the river but also those who utilize the river for pleasure. - The area desperately needs to have the bulk of the slitted sands removed. - The health of the river and all that takes it life from the river as well as those who use the river, many of whom are tourists, depends on a free and well flowing river mouth.
Lake Cootharaba Sailing Club	<ul style="list-style-type: none"> - Dredging is required due to previous development changes to the river e.g. changing the river mouth – silting due to tree clearing upstream and boat wash erosion and also, due to lack of rain attributed to global warming and seasonal fluctuations. - Previously the NR was dredged for access across Lake Coorobah and into Lake Cootharaba and the mouth of Kin Kin Creek which has now silted up completely. - Commercial operators must have access to these areas to sustain their businesses.
Private	<ul style="list-style-type: none"> - Within the draft there is no mention of 'Maintaining' the river. - It is not in its natural form, being Man Made/Developed from First Point to Tewantin along the entire southern shore. - Consider the Dog Beach Issue, the dramatic silting up of the lower reaches (downstream from Culgoa Point). - If we are to maintain the natural environment of the river, I would of thought that the 'Man Made' sections are the obligation of 'Man' to maintain, particularly to ensure that water flow within the river is maintained at pre 'Man' interference. - Is the council prepared to undertake this responsibility? I think not. - While the latter falls under the responsibility of Infrastructure Services, it seems like a valid point that it could get a mention in the plan.
Private	<ul style="list-style-type: none"> - There will never be any commercial shipping steaming up the water way, only light water craft using the facilities provided locally. - I cannot see why it has Commercial Harbour regulations when it is only maintained as a drainage ditch.
Private	<ul style="list-style-type: none"> - Reducing the impact of overdevelopment along the river. - Resolving long term issues concerning alteration of the watercourse.
Noosa Nth Shore Residents Association	<ul style="list-style-type: none"> - Strategy Scope - 1.2 A System under pressure - While Council captures the issues under 3 broad categories, what this strategy fails to acknowledge or capture is the impact that historical changes in hydrology from dredging and the redevelopment of the river mouth to today's sand dredging in this location and the profound impacts that these have had on declining biodiversity, the benthic layer of the river bed and negative affects upon fish catches. - While there are other initiatives to manage and improve the river, little will markedly change unless basic hydrology is formally addressed. - Water flow rates must return back to their natural levels. - In this way sediment/sand build up/blockages will cease to have the negative domino effect back upstream throughout the river system. - This is an issue that even Council's own consulting academics/researchers have raised and flagged as being highly significant in many studies over the past and reported upon in research studies. - This should be added to discussions and form part of the strategy immediately.
Private	<ul style="list-style-type: none"> - We have all been witnessing the massive ongoing erosion at the NR mouth over the past years. - All been witnessing State Government disregard for council plans regarding development of the NR foreshore.
Private	<ul style="list-style-type: none"> - There is a problem with the maintenance of existing channel markers and the need for more markers. - We would also like to see this fixed and some river markers lit at night. - Navigating on the NR at night is extremely hazardous.
Private	<ul style="list-style-type: none"> - Silting up of the river mouth is a very topical issue for regular river users. - Residents who were born in the area are telling us the problem has never been this bad before and it is rapidly deteriorating. - Many, many people are dismayed about the loss of Doggie beach and the failure of Council to have a contingency plan that would mitigate the loss. - It is too late for doggie beach but we need a <u>contingency plan</u> for the river mouth closing over due to the silting problem now occurring. - What will be the consequences if residents can't gain access to the sea from jetties, moorings and ramps inside the river? - What will happen to the water quality and the flow on effects if the river flow is reduced to zero for most tides. - When the stagnant river water is released by a king tide will there be pollution consequences to surrounding areas i.e. closure of main beach. - Sand being pumped by Council onto main beach eventually ends up in the river mouth and is a major contributor to the current issue. - The imperative to pump sand onto main beach is accepted. - However we believe the River plan also need to deal with the side effects of this activity.
Private	<ul style="list-style-type: none"> - I also think something has to be done about our ocean entrance. - As of July when the lower estuary and ocean entrance began to be filled up with sand the fishing was certainly impacted by this, purely because the river was not clearing up quick enough and it is too shallow for a lot of fish and bait species to move in and out of the estuary.

	<ul style="list-style-type: none"> - The last new moon and large tides we had in mid-July flushed all the silt and tannin from up the river and out to sea. - Normally with a reasonable channel the river cleans itself rather quickly and the cleaner water comes in as the tide floods and is cleared usually within a few days. - The last moon phase we saw this dirtier water not funnelling out of the river as it naturally should purely because it is too shallow for the body of water trying to move out. - If we were to have a deeper ocean entrance all year around, the river would be able to clean itself a lot quicker, and fish and bait numbers in the river would dramatically increase. - I propose the council extends the rock wall on the southern side of the bar and builds an additional wall on the northern side, dredge a channel, and have a larger deep area for fish and bait species to enter our river. - Implementing something like this would also make it a lot safer for all people travelling through this area each day on vessels. - I can understand the massive amount of money that would be needed to fund something like this but I think that one project would have a huge positive impact with our local community and our fish species and numbers. - Thank you for taking the time to read this email, I hope my views and opinions can be taken constructively and we can come together with a good solution for everyone in the community.
Private	<ul style="list-style-type: none"> - The paper ignores the fact that the lower reaches of the river have been significantly altered and groomed, and this presents ongoing problems that can and will be costly to deal with. - The issues are not just to do with erosion from vessels as the paper suggests.
Private	<ul style="list-style-type: none"> - There is a need to examine why the lower Noosa River is where it is geographically and what purpose it has for the whole catchment area before considering how we can further change its use. - I believe the river is the natural drain for the catchment area and any attempt to impede this rain is likely to have consequences. - At the start of the Cyclone season one of the warnings promulgated is 'make sure your gutters and drains are cleared out'. - The mouth of the Noosa River is the drain of the catchment and any impediment to the freedom of the water to escape could cause flooding. - The river mouth has been severely restricted in the past by "development". The river mouth has been moved and restricted to its present position. - The Noosa Sound sandbank has been developed for housing. - The Noosa Woods area has been developed and stabilised to protect the Sound. - The sand pumping on the main beach ensures there is sand ready to be swept into the river mouth. - This sand should be allowed to progress North towards Fraser Island for most of the time. - All of these events, plus the increase in moorings and jetties which slow down the river flow, help to make the build-up of sandbanks inevitable. - Since 1992 the sandbanks between Edward St and the mouth of the river have increased greatly - This presents a large shallow sand area where it is safe for families, including young children, to play. - But if we had another rain storm in the catchment, similar to the early 1992 rains, these same sandbanks would act as a dam and the lower catchment could not escape flooding, and most of Noosaville and Hastings St could be severely flooded. - As one indicator the boats from the sailing club used to have regular races outside the bar in the winter and normally race up to Weyba Rd. - Now they are restricted to about Thomas St. as there is insufficient draft across the river even for these relatively light boats to sail towards the river mouth. - Any idea of ocean boats using Noosa River as a haven is unthinkable. - In summary NOOSA Town has done incredible damage to the mouth of the Noosa River in the past - we must now try and repair the River's path before it comes back and hurts us. - I believe first 'A STUDY TO DETERMINE HOW THE NATURAL FLOWS IN THE NOOSA RIVER CAN BE RESTORED' needs to be carried out, before any thought to changing the present bad practices are considered and further damage is done.
	Marine infrastructure
Private	<ul style="list-style-type: none"> - No more boat ramps: reduce traffic in the river. - Have a booking system for use of existing ramps with toll for use. Like parking: tickets to use the ramps. - No ramp booking ticket, no ramp use. - Fines imposed for no ticket, checked in by rego of the boat trailer.
Private	<ul style="list-style-type: none"> - Action 11 to mention removal of illegal jetties (as well as boats). - Also, mention somewhere of completing key linkages in riverside walkways with floating walkways between Munna Point and eastern end of Gympie Tce; and between eastern end of Hilton Tce and Chaplin Park.
Private	<ul style="list-style-type: none"> - As for derelict boats, derelict jetties in the Noosa River System need to be managed.
Private	<ul style="list-style-type: none"> - Why doesn't Council demand the removal of all the illegal structures being built into the Frying Pan from North Shore residents. - There are dozens of small jetties being built without approval. It looks like a shanty town.
Private	<ul style="list-style-type: none"> - Do not support the Elanda Point Jetty as it is a poor outcome environmental, socially and aesthetically.
Private	<ul style="list-style-type: none"> - RIVER ACCESS - The boat jetty, boat car and trailer parking and ramps on Gympie Terrace and at Tewantin are of such dreadful design that they can only be used by smaller boats, even though the ramp at Gympie Terrace is signed as up to 5 tonne usage. - It is impossible to get a 15m rig (8m boat, trailer with adequate draw bar, toyota cruiser haul vehicle) in and out of the short herring bone shaped car park, particularly if vehicles are in the rigging area in front of the parking bays. - That vehicles park there, are locked and left unattended in the rigging bay causes the area to grid lock. - Last time we wanted to bring our boat back in to that jetty we had to stand off for just under three hours, waiting for vehicles to move in the car park so that we could actually get our trailer out of the designated parking bay area, swing it around and drive it to the ramp area. - At this stage the tide was dropping away and the cement ramp was too short to back the trailer down enough for the boat to easily glide onto the trailer. - I do not understand why the boat ramp is so short, the parking bays so short, the turning area to get back to the ramp is so angled and narrow and yet the area is apparently designed for boats that are large enough to need a jetty to tie to while the trailer is retrieved and reversed into position. - The boat ramp beside the ferry to North Shore is simply sand. - Many a time I have seen 4wd vehicles bog there trying to haul boats out, and thus have to arrange a tow from a second 4wd to vacate the boat launching area. - This is not ideal and neither does it promote efficient use of the facilities. - Surely there must be standards regarding the design of boat ramps and associated infrastructure. - The facilities at Manly in Brisbane are an example that work well. - Given that boating licence fees are paid to cover such infrastructure, it is only reasonable that it is appropriate for the paying users. - JETTIES AND BOAT HULKS - Travelling the tidal areas of Noosa River has revealed hundreds of private jetties, many of which are in disrepair or have already disintegrated leaving a trail of polystyrene and CCA treated timbers washed through the mangroves and along the river banks. - Disintegrating boat hulks also contaminate the river with their treated timbers, plastics, petrochemicals, etc. - These are such disastrous pollutants to riverine life. - The visual amenity of the river and its safe use for recreation and navigation are important but protection of the river biosphere is even more important.
Lake Cootharaba Sailing Club	<ul style="list-style-type: none"> - Parking for public boat ramps is not beyond capacity.

	<ul style="list-style-type: none"> - A large new boat ramp with very large designated parking should be built near the vehicle ferry crossing as it is the only place where there is sufficient room. - This problem will not go away. - Power lines would have to go underwater near the council chambers in case yacht masts do not have sufficient clearance. - Boreen Point has only one proper boat ramp, not two as stated in the Plan. - It is only suitable for very shallow draft vessels. - At present it is handling the usage well. - Noosa Harbour Marina that has been at capacity for years. - It is mainly a ferry terminal with numerous restaurants around the edge. - It has not the ability to handle any further vessels. - It does not supply any marine services.
Private	<ul style="list-style-type: none"> - Personally I much prefer the NOOSAVILLE ramp for two reasons: - The steep ramp with the finger beside means it is much easier getting on and off your boat next to the finger with the steep ramp. - Being able to leave your boat tied to the finger while parking your car is a great asset - You do not have to park your boat on the sand and rocks that lay underneath the water damaging your boat. - I also think that Chaplin Park is a prime location for a very well facilitated boat ramp - As our population and visitors to the area dramatically increase year after year. - I think the local and visiting community would benefit from a large boat ramp at Chaplin Park - While still being able to provide a very substantial grassy area for children and families.
Private	<ul style="list-style-type: none"> - Tickets for using boat ramps instead of building more of them.
Private	<ul style="list-style-type: none"> - No more jetties – especially for commercial operators.
Lake Cootharaba Sailing Club	<ul style="list-style-type: none"> - The source documentation 1997 is out of date and appears to me to be information from pre 1996. - A lot of the information is no longer relevant to the NR Plan. - For example, the plan does not cover areas, such as Noosa Waters, which has the largest vessel ownership in the area, with some 928 dwellings listed. - Most of these dwellings own a vessel which accesses the river through a lock.
Private	<ul style="list-style-type: none"> - Please provide more public jetty areas. - We love to fish with our kids, but the jetties are all private and locked up.
Private	<ul style="list-style-type: none"> - Council needs to build more ramps and boat trailer parking. - Upgrading lanes without providing additional parking is a waste of time. - The only solution is to turn Chaplin Park and its surrounds into a boat ramp and trailer parking.
Private	<ul style="list-style-type: none"> - I want to express my concern at the Proposed Draft. - Too many times a natural asset is over restricted at the detriment of the public. - I think common sense should prevail and existing residential facilities like jetties and houseboats should be protected not restricted. - Example I have seen firsthand where the council in Brisbane have systematically taken away access to boat ramps and jetties in the Brisbane River to an extent where the public are almost banned from using their own beautiful asset. - On the other hand Perth and Sydney has embraced the river system and encourage public usage. - It is widely utilized and loved by the public. - DO NOT WRECK public and private access to the Noosa river system for low private and public usage. - Sustainable jetty, houseboat usage and rental should be promoted not restricted. - LEAVE ACCESS TO THE QUEENSLAND PUBLIC. - All you will achieve is to drive up pricing and push out the families who have enjoyed this area for generations.
Private	<ul style="list-style-type: none"> - A specific query in regard to community and tourist use of the riverside pathways. - Probably not in the scope of the NR plan. - There is a great, heavily used pathway that runs along the river following Gympie Terrace up to the Yacht Club. - From there to go further west toward Tewantin, you must detour along heavy traffic and finally to Hilton Esp. - It would be interesting to see if the riverside properties along this stretch have illegally built fences up to the river. - If legal, a boardwalk would be great past these properties. - Mention somewhere of completing key linkages in riverside walkways with floating walkways between Munna Point and eastern end of Gympie Tce & between eastern end of Hilton Tce & Chaplin Pk.
Department of Transport and Main Roads / Boating Infrastructure Team /	<ul style="list-style-type: none"> - Good morning, the department of Transport and Main Roads (TMR) owns several hundred recreational boating facilities across Queensland, including some in your local government area. - Under the Transport Infrastructure (Public Marine Facilities) Regulation 2011, the appointed manager of a facility may allow commercial use of a recreational boating facility, as shown in the extract below. - Section 6 of the Public marine facilities regulation 2011: Condition of appointment - The appointment of a manager is on condition that the manager allow the public marine facility for which the manager is appointed to be used only <ul style="list-style-type: none"> - for a genuine, private, recreational boating purpose; or - for a commercial purpose with- - the manager's written approval; and - the written consent of the chief executive. - TMR acknowledges the work Boatsafe Queensland does for the boating community in training boaties, issuing licences and encouraging safe boating practices. - As the chief executive for purposes of the Regulation, TMR consents to the commercial use of TMR-owned boating facilities for commercial use by Boatsafe Queensland. - While the appointed manager has the right to charge a fee to allow commercial use of a facility, TMR encourages any permits issued to Boatsafe Queensland be free of charge where possible.
Department of Environment and Science	<ul style="list-style-type: none"> - Re objective 4 - This review includes unapproved boat ramps and jetties on public land and in the FHA and raises the potential safety risk to the public accessing unapproved boat ramps and jetties. - The development of a comprehensive database of boat ramps and jetties in the river system provides information for current and future compliance assessments in the FHA. - The Recreational Boating Facilities Demand Forecasting Study for Noosa Council's consideration suggests issues of overcrowding, capacity and safety with regard to recreational boating facilities. - The draft plan suggests Council is more likely to support upgrades to existing facilities than the building of new boat ramps, which is a management approach that is broadly supported in FHAs generally, subject to any approval requirements.
Private	<ul style="list-style-type: none"> - Lack of Emergency Evacuation facilities on NNS

	<ul style="list-style-type: none"> - The loss of 3 houses by fire at Homeport focussed the minds of the Council led Disaster Management Committee (DMC) in mitigation of loss of property and life due to natural events particularly wild bush fires. - NNS is at risk and with only one track in & out of the lower North Shore (Wallaby Track) this can be cut for emergency evacuation. - The DMC is now aware that residents particularly at the Frying pan village and visitors need a means of evacuation by water to the East in the event of being trapped. (Council staff is aware from his public meeting with us at the Rural Fire Shed). - At the time of the State Government 2017 infrastructure study, alluded to in the Plan, this was not then identified as an important lifesaving need for some marine infrastructure to facilitate both urgent fire and medical evacuation. - Notwithstanding past Council policy, recognition of some basic river access beach boat ramp and all tide floating pontoon needs urgent implementation and is not in the current draft Plan. - The Plan threatens to remove existing informal community river access facilities without replacement. - These long standing facilities demonstrate a community need from decades of use for recreational, quality of life and emergency use.
Private	<ul style="list-style-type: none"> - Future bridge over the river. - At present a diesel belching pollution river inefficient archaic ferry system traditionally ferries vehicles and people to the Noosa North Shore. - Justified by flawed logic by successive Councils and their administrations in the emotive belief that a ferry has the magical powers to stop future development of NNS. - The Council seems to have forgotten, maybe conveniently, that it has a very efficient and effective PLANNING DEPARTMENT with has the power to control development as it has done over the years, sometimes even ruthlessly some would say but supported by a conservative green lobby. - The mayor has stated that 80% of users are transiting to Northern Shires. - Most are once a year transit visitors who don't care about the cost or delays. - They also have no interest in the development of the NNS or desire to live there. - All the ferry does is frustrate everybody who has regular need to cross the river. - Queues are getting and will continue to get longer. - It is slow and jeopardises time for medical evacuation and emergency services like firefighting. - What is needed is a professional independent cost benefit study to assist with future planning. - There are real benefits in having 24/7 access using modern technology which wasn't available in the past to make a toll bridge/restricted a major fund raiser for the Council capitalising on future tourism growth as the Council continues to promote the NNS as World Heritage quality. - What's the point if people can't get here to see it? - Monks Bridge cost about \$18million and the NNS Bridge doesn't need the road infrastructure that cost \$22M more. - Unfortunately emotional statements on unjustified costs have been profited even by the mayor when the likely turnover of \$3-4Million (or more?) would easily pay back the bridge investment in under 10 years with a 100 year life. - This money could be spent in part in enhancing the quality of the Noosa River and the wellbeing of all ratepayers.
	Commercial use
Private	<ul style="list-style-type: none"> - I think council should look to control the foreshore sprawl of commercial activities that preclude access to large sections of the foreshore from being used by the public, in particular boat hire businesses. - These businesses should be relocated upstream of the Gympie Tce foreshore.
Private	<ul style="list-style-type: none"> - We read the Council reports that Noosa Houseboats were approved for their jetty extension on the condition that boats were not moored overnight on the outside of their jetty. - They moor their boats there every night ... where is the enforcement?
Private	<ul style="list-style-type: none"> - Leave the private jetties alone. - It's the commercial jetties that are out of control. - Airbnb on a houseboat from a private jetty is a great tourist attraction for Noosa. - The commercial jetties and the amount of abandoned boats on the river IS THE REAL PROBLEM.
Private	<ul style="list-style-type: none"> - Airbnb from private jetties are a great tourist attraction. - Commercial jetties are out of control with extended water and foreshore areas.
Private	<ul style="list-style-type: none"> - Leave the private jetties alone. - They are not the problem. - Commercial jetties are the problem. - They are taking over the river area as well as foreshore. - Stop them from being cafes!!! - Reduce the amount of boats mooring in the river
Private	<ul style="list-style-type: none"> - COMMERCIAL Jetties and NOT PRIVATE Jetties should be subject of Council's attacks. - Jetty 33 is an example of controlled recreational use of the river. - It is elegant and understated. - Not being of commercial use, it represents no threat to businesses along the foreshore. - Unlike the other jetties along the river that are an EYESORE and stretch across the river foreshore. - And derelict, abandoned houseboats that litter the river. - These should be Council's areas of concern- NOT Jetty 33. - WE should embrace and commend restorations like JETTY 33, not the opposite.
Private	<ul style="list-style-type: none"> - I am 18 years old, live in Noosa and will vote at the next election. - Jetty 33 is a private jetty with Airbnb. - It is fantastic and Noosa should be proud of it! - The commercial jetties are terrible with their expanded areas, ugly boats, signs, cafes on our public foreshore is disgusting.
Private	<ul style="list-style-type: none"> - I love the private jetties on the river. - Leave them alone, particularly the beautiful airbnb houseboat. - I hate the commercial jetties with their signs, tacky boats, spread out along the foreshore blocking use for the noosa community.
Private	<ul style="list-style-type: none"> - Adding an Airbnb to private jetties is increasing the amenity and tourism pull to the area. - This is a great thing for Noosa.
Private	<ul style="list-style-type: none"> - I note that you are planning to restrict the ability to AirBnB from private jetties. - I believe that the addition of this accommodation option enhances the spectrum of accommodation options in Noosa with such an affordable but unique offering. - It is not arguable that it will negatively impact on the river system as all waste is contained and pumped from the houseboat. - It is permanently tied to the jetty and therefore doesn't add to the river traffic
Private	<ul style="list-style-type: none"> - The existing requirements for overnight stays on vessels, which are approved and monitored by the Harbour Master and Qld Maritime Services are enough. - The legislation is quite clear now, and does not allow any private vessel to conduct any type of hire / accommodation, Airbnb type of use. - We do not need a further ban on AirBNB.

	<ul style="list-style-type: none"> - Private Jetties are presently being used for private mooring / rental arrangements and Airbnb and should continue to do so, providing they meet all the Harbour Master and Qld Maritime Services requirements and there is no negative impact on the River. - The existing activities of Private Jetties enhance the River, whilst not expanding the mooring areas. - The mooring areas of all the Commercial Jetties are disgusting. - They keep on expanding in the water and on the foreshore. - This is the eyesore which is destroying the River. - The Commercial Jetty operators are doing the wrong thing. - Not the private Jetty owners. - There should also be a reduction in the amount of boats allowed to moor in the River.
Private	<ul style="list-style-type: none"> - Stop the boat hire places selling coffee !! - Stop them using wax coated paper cups as they are using them for water as well and are ruining the world!! BYO cup or none - Actually shut them down it just blocks up the area !!! - The cups end up in the river!! It's in breach of the guidelines for environmental protection and the advice from the war on waste and I'm going to get the media involved How could council let this happen Is coffee more important than the river?
Noosa Nth Shore Residents Association	<ul style="list-style-type: none"> - Commercial uses of the river: - During peak season, many operators take over the beach for their hire watercraft. - Also they place tables and chairs right on the foreshore. - This makes it dangerous and difficult for boaters to beach their vessels safely - especially when there are swimmers or people fishing in the same place. - A policy or rules need to be created to police commercial activities and at least some warning signs alerting people that the beach is shared.
Private	<ul style="list-style-type: none"> - There is little or no uniformity relating to permissible jetty buildings areas on and off water lease areas. - There is little or no uniformity relating to jetty on and off water lease areas. - The Government owned land of NR foreshore has developed into a retail precinct to the detriment of rate paying Gympie Terrace traders. - The NR foreshore traders disadvantage Gympie Tce traders as they pay less lease and rent fees than their Gympie Tce traders across the street.
Private	<ul style="list-style-type: none"> - Re pollution and commercial facilities. - Over the past few years the number of unlicensed coffee shops or coffee serveries on the river has increased enormously, there is no regulation regarding these non-food operators. - Although the service they provide is very nice there seems to be an imbalance between licensed vendors paying full council rates and fees and others who are able to dispense coffees without restrictions or obligations. - There seems to be a 'blind eye' taken by council in permitting these premises to operate.
Private	<ul style="list-style-type: none"> - Many of us have become aware that on and off water transport provision for daily tourist visitation to the everglades area of NR has been increased by 72.2% this past month by one tourist operator alone, placing ever increasing potential for environmental damage upon the sensitive area.
Pelican Boat Hire / T Boat Hire	<ul style="list-style-type: none"> - FEEDBACK - The report (page 7) says the river is under pressure from many sources including recreational users and environmental impacts. - It pleasingly does not attribute any issue to commercial operators or the commercial leaseholders and rightly acknowledges their important role in the tourism economy. - We welcome the many initiatives to improve safety and responsible use as well as applaud initiatives to protect the Noosa River from environmental damage. - Given the Council's stated ambition of governing in an open, transparent and accountable manner, we expect this river plan to have the discipline of only proposing actions that address real and measurable impacts and problems. - It should not contain random thought bubbles and bureaucratic ambitions that are not related to solving real issues. - Actions must be linked to specific problems. - We are very pleased that this report does not describe a single impact or issue caused by commercial operators and leaseholders that affects the health of the Noosa River. - We are however worried that the report repeatedly proposes actions and bureaucratic controls over commercial operators and leaseholders despite the lack of connection to the Plan's stated objectives (1.6). - As such we strongly oppose Council's ambition to take over management of commercial leases from the State. - Commercial leases and their management are not attributed as the cause of a single negative impact on the Noosa River within this plan. - A change of management of those leases will not achieve any of the stated objectives in this plan. - More so, we note Council risks legal challenges if they pursue this proposal and may face a significant contingent liability that is neither warranted or necessary to improve the river outcomes. - We oppose heading 3.1.5's reference to "shared responsibility creates a challenging management model for all levels of government" as the report fails to describe any actual issue or problem in the current management of commercial leases. - Government agencies already have adequate powers to enforce management of the river. - While we support more resources being committed by the State, we do not support legislative changes that would treat the Noosa River differently to every other waterway in Queensland. - We note Council has made no attempt to work cooperatively with the commercial operators to improve their apparent sense of impotence in managing the river and believe taking over leases is a gross over-reach when Council already lacks resources for core services. - We oppose any Council ambition motivated simply by territorial power and the imposition of new taxes on local businesses rather than focusing on delivering benefits for the river. - We believe it is fundamentally disingenuous to put forward a plan with veiled references to new fee structures without open and transparent disclosure of the full extent. - We oppose any goal of Council to restrict or limit recreational boat use beyond the introduction of greater safety measures and speed controls. - Recreational boating is a significant industry and tourism drawcard for the region. - We oppose any increase in regulation, red tape and bureaucracy which impacts negatively on small businesses involved in the Noosa River and are essential to local tourism and employment. - We strongly oppose recommendation 15 on page 60 which states that Council wants regulatory powers to control the size and type of commercial vessels operating on the Noosa River. - This recommendation is not related to a single issue or problem in the report and appears as an unnecessary thought bubble as ... Few commercial fishing boats operate on the river and there is little expectation of growth, the size of commercial marinas creates a natural ceiling on the size of commercial hire vessels and other charter vessels that can exist in the river, as no new marinas can be developed, fleets are already close to the ceiling limit, there is no strategic framework to inform a Council making any decisions on commercial fleets and Council lacks any expertise in the field, commercial hire boats have operated on the river successfully for over 65 years. - There is no evidence that the fleet sizes have been inappropriate or caused damage. - Rather, commercial fleets have been integral to the regional tourism economy. - We strongly oppose Council having any control of fleet compositions. - They should be solely determined by market and recreational trends and the existing safety regulations prescribed by Federal laws and regulations. Council will add no value to this topic. - We strongly oppose Council considering using commercial fleet size as the basis for additional fees particularly as commercial boats are not identified as causing the problems prioritised in this report. - We also oppose any Council attempt to limit the number of recreational boats using the Noosa River as Council lacks data, expertise or any strategic framework.

	<ul style="list-style-type: none"> - We believe the community would consider such to be an outrageous proposal and inappropriately different to every other waterway in Queensland/Australia. - We oppose Council updating new Guidelines for New Business of the Noosa River without adequate and specific prior consultation with existing businesses. - We note the photo on page 7 is several years old and is a poor choice to represent the page's heading of "a river under pressure" when the associated text actually complements commercial operators. - A photo of say a congested boat ramp would be more appropriate to the text of this section. - We support the development of a river plan that addresses actual priority problems. - We do not support the many ancillary and unrelated actions proposed in the current draft plan.
Private	<ul style="list-style-type: none"> - Ferry safety / Noise Pollution. - There is no mention of the River passenger ferry's abuse of the safety horn/whistle by touting for business like 'Mister Whippy.' This abuse is mainly on weekends and public holidays and coincides with the payment of penalty rates to the ferry drivers, by coincidence. - Perhaps the driver at these time is more concerned about raising awareness of the ferry service by using the whistle noise to navigate by. "Crying wolf" by blasting the warning whistle is a safety hazard as well as noise pollution and this should be policed. - So far my representations to Council and the State Government have been ignored and even the mayor in his forward to this Plan alludes to the 'cute' ferry noise. Perhaps he is not here when hundreds of un-necessary blasts per day echo around the annoyed residents & tourists all in the quest to make a profit at the expense of our quality of life. This is like Becker's helicopters that the mayor & residents hated.
Department of Environment and Science	<ul style="list-style-type: none"> - Re objective 5 - The Guidelines referred to- - 'commercial water-based businesses are required to operate from an approved commercial jetty as the use of private jetties for commercial activity, or operation of a commercial business from anchor, or an authorised buoy mooring in the river, are not permitted. - public jetties are not authorised for commercial activity. - a new business relying on the use of a public jetty will not be approved.' - Any updating or changes to these specific points in the Guidelines could potentially negatively impact the FHA. - Therefore, DES would be interested in the outcomes of this review.
	Fishing
Private	<ul style="list-style-type: none"> - A ban on fishing in the river to allow fish stocks to recover. - Recreational fishing permits, yes! - Introduce recreational fishing permits and a ban on fishing for a few months to improve fish stocks.
Private	<ul style="list-style-type: none"> - Ban netting by commercial & recreational fisherman. - Introduce 'no take.' - Promote ethical fishing practices.
Private	<ul style="list-style-type: none"> - Fishing should be permit based only to allow all wildlife to recover. - Do not allow powered craft to go into mangroves - they are wrecking the fish/crab nurseries
Noosa Nth Shore Residents Association	<ul style="list-style-type: none"> - Spearfishing: In the past, QBFP have issued Infringement to offenders as they were not familiar with the local restrictions. - Spearfishing rules in the Noosa River are not widely known. - Communicating these rules more effectively is needed. - Fishing Licenses: - The Qld. Sustainable Fisheries Strategy 2017-2027, The Dept. of Agriculture Monitoring and Research Plan 2017-2027 quotes the Minister as not supporting the introduction of a recreational fishing licence yet the Draft Noosa River Plan has an objective of introducing one. - The NNSA is opposed to the introduction of recreational fishing licenses within the Shire boundary.
Private	<ul style="list-style-type: none"> - Noosa North Shore commercial fishing on the beach North of the river mouth is a potential problem compounded by lack of survey of fish stock trends. - There is a danger of depletion and I support reduction in licences by the State Government until the industry can demonstrate sustainability. - I have suggested in the past to Noosa Councillors to value the licences at 3 to 5 times annual taxable revenue which is market driven from the fisherman for buy back so catching the dormant licences and any taxpayer abusing the tax system by not reporting all cash income.
Private	<ul style="list-style-type: none"> - In regards to fishing both recreational and commercially of the river. - I think first and foremost the biggest step forward would be for council and the fisheries to work together and getting state governments to bring in recreational fishing licences. - Unfortunately due to the low budget that our fisheries officers abide by they simply cannot be on the water as much as they should be to enforce the state fisheries laws, in particular removal of under and oversized fish from the river. - People taking fish illegally from our river is without doubt the biggest problem affecting our fish stocks throughout the holiday periods. - I believe if this can be implemented it would make a significant difference in their ability to be able to uphold the laws they are trying to protect.
Private	<ul style="list-style-type: none"> - Stop commercial fishing in Lake Cootharaba & Cooribah.
Private	<ul style="list-style-type: none"> - Exaggeration of Commercial Fishing. - Commercial fishing in the actual river is minor & as far as I know restricted to a few bait prawners. - Even this use is inconsistent with the Council's desire to build fish stocks by increasing prawn stocks. - Competing goals to facilitate commercial prawning and at the same time save the prawns to breed more fish? - Beach Commercial Fishing. - I suspect recreational fishing contributes more to the Noosa economy than mullet fishing off NNS beach. - Where are the statistics?
Department of Environment and Science	<ul style="list-style-type: none"> - Re objective 6 - Council reiterates support for the FHA as being vital to commercial and recreational fisheries of the region.

Q3. The cost of implementing the actions recommended in the NRP is estimated to be \$2.23M over 5 years (i.e. \$446,000 pa).

Are you willing to pay extra (through General Rates, the Environment Levy and/or Tourism and Economic Levy) for NC to fully implement the Plan so that the Noosa River has a better chance of remaining a pristine and vital community asset?

If yes, how much per year (\$5, \$10, \$15, \$20).

No. of submitters	Amount (\$)	Submission / Grounds of Submission
31	0	<ul style="list-style-type: none"> - Mentioned below are some costs associated with this project. I suggest that these figures, together with a lot more detail, are included in the plan for consideration. Otherwise the plan is being considered in a vacuum. - What price can you put on the ignorance of tourism? Start educating the tourists and the locals who don't care. - No, instead of taxing people more Council should reduce the amount of money wasted internally and look at reducing staff privileges/expenses. - I already pay in the form of vessel registration, local rates, Maritime Qualifications etc. - No, not willing to pay more. The river is NOT pristine, especially the lower reaches; the word is used as a tourism marketing ploy and its wrong of Council to use it here. Noosa is a small shire and while tourism continues to grow unchecked it is not fair or sustainable to as the small rates base to bear the costs. - The community would possibly be willing to fund conservation measures in the catchment and upper reaches but until Council is serious about limiting tourism, particularly growth in tourism, through disincentives and user pays measures I certainly could not support Council taking on responsibility for the river and asking ratepayers to foot the bill. - You guys can't even mow our and maintain our footpaths and grass on pioneer road in Pomona in 6 months let alone pay more in our rates for things we don't even see already in Pomona. No way! - I am not will to pay extra because I think it is empire building and a duplication by Governments. - No, council has proved unable to correctly manage projects relating to its current responsibilities proving to be inefficient, wasteful and controversial in its actions. - Council estimate \$2.3M is needed to manage the river over 5 years. A land ratepayer pays approx. \$72 per week to own a property. Calculating the cost rates & water only \$3,762 per year. If there are approx. 150 boat people living on board were charged same as ratepayers on land the money is easily recovered. \$2.23M divided by 5 years divided by 52 weeks, divided by 150 boats = \$60 per week approx. PLUS extra income from the moorings of unoccupied boats. This problem MUST be resolved – URGENTLY – right throughout the State. Too many people are allowed to gradually destroy our beautiful waterways, pollute & leave their derelict junk – whereas eventually it is the land ratepayer who wears the cost of removal. Unethical of any Government or Council to let this keep going on. User Pays – land or water. Imagine vacant homes being taken over by squatters, rubbish, junk, dilapidation soon appears. Exactly what is happening to the river. Squatters living on boats – boats becoming junk, dilapidation occurring. - The river is considered as part of the community and therefore has economic and social connections of value. To exclude any 'experience' in the vision and then ask how much would you pay appears counter logical. The river has great social, economic and ecological value. Some initiatives such as a public ferry system (as noted in the previous plan) could help address the cost of conservation and raise public awareness. Especially if it was electric and designed to avoid bank erosion. - I've had my business here in moods for over 11 years employing local people, and when I see the video work the council has done I think my god, wake me up, BORING,,, yet not once has our company been approached for video work,, my wife has an event hire company sunshine hire and yet when we see local events the suppliers are from up the coast at Brisbane or the Gold Coast, you should practice what you preach. - No, I am not. I believe that such a plan should be cost neutral. If the Council is taking over roles that were previously carried out by numerous other bodies, then the relevant aspect of the funding of those bodies should be diverted to this project. I appreciate the benefit of having one body responsible, and wonder why this has not happened elsewhere in Australia? I hope we are not trying to reinvent the wheel with this project. - NO – this should clearly be a State controlled and funded issue. - No I do not support an additional charge, see above comment. - No, nothing. The idea that we should be take full control of the river is driven by Nimbyism and bureaucratic over reach. You do not care about the river as much as you want control. The council could take measures to improve water quality by stop spraying weed killer everywhere which is a known carcinogen. Find other methods or let the weeds grow. You are poisoning us and the fish. Sort out affordable housing even if it's a trailer park. Get your priorities right. - Noosa Council should use its current resources to push for current rules to be policed and monitored by the Queensland government departments already responsible e.g. EPA, Water Police, Fisheries and Department of Transport – Maritime Safety. - The Noosa Council does not have the expertise or the funding to engage as policy makers and compliance officers of the Noosa River, leave that to State and Federal government. We don't need any unnecessary rate rises to pay for a service that we're already paying for, so I wouldn't be willing to pay extra in my rates to duplicate a service, especially one the NSC has no expertise in. - I suggest an independent audit of the finances and costings for any projects. - The Cooroy Area Residents Association is pleased with the direction and strategy implied in the Draft Noosa River Plan. In relation to the question of how to fund the components of the new plan, the opinion of the Association is that more information is required on the full options of Revenues and effects of Expenditure allocations before any extra Rates rises are carried by Residents. The issues are the Noosa River System is basically the main arterial support of the currently described Biosphere and so there should be an assessment of the existing overall allocations of Biosphere funding to include "Management of the River" within the Biosphere funding package and from the Environment levy revenues more broadly.
2	\$5	<ul style="list-style-type: none"> - No further comments
7	\$10	<ul style="list-style-type: none"> - If there were restrictions placed on how the community consultation is represented (i.e. ratepayers), then I feel a river levy, which let us not be fooled, will creep up over the years, should start at \$10.
3	\$15	<ul style="list-style-type: none"> - No further comments
19	\$20	<ul style="list-style-type: none"> - I would pay an extra \$20 a year in my rates but not for extra boat ramps to bring more craft onto the water to destroy the river. See my previous comments on fines and ways to reward people for proper disposal of chemicals as well as education programs.

		<ul style="list-style-type: none"> - If you allowed the use of Jet Skis with the same restrictions as other recreational vessels I would be happy to pay extra \$20. - \$20 to pay for removal of vessels as long as mooring rights are increased to a 'decent' amount. - \$20 per year is completely reasonable to protect one of our most beautiful assets. - \$20, but cost sharing of the co-governance arrangements should be borne by local and state governments to implement the plan actions. - \$20 if that's what it takes to get action.
5	\$20 - \$50	<ul style="list-style-type: none"> - We are willing to pay \$20-\$50 annual river management levy to help fund the catchment, provided we are updated with planning, progress, and direction of where the funds go into the river management. - \$30 per year. - Yes, I am willing to pay extra in my rates. \$50 a year I don't think is asking too much. I know that Noosa is dependent upon tourism, but I think there needs to be a limit as to how much tourism and how it impacts on our environment, and our day to today lives. People are drawn to Noosa because of its beauty, we can't afford to lose that beauty through greed. - Yes happy to pay a levy if you add the dredging of the river mouth \$50.
2	\$100	<ul style="list-style-type: none"> - Less than people spend on stupid coffee.
7	Other	<ul style="list-style-type: none"> - I do not currently live in the Noosa district however I would be happy to pay \$20+ for an effective plan as I have lived on the coast for 37 years now and the NR and nearby surfing points have been a massive part of my life through this time. - I support the Environment Levy being used for activities such as projects that help reduce sediment movement from upstream and other initiatives that help protect wetlands and important marine habitats but not for issues such as control of moorings and the like. - Would prefer an Environmental Levy hence rate payers know where it is going and it can be switched on and off. I would not add to the Tourism Levy as I think it is very high on rental properties that are not located on Hastings Street already. - If I were a ratepayer, I would pay \$50-\$100 per annum. - I would prefer to pay a once off levy to get the management framework sorted, and then revisit the costs of implementing the plan and how these could be spread among polluters. Many of the actions really could be subsidised by the polluters – i.e. is there any opportunity for rates on the shops that sell single use plastic etc. to fund the activities associated with river management, then rates on farmers be increased by the area of land and based on their estimates soil loss etc. And then these rates reduce where they implement practices to reduce the pollution – i.e. shops that don't use straws or only sell cans or glass and don't use plastic utensils or plastic bags, get their rates discounted. - Refer to the fee structure for Environmentally Relevant Activities and emission score.
76 submitters		<ul style="list-style-type: none"> - Includes responses from YSN and feedback forms from pop ups - 31 = no - 38 = yes (some with caveats) - 7 = other

Further comments relating to DRAFT Noosa River Plan document in terms of structure, content and approach.	
Submitter	Submission / Grounds of Submission
Private	<ul style="list-style-type: none"> - All of the above statements have merit, and work in conjunction with each other. - Noosa has always pride itself on its natural beauty and wildlife and for me that is paramount. I know you are only concerned with the river in this project but I also have concerns for Laguna Bay, North Shore and the Noosa National Park. - I would prefer to see Noosa not a playground for the "noisy toys" but rather a getting back to nature.
Private	<ul style="list-style-type: none"> - The plan and vision lack connection to the Transport and Economic strategies. - The omission creates a conflict of vision and intent. - The vision should make explicit connection to the current use of the river system and the experiences of visitors and locals alike.
	<ul style="list-style-type: none"> - Most use and focus on the river is below the lakes, so focus / control of direct impacts should be here. - Maintenance of "whole of river" quality needs community engagement and perhaps promotion of the river at Lake Cootharaba and above would help with both local and visitor appreciation of the river. - E.g. non-motor based activities, picnic and short walking trails at places already accessible be land (Harry's Hut, crossing on the Cooloola track up to Rainbow Beach.
Private	<ul style="list-style-type: none"> - I'd suggest an independent audit of the finances and costings for any projects
Noosa Nth Shore Residents Association	<ul style="list-style-type: none"> - Communications: - Key to much of the success of implementation of the strategy will be clear and easily understood communication. - We suggest that a communications strategy be developed that targets both tourist and shire residents that would include e.g. on the Council website, with rates notices or newspaper ads, etc the changes. - Hire Boat operators should have a standard handout to all hirers. - At all boat ramps, beach entries, etc there should be clearly visible and comprehensible signage. - At many locations there are different signs in different fonts in different condition of wear and tear. - Consideration should be given to the concept of a standardised cross-jurisdictional ladder board sign that captures the key messages needed to effectively communicate to the public.
Private	<ul style="list-style-type: none"> - RESEARCH - Inviting more research concerning the Noosa River can only help improve outcomes in due course. - Collaboration with existing entities such as universities, environmental and sporting groups will undoubtedly reveal areas of concern or success which can drive future policy and changes.
Noosa Nth Shore Residents Association	<ul style="list-style-type: none"> - Partnerships and projects: - What is clearly lacking with the so-called 'Bring Back the Fish Project' is any measurable benchmarks. - We see ratepayer monies by way of grants funding oyster bed trials that have no historical base case data by fish species and accepted targets that would quantify the success or failure of the project. - Instead, the project will use current data collected as the baseline from which future results will be measured. - The Noosa River system has a long history of recreational and commercial fishing, for fin fish (mullet, bream, flathead, tailor, whiting) and prawns (greasyback & school), but the basis of this project is a perception (not data or fact-based) that over recent decades, catches of some, if not many, of the species have declined. - This is confusing given that both Queensland Agriculture & Fisheries and the Federal Fisheries Research and Development Corporation data suggest that all popular species in the region are of sustainable levels? - The clear message here is that with this, or any project, quantifiable / qualifiable outcomes using empirical data must be a standard - not perception-based as is the case with BBTF.
Private	<ul style="list-style-type: none"> - Yes, I think we need to protect our Noosa's soul, that great balance of people, and those who contribute to the economy. - So with this said my suggestion is that feedback, submissions and consultations should be restricted to ratepayers or at least people who live in the Shire? - I am seeing a lot of cowboys lately stirring the pot, especially with regards to jet skis, boating and critical of our way of life and the council, and they do not all live here many are day trippers. - Hastings Street on the weekends are being taken over at night by intoxicated youths. - Many locals and some tourists have stopped going to Hastings Street because of this. - My point is we are being inundated with people who would love to live here but do not, yet they are close enough to be day travellers and therefore do not stay in any of our accommodation outlets or barely eat at the restaurants, but yet they use up all that is on offer by day and night. - They seem to be the loudest voices at the moment and if you are consulting with all who give feedback and put no restrictions on who you listen to we will be disadvantaged even more. - I think our soul will completely diminish and others are fearful of this. - Send out a survey to all ratepayers with the rates notices. - Some consideration needs to be given to this issue. - You only need to look at the Noosa community notice board to see who is the loudest. - It is a bit like affordable housing. - It is like if I wanted to live at Noosa Sound or along the river but I know I cannot afford to do so, so I go somewhere where I can afford to live this is how it should be. - It is not a given right to be housed beyond ones means just so one can then afford booze or cigarettes and whatever is fancied. - My point is there are places one can go to get housing I have worked with the homeless and or with those who choose to be homeless for lifestyle. - Why should the ratepayers pay for those who want a particular lifestyle. - I am not saying the state should not provide housing for families who already live in the area because I believe they should, I also think share housing should be looked at. - The same goes for catering to the masses in Noosa along the foreshore, should the ratepayers provide lifestyle for those who contribute nothing to the economy? - I would like discussions around that issue. - We need to stop trying to be everything to everybody. - Otherwise, Noosa will just become another place to go to and nothing will separate Noosa from the rest, we will lose our uniqueness because any town can be ordinary.
Noosa Waters Residents Association Inc	<ul style="list-style-type: none"> - In regard to the Noosa Council's call for comment on the draft NR plan we wish to make the following comments. - Of the approximate 1200 residents within the Noosa Waters estate, over half are fronting onto the canal (part of the Noosa River) and our membership are the largest homogenist group of users on the Noosa River. - Our members have a very keen interest in this plan. - In 2014 NC had a stated plan for the river and despite a much more focussed objective this seems to have produced in the way of results. - Given the proposed River Plan is a much broader vision, there is no reason to expect any better outcome. - After reviewing this Draft River Plan, our immediate reaction is that much of the plan is a duplication of items in other plans. - We would prefer to see the Noosa River plan only include targets that are not included elsewhere. - In particular, this should include measurable achievements, to be delivered within a clear timeframe. - A tightly focussed results orientated plan should assist in convincing the Queensland Government that devolution of powers will achieve results.

	<ul style="list-style-type: none"> - It is important that plan items are prioritised, to ensure the most important are worked on first. - Only then should new items be added, as these milestones are ticked off. - In short it should be a 'living document' that is constantly being updated. - Turning to the specifics of the Draft River Plan, our interests are on amenity, health, safety and managing risk. - If NC are able to take over management of the river, we would like to see the following (listed in other sections). - In summary, a more compact plan with a clear performance timeline will achieve better results. - There is a need for better management of what occurs on the Noosa River. - Contingency plans need to be developed so when there is a threat on the Noosa River Council are able to respond immediately with mitigation measures. - If there is no transfer of river management powers then the plan will become words on paper with no meaningful results.
Pelican Boat Hire / T Boat Hire	<ul style="list-style-type: none"> - BACKGROUND - Pelican Boat Hire has operated on the Noosaville Foreshore for 62 years and provides services to locals, visitors, charter boat operators, commercial tourism companies, transport companies and recreational boat users. - We have a vested interest in ensuring the health and safety of the NR and welcome the development of a well-considered and properly consulted on river plan. - We also live directly on the main river and believe we have a unique insight as both a river resident and river business operator. - T Boat Hire has operated on the Noosaville Foreshore for 90 years and provides services to locals, visitors, commercial tourism companies, transport companies and recreational boat users. - We have a vested interest in ensuring the health and safety of the Noosa River and welcome the development of a well-considered and properly consulted on river plan. - We have also been involved in the management of the NPF the most successfully managed prawn fishery in the world that only came about with the involvement of fisherman, government and the fisheries cooperating. - There are so many proposals from the 2004 river management plan, that council has failed to act on, shouldn't you address these before more red tape is created i.e. houseboat live a boards, mooring strategy 2008 which council engaged a consultant at considerable expense to the community. - While councils come and go management of the river should be left to the departments that currently manage the river with a consistent detailed knowledge of what is involved in maritime matters at no extra expense to the community. - We feel there are more pressing needs in the Noosa community to be spending rate payer's money on.
Noosa and District Landcare	<ul style="list-style-type: none"> - Action 7c (version on pg. 58) is missing in the main body of the document text on page 24 - Action 34 (bio passage) on pg. 63 doesn't appear in the main body of the document in the bio passage section - Appears to be two bibliography lists? - Lidar report in bibliography appears twice – once under Shannon's name and ones under HL&W – think it should be HL&W? - The word 'Noosa' appears twice in the bibliography reference for the waterways report that we did. - KPI's or ways to actually measure levels of the plan's achievements / outcomes or effectiveness as part of the monitoring and evaluation program. - Is it planned for them to be at this level as per document or are their more detailed measures behind each action? - Always the hardest part of a Plan though so I get the difficulties trying to pin them down. - Overall though well done!!
Noosa Slipway Boat Owner x 2 Marine Services x 2	<ul style="list-style-type: none"> - Re ACTION PLAN - Action No. 1 & 2 ESTABLISH A COMMUNITY MANAGEMENT UNIT OF STAKEHOLDERS AND COUNCIL, CHAIRED BY A STAKEHOLDER. ADMINISTRATION BY COUNCIL - [3] AGREE MAN. COMMITTEE AND ADMIN - [4] AGREE MAN.COMMITTEE AND ADMIN - [5] AGREE MAN.COMMITTEE - [6] AGREE MAN.COMMITTEE - [7] AGREE MAN.COMMITTEE a,b,c,d,e,f,g AGREE MAN.COMMITTEE - [8] AGREE MAN.COMMITTEE & GOV - [9] AGREE MAN.COMMITTEE & GOV; - [10] AGREE + CHAPLIN PARK TO TEWANTIN MARINA - [11] + A AGREE MAN.COMMITTEE & GOV, B AGREE MAN.COMMITTEE & GO - [12] DISCUSS MAN.COMMITTEE & GOV - [13] DISCUSS - [14] DISCUSS - [15] AGREE - [16] AGREE - [17] AGREE - [18] DISCUSS MAN.COMMITTEE & GOV AGENCY - [19] AGREE COUNCIL & NAT RESOURCES - [20] DISCUSS & COUNCIL - [21] DISCUSS & COUNCIL - [22] AGREE MAN. COMMITTEE & COUNCIL - [23] AGREE - [24] AGREE - [25,26,27,] ALREADY A COUNCIL RESPONSIBILITY - [28] AGREE MANAGEMENT COMMITTEE - [29] ALREADY A COUNCIL RESPONSIBILITY - [30] AGREE MAN.COMMITTEE & COUNCIL - [31] ALREADY A COUNCIL PROGRAM - [32] DISCUSS MAN.COMMITTEE, COUNCIL & GOV AGENCIES - [33] "[34]" [35, 36, 37] MAN.COMMITTEE & TRAD. OWNERS - [38, 39] NOT A RIVER PROBLEM. EMPIRE BUILDING - [40] MAN.COMMITTEE TO CONSULT WITH GOV.AGENCIES - SUMMARY. - WHILE GENERALLY IN AGREEMENT WITH THE OBJECTIVES, IT SMACKS OF EMPIRE BUILDING BY COUNCIL BUREAUCRATS. SEVERAL OF THE ITEMS ARE ALREADY COUNCIL RESPONSIBILITIES AND SHOULD BE LEFT IN THEIR DEPARTMENTS. - IT CAN WORK BY MAKING THE MANAGEMENT COMMITTEE A MIX OF STAKEHOLDERS, COUNCIL AND INTERESTED GROUPS; THE CHAIR BEING A STAKEHOLDER. - SUGGESTED MAKEUP COUNCIL 3 TRADITIONAL OWNERS 1 COMM. BOAT OPERATORS 1 PRIVATE BOAT OWNERS 1 TOURISM NOOSA 1 MARINE SERVICES 1 ECO GROUPS 1 FARMING & FISHERIES 1 - TOTAL 10
Private	<ul style="list-style-type: none"> - Future representation on Community/Working Groups: - It was unfortunate that representatives of the Noosa North Shore - many of whom actually live on the river, did not participate in the Jury. - We request that Council have a standing invitation for any/all public meetings.
Private	<ul style="list-style-type: none"> - 2019 and the years ahead. - Corrective measures and action need to be articulated if a valuable NR Management Plan is to be accepted, effective and of community benefit. - It is not sufficient to tell us all what is wrong with the NR as we already know. - If NC wants to become the manager of the NR then articulate how it is proposed to be better managed than what we currently have.

	<ul style="list-style-type: none"> - Change for the sake of change has nothing going for it and is a needless waste of money. - Articulate with the plan objectives that deal with the abovementioned (refer other sections) within 5, 10 & 15 years. - Estimate additional council staff requirements for effective NR management & Plan implementation. - Estimated additional council expenses anticipated to run a NR Management Plan by NC. - A detailed cost recovery program embracing collectable fees and charges, levies and fines council proposes to introduce to cover such a river managerial option. - The introduction of managerial and environmental KPIs need to be part of any NR Management Plan with publicised results achieved for the community to scrutinise. - The benefit Noosa Community is to receive from a new NR Management Plan via a cost benefit analyses needs to be introduced as part of any accepted plan. - In closing one must say if NC is determined to take over management of the NR then do it properly, let's not have a repeat of the under policed lack of legislation enforcement we are currently experiencing.
Private	<ul style="list-style-type: none"> - Inadequate Consultation. - In coming to your conclusions you have failed to consult with the key stakeholders in the area adequately. - For example I believe there has been no representation on the so-called 'jury' of any resident from Noosa North Shore, which means that the whole Northern half of the river has had no consultation or representation in your report. - Your comment of 'broad a community support' is therefore hollow and not able to be sustained with objectivity. - Detailed analysis reveals exaggerations, shortcomings and omissions.
Private	<ul style="list-style-type: none"> - First I would like to commend the Council on its attempt to improve the quality of the Noosa River environment and the enjoyment of the river by the stakeholder residents and visitors. - I am sure these objectives are shared with the State Government Department of Boating & Fishing who would have similar common admirable goals. - I have some reservations about the procedure in determining you recommended strategy but will generally comment (listed in other sections).
Private	<ul style="list-style-type: none"> - First of all I would like to thank the Noosa council and all affiliated parties with developing this river plan - I think if the community and council can work together more ground will be made in the improvement of our river and local ecosystem. - Although the Noosa council's intentions are with good faith - I think there are many things that the council could be focusing their time on instead of what is happening now (listed in other sections).
Department of Environment and Science	<ul style="list-style-type: none"> - Implementation of the Action Plan: - Advocacy initiatives which require Council to gain the support of the State Government and may require legislative reform. - Council will be exploring and seeking a range of revenue sources to support the funding of achieving the objectives of this plan. - It is proposed to review the Action Plan annually to monitor and evaluate the effectiveness of implementation, as well as enable an appropriate management response to emerging issues and trends occurring in the river system. - The plan itself is intended to be reviewed and updated every 5 years. - Comments: - Any legislative reform concerning DES legislation or policy would require resources and capacity. - Review of the Action Plan implementation may provide an opportunity to contribute to the management of any emerging issues in the FHA. - General comments: - A tenure blind approach may be required with all agencies signing up to the Plan to give it legislative jurisdiction. - Need to develop and administer a process for new mooring/ jetty/ activity applications to be considered by stakeholders including the Department of Agriculture and Fisheries, DES, and the Australian Maritime Safety Authority. - Need to mention/ develop the assessment processes for any new venture/development located directly adjacent to the river or in a specified proximity. - Need to look at recreation (activity zoning) e.g. appropriate use of motorised v non-motorised, jet skis, and commercial use areas. The River and lakes would benefit from zoning for motorised/ non-motorised vessels, and also possibly electric motors. This is especially required for Noosa River upstream from Kinaba and areas around the lake.