

# Consultation Report: Noosa River Anchoring and Mooring Strategy January 2008



This document comprises information on submissions received through community consultation on Noosa Council's Anchoring and Mooring Strategy arising out of the Noosa River Plan implementation.

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## 1. Executive Summary

This report summarises the findings of the community consultation process for the draft Noosa River Anchoring and Mooring Strategy. The report outlines Noosa Council's community consultation program and considers the consultation findings.

During the community consultation period from 26 November 2007 until 28 January 2008 a total of 58 submissions were received, including a petition of 785 signatures. Approximately 150 people attended public information sessions.

The recommendations arising from the draft strategy and the consultation process with respect to anchoring and mooring on the Noosa River are listed in the table below.

Issue	Recommendations
1.1 Unattended Anchoring	There is widespread support for the implementation of controls on unattended anchoring in the Noosa River.
	Make recommendations to Queensland Transport to institute changes to the <i>Transport Infrastructure (Sunshine Coast Waterways) Management Plan</i> to regulate against unattended anchoring within the Noosa River for longer than 2 months consistent with the live aboard permit requirements.
	Investigate and work with Maritime Safety Queensland to set up a sign-in system for vessels entering and staying overnight on the river to better manage on river anchoring. Enforcement agencies to serve notices on vessels that have not met sign in requirements.
1.2 Management of Existing Moorings	Do not proceed with the draft strategy to convert existing moorings from swing moorings to fore and aft moorings as a mechanism to increase mooring capacity.
	Maintain existing mooring system, but seek increased management of moorings by Maritime Safety Queensland to ensure: <ul style="list-style-type: none"> <li>• moorings are used more efficiently with the number of vacant moorings reduced to take up existing real demand; and</li> <li>• improved compliance with existing mooring controls, particularly the location of approved moorings.</li> </ul> Maritime Safety Queensland to consider mechanisms to encourage relinquishment of unused moorings, such as increased fees.
	Continue to monitor moorings with a view to reviewing mooring arrangements at a suitable time after the new anchoring regulations are introduced.

1.3 Council as Mooring Manager	Do not proceed with proposal for Council to become mooring manager.
	Maritime Safety Queensland to retain responsibilities as the approval authority and mooring manager for moorings on the Noosa River.
1.4 Removal of abandoned and derelict vessels	Maritime Safety Queensland, Noosa Coast Guard and Council continue to work collaboratively to remove abandoned and derelict vessels from the Noosa River and foreshore areas.

## 2. Introduction

### 2.1 Background

#### 2.1.1 Noosa River Plan

The purpose of this project was to advance Council's policy direction with respect to mooring and anchoring as set out in the Noosa River Plan.

Actions in Section 4.6 of the Noosa River Plan seek to investigate alternative mooring arrangements and the designation of mooring areas, while Action 4.3.6 proposed a review of anchoring and its impacts on visual amenity. Changes have been brought about with respect to living aboard vessels as a result of Actions in Section 4.7, largely to limit and manage further permanent houseboat occupancies on the river.

In terms of anchoring, the need for a more organised system of anchoring has been identified through the Noosa River Plan process. Currently anchoring on the Noosa River is uncontrolled: any number of vessels can be left unattended at anchor at any location on the river (except where causing a navigation obstruction). The increasing amount of vessel anchorage on the river has led to the following issues:

- general problems associated with conflicting activities, congestion, safety and navigation;
- continued environmental damage to the bed and banks of the river, particularly in sensitive areas;
- increasing vessel storage on the river, and the degrading of river vistas due to the cluttering of vessels;
- insecure vessel anchorage combined with absentee vessel owners leading to maritime safety mishaps such as unmanned vessel collision and sinking; and
- vessels left derelict and abandoned at anchor resulting in expensive salvage and disposal efforts by state government agencies and Council, along with general safety and visual impacts.

The long term unattended anchoring of vessels is a particular concern, particularly during inclement weather, busy holiday periods, and yachting and rowing events.

In terms of moorings, a cap on the number of moorings within the Noosa River has been introduced as a result of the Plan, with no more new mooring permits being issued. There is a substantial waiting list for moorings (over 80 vessels). While it is not necessarily intended to increase (or decrease) the number of permanent moorings there is a need for short-term moorings for visiting offshore vessels. There has also been a call for the review of some moorings currently located in Fish Habitat Areas and to consider the opportunity that relocation may offer for a better rationalised distribution of buoy moorings.

#### 2.1.2 Project Objectives

Having regard to the above issues, the main objectives for the project were to: -

1. Identify and review existing buoy mooring and anchoring areas on the river and the current regulatory arrangements under the *Transport Infrastructure (Sunshine Coast Waterways) Management Plan 2000*; and

2. Propose ultimate areas for anchoring and mooring of vessels, including areas where unattended anchoring of vessels is prohibited. Any such proposals shall take into account the Desired Environmental Outcomes for the particular area, as contained in the Noosa River Plan, and other matters such as safety and visual amenity.

Other specific outcomes of the project were to:-

- make more efficient use of mooring areas by rationalising moorings and freeing up parts of the river for other users and to protect riverbed and seagrass habitat;
- improve mooring arrangements for visiting yachts; and
- introduce measures to reduce the number of abandoned and derelict vessels on the river.

## **2.2 Summary of Proposals within the Anchoring and Mooring Strategy**

The Anchoring and Mooring Strategy dated 2 November 2008 was prepared by consultant Shaun Walsh. In response to the brief the strategy recommends the following alterations to mooring and anchoring arrangements on the Noosa River:

- convert existing areas of swing buoy moorings in the lower reaches of the Noosa River to fore and aft buoy moorings to accommodate additional moorings;
- retain the existing area of swing moorings at Boreen Point and create an additional swing mooring area. New swing moorings to be converted to sea bed friendly moorings; and
- only allow overnight anchoring where vessels are attended.

These proposals would indicatively increase mooring numbers from 107 to 154, whilst reducing the affected area from 231,823m<sup>2</sup> to 140,479m<sup>2</sup> due to the use of less space consumptive mooring systems.

This would also be accompanied by a reduction of vessels currently stored on the Noosa River, due to prevention of unattended anchoring.

The strategy is proposed to be implemented by appointing the local council as the mooring manager.

The recommendations would not apply to vessels secured to lawful jetties, registered commercial fishing vessels or tenders under 3 metres. Unattended vessels would also be allowed to continue to anchor adjacent to Boreen Point and Munna Point camping areas where anchored vessels are owned by campers staying at the campground at that time.

The draft strategy was prepared in consultation with the Noosa River Plan Implementation Coordination Group (ICG) and Community and Industry Advisory Committee (CIAC), prior to being released for broader community consultation, but should not be seen to be representative of all their views. It represented a proposal of the Noosa Council for the purposes of broader community consultation.

## **2.3 Recommended Changes Following Community Consultation**

Having regard to the comments received during the consultation period a number of changes are recommended to the proposals within the Anchoring and Mooring Strategy. These changes are outlined below in Chapter 4 of this report and summarised in the Executive Summary in Chapter 1 above.

### 3. Consultation Process

#### 3.1 Consultation Material and Period

Prior to broader community consultation the draft strategy was subject to review and refinement by the Noosa River ICG and CIAC stakeholders, as well as being presented to Council for endorsement for community consultation purposes.

The draft strategy was released for consultation from 26 November 2007 until 28 January 2008, with submissions being sought in writing on the draft strategy.

#### 3.2 Publicity

The draft strategy was made available on Noosa Council's website, at the front counter at Noosa Council offices as well as at the library.

Consultation activities included:

- Public notice in the paper (refer Appendix A)
- Media releases (refer Appendix B)
- Letter to existing Mooring Permit holders (refer Appendix C)
- Frequently Asked Questions sheet (refer Appendix D)

#### 3.3 Public Information Sessions

Two public information sessions were advertised in local papers and held at Lake Cootharaba Sailing Club on 1 December 2007 and Noosa Yacht and Rowing Club on 5 December 2007.

The following provides a summary of comments and discussions made by attendees:

##### Lake Cootharaba Sailing Club

Approximately 30 people attended this first session with comments and concerns summarised as follows:

- Concerns raised about why Lake Cootharaba / Boreen Point was included in the study—no real problem at the moment. It was clarified that the reason for inclusion of the upper reaches was to ensure that any changes in arrangements downstream in the river did not have flow on affects to Boreen Point (transferring the problem upstream)
- Two key issues for the local community – 1. Did they want to be part of the strategy? 2. did they want additional swing moorings as recommended by the strategy?
- Concern expressed for the current lack of anchoring controls on the river system and abandoned houseboats
- Discussion about the unsuitability of Boreen Point for moorings for many vessels, quite unsheltered shallow anchorage
- Concerns raised for increase in mooring fees and also whether Council should be the mooring manager
- Need to ensure arrangements worked for sailing regattas

### Noosa Yacht and Rowing Club

Approximately 120 people attended this session with comments and concerns summarised as follows:

- One vocal attendee dominated much of the meeting, making it difficult for meeting organisers to run the meeting effectively and convey the necessary information. The individual felt that the consultation process was flawed, as the consultant was seen to have a vested interest because he lives in the shire and has used the Noosa River. *(In response it was noted that it is Noosa Council practice to use local consultants as they have a more intimate knowledge and understanding of Noosa's issues)*
- There was little support for Council to manage moorings in the Noosa River.
- The issue was seen to be more about making more efficient use of existing approved moorings on the river (many of which are vacant).
- There was considerable concern over the concentration of vessels proposed along Hilton Esplanade in terms of visual impact, loss of scenic vistas, increased traffic and parking demand, increased number of tenders on foreshore.
- Only 14 moored boats in existence adjacent to Hilton Esplanade even though there may be 36 approved. So the impact of an additional 14 approved moorings in this area would present a greater impact than originally suggested in the consultant's report
- Lack of parking at Noosa Esplanade and Noosa Woods would be exacerbated by proposed increase in mooring numbers
- Should not be increasing the number of moorings, should be focusing on fixing up anchoring problems first.
- Some were happy for unattended anchoring to be dealt with under *Transport Infrastructure (Sunshine Coast Waterways) Management Plan* to bolster existing anchoring requirements in the plan.
- Some requested that all anchored vessels not be viewed in the same light, penalising those doing the right thing - address poorly maintained vessels
- Given that the meeting proceedings were made difficult because of certain vocal participants it was agreed that the consultant and council staff would make themselves available during and after the information session to meet separately with individuals and small groups to discuss issues. Subsequent telephone discussions with members of Hilton Esplanade Residents Organisation (HEROs), other members of the public and council staff were had.

## 4. Consultation Findings

During the community consultation period from 26 November 2007 until 28 January 2008 a total of 58 submissions were received, including a petition of 785 signatures. A summary of submissions is included as **Appendix E** to this report.

For the purposes of analysis and recommendations, the consultation findings have been summarised into 3 headings as listed below:

1. Unattended anchoring
2. Management of Moorings
3. Other

These findings are derived from both discussions at the public information sessions and submissions received.

### 4.1 Unattended Anchoring

#### 4.1.1 Consultation Findings

There seemed to be widespread support for implementation of controls to prevent unattended anchoring on the Noosa River.

There was disagreement about the preferred mechanisms to implement controls for unattended anchoring, with a general sentiment that it should be the state government maritime agencies taking a lead role in this issue, and not Council.

#### 4.1.2 Comment

The support for the general principle to implement better controls on unattended anchoring is noted.

If the state government agencies were to take a lead role in this issue the best mechanism for controls would be through the *Transport Infrastructure (Sunshine Coast Waterways) Management Plan*, which is the same instrument that controls unattended anchoring on the northern part of the Pumicestone Passage for instance.

However previous consultation with the relevant state agencies have expressed difficulties with enforcement of unattended overnight anchoring, both due to lack of on the water resources and burden of proof.

Many submissions also noted that they thought controls governing unattended overnight anchoring would be too prescriptive and over regulatory.

An alternative may be to align the unattended anchoring provisions with the existing live aboard requirements (2 months), with supporting administration procedures requiring an on river sign in system – to both provide evidence of length of stay for vessels, as well as improved information on the number, owners and contact details of those staying overnight vessels on the river.

This could be a simple on-line and ring in system, negating the need for on river administration.

## 4.2 Management of Moorings

### 4.2.1 Consultation Findings

There was no support for the proposed strategy for conversion of existing swing moorings to fore and aft moorings as a mechanism to increase mooring numbers or reorganise mooring areas. In particular the creation of additional moorings at Hilton Esplanade and Noosa Woods was highly criticised due to potential impacts on amenity, character and views and parking issues.

It was instead preferred that existing moorings should be used more efficiently, or new moorings should be upstream in less congested areas or in properly planned marina situations.

There was also widespread criticism for the proposed management of the moorings by Noosa Council, with preference for the existing state agencies to continue this role and improve management.

It was also questioned by a small number whether additional moorings should even be provided, given that a mooring cap has already been established.

### 4.2.2 Comment

The lack of support for conversion of swing moorings to fore and aft moorings to create additional capacity in the lower reaches of the river is noted, as is opposition to Noosa Council becoming mooring manager.

In terms of other mooring solutions, as discussed in the draft strategy, there is not the ability to create additional moorings upstream of Tewantin due to the inclusion of such areas as Fish Habitat, constraining new infrastructure placement.

Noosa Council has remained opposed to expansion of the Noosa Marina at Tewantin.

The lack of a strong campaign to support the provision of additional moorings on the river, particularly along Hilton Esplanade and at Noosa Woods is also of note.

At the same time, the issue that existing moorings are not being used to full capacity has become clear during the consultation period. It would seem that a considerable proportion of existing moorings are not being used, with mooring owners either being absent with their vessels for long periods of time, or mooring permit holders have sold their vessel, but keeping their mooring just in case. The existing low fee for a mooring permit (\$36 per annum for non commercial) does not encourage relinquishment.

It would seem that a most effective way to increase real mooring capacity on the river would be to implement better use of existing swing moorings through:

- where vessels are absent (e.g. cruising outside the river), allowing temporary use of the mooring by other vessels;
- increasing relinquishment of existing permits, whether through increasing fees, or enforcing that the moorings be actually used.

## **4.3 Other**

### **4.3.1 Consultation Findings**

There was a view expressed that new moorings should be accommodated in a properly planned facility such as a marina.

There were also concerns raised over the adequacy of procedures to remove abandoned derelict vessels.

### **4.3.2 Comment**

With respect to the comments on the marina, Noosa Council has remained opposed to extension of the Noosa Marina at Tewantin. No other sites have been identified as suitable for marina facilities.

With respect to the abandoned vessels, it is considered that in recent times state government agencies and Noosa Council have developed good procedures to remove such vessel. In summary where an abandoned vessel is identified, state government agencies and the Noosa Coast Guard have assisted to tow / relocate the vessel out of navigable waters to public foreshores. Noosa Council are then able to act under local laws to remove the vessel from the water. This arrangement, whilst dependent upon available resources, is a good collaborative process.

## 5. Conclusions

### 5.1.1 Recommendations


Recommendations for anchoring and mooring on the Noosa River arising from the draft Strategy and consultation findings are listed in the table below

Issue	Recommendations
1.3 Unattended Anchoring	<p>There is widespread support for the implementation of controls on unattended anchoring in the Noosa River.</p> <p>Make recommendations to Queensland Transport to institute changes to the <i>Transport Infrastructure (Sunshine Coast Waterways) Management Plan</i> to regulate against unattended anchoring within the Noosa River for longer than 2 months consistent with the live aboard permit requirements.</p> <p>Investigate and work with State agencies to set up a sign-in system for vessels entering and staying overnight on the river to better manage on river anchoring. Enforcement agencies to serve notices on vessels that have not met sign in requirements.</p>
1.2 Management of Existing Moorings	<p>Do not proceed with the draft strategy to convert existing moorings from swing moorings to fore and aft moorings as a mechanism to increase mooring capacity.</p> <p>Maintain existing mooring system, but seek increased management of moorings by Maritime Safety Queensland to ensure:</p> <ul style="list-style-type: none"> <li>• moorings are used more efficiently with the number of vacant mooring reduced to take up existing real demand; and</li> <li>• improved compliance with existing mooring controls, particularly the location of approved moorings</li> </ul> <p>Maritime Safety Queensland to consider mechanisms to encourage relinquishment of unused moorings, such as increased fees.</p> <p>Continue to monitor moorings with a view to reviewing mooring arrangements at a suitable time after the new anchoring regulations are introduced.</p>
1.3 Council as Mooring Manager	Do not proceed with proposal for Council to become mooring manager.

	Maritime Safety Queensland to retain responsibilities as approval authority and mooring manager for moorings on the Noosa River
1.4 Removal of abandoned and derelict vessels	Maritime Safety Queensland, Noosa Coast Guard and Council continue to work collaboratively to remove abandoned and derelict vessels from the Noosa River and foreshore areas.

## 6. Appendices

### Appendix A - Public Notice



# NOOSA COUNCIL

## Draft Noosa River Mooring and Anchoring Strategy

Noosa Council is seeking to better manage mooring and anchoring on the Noosa River.

Increasing population growth in the region, coupled with an increasing trend for boat ownership is placing pressure on the Noosa River system for anchoring and mooring. Of particular concern is the lack of controls on anchoring of unattended vessels. Noosa Council has commissioned a draft Noosa River Mooring and Anchoring Strategy. The draft strategy seeks to:

- make provision for additional moorings on the Noosa River, mostly through conversion of existing swing moorings to fore and aft moorings;
- prevent uncontrolled anchoring on the Noosa River, particularly with respect to unattended vessels;
- implement the local authority to ensure appropriate level of on-river management of moorings

The draft Strategy is now available for public comment. Copies are available at Noosa Council offices and libraries and online at: [www.noosa.qld.gov.au/Community/NoosaRiverPlan.shtml](http://www.noosa.qld.gov.au/Community/NoosaRiverPlan.shtml)

**Public information sessions are to be conducted as follows:**

■ 3pm - 6pm Wednesday 5 December - Noosa Yacht and Rowing Club, Noosaville	■ 2pm - 5pm Saturday 1 December - Lake Cootharaba Sailing Club, Boreen Point
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**Submissions on the draft strategy are to be submitted in writing by the 28 January 2008 and addressed to:**

Strategic Planning Section Noosa Council Noosa River Mooring and Anchoring Strategy PO Box 141 Tewantin 4565	Or email <a href="mailto:britton@noosa.qld.gov.au">britton@noosa.qld.gov.au</a> For further information contact Strategic Planning section of Noosa Council on 07 5449 5162 or email <a href="mailto:britton@noosa.qld.gov.au">britton@noosa.qld.gov.au</a>
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## Appendix B - Media Releases & Articles

### Noosa Council Media Release

#### Restoring order for Noosa River Moorings

19/11/2007

Noosa Council is seeking to better manage mooring and anchoring on the Noosa River, says Councillor McGregor.

"There has been a lot of press about the Noosa River becoming overcrowded due to the number of vessels stored on the water. Increasing population growth, coupled with an increasing boat ownership is placing pressure on the Noosa River system for anchoring and mooring.

"Currently there is no control on anchoring of unattended vessels. We can see that lack of management manifests into the current situation of so many boats stored on the Noosa River. Unless we do something soon, the problem is going to get much worse be more difficult to solve.

"Noosa Council has commissioned a draft Noosa River Mooring and Anchoring Strategy to seek a direction to solve the problems for the long term. I encourage the public to look at the Strategy and provide comment."

Copies are available at Noosa Council offices and libraries and online at: <http://www.noosa.qld.gov.au/Community/NoosaRiverPlan.shtml> .

Public information sessions will be held:

- 3pm - 6pm Wednesday 5 December - Noosa Yacht and Rowing Club, Noosaville
- 2pm - 5pm Saturday 1 December - Lake Cootharaba Sailing Club, Boreen Point

The draft strategy seeks to:

- make provision for additional moorings on the Noosa River, mostly through conversion of existing swing moorings to fore and aft moorings;
- prevent uncontrolled anchoring on the Noosa River, particularly with respect to unattended vessels;
- implement the local authority to ensure appropriate level of on-river management of moorings.

Submissions on the draft strategy are to be submitted in writing by the 28 January 2008 and addressed to:

Strategic Planning Section

Noosa Council

Noosa River Mooring and Anchoring Strategy

PO Box 141 Tewantin 4565

- For further information, please contact: Strategic Planning section of Noosa Council on 07 5449 162 or email [rbritton@noosa.qld.gov.au](mailto:rbritton@noosa.qld.gov.au)

or contact media and Public Relations Officer Christina Kargillis on 07 5449 5282; fax :

07 5447 1062; [ckargillis@noosa.qld.gov.au](mailto:ckargillis@noosa.qld.gov.au); [www.noosa.qld.gov.au](http://www.noosa.qld.gov.au)

## River strategy

**PUBLIC** information sessions about managing moorings and anchorings on the Noosa River will be held at the Lake Cootharaba Sailing Club, Boreen Point, on Saturday, December 1, 2-5pm; and at the Noosa Yacht & Rowing Club, Noosaville, on Wednesday, December 5, 3-6pm. Noosa Council commissioned a draft Noosa River Mooring and Anchoring Strategy and is seeking public comment. Copies are available at Noosa Council offices and libraries, and online at [www.noosa.qld.gov.au/Community/NoosaRiverPlan.shtml](http://www.noosa.qld.gov.au/Community/NoosaRiverPlan.shtml).

# Council's draft river plan causes a storm



## War on the water

ALL ABOARD: Noosa's iconic river is becoming an overcrowded eyesore but finding a solution has divided the shire.

Picture: Andrew Seymour

A STORM has erupted over council plans to tackle overcrowding on the Noosa River.

Residents, river users, and house boat owners have slammed the plans - to take control of mooring and anchoring - as going too far.

They have accused the Council of empire building by attempting to take over a role traditionally held by the State Government agency Maritime Safety Queensland.

They have also raised concerns that a proposed increase in the number of moorings has not been

### SPECIAL REPORT

By Geoff Crockett

met with additional amenities for those extra users.

Council plans, revealed in a draft copy of the Noosa River Anchoring and Mooring Strategy, include tightening the rules regarding unattended vessels in the river, and the replacement of the bulk of the existing swing buoy mooring facilities with more environmentally-friendly fore and aft buoys.

Swing buoys allow boats to rotate around one point, while buoys front and back hold boats in one position.

Under the draft plan, council would take over policing the new mooring facilities which would increase from 107 to 154, including 50 moorings along the foreshore at Hilton Esplanade, and 18 new moorings opposite Ricky's restaurant in the Noosa Woods area.

The cost of policing and maintenance would be covered by a considerable increase in mooring fees.

These fees have not yet been revealed, but the report highlights the fact that authorities at Tin Can Bay charge \$1200 a year for fore and aft mooring, whereas the charges for swing moorings on the Noosa River range from \$36.75 to \$61.25.

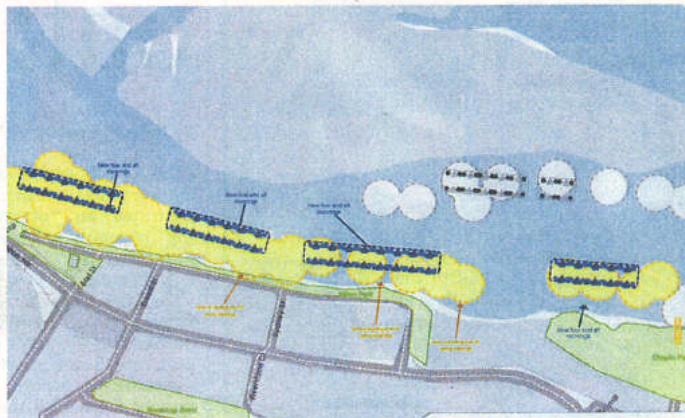
The plan reveals council would also seek to convert the river into a Marine Zone, or to update the Transport Infrastructure Management Plan, to generate the legal basis upon which unattended overnight anchoring of boats or houseboats could be banned.

Council planners hope these changes will give them the firepower to stop the river becoming a cheap dumping ground for boats anchored at no cost and left unattended by owners who may only visit once a year.

Submissions on the draft plan, which is available from the Council's offices or online at [www.noosa.qld.gov.au/Community/NoosaRiverPlan.shtml](http://www.noosa.qld.gov.au/Community/NoosaRiverPlan.shtml), close on January 28.

**Tempers flare: Page 4**

# bate ends in uproar



AS132529

and a map showing the planned moorings at Hilton Esplanade.

increase of at least 30  
s area, not 14."

also objected to the  
the grounds of loss of  
or users of the fore-  
ing existing views to  
would be interrupted  
s of moored boats.

o raised concerns the  
ould provide a barrier  
g the river, and that  
result in an increase in  
ollution from sewage  
ectly into the river.

vehicular traffic, a lack  
and amenities, includ-  
for tenders to tie up,

were listed among the objections,  
along with concerns the mooring  
points were too close to the channel  
at that section of the river.

Noosa Yacht & Rowing Club secretary manager Andrew Hewett said it was clear from last week's meeting that the draft proposal still had a long way to go.

Mr Hewett said the focus of the plan should remain as "the betterment of the Noosa River and whatever we need to do, all parties need to be involved and all have to be agreed".

He said there was a definite need to improve the management of the

river, and agreed that something  
had to be done about abandoned  
boats left to rot in the water.

"They're eyesores, there's a couple of houseboats just sitting on the bottom," Mr Hewett said.

"There's undoubtedly a need to try and clear all that up."

Asked if the yacht club was against extra moorings at the front of its clubhouse on Gympie Tce as it would interfere with sailing, Mr Hewett said the club already had its courses set and there was a channel in place.

**jw** Editorial: Page 20

## AT A GLANCE

- The plan covers the river from the mouth to Boreen Point.
- There are currently 107 moorings on river and a waiting list of 75. The proposal would increase that number to 154.
- Currently any person can put a vessel at anchor on the Noosa River for as long as they like.
- Under the plan existing mooring holders would have priority for new moorings. Fees would likely rise from \$36 to \$72 per annum to \$1200 per annum.
- People with vessels stored at anchor on the river would have to remove them if they were unable to obtain a mooring once the plans were put in place.
- Cruising yachts could anchor on the river, subject to current living on board regulations, or at moorings allocated specifically for short stays by cruising yachts.
- Council asserts the State Government Agency has indicated they do not see controls of vessels on the Noosa River as a high priority, but Noosa residents do, which is why it is keen to apply to manage the anchoring and mooring strategy.

## Appendix C – Letter to Mooring Holders

*Letter sent by Maritime Safety Queensland*

Dear Sir / Madam,

**Re: Draft Noosa River Mooring and Anchoring Strategy**

Noosa Council has commissioned a draft Noosa River Mooring and Anchoring Strategy. The draft strategy basically seeks to:

- make provision for an additional moorings on the Noosa River, mostly through conversion of existing swing moorings to fore and aft moorings
- prevent uncontrolled anchoring on the Noosa River, particularly with respect to unattended vessels
- implement the local authority (for example Noosa Council) as mooring manager to ensure appropriate level of on river management of moorings

The draft Strategy is now available for public comment. Copies are available at Noosa Council offices and libraries and online at: <http://www.noosa.qld.gov.au/Community/NoosaRiverPlan.shtml> .

Noosa Council intends to conduct public information sessions on the following:

- 3pm to 6pm Wednesday 5 December 2007 – Noosa Yacht and Rowing Club, Noosaville
- 2pm to 5pm Saturday 1 December 2007 Lake Cootharaba Sailing Club, Boreen Point

Maritime Safety Queensland (MSQ) has not endorsed the draft strategy at this stage but is supportive of investigations to improve vessel moorings management.

To protect personal information MSQ did not agree to the passing of your buoy mooring authority details to Council, but did agree to advise you about the strategy and in particular the public information sessions.

For further information contact Strategic Planning Section of Noosa Council on 5449 162 or email [rbritton@noosa.qld.gov.au](mailto:rbritton@noosa.qld.gov.au)

Yours sincerely

Regional Harbour Master

## Appendix D – Frequently Asked Questions



# Frequently Asked Questions: Noosa River Mooring and Anchoring Strategy

Noosa Council has prepared a draft Noosa River Mooring and Anchoring Strategy which has been released for public comment. Listed below are some frequently asked questions for a range of issues relating to the draft strategy.

1. **Why implement a strategy for mooring and anchoring on the Noosa River?**
2. **Why aren't there any more moorings areas upstream?**
3. **What will happen to my existing mooring?**
4. **What will happen to the existing waiting list for moorings?**
5. **What about anchoring on the Noosa River?**
6. **What will I do with my existing vessel if it is anchor?**
7. **Why include Boreen Point and Lake Cootharaba in the strategy?**
8. **Will the controls reduce the number of vessels stored on the Noosa River?**
9. **What about visiting yachts?**
10. **Why is Council proposed to become mooring manager on the Noosa River?**
11. **What will happen next?**
12. **Time frame for implementation of any new controls?**

### **1. Why implement a strategy for mooring and anchoring on the Noosa River?**

An action of the *Noosa River Plan* (2004), prepared following extensive consultation in preceding years is to investigate mooring and anchoring on the Noosa River.<sup>1</sup>

At the time of preparation of the Noosa River Plan there was a perception in the community that the lower reaches of the Noosa River are becoming cluttered with vessels: creating visual impact; restricting recreational activities (e.g. sailing) and creating safety issues, particularly when unattended anchored vessel come adrift.

This perception has been verified in recent years with data clearly indicating that increasing vessels are being stored on the river.

In terms of mooring there are currently 107 moorings on the Noosa River, with a waiting list of 75 for a mooring. Mooring numbers have been capped since 2002.

However in terms of anchoring, there are currently no control on the number and location of vessels at anchor (excepting navigation obstruction). Put simply any person can place a vessel at anchor on the Noosa River however long they like for any period of time. It is thought that increasingly the Noosa River is becoming a "cost effective" harbour for unattended vessels, with many owners only visiting their vessels intermittently for weekends and holidays.

<sup>1</sup> More information can be obtained about the Noosa River Plan at <http://www.noosa.qld.gov.au/Community/NoosaRiverPlan.shtml>

In addition, vessels at anchor are not overly secure, and can come adrift readily in bad conditions. If the vessel is unattended it creates obvious maritime and safety issues for other users of the river.

## **2. Why aren't there any more moorings areas upstream?**

The Noosa River is a very natural waterway, and various public policies emphasise the need to protect it. In particular much of the river is included as a Fish Habitat Area, which help protect these natural qualities, as well as the availability of fish for commercial and recreational fishing. These Fish Habitat Areas include:

- All of the river upstream of Tewantin
- The northern side of the River in the lower reaches

These areas limit the placement of new moorings.

However at the same time, the existing method of swing mooring is very space consumptive. Changing the method of mooring in the lower reaches to a fore and aft mooring means that existing areas can accommodate more moorings. It makes sense to use existing mooring areas more effectively rather than using natural areas upstream of the river.

## **3. What will happen to my existing mooring?**

All existing mooring holders will have priority for new moorings. The detailed design of the new fore and aft moorings can accommodate individual vessel requirements.

However it is noted that mooring fees are likely to increase, as moorings will instead be managed and maintained by the mooring manager, rather than the permit holder. The fore and aft mooring proposed for the lower reaches of the river also requires more maintenance, coupled with the overall administration of the mooring and anchoring system.

Mooring fees are currently between \$36 and \$72 per annum. Whilst new mooring fees are yet to be determined, it is likely that they will be around \$1200 per annum, consistent with mooring fees in the Snapper Creek Boat Harbour in Tin Can Bay,

This is a substantial increase, yet at around \$23 per week still represents good value for the privilege of permanently occupying the Noosa River.

## **4. What will happen to the existing waiting list for moorings?**

The intent is that those of the top of the waiting list will be given next priority once existing moorings holders and provision for visiting cruising yachts have been accommodated.

## **5. What about anchoring?**

The draft strategy includes a very simple requirement that vessels anchored on the Noosa River overnight need to be attended.

This will basically prevent vessels being stored unattended on the river unless they have a lawful mooring or berth at a jetty. This provision still allows legitimate overnight recreational use of the river. It will also assist in resolving current safety concerns for unattended vessels on the river.

Exemptions exist as follows:

- Commercial fishing boats
- Tenders under 3 metres in length
- Vessels at anchor adjacent to the Boreen Point and Munna Point Camping Groups where anchored vessels are owned by campers staying in the camping ground at that time.

## **6. What will I do with my existing vessel if it is anchor?**

If you have a vessel stored at anchor on the Noosa River and are unable to secure a mooring or a lawful berth at a jetty, then you will need to remove the vessel from the river and find alternative storage arrangements.

### **7. Why include Boreen Point and Lake Cootharaba in the strategy?**

It is agreed the main problem occurring in the river is the downstream sections.

However it is considered that if Noosa Council does not include the whole river in the strategy, it may create a situation where the problem is shifted to other sections of the river. Noosa Council does not want a situation where absentee owners simply move their vessel to Boreen Point to avoid new anchoring provisions in the downstream sections.

### **8. Will the controls reduce the number of vessels stored on the Noosa River?**

Ultimately, yes. As stated in response to question Number 1, there are currently no controls on the number and location of vessels at anchor (excepting navigation obstruction). Put simply any person can place a vessel at anchor on the Noosa River however long they like for any period of time. It is thought that increasingly the Noosa River is becoming a "cost effective" harbour for unattended vessels, with many owners only visiting their vessels intermittently for weekends and holidays.

Implementation of the strategy will prevent escalation of vessel storage on the Noosa River, and require existing owners of unattended vessels on the river to remove them.

The additional moorings will only help to accommodate some of the existing demand.

### **9. What about visiting yachts?**

Visiting yachts, often referred to as cruising yachts, are accommodated in two different ways in the strategy. Firstly if they are staying on their yacht they are entitled to anchor on the river<sup>2</sup>. Secondly, it is proposed that a number of the moorings be allocated specifically for short term stays by cruising yachts, with the mooring manager enlisting the assistance of the yacht clubs to allocate those mooring equitably.

### **10. Why is Council proposing to become mooring manager on the Noosa River?**

State government agencies have indicated they do not see further controls on vessels on the Noosa River as being a high priority for resourcing compared to other issues in state waterways. Yet at the same time, the local Noosa community see it as a high priority for attention.

Relevant maritime legislation allows an entity other than the state government agency to become a mooring manager. In this instance it is apparent that designation of the local authority as mooring manager will help provide a local solution. This approach has 'in principle' state government agency support.

### **11. What will happen next?**

The strategy has only been endorsed by Noosa Council for the purposes of community consultation at this stage. After the submission period closes on the 28 January 2008, Noosa Council will review submissions and general community views before deciding whether to proceed with implementing the strategy and / or any required changes / fine tuning.

### **12. Timeframe for implementation of any new controls?**

If there is support for implementation of the strategy, it will take some time to implement. Factors include:

- Local government amalgamation process
- Detailed negotiations with the state government agencies to obtain their consent
- Detailed design of new mooring system, including negotiation with existing mooring permit holders
- Implementation of new administration procedures, including training of relevant Council Officers.

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<sup>2</sup> Time period subject to the living on board regulations already in force on the Noosa River.

## Appendix E – Summary of Submissions

1. Submitter	
Circumstances	Residents of Hilton Esplanade (23 residents listed on submission)
Summary Of Submission	
<i>Unattended anchoring</i>	No comment in submission
<i>Management of Moorings</i>	Does not support additional mooring area adjacent Hilton Esplanade due to loss of amenity and character, Supports general controls on moorings, but should be in more suitable areas such as upstream of Tewantin.
<i>Council as Mooring Manager</i>	No comment in submission

2. Submitter	
Circumstances	Resident of Hilton Terrace
Summary Of Submission	
<i>Unattended anchoring</i>	No comment in submission
<i>Management of Moorings</i>	Does not support additional mooring area adjacent Hilton Esplanade – would become default marina without any supporting infrastructure as well as cause environmental degradation.
<i>Council as Mooring Manager</i>	No comment in submission

3. Submitter	
Circumstances	Employed at slipway
Summary Of Submission	
<i>Unattended anchoring</i>	Sailing vessels should be able to freely anchor in the river
<i>Management of Moorings</i>	Does not support fees
<i>Council as Mooring Manager</i>	Does not support Council as Mooring Manager
<i>Other</i>	Reduce power boats (preference for sailing vessels)

4. Submitter	
Circumstances	Permanent resident of vessel on Noosa River and member Noosa Yacht and Rowing Club
Summary Of Submission	
<i>Unattended anchoring</i>	No comments in submission
<i>Management of Moorings</i>	Supports conversion of swing moorings to fore and aft moorings Needs to be more moorings provided to accommodate waiting list
<i>Council as Mooring Manager</i>	No comment in submission
<i>Other</i>	Should be commercial houseboats only – no private Priority for moorings for members of NYRC Fix up the Noosa River entrance

5. Submitter	
Circumstances	Noosa resident
Summary Of Submission	
<i>Unattended anchoring</i>	Complete support for strategy
<i>Management of Moorings</i>	Complete support for strategy, particularly fore and aft moorings. Provide more moorings at Goat Island.
<i>Council as Mooring Manager</i>	Complete support for strategy
<i>Other</i>	Comments concerning sewage holding tanks, provision for visiting yachts and the waiting list for moorings

6. Submitter	
Circumstances	Owner of riverfront restaurant
Summary Of Submission	
<i>Unattended anchoring</i>	Supports controls to disallow unattended anchoring
<i>Management of Moorings</i>	Does not support additional mooring area adjacent to Noosa Woods due to visual and environmental impact as well as resulting economic impact. There are more suitable areas for moorings.
<i>Council as Mooring Manager</i>	No comment in submission

7. Submitter	
Circumstances	Resident of Noosa Pde
Summary Of Submission	
<i>Unattended anchoring</i>	Strong opposition to anchoring and mooring strategy.

<i>Management of Moorings</i>	Strong opposition to anchoring and mooring strategy
<i>Council as Mooring Manager</i>	Strong opposition to anchoring and mooring strategy

<b>8. Submitter</b>	
Circumstances	Property Owner on Noosa River
Summary Of Submission	
<i>Unattended anchoring</i>	No comment in submission
<i>Management of Moorings</i>	Does not support additional mooring area adjacent to Noosa Woods due to visual and environmental impact as well as resulting economic impact.
<i>Council as Mooring Manager</i>	No comment in submission
<b>9. Submitter</b>	
Circumstances	Noosa resident and cruising yacht owner.
Summary Of Submission	
<i>Unattended anchoring</i>	Provision must be made for safe anchorage / mooring for cruising yachts
<i>Management of Moorings</i>	Provision must be made for safe anchorage / mooring for cruising yachts
<i>Council as Mooring Manager</i>	No comment in submission
<i>Other</i>	Supports speed reductions in river and improved navigation aids.

<b>10. Submitter</b>	
Circumstances	Noosa Parade resident
Summary Of Submission	
<i>Unattended anchoring</i>	No comment in submission
<i>Management of Moorings</i>	Does not support change to existing swing moorings – they reflect character of river – particularly adjacent to Noosa Woods
<i>Council as Mooring Manager</i>	No comment in submission
<i>Other</i>	Considers any new moorings should be near Coast Guard

<b>11. Submitter</b>	
Circumstances	Resident and member of Noosa Yacht and Rowing Club
Summary Of Submission	
<i>Unattended anchoring</i>	Visiting yachts should only anchor on opposite side to Noosa Yacht and Rowing Club
<i>Management of</i>	Does not support additional mooring area adjacent to Noosa Woods due to visual and

<i>Moorings</i>	environmental impact as well as resulting economic impact. Houseboats should be moored near marina only Existing moorings are not being used effectively – free them up for waiting list.
<i>Council as Mooring Manager</i>	No comment in submission
<i>Other</i>	Supports removal of derelict houseboats

<b>12. Submitter</b>	
Circumstances	Owners of Noosa Marina
Summary Of Submission	
<i>Unattended anchoring</i>	No comment in submission
<i>Management of Moorings</i>	Considers proposal for additional moorings to be poorly considered in terms of supporting infrastructure (eg carparking) and environmental impacts Considers that a properly designed commercial marina would be a preferable solution.
<i>Council as Mooring Manager</i>	No comment in submission
<i>Other</i>	Considers that a properly designed commercial marina would be a preferable solution.

<b>13. Submitter</b>	
Circumstances	Noosa Parade residents
Summary Of Submission	
<i>Unattended anchoring</i>	No comment in submission
<i>Management of Moorings</i>	Does not supports conversion of swing moorings to fore and aft moorings and creation of additional moorings due to visual impact
<i>Council as Mooring Manager</i>	No comment in submission

<b>14. Submitter</b>	
Circumstances	Resident of Boreen Pt and sailor
Summary Of Submission	
<i>Unattended anchoring</i>	Does not support unattended anchoring provisions – overnight is too strict – perhaps one week instead.
<i>Management of Moorings</i>	Supports conversion of swing moorings in lower reaches of the river to reduce congestion. Keep swing mooring management as is in Lake Cootharaba to reduce costs
<i>Council as Mooring Manager</i>	No comment in submission

15. Submitter	
Circumstances	Resident of Noosa Pde
Summary Of Submission	
<i>Unattended anchoring</i>	No comment in submission
<i>Management of Moorings</i>	Does not support additional moorings adjacent to Noosa Woods due to visual and environmental impact.
<i>Council as Mooring Manager</i>	No comment in submission

16. Submitter	
Circumstances	Resident of Noosa Pde
Summary Of Submission	
<i>Unattended anchoring</i>	No comment in submission
<i>Management of Moorings</i>	Does not support additional moorings adjacent to Noosa Woods due to visual and environmental impact. Keep mooring numbers as is, but change to the more friendly mooring mechanism
<i>Council as Mooring Manager</i>	No comment in submission

17. Submitter	
Circumstances	Resident of Noosa
Summary Of Submission	
<i>Unattended anchoring</i>	No comment in submission
<i>Management of Moorings</i>	Does not support additional moorings in Noosa River due to visual and environmental impact – especially near Hilton Esplanade Should increase fees to reduce demand for moorings
<i>Council as Mooring Manager</i>	No comment in submission

18. Submitter	
Circumstances	Resident of Noosa and co owner riverfront restaurant
Summary Of Submission	
<i>Unattended anchoring</i>	No comment in submission
<i>Management of Moorings</i>	Does not support additional moorings in Noosa Woods area due to visual and environmental impact. Supports a cap in mooring numbers
<i>Council as Mooring Manager</i>	No comment in submission

19. Submitter	
Circumstances	Noosa resident
Summary Of Submission	
<i>Unattended anchoring</i>	Generally support the strategy
<i>Management of Moorings</i>	Generally support the strategy especially new moorings at Noosa Woods. Concerned for extra number of moorings especially at Hilton Esplanade– already congested on the river.
<i>Council as Mooring Manager</i>	Generally support the strategy
<i>Other</i>	Concerns for shadow affects from fore and aft moored vessels

20. Submitter	
Circumstances	Noosa resident
Summary Of Submission	
<i>Unattended anchoring</i>	No comment in submission
<i>Management of Moorings</i>	Totally opposed to pile moorings due to visual and environmental impact. Keep swing moorings
<i>Council as Mooring Manager</i>	No comment in submission

21. Submitter	
Circumstances	Boreen Pt resident
Summary Of Submission	
<i>Unattended anchoring</i>	Support provisions disallowing overnight anchoring for unattended vessels
<i>Management of Moorings</i>	Maintain swing moorings at Boreen Point as they are. Do not provide new moorings at Boreen Point (southern area)
<i>Council as Mooring Manager</i>	Do no support Council as mooring manager – should be Maritime Safety Qld

22. Submitter	
Circumstances	Boreen Pt resident
Summary Of Submission	
<i>Unattended anchoring</i>	Support provisions disallowing overnight anchoring for unattended vessels
<i>Management of Moorings</i>	Maintain swing moorings at Boreen Point as they are. Do not provide new moorings at Boreen Point (southern area)
<i>Council as Mooring Manager</i>	Do no support Council as mooring manager – should be Maritime Safety Qld

23. Submitter	
Circumstances	Resident / owner of Noosa Pde property
Summary Of Submission	
<i>Unattended anchoring</i>	No comment in submission
<i>Management of Moorings</i>	Does not support additional moorings in river due to visual and environmental impact and lack of supporting infrastructure
<i>Council as Mooring Manager</i>	No comment in submission
<i>Other</i>	Additional vessels should be accommodated in a marina

24. Submitter	
Circumstances	Boreen Pt resident
Summary Of Submission	
<i>Unattended anchoring</i>	Support provisions disallowing overnight anchoring for unattended vessels
<i>Management of Moorings</i>	Maintain swing moorings at Boreen Point as they are. Do not provide new moorings at Boreen Point (southern area)
<i>Council as Mooring Manager</i>	Do not support Council as mooring manager – should be Maritime Safety Qld

25. Submitter	
Circumstances	
Summary Of Submission	
<i>Unattended anchoring</i>	No comment in submission
<i>Management of Moorings</i>	Do not support increased number of moorings near Noosa Woods – would create an eyesore, disturb the natural environment and cause increased pollution. There is not enough support services for extra boats in this area. Additional moorings would be better placed closer to the yacht club. Need to address high vacancy rates of existing moorings.
<i>Council as Mooring Manager</i>	No comment in submission
<i>Other</i>	Decision should be held over for 6 months pending more detailed studies

26. Submitter	
Circumstances	Noosa Parade property owner
Summary Of Submission	
<i>Unattended anchoring</i>	No comment in submission
<i>Management of Moorings</i>	Does not support additional moorings in Noosa Woods area due to visual and environmental impact

<i>Council as Mooring Manager</i>	No comment in submission
<i>Other</i>	Concerns for consultation process

<b>27. Submitter</b>	
Circumstances	Community Environment Sector Board
Summary Of Submission	
<i>Unattended anchoring</i>	Supports control of unattended anchoring
<i>Management of Moorings</i>	Supports conversion of swing moorings to fore and aft moorings to reduce affected areas on river. Does not support any increase in moorings numbers – keep numbers as they are– otherwise would be contrary to the Noosa River Plan
<i>Council as Mooring Manager</i>	Supports Council as Mooring Manager

<b>28. Submitter</b>	
Circumstances	Hilton Esplanade resident
Summary Of Submission	
<i>Unattended anchoring</i>	No comment in submission
<i>Management of Moorings</i>	Totally opposed to additional moorings along Hilton Esplanade on visual, amenity, safety traffic and environmental grounds, as well as referencing the lack of supporting infrastructure. Is inconsistent with Noosa River Plan
<i>Council as Mooring Manager</i>	Supports Council as Mooring Manager

<b>29. Submitter</b>	
Circumstances	Noosa Parade property owner
Summary Of Submission	
<i>Unattended anchoring</i>	Support the need to solve long term anchoring of vessels on the river
<i>Management of Moorings</i>	Do not support an increase an in number of moorings – more boats mean more pollution, more tenders on the foreshore and visual impacts
<i>Council as Mooring Manager</i>	
<i>Other</i>	-

<b>30. Submitter</b>	
Circumstances	Noosa Parade Body Corporate
Summary of Submission	
<i>Unattended anchoring</i>	No comment in submission
<i>Management of Moorings</i>	Retain existing swing moorings in front of building – no need to remove Does not support additional moorings in Noosa Woods area due to visual and environmental impact
<i>Council as Mooring Manager</i>	No comment in submission

<b>31. Submitter</b>	
Circumstances	Noosa resident and owner of vessel in Noosa River
Summary Of Submission	
<i>Unattended anchoring</i>	Visiting yachts should be treated with courtesy. Overnight unattended anchoring should be a minimum of ten days.
<i>Management of Moorings</i>	Permanent swing moorings should only be used – more suitable for weather conditions Pile moorings are ugly
<i>Council as Mooring Manager</i>	Does not support Noosa Council as mooring manager – should stay with experts
<i>Other</i>	Old un seaworthy vessels should be removed Working group should be established to do strategy properly

<b>32. Submitter</b>	
Circumstances	Permanent resident of vessel on Noosa River and member Noosa Yacht and Rowing Club
Summary Of Submission	
<i>Unattended anchoring</i>	Unattended houseboats are the problem. Houseboats should be restricted to commercial operators
<i>Management of Moorings</i>	Better to focus on improving existing moorings, and using existing yacht moorings rather than provide new ones. Support sea bed friendly moorings mechanisms
<i>Council as Mooring Manager</i>	Does not support Noosa Council as mooring manager – should stay with experts
<i>Other</i>	Cruising Yacht Association should be better consulted. Bias exists on river against live aboard cruising yacht people – not appropriate

<b>33. Submitter</b>	
Circumstances	Noosa resident and river user
Summary Of Submission	
<i>Unattended anchoring</i>	No comment in submission

<i>Management of Moorings</i>	Supports new fore and aft moorings in river
<i>Council as Mooring Manager</i>	No comment in submission
<i>Other</i>	Comments concerning better management of vessel in river such as registration

<b>42. Submitter</b>	
Circumstances	Member of Noosa Cruising Yacht Group
Summary Of Submission	
<i>Unattended anchoring</i>	Rivers needs better controls but strategy is not right approach. Recommended that all vessels including houseboats to have an anchorage limit of 10 days in any 60 day period before the need to apply for a temporarily live aboard permit for a specific period.  After 10 days vessels must then apply under penalty for a temporarily live aboard permit for a maximum defined period after which the vessel shall move out of the River System
<i>Management of Moorings</i>	Swing moorings are safer and work better then fore and aft – no need to change. Need to make more effective use of existing underused moorings Need to look at Fish Habitat Areas in other areas of the river for mooring locations, with sea grass friendly mooring mechanism
<i>Council as Mooring Manager</i>	Support for this – need to make sure there is no overlap

<b>35. Submitter</b>	
Circumstances	Noosa resident
Summary Of Submission	
<i>Unattended anchoring</i>	No comment in submission
<i>Management of Moorings</i>	Keep swing moorings as they are attractive. Opposed to fore and aft and pile moorings due to aesthetics and shading of the sea floor.
<i>Council as Mooring Manager</i>	No comment in submission

<b>36. Submitter</b>	
Circumstances	Noosa ratepayer and owner of sailing vessel on the Noosa River
Summary Of Submission	
<i>Unattended anchoring</i>	No comment in submission
<i>Management of Moorings</i>	Opposed to clusters of fore and aft moorings along river. Pile moorings are ugly and unsafe. Fore and aft shade the sea floor and create environmental impacts.  Swing moorings are attractive due to movement of the vessel. Additional swing moorings can be sympathetically placed in Fish Habitat areas with appropriate mooring mechanism. Use short scope moorings instead to create more room for vessels  Pro rata mooring fees should be determined on size of vessel, with relvant discount for aged and residents etc..  Moorings should be able to be sold.

	User pays system needed, using market forces to determine prices
<i>Council as Mooring Manager</i>	Charter should be drawn up between all relevant agencies. Heavy handed approach not needed due to small size of river. Perhaps managed by contractor
<i>Other</i>	Further discussions needed to determine direction

<b>37. Submitter</b>	
Circumstances	Noosa Parade resident
Summary Of Submission	
<i>Unattended anchoring</i>	Does not support illegal "mooring" and not paying relevant fees
<i>Management of Moorings</i>	Opposed to additional moorings in the Noosa Woods area due to environmental, visual, noise and character reasons. Keep moorings to existing numbers
<i>Council as Mooring Manager</i>	No comment in submission
<i>Other</i>	Previously opposed development on the spit – this new mooring area is default marina and inappropriate

<b>38. Submitter</b>	
Circumstances	Property owner Hilton Esplanade and Noosa River user
Summary Of Submission	
<i>Unattended anchoring</i>	Support for controls on number of vessels on the Noosa River and unattended anchoring but thinks the period should be 14 to 21 days and not overnight to allow flexibility for visitors
<i>Management of Moorings</i>	Support for controls on number of vessels on the Noosa River. Concerns for number of moorings, congestions and lack of infrastructure around Hilton Esplanade – moorings should be in broader down stream part of the river and not Hilton Esplanade.
<i>Council as Mooring Manager</i>	Supports one entity (such as Council) managing both riverbank and the river – to ensure controls are implemented.

<b>39. Submitter</b>	
Circumstances	Noosa residents and commercial operators on Noosa River
Summary Of Submission	
<i>Unattended anchoring</i>	Current proposals are unsuitable – is there an in between option? The long term problem of people going to considerable expense to bring houseboats into the River without a mooring can be effectively dealt with by placing a time limit of anchoring in the Noosa River System under the Transport Infrastructure (Sunshine Coast Waterways) Management Plan
<i>Management of Moorings</i>	No comment in submission
<i>Council as Mooring Manager</i>	No comment in submission
<i>Other</i>	Strategy is condemned. It manipulates data to justify outcomes.

40. Submitter	
Circumstances	Noosa Parade property owner / resident
Summary Of Submission	
<i>Unattended anchoring</i>	No comment in submission
<i>Management of Moorings</i>	Opposed to additional moorings in the Noosa Woods area due to visual, environmental impacts
<i>Council as Mooring Manager</i>	No comment
<i>Other</i>	Opposes use of the river moorings for free/ cheap holiday homes

41. Submitter	
Circumstances	Solicitor on behalf of Noosa residents
Summary Of Submission	
<i>Unattended anchoring</i>	-
<i>Management of Moorings</i>	-
<i>Council as Mooring Manager</i>	-
<i>Other</i>	Extend period of time for submissions to allow compilation of submission. <i>Note: submission period was in excess of two months</i>

42. Submitter	
Circumstances	Noosa Cruising Yacht Association
Summary Of Submission	
<i>Unattended anchoring</i>	Rivers needs better controls but strategy is not right approach. Recommended that all vessels including houseboats to have an anchorage limit of 10 days in any 60 day period before the need to apply for a temporarily live aboard permit for a specific period. After 10 days vessels must then apply under penalty for a temporarily live aboard permit for a maximum defined period after which the vessel shall move out of the River System
<i>Management of Moorings</i>	Swing moorings are safer and work better then fore and aft – no need to change. Need to make more effective use of existing underused moorings Need to look at Fish Habitat Areas in other areas of the river for mooring locations, with sea grass friendly mooring mechanism
<i>Council as Mooring Manager</i>	Support for this – need to make sure there is no overlap
<i>Other</i>	Need for more discussions to nut out the right approach.

43. Submitter	
Circumstances	Noosa Integrated Catchment Association
Summary Of Submission	
<i>Unattended anchoring</i>	Supports control of unattended anchoring
<i>Management of Moorings</i>	Supports conversion of swing moorings to fore and aft moorings to reduce affected areas on river. Does not support any increase in moorings numbers – keep numbers as is – as it is contrary to the Noosa River Plan
<i>Council as Mooring Manager</i>	Supports Council as Mooring Manager
<i>Other</i>	Needs appropriate enforcement and management mechanisms

44. Submitter	
Circumstances	Noosa Parks Association
Summary Of Submission	
<i>Unattended anchoring</i>	Supports control of unattended anchoring
<i>Management of Moorings</i>	Supports conversion of swing moorings to fore and aft moorings to reduce affected areas on river. Does not support any increase in moorings numbers – keep numbers as is – as it is contrary to the Noosa River Plan
<i>Council as Mooring Manager</i>	Supports Council as Mooring Manager

45. Submitter	
Circumstances	Boreen Point resident
Summary Of Submission	
<i>Unattended anchoring</i>	Support provisions disallowing overnight anchoring for unattended vessels
<i>Management of Moorings</i>	Maintain swing moorings at Boreen Point as is. Do not provide new moorings at Boreen Point (southern area)
<i>Council as Mooring Manager</i>	Does not support Council as mooring manager – should be Maritime Safety Qld
<i>Other</i>	Preference to Noosa Shire residents for moorings. Need to provide safe anchorage for visiting yacht persons

46. Submitter	
Circumstances	Resident of Boreen Point and user of Noosa River
Summary Of Submission	
<i>Unattended anchoring</i>	Supports controls to better manage vessels on the river

<i>Management of Moorings</i>	Supports controls to better manage vessels on the river. Moorings should be cheaper in Lake Cootharaba due to shallow nature of lake
<i>Council as Mooring Manager</i>	Does not believe Noosa Council has appropriate expertise. Prefers to look after own mooring as is current case

<b>47. Submitter</b>	
Circumstances	Resident of Kin Kin
Summary Of Submission	
<i>Unattended anchoring</i>	Supports provisions disallowing overnight anchoring for unattended vessels
<i>Management of Moorings</i>	Maintain swing moorings at Boreen Point as is. Do not provide new moorings at Boreen Point (southern area).
<i>Council as Mooring Manager</i>	Does not support Council as mooring manager – should be Maritime Safety Qld

<b>48. Submitter</b>	
Circumstances	Resident of Boreen Point
Summary Of Submission	
<i>Unattended anchoring</i>	Supports provisions disallowing overnight anchoring for unattended vessels
<i>Management of Moorings</i>	Maintain swing moorings at Boreen Point as is. Do not provide new moorings at Boreen Point (southern area).
<i>Council as Mooring Manager</i>	Does not support Council as mooring manager – should be Maritime Safety Qld

<b>49. Submitter</b>	
Circumstances	
Summary Of Submission	
<i>Unattended anchoring</i>	Anchoring controls would penalise short term visiting yachts. Support amendments to Sunshine Coast Waterways Management Plan to deal with anchoring issues. Do not agree with unattended overnight anchoring controls – should have as of right anchoring limits like other waterways of up to 10 days in any 60 day period to cover whole river system.
<i>Management of Moorings</i>	Does not support increased moorings along Hilton Esplanade for reasons of amenity, noise, parking and congestion problems – should be broken up into smaller groups away from private houses and high use public foreshores, such as east side of river downstream of vehicular ferry, sheep island mooring area, north side of river along Goat Island.
<i>Council as Mooring Manager</i>	Do not support Council as mooring manager

50. Submitter	
Circumstances	Resident of Kin Kin
Summary Of Submission	
<i>Unattended anchoring</i>	Supports provisions disallowing overnight anchoring for unattended vessels
<i>Management of Moorings</i>	Maintain swing moorings at Boreen Point as they are. Do not provide new moorings at Boreen Point (southern area).
<i>Council as Mooring Manager</i>	Do not support Council as mooring manager – should be Maritime Safety Qld

51. Submitter	
Circumstances	Resident and river user
Summary Of Submission	
<i>Unattended anchoring</i>	No comment in submission
<i>Management of Moorings</i>	Requests that putt putt vessel at Gympie Terrace be granted an exemption from relocation from its registered mooring location given its historical and cultural connection to the area
<i>Council as Mooring Manager</i>	No comment in submission

52. Submitter	
Circumstances	Resident and user of Noosa River
Summary Of Submission	
<i>Unattended anchoring</i>	Supports controls to disallow unattended anchoring
<i>Management of Moorings</i>	Does not support conversion of existing moorings to fore and aft due to extra vessels permanently on river, impacts upon adjacent residents and visual amenity, particularly along Hilton Esplanade
<i>Council as Mooring Manager</i>	No comment in submission
<i>Other</i>	Supports properly planned commercial marina instead to accommodate additional vessels

53. Submitter	
	<b>Petition (785 signatures)</b>
Circumstances	Residents and users of Noosa River
Summary Of Submission	
<i>Unattended anchoring</i>	No comment in submission
<i>Management of Moorings</i>	Does not support additional moorings along Hilton Esplanade due to amenity, character, parking and traffic issues and lack of supporting infrastructure
<i>Council as Mooring Manager</i>	No comment in submission

<i>Other</i>	Supports properly planned commercial marina instead to accommodate additional vessels
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<b>54. Submitter</b>	
Circumstances	Noosa Yacht and Rowing Club
Summary Of Submission	
<i>Unattended anchoring</i>	Need limits placed on anchoring. Anchoring should be similar to conditions that travelling boaties experience elsewhere. Designated mooring areas need to be identified eg. Woods Bay, Opposite NYRC, upstream of Council chambers. Should be a reporting in procedure for boats to monitor length of stay.
<i>Management of Moorings</i>	Need appropriate fees levied on new moorings. Many existing registered moorings not being fully utilised. If all moorings active there would only be a short fall of 28 moorings based on the current waiting list. Those not being used should be resumed and reallocated. No real need to increase moorings at this stage. Support seagrass friendly moorings and fore and aft moorings in suitable locations. Moorings along busy Noosaville foreshore been slipway and TBoats should be resumed and not replaced – should be a No Anchoring area. No new moorings in front of Hilton Esplanade.
<i>Council as Mooring Manager</i>	Support council as mooring manager.

<b>55. Submitter</b>	
Circumstances	
Summary Of Submission	
<i>Unattended anchoring</i>	Support additional anchoring controls
<i>Management of Moorings</i>	Do not support increasing number of moorings – will only lead to more boating traffic, visual pollution and additional congestion.
<i>Council as Mooring Manager</i>	No comment in submission

<b>56. Submitter</b>	
Circumstances	Resident of Noosa Shire
Summary Of Submission	
<i>Unattended anchoring</i>	No comment in submission
<i>Management of Moorings</i>	Do not support fore and aft moorings – difficult to use.
<i>Council as Mooring Manager</i>	Do not support Council as mooring manager – should be Maritime Safety Qld
<i>Other</i>	

<b>57. Submitter</b>	
Circumstances	Resident of Kin Kin

Summary Of Submission	
<i>Unattended anchoring</i>	Support provisions disallowing overnight anchoring for unattended vessels
<i>Management of Moorings</i>	Maintain swing moorings at Boreen Point as they are, with 9 additional moorings provided. Do not provide new moorings at Boreen Point (southern area). Don't support seabed friendly moorings – not suitable for Lake Cootharaba.
<i>Council as Mooring Manager</i>	Do no support Council as mooring manager – should remain with Maritime Safety Qld

<b>58. Submitter</b>	
Circumstances	Resident of Boreen Point
Summary Of Submission	
<i>Unattended anchoring</i>	No comment in submission
<i>Management of Moorings</i>	Support better management of moored boats and fore and aft proposals. Fee should not be as high as \$1200, though some costs would be involved.
<i>Council as Mooring Manager</i>	Council should call tenders for a manager to allocate the moorings, giving preference to existing mooring holders and those on waiting list.