



Sunshine Coast Council

Non-Motorised Water Access Plan

Final Report

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Acknowledgement of Country:

Sunshine Coast Council acknowledges the traditional Country of the Kabi Kabi Peoples and the Jinibara Peoples of the coastal plains and hinterlands of the Sunshine Coast and recognise that these have always been places of cultural, spiritual, social and economic significance. We wish to pay respect to their Elders – past, present and emerging – and acknowledge the important role Aboriginal and Torres Strait Islander people continue to play within the Sunshine Coast community. Council is committed to ongoing communications and consultation with the Traditional Owners and the broader Aboriginal and Torres Strait Islander community of the Sunshine Coast in the implementation of the Plan.

Executive Summary

The population of the Sunshine Coast region is growing and is expected to reach over 500,000 people by 2041. Non-motorised water sports, including rowing, canoeing, kayaking, dragon boating and stand-up paddle boarding are popular recreational activities due to the opportunities afforded by the expanse of waterways traversing the region. According to the 2018 Queensland Sport, Exercise and Recreation Survey Adults (QSERSA) data there are approximately 5,800 paddlers in the Sunshine Coast region per week and this is expected to increase with the population growth.

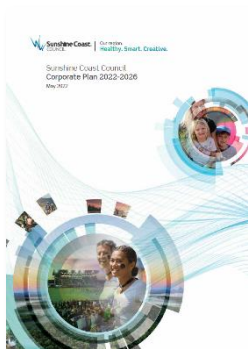
There are five river catchments within the region – Maroochy River, Mooloolah River, Pumicestone Passage, Mary River and Stanley River, providing a diverse offering of natural and urban paddling experiences for residents and visitors to the Sunshine Coast.

This Plan has been undertaken to:

1. Gain a thorough understanding of the existing non-motorised water access launch points and sites, including paddle sports club sites, that directly access the waterways and waterbodies. Direct ocean access is excluded from consideration.
2. Identify a suitable hierarchy of launch points within the Sunshine Coast Region and define desired standards of service and embellishment standards for each.
3. Project future community demands for water access launch points and club facilities at a region-wide and catchment level.
4. Identify gaps and/or oversupply of facilities within the region and recommend opportunities for new, upgraded or rationalisation of launch points to meet the desired service levels now and into the future.
5. Identify opportunities to expand and improve the regional canoe trail network.
6. Develop a decision-making framework for Council officers to respond to customer service requests in a strategic and considered manner.

Strategic Context

This plan is informed and influenced by a number of Council endorsed strategic planning documents as outlined below.



Corporate Plan 2022-2026

Sets out Council's vision to be Australia's most sustainable region. Healthy. Smart. Creative. Goals are categorised into five areas:

Our Strong Community – connected communities and thriving places.

Our Environment & Liveability – natural assets, environment and liveability is maintained and enhanced.

Our Outstanding Organisation – high performing, innovative and community focussed.

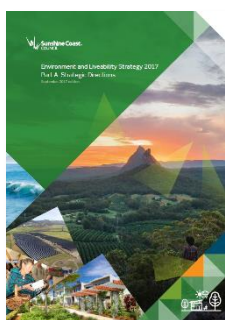
Our Resilient Economy – business performance, investment and enduring employment.

Our Service Excellence – consistent and accessible services providing positive experiences for customers and community value.



Community Strategy 2019-2041

The Strategy directs Council's commitment to achieving the goal of "Our Strong Community". Communities are vibrant, inclusive connected, resilient creative, innovative, healthy and active.



Environment and Liveability Strategy (ELS) 2017

Provides a long-term strategic direction to shape the region by guiding growth and development to maintain a healthy environment and liveable region.

Infrastructure within Council owned or controlled land is driven by Desired Standards of Service and embellishments.



Considerations for the Non-Motorised Water Access Plan

Provision and planning for non-motorised water access points contributes towards Council's long-term vision on multiple fronts.

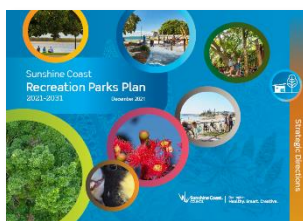
Facilities are to be resilient, accessible and provide opportunities for residents to enjoy natural areas and waterways.

Health and well-being is enhanced through provision of facilities that support and promote physical activity.

Where paddling launch points are developed and/or upgraded consideration should be given to their location, community need and type of access to ensure they are fit for purpose and safe.

Provision of accessible launch points is desirable however cannot always be achieved due to landform constraints.

Water access points within the region should be provided in accordance with the Desired Standards of Service and embellishment schedules outlined in this Strategy.

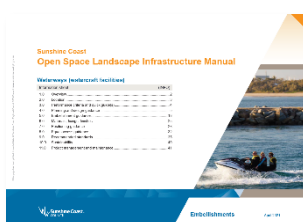


Recreation Parks Plan 2021-2031

A planning tool directly linking to the ELS that provides a clear vision for parks and sets a framework for technical guidelines to inform future development of the park network. Six park functions are outlined including active recreation, scenic amenity, social, ecological, education and economic.

Water access points are not specifically referenced within the plan. This infrastructure supports active recreation and is commonly found within parks located adjacent to waterways.

Not all parks require water access points however opportunities do exist for co-location to leverage facilities provided within parks (car parks, amenities, pathways), to support this use, rather than duplicate facilities. Impacts on open space land needs to be quantified.



Open Space Landscape Infrastructure Manual – Waterways (watercraft facilities) 2021

Provides guidance on the design and construction of watercraft facilities. Water access points are identified as boat ramps, jetty pontoons/floating walkways and canoe/kayak portage/access.

Design and development of watercraft facilities should be in accordance with the embellishment performance criteria set out in the manual (where possible).



Coastal Hazard Adaptation Strategy

The CHAS is a risk and change management initiative to better prepare for the impacts of coast hazards. The strategy informs future land use planning and guides the management and/or location of public infrastructure.

Water access points in many cases will be located within coastal hazard areas. Decisions regarding location and type of access infrastructure should consider areas mapped as coastal hazard.



Dam, Lake and Canal Management Plans (various)

Management Plans define the primary purpose of each water body, and the allowable activities (if any, including secondary contact water-based recreation activities) and structures permitted. Preservation of water quality is of primary concern in all waterways, for various reasons – drinking water quality from dams that are part of the potable water supply network, ecological sustainability for marine life and aesthetic appeal.

Access points shall only be permitted into dams, lakes and canals that specifically prescribe secondary contact water-based activities within the Management Plan, and where the type of access (stairs or ramps) are described. This Plan shall not recommend access points into water bodies unless the activity and the proposed infrastructure is permitted. Furthermore, formal club facilities may only be recommended on water bodies where permitted through additional Council approvals.

Catchment Areas

Five river systems form part of the environment and liveability of the Sunshine Coast. The Maroochy and Mooloolah Rivers reach from the hinterland, across the plains, to the ocean, traversing through the neighbourhoods of tens of thousands of residents. The upper reaches of the Mary River flow through the western aspects of the region and beyond towards Gympie and the Cooloola Coast. The Stanley River reaches into the hinterland communities before flowing into the Moreton Bay region. The southernmost aspect of the region features the Pumicestone Passage and associated creeks

that meander through largely unpopulated areas.

The catchment areas for each main waterway are depicted below. Whilst the main natural waterway defines the area, catchments may also feature man-made water bodies such as dams, lakes and canals. Not every water body is suitable for year-round non-motorised water sports, however, there are many waterways and water bodies that support the outdoor lifestyle and recreational endeavours of many residents and visitors of the Sunshine Coast.

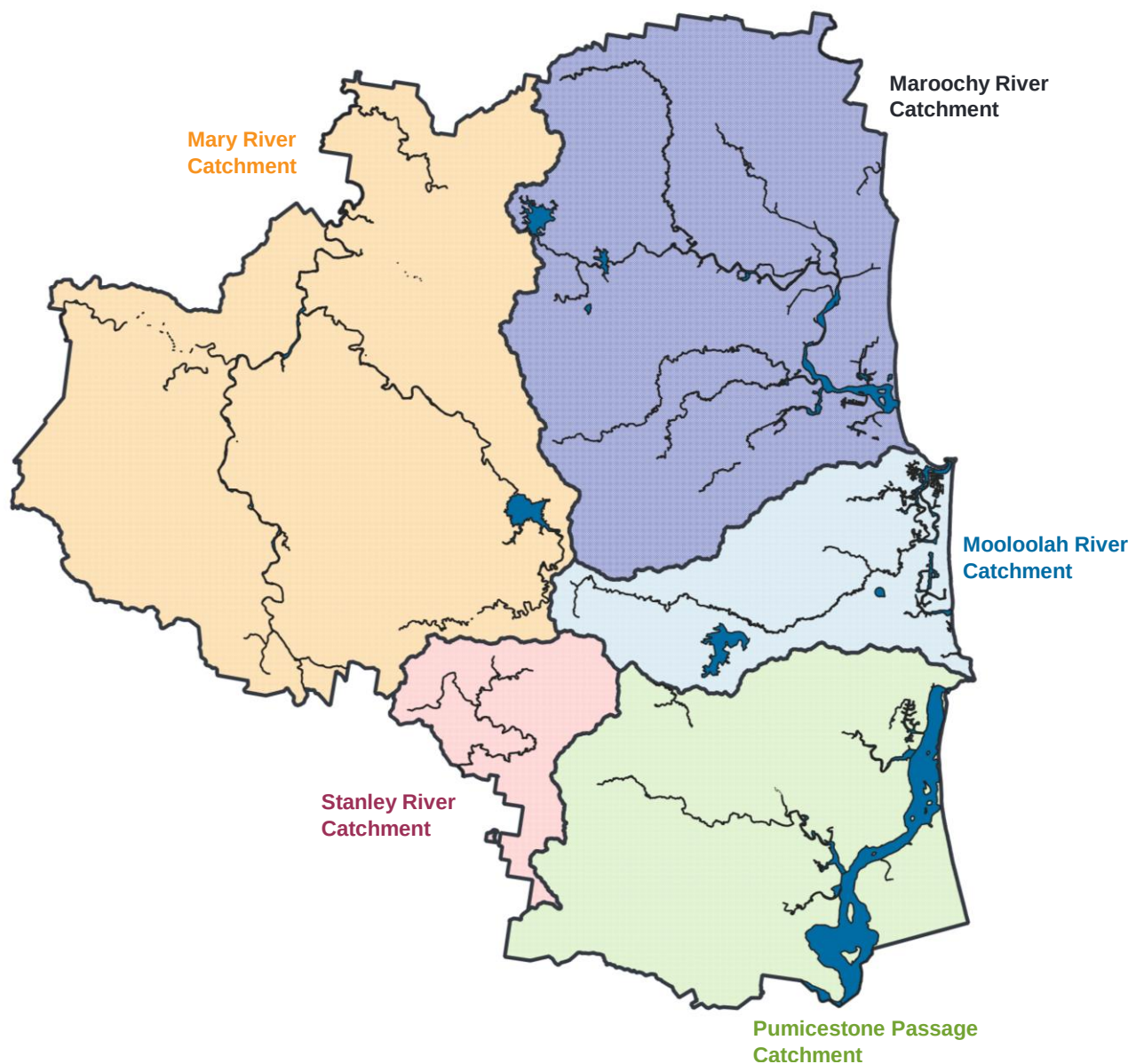


Figure 1. River system catchment areas within the Sunshine Coast.

Types of Water Access

A diverse range of water access points are provided within the region's riverine areas as outlined below. Coastal beach access points are excluded from this study.

Beach or Bank Access



Low gradient entry from sand or natural bank, which enables users to move their craft into the water on a generally-stable base.

Suitability: Along waterways with low-gradient edges that feature a stable base, including natural sand or areas replenished from approved dredging points. To be avoided in wetlands and areas of high ecological value.

Portage Stairs or Ramp



Stair or ramp access connection to assist movement of a kayak/canoe over an obstacle that is blocking the path of travel, such as a weir.

Suitability: Where a physical barrier exists across a waterway.

Stairs



Stepped entry to the water that is constructed. Can be concrete or alloy, and may have a submerged landing for stability. May be accompanied by additional infrastructure to support the transfer of water craft (refer below).

Suitability: Along waterways where the edge is steeper or there is a barrier (e.g. rocks) impeding direct access.

Stairs with Slide, Skid, Mat



Slide – inclined ramp mounted on a stair access point that is used to launch craft.
Skid – inclined ramp adjacent a stair access point used for manual launching of a small light craft.
Mat – fixed at ground level, following the gradient of the land, often made of soft rubber to prevent damage to vessel during launching.

Boat Ramp



Constructed access points for launching and retrieval of "trail-able" vessels into a waterway.

Suitability: Along waterways where there is suitable access to a channel that has deep water. Boat ramps are, in the majority, the responsibility of TMR.

Pontoon



A floating platform used for access to the water or a vessel. Can be attached to a jetty or gangway.

Suitability: Not suitable for launching non-motorised water craft unless modified to provide a maximum freeboard of 200mm.

Disability Compliant Water Access Points

Council aims for inclusivity in all facilities, activities and services provided. Natural environment, terrain and historical development at many existing launch locations challenges full disability compliance. At present there are no disability compliant access points with the region, however, it is intended that suitable provisions are progressively made in the future to facilitate access for all persons to enjoy non-motorised water sports throughout the Sunshine Coast.

An example of a dedicated disability access point is provided below.

Disability Compliant Access



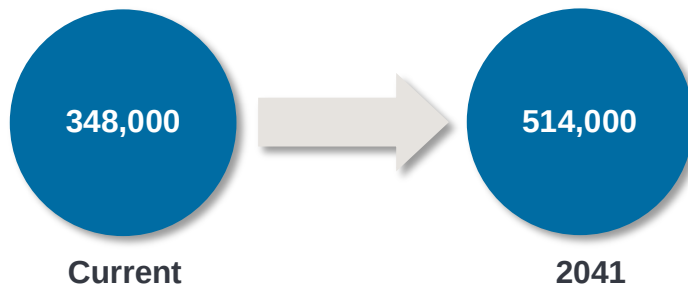
Specially designed and constructed pontoon that allows a person with a disability to get in and out of the watercraft and launch into the water.

Suitability: Where the surrounding landscape can support direct compliant access from the car park to the water edge.

Compliant access points must be supported by dedicated person with a disability car parks within a reasonable travel distance, compliant pathways and, preferably, PWD amenities. It is not spatially nor financially feasible to provide a dedicated disability-compliant pontoon and ancillary facilities at all launch locations. Higher order parks that are embellished with compliant facilities, and are otherwise destination parks for residents, are preferred for the development of disability compliant pontoons. Where feasible, other initiatives should be implemented to overcome physical limitations to participation in paddling, such as suitable car parks, pathway access to launch points, and mats. Specific embellishments are to be determined on a site-by-site basis in consideration of the physical features of the site.

Current Situation

Sunshine Coast



Approx. 5,800 paddlers per week

(based on 2018 QSERSA data specifically related to the Sunshine Coast region)

Participation Features

(based on 2018 QSERSA data for state-wide paddling participation)

Recreational Paddlers



7.5 km
average distance paddled



56% beach/ocean/bay

47% dam or lake

50% rivers and creeks



15km median travel
(driving) distance to
participate



89% is recreational paddling
(not associated with a club)



2.1% of adults
participate weekly



Average session time is

112 minutes (equates
to approx. 7.5km of paddling)
77% of people participate for
over 45mins

Club Paddlers



13 existing clubs, not all
with access to facilities



Rowing
Canoeing/ Outrigger canoeing
Kayaking
Dragon Boating
Stand-up paddle boarding



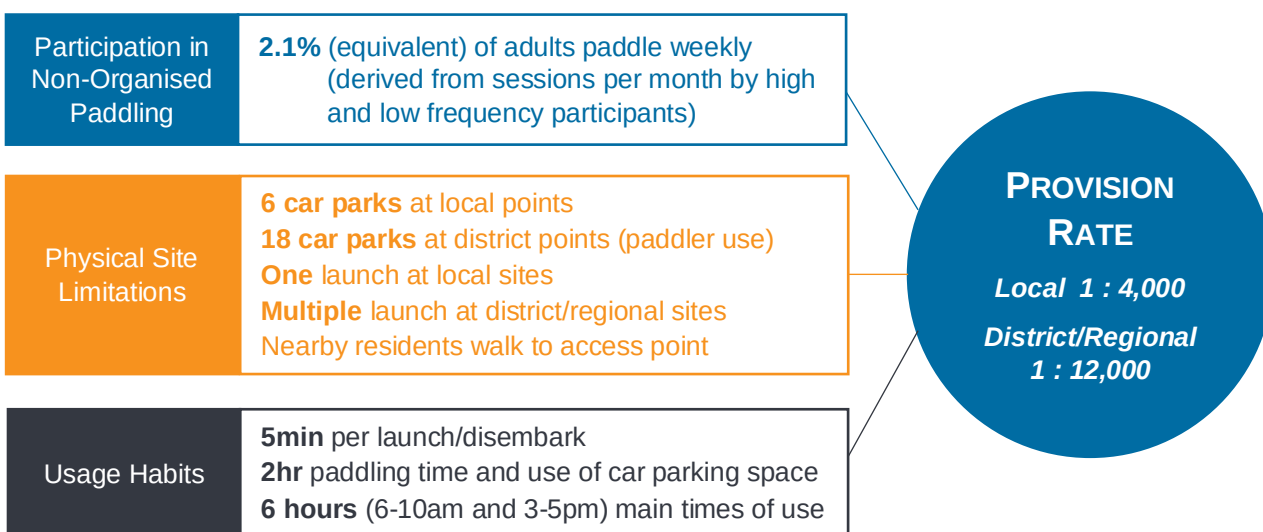
20% of all paddlers are involved with a club, equating to 900 members
(theoretically), 500 of which participate weekly

Desired Standards of Service

Desired Standards of Service describe the preferred land and infrastructure characteristics to facilitate the adequacy of the non-motorised water sports network and the needs of users. These standards aid in determining the need for facilities at particular locations and inform site specific planning, to ensure that the network is suitably developed to Council's preferred standard.

Determining Provision of Access Points

Providing sufficient recreational facilities for the enjoyment of residents and visitors must be carefully balanced with construction and ongoing maintenance costs. The number of residents reasonably serviced by a facility is determined by integrating actual data and assumptions relating to physical site capacities, participation rates and participant usage patterns.



Local access points are estimated to facilitate an average of 20 recreational paddlers per weekend day or 67 paddlers per week.

District and regional access points are estimated to facilitate an average of 60 recreational paddlers per weekend day or 200 paddlers per week.

Based on current recreational paddling participation rates throughout the Sunshine

Coast community, facility capacity limits for the local and district access points service a total of 4,000 and 12,000 residents, respectively.

Regional Access Point

Provision Rate

- 1 regional access point per river catchment area in urban areas.

Activities

- Supports a range of non-motorised water sports such as kayaking, canoeing and stand up paddleboarding.
- Activities with higher access needs such as dragon boating and outrigger canoeing are generally not specifically supported unless capable of utilising standard infrastructure.

Functionality

- Provides direct water access for individuals and large groups of persons with non-motorised watercraft.
- Access points are of sufficient size to enable multiple watercraft to launch concurrently.
- May feature various types of water access.

Indicative Land Area

- 1ha total for shared park infrastructure.
- Approx. 250m² for infrastructure to support non-motorised water sports.

Location and Accessibility

- Within 20km from most residences (generally 30min travel time).
- Within Council-wide or district recreation parks, linear parks and bushland reserves that are directly adjacent to a waterway and suitable for a large number of motorised and non-motorised vessels, to take advantage of existing site embellishments, including car parks.
- Access point within the park or reserve to be proximal to ancillary recreation facilities, such as playground, amenities and barbecue to leverage existing embellishments and avoid duplication.
- Proximal to commercial operators that provide or support recreational activities, such as food outlets, watercraft hire companies, lesson instructors and the like.

Nature Conservation

- Matters of environmental significance are conserved by avoiding impacts or where impacts cannot be avoided, residual impacts are mitigated through rehabilitation measures.
- Formal infrastructure does not impact on water quality.

Indigenous Cultural Heritage

- First Nations people are the primary guardian, keepers and knowledge holders of their cultural heritage; their connection to coastal and marine resources should be maintained and enhanced.

Flood Resilience

- Infrastructure development occurs at locations and utilising engineering solutions that minimise the likelihood of damage from flooding.
- Less formally-developed access points are preferred over built infrastructure, particularly where operations such as nearby sand dredging can rectify site damage.
- Development occurs in accordance with the Coastal Hazard Adaptation Strategy.

Landscape and character

- Materials, design and colour selection strengthen the distinctive qualities of the local area.

Embellishments

- Refer indicative layout over page.
- Refer to Embellishments table in Appendix A.



LEGEND

- 01 Water Body
- 02 DDA Compliant Access Pontoon
- 03 Pedestrian Access
- 04 Signage - Regulatory and Rules
- 05 Table Setting
- 06 Bin
- 07 Seating
- 08 Drinking Fountain with Water Tap
- 09 Dog Waste Bag Dispenser
- 10 Wash Down Facility (Non-motorised Watercraft)
- 11 Fishing Line Disposal Unit
- 12 Fish Cleaning Table with Fishing Line Disposal Unit
- 13 Shelter structures with BBQ and Table Settings under
- 14 Signage - Information
- 15 Waiting Bay
- 16 Tree and small shrub planting
- 17 Playground with Shade Sail Over
- 18 Overhead Lighting (Subject to Electrical Engineer's Design)
- 19 Tree Planting in Turf
- 20 Amenities Block with Water Tap
- 21 Car Parking (Indicative spaces shown, subject to specific site requirements)
- 22 Signage - Naming
- 23 Beach
- 24 Bank access

REGIONAL ACCESS POINT

District Access Point

Provision Rate

- 1 district access point per 12,000 residents.
- No closer than 1.5km along the waterway from another district or regional access point in urban areas.
- No closer than 7.5km along the waterway from another district or regional access point in natural areas.
- Must have a minimum of 5km of waterways suitable for paddling available.

Activities

- Supports a range of non-motorised water sports such as kayaking, canoeing and stand up paddleboarding.
- May incorporate activity-specific site enhancements to support activities with higher access needs such as dragon boating and outrigger canoeing.

Functionality

- Provides direct water access for individuals and small groups of persons with non-motorised watercraft.
- Access points are of sufficient size to enable multiple watercraft to launch concurrently.

Indicative Land Area

- 0.7ha total for shared park infrastructure.
- Approx. 60m² for infrastructure to support non-motorised water sports.

Location and Accessibility

- Within 7.5km from most residences in urban areas, likely to be further in rural areas due to the availability of waterbodies suitable for non-motorised water sports.
- Within Council-wide or district recreational parks, linear parks and bushland reserves that are directly adjacent to a waterway and suitable for a large number of non-motorised vessels, to take advantage of existing site embellishments.
- May be co-located with boat ramp/s.
- Access point within the park or reserve to be proximal to ancillary recreation facilities, such as playground, amenities and barbecue.

Nature Conservation

- Matters of environmental significance are conserved by avoiding impacts or where impacts cannot be avoided, residual impacts are mitigated through rehabilitation measures.
- Formal infrastructure does not impact on water quality.

Indigenous Cultural Heritage

- First Nations people are the primary guardian, keepers and knowledge holders of their cultural heritage; their connection to coastal and marine resources should be maintained and enhanced.

Flood Resilience

- Infrastructure development occurs at locations and utilising engineering solutions that minimise the likelihood of damage from flooding.
- Less formally-developed access points are preferred over built infrastructure, particularly where operations such as nearby sand dredging can rectify site damage.
- Development occurs in accordance with the Coastal Hazard Adaptation Strategy.

Landscape and character

- Materials, design and colour selection strengthen the distinctive qualities of the local area.

Embellishments

- Refer Preferred and Alternative indicative layouts over page.
- Refer to Embellishments table in Appendix A.



LEGEND

- 01 Water Body
- 02 Beach
- 03 Bank Access
- 04 Pedestrian Access
- 05 Table Setting
- 06 Signage - Regulatory and Rules
- 07 Fish Cleaning Table with Fishing Line Disposal Unit
- 08 Overhead Lighting. (Subject to electrical engineer's design)
- 09 Playground with Shade Sail Over
- 10 Seating
- 11 Dog Waste Bag Dispenser
- 12 Drinking Fountain with Water Tap
- 13 Signage - Information
- 14 Wash Down Facility (Non-motorised Watercraft)
- 15 Shelter structures with BBQ and Table Settings under
- 16 Amenities Block with Water Tap
- 17 Bin
- 18 Waiting Bay
- 19 Tree and Small Shrub Planting
- 20 Car Parking (Indicative spaces shown, subject to specific site requirements)
- 21 Signage - Naming

DISTRICT ACCESS POINT - PREFERRED

LEGEND

- 01 Water Body
- 02 Double Boat Ramp
- 03 Overhead Lighting (Subject to Electrical Engineer's Design)
- 04 Tree Planting in Turf
- 05 Car and Trailer Parking (Indicative spaces shown, subject to specific site requirements)
- 06 Pedestrian Access
- 07 Signage - Naming
- 08 Wash Down Facility (Non-motorised Watercraft)
- 09 Drinking Fountain with Water Tap
- 10 Signage - Regulatory and Rules
- 11 Bin
- 12 Amenities Block with Water Tap
- 13 Car parking (Indicative spaces shown, subject to specific site requirements)
- 14 Waiting bay
- 15 Beach



DISTRICT ACCESS POINT - ALTERNATIVE

Local Access Point

Provision Rate

- 1 local access point per 4,000 residents.
- No closer than 1km from a regional or district access point or 750m from another local access point; may be less if separated by a lock/weir, or driving distance to reach the existing point is prohibitive (e.g. launch point is on opposite side of the river).
- Must have a minimum of 2km total waterways suitable for paddling available.

Activities

- Supports a range of non-motorised water sports such as kayaking, canoeing and stand up paddleboarding, which have the base level access embellishment needs.

Functionality

- Provides direct water access for individuals with non-motorised watercraft.
- Single watercraft launch only.

Indicative Land Area

- 0.2ha total for shared park infrastructure.
- Approx. 25m² for infrastructure to support non-motorised water sports.

Location and Accessibility

- Within 7.5km from most residences in urban areas, likely to be further in rural areas due to the availability of waterbodies suitable for non-motorised water sports.
- Within district or local recreation parks, linear parks and bushland reserves directly adjacent to a waterway that is suitable to take advantage of existing site embellishments, including car parks.
- May be co-located with a boat ramp.
- Access point within the park or reserve to be proximal to ancillary recreation facilities, such as playground, amenities and barbecue.

Nature Conservation

- Matters of environmental significance are conserved by avoiding impacts or where impacts cannot be avoided, residual impacts are mitigated through rehabilitation measures.
- Formal infrastructure does not impact on water quality.

Indigenous Cultural Heritage

- First Nations people are the primary guardian, keepers and knowledge holders of their cultural heritage; their connection to coastal and marine resources should be maintained and enhanced.

Flood Resilience

- Infrastructure development occurs at locations and utilising engineering solutions that minimise the likelihood of damage from flooding.
- Less formally-developed access points are preferred over built infrastructure, particularly where operations such as nearby sand dredging can rectify site damage.
- Development occurs in accordance with the Coastal Hazard Adaptation Strategy.

Landscape and character

- Materials, design and colour selection strengthen the distinctive qualities of the local area.

Embellishments

- Refer to indicative layout over page.
- Refer to Embellishments table in Appendix A.



LEGEND

- 01 Pedestrian Access
- 02 Signage - Naming
- 03 On Street Car Parking
- Parallel parking bays (Indicative spaces shown, subject to specific site requirements)
- 04 Signage - Information
- 05 Bin
- 06 Tree and Groundcover Planting
- 07 Tree Planting in Turf
- 08 Bank Access
- 09 Signage - Regulatory and Rules
- 10 Water Body

LOCAL ACCESS POINT

Non-Motorised Water Sports Club Facility

Provision Rate

- Determined through ongoing demonstrated club membership demand.
- Generally, 1 site per 50,000 residents or 1 site for up to 100 active members (may incorporate multiple clubs at a single location).
- Generally, formal facilities are not provided for clubs with less than 50 active members.

Activities

- Supports a range of non-motorised water sports such as kayaking, canoeing, outrigger canoeing dragon boating, and stand up paddleboarding.

Functionality

- Provides direct water access for members with non-motorised watercraft.

Indicative Land Area

- 600-1,200m² for dedicated infrastructure, depending on discipline/s and number of co-located clubs.

Location and Accessibility

- Within Council-wide or district recreational parks or sports grounds that are directly adjacent to a waterway and to take advantage of existing site embellishments, including car parks.
- Provides access to a waterway that has suitable attributes to support the paddling discipline e.g. deep water ocean access for outrigger canoe clubs or long straight stretch of water for rowing clubs.
- Sufficient area available within the site to develop club facilities such as storage sheds and compounds that are in close proximity to the water access point and does not impact on the overall functionality of the park.

Nature Conservation

- Matters of environmental significance are conserved by avoiding impacts or where impacts cannot be avoided, residual impacts are mitigated through rehabilitation measures.
- Formal infrastructure does not impact on water quality.

Indigenous Cultural Heritage

- First Nations people are the primary guardian, keepers and knowledge holders of their cultural heritage; their connection to coastal and marine resources should be maintained and enhanced.

Flood Resilience

- Infrastructure development occurs at locations and utilising engineering solutions that minimise the likelihood of damage from flooding.
- Development occurs in accordance with the Coastal Hazard Adaptation Strategy.

Landscape and character

- Materials, design and colour selection strengthen the distinctive qualities of the local area.

Embellishments

- Disability compliant access point.
- Storage shed with small meeting and administration space.
- Fenced compound where craft need to be stored outside.
- Access to amenities in close proximity to club activities.
- Wash down facility.
- Ideally 20+ car parks, preferably shared with recreational site users.

Decision Making Frameworks

New Facility Requests

Council officers receive requests for the development of new access points from residents on a regular basis. The flow chart in Figure 2 has been developed to assist in triaging requests to ensure launch points are developed in strategic locations that consider the entire network, the desired standards of service and provide value-for-money for Council and residents.

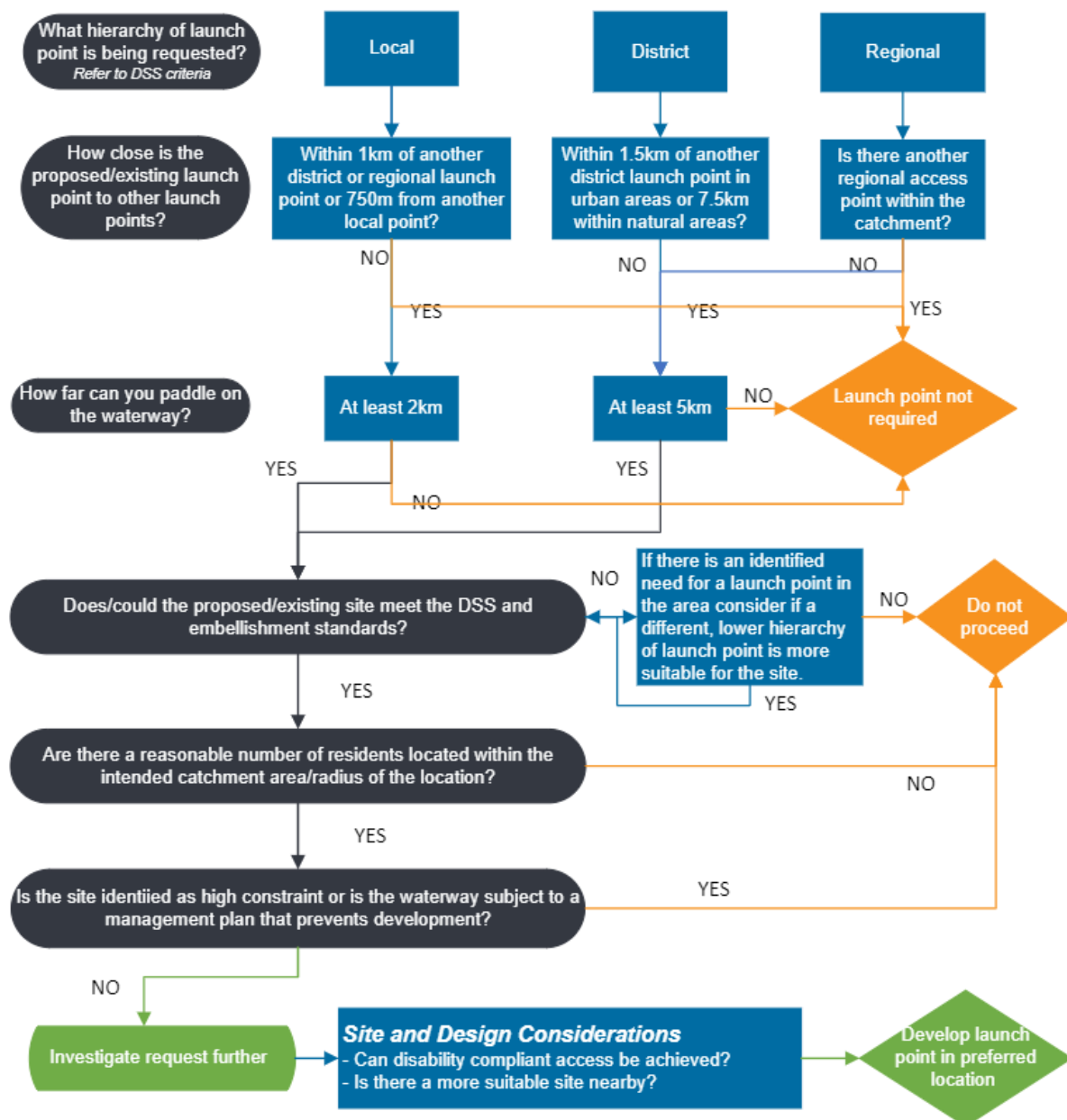


Figure 2. Decision Making Flowchart for Customer Requests for New Launch Points or Replacement of Existing Launch Points

Requests for development of club facilities are also common and also need to be considered in the context of the region and the location of other like facilities to avoid duplication. With limited availability of suitable land directly adjacent to waterways and waterbodies, utilisation of high-value land must be efficient

and maximised, including shared use of facilities by clubs with lower membership numbers. That is, clubs must demonstrate genuine ongoing demand for dedicated facilities. The flow chart in Figure 3 provides a framework to guide decision making for new club facility requests.

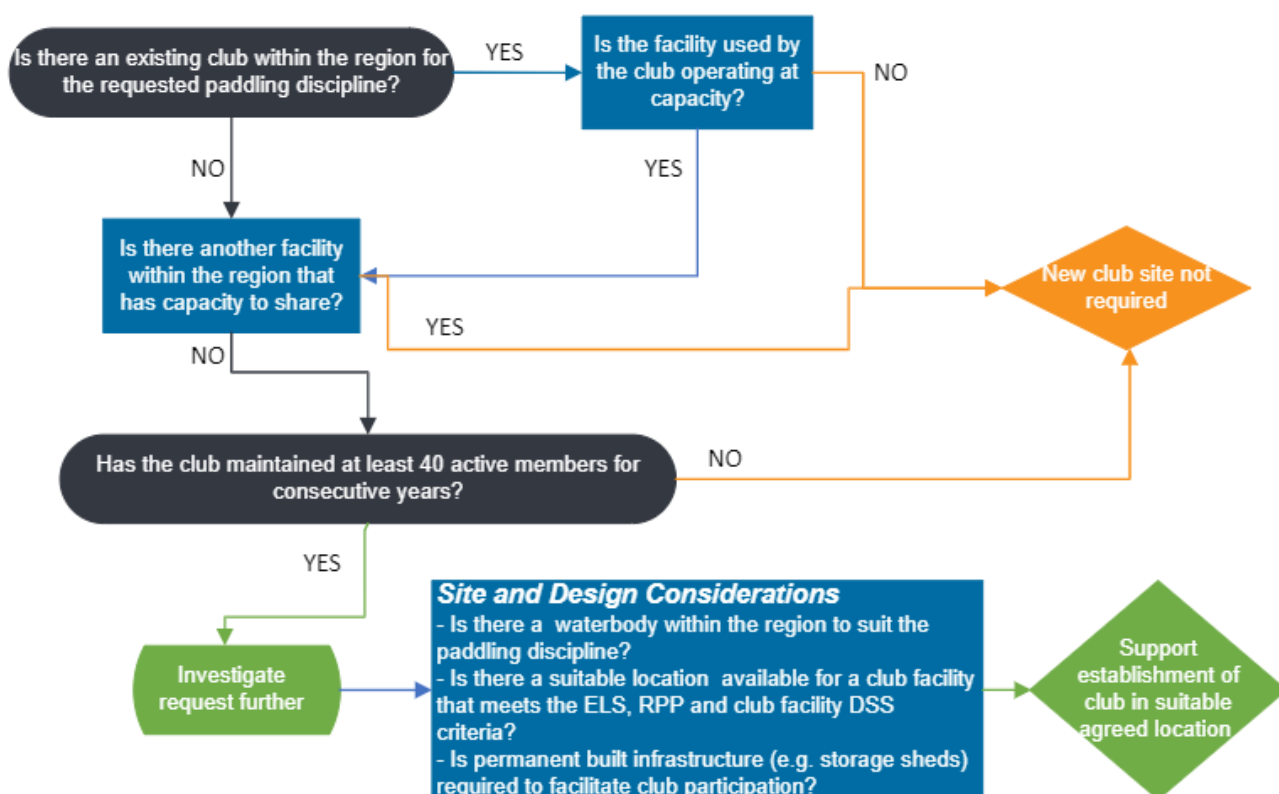


Figure 3. Decision making flowchart for club facility requests.

Approvals

Many, often overlapping, factors determine the types of approvals required and the approving entities for the construction of new structures within waterways on the Sunshine Coast. The approvals process for works within a waterway or waterbody is depicted in flowchart form on the following page for ease of reference.

Where the project and process indicate any of the following, refer to Appendix C for specific details:

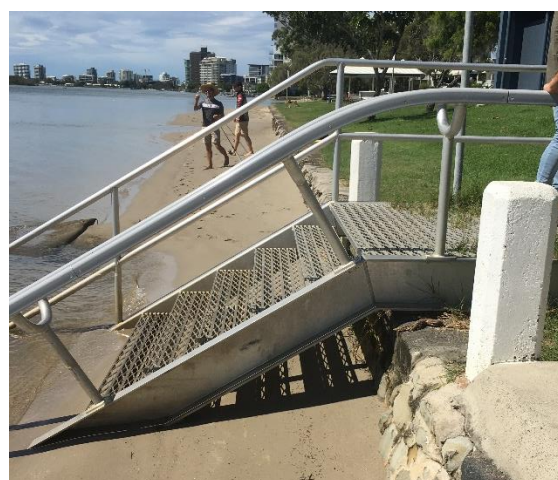
- Owner's Consent
- Works within a Tidal Waterway
- Declared Fish Habitat Area
- Presence of Marine Plants
- Marine Park Area.

Mapping is provided in each Catchment Area to depict:

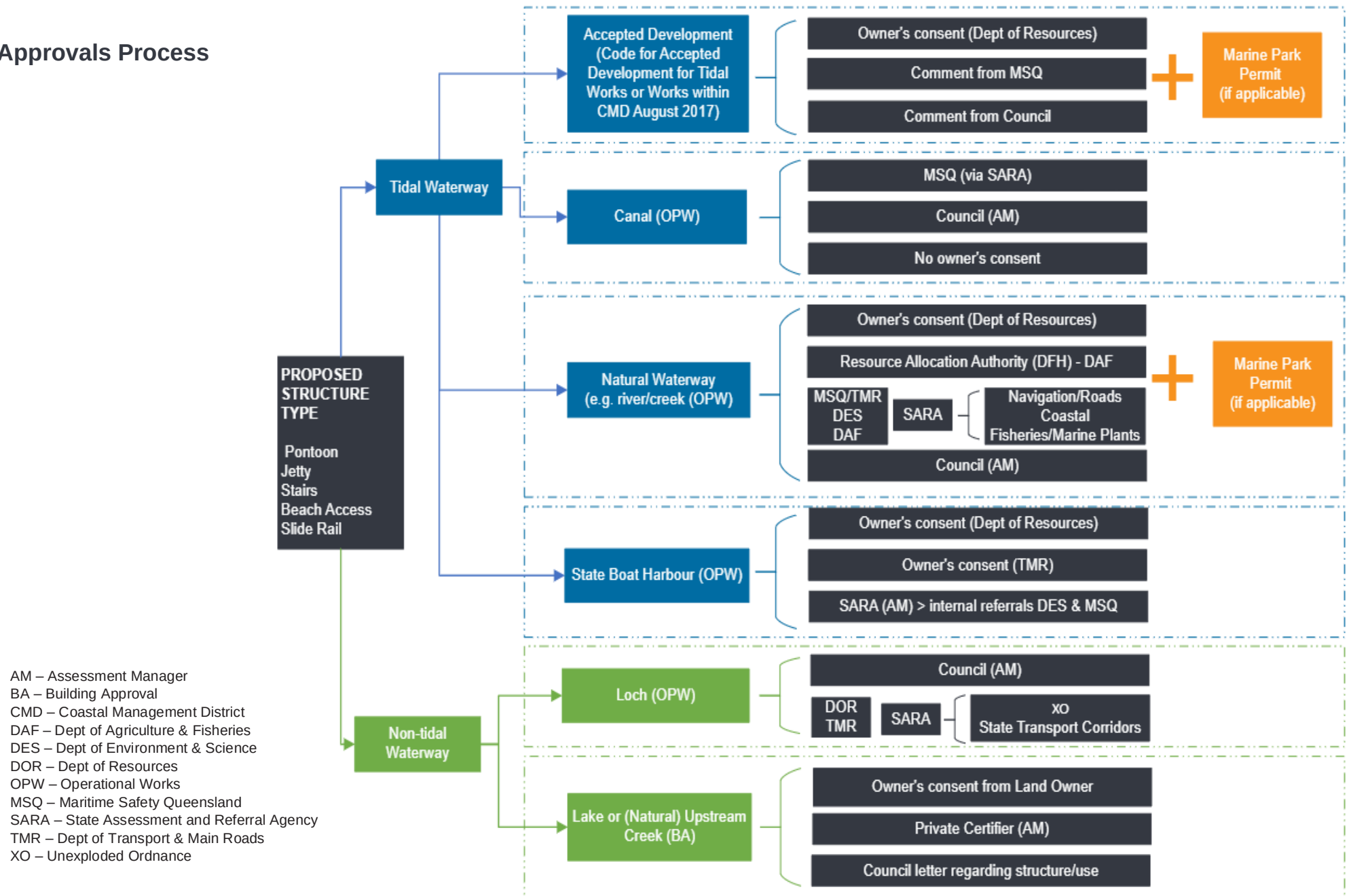
- Natural waterways and constructed waterbodies
- Declared Fish Habitat Areas
- Marine Park zones
- Unexploded ordnances.

Mapping is not available to depict tidal vs non-tidal waterways and must be investigated internally in the first instance. No mapping exists for the presence of marine plants, which would require a site-specific investigation to identify any plant in or near the tidal area, dead or alive; any such presence would require a specialist to be engaged.

Additional approvals may be required for the adjacent land that supports the launch point, and will be dictated by the zoning and overlays within the *Sunshine Coast Planning Scheme 2014* (or subsequent updates or amendments). Land-based approvals are excluded from this report and should be investigated separately.



Approvals Process



Prioritisation of Future Projects

Development and maintenance of water access points requires significant investment. Decisions on new and/or upgraded facilities should be prioritised to ensure that projects with the higher need are developed first. The criteria outlined below has been developed to assist Council officers to prioritise projects to ensure decisions around infrastructure investment are based on objective and rational data.

Priority	Indicate Timeframe	Criteria
High	Within 5 years	- Existing deficiency based on current population and desired provision rate of access points; and/or - Existing deficiency of DDA-compliant launch points within the catchment; and/or - Existing deficiency against critical elements of the DSS; and/or - Master plan for applicable park being developed in the short term; and/or - Existing asset has reached or is nearing end of useful life; and/or - Existing asset has safety risks; and/or - Provides or enhances an integral access point along an existing Regional Paddle Trail.
Medium	5 to 10 years	- Provision deficiency occurs in line with medium-term population growth; and/or - Provides an additional DDA-compliant launch point within a catchment; and/or - Master plan for applicable park being developed in the medium term; and/or - Existing asset will be due for renewal within 5-10 years; and/or - Provides an additional new access point to enhance a Regional Paddle Trail.
Low	10+ years	- Supports site functionality; and/or - Provision deficiency occurs in line with long-term future population growth; and/or - Provides further DDA-compliant launch points within a catchment; and/or - Master plan for applicable park being developed in the long term; and/or - Useful life of existing asset is 10+ years; and/or - Provides an additional new access point to a new Regional Paddle Trail in line with surrounding population growth.

Region-Wide Network

Regional Paddle Trails

Regional trails offer long-distance experiences on natural waterways that have reliable water levels. Providing and promoting regional trails provides various benefits including:

- Showcasing the vast natural attributes of the region.
- Encourage experiential tourism and extending length-of-stay.
- Suitable for group activities, which encourages participation and socialisation.
- Health and fitness benefits.

The Maroochy River Canoe Trail and the Pumicestone Passage offer experiences through unique and internationally recognised environments. Opportunities existing to further expand the existing trails for greater connectivity and access to larger population bases, and provide a new trail along the Mooloolah River. A series of three regional paddle trails (expanded from canoe trails) increases access and further enhances the benefits noted above.



Figure 4. Enhancement to regional paddle trails.

The following suggested improvements are reflected in the more detailed assessment of the respective catchment areas, further in this report. Assigned priorities reflect the ability to implement, and the likely timeframe of associated/nearby development.

Recommendations

		Priority
1.	Enhance the existing Maroochy River Regional Canoe Trail by incorporating additional access points and different experiential settings in Eudlo Creek, Twin Waters and near Yandina, and upgrade facilities at George Best Park.	High-Medium
2.	Construct suitable access points to the (Lower) Mooloolah River near Palmview and along Mountain Creek, and recognise the Mooloolah River as a regional paddle trail with different experiences to the Maroochy River and Pumicestone Passage trails.	Medium
3.	Construct suitable access point/s along Bells Creek to increase paddle accessibility from the Caloundra South residential development to Pumicestone Passage, and further enhance the natural experience of the Pumicestone Passage trail.	Low



Kayak fishing at Coochin Creek, Pumicestone Passage

Non-Motorised Water Sports Clubs

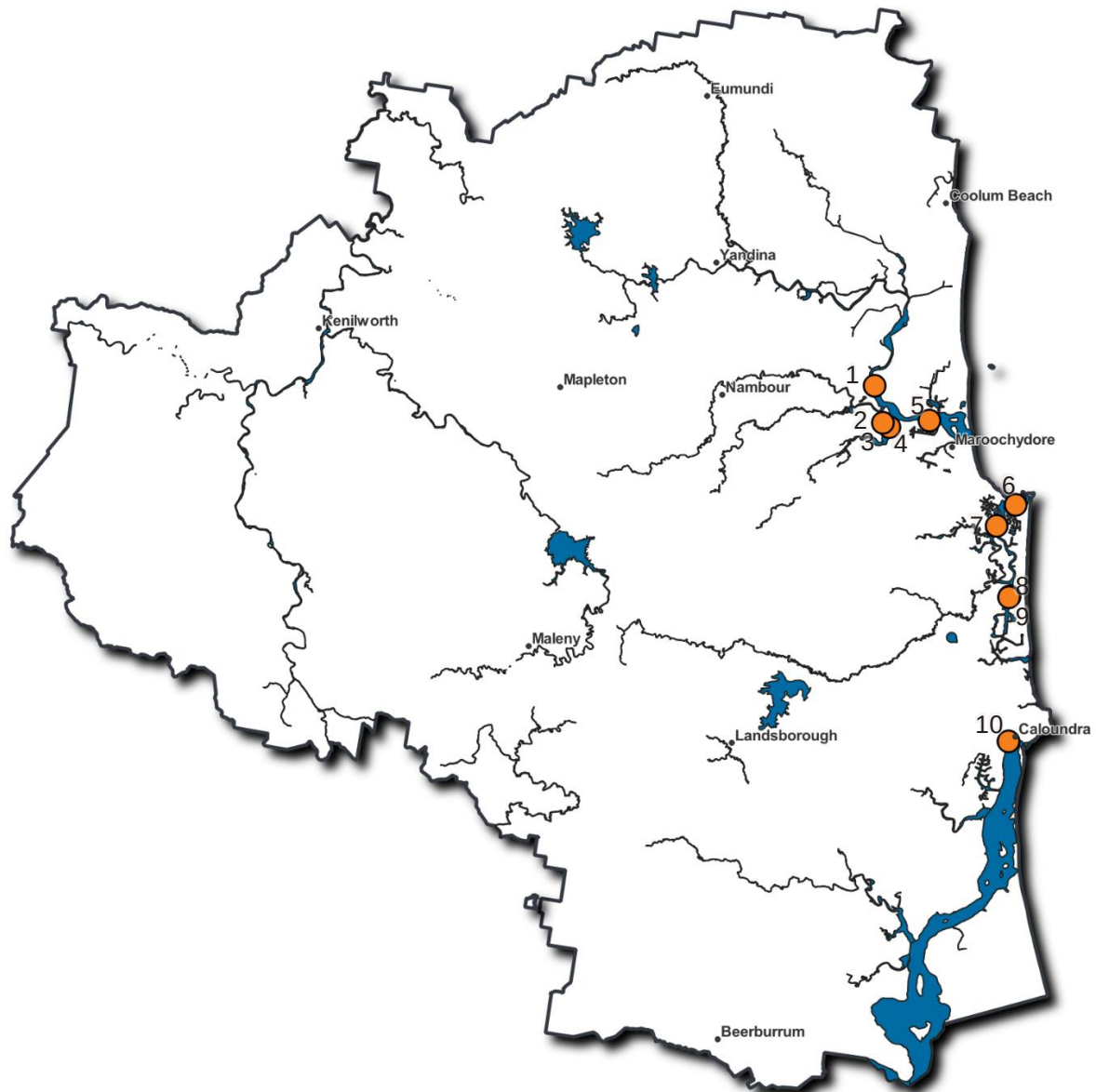
Sunshine Coast is home to many organised non-motorised water-based sports clubs that utilise various waterways and waterbodies. Non-motorised water sports include active and leisure activities:

Active

Rowing
Kayaking
Canoeing
Standup Paddleboarding
Outrigger canoeing
Dragon boating
Sailing / yachting

Leisure

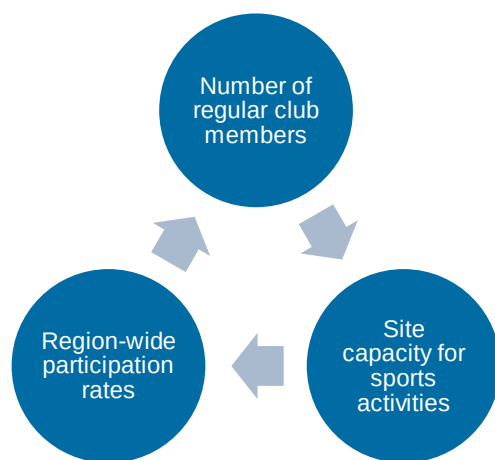
Radio yachting
Model boats
Catamaran enthusiasts
and similar disciplines



1	Maroochy River Rowing Club	6	Mooloolaba Outrigger Canoe Club
2	Sunshine Coast Mavericks Dragons Abreast	7	Panamuna Outrigger Canoe Club
3	Maroochy Sea Serpents	8	Sunshine Coast Dragon Boat Club
4	Sunshine Coast Paddlesports	9	Kawana Waters Canoe Club
5	Sunshine Coast Rowing Club	10	Outrigger Caloundra Canoe Club

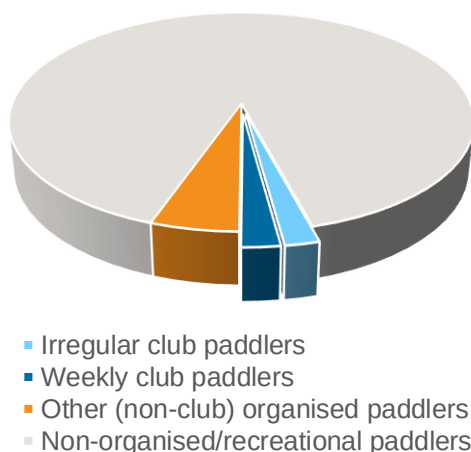
Determining Demand for Club Sites

The need for dedicated club sites is determined through assessing usage levels, site capacity and population participation rates in formal non-motorised water sports clubs. This follows a similar approach to recreational (non-club based) non-motorised water sports. Consideration must also be given to the types of water bodies available within a catchment, as demand for specific disciplines will follow the type of waterways – e.g., outrigger canoeing requires deep water access and there will be little demand for a club in constructed water bodies.



Paddle Sports Club Membership

The total membership of all clubs is currently unknown, as direct figures are not reported to Council. Using industry-wide data (2018 QSERSA data) for the Sunshine Coast region, it is estimated that there are a total of 935 club-affiliated paddlers, with almost 500 paddling weekly – refer below.



Paddle Sports Club Site Capacity

An access point that is suitable in size, embellishment standard and proximity to waterway is estimated to reasonably accommodate 50-100 members per day, noting that variability occurs between different disciplines. For example, one dragon boat accommodates 22 people whilst outrigger canoes may accommodate between 1 to 12 paddlers with both having a similar embark/disembark time. Limitations on site capacity includes the likes of adequate storage space for large vessels, availability of access point for launch and disembark within club operating hours, and car parking availability.

Club Site Provision

Based on the current weekly participation rate in paddle-based sports across the Sunshine Coast, one club of 75 (average) regular members would be formed from approximately 50,000 residents.

1 non-motorised water sports club services 50,000 residents

Based on the current population, seven dedicated club sites are required. By 2041, this is anticipated to grow to 10 dedicated sites for clubs.

There are currently eight club sites utilised – six on Council-managed land, one on State-controlled land and one on private land.

Consideration of locating additional or existing clubs on Council-managed land should refer to the Desired Standards of Service and have demonstrated membership of at least 40 members over consecutive years, providing confidence to Council that the club is operating sustainably and the investment into permanent infrastructure is reasonable. This membership level also provides flexibility in space within a new facility to either, a) grow the membership utilising the permanent base as an attractor, or b) co-locate with another non-motorised water sports club which may have lower membership and cannot independently demonstrate demand for a stand-alone facility.

Location of Club Sites

The distribution of clubs has been considered in the context of all disciplines, rather than specific assessment of each individual paddle sport. There will be variability between disciplines based on the features of the available water bodies, however, as an overall network, the availability of any paddle sport should be reasonably accessible to the community. As such, a population-based approach has been utilised to determine the demand for club sites in the respective catchment areas. Results for current and future (2041) situations are provided in the table below and graphically represented in the maps across.

The region is currently adequately serviced. As population growth continues along the coastal corridor, existing club sites will face increasing utilisation pressure and it is projected that additional club sites will be required in Pumicestone Passage catchment (by 2031) and Mooloolah River catchment (by 2036). Should participation rates increase, the timeframes for demand may reduce.

The Maroochy River catchment is projected to remained adequately serviced in the long-term, however, is reliant on continued and cost-effective access to private facilities for club purposes. Should this discontinue, demand for an additional site on Council controlled land can be expected by 2041.

All existing sites reasonably meet the Desired Standards of Service for club facilities and it preferred that are renewed and upgraded in due course rather than establish additional new sites.

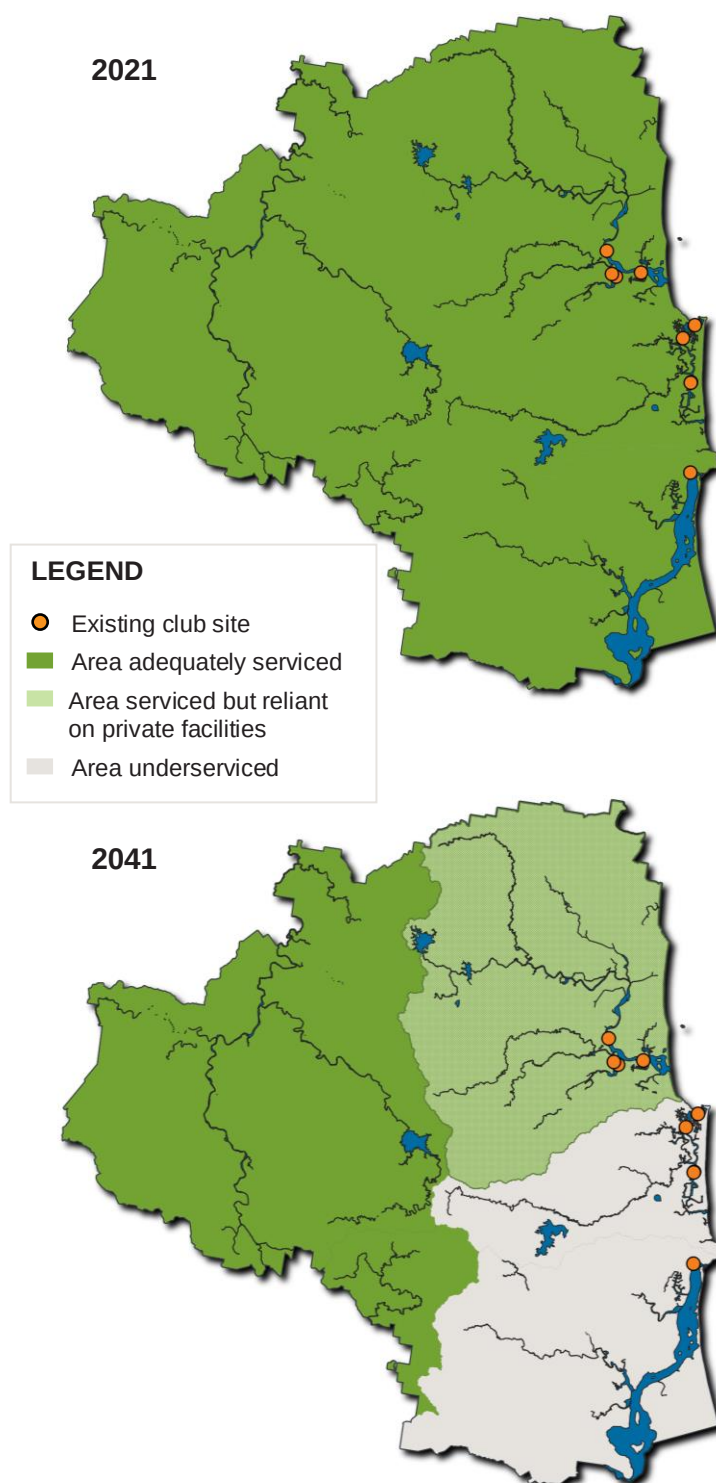
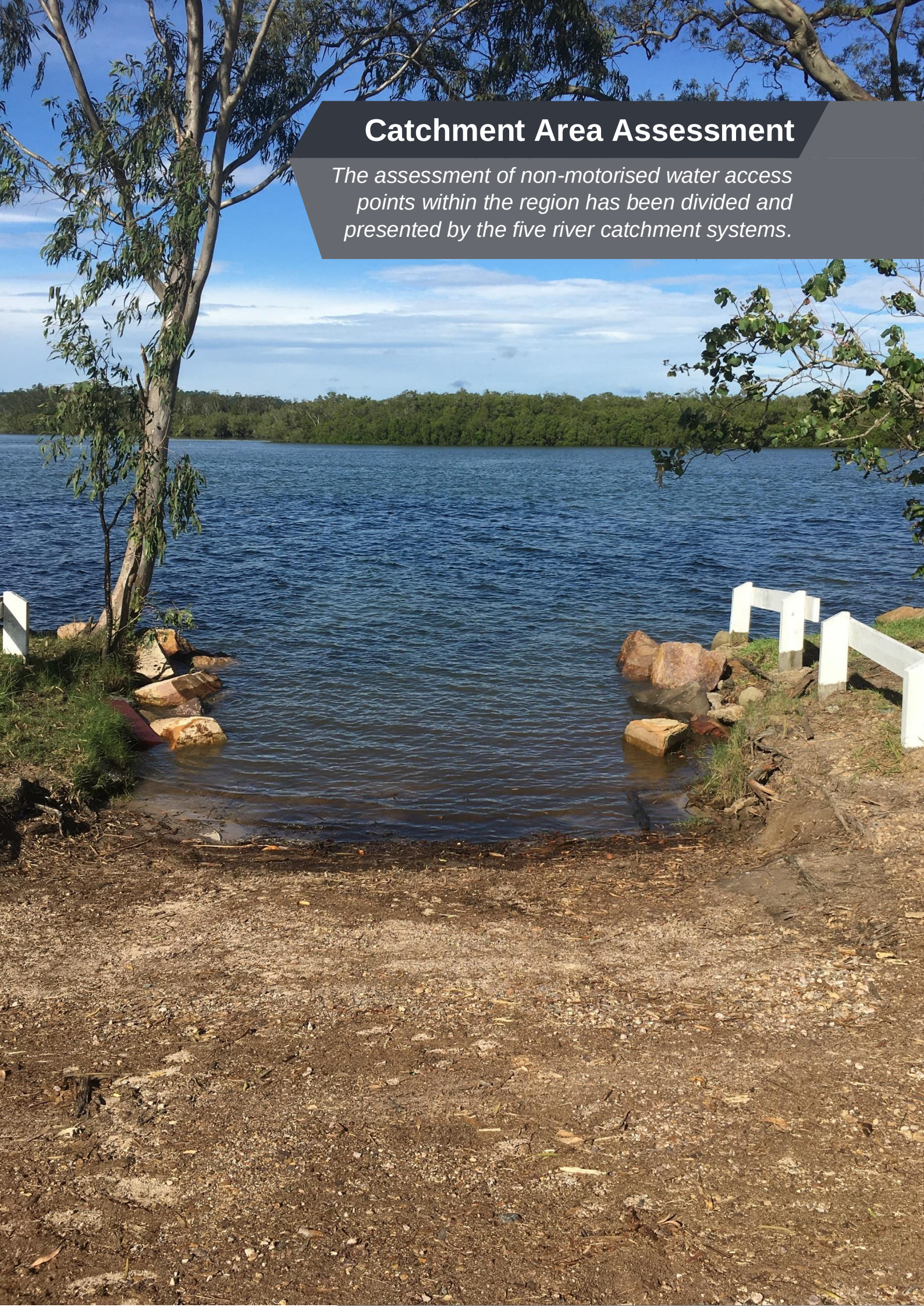


Table 1. Current and projected demand for paddle-based water sports club sites.

Catchment	Existing Club Sites	Current (2021) Requirement		Future (2041) Requirement	
Maroochy River	4 (3 Council, 1 private)	3 sites	✓	4 sites	~
Mooloolah River	3 (2 Council, 1 State)	3 sites	✓	4 sites	✗
Pumicestone Passage	1 (Council)	1 site	✓	2 sites	✗
Mary River	0	0 sites	✓	0 sites	✓
Stanley River	0	0 sites	✓	0 sites	✓

Recommendations

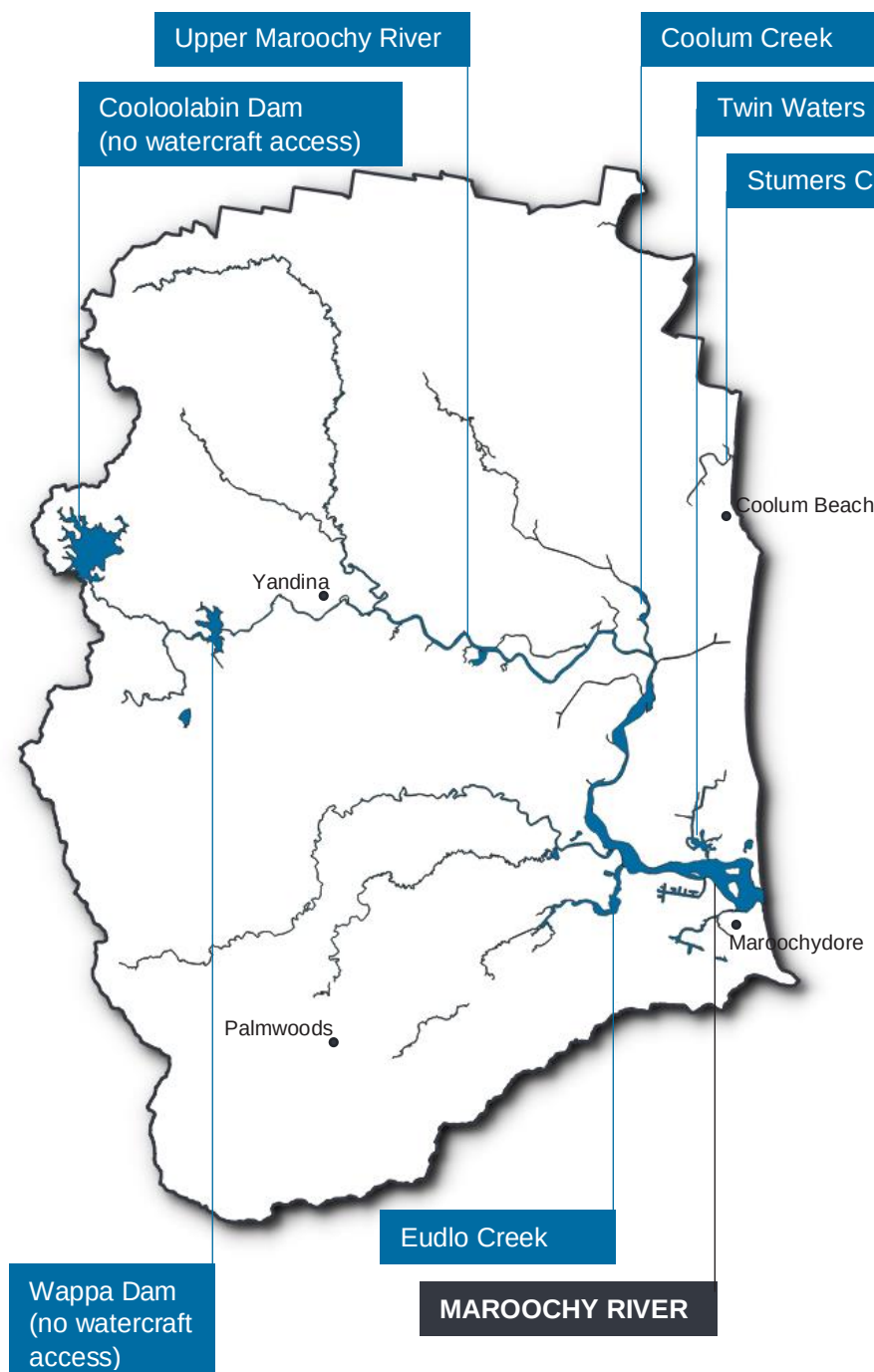
		Priority
1.	Monitor the continued use of the private club facility within the Maroochy River catchment. If the club/s are no longer able to reasonably access the site (now or in the future) consider establishment of a new facility in an appropriate location.	Ongoing
2.	Consider establishment of a club site within Pumicestone Passage catchment when suitable demand is identified.	Medium
3.	Consider establishment of a club site within Mooloolah River catchment when suitable demand is identified.	Low
4.	Work with lessees (or equivalent) to encourage shared use opportunities with other non-motorised water sports clubs, and assist with implementing suitable provisions to encourage the success of such arrangements.	Ongoing



Catchment Area Assessment

The assessment of non-motorised water access points within the region has been divided and presented by the five river catchment systems.

Maroochy River Catchment



Key Statistics

55km (approx.)
waterways suitable for non-motorised water sports

4,700 residents
in the catchment paddled in the past 6 months

5,700 residents
to paddle in 2041

145,000 residents
in 2021

178,000 residents
projected in 2041

14 launch points
including 1 Regional
7 District
6 Local

85 paddlers per km
of waterway

Catchment Service Levels

A total of 14 non-motorised water access sites are located throughout the Maroochy catchment. An assessment of each Statistical Area 2 within the catchment has been undertaken to determine if residents are adequately serviced by the existing access points, with the outcome graphically depicted in Figure 5. Localities in proximity to the Maroochy

River are most adequately serviced by the multiple and higher-level access points. Localities in the upper reaches of the river may access these points but require further travelling distance. It is assumed that Lake Weyba, within the Noosa Shire, services the northern localities of the catchment.

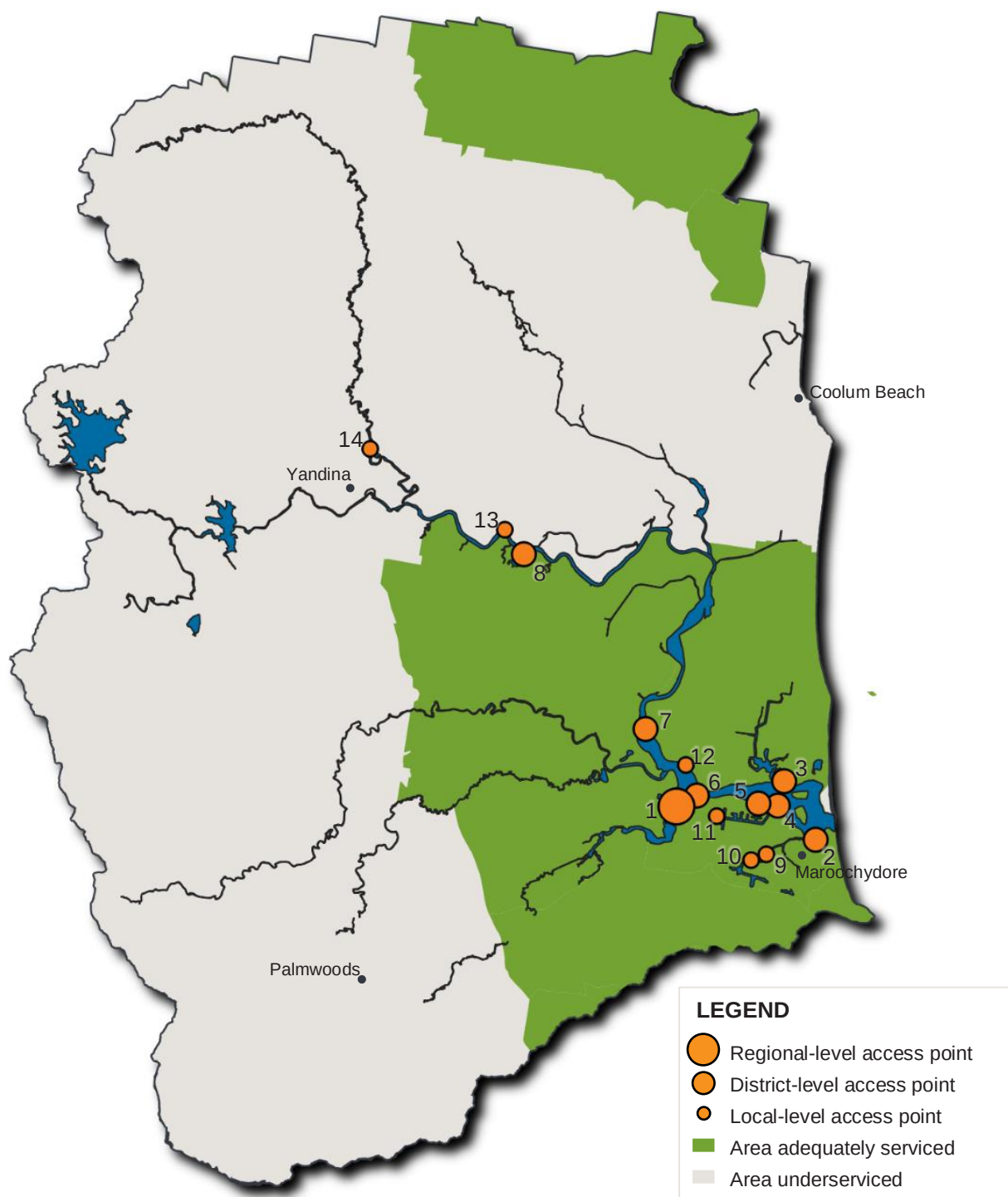


Figure 5. Existing service level by SA2 in the Maroochy River catchment.

Table 2. Population serviced by existing access points.

Access Point Hierarchy	Qty	Population Serviced
Regional	1	12,000 (entire catchment)
District	7	84,000
Local	6	24,000
	14	120,000

With a total population of approximately 145,000 residents, there is a deficiency in the total quantity of water access sites. Opportunities exist to upgrade current sites to achieve higher hierarchies which will service additional residents and to improve existing motorised water access points to suitably accommodate non-motorised watercraft.

Table 3. Assessment of existing sites.

Map Ref.	Site Name	Existing Hierarchy	Water Access Infrastructure	Ancillary Infrastructure	Car Parking and Access	Achieves LoS*	Comments
1	Fishermans Road Boat Ramp	Regional	✓	✓	✓	✓	
2	Cotton Tree Park	District	✓	✓	✓	✓	
3	Nojoor Road Bushland Reserve	District	✓	✗	✓	✓	Amenities required to meet district standards
4	Picnic Point Esplanade	District	✓	✓	✓	✓	
5	Bradman Avenue Esplanade East	District	✓	✓	✓	✓	
6	Bradman Avenue Esplanade West	District	✓	✓	✓	✓	
7	Muller Park	District	✓-	✓	✓	✓	Requires non-motorised access point separate from boat ramp
8	Dunethin Rock Recreation Area	District	✓	✓	✓	✓	
9	Emporio Place	Local	✓-	✓	✓-	✗	Value as portage only Surplus as a launch point
10	Sunshine Cove Park	Local	✓	✓	✓	✓	
11	Maroochy Waters Drive Canal Access	Local	✓	✓	✓	✓	
12	Oyster Bank Road Foreshore	Local	✓	✗	✓	✓	Site embellishments such as signage required to meet standards
13	Ashtons Wharf Park	Local	✓	✗	✓	✓	Site embellishments such as signage required to meet standards
14	George Best Park	Local	✓-	✓	✓	✗	Access point upgrade and amenities required to meet district standards and catchment level of service

*Level of Service

Key Planning Overlays and Constraints

Water bodies in the Maroochy River Catchment are affected by five key overlays and constraints, with three graphically depicted below. Tidal waterways are not indicated and should be determined through internal Council mapping and knowledge. Marine Plants are

also not shown, and must be identified at a site-specific level. Other site-specific overlays may exist at particular locations, with necessary approvals determined through the flowchart provided in *Decision Making Frameworks*.

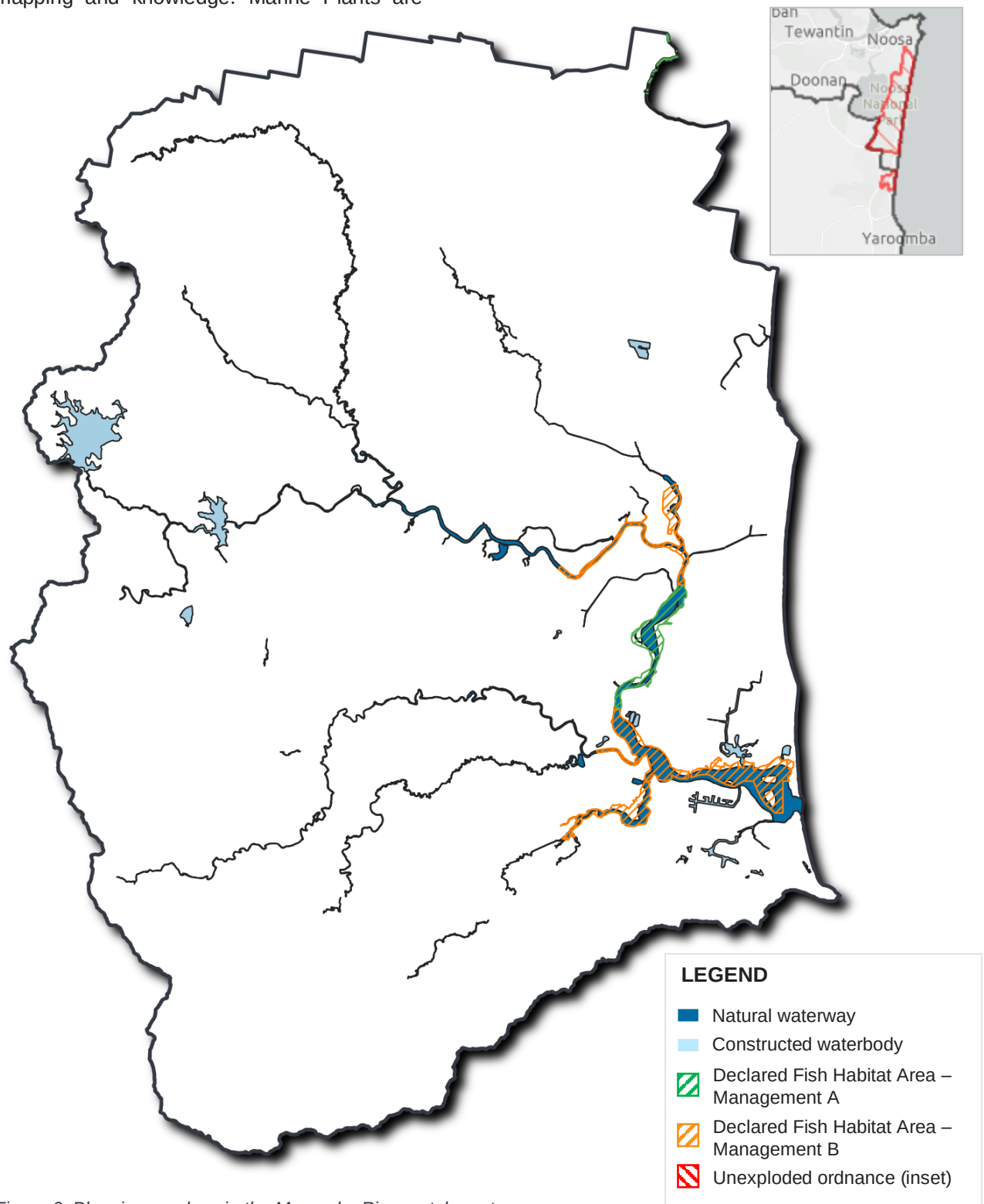


Figure 6. Planning overlays in the Maroochy River catchment.

Recommendations

	Priority
1. Investigate the feasibility of constructing a disability-compliant access pontoon at Fishermans Road and either Cotton Tree Park or along Bradman Avenue/Picnic Point Esplanade.	High
2. Upgrade facilities at George Best Park to achieve District classification.	High
3. Investigate the suitability of Stumers Creek for paddling and as a Kabi Kabi cultural trail. If suitable, recognise its cultural and recreation value in servicing the community.	High
4. Construct a water access point at Little Voyager Park to achieve local standard.	High
5. Investigate opportunities for new launch points at Yandina and Eudlo Creek.	Medium
6. Upgrade Muller Park to include a riverine beach access point separate to the boat ramp.	Medium
7. Consider the construction of amenities to support Nojoor Road Bushland Reserve.	Medium
8. Upgrade Coolum Creek Boat Ramp (West Coolum Road) to incorporate a local paddling launch point.	Low
9. Upgrade Stony Wharf Road Boat Ramp to incorporate a local paddling launch point.	Low
10. Maintain rest stops at suitable separation distances along the Maroochy River Paddle Trail.	Ongoing
11. Recognise that access to Lake Weyba services residents in the northern aspect of the catchment.	Ongoing
12. Retain other existing pontoons and beach access points that do not achieve the DSS for local launch points but are greater than 1km from another access point and are suitable as rest stops along paddle trails.	Ongoing

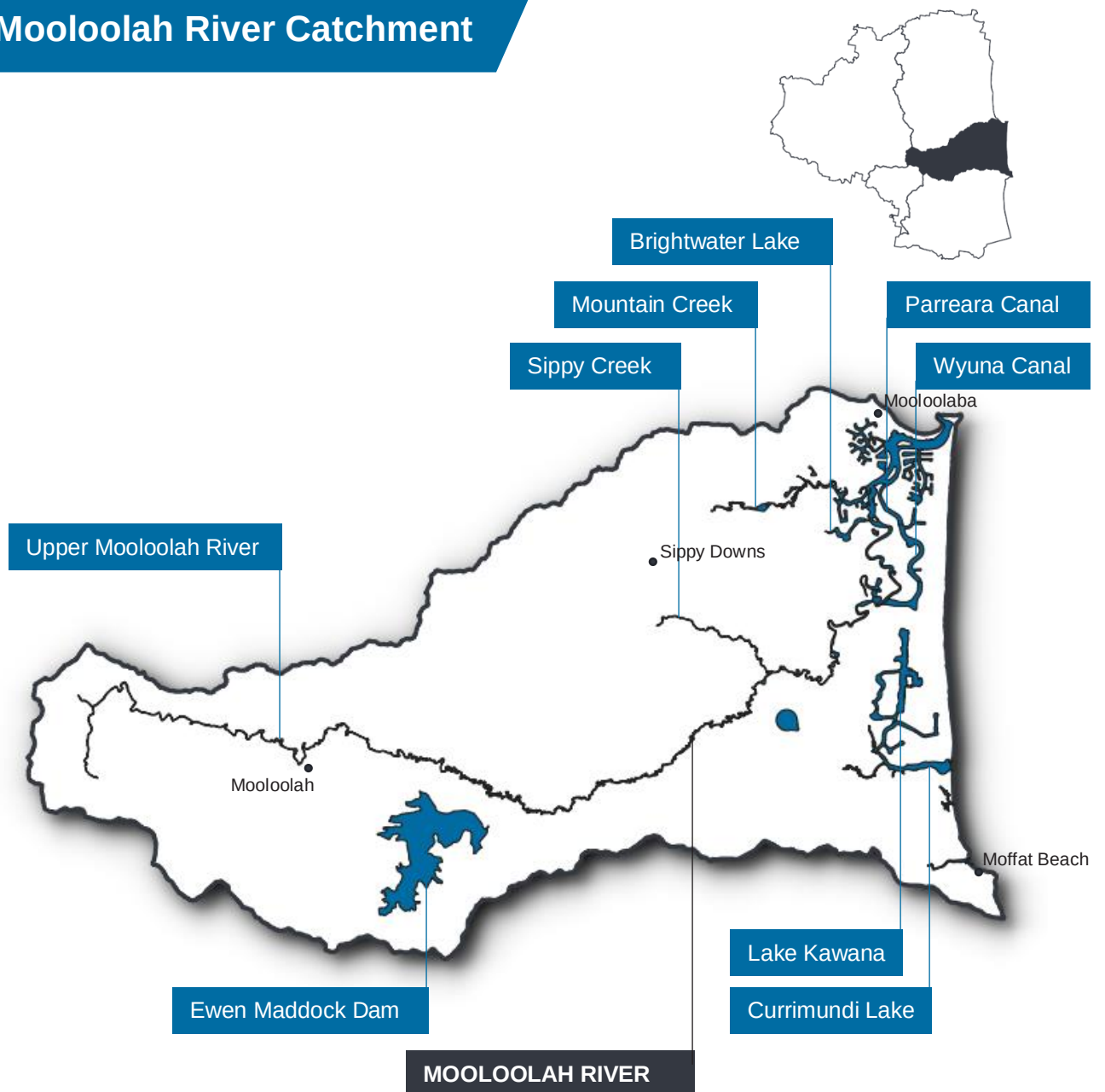
Should the above recommendations be implemented, the network of water access points shall service 156,000 people, which at the current growth rate, is projected to occur in about 2031. Additional capacity exists along the banks of the Maroochy River to aid paddlers accessing the waterway, however, are not formally recognised access points. For example, nearby residents may walk to, and launch from, the nearest riverine beach or bank. This informal access will service many residents beyond the formal estimate.

The distribution of access points services most of the geographical area of the catchment, as shown in the graphic. Note that non-motorised activities are not permitted on Cooloolabin Dam and Wappa Dam. Should this change in the future, the western aspect of the catchment will also be well serviced and reduce the need to travel to the existing suitable waterways.



Figure 7. Projected service level by SA2 in 2041.

Mooloolah River Catchment



Key Statistics

49km
(approx.)
waterways suitable for
non-motorised water
sports

**88 paddlers per
km of waterway**

**4,300
residents**
in the catchment
paddled in the past 6
months

6,200 residents
to paddle in 2041

**133,000
residents**
in 2021

**193,000
residents**
projected in 2041

**19 launch
points**
including 1 Regional
7 District
11 Local

Catchment Service Levels

A total of 19 non-motorised water access sites are located throughout the Mooloolah catchment. The areas (SA2's) within the catchment adequately serviced by the existing access points are graphically depicted below. Localities in proximity to the Mooloolah River

are most adequately serviced by the multiple and higher-level access points, however, the presence of paddling opportunities on Ewen Maddock Dam aids in achieving full servicing of almost the entire population within the catchment.

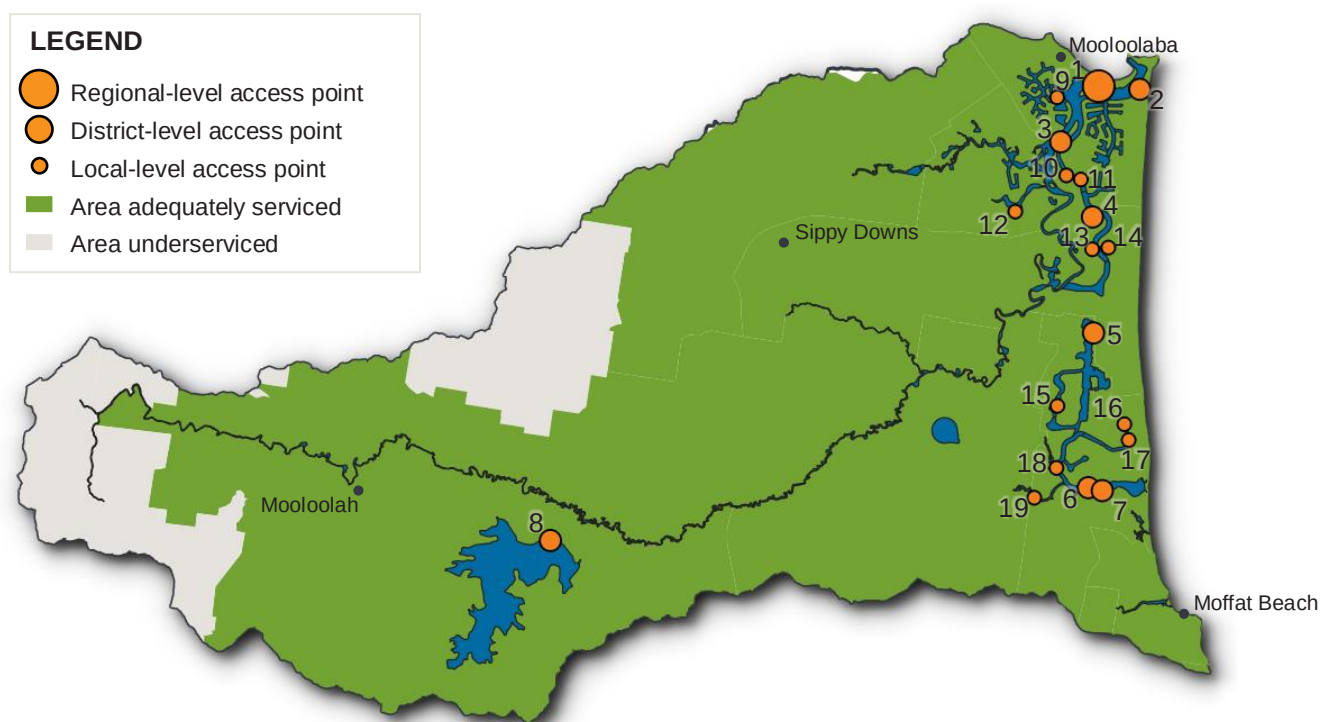


Figure 8. Existing service level by SA2 in the Mooloolah River catchment.

Table 4. Population serviced by existing access points.

Access Point Hierarchy	Qty	Population Served
Regional	1	12,000 (entire catchment)
District	7	84,000
Local	11	44,000
	19	140,000

The total existing population of the catchment is approximately 133,000 residents, being well-served by the existing water access sites. With the projected 45% increase in population 2041, opportunities need to be explored to enhance provision either through upgrade of existing sites or new sites.

Table 5. Assessment of existing sites.

Map Ref.	Site Name	Existing Hierarchy	Water Access Infrastructure	Ancillary Infrastructure	Car Parking and Access	Achieves LoS*	Comments
1	Parkyn Parade (Mooloolaba Marina)	Regional	✓	✓	✓	✓	
2	La Balsa Park	District	✓	✓	✓	✓	Consider a disability compliant access point at this location.
3	Outrigger Island	District	✓	✗	✓	✓	Amenities should be installed as part of the park upgrade.
4	Double Bay Park	District	✓	✓	✓	✓	
5	Lake Kawana Eastern Bank	District	✓	✓	✓	✓	
6	Crummunda Park	District	✓	✓	✓	✓	
7	Westaway Parade Park / Frank McIvor Bushland Park	District	✓	✓	✓	✓	
8	Maddock Park	District	✓	✓	✓	✓	
9	Bindaree Crescent Park	Local	✓	✗	✓	✓	No site embellishments exist.
10	Cuba Court Park	Local	✓	✓	✓	✓	
11	Kensington Park	Local	✓	✓	✓-	✓	Limited car parking
12	Brightwater Lake	Local	✓	✓	✓	✓	
13	Island Park	Local	✓	✓	✓-	✓	Limited car parking
14	Melody Circuit Park	Local	✓	✓	✓	✓	
15	Zeal Street Park	Local	✓	✓	✓-	✓	Limited car parking
16	Moondarra Park	Local	✓	✓	✓-	✓	Limited car parking
17	Teal Court Park	Local	✓	✓	✓	✓	
18	Noel Burns Park	Local	✓	✓	✓-	✓	Limited car parking
19	Sunjewel Boulevard	Local	✗	✓	✓-	✓	Existing launch point is unknown Limited car parking

*Level of Service

Key Planning Overlays and Constraints

Water bodies in the Mooloolah River Catchment are affected four key overlays and constraints, with two graphically depicted below. There are no Declared Fish Habitat Areas identified in the catchment. Tidal waterways are not indicated and should be determined through internal Council mapping

and knowledge. Marine Plants are also not shown, and must be identified at a site-specific level. Other site-specific overlays may exist at particular locations, with necessary approvals determined through the flowchart provided in *Decision Making Frameworks*.

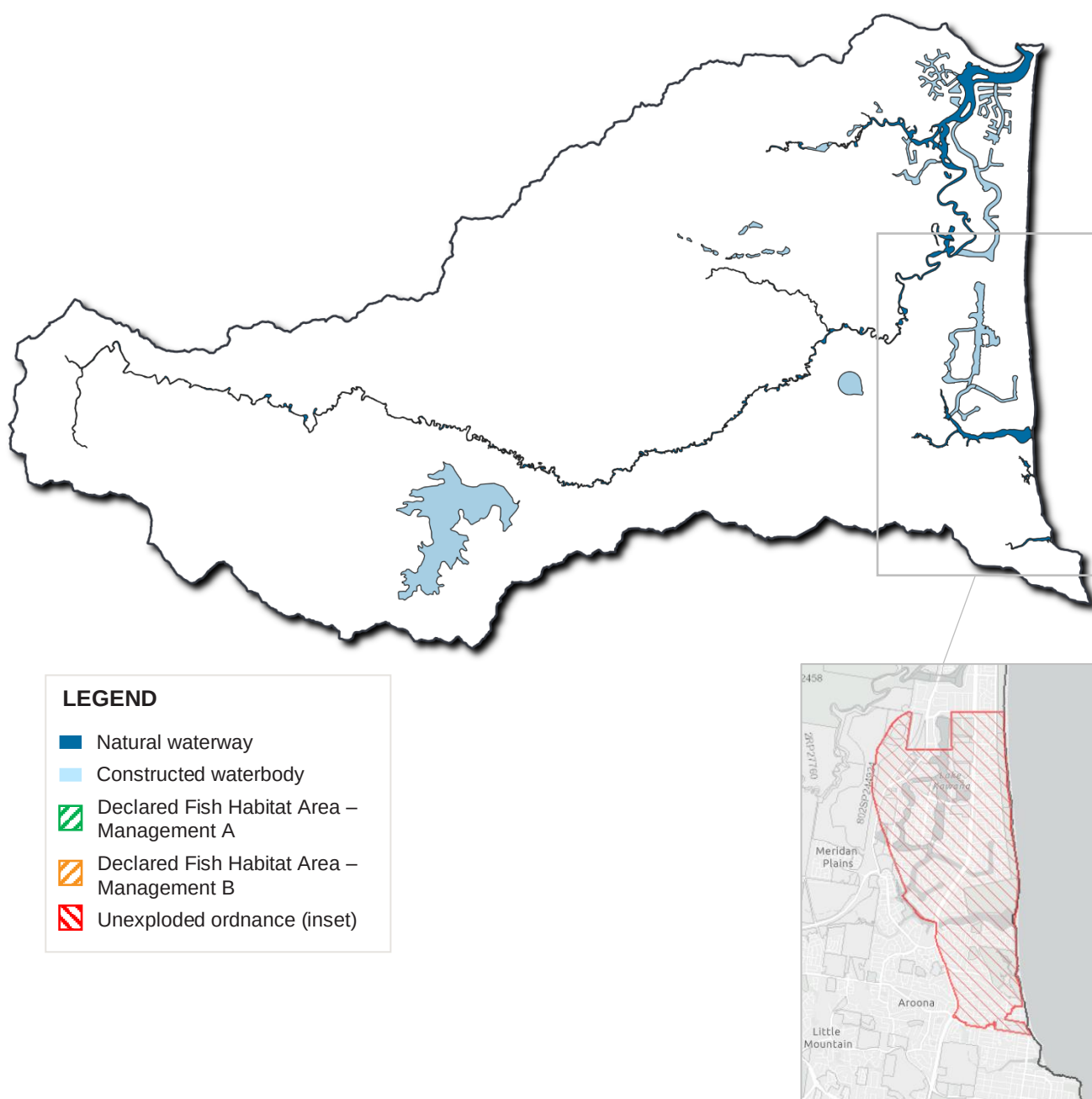


Figure 9. Planning overlays in the Mooloolah River catchment.

Recommendations

	Priority
1. Consider the construction of a disability-compliant access point at La Balsa Park, High Outrigger Park and at a suitable location on Lake Kawana.	High
2. Construct public amenities at Outrigger Island, in conjunction with planned park upgrades.	High
3. Investigate opportunities to construct district level water access point/s along Mountain Creek.	Medium
4. Investigate opportunities to construct district level water access point/s to the Lower Mooloolah River, to support population growth in and around Palmview and a future regional paddling trail along the river.	Medium
5. Should the State Government construct a boat ramp to the Lower Mooloolah River at Kawana Way, advocate for and/or contribute towards the construction of a separate local-level non-motorised access point.	Medium
6. Investigate the suitability of formalising access at Sunjewel Boulevard.	Low
7. Consider the removal of access stairs at the end of useful life where present within local parks that do not meet the Desired Standards of Service for a local-level access point, particularly where there is insufficient car parking and it is unfeasible to construct car parks in the future.	Ongoing

The implementation of the above recommendations will result in the network of water access points servicing 188,000, just shy of the projected 193,000 residents in 2041.

Many residents within the Mooloolah River catchment have direct access to canals via private pontoons, which would accommodate the small shortfall in the long term.

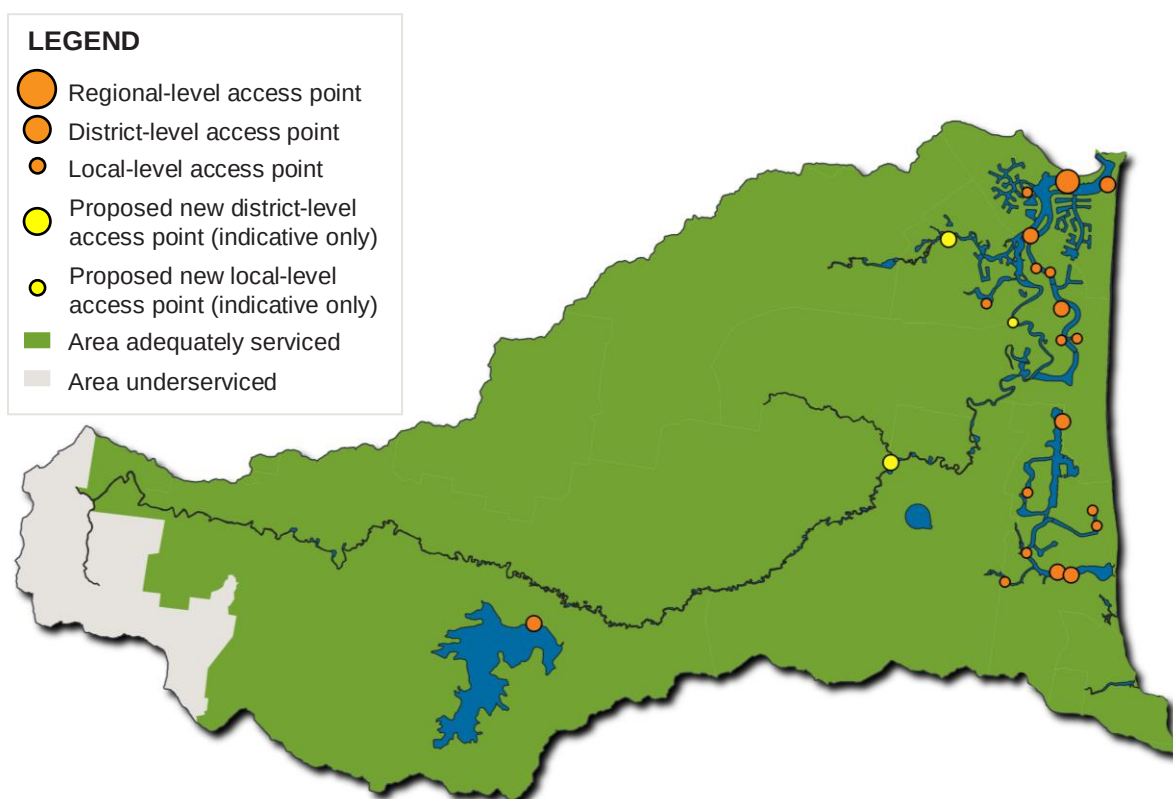
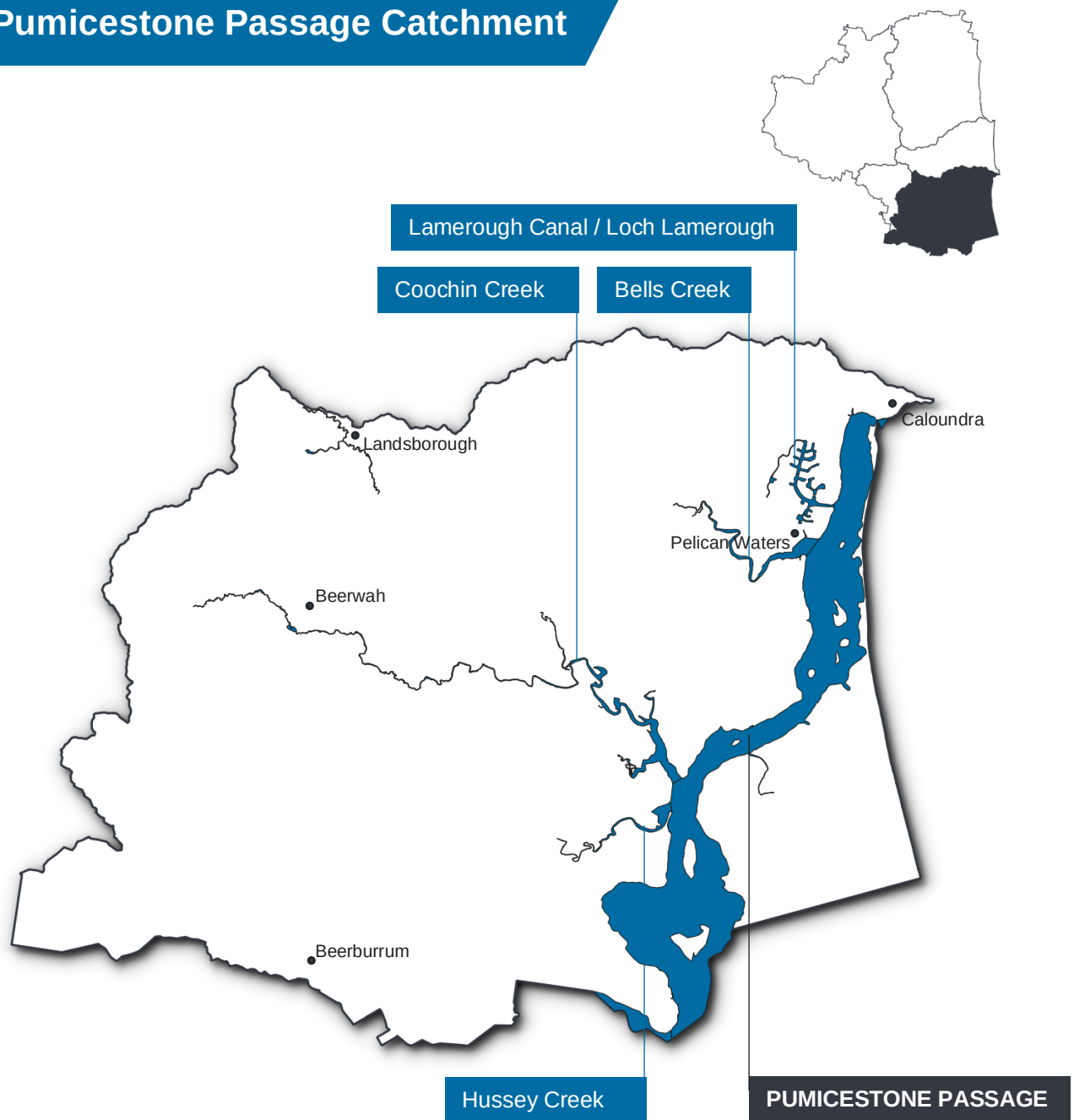


Figure 10. Projected service level by SA2 for the Mooloolah River catchment in 2041.

Pumicestone Passage Catchment



Key Statistics

46km
(approx.)
waterways suitable for
non-motorised water
sports

**39 paddlers per
km of waterway**

**1,700
residents**
paddled in the past 6
months

3,900 residents
to paddle in 2041

**52,000
residents**
in 2021

**122,000
residents**
projected in 2041

**15 launch
points**
including 1 Regional
5 District
9 Local

Catchment Service Levels

A total of 15 non-motorised water access sites are located throughout the Pumicestone Passage catchment. An assessment of each Statistical Area 2 within the catchment has

been undertaken to determine if residents are adequately serviced by the existing access points, with the outcome graphically depicted below.



Figure 11. Existing service level by SA2 in the Pumicestone Passage catchment.

Table 6. Population serviced by existing access points.

Access Point Hierarchy	Qty	Population Served
Regional	1	12,000 (entire catchment)
District	5	60,000
Local	9	36,000
	15	108,000

With a total existing population nearing 52,000 residents, there is an oversupply in the total quantity of water access sites. With the population more than doubling by 2041, the current oversupply will result in a slight overall

deficiency. Consideration of new launch points should only occur where there is no current access to a waterbody and in reasonable proximity to the localities where residential developments are proceeding.

Table 7. Assessment of existing sites.

Map Ref.	Site Name	Existing Hierarchy	Water Access Infrastructure	Ancillary Infrastructure	Car Parking and Access	Achieves LoS*	Comments
1	Apex Park	Regional	✓	✓	✓	✓	Consider disability compliant access launch point.
2	Bulcock Beach	District	✓	✓	✓	✓	Consider disability compliant access launch point.
3	Fraser Park	District	✓	✓	✓	✓	
4	Keith Hill Park	District	✓	✓	✓	✓	
5	Jensen Park	District	✓	✓	✓	✓	
6	Coochin Creek Recreation Area	District	✓	✓	✓	✓	
7	Leach Park	Local	✓ -	✓	✓	✓	Beach access is limited
8	The Passage Park	Local	✓	✓	✓	✓	
9	Pelican Waters Boulevard Park	Local	✓	✓	✓	✓	
10	32 Whitehaven Way	Local	✓	✓	✓	✓ -	Limited car parking
11	Columba Place	Local	✓ -	✗	✗	✓	2 pontoon launch points and for portage
12	Ramsay Crescent	Local	✓	✗	✗	✗	No car parking and limited access Suits immediate residents.
13	Raptor Park	Local	✓	✗	✓	✓	
14	Marina View Drive	Local	✓	✓	✓	✓	Developing site may have further embellishments
15	Coochin Creek Boat Ramp	Local	✓	✓	✓	✓	

*Level of Service

Key Planning Overlays and Constraints

Water bodies in the Pumicestone Passage Catchment are affected five key overlays and constraints – two are shown below, Marine Park Zoning shown over, and two are not shown. Tidal waterways are not indicated and should be determined through internal Council

mapping and knowledge. Marine Plants are also not shown, and must be identified at a site-specific level. Other site-specific overlays may exist at particular locations, with necessary approvals determined through the flowchart provided in *Decision Making Frameworks*.

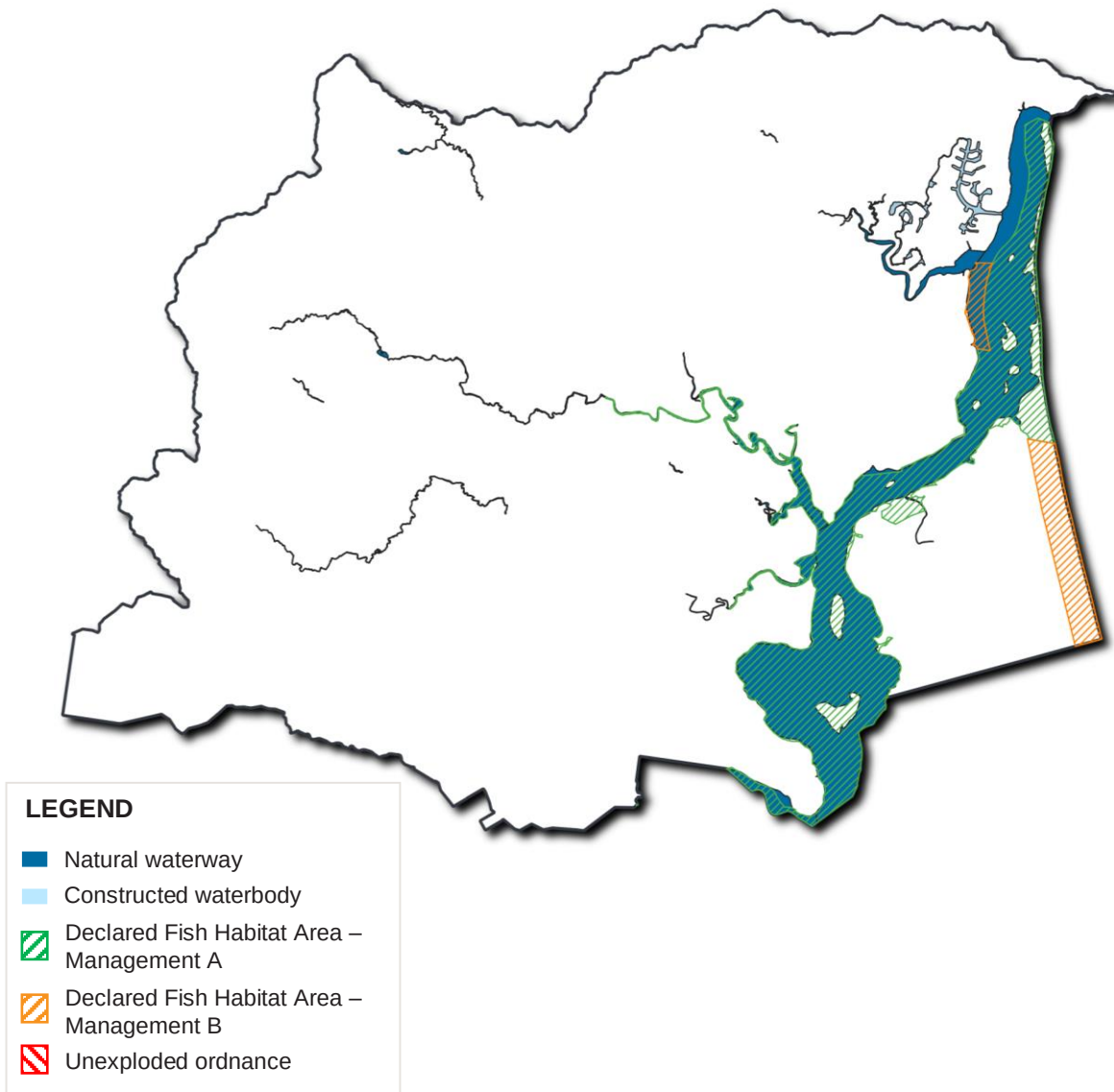


Figure 12. Planning overlays in the Pumicestone Passage catchment.

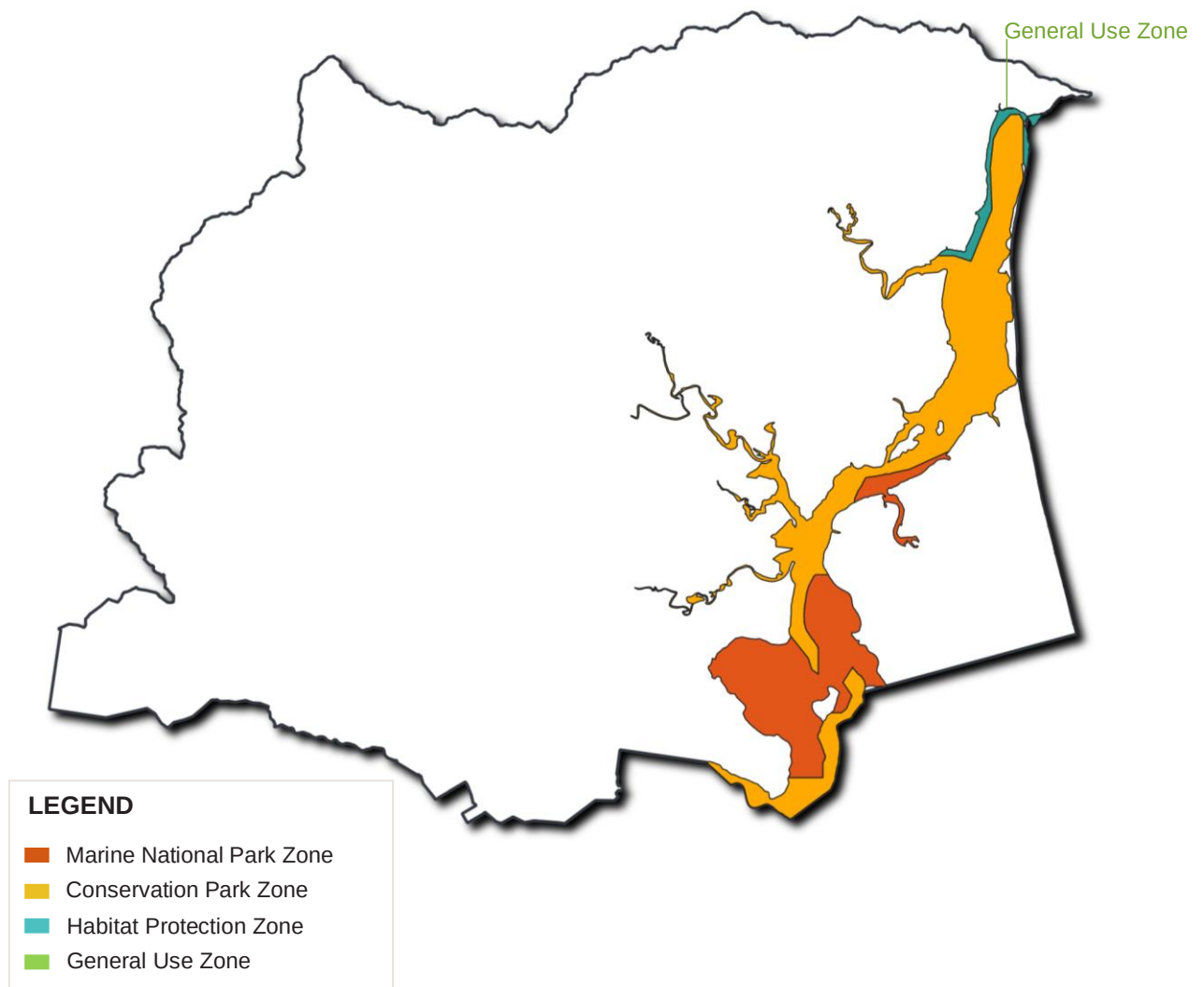


Figure 13. Moreton Bay Marine Park Zoning in the Pumicestone Passage Catchment.

Recommendations

	Priority
1. Consider the construction of disability-compliant access at Apex Park Golden Beach and Bulcock Beach.	High
2. Investigate the construction of a local-level access point to Bells Creek within Pelican Waters, to support a paddling trail along the waterway.	Medium
3. Upgrade the access at Leach Park for greater separation of motorised and non-motorised activities.	Medium
4. Investigate the construction of a new district-level access point to Bells Creek, with suitable road access from the Caloundra South residential development.	Low
5. Investigate the suitability and functionality of access points at Columba Place and Ramsay Crescent, with potential to upgrade infrastructure to genuinely service 4,000 residents.	Ongoing

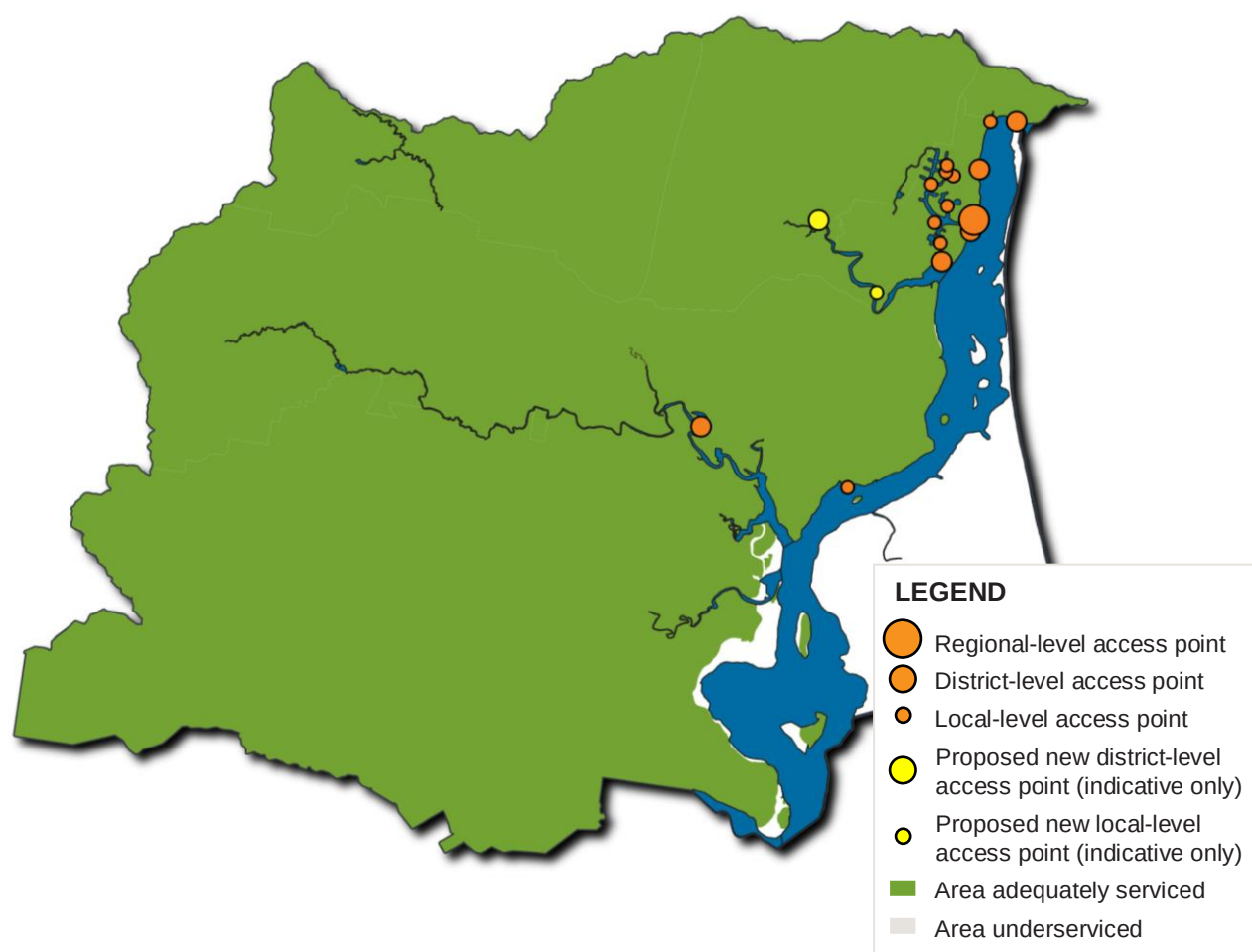
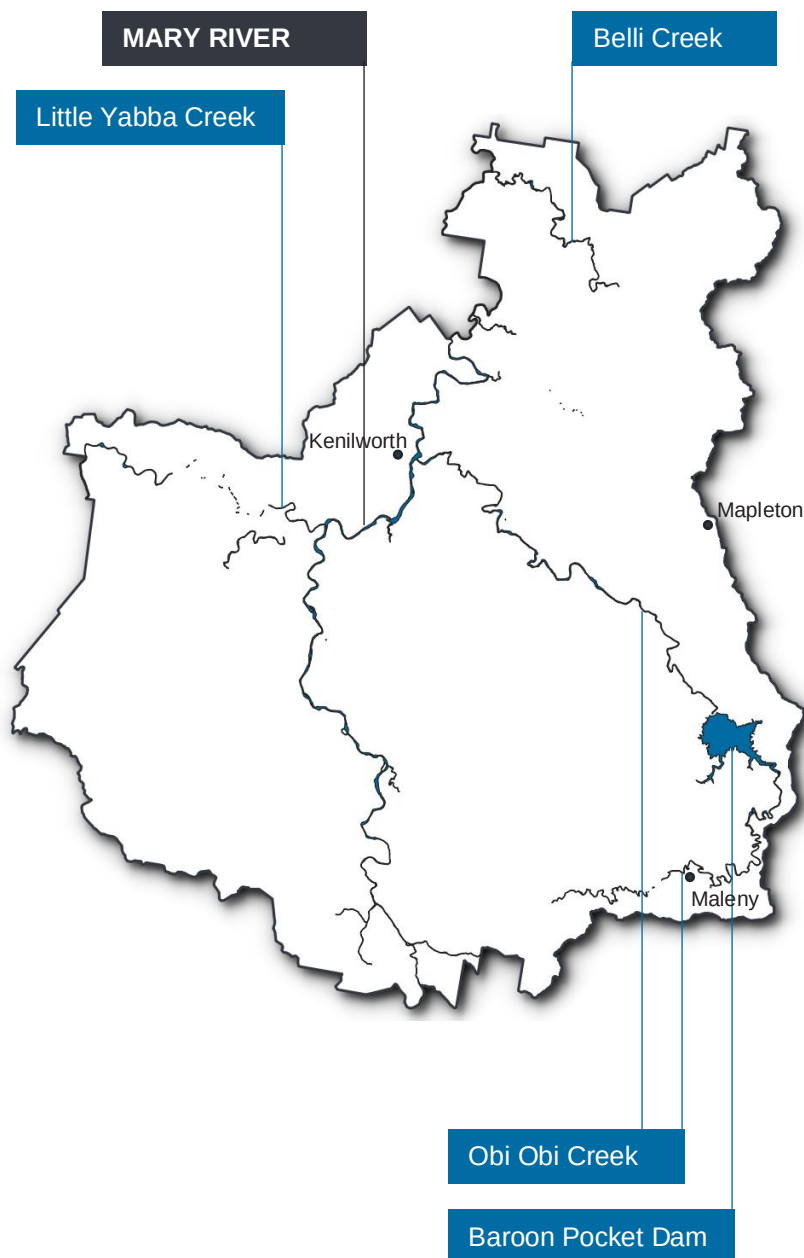


Figure 14. Projected service level by SA2 for the Pumicestone Passage catchment in 2041.

Mary River Catchment



Key Statistics

8km (approx.)
waterways suitable for non-
motorised water sports
(additional with dam release)

370 residents
in the catchment paddled in
the past 6 months

430 residents
to paddle in 2041

11,400 residents
in 2021

13,500 residents
projected in 2041

2 launch points
both District-level

**50 paddlers per km
of waterway**

Catchment Service Levels

Two non-motorised water access sites are located within the Mary River catchment, both being located at opposite ends of the same dam. An assessment of each Statistical Area 2

within the catchment has determined that residents are adequately serviced by the existing access points, being graphically depicted below.



Figure 15. Existing service level by SA2 in the Mary River catchment.

The two existing access points are located on opposite sides of Baroon Pocket Dam, which provide for year-round access to non-motorised water activities. The two major waterways – Obi Obi Creek and Mary River – are both ephemeral and have very limited paddling opportunities for most of the year. Furthermore, there is limited public land with direct and potentially suitable

access to the waterways for non-motorised activities. Whilst specific areas of these waterways may be used by recreational paddlers at times, travel distances are limited and suitable water levels are seasonal at best. No formal access infrastructure is recommended on these waterways.

Table 8. Population serviced by existing access points.

Access Point Hierarchy	Qty	Population Serviced
Regional	-	-
District	2	24,000
Local	-	-
	2	24,000

With a total population of approximately 13,000 residents, the two existing access points are suitable to service the entire catchment, albeit

requiring residents to travel further than coastal counterparts to undertake the activities.

Table 9. Assessment of existing sites.

Map Ref.	Site Name	Existing Hierarchy	Water Access Infrastructure	Ancillary Infrastructure	Car Parking and Access	Achieves LoS*	Comments
1	Baroon Pocket Dam (Northern Recreation Area)	District	✓	✓	✓	✓	
2	Baroon Pocket Dam (Southern Recreation Area)	District	✓	✓	✓	✓	

*Level of Service

Key Planning Overlays and Constraints

Water bodies in the May River Catchment have less planning overlays and constraints compared to the coastal catchments. Constructed and natural water bodies are present, with remaining constraints being

limited to site-specific aspects relevant to Council's Planning Scheme and land owner requirements. The necessary approvals are determined through the flowchart provided in *Decision Making Frameworks*.



Figure 16. Planning overlays in the Mary River catchment (site specific only).

Recommendations

1.	Maintain a strong relationship with Seqwater to highlight the importance of ongoing access to Baroon Pocket Dam for paddling. Ongoing
2.	Consider the viability of seasonal access to the Mary River/Obi Obi Creek at future- Low identified locations, should suitable land become available for access point/s.



Figure 17. Projected service level by SA2 for the Mary River catchment in 2041.

Stanley River Catchment



Key Statistics

0km
waterways suitable for non-
motorised water sports

**Ephemeral
waterways only**
not suitable for year-round
paddling

Zero
dedicated launch points

There are no recommended improvements for the Stanley River Catchment. Upper Stanley River and Ewen Creek are both ephemeral waterways, with paddling suitability being restricted to limited periods following adequate rainfall only. The generally-low water levels and

difficulty of achieving access indicates that investment into dedicated and formalised access points is not warranted. Residents within the Stanley River Catchment may seek suitable water bodies in adjacent catchments to undertake non-motorised water activities.

Appendix A – Embellishment Standards

	Regional	District	Local
SIGNAGE			
Signage - Naming	✓ Unique site identifier, at entry to park and/or preferred alternative location/s.	✓ As per Regional.	✓ As per Regional.
Signage - Information	✓ Wayfinding, rest stops, water trail length and estimated paddle time, key points of interest, key features.	✓ As per Regional.	✓ As per Regional.
Signage – Regulatory and Rules	✓ Provides specific information regarding water safety, marine zones and exclusion areas, recommended equipment, personal safety, skill and fitness requirements, environmental protection and weather conditions.	✓ As per Regional.	✓ As per Regional.
WATER ACCESS INFRASTRUCTURE			
Number of access points	✓ Multiple points of access suitable to the location and waterway.	✓ One point of access, but may feature multiple access points.	✓ One point of access.
Type/s of access points	✓ May be pontoon and/or beach/riverbank access. Access type/s to depend on location, type of waterway, gradient of bank and depth of water.	✓ As per Regional.	✓ Generally small beach or low gradient riverbank access and/or shared use of boat ramp. May be stairs where alternative options are less viable.
Boat Ramps	✓ Co-located with a boat ramp (where possible).	✓ May be co-located with a boat ramp but not essential.	✗ Not essential but may exist.
Accessibility	✓ At least one accessible water launch point – for example, pontoon with in-built all abilities canoe/kayak launch ramp where possible/feasible. Compliant access between car park and access point.	✓ Accessible water launch point where possible/feasible. Compliant access between car park and access point.	✓ Accessible water launch point where possible/feasible.
Lighting	✓ Lighting to pontoons and boat ramps, where exist, with spill to any beach/creek bank entrances. LED fittings for energy sustainability.	✓ Lighting to pontoons and boat ramps, where exist, with spill to any beach/creek bank entrances. LED fittings for energy sustainability.	✗
BUILT INFRASTRUCTURE			
Amenities	✓ Access to amenities onsite or proximal to location and DDA compliant.	✓ Access to amenities onsite or proximal to location and DDA compliant.	✗
Shade Structure/Shelter	✓ Possibly multiple depending on location and size of site and level of recreational use of site.	✓ Possibly multiple depending on location and size of site and level of recreational use of site.	✗ Natural shade preferred; only provide where natural shade is insufficient.
Accessible Pathway	✓ DDA compliant to connect site infrastructure in accordance with Australian Standards.	✓ DDA compliant to connect site infrastructure in accordance with Australian Standards.	✓ Where feasible, to support all abilities use of launch points.
Playground	✓	✓ Where located within a district recreation park	✗ Not essential - may be located within a local recreation park
FURNITURE			
Wash Down Facility (non-motorised watercraft)	✓ Flat area with formed slip-resistant base, tap and hose, and drainage.	✓ Where required to minimise environmental impact e.g., spread of aquatic weeds.	✗
Water Tap/s	✓	✓	✗
Bins	✓	✓	✓
BBQ	✓	✓	✗ Not essential.
Drinking Fountain	✓	✓	✗ Not essential.
Picnic Table/s	✓	✓	✗ Not essential.
Bench Seat/s	✓	✓	✗ Not essential.
Dog Waste Bag Dispenser	✓	✗	✗
Fish Cleaning Table	✓	✓ Dependent on location – in suitable fishing areas.	✗
Fishing Line Disposal Unit	✓	✓ Dependent on location – in suitable fishing areas.	✗
ACCESS & PARKING			
Car Parking (vehicle only)	✓ Large car park to support recreational park use, boat ramps and non-motorised launch point.	✓ Sufficient quantity to support recreational park use and non-motorised launch point/s.	✓ Minimum of 6 car parks. May be on-street parking or small dedicated car park to support the site.
Car and Trailer Parking	✓ Quantity in accordance with Department of Transport and Main Roads for boat ramps.	✓ If co-located with a boat ramp, quantity in accordance with Department of Transport and Main Roads.	✗
Waiting Bays	✓ 2 dedicated waiting bays for non-motorised water sports.	✓ 1 dedicated waiting bay for non-motorised water sports	✗
Car Park Lighting	✓ LED fittings for energy sustainability.	✓ LED fittings for energy sustainability	✗

Appendix B – Existing Water Access Points

Map ID	Site Name	Types of Water Access	Site Embellishments	Car Parking & Access	Classification	Comments
MAROOCHY RIVER CATCHMENT						
1	Fishermans Road	✓ Double boat ramp Jetty Pontoon Bank access Water ski launch	Amenities Playground Pathways Shelters Seating Covered fish cleaning facility Bin Lighting to one boat ramp	35 car and trailer parks 1 PWD car park Waiting bay area suitable for 2 vehicles with trailer	✓ Regional	Co-located with Sunshine Coast Paddle Sports Facility + 7 car and trailer parks + 27 car parks (possible including 2 PWD parks) Disability compliant access launch point to be developed
2	Cotton Tree Park	✓ Jetty Beach access	Amenities Playground Shelters Picnic tables Bins	34 car parks 2 PWD car parks On-street parking	✓ District	Co-located with stand up paddle hire within major recreation park
3	Nojoor Road Bushland Reserve	✓ Double boat ramp Jetty Beach access	Accessible pathway Fish cleaning table	47 car and trailer parks 7 car parks 1 PWD car park	✓ Local	Potential to be district with additional signage and amenities
4	Girl Guide Park, Picnic Point Esplanade	✓ Single boat ramp Aluminium stairs with side launch Beach access Aluminium stairs Concrete stairs	Lighting of ramp area Bins Fish cleaning facility Tap Picnic tables Bench seating Amenities	7 car and trailer parks 8 car parks 1 PWD car park Plus parking along esplanade	✓ District	
5	Bradman Avenue Foreshore (east)	✓ Single boat ramp Access ramp to beach Beach access	Amenities Shelters Picnic tables Bins Bike parks	18 car parks Plus on-street parking	✓ District	Co-located with jet ski and boat hire
6	Bradman Avenue Foreshore (west)	✓ Double boat ramp with jetty Stairs	Shelters Bins Seats Picnic tables Amenities	16 car and trailer parks 10 car parks Plus on-street parking	✓ District	
7	Muller Park	✓ Double boat ramp Beach access	Shade shelters Picnic tables Amenities Half basketball court Skate park Dog park Pathways throughout park and to boat ramp	25 car and trailer park 48 car parks Plus additional car parks to service adjacent park	✓ District	Co-located with Maroochy River Rowing Club + Clubhouse shed and external storage compound 650m from entrance to Bli Bli Cable Water Ski Park and Barra Fishing Park Needs a dedicated launch and a ramp/beach access north of boat ramp - access point needs to be in the park otherwise can't get approval
8	Dunethin Rock Recreation Area	✓ Single boat ramp Jetty Pontoon and gangway	Bins Shelter Picnic tables Amenities	2 car and trailer parks 7 car parks All parallel parking on road	✓ District	Steep vegetated river bank Co-located with Dunethin Rock Scout Campground Pontoon is lower and able to launch from
9	Emporio Place, Sunshine Cove	✓ Pontoon with standing Beach access	Nil	Car parking nearby	✓ Local	Not ideal due to velocity of water at launch point Co-located with food outlets
10	Sunshine Cove Park	✓ Concrete portage ramp Jetty		22 car parks 2 PWD car parks	✓ District	
11	Maroochy Waters Canal, Maroochy Waters Drive	✓ Pontoon Beach access	Bench seats Bin Lighting at street only	8 off-street carparks (4 same side and 4 opposite side of road) Plus many on-street parallel parking	✓ Local	Not a formal park

Map ID	Site Name	Types of Water Access	Site Embellishments	Car Parking & Access	Classification	Comments
12	Oyster Bank Road Foreshore	✓ Boat ramp (sand) Beach access	Nil	On-street parking	✓ Local	Approved ramp that could be upgraded in the future
13	Ashtons Wharf Park	✓ Cement portage ramp	Nil	Informal grass/dirt area for parking and turnarounds – max approx. 20 cars	✓ Local	
14	George Best Park	✓ Bank access	Fitness equipment Shelter Signage	Informal parking along access road	✓ Local	Start of regional canoe trail Upgrade to district if possible Formalise launch point
	Wharf St	✗ Jetty with fishing platform	Nil	5 car parks	✗	No suitable water launch point
	Maroochy River Esplanade, Bli Bli	✓ Jetty Beach access	Nil	Gravel access road and small turnaround Fenced from adjacent bushland	✗ Sub-local	
	Wetlands Sanctuary, Sports Road	✗ Pontoon (fishing prohibited)	Nil	10 car parks at Environmental Centre	✗	Not able to carry watercraft to launch point – rest stop only Environmental centre 1km from pontoon
	Dalton Drive Drainage Reserve	✗ Jetty/fishing platform	Nil	No direct access	✗	
	Bedarra Circuit, Sunshine Coast	✓ Concrete portage ramp Jetty	Small local park	Nil	✗ Sub-local	
	West Coolum Road, Mount Coolum	✓ Single boat ramp	Bin Regulatory signage	Gravel access road Informal turnaround zone only with area for 2-3 car and trailer informal parking Access road not suitable for kerbside parking	✗ Sub-local	Can launch but possibly not encouraged Upgrade
	Stoney Wharf Road, Bli Bli	✓ Single boat ramp		Gravel access road Informal turnaround zone only with area for 2-3 car and trailer informal parking Access road not suitable for kerbside parking	✗ Sub-local	Can launch but possibly not encouraged Upgrade
	Anchorage Circuit Park, Twin Waters	✓ Beach access	Shelters Seating	Nil	✗ Sub-local	
MOOLOOLAH RIVER CATCHMENT						
1	Parkyn Parade (Mooloolaba Marina)	✓ Boat ramps Jetties Concrete portage Pontoon Beach access	Major recreation park opposite Food outlets nearby	133 car and trailer parks plus set-down/waiting bay for 6 vehicles. 45 car parks 1PWD car park Plus additional on-street parking on Parkyn Parade	✓ Regional	Co-located with: Mooloolah Outrigger Canoe Club Sailability Sunshine Coast Sunshine Sailing Australia Sunshine Coast Yacht Club Mooloolah Paddlers Mooloolabah Marina
2	La Balsa Park	✓ Double boat ramp Pontoon Stair access x 4 Beach access	Amenities Playground Barbeque Picnic tables Shelters Bins Lights Fish cleaning tables Bench seat Water tap Regulatory signage Naming signage	Unmarked bitumen car park dedicated to cars with trailers only Approx. capacity 15-20 cars and trailers. 20 car parks nearby	✓ District	Consider a disability compliant access point at this site (less busy than Parkyn Parade)
3	Outrigger Island	✓ Boat ramp Pontoon Beach access	Nil	30 car and trailer parks (proposed) 21 car parks Waiting bays	✓ District (once upgraded)	Co-located with Panamuna Outrigger Canoe Club To be upgraded – including amenities?

Map ID	Site Name	Types of Water Access	Site Embellishments	Car Parking & Access	Classification	Comments
4	Double Bay Park	✓ Pontoon Beach access	Lighting (pathway and pontoon) Bins Shelters BBQs Picnic tables Amenities	Approx 10 car parks on street plus offstreet carparks for restaurants, takeaway shops (if allowed for beach use)	✓ District	
5	Lake Kawana – Eastern Bank	✓ Pontoon Beach access x 5	Amenities Shelters Seating Linear park	On-street parallel parking along Sportsman Parade	✓ District	Canoe club located in adjacent sports park
6	Crummunda Park	✓ Beach access	Amenities Barbeque Picnic tables Shelters	15 car parks	✓ District	
7	Westaway Parade Park and Mclvor Bushland Park	✓ Single boat ramp Beach access	Amenities Bins Park shelter Picnic setting Pathway Street light at boat ramp Regulatory Signage	3 car and trailer parks 2 car parks Waiting bays Informal parallel on-street parking	✓ District	
8	Maddock Park (Ewen Maddock Dam)	✓ Bank access – reinforced ramp	Picnic tables Playground Amenities Pathways Shelters Barbeques	2 car and trailer parks 25 car parks 1 PWD car park	✓ District	
9	Bindaree Crescent Park	✓ Concrete stairs Beach access	Nil	12 car parks	✓ Local	
10	Cuba Park	✓ Alloy stairs	Playground Pathways Picnic Tables Bike parking	11 car parks	✓ Local	
11	Kensington Park	✓ Alloy stairs	Playground Pathways Shelter Picnic tables Bins	5 car parks	✓ Local	
12	Brightwater Lake	✓ Concrete portage ramp Alloy Stairs	Fitness equipment ½ basketball court Shelter Pathways	10 car parks Plus on-street parking	✓ Local	5 other sites along lake edge have alloy stairs but are considered sub local
13	Island Park	✓ Beach access	Playground Shelters	5 car parks	✓ Local	
14	Melody Circuit Park	✓ Alloy stairs	Seating Bins Pathways	6 car parks Plus on-street parking	✓ Local	
15	Zeal Street Park	✓ Beach access	Pathway Shelter Playground	6 car parks	✓ Local	
16	Moondarra Park	✓ Alloy stairs	Playground Pathway with lighting Bench seating	4 car parks	✓ Local	
17	Teal Court Park	✓ Beach access	Playground Bins Pathways	8 car parks	✓ Local	

Map ID	Site Name	Types of Water Access	Site Embellishments	Car Parking & Access	Classification	Comments
18	Noel Burns Park	✓ Pontoon Beach access	Bin Picnic table Lighting to footpath Playground and public toilet (approx. 200m)	2 car parks	✓ Local	
19	Sunjewel Boulevard Environmental Reserve	? Current access point?	Playground	Informal car parking	✓ Local	For discussion?
	Mountain Creek Lake Park	✗ Viewing/fishing platform	Bin	Nil	✗ Sub-local	
	Lock and Weir Park	✗ Pontoons either side of weir	Playground Pathway Shelter Picnic table Bin Lighting (park and pontoon)	On street parallel parking only, shared with neighbouring developments – approx. 10 cars.	✗ Sub-local	For discussion – upgrade launch point if identified as a gap
	Premier Circuit Park	✗ Kayak Portage	Nil	On-street parking	✗	Not a suitable launch
	Tower Park	✗ Viewing/fishing platform	District recreation park	Nil	✗	Not a suitable launch
	Bright Place Park	✓ Concrete pontoon			✗	Not a suitable launch
	Sunbird Chase Park	✓ Alloy stairs		Nil	✗ Sub-local	
	Jabiru Drive Waterfront Park	✓ Alloy stairs	Bin	Nil	✗ Sub-local	
	Wimbrel Court Park	✓ Alloy stairs	Nil	Nil	✗ Sub-local	
	Carmine Court Park	✓ Alloy stairs	Nil	Nil	✗ Sub-local	
	Baanya Park	✓ Alloy stairs	Nil	Nil	✗ Sub-local	
	2 Lighthouse Circuit, Birtinya	✓ Concrete portage ramp	Nil	Nil	✗ Sub-local	
	Sunbird Chase Beach Park	✓ Beach access	Pathway	Nil	✗ Sub-local	
	Marawa Park	✓ Beach access	Playground Pathways	Nil	✗ Sub-local	
	Headland Drive Park	✓ Beach access	Fitness Equipment Seating	Nil	✗ Sub-local	
PUMICESTONE PASSAGE CATCHMENT						
1	Apex Park, Golden Beach	✓ 4 boat ramps Beach access	Lights Signage Bins Picnic tables Bench seats Amenities	35 car and trailer parks 25 car parks Additional onstreet parking across the road. Waiting bay	✓ Regional	Co-located with a power boat club Sand dredging location
2	Bulcock Beach	✓ Beach access	Amenities Playground Pathways Shelters Seating Bins	30 car parks Plus onstreet parking along foreshore	✓ District	
3	Fraser Park	✓ Jetty Beach access	Playground Amenities Bench seats Shelters BBQ Bins	10 car parks 1 PWD Plus on-street parking	✓ District	Co-located with TS Onslow Australian Navy Cadets

Map ID	Site Name	Types of Water Access	Site Embellishments	Car Parking & Access	Classification	Comments
4	Keith Hill Park	✓ 2 boat ramps Beach access	Public amenities Signage Bench seats Picnic table Street lights (not over the ramps) Beach shower	10 car and trailer parks 2 waiting bays 24 car parks Parallel onstreet parks on opposite side of road for cars	✓ District	Co-located with café, caravan park and military jetty
5	Jensen Park, Esplanade	✓ Double boat ramps Beach access	Barbeques Picnic tables Amenities Playground Lighting Signage Fish cleaning table	Approx. 18 car and trailer parks (informal) 34 car parks 1 PWD car park	✓ District	
6	Coochin Creek Recreation Area	✓ Single boat ramp Concrete stairs (at campground)	Signage Amenities Barbeques Shelters Picnic tables	Informal within camp ground and adjacent boat ramp	✓ District	Day use area at campground
7	Leach Park	✓ Single boat ramp Beach access	Amenities Bins Bench seats Picnic tables	Approx 20 car parks 2 waiting bays/rigging zones	✓ Local	Co-located with Outrigger Caloundra Canoe Club Beach access is limited
8	The Passage Park	✓ Concrete portage ramp	Shelter Picnic setting Security cameras	6 on-street parallel car parks	✓ Local	
9	Pelican Waters Boulevard Park	✓ Beach access	Picnic shelters Seats Playground	13 car parks 1 PWD car park	✓ Local	
10	32 Whitehaven Way, Pelican Waters	✓ Alloy stairs	Small park	4 on-street car parks	✓ Local	Potentially not enough car parks
11	Columba Place	✗ 2 Pontoons	Nil	Nil	✗	Investigate further
12	Ramsay Crescent, Pelican Waters	✓ 2 concrete portage ramps	Nil	Nil Limited access	✗	Can you navigate craft under the bridge?
13	Raptor Park	✓ Alloy stairs	Nil	8 car parks	✓ Local	
14	Marina View Drive	✓ Concrete portage ramp	Pathways	6 parallel on street parks	✓ Local	Developing?
15	Coochin Creek Boat Ramp - Roys Road Esplanade	✓ Single boat ramp Bank access	Bins Signage	Approx. 15 car and trailer parks 5 car parks	✓ Local	
	Maloja Avenue Boat Ramp	✓ Single boat ramp Pontoon	Bins Signage Fish cleaning table (with tap) Bench seat Picnic table (no lights or other water)	6 car and trailer parks 6 car parks	✗	No other water access point Pontoon – potentially private for Coast Guard
	Caloundra Headland Foreshore Reserve	✓ Single boat ramp (steep)	Picnic tables Barbeques Bins Lighting	1 car and trailer park 5 car parks	✗	
	Canavan Gracie Recreational Park	✗ Viewing/fishing platform	District recreation park	13 car parks	✗	Not a suitable launch Small water body
	Deep Water Circuit Park	✓ Viewing/fishing platforms Beach access	Shade shelter Bench seats Picnic table Lighting to nearby road only	Nil	✗ Sub local	
	Lamerough Canal – 5 sites	✓ Alloy stairs at each	Nil	Nil	✗ Sub local	

Map ID	Site Name	Types of Water Access	Site Embellishments	Car Parking & Access	Classification	Comments
	Bellanboe Circuit Park	✓ Beach access	Picnic shelter Seating Bins	Nil	✗ Sub local	
	The Basin	✗ Pontoon	Picnic shelters Playground Fitness equipment Bins Toilets?	Developing		Investigate
	Sovereign Circuit Park	Potential portage ramp				New site - for discussion
MARY RIVER CATCHMENT						
1	Baroon Pocket Dam (Northern Recreation Area)	✓ Single boat ramp Bank access	Shelters Seating BBQs Signage Playground Pathway Amenities	10 informal car parks near ramp 1 informal pull over area that may be used for a car and trailer 22 car parks and 1 PWD car park (day use area)	✓ District	
2	Baroon Pocket Dam (Southern Recreation Area)	✓ Single boat ramp	Shelters Seating BBQs Playground Pathway Amenities	9 car and trailer parks 50 car parks 1 PWD	✓ District	Steep vegetated river bank

Appendix C – Planning Requirements

Should any of the following be required, specific detail is provided for each:

1. Owner's Consent
2. Works within Tidal Waterway
3. Works within a Declared Fish Habitat Area
4. Works at a site where Marine Plants are present
5. Works within a Marine Park.

1. Owner's Consent

Should a development application be required for the proposed works, owner's consent may need to be obtained prior to the application being lodged with Council (or relevant State entity).

Under the *Planning Act 2016*, owner's consent is required for any application where:

- a) The applicant is not the owner; and
- b) The application is for:
 - (i) A material change of use of premises or reconfiguring a lot; or
 - (ii) Works on premises that are below high-water mark and are outside a canal; and
- c) The premises are not excluded premises.

Generally, any proposed Operational Works (tidal works) within a canal owned by Council will therefore not require owner's consent, however any works outside of a canal will require consent from Department of Resources. In addition, should any works be within the boundaries of a State Boat Harbour, then consent will also be required from Department of Transport and Main Roads as head lessee over the land under the water.

2. Proposed Tidal Works – Accepted Development

In some instances, proposed tidal works carried out by, or on behalf of, a Local Government do not require a Development Approval and are regarded as Accepted Development. These works must comply with the *Code for Accepted Development for Tidal Works, or Work*

Completely or Partly in a Coastal Management District (EPP/2017/3930). The tables below provide some details of when this would be possible. Further design requirements relating to structural integrity and safety are provided in the Code.

a) Minor Public Marine Development

Works	Extent Permitted
Replacement of existing minor public marine development	Same location and plan footprint or planned area to meet current design standards.
Extension of boat ramp	Extension of boat ramp: • Increase in number of lanes by no more than 100% and total finished width of boat ramp <30m. • Increase in boat ramp length by <20m. • Extension of boat ramp width to comply with current design standards.
Extension of floating walkway, pontoon, jetty or wharf	Increase in the total deck area of no more than 100% up to a maximum extension length of 20m.
Construction of a new floating walkway, pontoon or jetty	The work is adjacent to and integral with an existing public boat ramp and occupies an area <300m ² .

b) Beach Access Structures

Works	Extent Permitted
Construction of beach access structure	Structure occupies a footprint no exceeding 20m ² . Minor additions to a beach access structure, e.g. viewing platform or showers does not occupy a footprint greater than 15m ² .

3. Declared Fish Habitat Restrictions

Where proposed works are to occur within the boundaries of a Declared Fish Habitat, the Department of Agriculture and Fisheries (DAF) requires strict guidelines and design criteria to be met depending on the fish habitat zoning of the location.

Resource Allocation Authority is required to be sought from DAF prior to an application being lodged to the Council. DAF will assess the proposal and issue an allocation to the fisheries resource ensuring, even at this early stage, that design requirements are being met. Even with this resource allocation authority in place, an application must still be referred back to DAF during the approval process for interference to the fisheries resource.

Only public infrastructure to facilitate fishing will be considered for approval within both Fish Habitat A (FHA) and Fish Habitat B (FHB) areas. FHA is more restrictive than FHB.

Boundary mapping of FHA and FHB may be found on the Queensland Government Development Assessment Mapping System website, which is replicated in the Planning Overlays section for each catchment.

Listed below is a general outline of the zoning of each of the Maroochy River sections, being a major Declared Fish Habitat Area:

- a) FHB from the River mouth up to the David Low Way bridge near Muller Park in the north.
- b) FHA from the David Low Way bridge further upstream equivalent to the northern boundary of Lot 1104 SP206553.
- c) FHB from the northern boundary of Lot 1104 SP206553 further upstream in the Maroochy River to the Store Road cross river cable and into the upper reaches of Coolum Creek just slightly north west of the Coolum Sewage Treatment Plant.
- d) FHB from the join to the Maroochy River up Petrie Creek to the bridge near McDonalds Road.
- e) FHB from the Maroochy River up Eudlo Creek to upper reaches.

Factors to consider in regards to proposed works:

- Need
- Proposed location
- Construction works
- Future maintenance and upgrade requirements
- Will the proposed structure require associated facilities, e.g. car and trailer parking and amenities blocks.

In both types of Fish Habitat Areas, proposed works must have a direct link to the activity of fishing and must have an overriding requirement to be in the FHA, e.g. jetty, pontoon, boat ramp, floating walkway, fishing platform. In addition, the structure should be designed to maximise light penetration under the structure. If this is not possible, justification should be provided or if shading is not a consideration.

In FHA, proposed works will only be supported if:

- The location has been identified as the most suitable through a strategic planning approach (which includes consideration of upgrading existing facilities).
- There is an existing and projected community requirement for the structure.
- There is adequate car and boat trailer parking capacity outside of the declared FHA.
- The structure does not require additional dredging within the area for access.
- The design, construction materials, construction methods and timing of works minimize all impacts on the declared FHA including impact on the community use of the area.

In FHA, Resource Allocation Authority will be required, i.e. DAF will assess the proposal and issue an allocation to the fisheries resource prior to a Development Application being lodged.

4. Marine Plants Restrictions

When proposed works are likely to impact any marine plant, restrictions apply. The *Fisheries Act 1994* defines a marine plant generally as:

1. A plant (tidal plant) that usually grows on, or adjacent to, tidal land, whether it is living, dead, standing or fallen;
2. Material of a tidal plant, or other plant material on tidal land;
3. A plant, or material of a plant, prescribed under a regulation or management plan to be a marine plant.

When the trimming, disturbance of or damage to marine plants is required, there may be the ability for the works to be covered under the *Accepted Development Requirements for Operational Work that is the Removal, Destruction or Damage of marine Plants*. Alternatively, an application for this disturbance, trimming or removal would be required. Some general details about each of these options is provided below.

a) Accepted Development Requirements

Works	Requirements
Upgrade of existing lawful single or dual lane boat ramp in its original location	• Removal, destruction or damage of marine plants is restricted to a max of 25m². • Only one upgrade is allowed per boat ramp. • Upgrade does not result in additional dredging for navigational access to the structure. • Upgrade may include lengthening or widening the existing ramp(s). The upgrade, including the existing structure, may result in a maximum of: a) 3 boat lanes; or b) 2 boat lanes & a pontoon; or c) 1 boat lane and two pontoons. • Upgrade does not include erosion protection works such as revetment of adjacent banks or shoreline. • Upgrade does not include marine plant or tidal land disturbance for car or trailer parking, staging areas or associated facilities.
Construction of a jetty, pontoon, boardwalk or fishing platform	• Removal, destruction or damage of marine plants is restricted to a maximum of 25m² including within the footprint of the structure and for construction. • The line of lease marine plant disturbance is to be used. • Erosion protection works are not included. • Dredging is not required for use of the structure. • Work does not involve marine plant or tidal land disturbance for car or trailer parking, staging areas or associated facilities. • Walkways greater than 1.5m in width located over fish habitats are constructed using materials that allow at least 40% light penetration.

b) Application to remove or damage marine plants

- A full report from an ecologist should identify the location, size and species of the marine plants in the affected area.
- Only those portions of works that require to be within the waterway/fish habitat should be located there, e.g. boat ramp, pontoon, access structure. Other support infrastructure should be located outside of these areas.
- Design should minimize the extent of impacts to the marine plants. Details required about this.
- Marine plant offset may be required if impacts are substantial or not minimized. This may be a financial payment based on proposed area of damage OR replanting marine plants in other areas.

5. Marine Park Restrictions

When proposed works are to take place within the boundary of the Moreton Bay Marine Park, a Permit to enter the marine park and carry out the works is required. This is in addition to the Development Approval issued by Council.

Designated Zones within the Marine Park govern the nature and type of structures that are permitted, as indicated below.

Zone	Area / Location	Restrictions
Conservation Zone	Almost the full length of Pumicestone Channel down to Sandstone Point including Bells Creek and Coochin Creek.	Public structure possible – must meet objectives of the zone: a) To provide for the conservation of the areas of the marine park within the zone; and b) Subject to a), to provide opportunities for reasonable use and enjoyment of the areas.
Habitat Protection Zone	A strip of the waters of the Pumicestone Channel along the mainland from Caloundra down to the entry to Bells Creek.	Public structure possible – must meet objectives of the zone: a) To provide for the conservation of the areas of the marine park within the zone through the protection & management of sensitive habitats that are generally free from potentially damaging activities; and b) Subject to a), to provide for reasonable use of the areas.
General Use Zone	A restricted strip of waters of Pumicestone Channel along Maloja Avenue, Caloundra between Tripcony Lane and Tay Avenue.	Public structure possible – must meet objectives of the zone: a) To provide for the conservation of the area within the zone; and b) Subject to a), to provide opportunities for reasonable use of the area

Marine Park zoning mapping for the Sunshine Coast area (limited to the Pumicestone Passage) is shown in the *Key Planning Overlays and Constraints* for the Pumicestone Passage Catchment.

