

# Sunshine Coast Waterways Authority Bill 2026

**Submission No:** 090

**Submission By:** Paul Herrick

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**From:** [REDACTED]  
**To:** [State Development, Infrastructure and Works Committee](#)  
**Cc:** [Noosa Electorate Office](#)  
**Subject:** Submission to Sunshine Coast Waterways Authority Bill  
**Date:** Friday, 20 March 2026 11:01:16 AM

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**From Paul ]Herrick**

**Date:** 20 March

**To:** SDWIC@parliament.qld.gov.au

**Cc:** noosa@parliament.qld.gov.au

**Subject: Urgent Submission. Objections to the Sunshine Coast Waterways Authority Bill 2026**

To The Committee Secretary SDWIC

As a long term resident and consistent user of Lake Cootharaba and the Noosa river I have some concerns regarding the proposed changes to the management and restrictions on Lake Cootharaba and the Noosa River

The proposed makeup of the new board and the possibility of the lack of local representation with local knowledge of areas and especially of the issues that our boating industry face in particular waterways such as Lake Cootharaba and its standing as a Biosphere asset.

The introduction of a 28 day anchoring rule will affect and has already affected the boating community of Lake Cootharaba . This policy coupled with a lack of facilities that are enjoyed in most other boating communities has already forced many of our Sailing Club members to take their boats to another area where the facilities are greater and the restrictions less. Consequently, the 80 year old Lake Cootharaba Sailing Club has lost members and reduced the fleet which in turn reduces participation and more importantly, junior development

We also have to be mindful of ensuring the river can remain a safe haven for the cruising community which traditionally seek safer anchorages during the unstable cyclone and storm seasons. They also need, on many occasions, a safe anchorage to effect repairs and re stock. Forcing people to vacate a river system due to a restricted time limit may put these vessels in harm's way.

We have seen in both Mooloolaba and Yamba in recent times the result of unstable weather and dangerous bar crossings. This may be exacerbated by forcing boats out to sea due to time limits

Lake Cootharaba and the Noosa River attract large tourist numbers including visitors bringing their boats to the area and anchoring in our river and lake. During their stay, which in many cases is several times a year. The restricted anchoring policy will affect

these visitors as Xmas school holiday will usually consume that 28 day period .Therefore, we run the risk of losing these visitors for the balance of the year.

The new board must take into account the special circumstances that occur in every area of our coast and rivers. On our Lake, we have an elderly population that are keen and active members who sail regularly and are physically unable to launch and retrieve their boat every time they use it. There are now many boats stored and unused due to the lack of facilities, such as a well-maintained ramp, and lack of a boarding pontoon. The new restrictions have now added to the situation. These people are now inactive in the boating community of Boreen Point

Special consideration of exemption from could be adjudicated by the proposed board and could include

Regular active boating use

Active member of a club

Live in the immediate area of the waterway=

A bona fide tourist or a visitor, or seeking a safe haven

Being able to share a temporarily vacant mooring

I am happy to be contacted and discuss these concerns

Regards Paul Herrick

[REDACTED]

[REDACTED]

## Summary

1 Ensure a local representative and the boating industry are represented on the board

2 Ensure all areas of the SC Water ways are treated fairly and fit for purpose in any policy and has a special consideration clause within that policy. We cannot compare Maroochy River, Noosa River and Pumicestone Passage to Lake Cootharaba

3 Ensure fairness for the boat owners who are forced to anchor permanently] due to the lack of facilities and moorings

4 Ensure the river systems and bays are available as a safe haven for the cruising population

5 Ensure the continuation of the development of waterways users including junior sailing, new members to the sport of boating and senior members of our community

6 Special Consideration could include but not restricted to

Active Members of boat clubs

Regular usage of their vessels

Residents of the area closest to the waterway in question

Lack of gazetted mooring in home waters

Physical wellbeing of the boat owner

Sharing at no cost of moorings, when vacant for an extended period, such as extended cruising, lengthy maintenance periods or in some cases, illness.