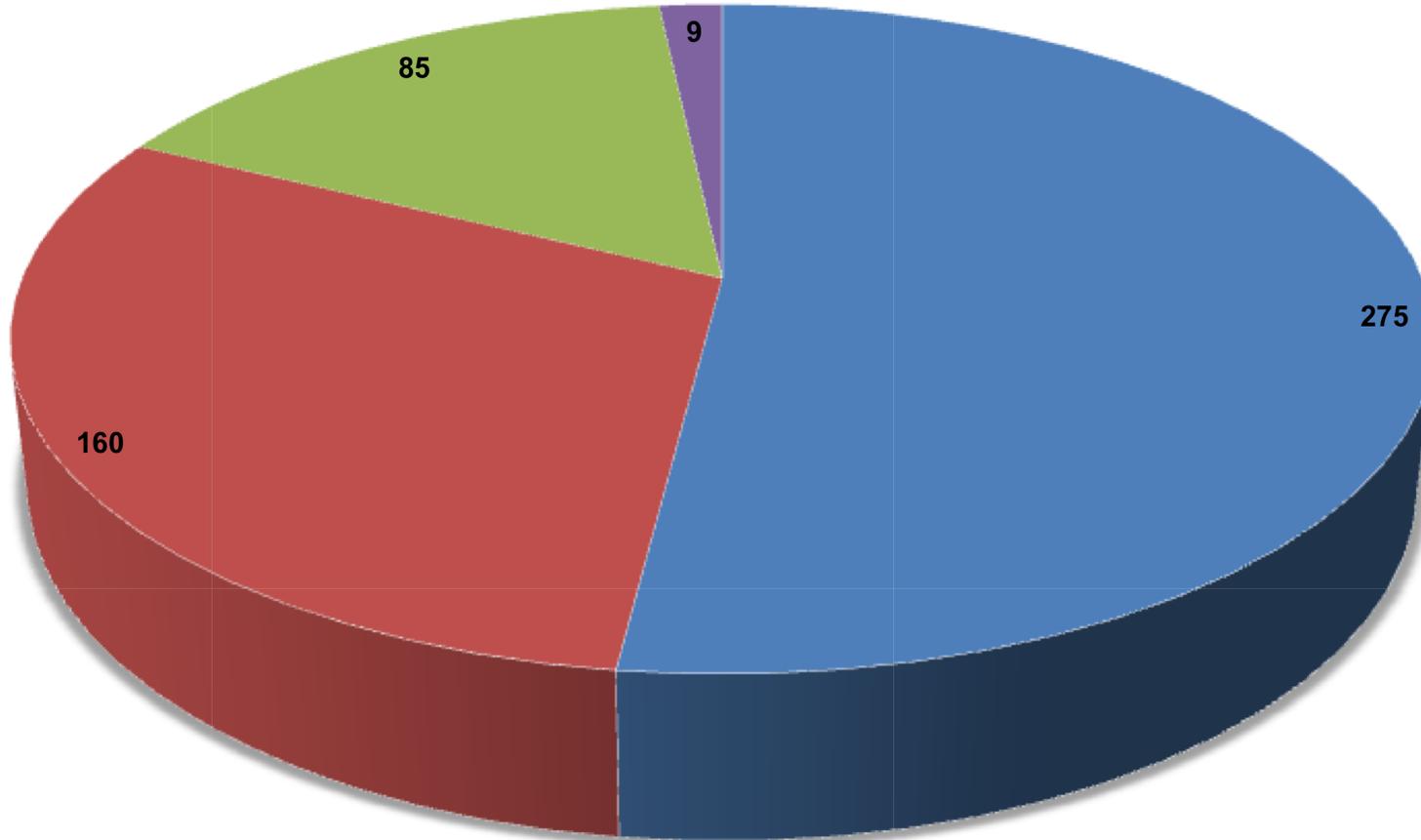


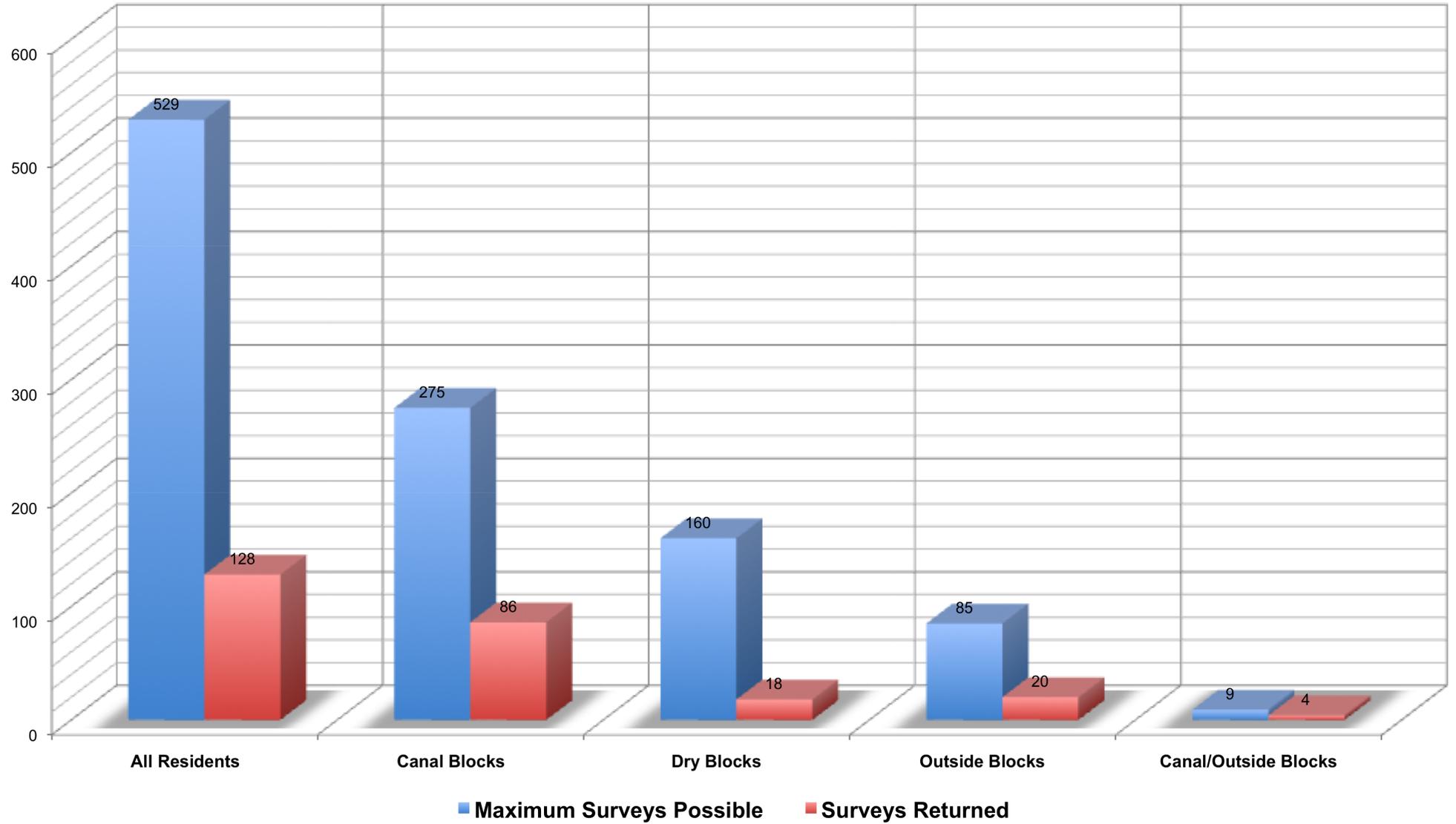
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Type of Island Residences

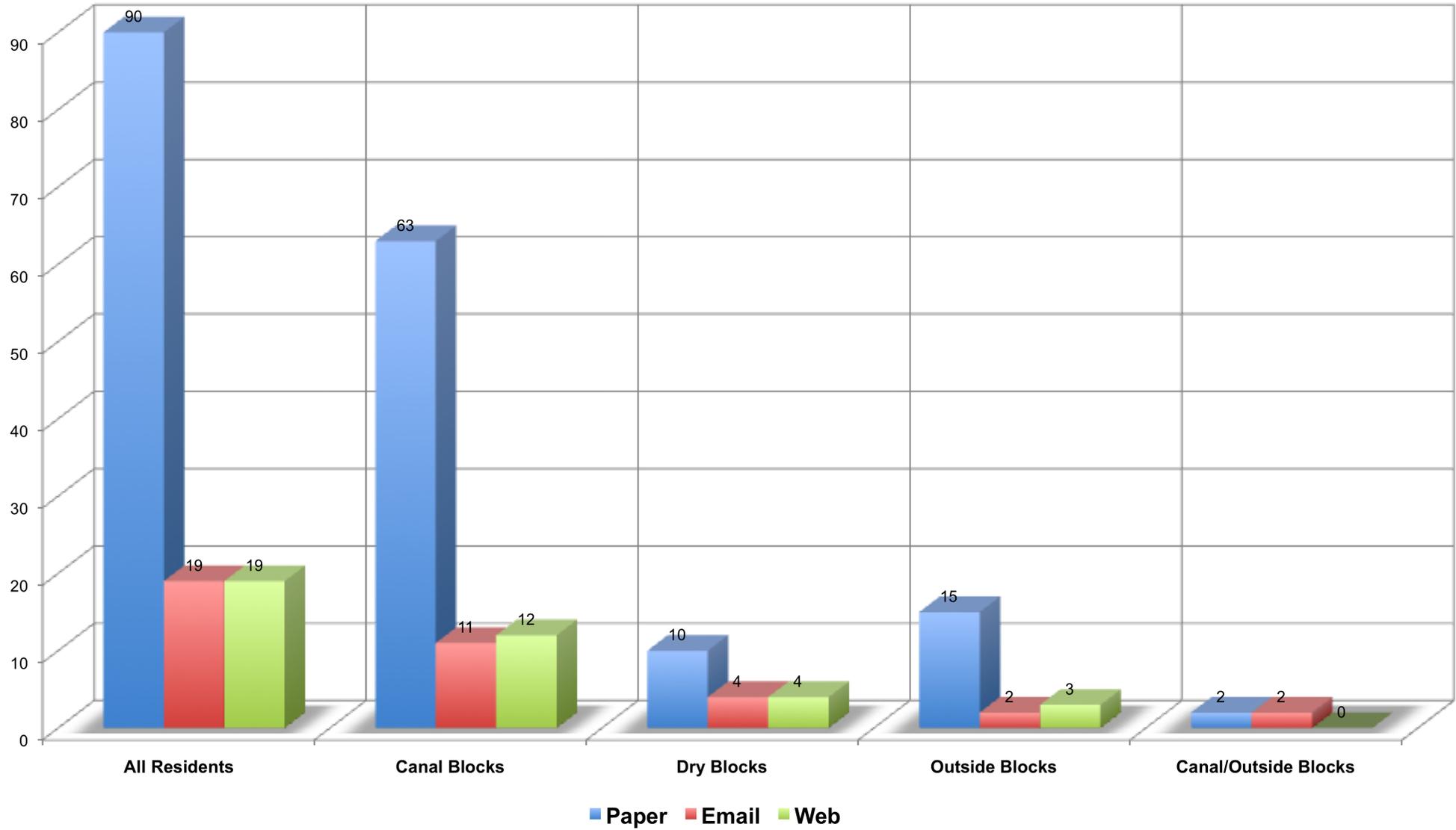


■ Canal Blocks ■ Dry Blocks ■ Outside Blocks ■ Canal/Outside Blocks

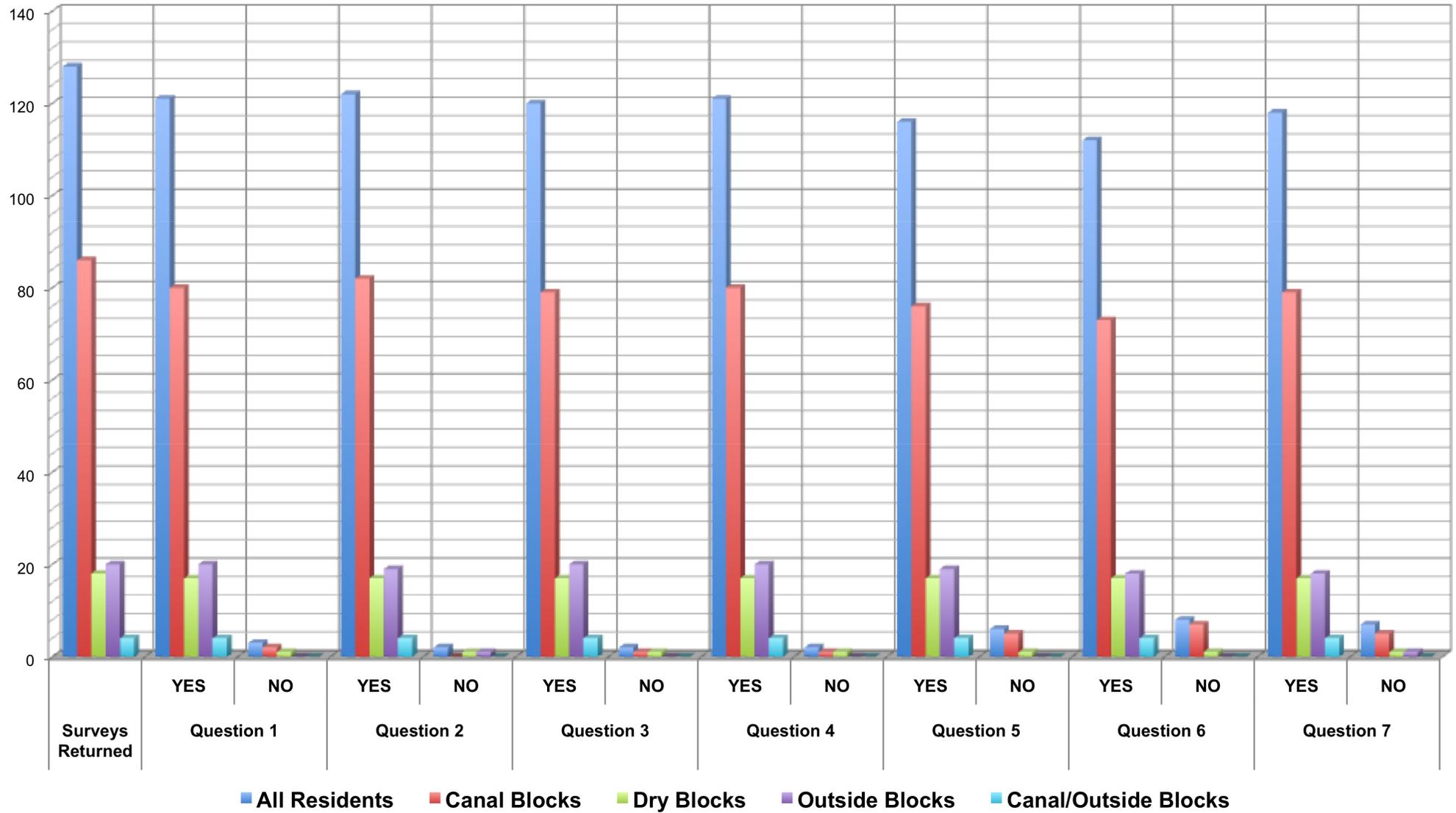
Maximum vs Actual Surveys returned



Method of Survey submission



YES/NO responses for each type of block



QUESTION 1 COMMENTS

Canal Depths & Sedimentation

“Provide advice regarding intervention levels at which point dredging should be undertaken”

Respondent's answer to
Question 1

Respondent's Question 1 Comment

Respondent's answer to Question 1	Respondent's Question 1 Comment
	I believe the sand originally placed against the seawalls is now held by the seagrass which only grows in a certain depth of water. A long reach excavator could probably recover this (seagrass) sand more cheaply than a dredge - at low tide. This results in little change to the canal bottom as this sand isn't touched. The seagrass will replace itself - the same way that it got here.
	Having a restriction of up to 30' for boats is good. Most boats have very little draft and dredging would be a minimum unless urgent.
	No problems.
NO	Dredging should not be an option. The marine environment should <u>not</u> be disturbed.
YES	All canals need to be looked at.
YES	New to the area - about a year ago.
YES	My property is an outside waterfront so the outcome doesn't directly affect me. We need a simple plan with <u>minimum</u> Council interference.
YES	The canals should be dredged. Our waterfront is turning in to a delta from sediment from drains and erode foreshore swept around.
YES	Sedimentation of canal certainly evident. Stabilisation of foreshore required.
YES	Removal of mud to landfill.
YES	There is a strong tide flow in some canal entrances. This will cause problems.
YES	Canal depths are less than half of what they were initially.
YES	If dredging used, I'm concerned with the possible quality of material that would be dredged from the bottom and put back against seawalls - it may well be very muddy and very smelly!!! Don't want smelly, dirty material against seawalls.
YES	Where would the sand from the dredging be placed?
YES	Silting at the entrance of Crescent Cove is increasing progressively and narrowing the channel for boat access. The sand bank could be dredged and the sand used to replenish the canal beaches and barricades.
YES	During the life of the canals there has been considerable changes to the design on the canals due to sedimentation, sand movement, activities by residents including depositing of sand into the canal beaches. Clear advice is necessary for a co-ordinated approach to the maintenance and dredging of the canals by council or by residents.
YES	Providing it is regular and efficient.
YES	What does the intervention from Council look like and how often will they review it. Who is responsible for the dredging? Why should they only provide advice!
YES	Depth should be a minimum of 2m at low tide. The depth at the end of my pontoon is barely 1m at low tide. In that same spot in Marina Cove, it was 3m when I first moved here in March 1989. To the best of my knowledge, no depth maintenance has been done in the time I've lived here.
YES	Canals bad. No work done in the 15 years I have been here.
YES	Also include the outside channels, particularly between the Island and Orange Grove/Blackwall.
YES	Dredging would be the best outcome to restore depth and beaches. However dredged material could be quite muddy after 45 years of drainage into canals.
YES	The residents off St Hubert's island live there for the atmosphere it creates. Boating access to the canals is 100% of this.
YES	Boating is already threatened in many areas due to sediment build-up in canals and approaches to the canals.
YES	I'm at the beginning of Sandy Cove canal so there are no problems that I can see that need dredging.
YES	Also waterways around the outside of the Island used for boating.
YES	We need clear access in canals at all times.
YES	Clear mangroves planted at entrance of canals. Pathways?

QUESTION 1 COMMENTS

Canal Depths & Sedimentation

"Provide advice regarding intervention levels at which point dredging should be undertaken"

Respondent's answer to
Question 1

Respondent's Question 1 Comment

YES

Canals need to be kept available.

YES

The canals are much shallower than when I moved here 20 years ago.

QUESTION 2 COMMENTS

Foreshore Management

“Identify preferred practices for the management of the canal foreshore”

Respondent's answer to
Question 2

Respondent's Question 2 Comment

Respondent's answer to Question 2	Respondent's Question 2 Comment
YES	Consideration for access to foreshores to assist fishing
YES	The Council as far as we know have never maintained in the 39 years that we have been here.
YES	Previous storms have shown vulnerable sections, such as the bridge sea walls, gum trees, and blocked drains
YES	While the seagrass is an important component of our canals, it was never in our canals before - it has grown after canal construction. It MUST BE A MAJOR FACTOR to protect seagrasses while any foreshore/seawall maintenance occurs, however, any unintentional damage would eventually grow back. If the public is to have access and use of the canal edges (sand) then the Council MUST maintain these areas including removal of oysters attached to drainage outlets and buried in the sand.
YES	I would much prefer to see sandy beach fronts at sea wall meeting place & not sand bags, bricks, concrete blocks that are evident in many places around the Island & in canals.
YES	St Huberts Island is all sand. Nothing is like it on the Central Coast and Hawkesbury River - they are all rocky foreshores and islands. That is what we on St Huberts need - last June 3/4s storm caused damage to ours and others seawalls. More rock walls need to be put into place to stop the surge of water that came through, to slow it down, also king tides and roaring winds did not help.
YES	1. Management is best when material on foreshores is stabilised i.e. not moving. Moving sediment essentially results in erosion somewhere and deposition mostly into navigable waterways. 2. Vegetation can be useful to help stabilise foreshores. It does not need to be mangroves eg. bullrushes, salt tolerant grasses, etc 3. Some properties may not need full seawalls, but may achieve foreshore stability by use of sloping groynes in key locations. These groynes are located like environmentally friendly seawalls, but are not full width. They currently exist. Boat ramps are groynes.
YES	Foreshore management is necessary for a number of reasons including the adequate protection of the sea walls.
YES	I don't understand what Council's role is in maintaining the canals and they should be advising what the practices are.
YES	I think this definition could be a clearer.
YES	Clean all wood and rocks. It is very bad and terrible sight to look at.
YES	Also include outside of Island above mean high-water mark which is also controlled by Council (ie not just canals).
YES	Perhaps larger stone blocks laid to form protective walls against sand being removed from frontages during storms or high water/King tides
YES	Remove building materials used to support seawalls (bricks etc).

QUESTION 3 COMMENTS

Shoreline Erosion/ Accretion (build-up)

“Provide general advice regarding management measures and approval pathways for these measures”

Respondent's answer to
Question 3

Respondent's Question 3 Comment

Respondent's answer to Question 3	Respondent's Question 3 Comment
	No problems
NO	Natural build-up should not be disturbed, having lived on the Island for 38 years, we note there is no need for action.
YES	We have two drainage outlets on each side. One on Cuttlefish Pde and the other on Mainsail causing build up of road debris.
YES	32 years residency. No erosion due to installation. Maintenance of foreshore lawn areas.
YES	Council right-of-way from the road to the canals should be clear.
YES	Should be specific with the amount of sand to be cleared. Our understanding is you can't move any.
YES	Is there a type of grass (short not long) that can be planted along the sand in front of the sea wall that will bind and stop the sand being washed away. This will extend the life of every sea wall on the island?
YES	Vessel speed control is ESSENTIAL in canals to aid in control of erosion and seawall damage in particular, otherwise any erosion and accretion control methods are USELESS.
YES	As noted in previous point, management is best when material on foreshores is stabilised. i.e. not moving.
YES	Shoreline Accretion (Build-up) and Erosion is common place around the island canals and has been evident for the life of the development. For many years there has been a varied approach for the protection of the sea walls, including sand nourishment from the canal floor. There is a clear need for guide lines to be established to allow council and residents to maintain the canals.
YES	Long overdue. Extensive accretion has and continues to occur without any action for dredging or other remediation.
YES	Will they really provide approval. I think we need to understand and agree on the steps and hold council accountable.
YES	Must be careful not to make Council fully responsible for fix people land that has been neglected. Because this alone could use up all funds.
YES	Also include outside of Island above mean high-water mark which is also controlled by Council (ie not just canals).

QUESTION 4 COMMENTS

Seawalls

"Provide guidelines to ensure consistent future design of seawalls"

Respondent's answer to
Question 4

Respondent's Question 4 Comment

	No problems
	Is Council prepared to contribute to the repair and/or maintenance of seawalls considering 30 years of neglect resulting in collapse and undermining of foundations of seawalls?
YES	Our seawall is not too bad
YES	Very important a some residents have propped up seawalls with construction waste - eg tiles etc, which are visually offensive to neighbours and visitors to our waterways. Also groynes - some of which detract from the picturesque nature of our foreshore
YES	It is obvious that seawall maintenance is not considered important to some owners. Owners with damaged and dilapidated seawalls should be compelled to carry out necessary repairs.
YES	Council's failure to maintain the canals and sand at the seawalls is a direct cause of the failure of resident's seawalls.
YES	Seawalls must not have smooth faces eg brick or concrete. Need surface that breaks the wave motion.
YES	Council's incompetence/reluctance/refusal to maintain their land (aka the Canals) has resulted in the collapse and damage to canal seawalls, and thus the significant costs to owners for their repair and prevention of loss of their land onto Council's land. Our rates are higher due to our backing on to Council land and our greater rates should be used to rectify this damage. Council should be financially responsible for repair of our seawalls rather than only some of us (the pontoon owners) paying a fee to a minimally growing Maintenance fund that probably won't achieve anything significant before money runs out!!
YES	1. No seawalls should be allowed if they present hard vertical surface to oncoming wave action. This type of seawall causes erosion in front and also easily/mostly erosion to adjacent areas also. Unjust to others and the erosion leads to deposition of sediment into waterways. 2. It is important when locating seawalls that the foreshores on adjacent properties be taken into account. EG. If a property has been badly eroded is alongside another property which has a good foreshore, then the seawall should not act detrimentally to that property. 3. Overall, no work should be done on anyones foreshore that would detrimentally affect any adjacent or nearby areas which have an environmentally friendly sloping foreshore
YES	The original design for seawalls was that such walls were erected 300mm within the residential property to necessitate any seawall maintenance to be the responsibility of the land owner. Due to neglect by the owner of the canals (Gosford City Council now Central Coast Council) there has been considerable damage to seawalls due to the erosion and sand movement within the canal. Seawall design, I believe, is the responsibility of the residential land owner and requirements could only be seen as guide-lines and not a mandatory requirement.
YES	Same as above - we would need to review and agree to the guidelines to ensure they work in the residents favour.
YES	However, several schemes are appropriate to cater for some who don't mind spending on a sandstone or marble wall, and others who only want to pay for something fit for purpose and adequate.
YES	Very bad design. I have no sand left to my seawall. Sand brought in only fills up the canals. All falling down.
YES	Also include outside of Island above mean high-water mark which is also controlled by Council (ie not just canals).
YES	My seawall was newly done when I moved here 7 years ago
YES	Include repairs to existing sea walls
YES	We have noticed large amounts of rock fill have been deposited into our canal, barrow loads have been tipped into waterway. It is unsightly and will have an effect on the tidal flow. Council needs to be notified of this action.
YES	In the beginning all sea walls had sand level to their top. The council was supposed to maintain the canals and sand at the sea walls. Council's failure to do has caused the resident's seawalls to degrade from loss of sand holding the wall up from falling down. Council's ban on residents with huge fines for pulling up sand from the canals means we can't stop our walls subsiding.

QUESTION 5 COMMENTS

Boat Ramps

“Provide guidelines for the design criteria and approval pathway for upgrades and construction of existing and new boat ramps”

Respondent's answer to
Question 5

Respondent's Question 5 Comment

Respondent's answer to Question 5	Respondent's Question 5 Comment
	Not decided
NO	Council has had design requirements for more than 30 years. Its' failure to have a plan for boat ramps and approvals that resulted in non-compliant constructions.
NO	<u>Approach and Outcome not supported as requirements have been previously established.</u> DCP 145 and now Gosford DCP 2013 provide a certain amount of guide-lines for boat ramps. Approval pathways are already established in this DCP. It must also be remembered that boat ramps are and have always been excluded from any license fee associated with the use of the canal property.
YES	Consideration for launching of canoes and kayaks
YES	Don't like boat ramps, hazardous to walk across also the beach front I have is minimal and we would like it left as sand. The boat ramp next to our property was built without approval by previous owners.
YES	Correct design of ALL boat ramps is essential. If they aren't designed and constructed correctly they will inevitably be undermined, collapse, sag, crack etc. Tidal flow and water are persistent and always successful in their destructive efforts. A break in the walkway where it meets the seawall is essential if the public is to have easy access to the Councils land i.e. the canals and the sand around their edges.
YES	They need to fix up the public boat ramp so it's useable.
YES	Should be a sand level
YES	Also include outside of Island above mean high-water mark which is also controlled by Council (ie not just canals).
YES	Boat ramp at end of Nautilus is pretty well unusable, this needs either extending or rebuilding
YES	Council should be stopping boat ramps being installed which breach the existing design requirements of 30 years. Instead they have let non-compliant boat ramps be installed without taking any action.

QUESTION 6 COMMENTS

Pontoons/ Walkways

“Provide guidelines for the design criteria and approval pathway for upgrades and construction of existing and new pontoons/walkways”

Respondent's answer to
Question 6

Respondent's Question 6 Comment

	Not decided
	Unable to work around canals. Pontoons have path all the way from seawall to pontoon and boat.
	Why does it take so long to seek Council approval for a DA consent for works to proceed for installations --> up to 18 months.
NO	Already done.
NO	<u>Approach and Outcome not supported as requirements have been previously established.</u> Much work has been done in respect to pontoons and walkways over the past 20 years. DCP 145 and now Gosford DCP 2013 provide extensive guide-lines for these structures. Approval pathways are already established in this DCP for pontoons and walkways.
NO	In narrow canals such as ours, Trial Inlet, pontoons are encroaching navigable waterways. We had a long barge in our canal for 2 weeks installing a pontoon and blocking marine access.
NO	There are existing pontoon guidelines that council should be enforcing and using to block illegal developments or any in breach of standards.
YES	Pontoons should not be built in canals.
YES	Application for shared pontoon pending.
YES	A break in the walkway where it meets the seawall is essential if the public is to have easy access to the Councils land i.e. the canals and the sand around their edges. Prevent (unfortunately) internal corner canal properties from having pontoons due to "pontoon congestion" in the corners of canals.
YES	Clogging and obstruction of canals with pontoons has become an increasing problem. Some restrictions are urgently needed as owners without pontoons are losing accessibility and amenity and the canals become navigation hazards for vessels.
YES	Still with the restriction of construction of corner blocks (important)
YES	Same feedback as above.
YES	Also include outside of Island above mean high-water mark which is also controlled by Council (ie not just canals).
YES	(... and a NO tick as well, but no comment)

QUESTION 7 COMMENTS

Wrack (seaweed) and debris build-up

"Recommendations for the removal and management of wrack/debris"

Respondent's answer to
Question 7

Respondent's Question 7 Comment

	Seaweed washed onto foreshore should be Council's responsibility as it is their "land". However it is not a big job for land owner to rake up and put on garden or in green bin.
NO	This is a manageable issue by Island residents.
NO	<u>Approach and Outcome not supported.</u> Wrack (seaweed) and debris build up is of particular concern to residents of the island on canal properties in the corners of canals where the wrack and debris accumulates under certain winds and tide conditions. NSW Fisheries have certain requirements for the commercial removal of the wrack under a document "Marine vegetation collection for commercial purposes - information kit". Removal of this wrack is not seen by Fisheries as a commercial activity. It has been my experience, being in a canal corner where wrack and debris gathers in times of southerly and westerly winds, that Fisheries advised in correspondence in early 1900's that residents could remove up to 20kg of wrack per day per property and that council at that time agreed that upon request to remove the material when bagged and placed out for collection. This has been a successful practice over approximately 20 years.
NO	Seaweed is natural grass and gives good fish habitat, it usually washes out on high tide. No need to rake and send off to Council in black plastic bags.
YES	Seaweed has been increasing in the channel entrance in front of my house, also lots of discarded palm fronds.
YES	We have a lot of build up of seaweed for years. We have been removing but has been extremely difficult.
YES	Minor debris should be removed by owners - seaweed should not be pushed into the water to float into neighbours.
YES	Many residents clear their own beaches.
YES	Storm water drains sediment needs to be removed and back filled with fresh sand as it was.
YES	Additional help needed after heavy storms for Shelter Cove residents at Nos 40 & 42 Helmsman, and Nos 2,4,6,8 Mainsail for wrack and debris collection and removal.
YES	Again our understanding is we must bag the seaweed and call Council to collect. Already bagged 108 large bags. Would be good to have a small truck on sand to do, say 2 x times in April - October when seaweed is bad.
YES	Many residents don't realise there is a process in place for them to handle their own wrack. It must be made clear what any disposal process is as some owners end up with massive amounts of wrack in front of them at times.
YES	My observation is that the sea grasses provide sanctuary for breeding fish, stingrays and other crustaceans
YES	Some areas seem to build up large amounts of wrack at certain times of the year. Disposing of this far exceeds the capacity of your green bin and can generate huge amounts for green pickup. Perhaps recommendations for how to treat this so it could be used as garden fertiliser(?) may be an idea..?
YES	Wrack is a consistent problem with our position due to being at the end of the canal, tide movement and wind direction. It is a hazard for any shoreline activity.
YES	What are the recommendations and what are the Schedules of maintaining this.
YES	Seaweed should be cleaned up regularly by land owners or Council
YES	Also include outside of Island above mean high-water mark which is also controlled by Council (ie not just canals).
YES	The wrack sails past me to the end of the canal where there are big problems with it
YES	I am always raking up seaweed which gets caught around the slip.
YES	We should be allowed to dispose of it ourselves as well (via green bin)
YES	Some residents have their entire beach covered by the wrack and have to clear it or they would have no beach. It comes back every tide.

EXTRA Key Areas

KEY AREA	PREFERRED APPROACH	PREFERRED OUTCOME	COMMENT
(BLANK)	---->	---->	<p>General Comments The current survey and consultancy, I believe, is mainly in respect to the maintenance, resident activity and possible dredging of the canals to protect seawalls and to return the canals to their original design criteria. Previous Surveys carried out by the St Huberts Island Residents Association Inc. in conjunction with Gosford City Council should also be considered by the consultants. These surveys include a survey in 1996 by and included in the St Huberts Island Drainage Reserves Task report of 1997. Also a further survey carried out in respect to the proposed Entry Statement in/or about 2002.</p>
1. St Huberts Bridge Lighting <hr/> 2. Garden at Bottom of Bridge	There are about only 5 lights out of 10 working ----- Needs clean-up and maintenance work on so-called beds.	Fix them -----	
Branches Off Trees	Need a pick-up truck to collect debris on roads and footpaths	Once a month	
Speed Bumps on St Huberts Island	---->	---->	(NIL)
Access on and off the island should be restricted to residents and people invited onto the island by residents	Take control of the island away from Council	The Island to become a private estate owned , maintained and operated by the residents	
Get rid of the Real Estate shop on Helmsman	Replace it with a boutique convenience store/ post office / licenced bottle shop	More convenience for all residents	
(BLANK)	---->	---->	Having a dry block I have no idea of the needs or maintenance of canals - Sorry I can't be more helpful
Boat ramp maintenance	Enforce boatramp standards of maintenance		
Relevant signage to protect shorelines	Adequate speed limit and no wash signs strategically placed around canal shorelines	Less erosion of foreshores and protection of seawalls and boat ramps	
Brisbane Water approaches to canals	Provide advice regarding intervention levels at which point dredging should be undertaken.	Maintain unobstructed boating access to St Huberts Island canal systems	
Canal on Beachfront Pde	Dredge mud and clear undergrowth along the canal to stop rubbish and garden clippings being dumped	Useable beach instead of mud	
Council Trees	Council Works Prgram	Periodic pruning of gum trees - near bus sheds, and of course in front of my house.	Made contact with a Council Officer following the big storm in <u>April 2015</u> to have pruning a priority. This request has been continually repeated by me.
Speed Restriction of Trucks and Buses	Notice at bridge - "Please Slow Down - Vibration Area"	Overweight trucks - 20 kph Maintain limit - 50 kph	Advise Busways to inform drivers.
Easements	Keep Clear	Kept clear for all public access	All easements must be kept clear. No parking of trucks, cars, boats, etc. Must be available for public access.

EXTRA Key Areas

KEY AREA	PREFERRED APPROACH	PREFERRED OUTCOME	COMMENT
Foreshore between low tide and high tide	Keep walkway available	Letter or advice to any walkway blockage	I believe the foreshore is a public area and not be restricted
Storm water drains	Advise or repair storm water flowing into bays	To be kept in working order	Some storm drains hold stagnant water and can smell in summer
Interface between Council submerged land in canals and Crown submerged Land	Council should work closely with Crown Land NSW to remove inconsistency of approach.	Common standards and approaches to infrastructure and dredging to maintain channel depth. The previously dredged channels on the outside of the island have the same purpose and need for consistent maintenance as the canals - one of boating access.	
Liability collapsing sea walls	Identify council's liability for causing sea walls to collapse	Agree to compensate residents for damage to sea walls caused by not dredging the canals to to replace the sand at the sea walls which stops the seawalls falling down.	
Fixing and maintaining sea walls	Council agree to conduct regular maintenance of sea walls to stop collapse	Council needs to approve sand being replaced to fix the sea walls. And council needs to agree to conduct regular maintenance of dredging the sand up from the canal and pushing it up against the sea wall to hold it up.	
Liability for Seawalls	Determine Councils liability for residents seawall failure	Residents have tried to maintain the sand at their seawalls, but council have threatened prosecution for this. Council should be liable for wall collapses because they failed to keep their property (the canals) in proper condition, causing adjacent properties to have seawall collapses.	
(BLANK)	---->	---->	It is understood that the original developers put up a bond into council to maintain the canals. Council also collected "waterfront" rates which were put into general revenue, rather than maintain the canals.
Moorings	Ban moorings (floating)	No moorings	
Speeds	Adequate 4 knot speed signage	Minimise wave damage	
Outer Foreshore	Provide advice regarding intervention levels at which point dredging should be undertaken. At present we are limited in the usage of our boat	Achieve unobstructed boating access within channel across all tides and identify the trigger point and approval pathway for any maintenance work requirements.	
Shoreline Erosion/Accretion on Outer Foreshore	Provide general advice regarding management measures and approval pathways for these measures.	Clear steps required to undertaken works and recommendations for any further works necessary to support implementation of these works and gain best results.	
Prevention of erosion in around seawalls	"No Wash" signage zones in all canals	Boating community to adopt Responsible/safe speed limits - creating no Wash	
Stop long term mooring of boats in all canals	Maritime Boating Officers to monitor & give notice to offenders & need be fine	Canals were not intended for mooring vessels- authorised moorings are available in Bris.Waters	
Public access to waterfront between houses	Notify offenders to remove all offending items	Remove all cars, trucks, trailers + any other items from freeway	Public access should be kept clear at all times as required by Council. Owners should keep everything on their own property.

EXTRA Key Areas

KEY AREA	PREFERRED APPROACH	PREFERRED OUTCOME	COMMENT
Road Signs	---->	---->	A few 50 km signs around the Island
Road signs	---->	---->	A sign to indicate the direction where to go to the bridges at the junction of Mainsail, Cuttlefish and Mercator as motorists get confused when leaving the Island
Sand Erosion	Dredging	To have minimum height of sand against our sea walls	
Extra Structures	Removal of extra structures in canals	Removal of stone or rock or brick structures against sea walls	
Sea and Birdlife preservation	The bird and sealife of the Island is a huge drawcard for living here. Maintaining the quality of water in all that is planned will assure they survive and flourish	Guidelines in all the Key Areas for use of materials that will assure water quality, water flora and practises that will consider the safety and well being of all the animal life on and around the Island	
Sea Walls	All canal properties to have a sea wall	Healthier canal system	
Siltation of storm water drains over 40 years	Remove (dredge or dig out from land base) to original depth. Back fill with sand.	Corner of Helmsman Blvd and Mainsail, restore to original status	Siltation from both stormwater drains in this corner over 40 years has filled this area with 1 to 1.5 metres of toxic siltation of the streets, roads and gutters. I have had samples from the area analysed 5 years ago with the report given to the Council with <u>NO</u> response. The beaches in this area are disgusting. Because it is so shallow all the debris from southerly winds ends up here and can't get away in the shallow water.
Some resolution regarding the construction of a boat ramp or jetty in the end of canals where three or for resident are clustered at the end	As the ramp or jetty would protrude into the area all residents would be affected . Therefore design and consents need to be considered, in addition to usage etc		
Speed 4 knots at entrance to channel	4 knots signs on channel markers	Some peace for our waders who when feeding are frightened by high speed watercraft	We used to get lots of eastern curlews, pied oyster catchers etc - now only a few. The curlew is migratory and needs to feed when it can so it can make its return to Siberia. Can we stop people taking nippers from the sand flats?
Speed Control in Canals	More 4 knot signage (which may work!!), Council/MSB patrol/police and actively inform vessels "drivers" of the speed in Canals. Maybe a system is set up for residents to inform of speeders.	Vessels will not exceed 4 knots in Canals	As mentioned elsewhere in our survey responses - "Vessel speed control is ESSENTIAL in canals to aid in control of erosion and seawall damage in particular, otherwise any erosion and accretion control methods are USELESS."
The Canal Maintenance Fund	Council levies a compulsory amount on all Canal property owners which is then paid into the current Canal Maintenance Fund	All Canal property owners contribute to this fund which is used on all canals for the benefit of all Canal property owners. The fund increases in value rapidly and more can be done to the canals sooner.	Probably not a popular levy/fee, but all owners benefit . Council needs to be creative in collecting this. It probably should be determined on length of Canal Frontage so boat ramp access only owners aren't overcharged.
Speeding Watercraft	Install speed limit signage at entrance to canals and have regular policing	No wash speeds in canals are enforced and compliance by all watercraft.	Excessive watercraft speeding in canals in warmer months creating wash and presenting danger to canal users is a major problem that is getting worse each summer.

EXTRA Key Areas

KEY AREA	PREFERRED APPROACH	PREFERRED OUTCOME	COMMENT
St Huberts Road bridge	---->	---->	The footprint of the bridge is part of the Brisbane Water bed and consideration should be given.
Stabilisation is the goal		Foreshore material best if stabilised i.e. not moving	
No loss of environmentally friendly foreshore		No work should detrimentally affect any adjacent area which has an environmentally friendly sloping foreshore	
Street Drainage	Extend piping and water spreader much further into canals		Sand moves back and forth on beaches with wind and water movement - eventually being swept into canals during rainfall
Gutter rubbish collection	---->	---->	The Trial Inlet that I live on has been reported to have a minimum of 1 metre of sediment in deepest areas (centre of canal)
Two Parks	Children's play equipment	Replace slippery-dip, swings and razzle-dazzle removed from Solstice park years ago (not broken).	Council removed this play equipment, only the swings needed small repair.
Open Spaces	Helmsman Bvd and Long Arm Pde	Very stark	Add swing or some play equipment for kids.
Wash Damage	Install necessary notices and provide guidelines to communicate and manage vessel speeds in channels and canals.	Wash damage minimised through vessels obeying speed limits by installing necessary advisory notices and providing pathway/process to address regular breachers.	Required to manage erosion on the outside of Island through wash from vessels exceeding 4 knots and actions are all executable from Council controlled land above mean high water mark.
Waterways	Clear and numerous signs indicating boat speed limit	Less erosion and damage	
Roadways	Several signs re speed limits. *speed bumps * speed cameras as cars enter/leave the bridge		