

6 October 2017

Mr Nick Hluszko
President
NNSA Inc.
P O Box 438
Tewantin Qld 4565

Via email: nnsa_inc@mail.com

Dear Nick

In response to our meeting on 19th September, and to your letter handed to me that day, I have collated the following responses from Council officers in regards to the issues raised.

1. Vehicular access from the south to the Noosa North Shore

Response by Craig Eldridge, Infrastructure Planning, Design and Delivery Manager

The costs to construct a new bridge to the Noosa North Shore would be approximately \$35M, would only benefit a very small number of residents and result in extensive environmental and visual impacts to the Noosa River and Noosa North Shore. The hydrology impact of a new bridge on the Noosa River flooding model would also need to be assessed in detail before this could be considered.

It is Council's intention to preserve the Noosa North Shore from further development and maintain its existing wilderness setting. Council's previously adopted Town Plan outlines strategies to keep services and facilities low key and limit development on the Noosa North Shore:

NOOSA ICONIC VALUES STATEMENT NATURAL ENVIRONMENT STRATEGIES

3.1 STRATEGIES FOR CERTAIN NATURAL QUALITIES AND CHARACTERISTICS

3.1.1 Road or bridge connection to Noosa North Shore is not constructed to assist with long term protection of the environmental values of this area.

3.1.2 No additional lots are created within the Noosa North Shore Locality.

The Noosa River forms the buffer between the urban areas of Noosa in the south and the wilderness of Noosa's North Shore. The lack of direct road access to Noosa North Shore is a critical part of its unique remoteness and charm and integral to its long-term protection. Road or bridge connections would not be appropriate.

Bridge Costing

Note below regarding costs for a bridge to Noosa North Shore in the location of the existing ferry crossing. Approximate bridge costs are based on very broad assumptions for discussion purposes only. There should be no project endorsement, planning or reliance based on this estimate.



Key Assumptions

- Approach distance 75m Southern side, 200m Northern side, total 275 metres
- Bridge Span 325 metres
- Bridge Width 12.5 metres

Item	Qty	Rate	Total
Project Management (1% of construction costs)			\$228,500
Design & Investigation (9% of construction costs)			\$2,056,500
Property Resumptions			TBA
Bridge structure	4100m2	\$5,500/m2	\$22,550,000
Roadworks	2000m2	\$150/m2	\$300,000
Ferry compensation costs			TBA
Excludes other compensation / diversion costs			
SUB TOTAL			\$25,135,000
Contingency (40% at planning stage)			\$10,054,000
TOTAL			\$35,189,000

Response by Raul Weychardt, Planning Scheme Project Manager

From strategic planning, the main issues are retaining the character of Noosa North Shore which has low-scale development for both residential and visitor purposes, informal access and limited infrastructure. This reflects its position between highly urbanised areas this side of the river and the large wilderness area of Cooloola to its north. Installing a bridge will inevitably lead to more convenient access to the broader community of residents and visitors to Noosa Shire, even if at the cost of a toll, and consequent greater visitation. That visitation will demand better roads, facilities and things to do. More convenient access will mean more pressure for higher order uses of developable land. Overall a bridge will undoubtedly lead to major changes to the character of Noosa North Shore. In memorable history, Bribie Island was accessible from the mainland by a bridge. With an increasing and large community in residence a bridge became undeniable and development progressed significantly thereafter.

A bridge and a jet airport had been key components of the original Leisuremark development application for NNS in the 1990's. Their project was for massive resort development across the 500 hectares of land under their control plus land owned at the time by Ian Cameron. That project including the bridge and airport were vehemently opposed by the Noosa community and ultimately Council.

Our response is based on experience with road building. If you upgrade a road, then there will be an increase in its use due to the perception of that route being faster or more convenient. It is common sense to assume that a bridge over the river will be attractive to both residents and visitors to visit more often than now, thereby increasing the overall visitation.



2. Ferry Service

Response by Clint Irwin, Property and Facilities Manager

Extract from the lease as requested:

SCHEDULE B – PARTICULARS OF FERRY SERVICE

1. The Lessee is to provide a minimum service of at least one ferry in continuous operation during the following specified hours and two ferries if there are more than 20 vehicles waiting in the queue when the ferry is loaded, or at the direction of the Council.

Sunday to Thursday	5:30am to 10:30pm
Friday and Saturday	5:30am to 12:30am
Long weekends (where a public holiday is attached to a weekend and on the night prior to a long weekend)	5:30am to 12:30am

2. The Lessee is to provide an after hours service for emergency circumstances or on an "at call" basis or as directed by the Council.
3. Subject to a further agreement at a fee to be negotiated, the parties may arrange extended hours of service, if in the opinion of the Council, traffic levels warrant it.
4. The ferries are only to be slipped at the Noosaville Slipway for the purposes of maintenance or repair and are not to be removed from the Noosa River without the Council's prior written permission.
5. In the event of cessation of the Ferry Service for any reason other than act of God or event or circumstance beyond the Lessees reasonable control the Council shall be entitled to terminate the lease without notice.

The main provisions of the ferry lease that are relevant are:

- The lessee must provide a ferry in continuous operation during specified hours and the second ferry if there are 20 vehicles or more vehicles waiting in the queue when the ferry is loaded or at the direction of Council.
- Subject to a further fee to be negotiated the parties may arrange extended hours of service if in the opinion of Council traffic levels warrant it.
- The current lease expires in 2019. The lease may be extended for a further five years by mutual agreement 6 months prior to expiration.



3. Roads/Tracks

Response by Allan Hull, Civil Operations Manager

- Trees on bends – this is a reasonable request; Liaison required with NNSA to address this concern.
- Dust – there are limited solutions to address the dust issue on unsealed roads. Council has been trialing a different material that appears to be effective in reducing dust. Sealing the roads could be considered but would have to be prioritised in the context of Council's whole gravel road network & would be subject to funding by Council in a future capital works budget.
- Drainage – if there are any specific drainage issues, we would ask that the NNSA identify the specific locations and maintenance work may be able to be carried out to improve the drainage. General table-drain clearing may not be achievable due to the extent of vegetation in the area.

Response by Craig Eldridge, Infrastructure Planning, Design and Delivery Manager

- Give way signs Request: The installation of a give way sign is not supported at the various locations listed due to the low traffic volumes and low speed environment of these roads. It is clear to motorists who is required to give way at these intersections. Unless there is crash data to support installing these signs, then Council will not install them.

Response by Bryan O'Connor, Asset Planning Manager

Council is establishing a priority program for sealing gravel roads with the following criteria forming the basis for determination of the priority program:

- consideration for community and road user safety
- is the road a strategic link, a through road or local road
- the type of vehicle activity and/or vehicle types
- is it a tourist route?
- financial - cost benefits
- does the road have high or excessive traffic volumes?
- maintaining our existing asset base before expanding.

The priority program for sealing gravel roads will still be subject to budget deliberations each year. Council will continue to monitor and maintain all gravel roads in the Shire to provide a safe travelling environment.

Council's Asset Planning Manager is happy to receive correspondence from the NNSA indicating your priority list of roads for consideration in Council's capital works program

In conclusion:

1. Vehicular access from the south to the Noosa North Shore

Bridge access to Noosa North Shore - not supported.

2. Ferry Service

The contract is still in existence for 1-5 years, however, if NNSA have any suggestions towards the operations of the ferry, feel free to send ideas to Council's property section: property@noosa.qld.gov.au for consideration in future tenders.

3. Roads/Tracks

- Please email or write to the Asset Planning Manager with your priority list of roads for consideration in Council's capital works program.

Email: mail@noosa.qld.gov.au

- Dust, drainage & trees: please contact Council's Civil Operations Manager, Allan Hull ph: 5329 6202 / email: allan.hull@noosa.qld.gov.au to discuss specific locations etc.
- Give way signs – not supported.

4. Strategic Planning for NNS

Council anticipates a draft of the New Noosa Plan will be available for community review and feedback in late 2018.

I have noted the Noosa North Shore Residents Association's overarching concerns about their relationship with Council. In response, I have asked Cr Frank Pardon to attend NNSRA meetings wherever possible as an ex-officio participant representing Council. As Frank lives at Teewah Beach, he is the obvious Councillor for the task. Please keep Cr Pardon apprised of meeting times. Frank's email address is frank.pardon@noosa.qld.gov.au.

Best wishes



Tony Wellington
Noosa Mayor