

Lower Shoalhaven River Coastal Management Program

Closing the Loop on Stage 3 Community Engagement:

How Have We Considered Your Feedback?

As part of Stage 3 of the Lower Shoalhaven River Coastal Management Program (CMP), Council and the project team directly engaged with the community through multiple channels including:

- an online survey and feedback mapping platform
- community drop-in sessions
- targeted stakeholder meetings
- written feedback forms and emails to Council.

The purpose of the engagement was to ask the community to provide input on issues and potential management options for the Lower Shoalhaven River CMP. More information on this CMP (and others) is provided on the [website](#).

This 'Closing the Loop Report' summarises what the project team have heard from the community, and how these issues have been considered in formulating potential management options for the Lower Shoalhaven River CMP. More details on potential management options and how they are evaluated for the CMP will be provided in the Stage 3 Summary Report.

Overview of Feedback

The interactive mapping tool was available from 1st April 2022 until 17th November 2023, providing substantial time and opportunity for the community to provide responses. Several other responses were provided via the other channels listed above. Comments received during the drop-in sessions were input by the project team into the online mapping tool. Emails to Council were reviewed by the project team separately, along with written feedback forms collected at targeted stakeholder meetings and drop-in sessions.

Overall Community Participation	Numbers
Total number of people contributing to mapping tool	48
Total number of responses received via mapping tool	155
Total number of other written responses	12

Community drop-in sessions were held at locations throughout the study area.

Community Drop-in Sessions	Date	Attendees
Shoalhaven Heads	25 July 2023	27
Nowra	26 July 2023	18

Targeted stakeholder meetings were held with the following groups:

Targeted Stakeholder Meetings	Date
Shoalhaven Heads Task Force	25 July 2023
Shoalhaven Riverwatch	25 July 2023
Jerrinja Local Aboriginal Land Council	26 July 2023
Nowra Local Aboriginal Land Council	26 July 2023

How We Addressed Your Responses

Potential management options are assessed in the CMP for their feasibility, viability and acceptability as outlined in the figure below.

Feasibility Assessment

Can the option be undertaken as part of the CMP?

Options are assessed for their legal, technical and engineering feasibility in relation to the objectives and intended outcomes.

Viability Assessment

How well does the option address threats to the coastal zone?

The performance of options are evaluated against the objectives of the CMP, while considering any other social or environmental impacts. Value for money is assessed by considering the relative benefits and costs.

Figure 1 - Components of the evaluation of recommended coastal management actions

During Stage 3 of CMP development, all suggestions related to management options received by the community are assessed for their feasibility. All options considered feasible by the project team are then assessed for their viability. Community sentiment received through the submissions is used to inform the acceptability assessment, which will be confirmed during public exhibition of the Draft CMP. A small number of community suggestions were not subjected to the full assessment process as they were considered to be outside of the scope of the CMP.

An explanation of how each submission has been considered for assessment is provided in **Attachment A**. Importantly, just because an action is determined to be feasible, does not guarantee its inclusion in the CMP.

The outcome of each submission is summarised in **Figure 2**, with more detailed information provided in a series of figures in **Attachment B**.

Maps showing the location of site-specific submissions, and the outcome of their assessment are provided on the following pages.

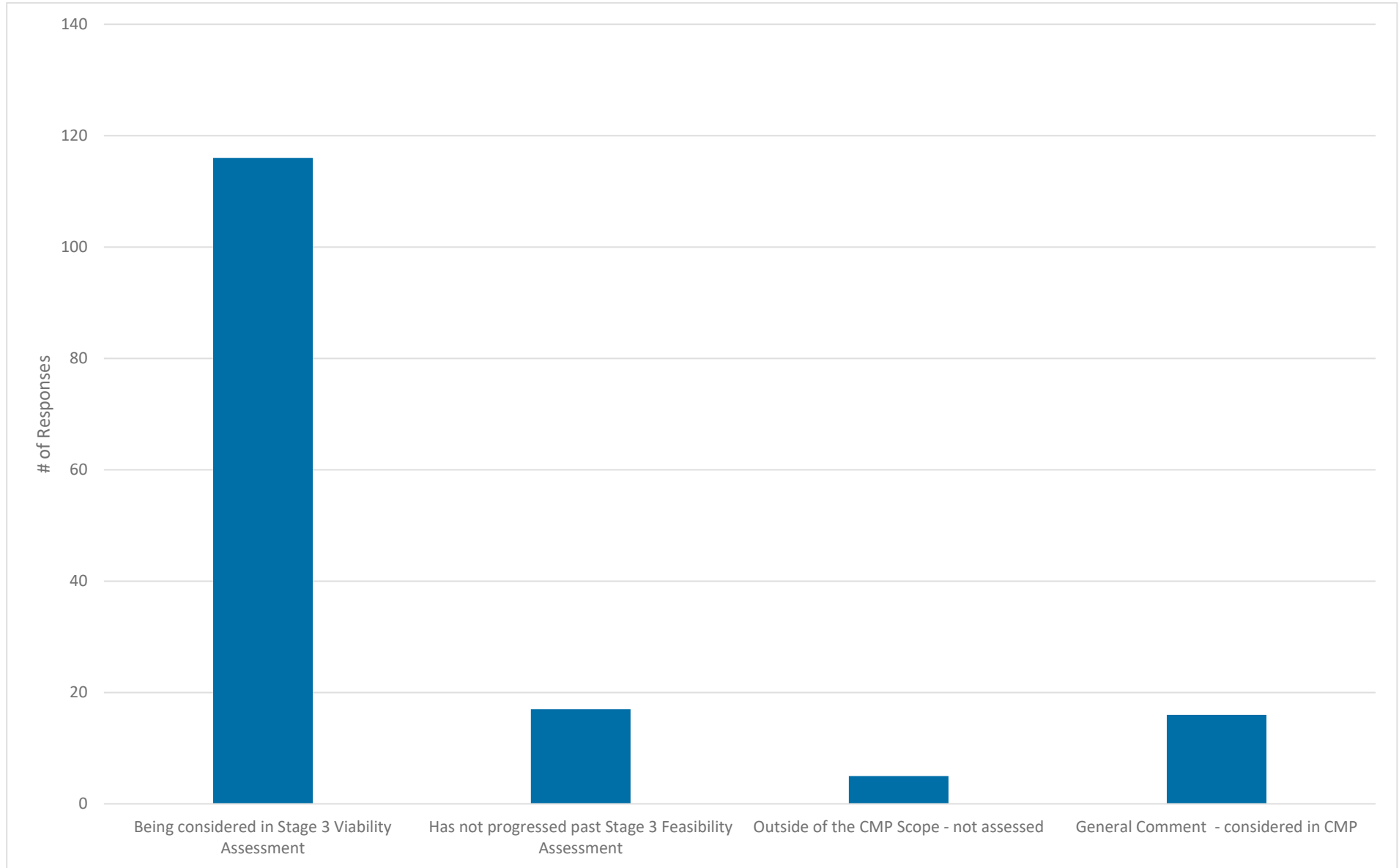


Figure 2 – Summary of assessment outcomes for all community submissions

Key Takeaways

The responses and input received from the community covered a wide range of topics and areas. Some common themes that arose, and a high level overview of Council's response is provided below. Note that responses to individual comments are provided in **Attachment A**.

Bank Erosion

Bank erosion is addressed in the CMP by several management options. The Stage 2 Bank Erosion and Riparian Condition Study inspected the banks of the entire study area and provides useful guidance on where to prioritise action. This is also closely aligned with the comments received from the community.

Overarching actions relating to bank vegetation, boating impacts, and working with private landowners seek to facilitate a holistic approach. More specific bank restoration works are proposed at high priority sites that are public land.

Entrance Management

Several comments were received relating to how the Shoalhaven Heads entrance is managed for flood mitigation, water quality and scenic amenity. These concerns are being considered by key options in the CMP, more specifically relating to an update of Council's Entrance Management Plan to incorporate more flexibility in how it is operationalised. More details relating to flooding are being investigated in the Floodplain Risk Management Study, which is currently underway. More intensive approaches such as diverting river flow and constructing a permanently trained entrance are not considered feasible because of the widespread and uncertain unintended consequences that would arise throughout the estuary if they were implemented. Other factors such as costs and engineering complexity have also been considered.

CMP Study Area

Many community members pointed out that the proposed CMP study area did not include important coastal wetlands that are part of the Shoalhaven River system, namely, Coomonderry Swamp. Council has taken this input onboard and is expanding the CMP study area to include Coomonderry Swamp and the drainage channel that links it to the Shoalhaven Heads area.

Boating Infrastructure

Many comments were received that highlight the importance of boating to the local community and economy. The main themes that emerged from the community feedback were the need for more and better boating facilities to meet the growing demand for recreational boating and fishing, and the suggestion to improve the maintenance, signage, and accessibility of the existing boating facilities. These concerns are considered in the CMP with actions designed to optimise the potential locations and types of boating facilities, and to undertake a comprehensive upgrade and maintenance program at key existing facilities.



Closing the Loop

Community Response Categories

Study Area

Legend

Response Categories

- Bank Erosion
- Boating
- Coastal and Tidal Flooding
- Cultural and Social
- Economic
- Environmental
- Recreation (other than boating)



0 2 4 km

Job Number: J1566
Coordinate System : WGS 84



Aerial Imagery: Google Satellite

Closing the Loop

Community Response Assessment Outcomes

Study Area

Legend

Responses Recieved

- Being considered in Stage 3 Viability Assessment
- Outside of the CMP Scope - not assessed
- Has not progressed past Stage 3 Feasibility Assessment
- General Comment



0 2 4 km

Job Number: J1566
Coordinate System : WGS 84



Aerial Imagery: Google Satellite

Closing the Loop

Community Response Categories

Study Area - East

Legend

Response Categories

- Bank Erosion
- Boating
- Coastal and Tidal Flooding
- Cultural and Social
- Economic
- Environmental
- Recreation (other than boating)



0 1 2 km

Job Number: J1566
Coordinate System : WGS 84



Aerial Imagery: Google Satellite

Closing the Loop

Community Response Outcomes

Study Area - East

Legend

Responses Received

- Being considered in Stage 3 Viability Assessment
- Outside of the CMP Scope - not assessed
- Has not progressed past Stage 3 Feasibility Assessment
- General Comment



0 1 2 km

Job Number: J1566
Coordinate System : WGS 84



Closing the Loop

Community Response Categories

Study Area - West

Legend

Response Categories

- Bank Erosion
- Boating
- Coastal and Tidal Flooding
- Cultural and Social
- Economic
- Environmental
- Recreation (other than boating)



0 1 2 km

Job Number: J1566
Coordinate System : WGS 84



Closing the Loop
Community Response
Outcomes
Study Area - West

Legend

Responses Recieved

- Being considered in Stage 3 Viability Assessment
- Outside of the CMP Scope - not assessed
- Has not progressed past Stage 3 Feasibility Assessment
- General Comment



0 1 2 km

Job Number: J1566
Coordinate System : WGS 84

Attachment A – Response to Individual Submissions

*All potential management options in the feasibility assessment are described in more detail in the Stage 3 Summary Report.

Area	Category	Comment	CMP Progression Status	Response
Berrys Canal	Bank Erosion	Loss of the levee bank - repairs needed to protect Council Road. As discussed and shown to Council Staff - Cary McIntyre and Craig Exton, along with Gareth Ward at site visit.	Being considered in Stage 3 Viability Assessment	Suggestion incorporated into potential management option. Further assessment is required to determine viability.
Berrys Canal	Coastal and Tidal Flooding	Berry's Canal is deepening and meandering without a full understanding of what this will mean for future flows of the Shoalhaven. A system to map and monitor the Canal is needed.	Being considered in Stage 3 Viability Assessment	Suggestion incorporated into potential management option. Further assessment is required to determine viability.
Berrys Canal	Coastal and Tidal Flooding	Berry's canal has an erosion issue that is out of control and this is having a negative effect on the flow of the river to Shoalhaven Heads Estuary. A detailed study and analysis is required so as to arrest this issue before it gets too big to fix and flooding becomes rampant in Greenwell Point.	Being considered in Stage 3 Viability Assessment	Suggestion incorporated into potential management option. Further assessment is required to determine viability.
Berrys Canal	Coastal and Tidal Flooding	Reduce the flow through Berrys Canal. This may help to keep the Shoalhaven River open for longer periods.	Has not progressed past Stage 3 Feasibility Assessment	<p>This action is considered unfeasible as it would have severe and widespread impacts on the entire Shoalhaven River system which has been gradually adapting to the excavation and widening of Berry's Canal since its construction in 1822.</p> <p>It is acknowledged that the natural opening of the system was originally at Shoalhaven Heads and that the Crookhaven was a separate system under the vast majority of historical conditions. However, over the past 200 years, the Shoalhaven region has been developed in line with current reality of the system. This includes floodplain management, ecological equilibrium and conservation, and land and waterway use patterns.</p> <p>While there are always opportunities to improve the outlook and management of the region (a core function of the CMP), implementing a drastic action such as diverting water away from (or closing) Berry's Canal would have widespread, complex, and unpredictable consequences.</p> <p>Similar recent endeavours around NSW such as the training of Lake Illawarra entrance demonstrate the range of impacts that might occur including: alteration of tidal and flow regimes; widespread ecological transition and destruction of valuable estuarine habitat; dramatic changes in sedimentation and erosion trends which threaten navigation and foreshore development. In a system such as the Shoalhaven, other factors that would potentially be impacted by such an action include the exposure of Acid Sulfate Soils, changes to groundwater regimes and flood impacts.</p> <p>The CMP process aims to address the broader management issues in a holistic and sustainable way, rather than a massive and system-altering approach.</p>
Berrys Canal	Environmental	Sedimentation buildup that impacts water flow. Dredging strategy to maintain water flow and boating channel.	Being considered in Stage 3 Viability Assessment	Suggestion incorporated into potential management option. Further assessment is required to determine viability.
Broughton Creek and Numbaa	Bank Erosion	There is serious erosion as a result of the fast flowing outgoing tide and the curve in the river along this stretch of the bank. I have additional photos taken when kayaking. Only suggestion is to slow the outgoing tide somehow. Planting mangroves etc probably would not survive flooding.	Being considered in Stage 3 Viability Assessment	Suggestion incorporated into potential management option. Further assessment is required to determine viability.

Area	Category	Comment	CMP Progression Status	Response
Broughton Creek and Numbaa	Bank Erosion	Bank erosion if continued to be left unmanaged will encroach on Bolong Road and cut off access to Shoalhaven Heads Re-vegetation of the bank. This will help to baffle the flow of water, hold the bank together and decrease the erosion occurring.	Being considered in Stage 3 Viability Assessment	Suggestion incorporated into potential management option. Further assessment is required to determine viability.
Broughton Creek and Numbaa	Bank Erosion	Persistent flooding has caused much erosion. Concerned that Bolong Road will be significantly impacted in the very near future. Surely a professional is more qualified to evaluate this problem.	Being considered in Stage 3 Viability Assessment	Suggestion incorporated into potential management option. Further assessment is required to determine viability.
Broughton Creek and Numbaa	Bank Erosion	Severe bank erosion and very close to Bolong Road. Council undertook bank erosion work west of this site with Federal funding. The bank work needs to be continued to Broughton Creek.	Being considered in Stage 3 Viability Assessment	Suggestion incorporated into potential management option. Further assessment is required to determine viability.
Broughton Creek and Numbaa	Bank Erosion	Severe collapse of previous bank restoration work. Geotextile material hanging into river which will breakdown and end up in our waterways and ocean. Urgent repair work necessary.	Being considered in Stage 3 Viability Assessment	Suggestion incorporated into potential management option. Further assessment is required to determine viability.
Broughton Creek and Numbaa	Boating	This boat ramp is unpleasant for kayak launching as it gets very muddy after floods and at low tide. The slippery surface is dangerous. Improve the surface with grooved concrete or similar. Add sand at the sides of the concrete ramp.	Being considered in Stage 3 Viability Assessment	Suggestion incorporated into potential management option. Further assessment is required to determine viability.
Broughton Creek and Numbaa	Cultural and Social	I like the views over the river	General Comment	Incorporated into CMP development
Broughton Creek and Numbaa	Cultural and Social	Council has constructed an excellent fishing platform using funds from the NSW Recreational Fishing Trust. Council also paid for a tribute sign for the late Charlie Weir who undertook considerable bank restoration work along the riverbanks.	General Comment	Noted, and learnings from this works will be applied to the CMP.
Broughton Creek and Numbaa	Economic	With \$300K Federal Government funding, Council managed the bank restoration of about 100 metres of bank work. This work will save any further loss of valuable farmland.	General Comment	Noted, and learnings from this works will be applied to the CMP.
Broughton Creek and Numbaa	Environmental	Broughton Creek has the poorest water quality of all the creeks that enter the Shoalhaven River. Identify sources of poor water quality. Develop strategy to improve water quality through drainage remediation and natural water filtration measures.	Being considered in Stage 3 Viability Assessment	Suggestion incorporated into potential management option. Further assessment is required to determine viability.
Broughton Creek and Numbaa	Environmental	This sand build up is causing the bank near the road to erode. Removal of the sand is required.	Has not progressed past Stage 3 Feasibility Assessment	As the Lower Shoalhaven River is a natural watercourse and not a designated port facility or a wharf or boating facility, dredging cannot be considered for this purpose. However, the causes and response to bank erosion adjacent to this location have been investigated in Stage 2 and assessed in Stage 3 of this CMP.
Broughton Creek and Numbaa	Environmental	Swimmer became gravely sick after swimming in the creek around here in December 2021. Water quality should be checked. Development should be minimised Water quality should be regularly checked. Development should be minimised.	Being considered in Stage 3 Viability Assessment	Suggestion incorporated into potential management option. Further assessment is required to determine viability.

Area	Category	Comment	CMP Progression Status	Response
Broughton Creek and Numbaa	Environmental	<p>2001-2011 Extensive bank restoration work undertaken by Riverwatch. Known as Charlie's Forest in acknowledgement of the restoration work undertaken by the late Charlie Weir</p> <p>An example of successful bank restoration work. Work commenced in 2001 and continued until 2011. Over 77,000 mangroves, 2000 swamp oak trees and 200 swamp mahogany trees were planted. Work has been very successful in stabilizing bank with no bank shaping or rock work to reduce cost. Approximately 5.6ha and 2.2km of bank restoration.</p>	General Comment	Learnings from this example will be applied to bank restoration related actions in the CMP.
Broughton Creek and Numbaa	Environmental	<p>2001 Riverwatch Riverbank Restoration Work</p> <p>This project covers grants received by Riverwatch for bank restoration on two properties on the northern bank of the Shoalhaven River downstream from Broughton Creek. The riverbank was reshaped to allow for the placement of the rocks to form a rock wall. The rock wall was constructed to be in a continuous line to a height equivalent to 1.9m high tide to break the wave action. To further stabilise the bank, phragmites rhizomes was placed between the rock wall and bank while mangrove seeds were planted in the riverbed along the rock wall. Finally, a 10-metre vegetated riparian buffer zone was planted with casuarina glauca native trees.</p>	General Comment	Learnings from this example will be applied to bank restoration related actions in the CMP.
Broughton Creek and Numbaa	Environmental	<p>2009-2019 Riverwatch Bank Restoration Work</p> <p>Over 11,000 mangroves and over 4,000 trees planted. Approximately 2.6 ha and 1.4kms of bank restoration. Bank restoration was difficult as this Island suffers from severe high water flows during floods. Bank restoration has been partially successful.</p>	General Comment	Learnings from this example will be applied to bank restoration related actions in the CMP.
Bundanon	Bank Erosion	Bank erosion. Implement a 4km/hour speed limit to recreational boats in this vicinity	Being considered in Stage 3 Viability Assessment	Suggestion incorporated into potential management option. Further assessment is required to determine viability.
Bundanon	Bank Erosion	<p>Extensive bank erosion</p> <p>A No Wash zone is the only solution to the increasing damage caused by boats waves on the shore .Including the erosion of revegetation projects over the last 60 years. The banks are sand and loam and even though covered with mature trees the wave action undermines their roots and the bank erodes.</p>	Being considered in Stage 3 Viability Assessment	Suggestion incorporated into potential management option. Further assessment is required to determine viability.
Bundanon	Bank Erosion	<p>Bank erosion caused by boat waves</p> <p>The only solution is No Wash Zones along these soft banks. Extensive revegetation over last 60 years being destroyed by boat waves. Lost mature trees when boat waves undermine tree roots which then caused the toe of the bank to collapse and compounds ongoing erosion.</p>	Being considered in Stage 3 Viability Assessment	Suggestion incorporated into potential management option. Further assessment is required to determine viability.
Bundanon	Bank Erosion	<p>Severe bank erosion caused by boat waves</p> <p>The only solution is the introduction of No Wash Zone and stabilisation of the toe of the bank as boat waves continually erode toe creating bank loss 5m high and 20m wide. This type of bank erosion is beyond the resources of land owners.</p>	Being considered in Stage 3 Viability Assessment	Suggestion incorporated into potential management option. Further assessment is required to determine viability.

Area	Category	Comment	CMP Progression Status	Response
Bundanon	Bank Erosion	Severe Bank erosion causing land slippage This area has experienced extensive bank erosion contributing to bank slippage and expected erosion of mains water line. Solution is No Wash Zone for boats to prevent wave action along bank and create a toe to the bank to prevent further erosion and damage to Shoalhaven Water assets.	Being considered in Stage 3 Viability Assessment	Suggestion incorporated into potential management option. Further assessment is required to determine viability.
Bundanon	Bank Erosion	Severe bank erosion due to high level of boating and wake boarding over the years The erosion is too severe to be repaired. The river starts to get narrow and waves from boats causes constant bank erosion. The only real solution is to limit wake boarding and skiing boats to operate at mid to low tide.	Being considered in Stage 3 Viability Assessment	Suggestion incorporated into potential management option. Further assessment is required to determine viability.
Bundanon	Bank Erosion	Severe bank erosion has occurred over the years along the entire section of the river around to Bundanon. Extensive and costly work has been undertaken to stop further erosion. Large wakeboarding boats are causing considerable damage. A management plan for the river to restrict boating in this area is needed. There is little point in doing more bank restoration work if the cause cannot be managed.	Being considered in Stage 3 Viability Assessment	Suggestion incorporated into potential management option. Further assessment is required to determine viability.
Bundanon	Bank Erosion	Bank erosion, under-cutting. Re-shaping of the river bank, armouring the toe and revegetation on upper banks.	Being considered in Stage 3 Viability Assessment	Suggestion incorporated into potential management option. Further assessment is required to determine viability.
Bundanon	Boating	Banning ALL boating above this point would be overly restrictive. Removing people's right to see and use our beautiful river by boat is a little bit over the top. Any boat should be able to come up the river so long as they are not throwing the devastatingly large wakes that occur when slowly towing occupants. A tow ban would be a better compromise.	Being considered in Stage 3 Viability Assessment	Suggestion incorporated into potential management option. Further assessment is required to determine viability.
Bundanon	Boating	Banning Wakeboard boats is difficult. Is it a weight limit? Is it a length limit? How do you police these things?	Being considered in Stage 3 Viability Assessment	Suggestion incorporated into potential management option. Further assessment is required to determine viability.
Bundanon	Boating	No wash zones are overly restrictive and unable to be policed effectively. Boats going up and down the same stretch 30 times every hour, for hours on end, while driving slowly to displace more water to create bigger waves to jump is the real problem. Old mate taking his family up the river for a sightsee and a swim in a tinny that is up on the plane, not displacing much water, isn't causing any more erosion than a light wind chop on the river. The wind chop lasts all day, the tinny's chop lasts for 10 seconds. You wouldn't ask for a no wind zone.	Being considered in Stage 3 Viability Assessment	Suggestion incorporated into potential management option. Further assessment is required to determine viability.

Area	Category	Comment	CMP Progression Status	Response
Bundanon	Boating	<p>A speed limit doesn't help. It actually makes the problem worse.</p> <p>The boats in question create their biggest wakes at their lowest speeds. Boats on the plane are efficient, cause less wake, and have better visibility over the bow.</p> <p>Putting a 4 knot speed limit up here with no public boat ramp within 20km is not an equitable use of the public river.</p>	Being considered in Stage 3 Viability Assessment	Suggestion incorporated into potential management option. Further assessment is required to determine viability.
Bundanon	Boating	<p>Review of the channel marker locations may be necessary here.</p> <p>Extremely shallow in areas.</p>	Outside of the CMP Scope - not assessed	This action is best achieved outside of the CMP. TfNSW are responsible for navigational aids, and this information has been passed on to them accordingly.
Bundanon	Boating	<p>A public boat ramp above Longreach</p> <p>This will allow more people to access the river in the areas they want to use resulting in less boat through-traffic downstream. Safer for swimmers and skiers down stream.</p> <p>Makes the river more accessible for those in smaller boats as they wouldn't have to go past the barrage of boats and massive wakes between Longreach and the bridge.</p>	Being considered in Stage 3 Viability Assessment	Suggestion incorporated into potential management option. Further assessment is required to determine viability.
Bundanon	Boating	<p>To improve the safety of river users around wharfs due to boat wake, create a 250 metre No Wake Zone around Riversdale Boat Ramp to improve safety.</p> <p>Also possible future potential for commercial boat trips from Nowra to Riversdale wharf.</p>	Being considered in Stage 3 Viability Assessment	Suggestion incorporated into potential management option. Further assessment is required to determine viability.
Bundanon	Boating	<p>No Wake Zone for approximately 1km to protect valuable farmland banks.</p> <p>Create a 1km No Wake Zone around Haunted Point to improve safety and limit erosion from wake waves:</p> <p>Improve boat safety at this Point. The sandbank forces boats towards the southern bank which causes boat congestion and conflict during busy periods,</p> <p>Reduce the impact of boat wake undermining and weakening riverbanks including damage to existing bank remediation work, which causes the loss of valuable farmland.</p>	Being considered in Stage 3 Viability Assessment	Suggestion incorporated into potential management option. Further assessment is required to determine viability.
Bundanon	Boating	<p>Create a No Wake Zone between Calymea Creek (which has a canoe ramp) and the western end of Calymea Reach</p> <p>The purpose of this is to:</p> <p>Set aside a passive recreational area for low impact sports such as canoeing, paddle boarding etc;</p> <p>Reduce the conflict between passive recreational users and wakeboarding/skiing users.</p> <p>Ensure a safe environment for passive recreation by eliminating boat wake, which can capsize canoes.</p> <p>Reduce the impact of boat wake undermining and weakening the riverbank.</p>	Being considered in Stage 3 Viability Assessment	Suggestion incorporated into potential management option. Further assessment is required to determine viability.

Area	Category	Comment	CMP Progression Status	Response
Bundanon	Economic	<p>Create a No Wake Zone between Calymea Creek (which has a canoe ramp) and the western end of Calymea Reach</p> <p>The purpose of this is to: Set aside a passive recreational area for low impact sports such as canoeing, paddle boarding etc; Reduce the conflict between passive recreational users and wakeboarding/skiing users. Ensure a safe environment for passive recreation by eliminating boat wake, which can capsize canoes. Reduce the impact of boat wake undermining and weakening the riverbank.</p>	Being considered in Stage 3 Viability Assessment	Suggestion incorporated into potential management option. Further assessment is required to determine viability.
Bundanon	Economic	<p>Severe bank erosion with the loss of valuable farmland and conflict of boat users due to narrowing of river (due to sand bank).</p> <p>Create a 1km No Wake Zone around Haunted Point to: Improve boat safety at this Point. (The sandbank forces boats towards the southern bank which causes boat congestion and conflict during busy periods), Reduce the impact of boat wake undermining and weakening riverbanks which causes the loss of valuable farmland.</p>	Being considered in Stage 3 Viability Assessment	Suggestion incorporated into potential management option. Further assessment is required to determine viability.
Bundanon	Economic	<p>Major damage to Shoalhaven Water main servicing the dairy farm and Soilco plus residential properties caused by flooding caused by riverbank erosion.</p> <p>Riverbank erosion over the years due to boating activities, particularly wake boarding, has weakened and undermined the riverbanks. During previous flooding events, the bank has collapsed exposing the water pipe. Either pipeline needs to be re-routed or No Wake Zone introduced to protect critical infrastructure.</p>	Being considered in Stage 3 Viability Assessment	Suggestion incorporated into potential management option. Further assessment is required to determine viability.
Bundanon	Economic	<p>Crown slump on water easement</p> <p>The slump has occurred during the very wet 2022 season. This was noted by Lyall Bogie from Soil conservation NSW who has been managing remediation work as part of earlier bank repair in another location on the bank. It is a crown slump and if not addressed will erode a large section of the easement. The yellow water line marker is shown, showing how dangerous this is. This water main is only about 7 metres from the eroding bank. The main has been undermined and broken in the past due to bank erosion after floods.</p>	Being considered in Stage 3 Viability Assessment	Suggestion incorporated into potential management option. Further assessment is required to determine viability.
Bundanon	Environmental	<p>This area is experiencing extreme bank erosion caused by wake boarding. This has resulted in loss of trees and habitat as well as private land. The cost of repairing and replanting damaged banks is serious. It is increasingly hard to accept the financial & environmental consequences of a sport which benefits a small number of participants. Other recreational activity such as kayaking are now difficult to engage in when wake boarding is happening.</p> <p>This area of the river should be a 'no wash' zone.</p>	Being considered in Stage 3 Viability Assessment	Suggestion incorporated into potential management option. Further assessment is required to determine viability.
Bundanon	Environmental	<p>Flooding has caused the loss of a massive weed [seagrass] bed in this area.</p> <p>Should be monitored to see if we get a natural bounce back. If not, regeneration work may be necessary to help recreate the habitat for small fish and prawns.</p>	Being considered in Stage 3 Viability Assessment	Suggestion incorporated into potential management option. Further assessment is required to determine viability.

Area	Category	Comment	CMP Progression Status	Response
Bundanon	Environmental	<p>2013 - 2023 Riverwatch Bank Restoration work at Bundanon (Riversdale)</p> <p>In 2013, a trial of planting river mangroves on the riverbank in front of the Arthur & Yvonne Boyd Education Centre commenced. River mangroves are normally grown in fresh water. While slow growing, the river mangroves have survived. Since 2016, over 30 mangroves, 70 casuarinas, 500 lomandras, 40 swamp lilies have been planted as well as over 370 metres of sand sausage constructed or repaired.</p>	General Comment	Learnings from this example will be applied to bank restoration related actions in the CMP.
Bundanon	Environmental	<p>2017-2023 Riverwatch Bank Restoration Work</p> <p>Riverwatch has been undertaking bank restoration work using our own funds plus a NSW Fisheries Grant. The work has restored approximately 60 metres of bank, which was severely impacted by the recent floods, along a section of the Shoalhaven River at Longreach using bank reshaping followed by using the sand sausage and foreshore planting.</p> <p>This work will improve the quality of the waterway and encourage the growth of phragmites in the river which are important for fish habitat and thus increase fish stocks for recreational fishing. Approximately 400 metres of sand sausage was constructed, 150 sandbags laid, 45 river oaks and 250 lomandras were planted. Note that some areas of the riverbank are too difficult to undertaken bank restoration.</p>	General Comment	Learnings from this example will be applied to bank restoration related actions in the CMP.
Bundanon	Environmental	<p>2014-2021 Riverbank Restoration Work</p> <p>Work began in 2014 as a trial site for controlling riverbank erosion using sand bags and then sand sausages. Gray mangroves were planted in this area without success. However transplanted phragmites have been successful. Considerable riverside vegetation has been planted and cattle are excluded from the riverbank. This site suffers from extreme boat wake from wakeboard boats. Overall the riverbank work has been successful with the construction of 510 metres of sand sausage, large number of sandbags laid, 50 mangroves, 80 river oaks, 50 lomandras and phragmites planted.</p>	General Comment	Learnings from this example will be applied to bank restoration related actions in the CMP.
Bundanon	Environmental	<p>Significant large tree falls in this area occurred during flooding events from 2020-2022</p> <p>Revegetation works at the toe of the bank may assist in avoiding future issues</p>	Being considered in Stage 3 Viability Assessment	Suggestion incorporated into potential management option. Further assessment is required to determine viability.
Bundanon	Environmental	<p>Huge amounts of timber debris were deposited in this area during 2020-2022 flooding events.</p> <p>This debris, coupled with extensive Lantana may lead to severe fire events in coming seasons.</p>	Being considered in Stage 3 Viability Assessment	Suggestion incorporated into potential management option. Further assessment is required to determine viability.
Bundanon	Environmental	<p>Major bank collapse occurred during March 2021</p> <p>The landowner has implemented tree planting works at the toe of the bank and upper banks to help stabilise the area.</p>	General Comment	This initiative by the landowner has been noted, and learnings from this work will be incorporated into potential management options for the CMP
Bundanon	Environmental	<p>Significant weed invasion (Turkey Rhubarb) following 2020-2022 flooding events</p> <p>The landowner has been implementing weed control works, but this is having limited effect against Turkey Rhubarb.</p>	Being considered in Stage 3 Viability Assessment	Suggestion incorporated into potential management option. Further assessment is required to determine viability.

Area	Category	Comment	CMP Progression Status	Response
Bundanon	Recreation (other than boating)	Safety of swimmers Swimming across the river has been a recreation activity for our friends and family for 60 years. Children have learnt to swim here and elderly people have enjoyed swimming for years. Swimming is no longer safe because of the number and speed of boats. Boats are looking out for boats not swimmers. You can't guarantee a speeding boat will see you and they often just miss us. This is a very dangerous situation which is getting worse with more boats speeding along the river.	Being considered in Stage 3 Viability Assessment	Suggestion incorporated into potential management option. Further assessment is required to determine viability.
Bundanon	Boating	To assist users to identify tide states, instal No Wake markers along the river to alert users to high/low tides by way of simple red/green colours.	Being considered in Stage 3 Viability Assessment	Suggestion incorporated into potential management option. Further assessment is required to determine viability.
Crookhaven Heads	Boating	The ramp requires replacement as it has reached the end of its design life. The toe of the ramp needs to be armoured well into the water to account for the increasing number of larger vessels which are driving onto trailers rather than being winched. A floating pontoon is required, with wave attenuation on the western approach to make the ramp usable in westerly winds.	Being considered in Stage 3 Viability Assessment	Suggestion incorporated into potential management option. Further assessment is required to determine viability.
Greenwell Point	Coastal and Tidal Flooding	When we have heavy rain our home floods. Water enters the bottom storey of our home. It our belief that this flooding could be eliminated by opening Shoalhaven heads to the ocean. Presently this can be a dangerous operation and cannot always be done. If a break wall was built at Shoalhaven heads this would allow safe access for machinery to open the heads in times of heavy rain. This would stop the flooding of our home and other homes in the area.	Has not progressed past Stage 3 Feasibility Assessment	This action is considered unfeasible as it would have severe and widespread impacts on the entire Shoalhaven River system which has been gradually adapting to the excavation and widening of Berry's Canal since its construction in 1822. It is acknowledged that the natural opening of the system was originally at Shoalhaven Heads and that the Crookhaven was a separate system under the vast majority of historical conditions. However, over the past 200 years, the Shoalhaven region has been developed in line with current reality of the system. This includes floodplain management, ecological equilibrium and conservation, and land and waterway use patterns. While there are always opportunities to improve the outlook and management of the region (a goal of the CMP), implementing a drastic action such as permanently opening the river at Shoalhaven Heads would have widespread, complex, and unpredictable consequences. The use of entrance opening is currently use by Council to assist in managing the impacts of flooding. The entrance opening procedure are being reviewed as part of this CMP and in the Floodplain Risk Management Study. Similar recent endeavours around NSW such as the training of Lake Illawarra entrance demonstrate the range of impacts that might occur including: alteration of tidal and flow regimes; widespread ecological transition and destruction of valuable estuarine habitat; dramatic changes in sedimentation and erosion trends which threaten navigation and foreshore development. In a system such as the Shoalhaven, other factors that would potentially be impacted by such an action include the exposure of Acid Sulfate Soils, changes to groundwater regimes and flood impacts. The CMP process aims to address the broader management issues in a holistic and sustainable way, rather than a massive and system-altering approach.
Greenwell Point	Economic	The West St slipway is in very poor condition. The slipway needs to undergo a major overhaul so that it can continue to be used. This will have an economic benefit of supporting local boating vessel owners and their service providers.	Being considered in Stage 3 Viability Assessment	Suggestion incorporated into potential management option. Further assessment is required to determine viability.

Area	Category	Comment	CMP Progression Status	Response
Longreach	Bank Erosion	Severe bank erosion after recent floods. The bank will require extensive bank restoration work using rocks. Erosion will cause issues at the Zoo with the loss of land.	Being considered in Stage 3 Viability Assessment	Suggestion incorporated into potential management option. Further assessment is required to determine viability.
Longreach	Bank Erosion	Severe bank erosion along Longreach Straight, made worst by large wake boarding boats travelling too close to riverbank due to location of buoys. Photo taken in 2019 at this location. A bank restoration management plan is required to use limited bank restoration funds efficiently. Management of boating activities with the exclusion of large wake boarding boats to be considered.	Being considered in Stage 3 Viability Assessment	Suggestion incorporated into potential management option. Further assessment is required to determine viability.
Longreach	Bank Erosion	Bank erosion along 57 Coorong Rd Include Council owned strip of land between 57 Coorong Rd and the Shoalhaven River as a site requiring urgent bank stabilisation and reveg action into the Lower Shoalhaven River CMP.	Being considered in Stage 3 Viability Assessment	Suggestion incorporated into potential management option. Further assessment is required to determine viability.
Longreach	Boating	The sport of wake boarding in sections of the Shoalhaven River causes considerable environmental damage to sensitive riverbank including damage to existing bank remediation work, particularly in the narrower sections of the river. To limit this damage and to monitor the health of the riverbanks, Riverwatch is suggesting that the wake boarding and skiing sports be only allowed upstream from Gypsy Point between mid to low tide. This would also make passive sports more attractive in this area, particularly at high tides. The State Government and Council needs to have a comprehensive management plan in place to control all active and passive activities on the river as the local population grows.	Being considered in Stage 3 Viability Assessment	Suggestion incorporated into potential management option. Further assessment is required to determine viability.
Longreach	Boating	Wakeboard boat wake is eroding banks, swamping boats anchored off beaches and their swimming occupants. It is also causing a loss of habitat for fish. The wakes thrown off these boats are deliberately enormous and are dangerous and destructive. My proposal is to ban any form of tow sports - and the new favourite, wake surfing, technically not a 'tow sport', but an activity designed to throw the biggest wake possible - upstream of Bendeela Jetty. While massive boats designed to create soul crushing wake are anti-social, we all still need to acknowledge that they bring dollars to the area. The large stretch of river between Bendeela and the Bridge has a rockier shoreline than above Longreach, and should be able to handle the boating pressure better. This also allows these boats access to the public facility of Bendeela.	Being considered in Stage 3 Viability Assessment	Suggestion incorporated into potential management option. Further assessment is required to determine viability.
Longreach	Boating	No Powerboats or PWC's As per Nowra creek. Too many near misses with Jet ski's ripping out of it like it's a race track.	Being considered in Stage 3 Viability Assessment	Suggestion incorporated into potential management option. Further assessment is required to determine viability.

Area	Category	Comment	CMP Progression Status	Response
Longreach	Economic	To improve the safety of river users around wharfs due to boat wake, create a 250 metre No Wake Zone around Bangalee Nature Reserve wharf to improve safety. Discuss potential business opportunities for tour boats from Nowra to Reserve.	Being considered in Stage 3 Viability Assessment	Suggestion incorporated into potential management option. Further assessment is required to determine viability.
Nowra / Bomaderry	Bank Erosion	Major bank erosion for at least 100 metres. Loss of between 3 - 5 metres of bank. Mainly attributable to the bridge works happening upstream. The dam built to carry out the works caused all the flood waters to hit the opposite bank. Investigations need to be carried out prior to carrying out future works that may affect properties downstream.	Being considered in Stage 3 Viability Assessment	Suggestion incorporated into potential management option. Further assessment is required to determine viability.
Nowra / Bomaderry	Bank Erosion	The shoreline is slowly eroding and the trees are being undermined. Restoration of this bank is not a major undertaking and could be achieved using a sand sausage and planting some vegetation. Areas can also be restored to allow access to the river for fishing and canoeing. Some restoration work was commenced by Riverwatch in 2021.	Being considered in Stage 3 Viability Assessment	Suggestion incorporated into potential management option. Further assessment is required to determine viability.
Nowra / Bomaderry	Bank Erosion	Major riverbank slippage Needs stabilizing before another flood takes more high ground.	Being considered in Stage 3 Viability Assessment	Suggestion incorporated into potential management option. Further assessment is required to determine viability.
Nowra / Bomaderry	Cultural and Social	This road and area is supposed to be a key part of the Grand Pacific Drive - a key entry point to the Shoalhaven. It has become a heavy industrial eye sore - absolutely atrocious Relocate this heavy industrial development away from this precious area and to a location better suited to heavy industry	Has not progressed past Stage 3 Feasibility Assessment	Relocation of the Bomaderry industrial area is outside of the scope of the CMP. Other actions to address the impact of industrial landuse on the estuary are in scope and included.
Nowra / Bomaderry	Environmental	Seemingly unfettered industrial growth of Manildra along the banks of the Shoalhaven River and floodplains. Unable to find any recording of development applications, environmental assessments nor ongoing water quality and flooding assessments Relocate this development away from the Shoalhaven River and floodplains to an area more appropriate for industrial development. Ensure full transparency of development applications, approvals and environmental impact assessments!!	Has not progressed past Stage 3 Feasibility Assessment	Relocation of the Bomaderry industrial area is outside of the scope of the CMP. Other actions to address the impact of industrial landuse on the estuary are in scope and included. Relevant information regarding the regulation, licenses and approvals associated with the Bomaderry industrial area are available on the NSW Planning Portal and from the NSW Environmental Protection Agency.
Nowra / Bomaderry	Environmental	This area is now also being rapidly heavily industrialised. It is a key part of our local farmland and more importantly essential floodplain land - the very reason why this region has rich agricultural soil. It has not been possible to find environmental assessments, floodplain impact studies etc STOP developing the floodplains and Shoalhaven River bank with heavy industry!! Relocate Manildra to a more appropriate site away from the river and floodplains before its a total waste land	Has not progressed past Stage 3 Feasibility Assessment	Relocation of the Bomaderry industrial area is outside of the scope of the CMP. Other actions to address the impact of industrial landuse on the estuary are in scope and included.
Nowra / Bomaderry	Environmental	Sewerage overflow into Bomaderry Creek from Shoalhaven Water sewer main. Shoalhaven Water to check and repair all their damaged sewer main covers.	Has not progressed past Stage 3 Feasibility Assessment	This issue is best addressed immediately by Shoalwater. Council to pass feedback on to Shoalwater.

Area	Category	Comment	CMP Progression Status	Response
Nowra / Bomaderry	Environmental	No evidence of ongoing water quality checks near/ around Manildra. Water quality checks should be mandatory, regular and made transparently available to the Community	Has not progressed past Stage 3 Feasibility Assessment	This action does not fit within the scope of the CMP, as Manildra is regulated by the EPA. Pollution licenses and environmental impact assessments are publicly available via the EPA.
Nowra / Bomaderry	Environmental	It keeps growing and growing - no apparent DAs, no apparent Environmental checks. Please, please, please stop this disgraceful industrialisation of our beautiful river bank and farming country.	Has not progressed past Stage 3 Feasibility Assessment	Regulation of the Bomaderry industrial area is outside of the scope of the CMP. Other actions to address the impact of industrial landuse on the estuary are in scope and included. Relevant information regarding the regulation, licenses and approvals associated with the Bomaderry industrial area are available on the NSW Planning Portal and from the NSW Environmental Protection Agency.
Nowra / Bomaderry	Environmental	Why does boundary make a sharp move in and away from Manildras waste being dumped in the flood plains and farmlands? There's literally a sharp bend away from it? Either way, why is there no transparency of environmental studies and impacts on this waste treatment. At night it releases a bad smell somewhere between sewerage and sulphur. The flame (& lights from Manildra are now able to be seen from the high point at Gerroa - once an evening sky unpolluted by light over the National Park, now also ruined by this. Please investigate the impacts of these waste dams on the flood plain and farmland. Environmental impacts should be made transparently available to the Community/ public. The night time smell should also be investigated - it spreads a long way. These dams and the burning chimney should be removed along with the rest of this industrial development to somewhere away from the river, floodplain, important farm land, and aesthetic views.	Has not progressed past Stage 3 Feasibility Assessment	Regulation of the Bomaderry industrial area is outside of the scope of the CMP. Other actions to address the impact of industrial landuse on the estuary are in scope and included. Relevant information regarding the regulation, licenses and approvals associated with the Bomaderry industrial area are available on the NSW Planning Portal and from the NSW Environmental Protection Agency.
Nowra / Bomaderry	Environmental	Why does the boundary move so sharply here away from all of Manildras farmland and flood plain waste treatments? There is no transparency of approvals of these, nor visibility to any ongoing environmental impacts Please investigate all of Manildra's waste environmental impacts - effects on river, effects on flood plain, effects on farmland, effects on environmental aesthetics. Stop it's huge growth and impact immediately. Remove the waste treatments, along with the full development to a location that is not so environmentally sensitive, and widely visible.	Has not progressed past Stage 3 Feasibility Assessment	Regulation of the Bomaderry industrial area is outside of the scope of the CMP. Other actions to address the impact of industrial landuse on the estuary are in scope and included. Relevant information regarding the regulation, licenses and approvals associated with the Bomaderry industrial area are available on the NSW Planning Portal and from the NSW Environmental Protection Agency.
Nowra / Bomaderry	Environmental	New shallow sand bank The area downstream of the southern side of the bridge back eddied due to the temporary wall used during the build of the new bridge. With the rain events that occurred during this time a lot of sand from upstream was deposited in the area. Some dredging may be needed out in front of the jetty as it is dangerously shallow and is a hazard for boaters.	Being considered in Stage 3 Viability Assessment	Suggestion incorporated into potential management option. Further assessment is required to determine viability.

Area	Category	Comment	CMP Progression Status	Response
Nowra / Bomaderry	Environmental	<p>Important seagrass lost</p> <p>This area of seagrass on the shallow side of the river was a haven for prawns and small fish.</p> <p>Has been completely lost during the years of the new bridge build.</p> <p>Maybe some rehabilitation work could be considered?</p>	Being considered in Stage 3 Viability Assessment	Suggestion incorporated into potential management option. Further assessment is required to determine viability.
Nowra / Bomaderry	Environmental	<p>Massive carp population</p> <p>Carp have completely infested Nowra Creek. There are thousands of 60cm+ carp in here.</p> <p>They can be targeted effectively in here for eradication, or at least depletion.</p> <p>Important as they eat native fish populations and their food sources. They destroy creek habitat and muddy up the water.</p>	Has not progressed past Stage 3 Feasibility Assessment	This action is best addressed through DPI Fisheries management plans. Feedback from the community has been relayed.
Nowra / Bomaderry	Environmental	<p>2020 Riverwatch Bank Restoration Work</p> <p>Construction of 55 metres of sand sausage and planted 200 lomandras. Pig Island is prone to erosion during floods.</p>	General Comment	Learnings from this example will be applied to bank restoration related actions in the CMP.
Nowra / Bomaderry	Environmental	<p>2012-2022 Riverwatch Bank Restoration Work</p> <p>In 2012, Riverwatch partnered with the Nowra Veteran Golfers Bushcare group to assist with the bank restoration effort. In 2015 a new mangrove nursery was established to replace the Numbaa nursery. Approximately 800 metres of bank has been restored. In the last 6 years, over 4,000 mangroves have been propagated, over 860 mangroves planted and over 390 metres sand sausage has been laid or repaired. Restoration work continues as well as propagating mangroves at the nursery.</p>	General Comment	Learnings from this example will be applied to bank restoration related actions in the CMP.
Orient Point	Boating	<p>This ramp is in very poor condition and is almost unusable at low tide as it slopes badly to the west.</p> <p>The ramp requires replacement as it has reached the end of its design life. The toe of the ramp needs to be armoured well into the water to account for the increasing number of larger vessels which are driving onto trailers rather than being winched.</p>	Being considered in Stage 3 Viability Assessment	Suggestion incorporated into potential management option. Further assessment is required to determine viability.
Shoalhaven Heads	Bank Erosion	<p>I feel like my house is at risk because the council land in front of my house is not being managed adequately.</p> <p>The foreshore of the river need to be preserved. My house is in jeopardy and the lovely shaded grass area where families used to sit while enjoying sheltered safe swimming is disappearing with each East Coast Low.</p>	Being considered in Stage 3 Viability Assessment	Suggestion incorporated into potential management option. Further assessment is required to determine viability.
Shoalhaven Heads	Bank Erosion	<p>Bank has receded to the incline of the bank. Dredging of the channel is needed.</p> <p>This is a major economic attraction to Shoalhaven Heads and walking along this bank is valued by all. Dredging of the channel to move the water out from the bank is needed.</p>	Being considered in Stage 3 Viability Assessment	Suggestion incorporated into potential management option. Further assessment is required to determine viability.

Area	Category	Comment	CMP Progression Status	Response
Shoalhaven Heads	Bank Erosion	River edge is eroding Sand scraping to maintain the edge is required	Being considered in Stage 3 Viability Assessment	Suggestion incorporated into potential management option. Further assessment is required to determine viability.
Shoalhaven Heads	Bank Erosion	Stormwater drainage is unsafe and unhygienic and caused corrosion of the bank area Area is dirty. Banks look unsafe. Landscaping and proper filtering of storm water needs to be addressed Banks and corrosion rectified Cleaning of areas required regularly	Being considered in Stage 3 Viability Assessment	Suggestion incorporated into potential management option. Further assessment is required to determine viability.
Shoalhaven Heads	Bank Erosion	Improve drainage to beach Improve drainage to beach to prevent beach erosion and to increase usability of the beach	Being considered in Stage 3 Viability Assessment	Suggestion incorporated into potential management option. Further assessment is required to determine viability.
Shoalhaven Heads	Bank Erosion	Entire River Road foreshore has severe erosion occurring at an accelerated rate. No natural sand accretion occurs along the foreshore. This is mainly due the man-made channel dredged over 40 years to build up the land for the development of the Holiday Haven caravan park. The attached photo taken from the Bombie car park 35 years ago shows the level of erosion from then till now. Dredge sand from sandbar to bring sand across to restore foreshore. Move the channel to the southern side of sand bar. This will allow for natural accretion of sand along the foreshore; and direct flood water towards the Entrance via one channel, opposed to splitting the force of water between two channels (one along River Road and the other in main estuary).	Being considered in Stage 3 Viability Assessment	Suggestion incorporated into potential management option. Further assessment is required to determine viability.
Shoalhaven Heads	Bank Erosion	Footpath undermined by erosion Beach nourishment is needed via dredging	Has not progressed past Stage 3 Feasibility Assessment	Council has recently addressed this issue. Planned follow up actions include monitoring and maintenance of the existing works.
Shoalhaven Heads	Bank Erosion	Stormwater outlets are poorly positioned. They cause erosion and limit river beach access Extend the outlets into the channel	Being considered in Stage 3 Viability Assessment	Suggestion incorporated into potential management option. Further assessment is required to determine viability.
Shoalhaven Heads	Bank Erosion	Huge amount of river bank erosion. Trees lost in recent floods have fallen over and not much stabilising the river banks all along the river. Just a matter of time until houses slip into the river. Serious evaluation by an educated person in coastal stabilisation is needed.	Being considered in Stage 3 Viability Assessment	Suggestion incorporated into potential management option. Further assessment is required to determine viability.
Shoalhaven Heads	Bank Erosion	Riverbank erosion needs URGENT attention Move debris from sand to toe of bank as temporary alleviation - then more permanent fix.	Being considered in Stage 3 Viability Assessment	Suggestion incorporated into potential management option. Further assessment is required to determine viability.
Shoalhaven Heads	Bank Erosion	Erosion along this stretch of the bank is accelerating at an alarming rate. If not addressed urgently the outcome will be similar to that of the area in front of the hotel - i.e.. requiring major fortification with consequential cost and environmental impact. Sand nourishment, ideally from dredging.	Being considered in Stage 3 Viability Assessment	Suggestion incorporated into potential management option. Further assessment is required to determine viability.

Area	Category	Comment	CMP Progression Status	Response
Shoalhaven Heads	Boating	Renovate/update boating ramp at Wharf St This ramp is in very poor condition and dangerous	Being considered in Stage 3 Viability Assessment	Suggestion incorporated into potential management option. Further assessment is required to determine viability.
Shoalhaven Heads	Boating	Replacement of unserviceable boat ramp This boat ramp in wharf road is DANGEROUS and unserviceable. It does not comply with any present standards for safe boat ramps and boating safety.	Being considered in Stage 3 Viability Assessment	Suggestion incorporated into potential management option. Further assessment is required to determine viability.
Shoalhaven Heads	Boating	Channel is shallow dredging needed. Channel is almost non-navigable at low tide. Dredging urgently required to restore access to boating ramp and jetty as well as a source of sand to nourish the beach and cover the rock wall.	Being considered in Stage 3 Viability Assessment	Suggestion incorporated into potential management option. Further assessment is required to determine viability.
Shoalhaven Heads	Boating	This ramp is dangerous and requires urgent repair The minimum requirement to this dangerous ramp is the concrete pad replacing	Being considered in Stage 3 Viability Assessment	Suggestion incorporated into potential management option. Further assessment is required to determine viability.
Shoalhaven Heads	Boating	Move boat ramp with consideration to dredging, erosion and channel management. Consider level of boating encouraged to lower reaches given erosion, water quality and associated infrastructure boating facilities available within township. Consider a regional boat ramp outside of Shoalhaven Heads township on main part of river.	Being considered in Stage 3 Viability Assessment	Suggestion incorporated into potential management option. Further assessment is required to determine viability.
Shoalhaven Heads	Boating	Channel is becoming more narrow and increasingly shallow The channel from River Rd boat ramp to Carters Corner is becoming more and more narrow and increasingly shallow.	Being considered in Stage 3 Viability Assessment	Suggestion incorporated into potential management option. Further assessment is required to determine viability.
Shoalhaven Heads	Boating	The Wharf Rd boat ramp is not safe to use. The Wharf Rd boat ramp is broken off at the toe and has steel reo bar protruding from the ramp surface where the concrete is broken away. The ramp surface is slippery. The degradation of this council owned asset has made it un useable.	Being considered in Stage 3 Viability Assessment	Suggestion incorporated into potential management option. Further assessment is required to determine viability.
Shoalhaven Heads	Boating	The boat ramp is in desperate need of upgrade every year there is more and more people using it. Its currently not very safe at night with terrible parking. New 2 lane ramp with floating pontoon. Upgrade trailer parking area new asphalt and line marking and toilet facilities.	Being considered in Stage 3 Viability Assessment	Suggestion incorporated into potential management option. Further assessment is required to determine viability.
Shoalhaven Heads	Boating	The Wharf Rd boat ramp is UNSAFE! The ramp is currently unsafe and requires upgrading. Ramp is broken off at the toe and needs replacing. There are no pontoons so it is difficult to use. Ramp is dilapidated, quite slippery and frankly dangerous to use. Does it even comply with current Standards & Regulations?	Being considered in Stage 3 Viability Assessment	Suggestion incorporated into potential management option. Further assessment is required to determine viability.

Area	Category	Comment	CMP Progression Status	Response
Shoalhaven Heads	Boating	The newly lengthened ramp requires a stone wall to the western side to minimise sand flow onto the ramp when the river is open. It creates issues for launching larger fishing boats and those who are required to bury their trailer to float boats off. A similar solution as to what is currently in use in at Basin View and Sanctuary Point Boat ramps in St Georges Basin.	Being considered in Stage 3 Viability Assessment	Suggestion incorporated into potential management option. Further assessment is required to determine viability.
Shoalhaven Heads	Boating	Parking area requires more road base to assist in surface drainage rather than the up and down grassed area which contains large pools of water. Add road base to create a crowned area for easier parking	Being considered in Stage 3 Viability Assessment	Suggestion incorporated into potential management option. Further assessment is required to determine viability.
Shoalhaven Heads	Boating	This ramp, probably our main ramp, is past its life. The ramp profile is an S-Shape which flattens as you get further into the water. A design is already approved ! Get it built. Just fix it	Being considered in Stage 3 Viability Assessment	Suggestion incorporated into potential management option. Further assessment is required to determine viability.
Shoalhaven Heads	Boating	This boat ramp is UNSAFE and not usable for many of our residents. For older aged residents it is simply dangerous for them to use. An upgrade and pontoons to allow easy access would be a huge advantage to everyone.	Being considered in Stage 3 Viability Assessment	Suggestion incorporated into potential management option. Further assessment is required to determine viability.
Shoalhaven Heads	Boating	Boat ramp has too much sand on ramp and unable to load boat properly. Needs two lane ramp and designated parking for boat trailers as over flow from caravan park uses this area Need to mark out boat parking spots for trailers only	Being considered in Stage 3 Viability Assessment	Suggestion incorporated into potential management option. Further assessment is required to determine viability.
Shoalhaven Heads	Boating	Needs to make the ramp longer. Sharp steel exposed and dangerous to boat trailers Install a 2 lane boat ramp which goes out deeper	Being considered in Stage 3 Viability Assessment	Suggestion incorporated into potential management option. Further assessment is required to determine viability.
Shoalhaven Heads	Boating	The facility is in beyond end of life condition and needs to be upgraded The ramp needs pontoon facilities in order for people including the elderly and disabled to safely embark and disembark boats The ramp is broken away at the toe and a significant drop off exists which damages trailers	Being considered in Stage 3 Viability Assessment	Suggestion incorporated into potential management option. Further assessment is required to determine viability.
Shoalhaven Heads	Boating	The Wharf Road boat ramp has become a hazard to both Craft and Personnel, the Concrete has failed and Reinforcing Steel is exposed. Having worked in the Reinforcing Steel industry for the last 40 years I can assure you removing the old ramp and building a new one is the most appropriate and cost-efficient way to rectify this issue.	Being considered in Stage 3 Viability Assessment	Suggestion incorporated into potential management option. Further assessment is required to determine viability.

Area	Category	Comment	CMP Progression Status	Response
Shoalhaven Heads	Boating	<p>This ramp is in a terrible state of disrepair. There has been no significant works done on it since the late 1980's</p> <p>The ramp is in poor condition, with the edges cracked and steel bars showing in some places. There is no area to load or unload your boat once launched.</p> <p>There is no where for commercial tourist vessels to pick up or unload passengers. The wharf at Carters Corner has approximately 1 meter of water outside it at low tide.</p> <p>The channel to the Caravan park ramp is also approximately 1 meter deep. Using these options as a commercial vessel to pick up tourists is a poor option as the motors pick up mud in the seawater intakes, which flows through the motors.</p> <p>The Wharf Rd upgrade is the only way Shoalhaven Heads can have any type of serious tourist movement on the river.</p>	Being considered in Stage 3 Viability Assessment	Suggestion incorporated into potential management option. Further assessment is required to determine viability.
Shoalhaven Heads	Boating	<p>This facility is in need of an upgrade as the current ramp is dilapidated and has collapsed at the end.</p> <p>Renew the boat ramp and at a wharf for safe boarding and alighting.</p>	Being considered in Stage 3 Viability Assessment	Suggestion incorporated into potential management option. Further assessment is required to determine viability.
Shoalhaven Heads	Coastal and Tidal Flooding	<p>Flooding of Shoalhaven Heads and erosion of banks of river</p> <p>A dynamic management plan for the operation of the opening of the heads when required to minimise flooding. Dredging of the navigational channel to the boat ramp and up to the berm.</p>	Being considered in Stage 3 Viability Assessment	Suggestion incorporated into potential management option. Further assessment is required to determine viability.
Shoalhaven Heads	Coastal and Tidal Flooding	<p>Quicker response from council to avoid flooding in low lying areas.</p> <p>Quicker response from council in opening the entrance to avoid flooding of our properties. This can be avoided if the river mouth is opened sooner instead of waiting until our properties have flooded before doing so.</p>	Being considered in Stage 3 Viability Assessment	An initial review of the entrance management policy was undertaken as part of Stage 2. Findings and recommendations from that review have been included as potential options in the CMP. Further review of the entrance management policy, including consideration of alternative trigger levels and opening approaches is assessed in the Floodplain Risk Management Plan.
Shoalhaven Heads	Coastal and Tidal Flooding	<p>A channel is needed to direct the water through the entrance. At the moment the area of the entrance is like a weir with no channel.</p> <p>Regular maintenance to ensure safety, water quality and recreation is needed.</p>	Being considered in Stage 3 Viability Assessment	Suggestion incorporated into potential management option. Further assessment is required to determine viability.
Shoalhaven Heads	Coastal and Tidal Flooding	<p>A more flexible Entrance Management plan</p> <p>A more flexible Entrance Management plan is required to enable mechanical openings to be made at the Heads to mitigate the severity of flooding within the village</p>	Being considered in Stage 3 Viability Assessment	An initial review of the entrance management policy was undertaken as part of Stage 2. Findings and recommendations from that review have been included as potential options in the CMP. Further review of the entrance management policy, including consideration of alternative trigger levels and opening approaches is assessed in the Floodplain Risk Management Plan.

Area	Category	Comment	CMP Progression Status	Response
Shoalhaven Heads	Coastal and Tidal Flooding	<p>This marker should be further up drainage canal towards the sewerage treatment works. Drainage Canal requires remediation. The drain can no longer effectively mitigate water as a result of urban and rural development. The drain was poorly designed at its conception. Why does the boundary for the coastal management plan not include coastal wetlands? E.g. Coomonderry Swamp. It is important to note that run off from Coolangatta Mountain to Moeyen Hill to Beach Road drains back towards Shoalhaven Heads into this drain and into Berry's Bay.</p> <p>An alternative outlet from the sewerage treatment works via the golf course/national park easement to mitigate flood water via pipes to 7 mile beach would alleviate flooding within the township. This pipes would only be in use in excessive wet periods, as we are currently experiencing.</p>	Outside of the CMP Scope - not assessed	<p>In response to this comment and others, the CMP boundary has been expanded to include the Coomonderry Swamp coastal wetlands and the drainage canal.</p> <p>However, this action relates to catchment flooding and drainage, it is outside of the scope of the CMP and is better addressed through the Floodplain Risk Management Plan or sewerage asset plans. This issue has been passed to the floodplain management team for consideration in the FPRMP.</p>
Shoalhaven Heads	Coastal and Tidal Flooding	<p>Shoalhaven Heads Entrance needs to be maintained for flood mitigation purposes. The recent flood study modelling indicated a flood level of 4m AHD in Shoalhaven Heads for a 1% or less flood event. This is probable if a low dry notch is not maintained and 3 meter + high dune system is allowed to extend across the Entrance area.</p> <p>Maintain an effective Entrance Management Plan. Prioritise and manage the impact of flood mitigation and nesting shore birds.</p>	Being considered in Stage 3 Viability Assessment	<p>An initial review of the entrance management policy was undertaken as part of Stage 2. Findings and recommendations from that review have been included as potential options in the CMP. Further review of the entrance management policy, including consideration of alternative trigger levels and opening approaches is assessed in the Floodplain Risk Management Plan.</p>
Shoalhaven Heads	Coastal and Tidal Flooding	<p>The boundary for adding pins does not include Coomonderry Swamp and the flood mitigation drain that causes flooding in Shoalhaven Heads.</p> <p>Coomonderry Swamp has a massive catchment which then flows into Shoalhaven Heads. This is a cause of major flooding. So Coomonderry Swamp must be included within the boundary on this map and in all flood studies.</p>	General Comment	<p>In response to this comment and others, the CMP boundary has been expanded to include the Coomonderry Swamp coastal wetlands and the drainage canal.</p> <p>There are several actions relate to the management of the drainage channel including those related to asset maintenance. However, it is noted that flood risk is more appropriately addressed through Council's Floodplain Risk Management Plans not its CMPs.</p>
Shoalhaven Heads	Coastal and Tidal Flooding	<p>A trench has been dug into the bank now resulting in very early inundation of our property and residence during flood events. Flood waters rise significantly faster on our property now and with every subsequent hightide thereafter until the flood has subsided.</p> <p>Perhaps a flood gate would mitigate this issue.</p>	Outside of the CMP Scope - not assessed	<p>As this action is related to catchment flooding and drainage, it is outside of the scope of the CMP and is better addressed through the Floodplain Risk Management Plan. This issue has been passed to the floodplain management team for consideration in the FPRMP.</p>
Shoalhaven Heads	Coastal and Tidal Flooding	<p>Persistent flooding. Heads need to be open to flush the river in a normal river/ocean system. Why is this occurring? The historic human interference of river ways upstream?</p> <p>Professional evaluation is needed of the ENTIRE river SYSTEM! It is unhealthy and doesn't seem to be improving due to ad hoc measures.</p>	Being considered in Stage 3 Viability Assessment	<p>Suggestion incorporated into potential management options related to entrance management. Broader flooding related impacts are being addressed through the floodplain management framework.</p>
Shoalhaven Heads	Coastal and Tidal Flooding	<p>I have a question. Is Shoalhaven City Council going to remove all the debris that has washed up along the river from the last flooding, especially at the public jetty at Carters Reserve. The timber laying around could also be a danger for someone to trip over.</p> <p>Removal of the timber debris along the Shoalhaven River shore at Carters Reserve area.</p>	Being considered in Stage 3 Viability Assessment	<p>Suggestion incorporated into potential management option. Further assessment is required to determine viability.</p>
Shoalhaven Heads	Coastal and Tidal Flooding	<p>The silts in this area are not being scoured each flood.</p> <p>Sand pump dredging may be an answer</p>	Has not progressed past Stage 3 Feasibility Assessment	<p>Entrance opening is currently used by Council to assist in managing the impacts of flooding. The entrance opening procedure are being reviewed as part of this CMP and in the Floodplain Risk Management Study.</p>

Area	Category	Comment	CMP Progression Status	Response
Shoalhaven Heads	Coastal and Tidal Flooding	Maintain the river opening Mechanically open the river twice a year even in dry years this may need the use of a dredge	Has not progressed past Stage 3 Feasibility Assessment	Entrance opening is currently used by Council to assist in managing the impacts of flooding. The entrance opening procedure are being reviewed as part of this CMP and in the Floodplain Risk Management Study.
Shoalhaven Heads	Coastal and Tidal Flooding	Essential to open the river at the Heads BEFORE a predicted flood event actually occurs rather than waiting for weather conditions get too bad to use the excavators This action will minimise major flooding of the river from Nowra Bridge to the Heads	Being considered in Stage 3 Viability Assessment	An initial review of the entrance management policy was undertaken as part of Stage 2. Findings and recommendations from that review have been included as potential options in the CMP. Further review of the entrance management policy, including consideration of alternative trigger levels and opening approaches is assessed in the Floodplain Risk Management Plan.
Shoalhaven Heads	Coastal and Tidal Flooding	The facility is in beyond end of life condition and needs to be upgraded The ramp needs pontoon facilities in order for people including the elderly and disabled to safely embark and disembark boats The ramp is broken away at the toe and a significant drop off exists which damages trailers The community is unable to safely use this ramp facility due to it's dilapidated condition	Being considered in Stage 3 Viability Assessment	Suggestion incorporated into potential management option. Further assessment is required to determine viability.
Shoalhaven Heads	Coastal and Tidal Flooding	Create a deeper area here with a shorter link to the ocean for ease of breaking through in times of heavy rain. This will assist in reducing erosion along the developed northern shoreline and assist with direct flow to sea.	Being considered in Stage 3 Viability Assessment	Suggestion incorporated into potential management option. Further assessment is required to determine viability.
Shoalhaven Heads	Coastal and Tidal Flooding	This drain is clearly a source of flooding due to the community having grown a lot larger than the drain was originally designed to deal with. The problem is also compounded by the drains cross sectional area being drastically reduced due to being choked with vegetation. During a recent rainfall event, the paddock at the corner of Bolong and Shoalhaven Heads Rd's was flooded and unable to drain for months. An urgent study of the situation clearly needs to be initiated to ascertain if the current drain is fit for purpose followed by vegetation removal.	Being considered in Stage 3 Viability Assessment	Suggestion incorporated into potential management option relating to maintenance of the drain. The elements of this action related to catchment flooding and drainage are outside of the scope of the CMP and is better addressed through the Floodplain Risk Management Plan. This issue has been passed to the floodplain management team for consideration in the FPRMP.
Shoalhaven Heads	Cultural and Social	This area is frequently visited by disability and elderly home groups. It is one of the few areas where these groups can access the riverfront. This area should be designated an "equal access" park and the area receive increased attention to riverfront condition.	Being considered in Stage 3 Viability Assessment	Suggestion incorporated into potential management option. Further assessment is required to determine viability.
Shoalhaven Heads	Cultural and Social	This is an opportunity to put bird watching platforms from this area. A wharf or platform and poles for pelicans would be an enhancement opportunity	Being considered in Stage 3 Viability Assessment	Suggestion incorporated into potential management option. Further assessment is required to determine viability.
Shoalhaven Heads	Economic	These beach access and walkways require upgrade to equal access paths Boardwalks to and between the carparks needed.	Outside of the CMP Scope - not assessed	Outside study area of this CMP, but beach access has been considered in the Open Coast and Jervis Bay CMP, which is available from Council's website.

Area	Category	Comment	CMP Progression Status	Response
Shoalhaven Heads	Economic	Poor water quality from urban and rural development and excessive fresh water inputs impacting oyster industry. Improved drainage network, protect wetlands to assist natural filtration systems, better manage sewerage treatment outlets, enforce no discharge zones and provide pump out amenities for boaters. Educate boaters on using chemical to clean and maintain boats. Work with Local Land Service to educate landowners on soil retention, use of fertilisers and run off impact to estuaries and water ways.	Being considered in Stage 3 Viability Assessment	Suggestion incorporated into potential management option. Further assessment is required to determine viability.
Shoalhaven Heads	Economic	Access to the riverfront is vital for the village of Shoalhaven heads economic viability. Addition of dry sand to replace lost sand and the removal of flood debris	Being considered in Stage 3 Viability Assessment	Suggestion incorporated into potential management option. Further assessment is required to determine viability.
Shoalhaven Heads	Environmental	This flood mitigation drain is being allowed to meander and erode the river edge. No maintenance is being done to repair the site. Frequent attention to sand scrape the sand fans to replenish the beach and reshape the discharge is needed.	Being considered in Stage 3 Viability Assessment	Suggestion incorporated into potential management option. Further assessment is required to determine viability.
Shoalhaven Heads	Environmental	The flood mitigation drainage system is no longer providing an effective way for the water to discharge from Coomonderry Swamp and the paddocks behind Shoalhaven Heads. This needs a full and wide review taking into account climate change and sea level rise.	Being considered in Stage 3 Viability Assessment	Suggestion incorporated into potential management option. There are several actions relate to the management of the drainage channel including those related to asset maintenance. These focus on environmental issues and sea level rise. However, it is noted that flood risk is more appropriately addressed through Council's Floodplain Risk Management Plans not its CMPs. This issue has been passed to the floodplain management team for consideration in the FPRMP.
Shoalhaven Heads	Environmental	Coastal swamp which needs rehabilitation. A drain to reduce the level of the water some years back. Level of swamp should be lowered to hold water as it did before the drain.	Being considered in Stage 3 Viability Assessment	In response to this comment and others, the CMP boundary has been expanded to include the Coomonderry Swamp coastal wetlands and the drainage canal. There are several actions relate to the management of the drainage channel including those related to asset maintenance. These focus on environmental issues and sea level rise
Shoalhaven Heads	Environmental	The stormwater drains are unsatisfactory In accordance with professional advise these drains should be discharging into the channel not on the sandy bank.	Being considered in Stage 3 Viability Assessment	Suggestion incorporated into potential management option. Further assessment is required to determine viability.
Shoalhaven Heads	Environmental	Flood drainage not working Existing drains along the rear of Jerry Bailey Rd have been infilled by residents which has prevented effective drainage up and down Jerry Bailey Rd and contributes to flooding.	Being considered in Stage 3 Viability Assessment	Suggestion incorporated into potential management option. Further assessment is required to determine viability.
Shoalhaven Heads	Environmental	Drainage is over grown and not effective at draining Hay Ave.	Being considered in Stage 3 Viability Assessment	Suggestion incorporated into potential management option. Further assessment is required to determine viability.
Shoalhaven Heads	Environmental	The welfare of our nesting shorebirds needs to be put as a priority in considering any action at this important breeding site. This includes whether to open the mouth of the river or not. Talk to Birdlife Shoalhaven or the South Coast Shorebird Recovery team before any actions or decisions are taken at this site.	General Comment	Considered in CMP development

Area	Category	Comment	CMP Progression Status	Response
Shoalhaven Heads	Environmental	<p>Outdated drainage network requires remediation. The floodgates release black dead water resulting in poor water quality in Berry's Bay and Shoalhaven Heads Estuary.</p> <p>Studies have identified it takes 3 weeks of tidal flushing for water quality to return to 'good condition' following a rain event, with a closed Entrance at Shoalhaven Heads.</p> <p>A weir system should be considered to re-oxygenate water and improve water quality.</p> <p>Limit the amount of fresh water able to enter the system, assess the impact to biodiversity.</p> <p>Develop alternative drainage systems or limit development that drain into areas with limited tidal exchange.</p>	Being considered in Stage 3 Viability Assessment	Suggestion incorporated into potential management option. Further assessment is required to determine viability.
Shoalhaven Heads	Environmental	<p>For the purpose of water quality and maintaining the biodiversity within the estuary, the length of time the Entrance is open following a flood event should be prolonged.</p> <p>Poor water quality and extended fresh water periods impacts the biodiversity of species found within the estuary.</p> <p>Ensuring the dry notch and any mechanical intervention to open the entrance during a flood is as far south as possible. Given the Entrance spreads to the north and the long shore sand drift of sand that closes the Entrance comes from the North, having the Entrance open as near to Comerong Island as possible will help prolong the length of time the Entrance stays open.</p> <p>A targeted dredging programme to provide one deep channel for the thalweg of water to follow towards the Entrance will help scour sand from within the estuary.</p> <p>This will also assist with coastal beach erosion along seven mile beach, as more sand will be returned the system. See RC Carvalho 2018 - Sediment Budget Study</p>	Being considered in Stage 3 Viability Assessment	An initial review of the entrance management policy was undertaken as part of Stage 2. Findings and recommendations from that review have been included as potential options in the CMP. Further review of the entrance management policy, including consideration of alternative trigger levels and opening approaches is assessed in the Floodplain Risk Management Plan. An updated water quality monitoring program is also included in the list of potential management options.
Shoalhaven Heads	Environmental	<p>Fresh water from Coomonderry Swamp and sewerage overflows from Shoalhaven Heads Sewerage plant all flow into Berry's bay along this drain.</p> <p>Shoalhaven Water to address sewerage spill issues and Council to investigate Coomonderry swamp overflows.</p>	Has not progressed past Stage 3 Feasibility Assessment	The issue arising from the sewerage plant is best addressed by Shoalwater, and Council has passed feedback on to Shoalwater. There are several action relating to sewage pollution and water quality included in the list of potential management options.
Shoalhaven Heads	Environmental	<p>This area is used by critically endangered migratory shorebirds over summer as feeding stations. Dredging the river would ruin the food sources</p> <p>Do not dredge the river or try to establish a permanent opening</p>	General Comment	Incorporated into CMP development
Shoalhaven Heads	Environmental	<p>Effluent, rubbish, smelly. Sludge on the river bottom. Many children swim in this area and it is a health hazard.</p> <p>Smelly and polluting waste coming out of drainage pipe.</p>	Being considered in Stage 3 Viability Assessment	Suggestion incorporated into potential management option. Further assessment is required to determine viability.
Shoalhaven Heads	Environmental	<p>Creek flooding causing significant erosion. Will impact on housing and roads soon causing collapse.</p> <p>See previous re: professionals</p>	Being considered in Stage 3 Viability Assessment	Suggestion incorporated into potential management option. Further assessment is required to determine viability.

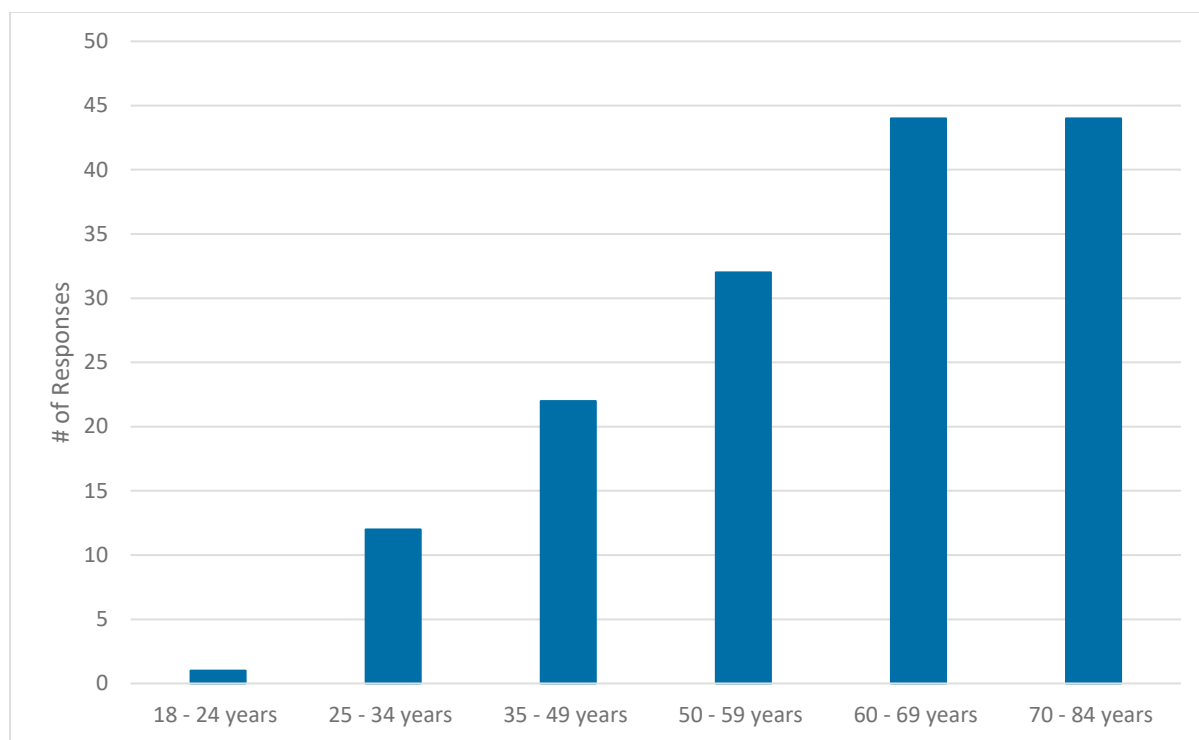
Area	Category	Comment	CMP Progression Status	Response
Shoalhaven Heads	Environmental	The excess building material from building the rock wall is a detriment to this natural area. The contractor should have been made to clear the site of excess material.	Outside of the CMP Scope - not assessed	This issue is best addressed through Council's assets team, and is outside the scope of the CMP. It has been passed on to this team to be dealt with accordingly.
Shoalhaven Heads	Environmental	Remove this flood gate, clean out and maintain the channel all the way to Bolong/Gerroa rd so that the swamp can drain	Being considered in Stage 3 Viability Assessment	Suggestion incorporated into potential management option. Further assessment is required to determine viability.
Shoalhaven Heads	Environmental	Migratory shorebirds must be protected in this area. This area, and all the flats along the river bank, are the destination for shorebirds from the top of the northern hemisphere. We owe it to them to give them a safe nesting ground.	Being considered in Stage 3 Viability Assessment	Suggestion incorporated into potential management option. Further assessment is required to determine viability.
Shoalhaven Heads	Environmental	Besides the flooding issues, the drain is a source of poor water quality within the estuary due to the unrestricted stormwater from urban development being discharged directly into the drain. There has also been documented sewerage overflows from the Shoal Water Sewerage Treatment Plant. Adding water quality infrastructure such as GPT's would certainly help. Possibly including a wetland somewhere appropriate in the system would also help to filter the stormwater.	Being considered in Stage 3 Viability Assessment	Suggestion incorporated into potential management option. Further assessment is required to determine viability.
Shoalhaven Heads	Recreation (other than boating)	This used to be a beautiful place to sit and relax while families played in gentle water in the shade. The embankment is now eroded away, it is undermined and slumping in places and the trees do not look safe. Please save the small remaining amount before it's gone forever. It's very special to have shaded grass so close to the water's edge. Such a shame for families and the elderly to lose this. Preserve the foreshore and create better access to rivers edge for strollers and wheelchairs.	Being considered in Stage 3 Viability Assessment	Suggestion incorporated into potential management option. Further assessment is required to determine viability.
Shoalhaven Heads	Recreation (other than boating)	This area is critical to the residents and visitors to access the river front for safe water play for children and others. It needs to be maintained as public space. The area needs to be kept available for water recreation, this means free of mangroves and maintained as public space with fresh sand as needed. In addition dredging to maintain reasonable water level	Being considered in Stage 3 Viability Assessment	Suggestion incorporated into potential management option. Further assessment is required to determine viability.
Shoalhaven Heads	Recreation (other than boating)	Stormwater drainage is unhygienic Bank is not safe People swim and play and fish in this area Rectify stormwater drainage Rectify bank erosion Provide cleaning of the area	Being considered in Stage 3 Viability Assessment	Suggestion incorporated into potential management option. Further assessment is required to determine viability.

Area	Category	Comment	CMP Progression Status	Response
Shoalhaven Heads	Recreation (other than boating)	<p>After maintaining this area for 15 years so that the local community and tourist could enjoy this only area along the river front with a shallow sandy foreshore so that children could play in safety and at no cost or thanks from the council, I find that I can't carry out this work any longer. After talking to the Council Officers they agreed to carry out this work, mowing whipper snipping and replacement of the open asbestos drain. and continue on with the rock wall to this drain with walkways to the beach area every so often , and back filling all the eroded banks, to the original condition, but now the new environment engineer has stated nothing is going done. WHY NOT</p> <p>The area is now a disgrace to the Shoalhaven City Council with the new stormwater drainage beside the stairway and the great wall of China (that the engineer said wasn't necessary and a complete waste of money) WHY can't the HEADS have RIVERSIDE MAINTENANCE AS GREENWELL POINT, HUSKINSON, SUSSEX INLET area to name a few glaring examples , and have mowed and cut edges pruned suitable trees to showcase this beautiful natural area as it is the entrance to the SHOALHAVEN AREA and why tourist come to this area to enjoy and help keep the commercial areas alive. All of this has been conveyed to the Council on Numerous Occasions with no responses</p>	Being considered in Stage 3 Viability Assessment	Suggestion incorporated into potential management option. Further assessment is required to determine viability.
Shoalhaven Heads	Recreation (other than boating)	<p>The beach area along River Road is one of Shoalhaven Heads biggest tourist attractions. It needs to have improved water quality and needs to be free of mangroves to allow access to tourists and locals alike.</p> <p>There is a current Fisheries Permit obtained by Council that needs to be extended as part of the CMP process.</p> <p>Also investigations into methods of improving water quality is imperative to maintain essential tourism.</p>	Being considered in Stage 3 Viability Assessment	Suggestion incorporated into potential management option. Further assessment is required to determine viability.
Shoalhaven Heads	Recreation (other than boating)	<p>Surf is inconsistent</p> <p>Maintaining an open river mouth would provide more consistent banks for better surf.</p>	Has not progressed past Stage 3 Feasibility Assessment	<p>This action is considered unfeasible as it would have severe and widespread impacts on the entire Shoalhaven River system which has been gradually adapting to the excavation and widening of Berry's Canal since its construction in 1822.</p> <p>It is acknowledged that the natural opening of the system was originally at Shoalhaven Heads and that the Crookhaven was a separate system under the vast majority of historical conditions. However, over the past 200 years, the Shoalhaven region has been developed in line with current reality of the system. This includes floodplain management, ecological equilibrium and conservation, and land and waterway use patterns.</p> <p>While there are always opportunities to improve the outlook and management of the region (a goal of the CMP), implementing a drastic action such as permanently opening the river at Shoalhaven Heads would have widespread, complex, and unpredictable consequences. However, more effective temporary entrance opening management is being considered during the CMP and in the Floodplain Risk Management Study.</p> <p>Similar recent endeavours around NSW such as the training of Lake Illawarra entrance demonstrate the range of impacts that might occur including: alteration of tidal and flow regimes; widespread ecological transition and destruction of valuable estuarine habitat; dramatic changes in sedimentation and erosion trends which threaten navigation and foreshore development. In a system such as the Shoalhaven, other factors that would potentially be impacted by such an action include the exposure of Acid Sulfate Soils, changes to groundwater regimes and flood impacts.</p> <p>The CMP process aims to address the broader management issues in a holistic and sustainable way, rather than a massive and system-altering approach.</p>

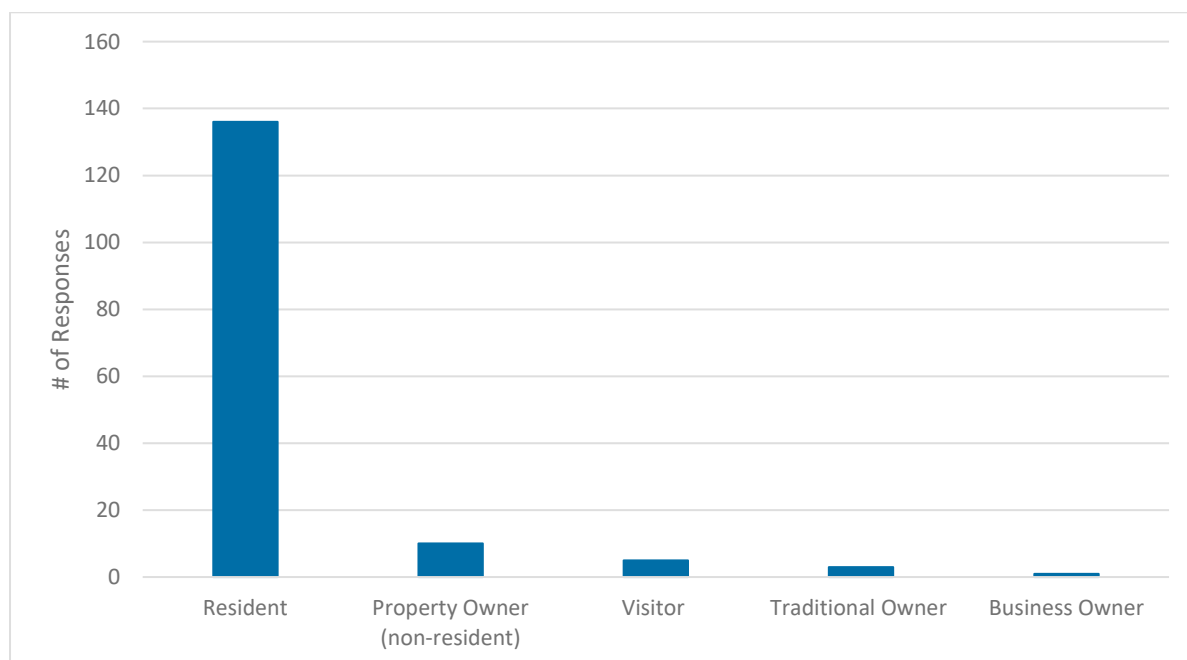
Area	Category	Comment	CMP Progression Status	Response
Shoalhaven Heads	Recreation (other than boating)	Beach is no longer very attractive place to swim or play Needs to be kept clean so it can be returned to what it used to be. My children and I used to come here often.	General Comment	Incorporated into CMP development
Shoalhaven Heads	Recreation (other than boating)	Sea Doos constant use during holiday times impacted the passive recreation along river foreshores. Noise, agitation of the water, made swimming and peaceful recreation very unpleasant. Ban sea doo use of the water alongside this area.	Being considered in Stage 3 Viability Assessment	Suggestion incorporated into potential management option. Further assessment is required to determine viability.

Attachment B – Summary of Responses

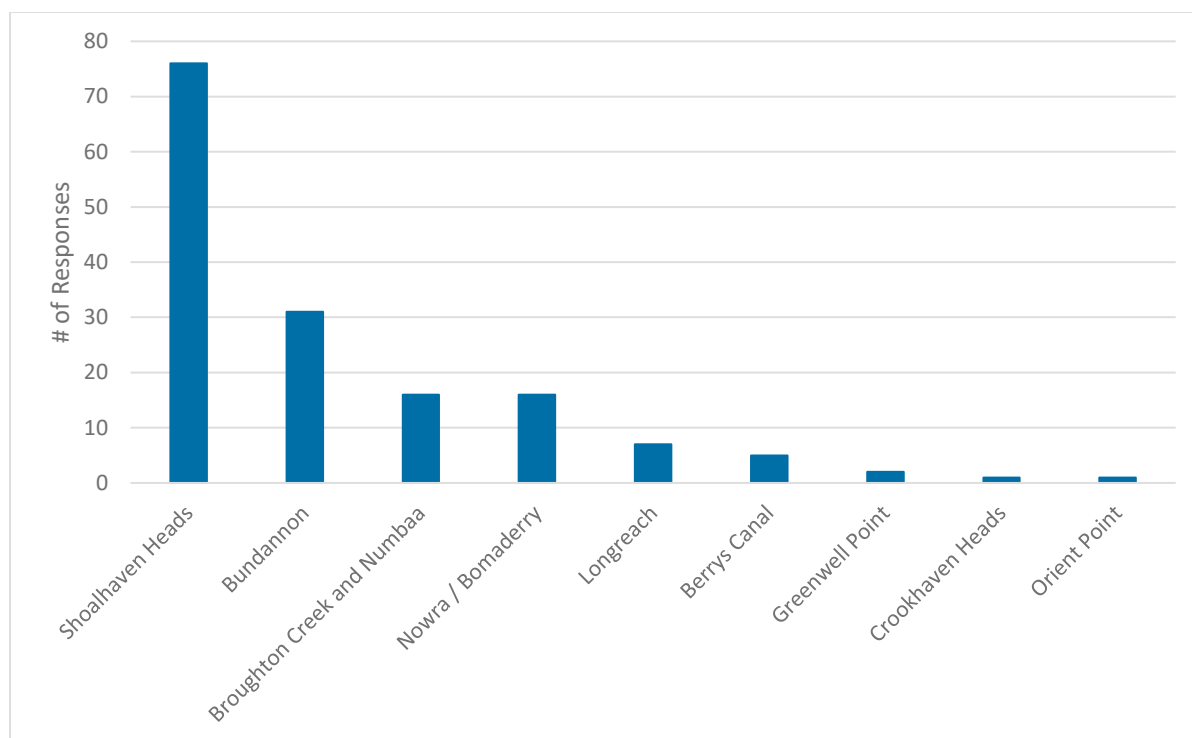
Demographics of Respondents



Connection to Study Area



Area of Interest



Category of Issue Raised

