

MBRC Infrastructure Planning Department
NEWPORT WATERWAYS ADVISORY GROUP

Draft **MINUTES**

Thursday 17 March 2022 – 3.05pm

Meeting held at Flinders/Oxley Meeting Room, Council Offices, Redcliffe

Attendees:	Terry Moore	TM	Newport Waterways Property Owners Association Inc
	Joshua Kindred	JK	Representative of Newport Marina
	Jacob Hunter	JH	Stockland, Development Manager & Body Corporate Chairperson (<i>via MS Teams</i>)
	Matt Rose	MR	Newport Body Corporate (Stockland Development) (<i>via MS Teams</i>)
	Allan Charteris	AC	MBRC, Drainage, Waterways and Coastal Planning Manager - Chair
	Jared Stewart	JS	MBRC, Coordinator - Coastal Infrastructure Engineering
	Jeremy Trotman	JT	MBRC, Senior Canals Planning Officer

Apologies: Sandra Ruck, MBRC, Councillor for Division 5
 David Clair, formerly NWPOA

Purpose of Meeting (Ref. Section 3 - NWAG Terms of Reference)

- To provide a consultative mechanism between the Council and canal frontage residents of Newport Waterways in relation to the management and maintenance of the Newport Waterways canal system;
- To assist the Council in the development of policies, strategies and programs for the sustainable maintenance of the Newport Waterways canal system;
- To report to the Director Infrastructure Planning on a regular basis regarding the Newport Waterways canal system; and
- Limited to operational and maintenance matters directly associated with the Newport Waterways canal system.

ITEM NO.	ITEM	RESP. OFF
1.0	CONFIRMATION OF NOTES OF PREVIOUS MEETING: 18 November 2021	
	Minutes for NWAG Meeting - 18 November 2021 - AC noted as accepted.	
2.0	MATTERS ARISING FROM PREVIOUS MEETINGS:	
2.1	<p><u>Maintenance Dredging Works - Canal System - FY22/23 Campaign</u></p> <p>Action items from previous meeting:</p> <ol style="list-style-type: none"> 1. <i>JT to provide an update on the planning and design of the next dredging campaign (FY22-23).</i> <ul style="list-style-type: none"> • JT advised that the detailed design work is still ongoing by the Consultant, but this is currently behind schedule, partly due to the late release of laboratory test results and reporting of the site investigations work. • JT advised that the project Sediment Sampling and Geotechnical Site Investigations had been completed, with the results report recently submitted by the consultant. • JT reiterated that the project design and the preparation of contract documents for the dredging works will be tendered on the basis of the works being undertaken by Cutter Suction Dredge (CSD) with placement of dredge spoil in the Griffith Rd Pond. • JT clarified that new canal-fronting development in areas south of the Stockland Lock and Weir is likely to add further constraints upon the 'spread' of contractor plant and equipment for future dredging in the canal system. It was noted that in the most recent campaign (by Hall Contracting in 2020) some congestion/access constraints issues were encountered due to the contractor's use of a large 'mother-berge' in Albatross canal. Hence this had been one of the considerations in discouraging the use of large barges for offshore disposal for the FY2022-23 dredging works (and encouraging the use of the Griffith Road pond accordingly). • JS noted that the sediment sampling field work had been completed prior to Feb '22 floods, and therefore it will be of interest to see if changes to siltation levels and 	

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	<p>patterns have occurred between previous post-dredge survey (2020) and the pre-dredge survey for the FY22-23 campaign.</p> <ul style="list-style-type: none"> • JS also noted that nominally, some additional volume capacity, (above current estimated 30,000m³), should be available for placement of spoil in the Griffith Road pond in the event of increased dredged material volumes from within the canal system. <p>2. <i>JT to provide high-level summary of outcomes with respect to vessel relocation options (incl. Scarborough Boat Harbour, Newport Lake and Newport Marina).</i></p> <ul style="list-style-type: none"> • JT advised that as a result of consultation with Newport Marina Management (Cindy), and a 'lessons-learned' review (from the most recent 2020 dredging campaign), MBRC had drafted additional Technical Specifications to address temporary vessel relocations. The updated specifications will be included in the dredging contract for the purpose of managing and coordinating vessel relocations. • JT noted that consideration of alternative 'lay-up' areas for vessels had not proved to be practical, for example: <ul style="list-style-type: none"> - At Scarborough Harbour ('Redcliffe' marina) - there was limited interest from management at the Scarborough marina, and it was considered that the distance to Scarborough was excessive. - The Stockland Lake only has private pontoons/berths plus constraints on maximum vessel sizes that can pass through the lock. • JT advised that Newport Marina still provides the most practical option for temporary vessel relocations, and it is proposed that a commercial arrangement would be required between the dredging contractor and the marina (as opposed to between MBRC and marina). The current proposal is to include a provisional sum in the contract to allow the contractor to manage the budget and program for vessel relocations. • JK advised that the marina typically experiences vessels/owners returning to Newport in the months of August-to-September, and therefore this puts further constraint on berth availability. JK requested MBRC to consider the sequence of dredging to minimise the impact on berth occupancy at the marina (and in particular, vessel relocations during dredging within the Northern Marina). • MBRC agreed to consult further with Marina Management at the time of contract award, and when an initial program is developed. • JK noted that the CSD dredging methodology is preferred over the grab-dredging methods recently employed, from the point of view of impacts to vessel relocations. <p>3. <i>JT to provide input for NWPOA meeting (in March 2022) regarding the potential options for vessel relocations.</i></p> <ul style="list-style-type: none"> • It was confirmed that JT had provided TM with an overview of the technical specification details (as noted above) for vessel relocation planning, in time for discussion at the NWPOA General Meeting. <p>4. <i>NWPOA feedback regarding vessel relocations from consultation with the residents at NWPOA Meeting (03 March 2022).</i></p> <ul style="list-style-type: none"> • TM advised that the vessel relocation planning details had been discussed with NWPOA but no comments had been received from Association members. TM will continue to pursue Association members for feedback on the relocation planning. <p>5. <i>JK to discuss with Marina Management and the Property Owner the potential for using the private pontoons at 55 Courageous Court for the temporary relocation of North Marina vessels, during the dredging in that area.</i></p>	JT

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	<ul style="list-style-type: none"> JK advised that discussions with the property owner (at 55 Courageous Court) were still an option for temporary vessel relocations from the Northern Marina, but that there would be a range of other considerations (powered & non-powered vessels and vessel sizes). 	
2.2	<p><u>Entrance Channel Navigation Beacons</u></p> <p>Action item from previous meeting:</p> <ol style="list-style-type: none"> <i>Update on the progress of MSQ maintenance to the Newport Entrance Channel lateral beacons.</i> <ul style="list-style-type: none"> JT advised that MSQ's maintenance works to the Entrance Channel lateral beacons had been completed in late November 2021. JT advised Stockland that a separate discussion will be required to clarify the process by which the PEL structure and light assets will be formally transferred from Stockland to MBRC. JT agreed to follow up with Stockland on this issue in due course bearing in mind AMSG's off-maintenance milestone. 	JT
2.3	<p><u>Public Canal Retaining Walls - Inspections and Maintenance & Renewals Program</u></p> <p>Action item from previous meeting:</p> <ol style="list-style-type: none"> <i>MBRC to provide a summary of the outcomes from the Public Canal Retaining Walls project.</i> <p>JT provided a summary presentation of MBRC's <i>Public Canal Retaining Walls - Detailed Condition Inspection and Maintenance & Renewals Program</i> project, with key study outcomes including:</p> <ul style="list-style-type: none"> The general condition of public canal retaining walls in Newport Waterways were assessed as: <ul style="list-style-type: none"> 11% are rated as <i>Very Good</i> (Condition Rating 1) 62% are rated as <i>Good</i> (Condition Rating 2) 27% are rated as <i>Fair</i> (Condition Rating 3) Based on condition and criticality scores, the first prioritised wall renewals are not required until approximately 15-20 years from now. A schedule of regular recurring inspections and maintenance has also been developed with next inspections and maintenance due to take place in 2-3 years' time. JT provided an overview of the various wall renewal/replacement options that had been considered noting that: <ul style="list-style-type: none"> A 'like-for-like' replacement of the typical L-shaped wall at Newport proved to be impractical in terms of cost and construction methodology. Steel sheet pile and vinyl sheet pile wall replacement options were also considered but these too were prohibitive in terms of cost and constructability. A more cost effective and practical construction method was selected based upon the replacement of the top section of the wall (with a mass-concrete block), and rock revetment in front of the existing wall. It was noted that Newport has a range of canal walls designs, (e.g. reinforced concrete L-walls, mass concrete and shallow kerb-type walls with gravel scour protection), and that the proposed rock revetment replacement would be considered suitable for most circumstances. Notwithstanding, MBRC advised that there remains a process of further site investigations, detailed design and Statutory Approvals to be completed before public wall replacements can commence. AC agreed that if it was believed to be of benefit to private canal wall owners, the MBRC concept design could be made available to NWPOA for circulation. However, 	

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	<p>this would be done on the understanding that residents would still be responsible for appointing their own engineer to undertake site investigations and detailed design as well as obtaining the necessary Approvals. In the meantime, it was agreed that JT would provide NWPOA with the Presentation material showing the key outcomes of the study.</p> <ul style="list-style-type: none"> AC acknowledged that there could be further benefit in MBRC supplying residents with as-constructed information for privately-owned canal walls and agreed to discuss with MBRC Development Services as to how this may be best transmitted to residents. 	<p>JT</p> <p>AC</p>
2.4	<p><u>MBRC Local Laws Review Project</u> Action item from previous meeting:</p> <ol style="list-style-type: none"> <i>JS to update NWAG of the ongoing project, by MBRC Legal Team, regarding Council Local Laws Review.</i> <ul style="list-style-type: none"> JS advised that the project is still ongoing and that the MBRC Legal Team had engaged a third party to draft the new Local Law covering ‘Canal Revetment Walls and Seawalls’ in accordance with previous Council briefings. It was noted that the Local Law intends to retain the current position regarding the division of responsibility between MBRC and property owners in terms of ownership and maintenance of public and private canal walls, and that this will be formalised in the Local Law. JS noted that other Local Government Authorities (e.g. Gold Coast City Council) have developed similar Local Laws that cover these matters related to maintenance and ownership, and it is expected that a similar overall ‘framework’ will likely be applied for MBRC’s Local Law. JS noted that MBRC has created project webpages that provide more detail on the project, as follows: <ul style="list-style-type: none"> - A webpage for the general Local Laws Review project. - A webpage specific to the Canal revetment wall and seawalls Local Laws review. It is expected that a draft of the Local Law will be presented to Council in due course and that this could also be released for public comment. However, NWPOA was encouraged to visit the project webpages to learn more of this process and the potential for providing feedback. JT agreed to forward the project webpage links to the meeting attendees as part of minutes. 	<p>JT</p>
3.0	NEW ITEMS FOR DISCUSSION	
3.1	No new items for discussion.	
4.0	GENERAL BUSINESS	
4.1	<p><u>Terms of Reference for NWAG</u></p> <ol style="list-style-type: none"> <i>Updated Terms of Reference (ToR)</i> <ul style="list-style-type: none"> It was noted that revisions to the ToR, as discussed with NWPOA at previous meetings, have been incorporated. However, JS also noted that the MBRC Legal Team had advised of the need to make some changes to the classification of the Forum as a formal ‘Advisory Group’, 	

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4.2	<p>as this is not considered to be appropriate in the context of the Local Government Regulation, and the purpose of this Forum. Notwithstanding, JS advised that the core functions/objectives of the Forum remain the same, but the Forum is likely to be based upon a 'Memorandum of Understanding' (MoU).</p> <ul style="list-style-type: none"> • JT agreed to circulate the updated ToR/MoU prior to the next MWAG meeting prior to adoption of an agreed ToR/MoU. <p><u>NWPOA - Committee</u></p> <ol style="list-style-type: none"> 1. TM confirmed that David Clair had resigned from his position as President of the NWPOA and that in the interim, Clive Burrows was undertaking the role as Acting President. 	JT
5.0	NEXT MEETING: Thursday 11 August 2022 (3-5pm)	
	Meeting close: 3:55pm	