

CMB Infrastructure Planning Department
NEWPORT WATERWAYS ADVISORY GROUP

MINUTES

Thursday 16 May 2024 – 3.05pm

Meeting at Council Chambers, CMB Offices, Redcliffe

Attendees:	Cr Sandra Ruck	SR	CMB, Councillor for Division 5 (via <i>MS Teams</i>)
	Craig Baker	CB	Newport Waterways Property Owners Association Inc
	Morgan Grant	MG	Newport Waterways Property Owners Association Inc
	Amanda Melville	AM	Kindred Group, COO - Representative of Newport Marina
	Allan Charteris	AC	CMB, Manager - Drainage, Waterways and Coastal Planning (Chair)
	Jared Stewart	JS	CMB, Coordinator - Coastal Infrastructure Engineering
	Jeremy Trotman	JT	CMB, Senior Canals Planning Officer
	Prakash Poudel	PP	CMB, Senior Project Manager, Project Management (via <i>MS Teams</i>)
	Roland Danam	RD	CMB, Senior Project Manager, Project Management (via <i>MS Teams</i>)

Apologies:

Purpose of Meeting (Ref. Section 2 - NWAG Memorandum of Understanding)

The objective of each meeting is to provide an opportunity for:

- the Third Parties to inform the Council of maintenance and operational issues concerning the Newport Waterways funded by the canal special charge (the 'Canal Levy');
- the Council to inform the Third Parties of what steps it has or proposes to take to address operational management and maintenance issues concerning the Newport Waterways; and
- the Third Parties to assist the Council in the development of policies, strategies and programs for the sustainable maintenance of the Newport Waterways.

ITEM NO.	ITEM	RESP. OFF
1.0	CONFIRMATION OF NOTES OF PREVIOUS MEETING	
1.1	AC noted the Minutes for previous NWAG Meeting dated 16 November 2023, as accepted.	Note
2.0	MATTERS ARISING FROM PREVIOUS MEETINGS:	
2.1	<p><u>Maintenance Dredging Works - Canal System</u></p> <p>Action items from previous meeting:</p> <ol style="list-style-type: none"> 1. <i>Update on the status of the maintenance dredging campaign, including:</i> <ul style="list-style-type: none"> • RD advised that tenders had been received for the Newport maintenance dredging project. • RD noted however, that Council has adopted a revised Procurement strategy for dredging projects, which has seen the creation of a '<i>Prequalified Supplier Arrangement</i>' (PSA) (i.e. panel of Contractors), and this has affected the procurement timeframes for the Newport dredging project. • At present CMB staff are evaluating the PSA submissions to select suitably qualified and experienced dredging contractors, following which the review and evaluation of Newport tender submissions will be undertaken. • JS acknowledged that while the new PSA has delayed the Newport project, the creation of the Dredging PSA should benefit the procurement process for future Newport dredging projects, through the avoidance of the more time-consuming 'Open Tender' process. Additionally, the PSA panel should improve engagement with suitably qualified dredging contractors generally. • RD advised that it is still CMB's intention to award the Newport dredging works package early in the new Financial Year (FY24-25), subject to tender evaluation outcomes and Council approval. • JS clarified that the current dredging tender package has nominated dredging by '<i>cutter suction dredge</i>' (CSD) with disposal of dredged material to the Griffith Road Pond. • It was noted that emptying of the pond was excluded from the current tender package, as it was felt that previous tender submissions had inferred that dredging contractors were reluctant to take-on both the dredging and pond-emptying components of the works. 	

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	<ul style="list-style-type: none"> • JS advised that a separate works package will be considered in due course for the future emptying of the Griffith Road Pond. • AM queried if the current dredging tender remains as per the previous tender in terms of allocated dredge areas. JT confirmed - yes. • JS advised further that a pre-dredge survey will be undertaken prior to commencement of the works, in order to establish pre-dredge volumes of material above canal bed design level in the designated dredge areas. • MG asked if future canal surveys could be provided in LAT datum as opposed to AHD. JS advised that from the point of view of engineering design it was preferred to retain AHD datum, but nevertheless CMB should be able to request versions of the survey plans in LAT datum (noting that the surveys should not be relied upon for navigation purposes). • JT reiterated that the project Technical Specification includes significant detail regarding the Contractor's obligations for coordinating temporary (private) vessel relocations, and that this would be critical for Marina Management in coordinating private boat relocations as well as their own (northern marina) vessel relocations. • RD agreed that project program updates and detail will be made available to NWPOA and Marina Management as and when available. <p>Note: RD and PP left the meeting at 3.20pm.</p>	RD
2.2	<p><u>Routine Maintenance of Navigation Aids and Speed Signage</u></p> <p>Action items from previous meeting:</p> <ol style="list-style-type: none"> 1. <i>Details of the completed maintenance works by MSQ in the Entrance Channel and Albatross Canal.</i> <ul style="list-style-type: none"> • JT advised that MSQ had completed the scheduled service/maintenance of the Entrance Channel navigation aids in late November (2023), with works including: <ul style="list-style-type: none"> - three entrance channel lateral markers had their bases replaced. - One lateral marker had a battery replacement. - All channel lateral markers lights were replaced (and synchronised), at no cost to Council. - PEL was serviced. - Two new speed signs were installed (at north and south marina) - '6 knots Limit Wash'. • CB noted that there had been positive feedback from boat users regarding the performance of the PEL. 	
2.3	<p><u>NWPOA letters to CMB re. Water Quality</u></p> <p>Action items from previous meeting:</p> <ol style="list-style-type: none"> 1. <i>Water quality and CMB budget estimate for a water quality monitoring program at Newport.</i> <ul style="list-style-type: none"> • NWPOA advised that they considered the proposal put-forward by Council at the previous meeting and do not currently see the need for the re-introduction of the water quality monitoring program. • CMB acknowledged receipt of the 'Newport Lake Management Plan', which JT clarified is a publicly available document. 	Note
3.0	<p>NEW ITEMS FOR DISCUSSION</p>	
3.1	<p><u>Vegetation removal and routine batter maintenance</u></p> <ol style="list-style-type: none"> 1. <i>JT to provide an update on the current (FY23-24) vegetation removal and batter maintenance works, including:</i> <ul style="list-style-type: none"> • JT noted that the vegetation removal works are now estimated to be 70% complete. • Zones 2, 3 and 4 are complete and work is expected to commence at Zone 1 in week commencing 20 May. • CB noted that the Contractor's work method seems to be less aggressive in terms of disturbance to the batter profile, as compared to previous campaigns. 	

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	<ul style="list-style-type: none"> • JT advised that the Asset Maintenance Team will be selecting the proposed rock material for batter maintenance, following review of a number of rock samples from the Contractor. • JT advised that it was likely that a crushed gravel would be used (due to better value for money). • CB noted that batter rock levels in lower Albatross area appear to be low (i.e., near Ashmole Road). JT agreed to follow up with the Asset Maintenance Team who are supervising the works. • MG queried whether vegetation is likely to create better stabilisation of the canal batters - JT advised that this could be the case, but previous discussion regarding the matter had reached the conclusion that the vegetation can also act as a rubbish trap, can attract vermin, and over time can potentially impact canal revetment wall foundations and boat ramps. • Consequently, it had been agreed that vegetation removal campaigns should continue at the Newport canal system to restore the batters back to the approved design condition. • AC acknowledged that Council has known occurrences of wall failure due to mangrove root systems (incl. at a small seawall in Toorbul). • JT agreed to keep NWPOA updated on progress of the vegetation removal works and batter maintenance. 	<p style="text-align: center;">JT</p> <p style="text-align: center;">JT</p>
3.2	<p><u>Newport Waterways - Siltation Reduction Study</u></p> <ol style="list-style-type: none"> 1. <i>Summary of a planned initial desktop study to identify potential options for reducing siltation rates within Newport.</i> <ul style="list-style-type: none"> • JS advised that CMB has received tenders from Consultants for ‘Stage 1’ of a Siltation Reduction Study specific to the Newport canal system. • JS noted that the key objectives of the initial Stage 1 ‘desktop’ study are: <ul style="list-style-type: none"> - to identify potential methods to reduce siltation within the Newport Waterways. - to review ‘tried and trusted’ methods of silt reduction, along with new and innovative technologies to reduce sediment transport in the canal system. - to better understand what options may be applicable to the Newport canal system in the context of its site configuration and constraints. • It was noted that potential future stages were dependent on the outcomes of this initial ‘Stage 1’, but may look at detailed investigations for siltation reduction options, as well as considering potential costs for implementing measures. • MG queried how Council assesses the sediments in the Newport canal system • JS advised that Sediment Sampling campaigns are undertaken in advance of each dredging campaign, as required under the State Agency environmental planning requirements. • JS noted that, based on previous, extensive reviews of hydrographic surveys plus detailed numerical modelling, tidal exchange has been confirmed as the dominant source of siltation in the canal system (noting the relatively high level of fine sediments in the waters of Deception Bay and the wider western Moreton Bay). • JS noted that the Stage 1 Silt Reduction study is being funded from CMB’s ‘General Rates’ budget (i.e., not funded from the canal levy fund). • JS noted that the study is expected to have a 2-to-3-month duration and that a draft report should be available by the next NWAG meeting. JS agreed to share the key outcomes of the study with the Forum. • CB acknowledged that the NWPOA was encouraged to hear that CMB was investigating the long-term siltation issues at Newport. 	<p style="text-align: center;">JS</p>
3.3	<p><u>Long Term Maintenance Plan (LTMP) Review</u></p> <ol style="list-style-type: none"> 1. <i>Summary of the scheduled LTMP Review and update.</i> <ul style="list-style-type: none"> • JT advised that the scheduled ‘major’ (4-5 yearly) LTMP review & update study is currently being tendered to consultants. • JT noted that the study includes all three CMB canal estates and is planned to commence in the new Financial Year (July 2024) and expected to take 6-8 months to complete. 	

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	<ul style="list-style-type: none"> • JS noted that the key objectives of the study are to review and update the scope, cost and program of 50yr forecasted maintenance items in LTMPs, and that an underlying goal of the study is to ensure that the LTMP is both efficient and sustainable. • JS acknowledged that for Newport this will include detailed assessment and refinement of future dredging strategies with considerable focus on dredging methodologies and spoil disposal, as well as potential constraints of Statutory Approvals associated with dredging works and disposal options (i.e., onshore, or offshore). • JS advised that the study includes consultation with dredging Contractors to help ensure that the recommended dredging and spoil disposal methods, and dredging schedule in the updated LTMP are appropriate and efficient. • MG queried the sedimentation patterns observed in parts of the main channel (Albatross canal) - JS advised that hydrographic survey data supports previous analysis of sedimentation patterns in the canal system. It is known that significant accumulations occur at major canal junctions where current/flow velocities tend to reduce and hence material/sediment settles to the bed. • It was noted that the LTMP Review project is funded from the canal levy. • JS advised that while the study is not expected to be completed until early 2025, it is hoped that CMB will be able to share some key outcomes in more detail with the NWAG Forum in late 2024. • JT agreed to provide relevant project updates to the Forum in the interim, as and when appropriate. 	JT
4.0	GENERAL BUSINESS	
4.1	<p><u>Sunken Vessel at Newport Marina (North)</u></p> <ol style="list-style-type: none"> 1. <i>JT to advise of updates, if available, from MSQ on the removal of the sunken vessel.</i> <ul style="list-style-type: none"> • JT advised that he had not received an update from MSQ on the matter. • AM advised that there is currently no definitive date for recovery/removal of the sunken vessel at the marina, but in the interim, Marina Management continue to monitor the site daily. 	Note
4.2	<p><u>NWPOA Committee and Membership</u></p> <ul style="list-style-type: none"> • AC queried how NWPOA felt it was progressing with recruiting new members to the Association. • CB advised that there have been active recruitment campaigns which has seen some successes, mostly due to increased awareness of issues associated with levy-funded maintenance activities. However, CB acknowledged that there are difficulties in reaching all canal property owners. • CB agreed to provide an updated list of NWPOA committee members who would be attending future meetings. • AC acknowledged that both Stockland and the Body Corporate had been extended invitations to the Forum, but that CMB would follow-up with both parties to see if this should now be transitioned to include the Body Corporate only. 	CB JT
5.0	NEXT MEETINGS	
	<ul style="list-style-type: none"> • Thursday 22nd August 2024 • Thursday 21st November 2024 	
	Meeting close: 4.25pm	