

CMB Infrastructure Planning

MINUTES

NEWPORT WATERWAYS ADVISORY GROUP

Thursday 28 May 2026 – 1:40pm

Meeting at Humpybong Meeting Room, CMB Offices, Redcliffe

Attendees	Cr Sandra Ruck	SR	CMB, Councillor for Division 5
	Craig Baker	CB	Newport Waterways Property Owners Association Inc (<i>via MS Teams</i>)
	Morgan Grant	MG	Newport Waterways Property Owners Association Inc
	Michael Byriel	MB	Newport Waterways Property Owners Association Inc
	Alan Sparks	AS	Body Corporate for Newport Lakefront, Treasurer
	Tony Bright	TB	Newport Marina, Manager
	Amanda Melville	AM	CEO Kindred Group (Newport Marina) (<i>via MS Teams</i>)
	Josh Kindred	JK	Kindred Group (Newport Marina) (<i>part-time via MS Teams</i>)
	Elissa McConaghy	EM	CMB, Manager - Drainage, Waterways and Coastal Planning (Chair)
	Jared Stewart	JS	CMB, Coordinator - Coastal Infrastructure Engineering
	Jeremy Trotman	JT	CMB, Principal Canals Planning Officer
	Andrew Shoenmaker	ASh	CMB, Coordinator, Project Delivery (<i>via MS Teams</i>)
	Roland Danam	RD	CMB, Senior Project Manager, Project Delivery (PD)
	Udip Dhungel	UD	CMB, Project Engineer, Project Delivery (PD) (<i>via MS Teams</i>)
	Kylie Keech	KK	CMB, Senior Business Support Officer (Minute Taker)

Apologies: Nil apologies

Michael Byriel has joined in place of David McDonogh
 Andrew Shoenmaker has joined in place of Steve Debney

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	<p><i>Confirmation of Minutes for Meeting 20 November 2025.</i></p> <ul style="list-style-type: none"> • The Minutes were noted as accepted • It was noted that Michael Byriel (NWPOA) has joined instead of David McDonogh, and Andrew Shoenmaker (CMB Project Delivery) has joined instead of Steve Debney. 	Note 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 key milestones/program of works in relation to:</i> <ul style="list-style-type: none"> • Overall project scope and progress • Target completion date and demobilisation (dredging and Griffith Road pond) <p>RD provided an update on the current maintenance dredging campaign:</p> <ul style="list-style-type: none"> • Dredging works are near completion, with only limited areas remaining, including sections of Curlew Canal and Albatross Canal. • Works in Skua Canal have been completed. 	

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	<ul style="list-style-type: none"> • Overall progress of the campaign has been positive, with good cooperation from residents. • RD noted that residents in the remaining dredge areas will be notified by 10 June 2026 of the resumption of dredging activities. • Works are expected to continue for approximately four more weeks, with: <ul style="list-style-type: none"> ○ Target completion: end of June 2026 ○ Demobilisation from site: will commence at the end of June 2026 (i.e. removal of dredging equipment and pipeline). • RD noted that approximately 32,000m³ of material has been dredged to date, with an additional 3,000m³ expected to be removed. • AS requested that final dredging statistics be provided following completion. <ul style="list-style-type: none"> ○ JS noted that summary total volumes of material dredged are captured and presented in the LTMP Report. JS confirmed that a zone-by-zone summary could be provided at the next meeting - following completion of dredging and validation of dredging volumes. • JT advised that a post-dredge survey will be undertaken of the full canal system, following completion of the dredging. <ul style="list-style-type: none"> ○ Results are expected to be available for the July 2026 meeting. <p>Note: Cr Ruck joined the meeting at 1:44pm.</p>	<p>Note</p> <p>JT</p>
2.2	<p><u>Entrance Channel & Canals – next maintenance dredging campaign (Consultancy Services)</u></p> <p>Action items from previous meeting:</p> <ul style="list-style-type: none"> • <i>Update on the Consultancy Services for design and sediment sampling for the next maintenance dredging campaigns (FY26-27 & FY27-28), including:</i> • <i>Scope and extent of maintenance dredging works</i> • <i>High-level schedule for entrance channel maintenance dredging</i> • <i>High-level schedule for canal maintenance dredging</i> <p>RD provided an update on the design and planning for the next dredging campaign:</p> <ul style="list-style-type: none"> • Entrance channel: <ul style="list-style-type: none"> ○ Design is approximately 50% complete. ○ Design completion is expected in June/July 2026. ○ Dredging works are targeted for completion by June 2027. • Canal system dredging: <ul style="list-style-type: none"> ○ Detailed design is ongoing. ○ Design completion is expected in June/July 2026, with tendering by the end of 2026. ○ Dredging works are targeted for completion by June 2028. • Sediment sampling investigations and the Entrance Channel survey were completed (August 2025). • JS noted that final procurement and contract packaging arrangements are still being developed. • Questions relating to the 50-year Long Term Maintenance Plan (LTMP) were deferred to Item 2.3. • CMB confirmed that the presentation material will be issued with the meeting minutes. 	<p>JT</p>
2.3	<p><u>Long Term Maintenance Plan (LTMP) Review</u></p> <p>Action items from previous meeting:</p> <ol style="list-style-type: none"> 1. CMB to provide an update on the LTMP Review project, including: 	

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	<ul style="list-style-type: none"> • Preliminary feedback from Council Briefing (25 February 2026) • Adoption of Newport Waterways LTMP Report and budget • Status of LTMP Report and Maintenance (Costed) Model review project • Summary of key project outcomes <p>JT provided an update on the LTMP Review project: Project status:</p> <ul style="list-style-type: none"> • The consultant has completed the primary review and DWCP has since presented the key outcomes to a Council briefing (in February 2026). • Final updates and amendments to the LTMP Reports are being progressed - prior to formal adoption. <p>JT noted the key outcomes of the study, as follows:</p> <ul style="list-style-type: none"> • There has been a significant increase in dredging and disposal costs, based on updated market rates. • Minimal change to the forecasted siltation rates or total dredging volumes. • Three dredging and disposal strategies were assessed: <ul style="list-style-type: none"> ○ Grab dredging with offshore disposal ○ Hybrid approach (grab dredging and cutter suction dredging) ○ Cutter suction dredging with land-based disposal • Dredging and spoil disposal account for approximately 88% of total maintenance costs at Newport. • The updated strategy includes: <ul style="list-style-type: none"> ○ 9 entrance channel dredging campaigns. ○ 18 canal dredging campaigns, equally split between: <ul style="list-style-type: none"> ▪ grab dredging ▪ cutter suction dredging <p>Discussion:</p> <ul style="list-style-type: none"> • MG asked about alternative dredging methods (e.g. offshore barge options used in conjunction with cutter suction dredging). <ul style="list-style-type: none"> ○ JS advised these options are not feasible, largely due to the significant volumes of water entrained in the cutter suction dredging process and resultant inefficiencies of transporting water to the disposal site. • Questions were raised about previous grab dredging operations and vessel access impacts. <ul style="list-style-type: none"> ○ JS acknowledged these concerns and noted that operational constraints will continue to be considered. • AS raised concerns regarding the apportionment of the canal special charge (levy). <ul style="list-style-type: none"> ○ It was requested that this be reviewed before budget adoption. ○ Process for annual canal special charge calculation and adoption broadly explained. ○ JS advised this will be discussed at the scheduled meeting (25 June 2026). • EM requested that AS provide a briefing note outlining their proposed apportionment approach ahead of the meeting. Requested to be provided at least 2 weeks ahead of meeting. <ul style="list-style-type: none"> ○ AS confirmed, he will provide this. • JS confirmed the LTMP is expected to be adopted by Council in July 2026 (subject to timing of Council Report & adoption at a General Meeting), with publication to follow. 	<p>Note</p> <p>Note</p> <p>AS</p> <p>Note</p>

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	<ul style="list-style-type: none"> ○ It was noted that mooring of vessels in cases of emergency vessels is permitted. ● JT presented a sample of the proposed buoy-mounted signage and advised that there are several clarifications to be resolved with the Supplier prior to the order being confirmed. <p>Discussion:</p> <ul style="list-style-type: none"> ● CB raised concerns about the potential for the buoy anchors to drag on the bed. <ul style="list-style-type: none"> ○ JT advised that MSQ will be responsible for ensuring a suitable anchor block is installed for each buoy. 	Note
3.0	NEW ITEMS FOR DISCUSSION	
3.1	<p><u>Vegetation removal and routine batter maintenance (FY26/27 campaign)</u></p> <p>Action items from previous meeting:</p> <p>1. <i>Updates on the next vegetation removal campaign and canal batter maintenance works (managed by CMB’s Operations Team).</i></p> <p>JT provided the following updates in relation to the next vegetation removal and batter maintenance campaign project which has recently been tendered:</p> <ul style="list-style-type: none"> ○ Tender closed on 27 May 2026 ○ Three contractors invited ○ Council officers are currently undertaking tender evaluation ○ The works will be supervised by Council’s Operations Department. ● Works are expected to commence early in the new financial year. ● Approximately 15–20 properties have been nominated for canal batter maintenance (gravel/rock top-ups). <p>Discussion:</p> <ul style="list-style-type: none"> ● MG asked about retention of low vegetation (e.g. pigface) on canal batters: <ul style="list-style-type: none"> ○ JT advised that residents may request retention of the vegetation on the canal batters in front of their properties. ○ JT noted that Council generally prefers to remove as much vegetation as possible to try and mitigate the ‘seed bank’ effect which feeds subsequent plant growth. ○ It was noted that the presence of private decks poses access restrictions for the purpose of vegetation removal, and batter maintenance. ● MB advised that in the past (possibly 20+ years ago), vegetation removal was done by burning and that this was viewed as effective - avoiding disturbance of the canal batter rock/gravel. <ul style="list-style-type: none"> ○ JT advised this method is probably no longer permitted under the Department of Agriculture and Fisheries (DAF) requirements in relation to the ‘<i>Accepted Development Requirements for operational work that is the removal, destruction or damage of marine plants</i>’ (link here). ○ JT noted that Council (and its’ Contractors) are required to undertake the vegetation removal works in accordance with these requirements. <p>Action:</p> <ul style="list-style-type: none"> ● CMB to review and confirm applicable statutory and/or operational constraints affecting vegetation removal methods. 	JT
4.0	GENERAL BUSINESS	
4.1	<p><u>NWPOA Committee and Membership</u></p> <p>1. <i>Updates, as appropriate, in relation to NWPOA Membership numbers.</i></p> <ul style="list-style-type: none"> ● NWPOA advised that a new member (Michael) has joined the Committee to support membership growth. 	

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	<ul style="list-style-type: none"> • JS advised that the Bribie Gardens Waterways Association (BGWA) are currently developing a canal residents 'handbook' with key information for the residents and users of their canal estate. • It was suggested that the Association could reach out to BGWA regarding their handbook model. 	NWPOA
4.2	<p><u>Stormwater flows in Upper Albatross Canal (southern end)</u> Action items from previous meeting:</p> <p>1. <i>Update in relation to CMB Stormwater Team investigations into future maintenance and/or renewal options for stormwater outfalls to Spoonbill/Upper Albatross canals.</i></p> <p>JT provided an update:</p> <ul style="list-style-type: none"> • Two Senior Stormwater Engineers (from CMB's Drainage Waterways & Coastal Planning Team) had recently undertaken site inspections at both the Spoonbill and Albatross open stormwater drains. • JT noted that there is an ongoing drain renewal project for the open drain outfall to Spoonbill canal. • JT advised that there is a similar drain renewal project for the Albatross Canal open drain (also referred to as Garney Street drain), which is currently scheduled to commence in FY2027/28. • JT noted that the project is not a canal levy funded project (i.e. it is funded as part of Council's stormwater renewal program). • MB advised he had video of stormwater discharges from recent rain events at Albatross canal, (i.e. from Garney Street drain). JT advised that the videos would likely provide useful background information to support investigations. • MB advised that he will share the videos with JT, where possible. 	MB
4.3	<p><u>NWAG Memorandum of Understanding (MOU)</u></p> <p>1. <i>Discussion re. MOU Clause 3.1 re. Meeting 'Composition'</i></p> <ul style="list-style-type: none"> • JT introduced a new item regarding the MOU, which had been requested as an Agenda item prior to the meeting: <ul style="list-style-type: none"> ○ Clause 3.1 of the current MOU defines meeting 'Composition' (i.e. in relation to the numbers of representatives from each organisation). ○ A request was received from Newport Marina Management to include an additional marina representative. ○ General support was indicated, subject to formal update of the MOU. • AS noted that the developer (Stockland) no longer has active involvement in the development of the canal and lake. • It was agreed that Stockland's inclusion on the meetings '<i>composition</i>' can be removed from the MOU, and that an additional Marina representative will be added. No objections were raised in relation to these amendments. <p>Action:</p> <ul style="list-style-type: none"> • JT agreed to update the MOU and present a revised version prior to the next meeting for endorsement at that meeting. • AS complimented Council on the work being completed and for these meetings. • JT reiterated the note of thanks to Marina Management (TB) for the effort and assistance in the coordination of the vessel relocations and dredging work generally, at the marina berths. 	<p>Note</p> <p>JT</p> <p>Note</p> <p>Note</p>

