

**Minutes of the Port of Brisbane Corporation
Community Consultative Committee meeting**

**Held at the Visitors' Centre, Fisherman Islands
Wednesday, 27 August 2003**

Present:

Rick Morton (Chairman), Rosie Field (Acting Secretary), Peter Waterman (Convenor), Michael Moore, Paul Brooks, Wayne Cameron, Margo Canavan, John Dobson, Doreen Draheim, Peter Hellen, Cheryl Herron, James Hunt, Dennis O'Neill, Mike Patchett, Barry Wilson, Sandy Spadotto, Sean Harrison, Greg Fokes (part meeting), Nikki Bennett (part meeting)

Apologies:

Greg Spilsbury, Simon Baltais, David Ross, Nikki Wood

1. Introductions

Rick Morton welcomed everyone to the meeting and introduced Greg Folks and Nikki Bennett from the FPE Seawall Alliance.

2. Approval of minutes

The minutes were approved without amendment.

3. Manly Boat Harbour study update

Michael Moore gave an update on the progress of the Manly Boat Harbour, which involved reviewing the feedback we have received from a number of sources including: the SOS public meeting; 87 feedback forms from the newsletter distributed by the Corporation to 15,000 households throughout the Wynnum, Manly and Lota area; calls received on the Manly Boat Harbour feedback line; and E-mails received to date.

Mike Patchett raised the following questions:

- a) What is the mandate that the Corporation works under for the financial arrangements relating to the Manly and other boat harbours?
- b) Can the Committee see the briefs for future studies being undertaken in relation to the harbour?
- c) Can the community have an input into the scoping of the studies that will be undertaken in relation to the harbour?
- d) What will be the ongoing function of the reference group?

ACTION: Rick Morton took the questions on notice and will advise the Committee at its next meeting.

Cheryl Herron indicated that her understanding was that the financial management arrangements of the harbour were not an issue that had been raised to date.

Rick Morton indicated that a number of issues had been raised through the information process. He said that the Corporation was currently working through these, and had no firm answers or plans at this stage.

Doreen Draheim expressed her disappointment that the members of the Project Reference Group had heard about the progress of the project through the *Wynnum Herald*, and asked for a clarification of the ongoing function of the Project Reference Group.

ACTION: Rick Morton took the question on notice and will advise the Committee at its next meeting.

Barry Wilson asked if the Corporation was monitoring talkback radio. Rick Morton indicated that it was. Barry also raised the question of whether the residential development was a means of raising funds for the harbour or the government.

ACTION: Rick Morton took the questions on notice and will advise the Committee at its next meeting.

Cheryl Herron said her understanding was that none of the plans proposed for the harbour were firm, including any residential development. She said that there were a lot of emotional responses to the plans, which contained plenty of community space.

Mike Patchett asked if there were any models for a community board to manage boat harbours. Peter Waterman offered the example of Exmouth in Western Australia, where the harbour is managed by a community trust.

Barry Wilson asked if there were any other port managers that had their own planners. Peter Waterman offered the Port of Devonport in Tasmania as an example, and also said that it worked closely with the local council, as did all the port managers who had the authority to plan and approve developments on its own land.

Barry Wilson asked if there were any other port managers that controlled marinas. Peter Waterman said it was difficult to generalise, but local and state governments managed a lot of marinas.

Paul Brooks indicated that the waterfront at Manly, which needed some attention, had been an issue for the Manly Chamber of Commerce for some years. Paul said he would hate to see the Corporation walk away from the redevelopment of the boat harbour because of political influences.

Doreen Draheim said the major issue was where the money was coming from; however, the plans did have some good ideas, and she would not like to see the Corporation stop the process.

John Dobson asked for a progress report on the planning study at Scarborough and Cabbage Tree Creek. Michael Moore informed the Committee that planning at Scarborough had stopped and there were no plans at present to start at Cabbage Tree Creek.

4. Future Port Expansion project update

Greg Fokes gave an update on the progress of the Future Port Expansion project, including the project status, final design, seawall footprint and construction methodology (presentation attached).

Greg explained that the project had commenced and was progressing well. He indicated that every effort had been made to minimise the impacts of the construction project, including: the type of rock (which was very clean), the transport of the rock by rail, taking 60,000 truck movements off the road during the duration of the project; the continual monitoring of a range of potential environmental issues; and the sourcing of goods/materials locally as far as possible.

Mike Patchett asked if any core sampling for geotechnical analysis was being undertaken. Greg responded that core samples were difficult to take, but a range of testing was being carried out and would continue throughout the project.

Sean Harrison asked how far the seawall was from the navigational channel. Rick Morton indicated it was 250-300 metres away. Sean also asked if the geotextile sheets were joined. Greg explained that the sheets were clamped or "stapled" together.

Paul Brooks raised the question of public access at the end of the reclaimed area, including areas of sandy beaches. Rick Morton said that public access had been included in the Impact Assessment Study; however, since the events of September 11, the safety and security of ports and airports had changed significantly, and that access was potentially now not going to be possible. He explained that security was now a global issue, and if the United States were not satisfied with the security of Australian ports, it would not trade with us.

Barry Wilson raised the issue of wheel squeal in relation to the transport of the rock by train to Fisherman Islands, and said that he would be talking to Dr Timothy Florin, who was a sufferer of wheel squeal. Barry indicated that the Norman Park to Morningside stretch was the steepest in the route and would produce the most wheel squeal. Greg thanked Barry for the information and said he would note Barry's concerns and monitor the situation. He indicated that if were to become a problem, it would be addressed.

Barry asked about the number and timing of trains. Greg said there would be one train a day, early in the morning; however, the trains would only run about one out of three or four Sundays, and usually would not run on public holidays.

Barry asked how much dust the trains would generate. Greg explained the rock was very clean, and he didn't expect any problems. However, if it were to become a problem, it would be addressed.

Mike Patchett asked if rail was the cheapest option for transporting the rock from the quarry to the port. Greg explained that there were a number of criteria that the Alliance considered in making the decision, including cost, but that the cost was "line-ball" between road and rail, and the environmental and community issues tipped the decision towards transport by rail.

Doreen Draheim asked how and by whom the seagrass monitoring was being conducted. Rick explained there were three methods: aerial photography; video recording; and sampling points, including control points, at a number of sites. He said that WBM Oceanics and Department of Botany, University of Queensland were undertaking the monitoring, and the area monitored extended approximately 3.5 kilometres from Fisherman Islands.

Paul Brooks asked what would happen to the containers carrying the rock after the project had been completed. Greg explained that the containers would be sold to the quarry.

5. Status of research and remedial action with respect to mangrove degradation

In accordance with Mike Patchett's request that the Corporation follow up with the Department of Primary Industries on the matter of the mangrove degradation along Port Drive, Rick Morton explained that a letter had been sent and a reply received. He distributed a copy of both letters to the members of the Committee.

Mike Patchett asked what the Corporation's understanding was of the mangrove degradation.

Rick Morton said that there were probably a number of causes for the mangrove degradation, with the two most likely being the North Wynnum Sewerage Treatment Plant and the construction of the road to Fisherman Islands, which could have affected tidal flushing of the mangroves in the area. Sewage discharge occurs among the mangroves and up to 300 metres from low tide. Brisbane City Council had tried to ease the situation at the treatment plant through the cross-river sewerage link.

James Hunt said he had read an article in *The Courier-Mail* that indicated that one factor affecting mangroves was dry weather conditions. Rick Morton agreed that this can affect mangroves, but dry or wet conditions typically only exacerbate an existing problem.

Doreen Draheim asked if there were any plans to upgrade the treatment plant. Rick said that this was an issue for the Brisbane City Council. The Council had tried to address the issue, but it was a very difficult and very expensive matter to remedy.

Mike Patchett indicated that the letter's proposal to commence a study programme was obviously long-term and would probably be subject to funding. Mike asked that the Committee be kept informed of any progress in relation to this issue.

6. Whyte Island Boat ramp planting and Riverclean programme update

Rick Morton gave a presentation on the status of the Whyte Island Boat ramp planting and rejuvenation programme. He said that the Rotary Club of the Port of Brisbane was interested in assisting the Corporation in erecting shade areas and barbecues, and that the final design plan for the area would be displayed at the Riverclean event at the boat ramp on 7 September.

The final design would incorporate some water-sensitive design features, and the implementation of the plan would require the closure of the boat ramp for about three weeks, probably from mid-October.

Rick said the Riverclean programme had been very successful and invited Margo Canavan to report on Boggy Creek's Riverclean event. Margo said the day had been very successful, despite the weather, with over 1,000 trees planted, and one of the area's industrial neighbours, Incitec, had undertaken its own planting.

7. Other business

a) Habitat compensation, restoration and commitment to buffer zones: Whyte Island to the Bay Park

Wayne Cameron expressed his wish that the green buffer zone be extended from the port to the Bayside Parklands, and encouraged the Corporation to provide some funding.

He informed the Committee that he was proposing to seek a grant for the restoration and welcomed any local groups that may be interested in being involved.

He asked if there was any chance that a groundcover layer be added to the existing plantings at Whyte Island, and Rick Morton said he would look into it, but could see no problem in implementing his request.

ACTION: Rick Morton to investigate the possibility of planting a groundcover layer at Whyte Island.

b) Scarborough Boat Harbour dredging

John Dobson asked about the dredging to commence shortly at Scarborough Boat Harbour. Rick Morton gave a presentation on the new technique the Corporation is about to trial at the harbour, which involves filling geotextile bags with the dredged material and removing the material after it has dried.

Rick confirmed that the results would be documented and made available to the Committee.

Barry Wilson asked if the area would be fenced off as it is at Manly. Rick confirmed that while dredging was occurring there was a need to fence off the construction area in line with health and safety legislation.

John asked for a progress report on the planning study at Scarborough and Cabbage Tree Creek. Michael Moore informed the Committee that planning at Scarborough had stopped and it had never started at Cabbage Tree Creek.

c) Perrin Creek biophysical changes

Barry Wilson asked when the flooding issue at Perrin Creek was to be resolved.

Rick Morton indicated that the Corporation had consultants investigating both environmental and flooding issues, and would provide the Committee with the results when they were available.

ACTION: Rick Morton to present results of the study to the Committee when available.

d) Saline penetration of the lower Brisbane River: priority action programmes for Moreton Bay

Greg Spilsbury (who rang during the meeting) raised the issue of increasing salinity in the Brisbane River flood plains, and suggested placing a barrage in the Brisbane River to stop salt water going upstream.

Greg asked Committee members if they were interested in a workshop on the issue.

The consensus amongst the Committee was that this is not within the role of the groups associated with the Committee and that organisations such as the CSIRO were more appropriate to consider the proposal.

e) Safe anchorage in relation to fish farm in Moreton Bay

Barry Wilson questioned the location of the safe anchorage position in Moreton Bay.

Rick Morton informed the Committee that the Corporation had no say in the safe anchorage location, and that is was an issue for the Harbour Master and Queensland Transport.

8. Next meeting

The next meeting will be held at the Port of Brisbane Visitors' Centre at 6.30pm on Wednesday, 12 November 2003. Refreshments will be served from 6.00pm.