

Notes of Meeting



Purpose of Meeting	Hydrology and Flooding Focus Group Meeting No. 3		
Project	Wells Crossing to Iluka Road	Project No	EN01810
Prepared By	Paul Robilliard	Phone No	1800 557 673
Place of Meeting	Grafton Community Centre 59 Duke St, Grafton	Date	24 October 2006
Present	Kerry Lloyd (Clarence Valley Council) Pat Battersby (Clarence Cane Growers) Andrew Fischer (Clarence Cane Growers) Tony Wade (South Grafton Progress Association) Bill Noonan (Clarence Floodplain Committee, Clarence Valley Conservation Coalition) Jonathon Hirst Basil Moran	Frank Rasbasek (Clarence County Council) Trevor Want Peter Wilson (Clarence County Council) Diana Loges (RTA) Greg Rogencamp (SKM team) Paul Robilliard (SKM)	

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1) **Welcome**

- Diana Loges welcomed everyone to the meeting and there were introductions by all participants.

2) **Initial questions and comments:**

- Concern about floodplain impacts of road adjacent to the river.
- Concern about loss of highest value cane land.
- Concern about flood height data – changes within the floodplain mean that 1:100 year flood event is much higher than has been previously predicted.
- Levees at Grafton and Maclean are at the 1:100 year flood level - road is at 1:20 year flood level, but is actually above this to enable it to still be trafficable in a 1:20 year flood. To say the road is at 1:20 is misleading.

G. Rogencamp clarified that the road surface is above the 1:20 year level to enable it to be trafficable during the 1:20 year flood. This means that the waterway openings in sections of the road along the floodplain need to be designed to accommodate a greater than 1:20 year flood flow. Once the flood height exceeds the height of the road, it will be overtopped and water will flow over the road into the Shark Creek basin as well as continuing to flow through bridges and culverts under the road.



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- 3) G. Rogencamp made a presentation on the hydrological assessment undertaken to date for the project.

Aspects raised in discussion during the presentation included:

- Timing of peak flows into Coldstream basin are complex and variable, depending on the type of flood event.
 - Typically, in flow from smaller creeks occurs first, then back flow from Clarence River following.
 - Smaller creeks take up capacity in floodplain.
 - It is noted that in some flood events, smaller tributaries contribute little to overall flooding in the basin, with backflows from the Clarence being the primary source of floodwaters. This particularly occurs when high rainfall occurs in the upper Clarence catchment rather than in the lower catchment.
- More recent modelling has changed understanding of flood levels and behaviour.
 - Studies with Drew Bewsher consultants for Clarence Valley Council are to be released later in the year.
 - Displacement by South Grafton levee raising of highway, filling for development. Building levees and doing other works in the floodplain has impacts on other areas.
 - There was no outflow from Coldstream Basin around Cowper in 2001 flood due to raising of highway, was this taken into account in model?
- Whether drainage in Shark Creek that is controlled by floodgates would change with preferred route.
- Whether access roads would be at a level lower than 1:20 (lower than they currently are) and if so, whether access to local properties will be reduced from the current situation in times of flood. This requires consideration in the design.
- Flows being limited by road along river edge will increase flooding on Woodford Island.
- Increasing flood flow velocity in the South Arm and Maclean could have a large impact - needs to be considered in next stage of design.
- Main concerns are water velocity and height and the need to minimise these impacts.
- Glenugie Creek tributary – referred to as Picaninny Creek
- Velocity of water through culverts is a big issue for culvert size and location. Potential scouring, erosion and damage to crops is a significant issue in the design of culverts, particularly across Harwood and Chatsworth Islands.
- 80 – 120mm increase in flood heights is not acceptable – 20-50mm may be subject to further consultation with community to define “acceptable” impacts.
- An explanation was sought as to the reasons for selecting the preferred



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option rather than easterly options, given the significance of potential flooding impacts.

D. Loges responded to this question as follows:

- *This solution is considered to provide the best overall balance.*
- *Ability to stage the construction of this option is a significant benefit.*
- *This is the shortest of the refined options, so travel time and cost efficiency benefits are maximised.*
- *Minimised risk of ecological impacts compared to easterly options.*
- *North of Tyndale, flooding is associated with Shark Creek Basin. This has much lower risks than the Coldstream Basin south of Tyndale.*

- Traffic management during construction near existing highway.
- Flooding has greatest impact on man made and natural environment.
- Flash flooding is a big issue in smaller tributaries and is getting worse.
- Element of risk that we do not have the flooding right.
- Whether there will there be one carriageway above 1:20 and one above 1:100 flood heights.

G. Rogencamp responded that the highway will be above 1:20 but openings may need to convey 1:100 flows.

- Whether RTA has a policy for compensation for impacts of flooding if houses are newly affected by flooding as a result of the construction of the highway.

D. Loges response: Will take this question on notice and will get back to the group.

- Changes to flooding and loss of crops could lead to class action against RTA.
- Design of culverts is a critical issue on Harwood and Chatsworth Islands, because of transverse flows.

4) **Future Consultation**

D. Loges commented that RTA would like to convene another focus group if people think it would be useful. The participants were generally in favour of further meetings. D. Loges responded that a meeting would be convened when more information is available.

5) **Meeting closed at approx 12:00pm**