

# MEETING NOTES

**MEETING SUBJECT:** Edwards drain meeting – Maclean Focus Group

**DATE AND TIME:** Monday 29 March 2021, 5:30 – 6:30pm

**PROJECT STAFF:** Greg Nash, A/Project Director W2B, Transport for NSW, John McKechnie, Senior Project Engineer, Transport for NSW, Rob Leslie, Project Hydrologist, Pacific Complete, Colm Magee, Senior Design Manager, Pacific Complete, Mark Babister, Managing Director, WMA Water, Monique Retallick, Technical Director, WMA Water, Kerri Trevaskis, Senior Communications and Stakeholder Engagement Officer, Pacific Complete, Jade Hewitt, Communications and Stakeholder Engagement Officer, Pacific Complete

**COMMUNITY MEMBERS:** Leigh Barrington, Gloria Lee (Ferry Park Gallery), Ainslie Langshaw (Ferry Park Gallery), Marlene Sheehan (Ferry Park Gallery), Graeme Nicholson, Ronald Grebert, Kathleen Grebert, John Nilon

**LOCATION:** Maclean Showground Pavilion

ITEM	SUBJECT/NOTES	PERSONNEL
<b>1</b>	<b>Welcome</b>	
1.1	Kerri Trevaskis introduced attendees and outlined housekeeping requirements.	KT
1.2	Greg Nash welcomed attendees and outlined the agenda for the session.	GN
<b>2</b>	<b>Project update: Slide 2 – 4 of W2B Edwards drain presentation</b>	
2.1	<p>Greg Nash explained the upgrade opened to traffic in December 2020 with maintenance, minor defects and finishing work remaining this year.</p> <p>Greg Nash explained the process for finalising the W2B design and introduced the proposed design change at Edwards Creek drain.</p> <p>Greg Nash provided an overview of the upgrade's flood management objectives as outlined in the Minister's Conditions of Approval (MCoA).</p>	GN
2.2	<p><b>Question: What happens during other flood probabilities, e.g. 1:20, 1:50.</b></p> <p>The MCoA defines the changes the project is allowed to make with reference to flood levels, duration, velocity and direction. The same allowances apply to all of the different flood events. Generally, flood immunity is the same or better in the Maclean region. The project team worked with council to raise the levee wall at Maclean to offset general flooding impacts.</p>	
<b>3</b>	<b>Edwards drain overview: Slide 5 – 12 of W2B Edwards drain presentation</b>	
3.1	<p>Rob Leslie explained that due to increased bridge lengths and culvert capacities, no work is required at Edwards drain for the upgrade to meet its flood management objectives.</p> <p>Rob Leslie explained how the water flows in and out of Edwards Creek and the Chaselings Basin and talked to animations outlining water movement with and without the upgrade at Edwards drain. Not upgrading the drain results in a better outcome for the area while impacts on Maclean and Illarwil remain unchanged.</p>	RL
3.2	<p><b>Question: Why are the flood gates at the Edwards Creek drain shut? Ponding is still occurring in Chaselings Basin.</b></p> <p>Rob Leslie explained the drain is a council-owned asset and the project team is working with council to investigate the matter.</p> <p><b>Comment:</b> The biggest problem the community has is getting the water out. Suggest investing the money saved on this design change to support the council to get the water out. Would like to commend the project team on the positive flood outcomes, the new highway has not gone under as it had previously.</p> <p><b>Question: What size are the pipes at Ferry Park? What happens when they are clogged?</b></p> <p>Rob Leslie explained the drainage design assumes a certain level of blockage. Mark Babister explained the design was compliant with national guidelines in regards to designing for blockage. The project team will confirm the size of the pipes and advise separately.</p>	

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	<p><b>Question: Where does the water in the bottom left of the animation flow through?</b></p> <p>Rob Leslie explained that water flows through the bridge near the BP access road and the culvert north of Causleys Lane (slide 10).</p> <p><b>Comment: Regular maintenance is required at the Maclean interchange and near Jubilee Street.</b></p> <p>Greg Nash explained we are trying to establish vegetation in the area but will take feedback on board regarding regular maintenance and will advise separately. This area will be handed back to Clarence Valley Council in the future.</p> <p><b>Comment: The road is too flat on the southbound carriageway at Pimlico near Whytes Lane and the water is not running off quickly enough.</b></p> <p>Greg Nash explained the requirement for three percent cross fall however agreed to investigate and advise the group separately.</p> <p><b>Comment: There is not enough truck pullover bays on the highway. A herringbone pattern is the preferred design as it is difficult to parallel park a B-Double truck.</b></p> <p>Greg Nash thanked stakeholder for the feedback, advised the matter should be raised with federal member to support allocation of funding.</p>	
4.	Meeting closed at 6.30pm	