

File note

Date: 1 April 2011
Meeting: Origin Alliance
Present: Derek [REDACTED] **Time:** 1.00pm
Michael Wilkinson (Treasurer [REDACTED]) (MWW)
Anthony Rush (Secretary) (AR)
Jeanenne Wilkinson (Macrossans Lawyers) (JLW)
Location: Origin Alliance, Chalk Street, Redbank
Subject: [REDACTED] CTS 19169 – Application for documents pursuant to the *Right to Information Act 2009* (Qld)

Background

1. The purpose of the meeting was to give the Body Corporate an opportunity to understand the extend of the documents held by the Department of Transport and Main Roads with a view to narrowing the scope of the request for documents under the application.
2. The meeting arose as a result of a site meeting the week beforehand at the [REDACTED] Redbank), which had been organised by a concerned resident (Lauren Bybank) through Ipswich City Council. There was an inspection of the drainage pipes laid underneath the earthworks and part of the structure in place in relation to the Monash Overpass.
3. As a result of the meeting a further invitation was issued to the Committee to attend at the offices of Origin Alliance on 1 April 2011 to discuss the RTI application.

General discussion at meeting

4. MWW said that the essential question is the hydrology design behind the water carrying capacity of the pipes and drainage infrastructure relating to the Monash Overpass.
5. MWW advised Derek [REDACTED] of observations in relation to the pre Brisbane Flood Disaster overland water flows in relation to the land adjacent to Jabiru Place and in relation to the construction works on the Monash Overpass.
6. MWW spoke in relation to the current situation in relation to McAuliffe Street especially the water travelling over McAuliffe Street and the fact that it was about 2 feet above the tennis court.
7. JLW indicated that as DM could probably appreciate there were issues relating to insurance and a distinction between "flash flooding" and "flooding" and residents of [REDACTED] were hoping to find support for an argument that the overland water flows on the adjacent land to [REDACTED] had an impact in terms of flash flooding. In practical terms the increase in water banking up because of the Monash Overpass as a result of the high

velocity and lack of drainage made the overall flood levels higher by approximately 1 metre, which sounded in the level of water rising through to the upper level of the town houses. The residents had thought, based on the information provided, that the flood water levels would not reach the upper levels of the town houses.

8. DM advised of his involvement with the Goodna to Dinmore Ipswich Motorway Upgrade Project ("the Project") and said that he took over from the previous Project Manager and had been on the project for the past 4 years.
9. DM said that he had been involved in putting the Project together and was responsible for the Project Briefs to manage the overland water flows for the construction works involved in the Project.
10. DM said that whatever the Department of Transport and Main Roads designs [implicitly indicated also that whatever design is accepted by other contractors] cannot make local conditions any worse.
11. Query was raised in relation to the hydrological modelling done for the area comprising Jabiru Place, the adjacent land (a natural swamp/water course) and the Monash Overpass.
12. DM indicated that a program called AFLEX was used for the modelling. He said that the principle is that all roads work as dam walls. When roadways [meaning the Monash Overpass] was constructed it was bigger and wider than the pre existing state and resulted in a loss of storage space and it raised the issue of where the water was going to go.
13. DM used as an example the fact that Henton Street (Goodna side of Motorway) flooded and it was designed as a 1 in 5 year flood event in the area.
14. Outfall to the River.
15. Flood design report – 1 in 100 year event for the Motorway itself.
16. 1 in 20 year flood.
17. The flood modelling covers the whole area.
18. AR questioned DM in relation to the initial installation of three drainage pipes in the Monash Overpass. Later the whole earthworks were dug up to install an additional 2 pipes. AR questioned what had happened for Origin Alliance to make the decision to increase the drainage in that area.
19. DM said that the Project was under a constant state of review for improvement.
20. Brisbane City Council and Ipswich City Council develop their own flood models, and the Department of Transport & Main Roads sit with Council and agree what the flood levels are [ie what levels should be adopted from the models].
21. The Department of Transport & Main Roads accepted the existing (pre Brisbane Flood Disaster data as being correct and have done modelling in relation to that [ie used the levels].

22. In relation to [REDACTED] – the overpass where swamp was. Recent events indicate if we take South East Queensland Water and State Government and look at rainfall and carrying capacity of the area are still left with a significant problem.
23. McAuliffe Street acts as a barrier and is there. Suggest – told on a number of occasions that Origin Alliance's scope of works does not include McAuliffe Street. Giving the guiding principles that the Project not leave any local area in "worse condition" as a result of the Project. The scope of McAuliffe Street in line with principle.
24. MWW said the Committee would like to see something in black and white that indicates activities Origin Alliance will undertake in the short term.
25. DM indicated the Flood Design Report Regional Model runs through process. Develops minimum criteria as to what constitutes a 1 in 20 year flood event and what constitutes a 1 in 100 year flood event.
26. Look at local and regional flooding and possible maximum flood.
27. Look at risk processes identifying area of risk and look at the consequences of risk and what the Project can do to mitigate. The Flood Design Report also goes through an independent verification process.
28. A civil engineer with hydraulical experience independently audited the Flood Design Report.
29. The next step is to design – looked at Monash Road putting in the embankment and cutting water storage capacity and the normal drainage lines in the immediate area. designer calculated water flow lines.
30. The designer says need big culverts.
31. Ipswich City Council allow for "blockage factor" for the watercourse. The whole catchment area is considered. Not being reviewed.
32. JLW asked DM whether Origin Alliance had taken details of the flood levels and had considered the situation and done further hydraulical modelling to determine relevant changes.
33. DM said that nothing was being done until the Commission of Inquiry findings were released in relation to its findings of the nature of the flood event [meaning whether it was a 1 in 20 year; 1 in 100 year].
34. JLW said that the Commission was unlikely to be playing fantasy modelling and that in order to make that sort of finding it would need to eliminate the effect of releasing water from Wyvenhoe Dam and that would be exactly like playing fantasy football. JLW said that she did not believe the Commission's terms of reference covered this type of thing.
35. DM advised that the Royal Commission had asked for all hydraulical information.
36. The whole corridor gets surveyed. Then the Project takes possession of the site for the works [ie the Goodna to Dinmore sections and associated land such as that resumed] to be undertaken.

37. All designs on local Streets are sent to the Ipswich City Council for comment. Origin Alliance don't have to get approval from Ipswich City Council in terms of the designs and construction plans; but consult with the Council and if there are suggestions take them into account. The Ipswich City Council knows that the Project cannot make it worse.
38. Hydraulic modelling – the Project has details of the levels [of land] before and after the Project works have been completed [ie before and after earthworks have been undertaken].
39. No copies of documents were provided.
40. General discussion of documents that the Committee would like included:
 - a. Flood Design Report
 - b. Project Management Guidelines/Scope
 - c. Extract of Project Brief
 - d. Hydrological modelling reports
 - e. Pre-works survey plans – levels
 - f. Post-works – levels
 - g. Construction Works Drawings
 - h. Any other documents that might assist the Committee with determining impact of flows of water on "flash flooding".

JLW