

# JEANENNE WILKINSON

## STATEMENT

### TENDER COPY

Volume 1

**QFCI**

Date:

5/10/11

Jm

Exhibit Number:

736

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## **Note**

This statement has been redacted to remove certain personal information and information that is not relevant to the land planning terms of reference.

## STATUTORY DECLARATION

I, Jeanenne Wilkinson of [REDACTED] in the State of Queensland solemnly declare as follows:

### General details

1. I am a solicitor of the Supreme Court of Queensland.
2. I am the sister of Michael William Wilkinson, the owner of [REDACTED] 13 Bridge Street, Redbank.
3. My brother is the treasurer of the Body Corporate, and is part of the Body Corporate Committee, which manages the common property and all aspects of the Community Titles Scheme in accordance with its rights and obligations under the *Body Corporate and Community Titles Act 1997 (Qld)* (BCCM Act).
4. I was employed by the legal practice known as Macrossans Lawyers from February 2007 to approximately 14 May 2011.
5. In about January 2011 the Body Corporate for the Jabiru Place Community Title Scheme 19169 retained Macrossans Lawyers as its solicitors, and I acted for the Community Title Scheme 19169 up to the time I ceased employment with Macrossans Lawyers.
6. I am now employed by the Department of Justice & Attorney General and work for the Legal Services Commission.
7. Macrossans Lawyers continues to act in the interests of the Body Corporate.
8. I am authorised by the Chairman and Treasurer of the Committee of the Body Corporate to reference the documents maintained and obtained by the Committee, which relate to the Brisbane Flood Disaster, and planning and environmental matters.

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[REDACTED]

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Jeanenne Wilkinson

PAGE 1 of 30

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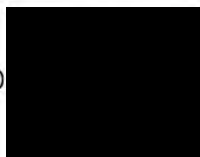
**Purpose**

- 9. I have prepared this declaration to highlight significant matters raised in the submissions I settled and submitted to the Commission on 5 April 2011. Those submissions included a number of appendices, which incorporated statements from the owners and residents of Jabiru Place. **ATTACHED** and marked "JW1" is a true copy of the submissions I settled on 4 April 2011 (without attachments).
- 10. I have no scientific or engineering qualifications and my comments in relation to expert documents are made as a lay person trying to comprehend the effect and content of those documents.
- 11. I have authorisation from the Committee to make this declaration using the information and knowledge I have developed since my initial meeting with the Committee of Jabiru Place.
- 12. The information contained in this declaration has been obtained from the records and documents obtained by the Committee or, the Committee members themselves unless otherwise indicated.

**Reference and terms**

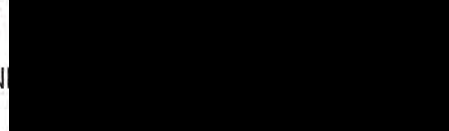
- 13. For consistency the following terms will be used throughout my declaration:
  - a. **Body Corporate** means the Body Corporate for Jabiru Place Community Title Scheme 19169 located at 13 Bridge Street, Redbank.
  - b. **BCCM Act** means the *Body Corporate and Community Titles Act 1997* (Qld).
  - c. **Brisbane Flood Disaster** or **Disaster** means the flood event that took place on 11 January 2011.
  - d. **Committee** means the Committee of Management of the Body Corporate for Jabiru Place Community Title Scheme 19169 located at 13 Bridge Street, Redbank.
  - e. **Dam** means the Wivenhoe Dam,
  - f. **Development** means the subdivision and construction of Jabiru Place being known as the project "*Abergavenny Unit Development*".
  - g. **Developer** means Abergavenny Investments Pty Ltd.

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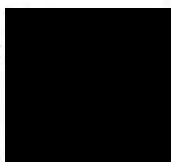
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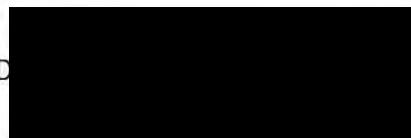
- h. **DTMR** means the Department of Transport and Main Roads.
- i. **DTMR documents** means the documents obtained from the DTMR in response to the Committee's application to access specified classes of documents pursuant to the *Right to Information Act 2009* (Qld).
- j. **Grigg Report** means the report entitled "A *Comprehensive Evaluation of the Proposed Wivenhoe Dam on the Brisbane River*", which reports on a detailed "examination of the economic, financial, social and environmental effects" of the construction of the Dam.
- k. **First Grigg Submission** means the submission by Trevor Grigg entitled "*Muddy Waters: The Reality of Brisbane River Flooding*".
- l. **Second Grigg Submission** means the submission by Trevor Grigg entitled "*Defining Socially Unacceptable Exposure to Flood Hazard*".
- m. **Jabiru Place** means the Community Title Scheme 19169 being located at 13 Bridge Street, Redbank.
- n. **Monash Overpass** means the overpass being constructed on land resumed from Jabiru Place by the Department of Transport and Main Roads as part of the Goodna to Dinmore Ipswich Motorway Upgrade. The Overpass exists from the Ipswich Motorway and travels in a northerly direction to join Monash Road at the intersection of Monash Road and Brisbane Terrace, running parallel to McAuliffe Street.
- o. **Owners** means the registered proprietors of the town houses forming the Group Titles in the Community Titles Scheme 19169.
- p. **Origin Alliance** means the legal entity for the Public Private Partnership, which is contracted to project-manage the construction of the upgrade to the Ipswich Motorway.
- q. **Residents** means the occupants of the town houses forming the Group Titles in the Community Title Scheme 19169.
- r. **RTI** means the *Right to Information Act 2009* (Qld).
- s. **RTI application** means an application for access to documents made under the provisions of the *Right to Information Act 2009* (Qld).

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Shanne Wilkinson

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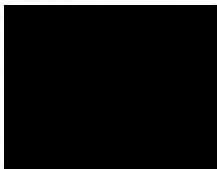
**Committee**

- 14. As at 26 December 2010 the Committee at that time was constituted by the following:
  - a. Chairman: Matthew Morgan
  - b. Treasurer: Michael Wilkinson
  - c. Secretary: Anthony (Anton) Rush
  - d. Ordinary Member: Jacinta McLaughlin
  - e. Ordinary Member: Tania McLaughlin
  
- 15. Following an Annual General Meeting held on 15 July 2011 the Committee is now constituted by the following:
  - a. Chairman: Matthew Morgan
  - b. Treasurer: Michael Wilkinson
  - c. Secretary: Sharron Campbell
  - d. Ordinary Member: Mohammad Sharif
  - e. Ordinary Member: Tania McLaughlin
  - f. Ordinary Member: Jacinta McLaughlin
  - g. Ordinary Member: Shaun Flanagan

**Background to involvement**

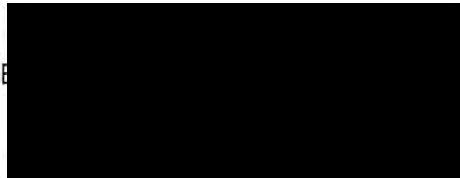
- 16. In December 2011 Michael Wilkinson informed me the Committee and residents of Jabiru Place were concerned about the impact of construction works on land adjacent to and compulsorily resumed by the DTMR.

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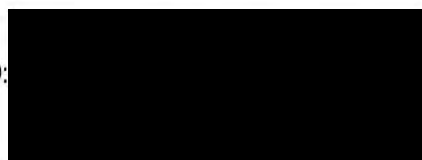
17. There were a number of concerns; but the most pressing concern related to the impact of the construction works for the Monash Overpass on the overland water flows and drainage of Jabiru Place. The construction works, and the construction of the Monash Overpass appeared to be causing flash flooding of the tennis court area.
18. The Committee was concerned about the long-term effect the Monash Overpass would have on overland drainage in Jabiru Place, and wanted to develop a strategy for raising the dispute with Origin Alliance and the DTMR in the context of solving the drainage problems and other issues of concern relating to the construction works, as well as compensation for the nearly 700 square metres of land resumed by the DTMR.
19. At that time I was a fairly new mother and had returned to work part-time for 3-days per week. I worked Tuesday, Wednesday and Thursday, and had some time off work over the Christmas / New Year period because the offices of Macrossans Lawyers was closed.
20. My brother made arrangements for me to meet with the Committee of the Body Corporate for the purpose of developing a strategy for resolving the dispute, and obtaining legal advice in relation to the dispute.
21. I met with the Committee on 26 December 2010. During the course of the meeting I made notes using my brother's computer. The Committee members that were present at the meeting all contributed to the process. **ATTACHED** and marked "JW2" is a true and correct copy of the notes, which I annotated by hand during the meeting and discussion.

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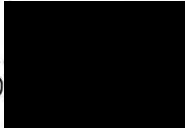


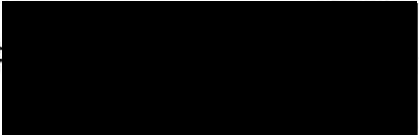
**Overland water flows**

- 22. After the meeting on 26 December 2010 and, following my advice to document the overland water flow and drainage issues by photographing and obtaining evidence such as rain fall data Jacinta McLaughlin took photographs, which detail the drainage problems on 27 December 2010. **ATTACHED** and marked "JW3" is a true and correct copy of the photographs taken by Jacinta McLaughlin, which were provided to the Committee of Jabiru Place.
- 23. At the meeting I was informed of various discussions owners and Committee members had engaged in with representatives of Origin Alliance and other organisations in relation to their concerns about the adverse impact of the construction on Jabiru Place. These communications are referred to in detail at paragraph 87.

**Brisbane Flood Disaster**

- 24. On 11 January 2011 I was in attendance at my employment, Macrossans Lawyers, Level 23, AMP Place, 10 Eagle Street, Brisbane.
- 25. Some time in the late morning probably between 11am and 12pm emails were transmitted to all staff that warnings were being given for all employees to make sure they were out of Brisbane City by lunch time because public transport from the City to suburbs was due to cease at lunch-time because more water was being released from Wivenhoe Dam, and it was expected Brisbane City would become flooded.
- 26. On that day I had driven to Mowbray Park Ferry Commuter carpark and had parked there.
- 27. I received information that the Brisbane River Cats had already ceased operation, and checked to see what bus I could catch up Shafston Avenue to Mowbray Park. I subsequently queued in Edward Street for a bus along with a large crowd of other people.
- 28. I was fortunate and it did not take long to get on a bus. I recall the bus driver was very decent and took on as many people as could cram onto the bus. I was

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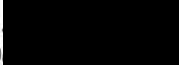
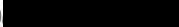


practically standing in the windscreen of the bus. The radio back to Brisbane Council Bus Headquarters was providing a commentary about the fact that bus services were to cease operation shortly. I had caught the bus at approximately 1pm.

29. It was a pretty slow trip to Mowbray Park across the Storey Bridge and it took approximately half an hour. I walked down to my car and then drove home to Wishart.
30. When I was at my car I telephoned my mother to see if she had heard from my brother (Michael) and sister-in-law (Sarah). Sarah' house was located near Ipswich and I was concerned about how the release of water would impact on her. I was also concerned about my brother's town house at Jabiru Place.
31. I do recall trying to get hold of my brother; but being unable to reach him because he did not answer his mobile telephone, or it may have been out of range or switched off.

#### **Flood Legal Assistance**

32. Following the Brisbane Flood Disaster I attended the training session offered by the Queensland Independent Legal Clearing House (QPILCH) in association with Legal Aid Queensland and the Queensland Law Society.
33. I volunteered at the Goodna Recovery Centre; but it became fairly clear that it would take a longer period of time before people were ready to confront legal issues associated with the Brisbane Flood Disaster as they were under enough personal stress simply dealing with the day-to-day practical impact of the flood such as housing, getting to work and maintaining employment as well as cleaning up and trying to recover what possessions they were able to salvage.

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34. At that time there was not an overwhelming demand for legal assistance to assist with matters arising from the Brisbane Flood Disaster. However, I understand from more recent communications with the Caxton Legal Centre that this position has altered.

35. In May 2011 prior to my ceasing employment with Macrossans Lawyers I received email communications from Caxton Legal Centre indicating it was seeking volunteer lawyers to assist with taking statements from affected flood victims for the purpose of obtaining legal advice, [REDACTED]

[REDACTED]

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- a. Owners had moved all chattels and valuables upstairs in the townhouses believing they would not be affected by the flood waters;
  - b. Absent water reaching and being trapped in the first floor of the townhouses it would not have damaged the internal structures as significantly as they were damaged as the water fermented in the town houses for a period of approximately 48 hours. The plasterboard and fittings sitting in the water for this extended period of time meant it was not salvageable.
39. If the two bodies of water (ie trapped overland waters built up against the Monash Road Overpass) and the flood waters had not met and combined the height of the water at the Jabiru Place townhouses would not have been as great. If the flood waters had been less then less damage would have been caused.
40. It has widely been reported that the flood waters in the Brisbane Flood Disaster failed to reach the height of the flood waters in the 1974 floods. This point is of interest as one of the residential allotments adjacent to Jabiru Place [REDACTED] Bridge Street, Redbank) was inundated almost to the same degree as it was in 1974. Given the flood levels were not as high as 1974 it must mean there was some other factor, which caused the waters in the local area to be higher than in 1974.
41. The owner of [REDACTED] Bridge Street (known as [REDACTED] advised Michael Wilkinson and Matthew Morgan of the impact of the 1974 flood on the dwelling at [REDACTED] Bridge Street when they were assisting him move some outdoor equipment.
42. According to data the flood height for the 1974 flood was recorded as 5.45 metres at the Brisbane City Guage. The flood height for the Brisbane Flood Disaster is reported as being 4.45 metres on the Brisbane City Guage.<sup>1</sup>
43. Given the fairly minor development of the land adjacent to the River in the area proximate to Jabiru Place it seems to be a matter of logic that the most obvious factor for the flooding almost as severe as in 1974 is the construction of the Ipswich Motorway Upgrade works particularly, the Monash Overpass.

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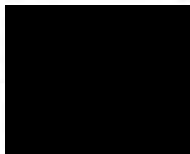
**Open Committee Meeting**

- 44. On 29 January 2011 the Committee had an open Committee Meeting and invited all owners and residents to attend to receive information first-hand in relation to post-Brisbane Flood Disaster recovery issues.
- 45. I was invited to attend the meeting by the Committee, and attended and provided some information to owners and residents about the availability to access Flood Legal Advice at Recovery Centres if they required assistance with insurance claims, or required other advice in relation to issues arising from the Flood.
- 46. The owners and resident's concerns are documented in the minutes of the meeting. **ATTACHED** and marked "JW4" is a true copy of the minutes.

**Meeting with Origin Alliance**

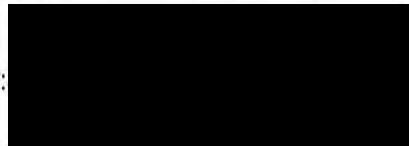
- 47. Armed with anecdotal evidence about the height of the flood waters being accentuated in the local area by virtue of the construction works I believed it was important to determine what information and evidence might be available to prove this theory.
- 48. An RTI application was made to the DTMR seeking documents relating to the planning and approval process for the construction works, and seeking initial construction plans, and as constructed plans of the works was made.
- 49. An RTI application was also made to the Ipswich City Council seeking:
  - a. Planning and approval documents for the original development application for construction of the town houses by the Developer;
  - b. Search result information disclosing the likely effect of flooding of the Brisbane River on Jabiru Place.
- 50. The estimated charges notice issued by the Ipswich City Council indicated there were no documents in existence, which provided search information for all the townhouses in Jabiru Place. The documents maintained by the Council were for each townhouse in Jabiru Place.

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anne Wilkinson

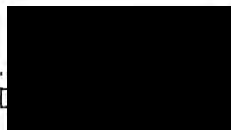
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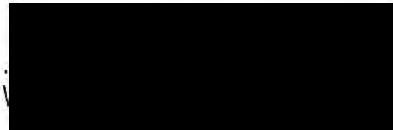
51. The cost of obtaining search documents for each 42 town houses was thousands of dollars and well in excess of an amount of justifiable expenditure notwithstanding the search for the truth about the information available to owners prior to the Brisbane Flood Disaster.
52. The RTI application with the Ipswich City Council has recently gone to external review.
53. The application to the DTMR was originally in fairly broad in its terms as the Committee was of the belief a normal sort of construction approval process had been followed (ie the works would require the building approval of the Ipswich City Council). For this reason it was presumed approved drawings, engineering details and hydrological models would exist together with as constructed drawings.
54. As a result of the RTI application representatives of the Committee were invited to a meeting with the project manager for Origin Alliance (Mr Derek Millar).
55. The purpose of the meeting was to determine if Mr Millar could provide information to the Committee that would satisfy or assist with narrowing the scope of the RTI request.
56. A comprehensive file note of the meeting was drafted by me. **ATTACHED** and marked "**JW5**" is a true copy of the notes I typed after the meeting.
57. The RTI application to the DTMR was made on 2 February 2011 and was finalised after consultation in about late April 2011.
58. The RTI application to the Ipswich City Council was made on 2 February 2011 and is ongoing, having been sent to an external review.
59. It is difficult to ascertain whether seeming difficulties obtaining documents have been caused because of policy considerations, or greater demand for information resulting from the Brisbane Flood Disaster.

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Wilkinson

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**Grigg Report**

- 60. The Committee has continued to undertake relevant research into planning and policy issues relating to the issue of how such a large town house complex came to be approved for development on such a poorly suited site.
- 61. The prevailing view of the owners is that at the time of Council's development approval being given the site was always going to be impacted by further development of the Ipswich Motorway, and prone to flood waters from the Brisbane River as well as issues of noise and minor overland water flows from the Railway Workshops (adjacent to the railway track running alongside Jabiru Place).
- 62. As part of the research the Committee obtained a copy of a report entitled "A Comprehensive Evaluation of the Proposed Wivenhoe Dam on the Brisbane River", which reports on a detailed "examination of the economic, financial, social and environmental effects" of the construction of the Dam.
- 63. The Grigg report considers a number of policy and planning issues in relation to the water supply for Brisbane and the surrounding area. It also makes it plain that one of the objectives of the construction of the Dam was for flood mitigation.
- 64. I have considered the report, and am astonished by the commentary. The report reveals that there was a significant amount of expert information and data available to ably predict the dire effect of ignoring and mishandling management of the Brisbane water supply (including flood mitigation policy).
- 65. I found most illuminating the following references in the report:
  - a. *"The water from the Dam will be needed in 1981/82 and the Dam should meet the demand for water until about 1995. In view of the limited surface water storages available in the Region after Wivenhoe Dam is built, changes in management and water pricing policies to encourage less waste in the use of water will be needed in the future."*<sup>2</sup>

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- b. *"Flood mitigation in the urbanized areas of the lower Brisbane Valley is another purpose for which the Dam is being built. The equivalent uniform annual flood damage in the flood plain in mid 1974 prices and with mid 1974 stage of development ... has been assessed at \$6.18 million. The flood storage compartment provided in the Dam will significantly reduce this level of damage but this benefit will only persist into the future if encroachment into hazardous areas of the flood plain can be stopped and if the development of less hazardous areas is restricted to flood tolerant uses. The best advantage of the flood mitigating potential of Wivenhoe Dam can only be obtained if complementary flood plain management policies are introduced by the Local Authorities in the urbanised areas of the Brisbane River flood plain."*<sup>3</sup>
- c. *"Current urban water management and pricing policies are unlikely to be effective in reducing the wasteful use of water. New management and pricing policies will have to be examined in the future with a view to making the best use of the scarce surface water resources available in the Region."*<sup>4</sup>

66. There are many more points of interest in the Grigg; but these matters have been addressed by Professor Grigg in his submissions.

**Flood modeling for dummies**

67. Since the Brisbane Flood Disaster I have drawn on all my previous experience considering hydraulic modeling and overland water issues gathered from my years of reading expert reports in the context of building and construction disputes.

68. I have also sponged up information about flood models. A flood model is supposed to be made as follows:

*"The flood model comprises a hydrological model and a hydraulic model. The hydraulic model determines the runoff that occurs following a particular rainfall event. The primary output from the hydraulic model is hydrographs at varying locations along the waterways to describe the quantity, rate and timing of stream flow that results from rainfall events. These hydrographs then become a key input into the hydraulic model. The hydraulic model simulates the movement of flood waters through waterway reaches, storage elements, and hydraulic structures. The hydraulic model calculates flood levels and flow patterns and also models the complex effects of backwater, overtopping of*

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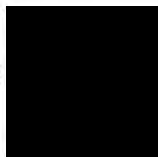
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*embankments, waterway confluences, bridge constrictions and other hydraulic structure behaviour.”<sup>5</sup>*

### **Hydraulic modeling and risk assessment**

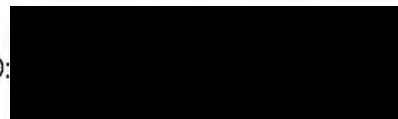
69. The terms “1 in 20” and “1 in 100” have been bandied around since 9 and 10 January 2011, when Campbell Newman was widely reported on television providing general warnings that a flood was going to inundate parts of the Brisbane Flood Plain.
70. Although I regard myself as a reasonably intelligent person (details in this Declaration may indicate otherwise) I had always understood the terms 1 in 20 and 1 in 100 to give a risk rating of flood water damage occurring once in 20 years and once in 100 years depending on where the coloured lines or shaded portions on the map were. I also understood the flood lines drawn on plans to be based on hydraulic modeling that used real raw data of the impact of rainfall, velocity of flows caused by land contours and river flows (including, in Brisbane, the Brisbane River).
71. The Second Grigg Submission provides a clear description of what the terms really mean and I was totally shocked to realise that the pretty coloured lines are just the odds of a flood occurring in every year. The term 1 in 20 actually translates to mean the property has a 5% chance of being flooded every single year (assuming the lines are in the right place).
72. In fact the 1 in 20 year flood has a 50% chance of occurring every 13 years.<sup>6</sup>
73. The information available from the Ipswich City Council’s website shortly following the Brisbane Flood Disaster generated a Diagram for 13 Bridge Street Redbank, which depicted Jabiru Place. The diagram indicates the degree of flooding to be expected in a 1 in 100 chance flood occurring. If a 1 in 20 chance flood occurred according to the diagram it would not have had any impact on the town houses, just the swimming pool area. **ATTACHED** and marked “JW6” is a true copy of the diagram.

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Catherine Wilkinson

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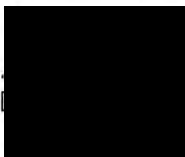
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**DTMR documents**

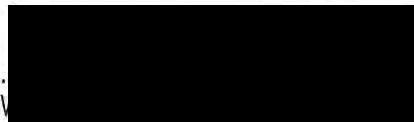
- 74. The Committee obtained 438 pages of documents in response to its application to access documents under the *Right to Information Act 2009* (Qld). That application had focused on obtaining hydraulic modeling reports relating to the Bridge Street area where Jabiru Place is constructed. The application also requested construction drawings and similar documents for the Monash Overpass.
- 75. The 438 pages of documents are the negotiated response that was received. The reduction of the scope of the application was necessary due to the cost of obtaining the documents. It was thought that a further application could be made once some documents had been reviewed it would become obvious the identity of the other relevant documents. **ATTACHED** and marked "JW7" is a true copy of the DTMR documents.
- 76. I have now conducted a detailed review of the DTMR documents. It would have been instructive to review the construction plans / drawings for the Monash Overpass to ascertain whether 3 drainage pipes or 5 were included in the drawings and specification. It would also have been useful to consider the notations on the specification or drawings to determine whether the completed Overpass is in strict accordance with the drawings/plans especially those that were provided for public consultation.
- 77. The Committee negotiated a resolution of the RTI application after protracted correspondence with DTMR to just obtain the documents that it could. For this reason issues regarding the deficiencies with the documents have not yet been ventilated. The Committee has also not until recently been in a position to consult with relevant experts to obtain advice on the further documents that should be obtained.

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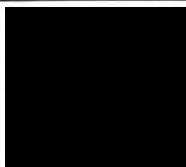
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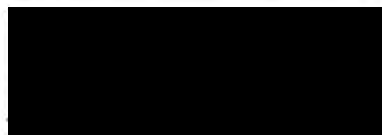
78. My examination of the documents provided (as indexed) reveals:
- a. All Origin Alliance hydraulic modeling is based on previous models developed by Maunsell/DHI. They have been taken as being correct, and adopted. Origin Alliance did not undertake any verification of the models developed or, assess the likely accuracy of interpolating such models for use along the Ipswich Motorway Upgrade.
  - b. The Final Design Report glibly states that DTMR has previously adopted the models<sup>7</sup>.
  - c. The values appear to have been adopted without a great deal of independent thought or inquiry as to the prevailing local conditions including considering the existing approved land development, infrastructure and that anticipated and the interrelationship between the new components for the Ipswich Motorway Upgrade, and the existing overland water flows.
  - d. There is also no indication of whether the Maunsell modeling (using MIKE and upgraded MIKE) precisely covered all areas required by the Ipswich Motorway Upgrade works or, alternatively whether to save on additional costs, and for reasons of expediency a risk was taken to use the existing modeling data and simply extrapolate those results to fit the local areas.
  - e. My simpleton's view of the DTMR documents is that the construction of culverts in the Redbank area (being that bound by Redbank Plaza Shopping Centre, Origin Alliances temporary site office and Brisbane Road) all tend to direct water ultimately in the direction of the Pan Pacific Peace Park.
  - f. The contours of the Redbank Plains area appear such that the lowest part of the land is towards the Peace Park (and in the direction of the Brisbane River). As water does not travel uphill (unless pumped or through some other hydraulic force) the most likely course for untrapped overland water flows is towards the Peace Park.

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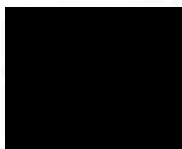
- g. Given these considerations it appears from the report that individual modeling for sectionalized areas (ie each culvert's adjacent catchment area was modeled to within an inch of their lives. However, an overall modeling scenario, which joined all the culverts together as a catchment area does not appear to have been done. This perceived inadequacy could well be the result of limited documents being available to the Body Corporate.
- h. It is also apparent that Origin Alliance failed to notice that the catchment basin depicted on the ICC approved plans for Jabiru Place was not constructed; but operating in an unstructured way in the very area that was being resumed. The way the land operated as a catchment area for the complex does not appear to have been taken into account in the modeling scenarios.

79. It is difficult to see from the DTMR documents whether Origin Alliance went through the exercise of producing rainfall intensity frequency duration data for the localised area of which Jabiru Place formed part. The Bureau of Meterology explains in detail the process for producing the Average Recurrence Interval, and the Average Exceedance Probability.<sup>8</sup> **ATTACHED** and marked "JW8" is a true copy of the document produced by the Bureau of Meterology.

80. It does not appear that any consideration was given to the impact resumption of nearly 700 square metres of land, and construction of the Overpass on this land would have in terms of water storage capacity, especially when portion of this area had acted as an "informal" detention basin assisting with control of overland flows.

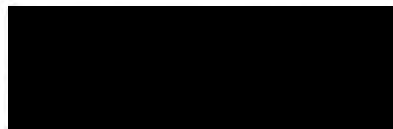
81. From my review of the DTMR documents I observed the following references, which are of relevance to Jabiru Place. Based on the maps at the end of the documents the culvert referred to as C-FS950 is adjacent to Jabiru Place. The page numbers referenced are the RTI page numbers, which commence with the reference "135/00235". In some instances they references appear to be instructive of the approach and level of care and concern devoted to Jabiru Place (42 homes):

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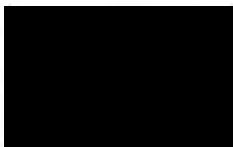
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- a. Page 7: Indicates property adjustment for Bridge Street.
- b. Page 11: Works Notification Flyer indicating WFN undertaking works on Bridge Street to be completed end of November.
- c. Page 33: 3 November 2008 meeting cancelled with Body Corporate and owners; 20 August 2009 Matthew Morgan inquired about resumptions for property and requested a meeting.
- d. Page 35: Works notification Flyer dated 24 May 2010 indicating works to commence on 24 May 2010 for Monash Overpass.
- e. Page 53: *"The Alliance has adopted the previously developed models by Maunsell/DHI as correct (they have been previously adopted by DTMR). Origin Alliance has modified these existing models with the detailed design road alignment, latest survey and bridge design to confirm the impacts previously published are not worsened. No verification of the previous model has been undertaken."*
- f. Page 57: *"The regional flood modeling is required to be undertaken to assess the impacts of the proposed motorway on the Brisbane River floodplain. ... may impact on the flood storage by restricting the back water effects .. or increasing flood levels adjacent to the Brisbane River. .... Any local / service roads included in the project will be designed for immunity in the 20 year ARI design event ..."*
- g. Page 58: *"The regional MIKE FLOOD model adopted for the assessment of IMU was used as the base model to determine the impact of the proposed Ipswich Motorway Upgrade on the flooding in the Brisbane River. ..."*
- h. Page 65: *"The preliminary flood models presented above indicate that the previously proposed motorway alignment has*

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*minimal impact on regional flood levels in the 100 year ARI design scenario. With reference to the 20 year ARI design event, the preliminary models indicate that there are localised areas of increased peak flood levels."*

- i. Page 65: *"The regional flood model grid is unsuitable for a detailed assessment of local catchment impacts at Six Mile and Goodna Creek ..."*
- j. Page 65: *"Design methodology ... Assessment of potential mitigation measures (if required) to minimize afflux and ensure no change to the existing flood regime from the preferred alignment for the 20 and 100 yea ARI design events."*
- k. Page 66: *"A new flood model was not developed from raw data and therefore the model data and assumptions used in the previous models are adopted in this regional flood model unless otherwise stated."*
- l. Page 73: *"... The 2006 DHI model (MIKE21) has improved representation of floodplain storage and revised roughness values to more realistic values (lower than MIKE11) resulting in lower water levels when compared to the original MIKE11 model. ..."*
- m. Page 75: *"... No further calibration or verification has been undertaken for the regional flood model as the only changes to the flood modeling are the updated survey for the road corridor and the IMU road alignment. ..."*
- n. Page 67: *"5.2.4 Design for Sale Alteration ... Future quadruplication of Queensland Raid Darra – Ebbw Vale."*
- o. Page 137: *"... DHI have completed a desktop review of the Goodna Bypass floodmodel to assess its applicability for use on this project ... Ken Morris advised that BCC are currently working on the discrepancies but the results would not be ready in time for the IM Dinmore to Goodna project. ..."*

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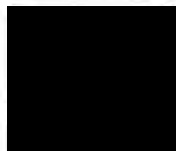
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*Andrew stressed that local flooding with no tailwater in the river is the critical event ICC are concerned about ..."*

- p. Page 138: *"...Maunsell/DHI will assess Q20 flood immunity for the local road network and advise of any consequences/concerns."*
- q. Page 162: *"Alignment of Monash Road Units ... Design options being considered for the affected tennis court which will either be re-oriented N-S or a retaining wall constructed."*
- r. Page 166: *"Assumptions ... 13 Use existing hydrology from ICC and BCC ( ..."*
- s. Pages 172 & 186: *"2.1 Construction of Monash Road Potential dam effect between Monash Rd and adjacent housing estate during significant rain event \* Damage to property \* Drowning Investigate drainage capacity / high flow culverts"*
- t. Page 187: *"Localised flooding at upstream side of key culverts Options for over-sizing key culverts were considered. Where it did not adversely impact on residents downstream, hydraulic regime, or maintenance, over-sizing was adopted. Culverts have been designed with the appropriate level of immunity as specified in the Design Brief. Desktop study undertaken for all the Transverse culverts detailing the expected impact of a full blockage or significant rain event. Safety screens to culvert inlets/outlets have been designed ..."*
- u. Page 249: *"The design brief ... requires that the Ipswich City Council controlled service roads and ramps must be designed so that the lowest point of each carriageway's pavement surface is protected from flooding and is 100 mm above the 20 year Average Recurrence Interval ... The cross drainage structures have therefore been designed to convey the peak flows from the 20 year ARI storm event as a minimum."*

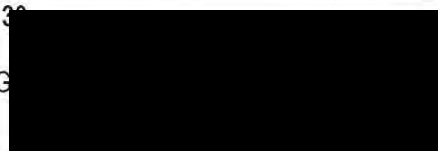
- v. Page 250: *"... The Probably Maximum Flood (PMF) event was modeled at culvet C-FS950 as requested by ICC to ensure that the proposed works do not adversely impact neighbouring residents. Sub-catchment characteristics were assumed to be fully developed. A minimum of 20% and maximum of 50% blockage is included in the analysis, depending on the inlet type. ... The dimentions used for the design, including inlet and outlet levels and downstream channel properties were base don field survey where it was available. The tailwater levels of the culverts were based on the 20 year and 100 year Goodna Creek flood levels ..."*
  
- w. Page 256: *"A new outlet has been designed upstream of Redbank Plaza ... However, two box culverts are required to pas the design flows across Mine Street in order to provide 20 year ARI immunity."*
  
- x. Page 265: *"The proposed alignment of the Francis Street upgrade commences at Francis Street/Brisbane Road junction crosses the QR railway line via an overpass and joins the existing Monash Road ... The existing service road (McAuliffe Street), which is providing access to the existing Ipswich ... and Pan Pacific Peace Gardens, ... The geometry of the proposed Francis Street upgrade requires two new culverts (C-FS750 and C-FS950) to drain the upstream catchments from the western side of Francis Street to Goodna Creek. Culverts are required to provide 20 year ARI immunity to Francis Street. .... At present, the runoff from this catchment drains towards Goodna Creek along the road side drain between the Ipswich Motorway and Bridge Street."*
  
- y. Page 266: *"...This overland flow has been included in the modeling, but no flows were observed in both 20 and 100 year ARI flow scenarios. ..."*

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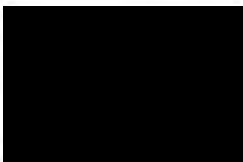
z. Page 269:

*“Upgrade Culvert C-FS950 A 25 ha catchment contributes flows to the proposed culvert C-FS950. This includes a portion of the QR workshops, Brisbane Terrace, the QR railway corridor and a residential area at the lower end. An existing 1050 diameter RCP conveys flows under Brisbane errace. In addition, 3 x 300 mm diameter RCP stormwater pipes convey runoff from an open area adjacent to Brisbane errace. Flows pass beneath the QR through a single 18m long 1050mm diameter RCP. Additional AR sub-catchments contribute to the flow at the upstream and the downstream side of this culvet. A natural channel then conveys flows to the McAuliffe Street culvet. Runoff from nearby residential areas is discharge via a pipe in the vicinity of the existing culvert inlet. The existing culvert across McAuliffe Street consists of a single 1050mm diameter RCP, approximately 11m long. The existing culvet collects runoff from the entire catchment west of McAuliffe Street and discharges into a pond to the east within the Pan Pacific Peace Gardens. This pond level is controlled via a spillway that discharge flows to Goodna Creek approximately 150m away. ... The Monash Road upgrade, which incorporates an overpass crossing the QR track, will result in a significant road embankment being constructed, a short distance upstream of the retained McAuliffe street roadway. The embankment will remove the existing overland flow path for the catchment. The provision of the upgrade requires a new culvert to be constructed at this location.*

aa. Page 270:

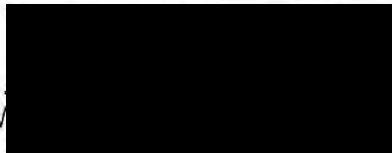
*“A meeting was held with ICC to discuss the impact of the embankment on local flood risk (Refer IMU Drainage-ICC, meeting minutes dated 21 September 09). The outcome of the meeting was a request from ICC to ... provide a positive overflow, such as a channel, for an emergency bypass should the culvert bcome excessively blocked. ...*

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*It was found that the provision of a new 'non-structural' flood relief point was not feasible because of the upgrade embankment road levels ... "*


*bb. Page 271: "Under existing conditions, the total catchment is approximately 25 ha with 58% imperviousness .... "*

*cc. Page 275: "The culvert arrangement provides 20 year flood immunity to the upgraded carriageway. An increase of 14mm in flow depths passing over the McAuliffe Street roadway occurs as a result of the change in flow conveyance. This flow depth increase is localised to the road only and does not affect adjacent properties."*

*dd. Page 276: "The peak 100 year flood and PMF flood levels in Goodna Creek are 10.453m and 10.556m respectively. These floodwaters will act as 'backwater' to McAuliffe Street and inundate the road. The levels in Table 4-24 are based on local flows only and do not include any backwater effect from Goodna Creek. Therefore, the predicted 100 year flood level of McAuliffe Street may be slightly higher (1mm) than the documented flood level, however the road will still be rafficable and the flood depth will be lower than 300mm."*

*ee. Page 276: "The culvert arrangement provides PMF flood immunity to the upgraded carriageway and results in an increased water level of 473mm upstream of the upgraded road embankment. This raises water levels to 11.604m AHD which will not result in flooding of existing property which has floor levels at 12.20m or higher. The screen loss / blockage is approximately 60mm which is low due to the area of the screen ..."*

*ff. Page 277: "... The predicted ultimate 100 year flood level is 10.749m at the culvert inlet and provides over 1.45m freeboard to the ground level (lowest level) at the nearest housing area located at 12.20m. The properties adjacent to the culvert*

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and the QR culvert will not be affected by the 100 year ARI flood event. The land immediately upstream of the culvert between Monash Road and the Queensland Rail embankment is owned by DTMR. The predicted flood level in the PMF event of 11.604m represents an increase in water level of 473mm. At this level no flooding of the existing property structure floor levels are expected. [NOTE: no consideration for 20 year ARI flood event detailed as I suspect Jabiru Place would have been affected by the flood event.] ...”

- gg. Page 293: Figure 6-3 is the culvert C-F950 adjacent to Jabiru Place.
- hh. Page 343: Notes by Reviewer state “‘Culverts’ typically drw 3003326-DD-TD-0056/2 & 62/2 .... Nov 2008 storms showed that even very large culvert configurations blocked – many cases 50% - approximate blockage factor needs to be applied along with suitable management of overflows ....” Designer’s response “A blockage factor of 50% was adapted to the C-FS950 culvert. Please refer the report for details. During the modeling process, an assessment of the outlet flows was performed and no conditions warranted any risk assessment or additional mitigation measures.”
- ii. Page 370: “Safety in Design risk schedule – Localised flooding at upstream side of key culverts Options for over-sizing key culverts were considered. Where it did not adversely impact on residents downstream, hydraulic regime, or maintenance, over-sizing was adopted. Culverts have been designed with the appropriate level of immunity as specified in the design Brief. Desktop stdy undertaken for all the Transverse culverts detailing the expected impact of a full blockage or significant rain event. ...”
- jj. Page 396: Aerial photograph showing diagram of culverts

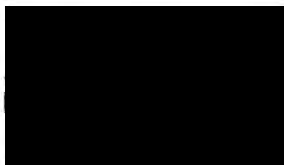


- kk. Page 397: Aerial photograph showing diagram of culverts
- ll. Page 403: Aerial photograph showing diagram of culverts "Francis Street – Ultimate Model".
- mm. Page 413: SWMM Results Culvert C-FS950 1 in 20 year ARI Base Scenario
- nn. Page 414: SWMM Results Culvert C-FS950 1 in 20 year ARI Ultimate Scenario

**Expert**

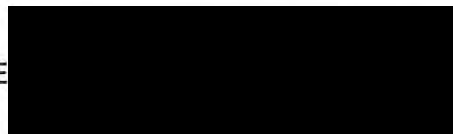
- 82. The Committee has retained an expert to obtain some general advice in relation to the drawings approved by the Ipswich City Council for the construction of Jabiru Place, and issues related to the flash flooding caused by the Monash Overpass.
- 83. In preliminary discussions it was noted that the detention basin required to be constructed as part of the development, which is detailed on the plans was never constructed. If any of the modeling was done, and took into account the detention basin as providing water storage capacity it would have been inaccurate. **ATTACHED** and marked "JW9" is a true copy of the drawing detailing the detention basin that was to be constructed in the area of land resumed by DTMR.
- 84. The area resumed by the DTMR performed the function of a detention basin notwithstanding its lack of formal construction. However, absent formal construction it would have been less obvious it was a detention basin unless someone had assembled and considered all documents relating to the overland water flows impacting on Jabiru Place, which would surely start with a cursory glance at the approved plans of the complex to ascertain its drainage systems, and how they would integrate with the Monash Overpass.

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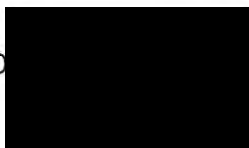


85. It is impossible to determine whether the modeling undertaken took into account the fact that construction of the Overpass and resumption of nearly 700 metres square deprived Jabiru Place of a significant volume of water storage capacity, which previously met overland water flows.
86. Origin Alliance's report (extract provided under RTI) refers to Queensland Rail's proposed construction to increase the rail lines from existing 2 to 4. Given the close proximity of the Queensland Rail workshops and the railway lines to Jabiru Place it would be interesting to ascertain whether the reduction in water storage capacity to occur as a result of this development was taken into account during Origin Alliance's planning process.

#### Body Corporate Records

87. The Committee has the following documents within its records, which contemporaneously document the concerns expressed by the residents of Jabiru Place:
- a. 24/5/2010 Jabiru Place CTS 19160 Committee update.
  - b. 15/06/2010 Client – Jabiru Place Body Corporate CTS 19169.
  - c. 15/06/2010 Jabiru Place CTS 19160 Notice from the Committee of the Body Corporate.
  - d. 15/06/2010 Notice from the Committee of the Body Corporate to all owners of Jabiru Place CTS 19169
  - e. 29/07/2010 Jabiru Place CTS 19169 Notice from the Committee of the Body Corporate.
  - f. 01/11/2010 Notes from Matthew Morgan – various.
  - g. 10/11/2010 Email from Anton Rush to Matthew Morgan and Michael Wilkinson and Jacinta McLaughlin.
  - h. 01/12/2010 Letter from Committee to Origin Alliance.
  - i. 16/12/2010 Email from Anton Rush to to Matthew Morgan and Michael Wilkinson and Jacinta McLaughlin.

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88. I understand that with the exception of documents referred to at sub-paragraphs g and h above the documents were created by Matthew Morgan, the Chairman of the Committee of Jabiru Place. **ATTACHED** and marked "JW10" is a true copy of the documents.
89. The documents outline the concerns of the Committee and record that from the earliest (May 2010) the Committee had concerns in relation to drainage. In document a (above) it is noted that "A hydrologist will be engaged to design suitable drainage that will flow into the Peace Park. (If they get this wrong we have a potential flooding problem)". The same document notes contact with Origin Alliance's Head Engineer (Danny O'Donnell) by Matthew Morgan, which resulted in receiving advice that Origin Alliance will install 3 x 2.1 metre storm water pipes that will handle 1 in 100 year flood.
90. The notes referred to in b above indicate the following contact from Matthew Morgan:
- a. On 28 May 2010 inquired what steps would be taken by Origin Alliance to "flood proof the tennis court", and was informed by Origin Alliance that "This is not in the construction brief but if (sic) will not be any worse after job completed. They will have hydrologists look at issue."
  - b. On 27 and 28 May 2010 inquired how Jabiru Place finds out if the drainage under the over pass will be sufficient to prevent flooding to Jabiru Place in the future. The notes indicate that the Project Manager commented he "Does not know". Origin Alliance indicated that the drainage has not been designed yet.
  - c. By 24 June 2010 Danny O'Donnell of Origin Alliance advised that the drainage had been designed.
  - d. On 3 November 2010 inquired why the drainage pipes have increased from 3 to 5. the Community Relations Officer indicated that the Head Engineer (David Hassal) had told her that the 2 extra pipes were installed to improve flood mitigation for Jabiru Place.

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e. On 1 December 2010 further comments were made by letter to Origin Alliance outlining concerns about the overland water flows and drainage.

91. On 10 November 2010 Anton Rush indicated he had contacted Origin Alliance about the drainage inadequacies, and an on site meeting was to be arranged.

**Conclusion**

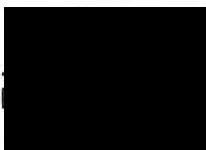
92. My submissions outlined my first-hand observations about the way the owners and residents of Jabiru Place disposed of a significant number of belongings, which could have been salvaged.

93. My observations were that there was a lack of support for salvage operations, and a lack of knowledge of how to clean and salvage household items. Given the insurance companies had a vested interest in minimising claims and maximising salvage value of items I thought it was unbelievable these companies did not have some disaster salvage expert teams available to assist recovery of items to minimise claims.

94. There was considerable lack of knowledge about how to salvage books and paper goods. I sent an email to Channel 10's program "The 7pm Project" asking if they could interview an archivist with specialist knowledge in salvaging books. Unfortunately, I was ignored. However, I recall hearing on ABC Radio a broadcast, which recommended freezing the items. The water was then able to be brushed away as ice and the item treated.

95. The only warning the Jabiru Place residents received was a broadcast text message from their mobile telephone carriers. The Ipswich City Council failed to advise the residents to clear out their valuables and move as many chattels as they could to other accommodation. The residents had a 6-hour time frame to pack their valuables and memorabilia. Unfortunately, the residents did not realize the seriousness of the situation or the likely levels of water the Brisbane Flood Disaster would send through their homes. Instead of packing I am aware the Committee members ordered pizza and actively watched the water rise in the Pan Pacific Peace Park. In retrospect it seems unbelievable.

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96. The only sensible conclusion to be drawn is the construction of the Monash Overpass made the situation at Jabiru Place significantly worse to the effect of at least 1 metre. But for that extra metre of water my brother would not have lost all his valuable books, computers, television sets, new washing machine and practically all his memorabilia.

[REDACTED]

Absent this the water would have been 1 metre lower and Michael's valuables safe.

97. The Brisbane Flood Disaster clearly establishes that flood modeling undertaken for the DTMR, and used by Origin Alliance is obviously woefully inadequate in the Redbank / Goodna area. The decision to adopt the modeling achieved by MIKE using data created previously by Maunsell was flawed.

98. It would be interesting, of course to know the views of Maunsell on this issue. Based on the documents subsequently available from the Ipswich City Council the flood exceeded the 1 in 20 year event.

99. The Ipswich Motorway Upgrade is designed to tolerances that are more stringent than the 1 in 20 year event. However the Brisbane Flood Disaster established clearly that the design was not effective as the Ipswich Motorway flooded in the area and new bridges on Goodna Creek and in the local area also flooded.

100. I have noted in the DTMR documents that there are references to the "realignment" of the Goodna Creek. Messing with nature's watercourses is always fraught with significant risk and I also cannot help but wonder whether this had an impact on the overland water flows coming from the direction of the Origin Alliance site office.

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- 101. If local government authorities are going to give development approval for medium density dwelling houses in areas that have a 50% chance every 13 years of being 50% wiped out by a flood surely they have a greater responsibility to warn potential purchasers of the properties. It is ironic the sale of these residential developments are often pitched to the more vulnerable members of the community. It is these very people who are less able to cope with such a disaster when it hits.
- 102. Property owners need clear information about what the 1 in 20 year and d1 in 100 year flood lines mean in terms of practical information. How flooded will the property become? How frequently (statistically) is it likely a flood will occur? Are they able to take such a risk of ownership of that sort of property?
- 103. Based on freely available information, and the DTMR documents a person would do better going to Ascot and placing a bet on the nag with the longest odds (let's say 100 to 1) instead of buying a town house at Jabiru Place.
- 104. The flood information available is basically incomprehensible to the general public. It is meaningless and does not enable a purchaser to properly assess the risk of owning property in an area prone to flood. There is certainly no signage in the Redbank area indicating the previous flood levels so how would anyone know.

And I make this solemn declaration conscientiously believing the same to be true, and by virtue of the provisions of the *Oaths Act 1867*.

Taken and declared before me ) [Redacted]  
 at Brisbane this 15<sup>th</sup> day of ) [Redacted] *Kylie Mance Astley*  
 September 2011, before me. ) [Redacted] *Solicitor*

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<sup>1</sup> See Grigg First Submission, page 3, paragraph 1.

<sup>2</sup> Page x, paragraph 4.

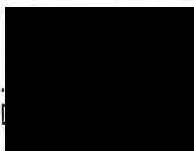
<sup>3</sup> Page x, paragraph 5.

<sup>4</sup> Page xiii, paragraph 4.

<sup>5</sup> See flood model development and calibration, [http://earthsci.org/flood/J\\_Flood04/flood/J\\_Flood\\_2.html](http://earthsci.org/flood/J_Flood04/flood/J_Flood_2.html).

<sup>6</sup> See Grigg Second Submission, page 2, paragraph 3 (table).

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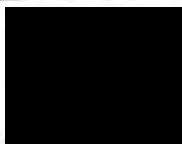
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<sup>7</sup> See Origin Alliance Ipswich Motorway Upgrade Dinmore to Goodna Final Design Report Flood Design Report – Regional Flood Model Report No: D2G-BASD-DGFKS100-R-1000, page 5, paragraph 1.2.

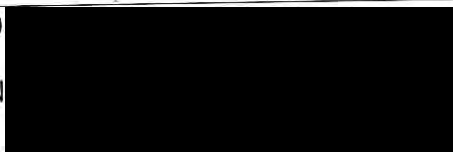
<sup>8</sup> See *A System to Produce Rainfall Intensity Frequency Duration Data (IFD)*, <http://www.bom.gov.au/hydro/has/cdirswebx/cdirsdoc.shtml>.

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# INDEX TO DOCUMENTS

## STATUTORY DECLARATION

JEANENNE WILKINSON

No	Date	Document	Page No
JW1.		Submissions to Queensland Flood Commission	
JW2.	26.12.2010	Typed notes made by J Wilkinson with handwritten annotations	
JW3.	27.12.2010	Photographs taken by Jacinta McLaughlin depicting drainage issues and concerns in tennis court area	
JW4.	29.01.2011	Minutes of Open Committee Meeting	
JW5.	01.04.2011	Minutes of meeting with Derek Millar	
JW6.	Undated	Property Enquiry 25/13 Bridge Street, Redbank	
JW7.	Various	DTMR Documents ( <b>adopted RTI numbering</b> )	
	Undated	Scope of Works and Technical Criteria Appendix 3 Property Adjustments (pages	1 – 10
	Various	Ipswich motorway Upgrade (Dinmore to Goodna) Property Consultation	11 - 47
	23.02.2010	Ipswich Motorway Upgrade Dinmore to Goodna Final Design Report Flood Design Report – Regional Flood Model Report No: D2G-BASD-DGFHKS100-R-1000	48 – 239
	30.09.2010	Ipswich Motorway Upgrade Dinmore to Goodna Final Design Report Transverse Drainage – Zone 2 Other Culverts Report No: D2G-BASD-RERODR206-R-1000	240 - 438
JW8.	14.09.2010	Bureau of Meterology document	
JW9.	24.04.1992	Detention basin drawing – Sinclair Knight	
JW10	Various	Records/documents of Body Corporate Committee	



COMMISSION OF INQUIRY ORDER (NO.1) 2011  
COMMISSIONS OF INQUIRY ACT 1950

SUBMITTER: COMMITTEE OF JABIRU PLACE CTS 19169

Date of submission 5 April 2011

SUBMISSION TO QUEENSLAND FLOODS COMMISSION OF INQUIRY

LIST OF MATERIAL IN SUPPORT OF SUBMISSIONS

Doc No.	Date	Description
1.	undated	Ipswich City Council Flood Map
2.	undated	Aerial Photograph town house complex
3.	undated	Aerial photograph <i>Jabiru Place</i> and environs
4.	18.04.94	Site Plan Building Locations Stage 1 Drawing No 43751-01 No 1 of 4
5.	18.04.94	Floor and Drainage Plans Elevations Sections and Details Drawing No 43751-01 No 2 of 4
6.	18.04.94	Pool House Structural Details Drawing No 43751-03 No 3 of 4
7.	18.04.94	Proposed Carport Structural Details Drawing No 43751-04 No 4 of 4
8.	24.11.94	Site Plan Building Locations Stage 3 Drawing No 43695-03 C
9.	24.11.94	Siteworks Layout Plan Drawing No 43695-C1
10.	24.11.94	Services Layout Plan Drawing No 43695-C2
11.	24.11.94	Details & Notes Drawing No 43695-C3
12.	24.11.94	Floor Plan Type A & B Units Floor Framing Plan Drainage Plans Drawing No 43695-10
13.	24.11.94	Floor Plan Type C Units Floor Framing Plan Drainage Plans Drawing No 43695-11
14.	24.11.94	Floor Plan Units 20,21, 22 & 23 Overall Dimensions Bracing Plans & Elevations Drawing No 43695-17

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**SUBMISSIONS**

On behalf of the Jabiru Place CTS 19169

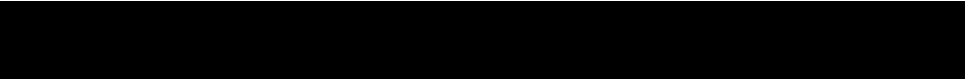
**MACROSSANS LAWYERS**

Level 23, AMP Place  
10 Eagle Street  
BRISBANE Q 4000  
Telephone: (07) 3292 9777  
Facsimile: (07) 3292 9799

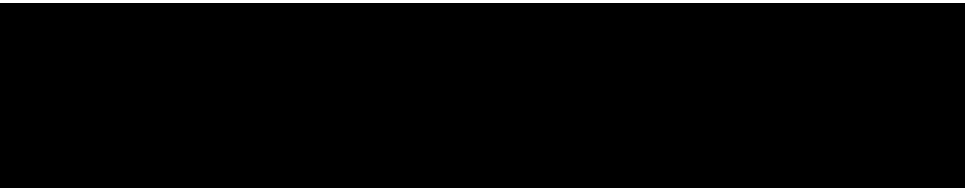
15. 24.11.94 Floor plan Units 24, 25 & 26 Overall Dimensions Bracing Plans & Elevations Drawing No 43695-18
16. 24.11.94 Floor Plan Units 27, 28 & 29 Overall Dimensions Bracing Plans & Elevations Drawing No 43695-19
17. 24.11.94 Unit Type A & B Section Thru and Details Drawing No 43695-20
18. 24.11.94 Unit Type C Section Thru and Details Drawing No 43695-21
19. 24.11.94 Slab and Footing Details Drawing No 43695-31
20. 14.11.95 Floor Plan Units 35, 36, 37 & 38 Overall Dimensions Bracing Plans & Elevations Drawing No 43695-24
21. 14.11.95 Floor Plan Units 30, 31, 32, 33 & 34 Overall Dimensions Ground Flr Bracing Plan & Elevations Drawing No 43695-22
22. 14.11.95 Floor Plan Units 39, 40, 41 & 42 Overall Dimensions Bracing Plans & Elevations Drawing No 43695-25  
  
(Copy of above Plans for documents 4 to 22 are included on A3 paper)
23. 10.11.10 Email from Anton Rush to Matt Morgan (contact with Origin Alliance)
24. 16.12.10 Email from Anton Rush to Committee regarding works on Monash Overpass
25. 25.01.11 "Past Advice for a modern Flood", The Courier Mail



27. 02.02.11 Letter and RTI Application form to Ipswich City Council for copies of documents and information
28. 02.02.11 Letter and RTI Application form to the Department of Main Roads for copies of documents and information



30. 18.02.11 Letter from Ipswich City Council to Committee (RTI application)
31. 23.02.11 Letter from Department of Main Roads to Mr Morgan enclosing s.41 notice



[REDACTED]

35. 03.03.11 Email from Chairman to Department of Transport and Main Roads (narrowing the scope)

[REDACTED]

37. 01.04.11 File note of meeting with Derek Millar, Department of Transport and Main Roads

38. 04.04.11 Letter from Allan McLaughlin Registered Surveyor

39. undated Statement of Sharron Lee Campbell

40. undated Statement of Sharyn Finn

41. undated Statement of Anya & Brett Hunter

42. undated Statement of Tania McLaughlin

43. undated Statement of Matthew Morgan

44. undated Statement of Anthony Rush

45. undated Statement of Michael William Wilkinson

46. undated Statement of Sarah Wilkinson



## SUBMISSIONS

### REFERENCES & TERMS

1 For consistency the following terms will be used throughout this submission:

- (a) **Body Corporate** means the Body Corporate for Jabiru Place Community Title Scheme 19169 located at 13 Bridge Street, Redbank.
- (b) **Brisbane Flood Disaster** or **Disaster** means the flood event that took place on 11 January 2011.
- (c) **Complex** means Jabiru Place.
- (d) **Dévelopment** means the subdivision and construction of Jabiru Place being known as the project "*Abergavenny Unit Development*".
- (e) **Developer** means Abergavenny Investments Pty Ltd.
- (f) **Jabiru Place** means the Community Title Scheme 19169 being located at 13 Bridge Street, Redbank.
- (g) **Monash Overpass** means the overpass being constructed on land resumed from Jabiru Place by the Department of Transport and Main Roads as part of the Goodna to Dinmore Ipswich Motorway Upgrade. The Overpass exists from the Ipswich Motorway and travels in a northerly direction to join Monash Road at the intersection of Monash Road and Brisbane Terrace, running parallel to McAuliffe Street.
- (h) **Owners** means the registered proprietors of the town houses forming the Group Titles in the Community Titles Scheme 19169.
- (i) **Residents** means the occupants of the town houses forming the Group Titles in the Community Title Scheme 19169.

### BACKGROUND

- 2 Jabiru Place is a Community Title development. The land comprises an irregular shaped battle axe allotment that has a gentle slope from north-west to south east. The north western alignment adjoins the Brisbane to Ipswich Railway Line. The North Eastern alignment adjoins an open grassed area. The open grassed area includes a natural watercourse, which flows down along the North Eastern boundary from the direction of the Redbank Station. The southern boundary adjoins the rear of several improved residential allotments.<sup>1</sup>
- 3 The development is located within the Ipswich City Council in the suburb of Redbank approximately 30 kilometres south-west by road from the Brisbane General Post Office and 10 kilometres east of the Ipswich Post Office.
- 4 Jabiru Place comprises 42 residential town houses with an internal road network, barbeque area and communal swimming pool and tennis court.
- 5 The development of Jabiru Place was undertaken in 5 separate stages<sup>2</sup>. The stages of development appear to have been:
  - (a) Stage 1 - Units 1 to 9;
  - (b) Stage 2 – Units 10 to 19;

<sup>1</sup> Aerial photograph *Jabiru Place* and environs [Document No 3].

<sup>2</sup> Site Plan Building Locations Stage 1 Drawing No 43751-01 [Document No 4].

- (c) Stage 3 – Units 20 to 29;
  - (d) Stage 4 – Units 30 to 38; and
  - (e) Stage 5 – Units 39 to 42.
- 6 The first state of the development was constructed in 1994.
  - 7 Following completion of construction of the subdivision by Abergavenny Investments Pty Ltd the resulting development was registered in accordance with the *Building Units and Group Titles Act 1980 and the Building Units and Group Titles Regulations 1980 (1980 Act)*. The Group Titles Plan of Resubdivision No. 103134 was registered with the Titles Office.
  - 8 On enactment of the *Body Corporate & Community Management Act 1997 (BCCMA)* transitional provisions applied to the 1980 Act. The effect of the transitional provisions of the BCCMA was to replace building units plans and group titles plans under the 1980 Act with community titles schemes (CTS). The enactment of the BCCMA also precluded further group titles plans being registered.
  - 9 Under s326 of the BCCMA a former group titles plan registered under the 1980 Act is referred to as an "*existing plan*". The existing plans were dealt with by commencement of a new CTS for the existing plan with each lot being included in the new scheme.
  - 10 Each item of additional common property under Division 2 of Part 2 of the 1980 Act (other than that incorporated into the parcel because of Division 2) became a body corporate asset for the CTS.
  - 11 The body corporate under the 1980 Act was taken to continue in its existence without any change to its corporate identity, and became the body corporate for the new CTS.
  - 12 The transitional provisions also provided for existing plans to be converted. In the case of a group titles plan it is taken to be a *standard format plan* under the BCCMA. Any group titles plans easements applicable under the 1980 Act continued to apply such as easements for support for the common walls between each town house.
  - 13 It is of significance to note that Jabiru Place is immediately adjacent to a significant upgrade to the Ipswich Motorway being the Monash Road overpass. The construction of the overpass has resulted in a significant (approximately 793 square metre) resumption of land from Jabiru Place together with an assortment of issues directly resulting in significant loss of amenity and enjoyment of use of the town houses for residents. The overpass is being constructed between McAuliffe Street and Jabiru Place<sup>3</sup>.

#### **IMPACT OF BRISBANE FLOOD DISASTER**

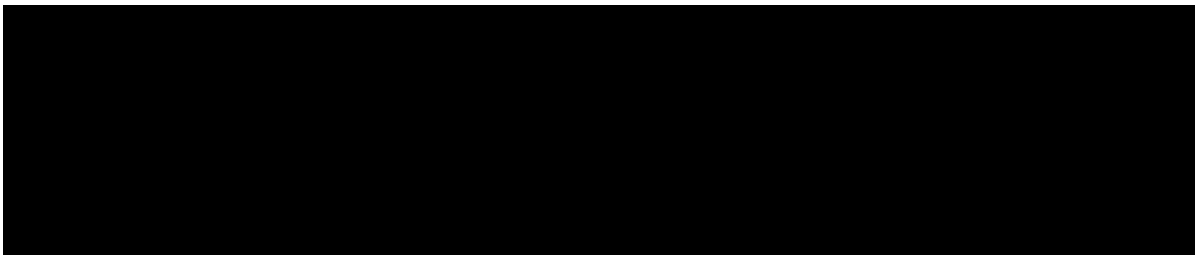
- 14 Units [REDACTED] were filled with water from ground floor through to half way up the walls of the first floor. The height of the water reached approximately 5100mm. These were the 9 units that were most severely impacted.
- 15 The water was present in the units for not less than 48 hours, taking days to recede to the extent that owners could access their units in relative safety. Practically all plaster board required removal together with ceilings, all fittings such as kitchen cabinetry and all furnishings and chattels in the town house.
- 16 Units [REDACTED] were filled with water to the level of the ceiling of the first (ground) floor level. The height the water reached was approximately 3200mm. The plaster board ceilings were all destroyed. The water did not reach the first floor level.

<sup>3</sup> Aerial photograph *Jabiru Place* and environs [Document No \*].

- 17 Units [REDACTED] were inundated with water approximately half way up the walls of the ground floor level. The height the water reached varied from approximately 150mm to 800mm. The lower plaster board sections of walls were destroyed together with kitchen cabinetry and all furnishings.
- 18 When the residents could access their town houses following the Disaster the town houses were progressively stripped of all furniture, furnishings, clothes, kitchen ware, white-goods and chattels. In almost all cases these items were thrown away. A refuse pile was put together in the car parking spaces in the central driveway area.
- 19 The refuse was removed by Origin Alliance during the week commencing Monday, 17 January 2011. It took 87 loads in tip trucks, which had a capacity of approximately 12 cubic metres. This equates to approximately 24 cubic metres of waste per town house, and gives a good indication of the quantity of material deemed beyond salvageable.
- 20 The full extent of the Disaster is best understood by considering the statements included with this submission.

#### ACCESS TO INFORMATION

- 21 The majority of residents of Jabiru Place lost all their personal paperwork and records as a result of the Disaster.
- 22 In an endeavour to be able to make informed and worthwhile submission the Committee of the CTS has made two applications pursuant to the *Right to Information Act 2009* (Qld). The applications have been made to the:
  - (a) Department of Transport and Main Roads<sup>4</sup>; and
  - (b) Ipswich City Council<sup>5</sup>.
- 23 After communications acknowledging receipt of the applications the responses received communications indicating the extent of the requests may result in a rejection on the basis of s.41 of the *Right to Information Act 2009* (Qld). The Committee were invited to narrow the scope of the applications, and meetings have been held with representatives of Ipswich City Council and the Department of Transport and Main Roads.
- 24 A number of documents have been received from Ipswich City Council<sup>6</sup>; but the Committee is yet to receive any documentation from the Department of Transport and Main Roads. There are further documents that have been ordered from the Council; but it is still dealing with the substantive request for documentation.
- 25 Representatives of the Committee met with Mr Derek Millar from the Department of Transport and Main Roads on Friday, 1 April 2011 for the purpose of the Committee narrowing the scope of documents requested under its RTI application. At that meeting no documents were provided.

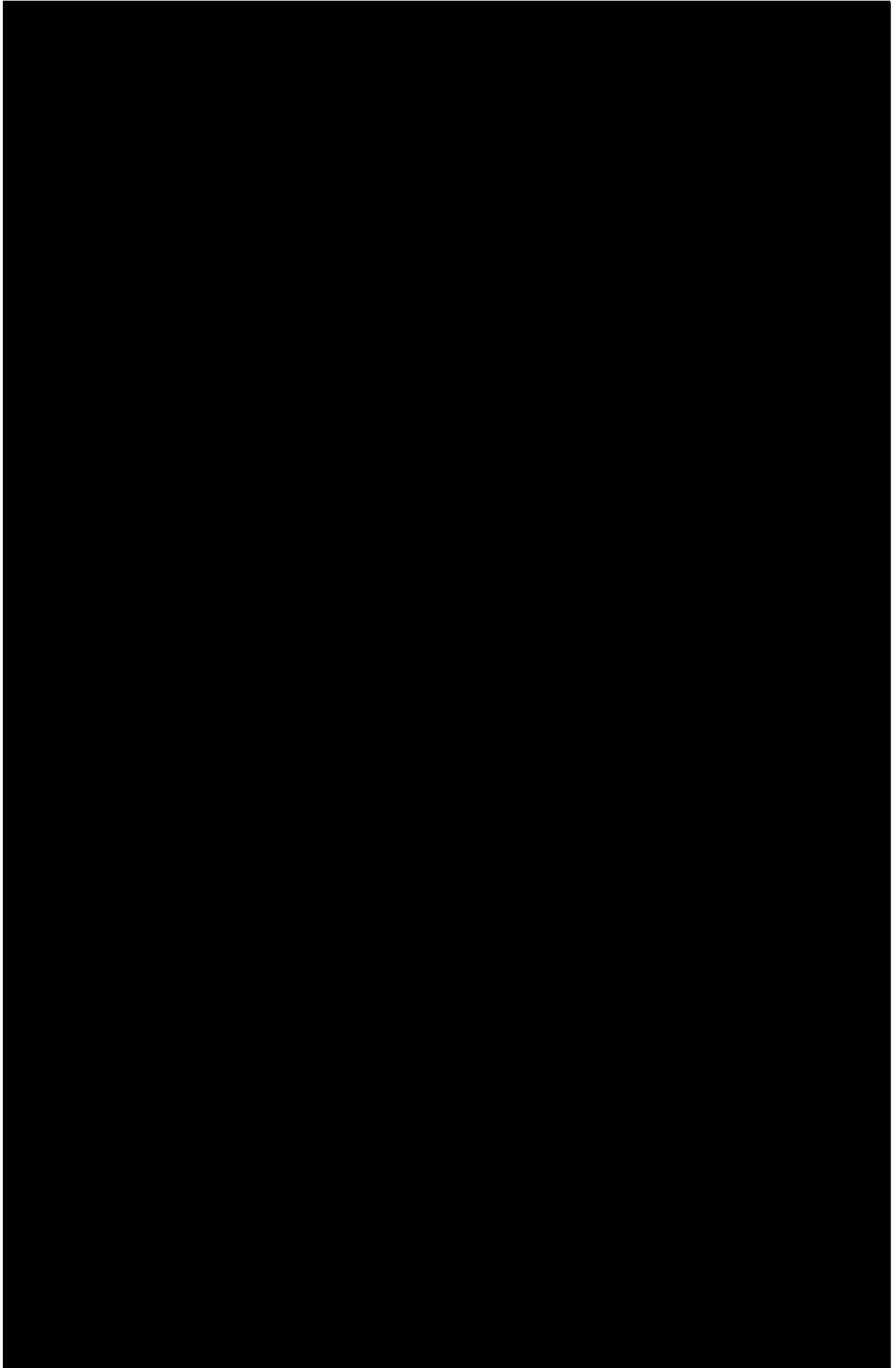


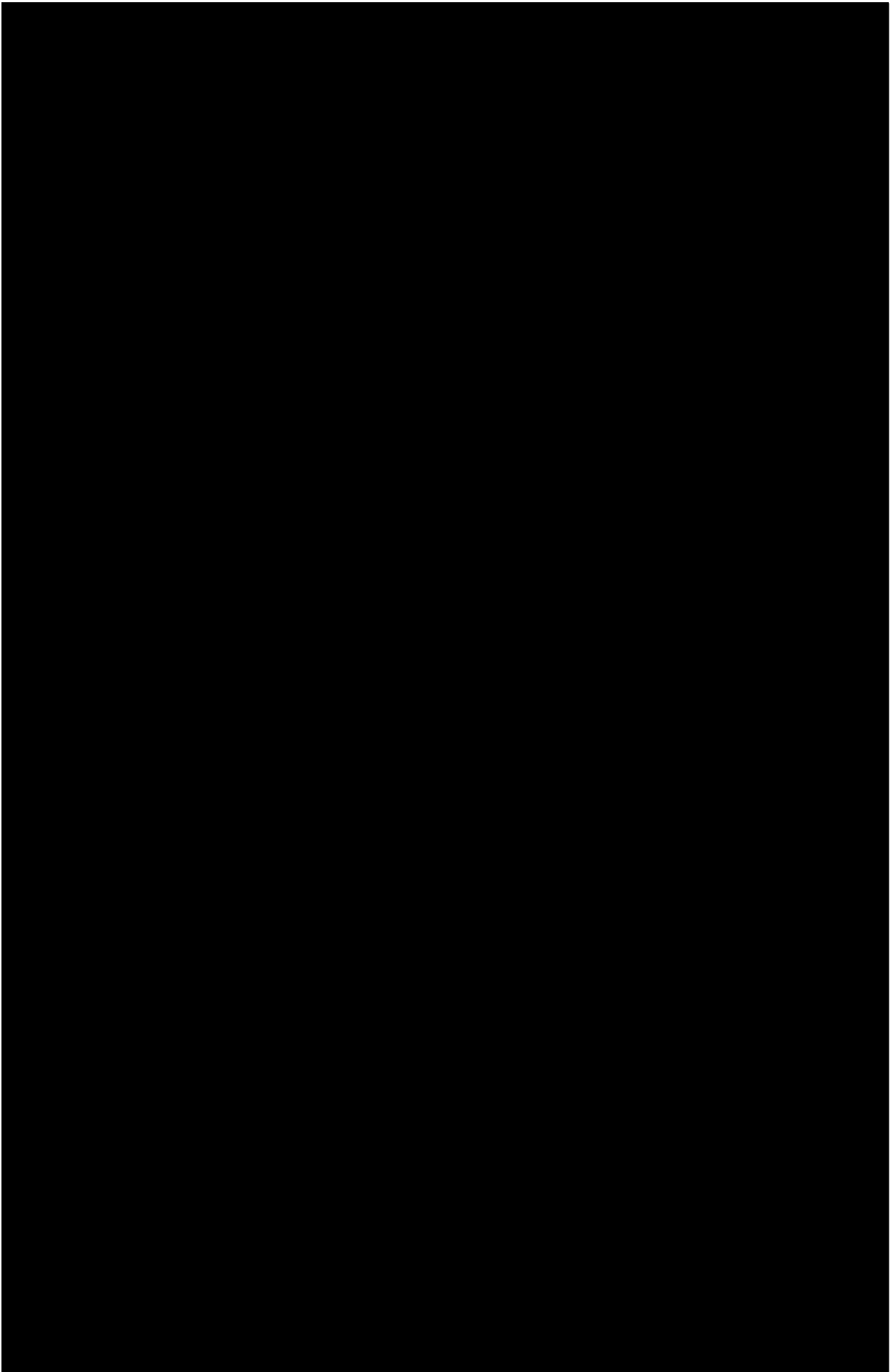
<sup>4</sup> See application to Department of Transport & Main Roads [Document No 28].

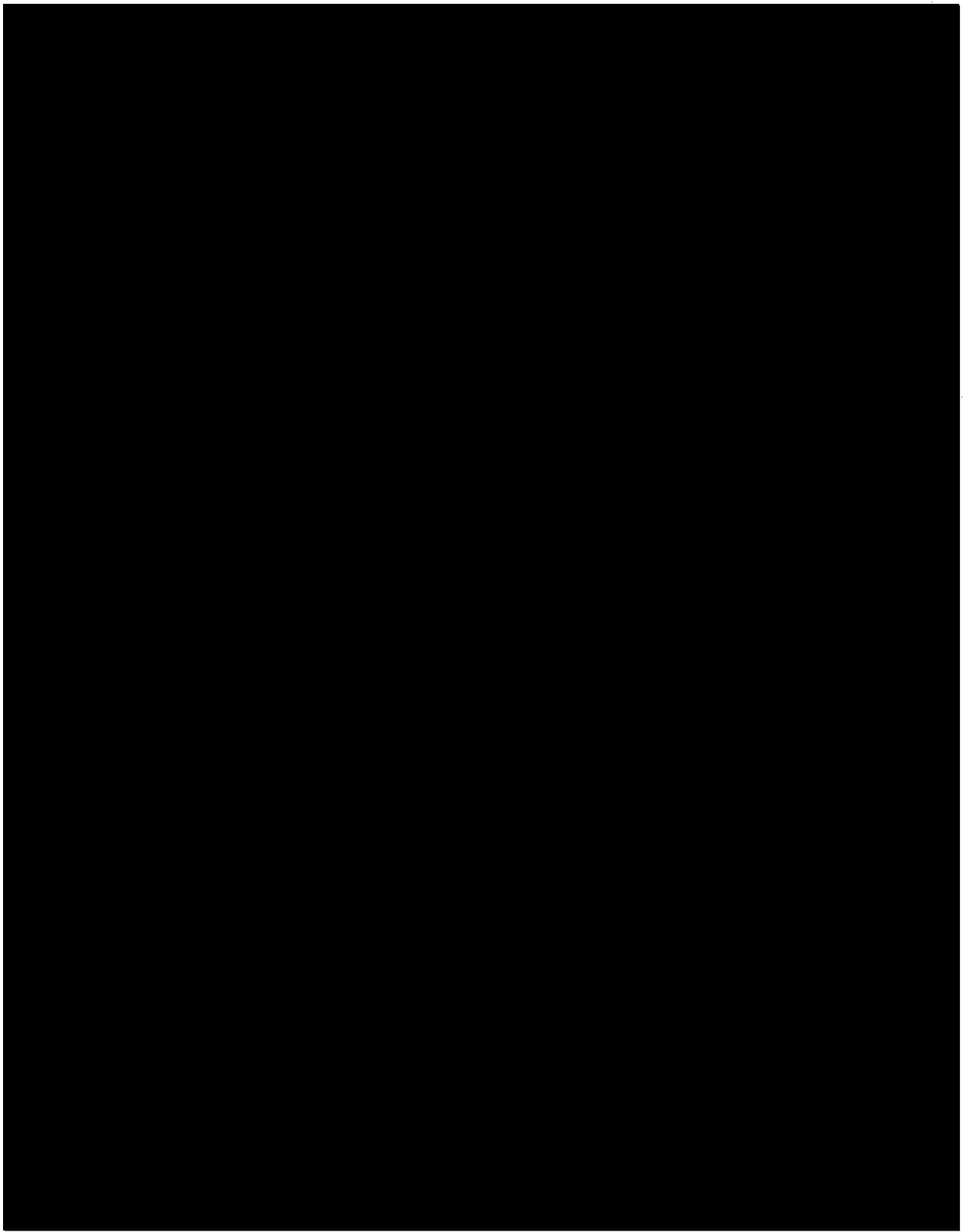
<sup>5</sup> See application to Ipswich City Council [Document No 27].

<sup>6</sup> See drawings [Document No 4 to Document No 22].









***CRITERIA 2(c) ALL ASPECTS OF THE RESPONSE TO THE 2010/2011 FLOOD EVENTS***

**Measures taken to inform the community**

- 48 The residents of Jabiru Place first received notification they needed to take action to remove themselves and secure any readily portable possessions by a text message from the State Government on 11 January 2011, which was broadcast to all mobile telephone owners within the Redbank area. The message said:



(a) *"Flash Flood Warning Brisbane River to reach 18 to 19 m Wednesday AM. Residents close to River or associated tributaries monitor situ overnight and evacuate if required"*.

- 49 Apart from the text message the residents of Jabiru Place did not receive any warning or advice from any government instrumentality or body, or receive any information or advice from the Ipswich City Council.<sup>18</sup>
- 50 The message also did not provide any advice, by reference to landmarks, of what water that high would inundate. It did not give any clear indication of the risk to property.
- 51 The residents of Jabiru Place did not receive any personal visit from the Queensland Police Service or Council or SES to advise of any impending Disaster, or the likely impact of the flood waters.
- 52 The resident of unit [REDACTED] remained in her town house for the duration of the Disaster and quite conceivably could have been seriously injured as she was in her bedroom and had no means of escape. She stood in the corner with water up passed her chest height, and did not come out of her unit until the water had receded and residents returned to the complex and were hosing the mud off her front drive.
- 53 Sharron Campbell (unit [REDACTED]) was evacuated from her unit by Anton & Kelly Rush of Unit [REDACTED] on 11 January 2011 after vehicular exit access was cut off by rising flood waters. She had stated that she would not leave the complex because she had 3 cats, and had no relatives or friends close by and had no where to go and had no form of transport. Anton & Kelly insisted she leave the complex with her cats and stay with Anton's mother.<sup>19</sup>

#### **Measures to protect life and private and public property**

- 54 The residents of Jabiru Place did not receive any advice or assistance from any statutory body to assist with protection of life, or private and public property prior to the Brisbane Flood Disaster.
- 55 Following the Brisbane Flood Disaster the residents of Jabiru Place received considerable assistance from volunteers and not for profit organisations such as Community One. Queensland Fire & Rescue and Queensland Rural Fire Service came and assisted, Elements of the Australian Defence Force also came and assisted.
- 56 Immediately following the Brisbane Flood Disaster the residents of Jabiru Place were left without power and were effectively cut off from normal access routes to Bridge Street, Redbank. Jabiru Place could only be accessed by driving on several roadways against the usual flow of traffic.
- 57 Although the support of the people of South East Queensland (Brisbane, Gold and Sunshine Coast) was extremely generous and volunteers were willing, significant destruction of property resulted from the inability of residents and owners to adequately clean furniture and goods on site (extremely difficult without hot soapy water) and the site lacked anywhere to store cleaned furniture and goods. The only way to have clothes, linen, furniture and other household items cleaned was to rely on family and friends to take loads away for cleaning and restoration.
- 58 The government instrumentalities did not offer or provide any facilities for cleaning or restoration.
- 59 After the emotional shock of the significant destruction caused by the forces of the flood waters, which brought significant sediment, it was impossible for residents to develop a

<sup>18</sup> See paragraphs 4, 5, 15, 16 and 17, statement of Sharron Lee Campbell [Document No 39]; see paragraph 14, statement of Matthew Morgan [Document No 43]; see paragraph statement of Michael Wilkinson [Document No 45].

<sup>19</sup> Paragraph 19, statement Sharron Lee Campbell [Document No 39].

strategy or methodology for salvaging household goods. As a result a significant amount of household goods, which could have been salvaged were sacrificed to land fill because:

- (a) Residents did not know how to go about cleaning furniture;
  - (b) Residents were not clearly informed whether or not cleaning furniture, linen and other household items with disinfectant and hot soapy water would be sufficient to prevent any disease resulting from sewerage contamination in the flood water.
  - (c) Residents did not have access to hot water or any storage facilities.
  - (d) Residents were overwhelmed by the magnitude of the impact of flood waters on the contents of their homes and absent knowledge or understanding of salvage techniques and the space and capacity to access hot water a "throw away" mentality developed.
- 60 Of the 42 townhouses 33 were affected by the Disaster. There were approximately 10 town houses that had flood waters reach within approximately 30 to 40 centimetres of the ceiling in the upstairs floor of the town house. The water also took at least 48 hours to recede, which meant the town house and its contents were soaking in flood water for that time.
- 61 The radio broadcasts continually made announcements to obtain and download information from websites, which was of no assistance to the residents as power was cut in Redbank and the associated suburbs.
- 62 As there was a significant number of volunteers (many turned away from volunteer centres) the manpower could have been utilised to take household goods, clothes, linen and other materials off site for cleaning and temporary storage and then return.

#### **Immediate management, response and recovery**

- 63 On the second day of recovery Jabiru Place had received the services of Centrelink, and had an officer on site dealing with inquiries directly.
- 64 The local member of parliament had made arrangements for certain volunteers to present themselves at Jabiru Place for deployment within the complex to assist residents cleaning out town houses.

#### **Resourcing, overall coordination and deployment of personnel and equipment**

- 65 The deployment of experienced salvage operators would have been extremely useful to assist tired and emotional people with realistically assessing what of their possessions could be salvaged with some time and effort instead of consigning practically everything to the tip.
- 66 A lack of methodology and knowledge of viable salvage techniques resulted in an extensive and expensive waste of natural resources.

#### **Adequacy of equipment and communications systems**

- 67 The communications systems did not provide the residents with any warning of the speed of the rise of the flood waters. There was little or no contact from any statutory authorities in relation to this area of Redbank.
- 68 There was a lack of information about the impact 16 metres of water was likely to have. For example, would it cover the driveway, ground floor or upper level of the town house.

#### **Adequacy of the community's response**

- 69 The Brisbane and Ipswich Communities rose to the challenge of the Disaster magnificently and new friendships and alliances have been forged as a result of the Disaster.

**CRITERIA 2(e) ADEQUACY OF FORECASTS AND EARLY WARNING SYSTEMS – BRISBANE VALLEYS**

- 70 Absent the warning from Vodafone and other messages received from others the residents of Jabiru Place would not have evacuated in time to avoid being stuck in the rising flood waters. There was at least one resident that did stay in a town house during the Disaster.
- 71 Many residents are extremely critical of the local and state governments failure to warn residents of the dangers. This failure is more significant given the existing knowledge of the council and state government, based even on an optimistic interpretation of 1 in 20 year flood event was that Jabiru Place would be affected by the Disaster, and people's lives and property would be at risk.<sup>20</sup>

**CRITERIA 2(g) ALL ASPECTS OF LAND USE PLANNING THROUGH LOCAL AND REGIONAL PLANNING SYSTEMS TO MINIMISE INFRASTRUCTURE AND PROPERTY IMPACTS FROM FLOODS**

**Council planning**

- 72 Absent receiving a copy of the documents comprising the Development Application and Approval in respect of the development it is somewhat difficult to make concluded submissions in relation to the residents' concerns in relation to the development.
- 73 The Site Plan Building Locations Stage 1<sup>21</sup> includes two notations namely:
- (a) "old flood line"; and
  - (b) "new flood line RL 11.500".
- 74 It appears from these notations the Developer had some hydrological modelling done so as to effectively move what is assumed to be the 20-year flood line away from the proposed unit development. As the Committee has not yet received a complete copy of all documents requested in its RTI application it has not been able to reach a concluded view on this issue.
- 75 The Committee has also been unable to consider the conditions upon which the Ipswich City Council granted development approval or the conditions on which the Council granted building approval.
- 76 It is certain, however, that the location of the flood lines (both old and new) on Drawing No 43751-01 do not reflect the reality of flood events.
- 77 On the Site Plan Building Locations Stage 3 the old flood line has been completely omitted. The new flood line also fails to follow the contour of the existing land form.
- 78 The modelling appears to be entirely inadequate and flood prevention measures entirely lacking in respect of the development.
- 79 The owner of unit ■ in Jabiru Place is a surveyor and has taken flood levels on AHD height Datum. He observed that the flood level on 13 January 2011, which was two days after the initial inundation was RL 16.90 metres<sup>22</sup>. Mr McLaughlin indicates that he observed level of the flood level exceeded that of the 1 in 100 year flood event. It also appears to be at odds with the OV5 flooding and urban stormwater maps publicly available<sup>23</sup>.
- 80 The Committee is concerned about the Council's approval process especially in approving construction of a high density residential development in such a high risk location. The

<sup>20</sup> See statement of Sharron Lee Campbell [Document 39].

<sup>21</sup> Site Plan Building Locations Stage 3 43695-03 [Document No. 8]; Site Plan Building Locations Stage 1 43751-01 [Document No. 4].

<sup>22</sup> See document No 38 - letter from Allan David McLaughlin dated 4 April 2011.

<sup>23</sup> See document No 1 OV5 Flooding and Urban Stormwater Flow Path Areas.



location's risk is now enhanced by virtue of the Ipswich Motorway Upgrade and the overland water flow problems directly resulting from the Monash Road Overpass.

- 81 The plans indicated the flood line on maps was based on a 1 in 20 year flood event, and not a 1 in 100 year flood event.<sup>24</sup>
- 82 It appears the quality of information readily available and advice provided by conveyancers and solicitors on the purchase of the town houses meant the residents were not aware that if Jabiru Place had been constructed in the 1974 floods it would have been underwater.<sup>25</sup>
- 83 Professor Grigg outlined a proposal for homes in flood prone areas to have "legally-enforceable flood plans that would outline how the property would be affected by each metre of water rising in the Brisbane River". If Professor Grigg's advice had been adopted the residents would have had a clear understanding of what action to take on hearing that the Brisbane River was to reach 18 to 19m.
- 84 Based on the recommendations of Professor Grigg's report the land on which Jabiru Place is constructed would have been set aside for parklands or open space, such as an addition to the Pan Pacific Peace Park.
- 85 Given the reduction in values of homes imposed by insurers assessing certain homes (such as the Jabiru Place town houses) as an "uninsurable risk" for flood damage development of a rating system and flood plans would assist in giving certainty to insurers, home buyers and home owners about the real, not imagined, risks of flood damage.<sup>26</sup>
- 86 The development has, as has been recently demonstrated put lives at risk.

#### **Management of Ipswich Motorway Upgrade**

- 87 As part of the Ipswich Motorway Upgrade the State government has resumed an area of land of approximately 793 square metres situated at the most eastern point of the Jabiru Place complex. This area of land was heavily planted with various species of trees, which were mature and provided a dense canopy with limited underbrush. The area of land formed part of a natural waterway and was set down from the level of the existing tennis court. The topography of the resumed area was slightly undulating with the mid to rear sections being the lowest.
- 88 In the weeks prior to the Brisbane Flood Disaster the residents and Committee of Jabiru Place had noticed flash flooding occurring from the combined effects of:
  - (a) Clearing and earthworks on the adjacent land as part of the construction works for the Monash Road overpass.
  - (b) The inadequate overland drainage from the land adjacent to the north east corner (near swimming pool and tennis court) of Jabiru Place.
  - (c) The flow of the water being impeded and effectively dammed because of the construction of the Monash Road overpass.
  - (d) The watercourse being vegetated with reeds and other flora typically located in swampland previously assisted in the control of the overland water flows by slowing the velocity of the flow of water and enabling the area to soak up the water. The changes to the topography of the area from earthworks and construction of the Monash Road Overpass have reduced the water carrying capacity of the land, and resulted in a

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<sup>24</sup> See paragraph 5, statement Tania McLaughlin [Document No. 42].

<sup>25</sup> See paragraph 26, statement Anthony Rush [Document No. 44].

<sup>26</sup> See Documents No \*\*

blockage of the overland water flows. The result is banking up of water and additional flooding to McAuliffe Street, the adjacent Pan Pacific Peace Park and Jabiru Place.

- 89 Prior to the Brisbane Flood Disaster the Committee had taken photographs, video footage and amassed evidence of observations of the water flows and the impact of the construction process and overland drainage design of the Monash Road overpass.
- 90 The effect of the flash flooding causes water to back up to flood the tennis court. The velocity of the water coming down the incline along the north-eastern boundary will also cause problems with the structural integrity of the swimming pool, because of the potential for the continual drainage problems to undermine that boundary line along the area of the swimming pool.
- 91 Whilst Origin Alliance continued building up earth to increase the height of the overpass they installed three 2.1 metre drainage pipes to drain the overland water flows from Jabiru Place and the portion of land immediately adjacent to Jabiru Place. Approximately 2 weeks later the preparatory earthworks were removed and the drainage pipes were increased by the addition of another two 2.1 metre pipes.
- 92 Following installation of the further pipes the Committee continued to notice that the overland water flows failed to drain away in a timely manner and the water continued to bank up with the Overpass acting like a dam wall.
- 93 Mr Anton Rush (Secretary) spoke with Origin Alliance on or about 10 November 2010 to point out that since the earthworks and construction undertaken for the Monash Overpass the drainage was inadequate and causing flash flooding to the tennis court area.<sup>27</sup>
- 94 On 1 April 2011 Committee members met with Mr Derek Millar, Project Manager (SEQ Projects), Department of Transport and Main Roads. The purpose of the meeting was principally as a result of the Committee's RTI application, and to try to narrow the scope of the Committee's application by identifying documents of particular interest to the Committee. A file note of the discussion with Mr Millar forms part of the Committee's submissions<sup>28</sup>.
- 95 As is confirmed by the meeting on 1 April 2011 the Department of Transport and Main Roads is charged with the obligation of ensuring the local conditions (in terms of overland water flows drainage, utility and amenity of dwellings) are not made worse by the Ipswich Motorway Upgrade.
- 96 It is obvious from basic physics that significantly raising the height and width of the Motorway and significantly altering the storage capacity of adjacent lower lying land must necessarily result in flash flooding to the lower lying adjacent areas. The water flows from the increased size of the Motorway require discharge, which by its nature causes increased risk of flash flooding to lower lying areas such as Jabiru Place. This issue has been further exacerbated at Jabiru Place by the adjacent construction of the Monash Overpass, which is a significant additional mass.
- 97 A registered surveyor<sup>29</sup> has calculated that 4,000 cubic metres of volume has been lost due to the construction of the Monash Overpass because the area resumed and raised for the Overpass was approximately 1 to 1.5 metres below the property boundary. The area resumed and forming the Monash Overpass could have allowed for an estimated 4,000 cubic metres of storage area for water run off. This now has been reduced to approximately 120 cubic metres.

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<sup>27</sup> See Document No 23 and 24.

<sup>28</sup> See Document No 37.

<sup>29</sup> Allan McLaughlin.

**CONCLUSION**

- 98 The residents of Jabiru Place face an uncertain future, including difficulties financing significant repairs to property to restore the buildings, and difficulties obtaining insurance to cover the risk of "water damage" or "flood".
- 99 In the absence of receiving financial assistance to restore the lots in the complex more complicated issues leading to the financial ruin of owners will ensue in the next 6 to 12 month period, once the Banks cease offering hardship relief.
- 100 Given the nature of the problems currently experienced by the owners can be directly linked to the approval and development process, and overland water management issues have been made significantly worse by the Ipswich Motorway Upgrade it would be fair for the residents to expect the Council and the State Government to take responsibility for the current situation. Absent direct intervention by the local council and state government further property damage will occur at this location, and perhaps in less fortuitous circumstances life will be lost.

**DATED:** 5 April 2011



**Jeanenne Wilkinson**  
Senior Associate  
Contact: Jeanenne Wilkinson





TO DO LIST

~~Part 5 of the Act~~  
~~Reduction Act~~  
 Integrated Planning Act  
 1997  
 Environmental Impact Statements  
 Part 5 (h 8 of Act)

CORRESPONDENCE LIST

1. Letter to Ipswich City Council -
2. Letter to the Local Member - Joanne Miller -
3. Letter to the local Councillor - Paul Tully - cc Mayor of Ipswich City Council
4. Letter to the Federal Member - Bernie Ripoll
5. Letter to the State Minister for Transport - Rachel Nolan
6. State Minister for & Main Roads - Craig Wallace
7. Letter to the Federal Minister for Transport - Anthony Albanese
8. Emails to [redacted] [DAILY UPDATES INCORPORATING WEATHER AND DRAINAGE REPORT AND ISSUES AFFECTING LIVABILITY ETC] - Need to get a quick report about 10 lines every day. Should be in standard format and canvass EIS type issues - drainage/waste water management; noise; dust; other problems as and when they arise.
9. Coordinator - General under-State Development and Public Works Organisation Act 1971

CARBON COPY LIST

Copy of the letters above to be sent to:

Origin Alliance Pty Ltd members:

1. Coates
2. Abi Group Contractors Pty Ltd
3. SNI/EC
4. Fulton Hogan Pty Ltd
5. Parsons Brinckerhoff
6. Seymour White Contracting

ATI (FOI) Act  
 Submissions from the public  
 www.dip.qld.gov.au/infrastructure/environmental-impact-assessment.html

EVIDENCE GATHERING

1. Undertake a RTI (FOI) application Department of Transport and Main Roads requesting copy of documents relating to the "Monash Road connection" being undertaken as part of the Ipswich Motorway Upgrade (Dinmore to Goodna) particularly relating to the construction of the overpass joining Ipswich Motorway (Cunningham Highway) to Brisbane Terrace especially:
  - a. Environmental Impact Statement;
  - b. Civil engineering drawings and plans;
  - c. Audiological reports including modelling;
  - d. Hydraulical reports including modelling;
  - \* Submissions from the public
  - \* Submissions from other relevant government and corporatised agencies (eg energy providers)
  - \* Response document(s) to public submissions

- e. Hydraulical drawings;
  - f. Structural engineering plans and drawings;
  - g. Wastewater management plans/drawings, reports and modelling;
  - h. Project plans;
  - i. Tender documentation for the Monash Road connection (or if forming part of larger tender the complete tender documentation).
2. Obtain either a rain guage or contact Bureau of Meteorology to find out weather records for area.
  3. Obtain a copy of audiological report (from unit owner)
  4. Print out and organise photographs in chronological order and prepare indexed booklet (electronic and hardcopy versions)
  5. Check the website and print out any relevant documentation
  6. Check previous reports /search results obtained when units were purchased.

### CORRESPONDENCE

Draft letter needs to cover the following matters:

- transport and safety impacts (inability to access local park; danger to cyclists)
- Environmental impacts (drainage/loss of habitat (frogs -- stripy ??); rainforest trees)
- Ancillary activities
- Cummulative impacts and environmental management (noise/dust/pollution)
- Increased pollution caused by placing domestic dwellings in situation where now bounded by significant traffic;

#### {BRAINSTORM DIFFICULTIES AND ISSUES}

- Expected/anticipated <sup>negative</sup> consequences of construction
- Economic and social consequences - shops

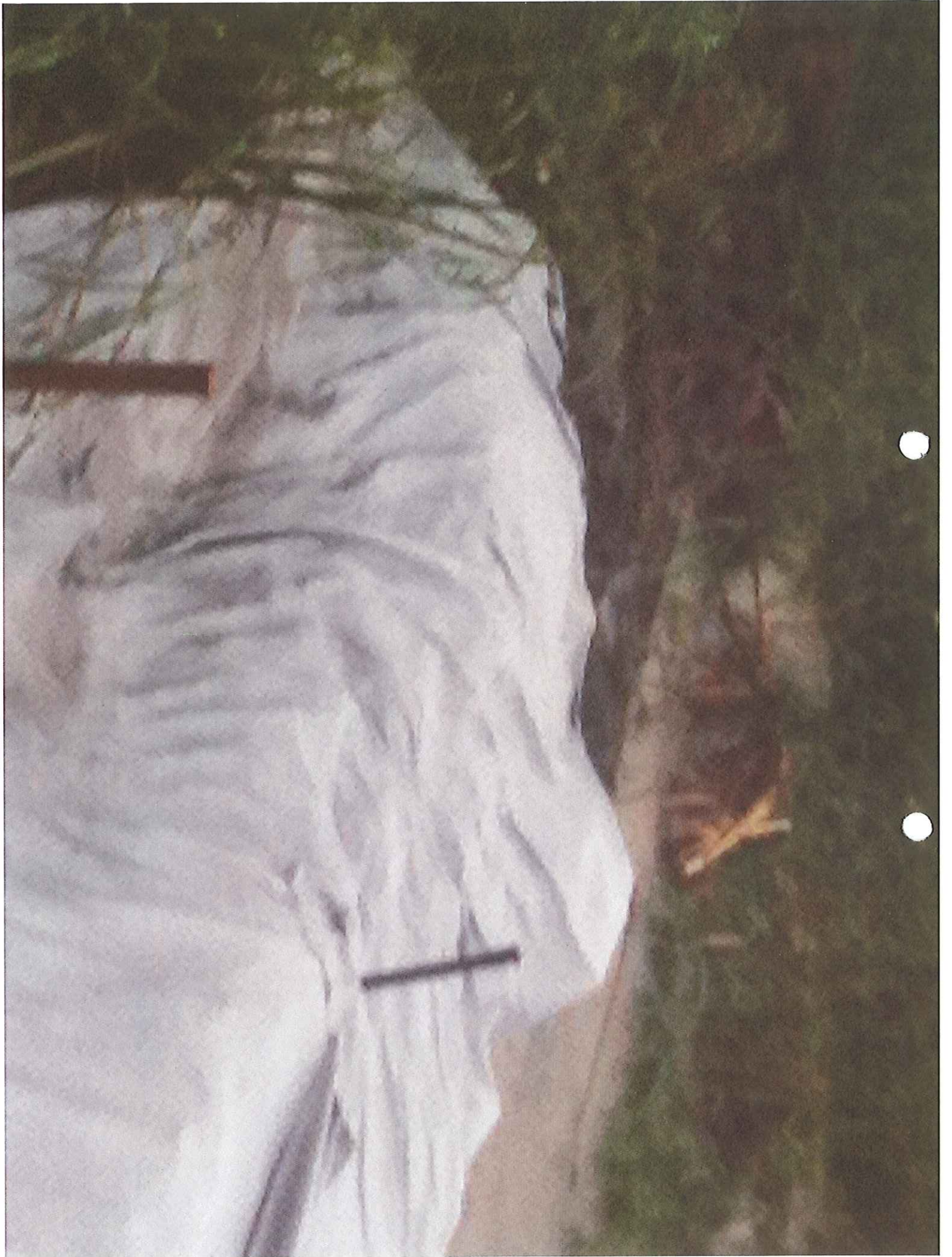
- noise
- increased heavy vehicle traffic
- increased pollution
- Significant impairment of visual/aesthetic amenity

### NEIGHBOURHOOD CANVASSING

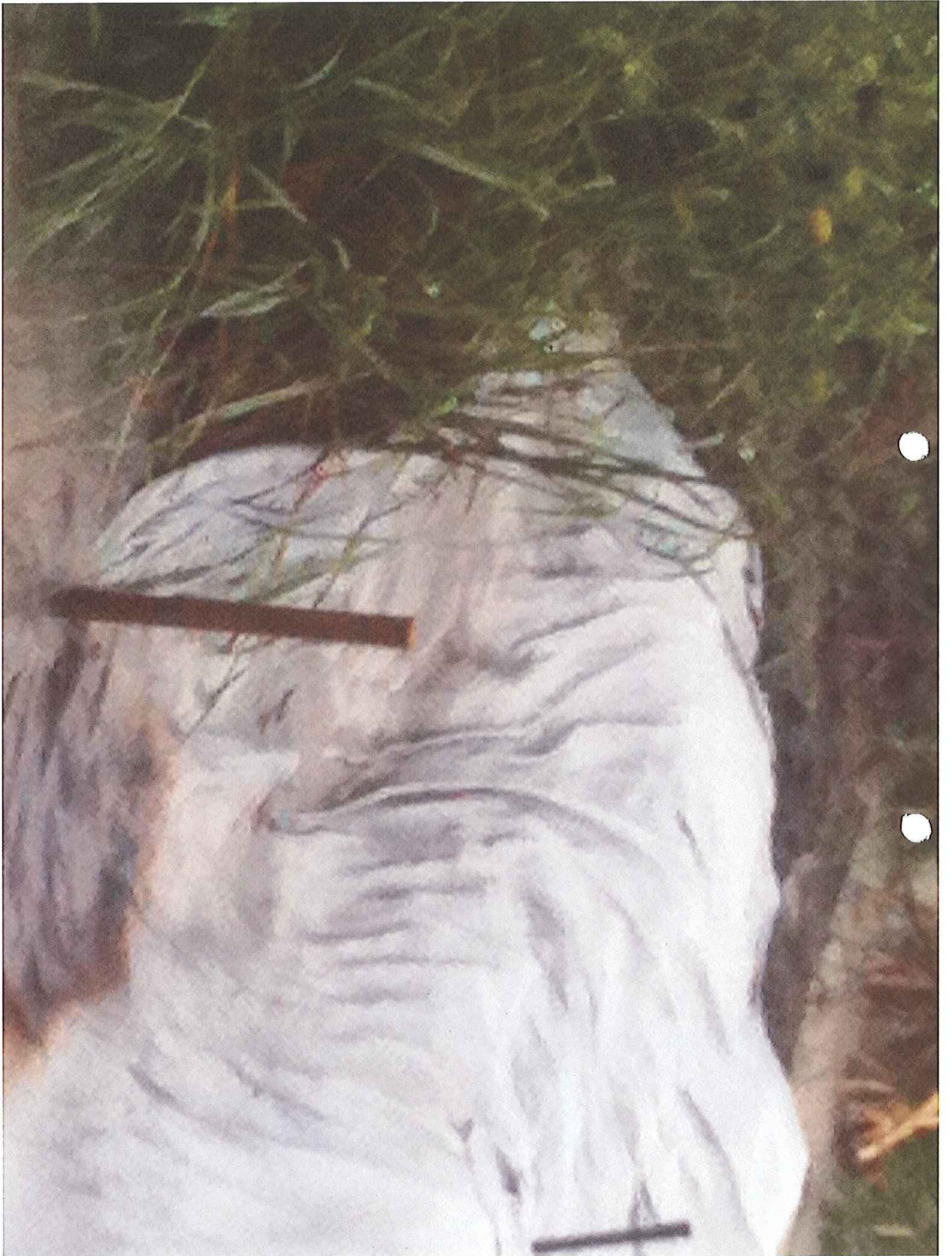
Bridge Street Action Group

You need to get the neighbourhood on board with complaining about the state of the development of the Monash Road connection. Print out relevant documents from TMR website and details of impacts to local area and units etc. Try to get people on board etc. Including businesses affected by the redevelopment.

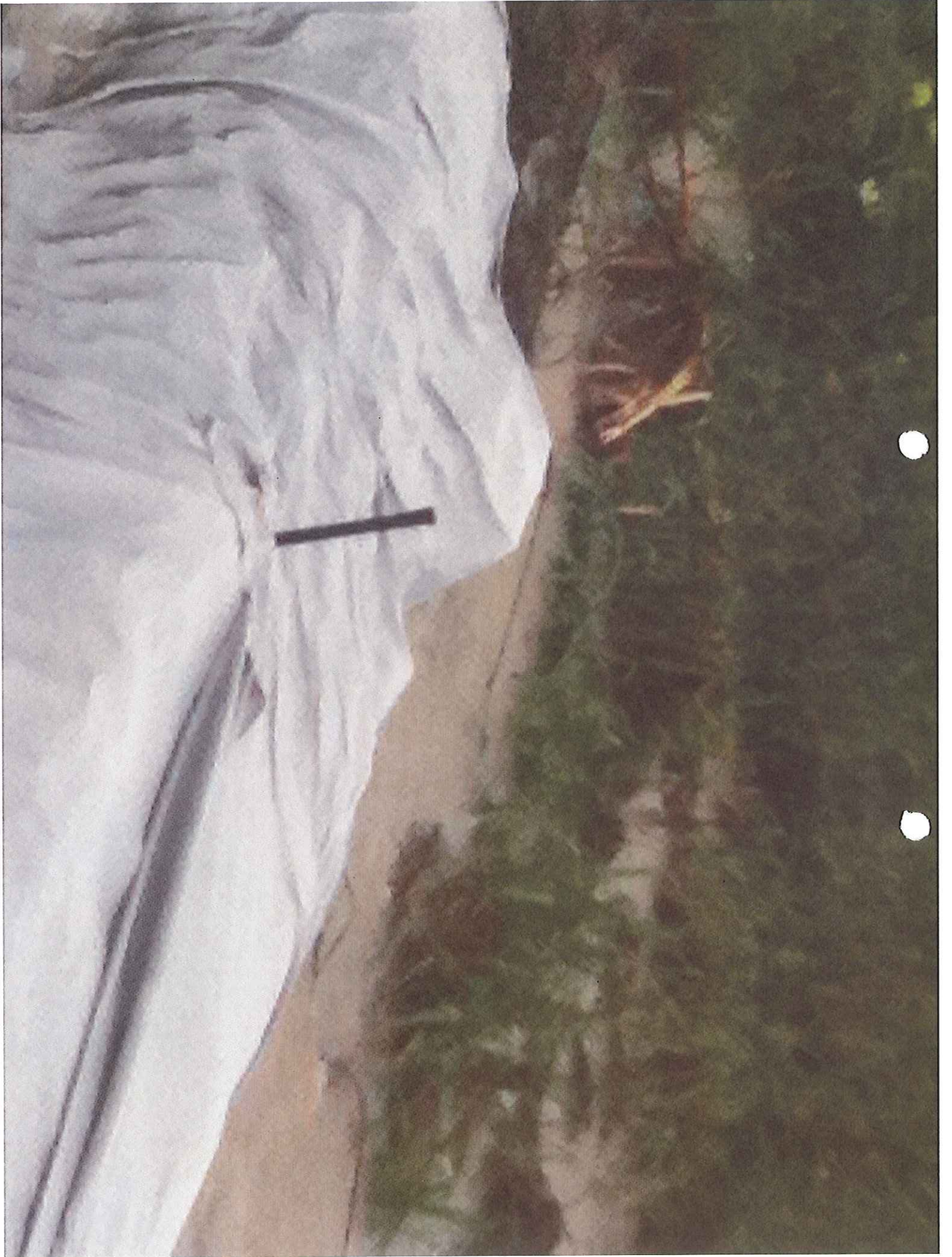
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research papers on  
physical effects of diesel pollution







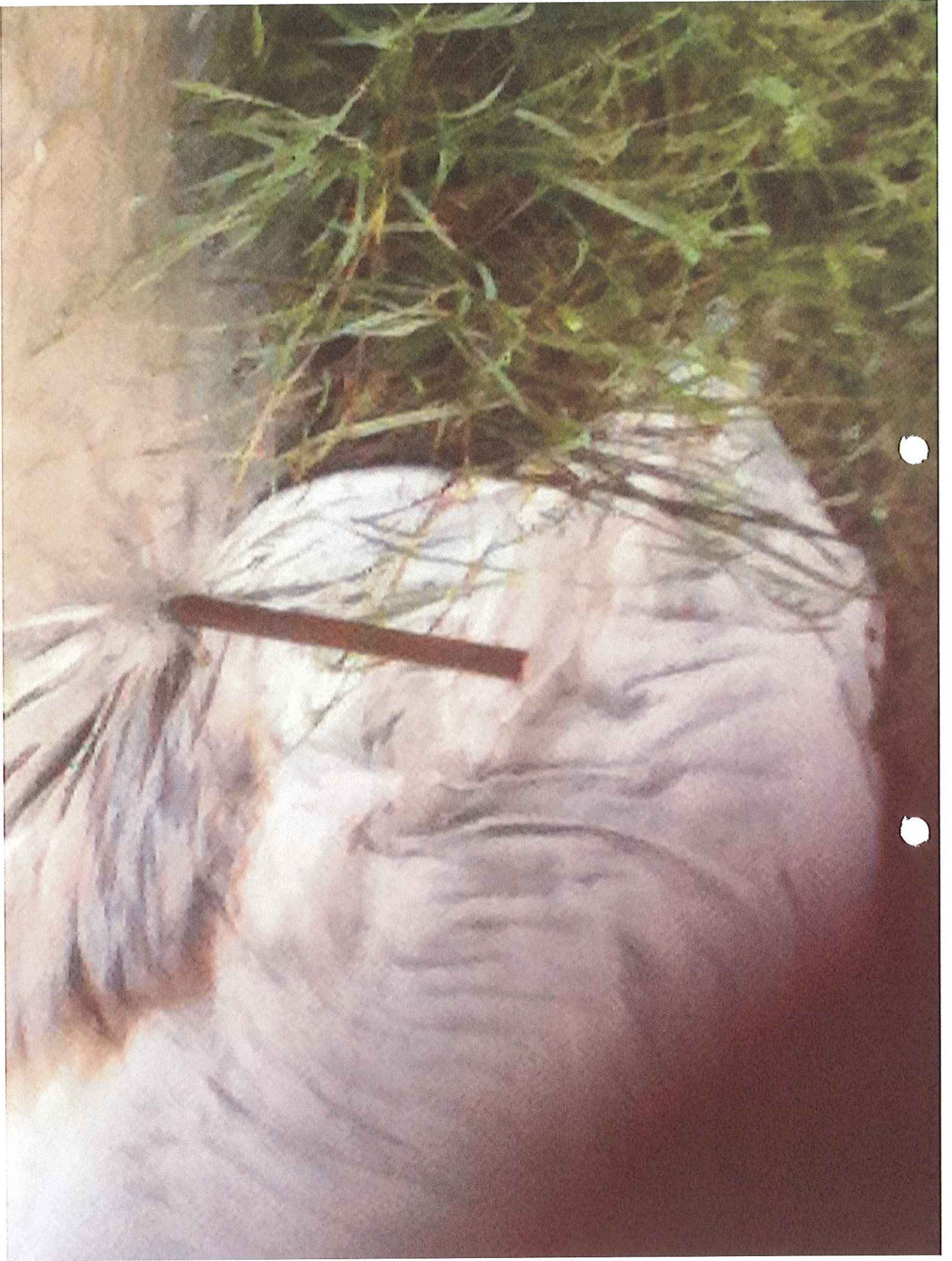




















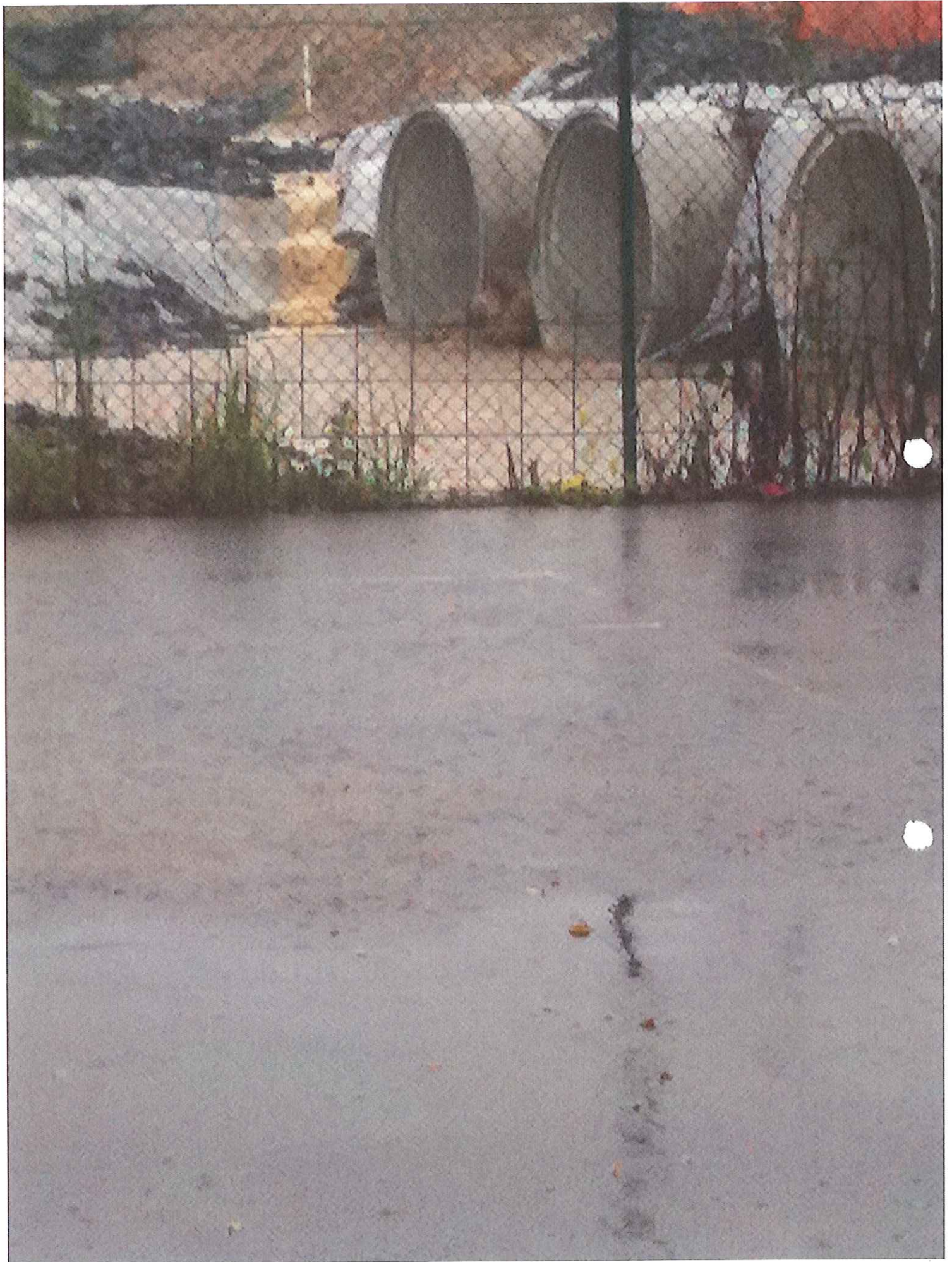












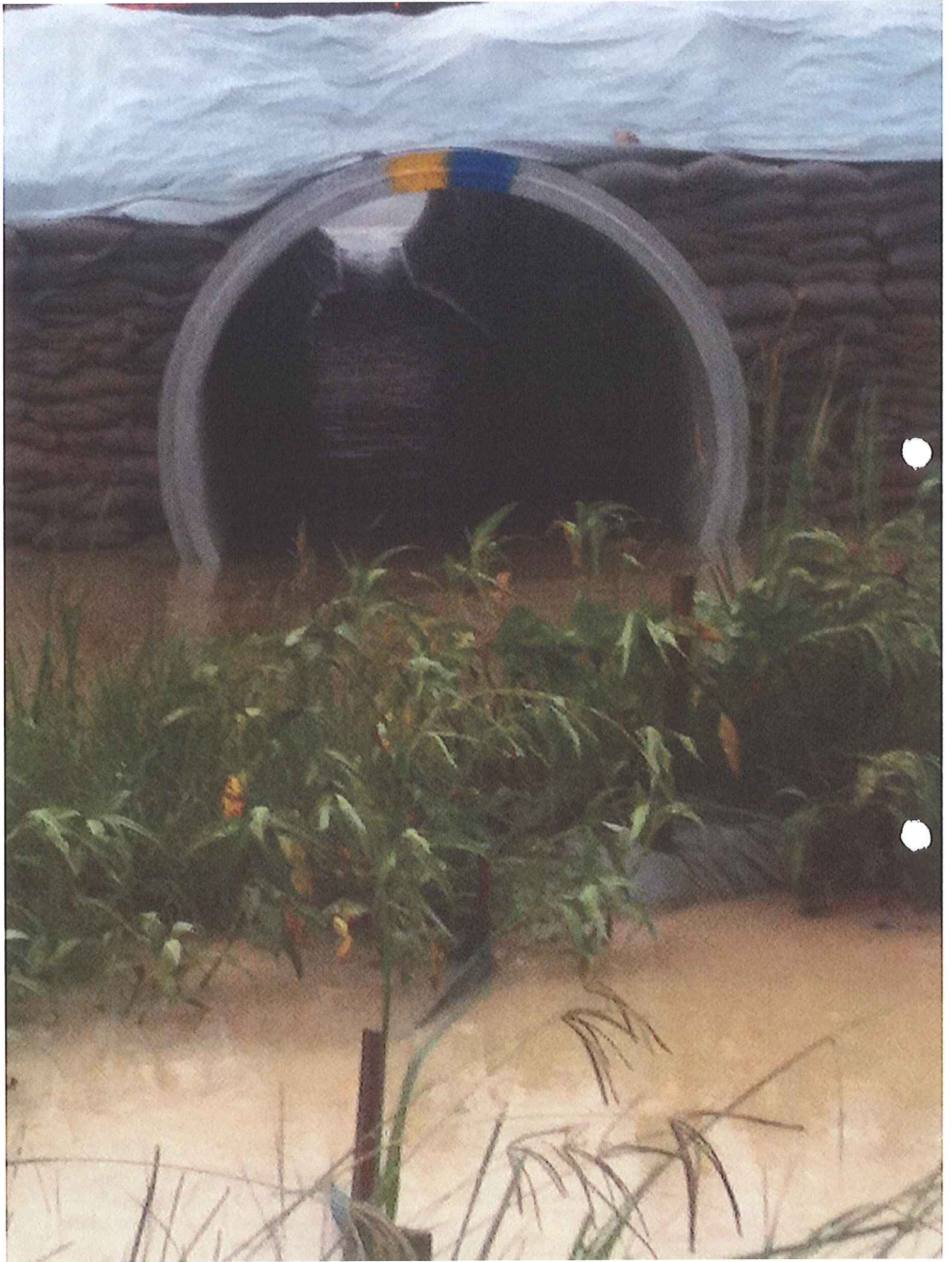




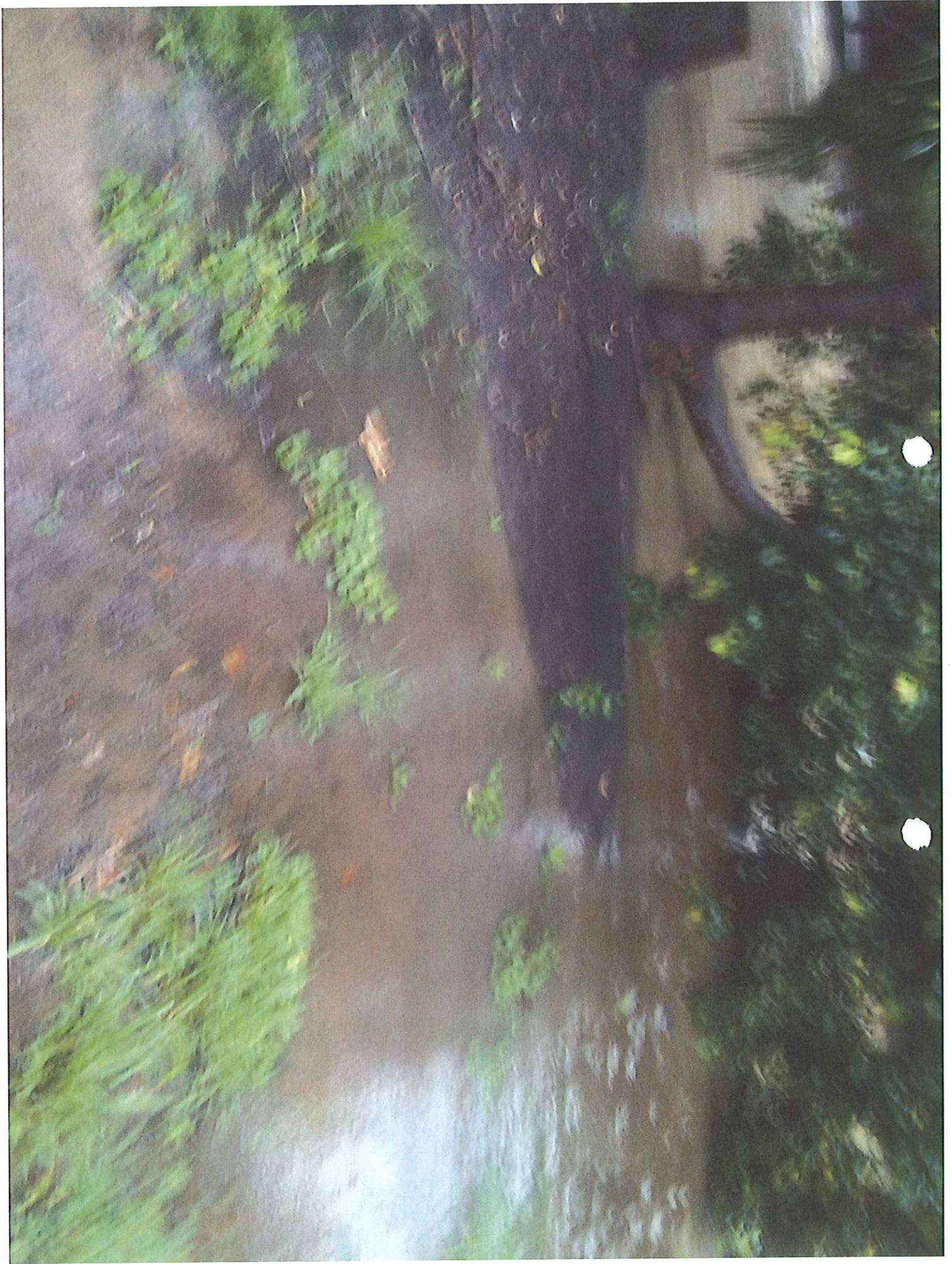




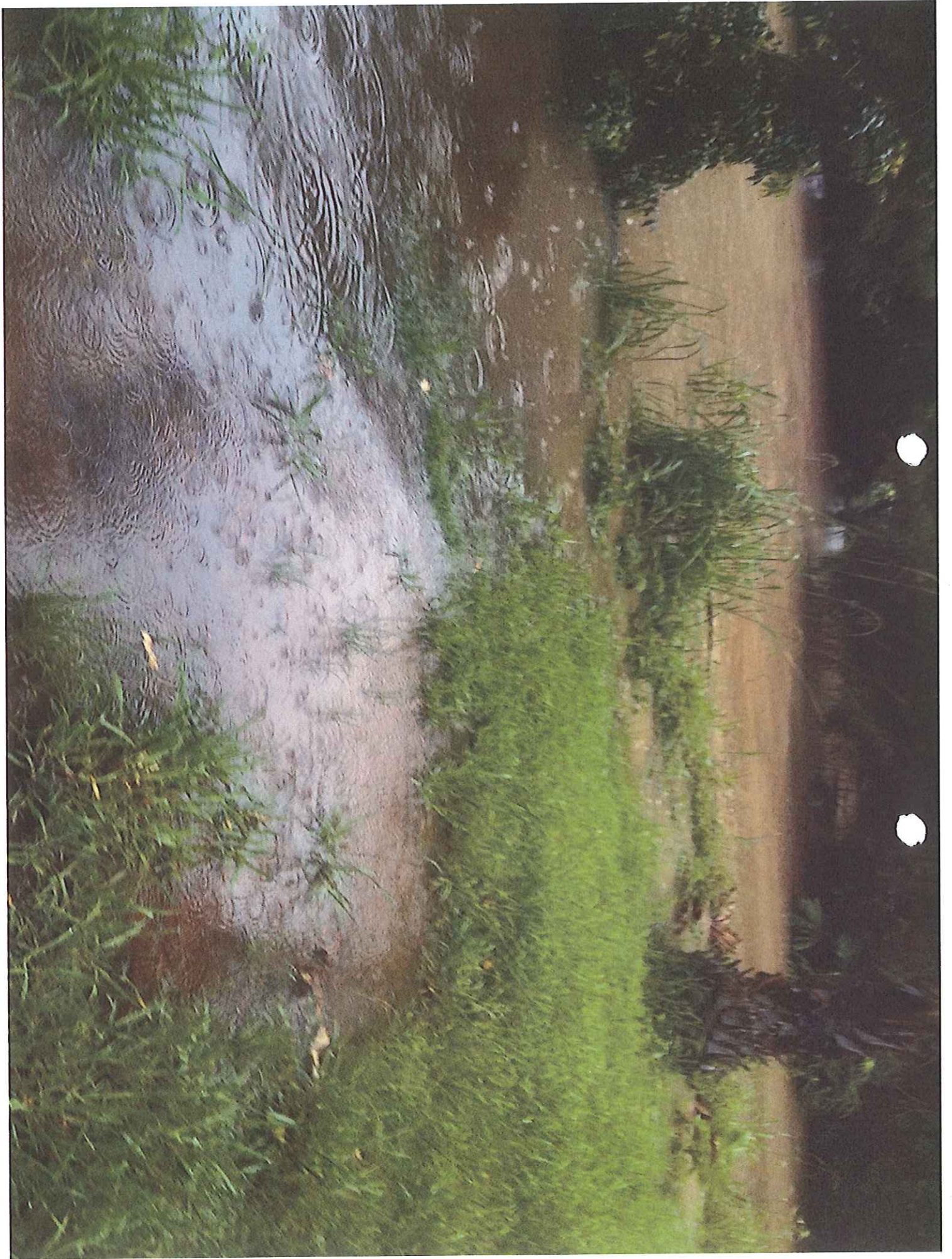




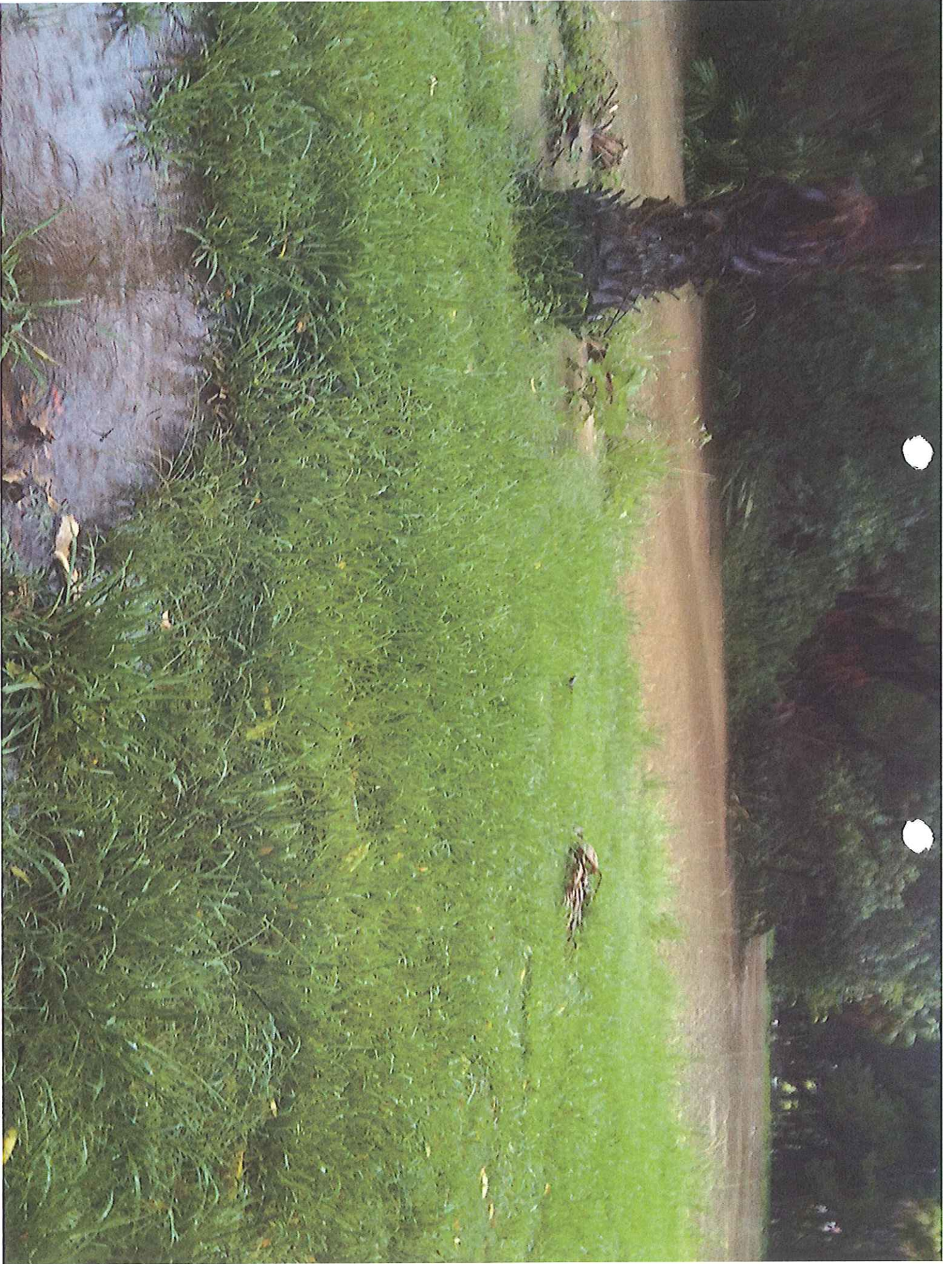








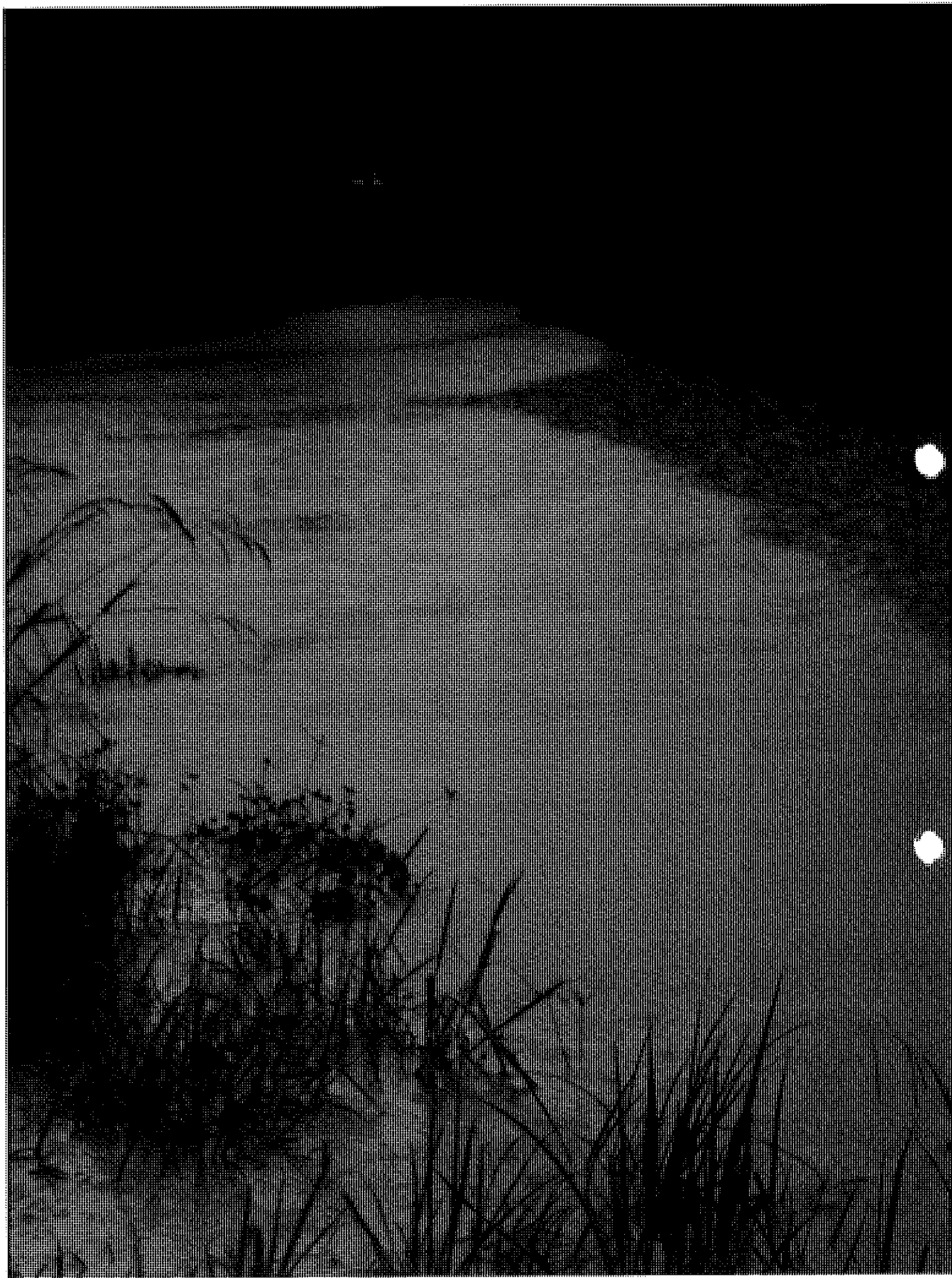


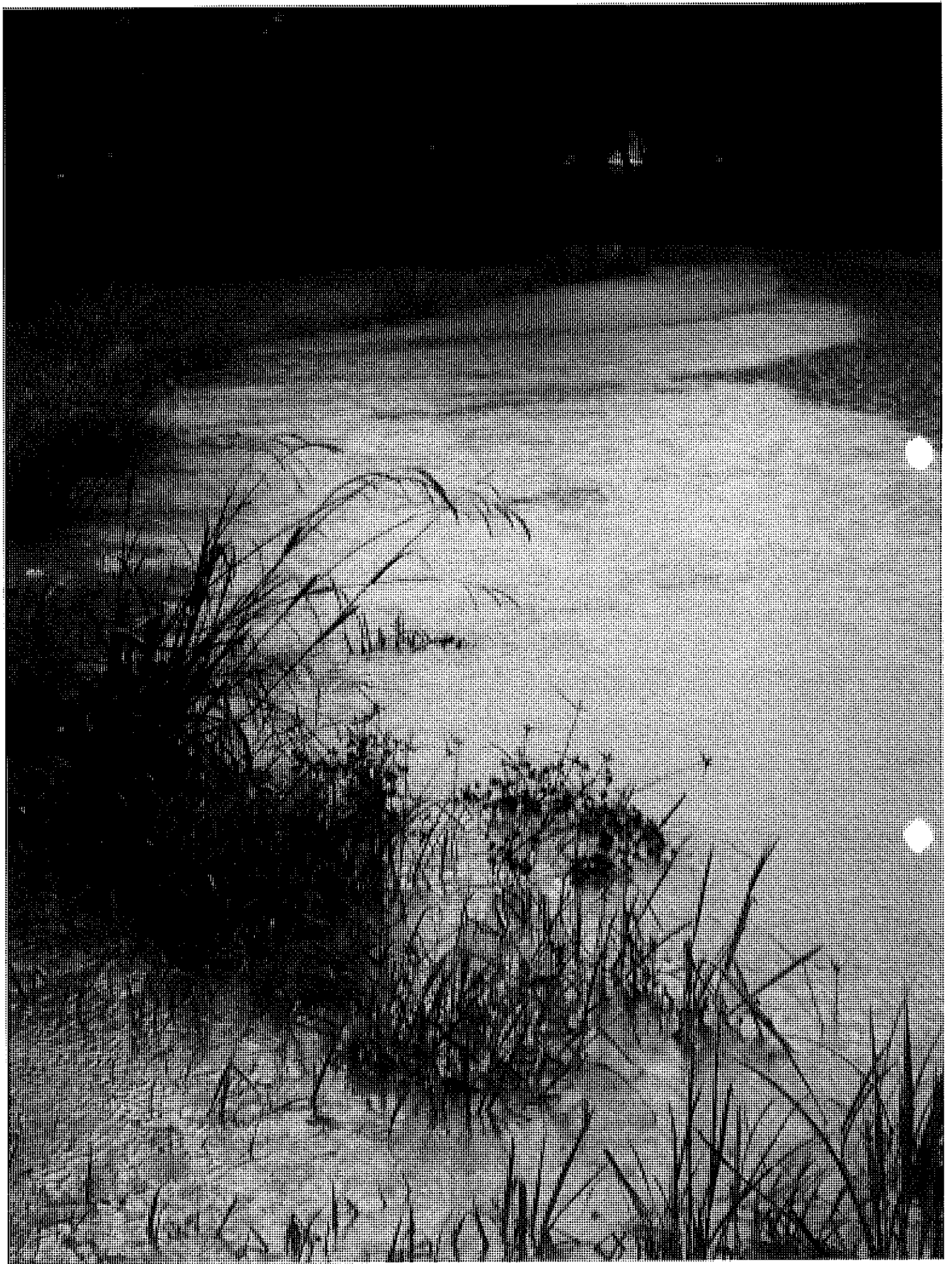




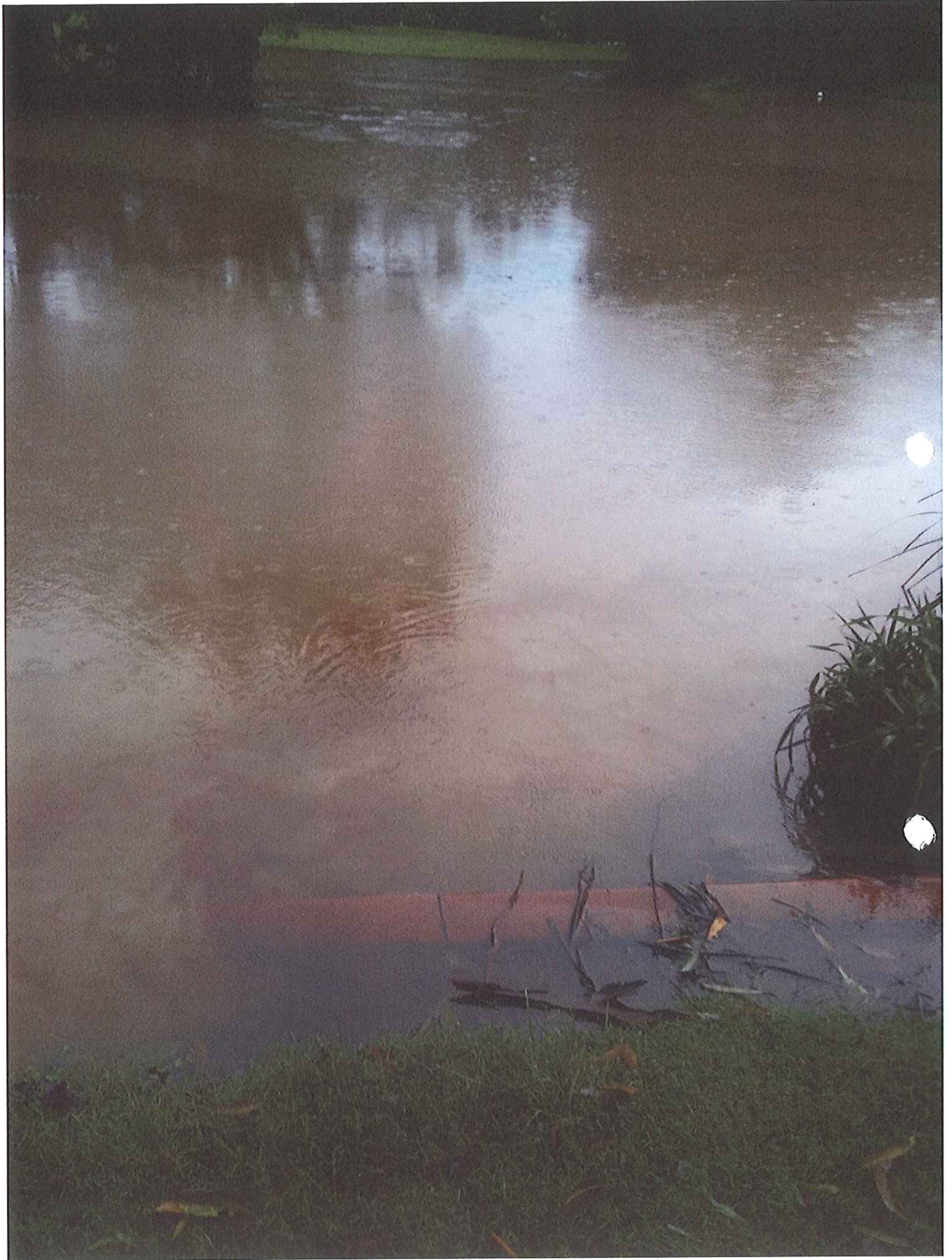








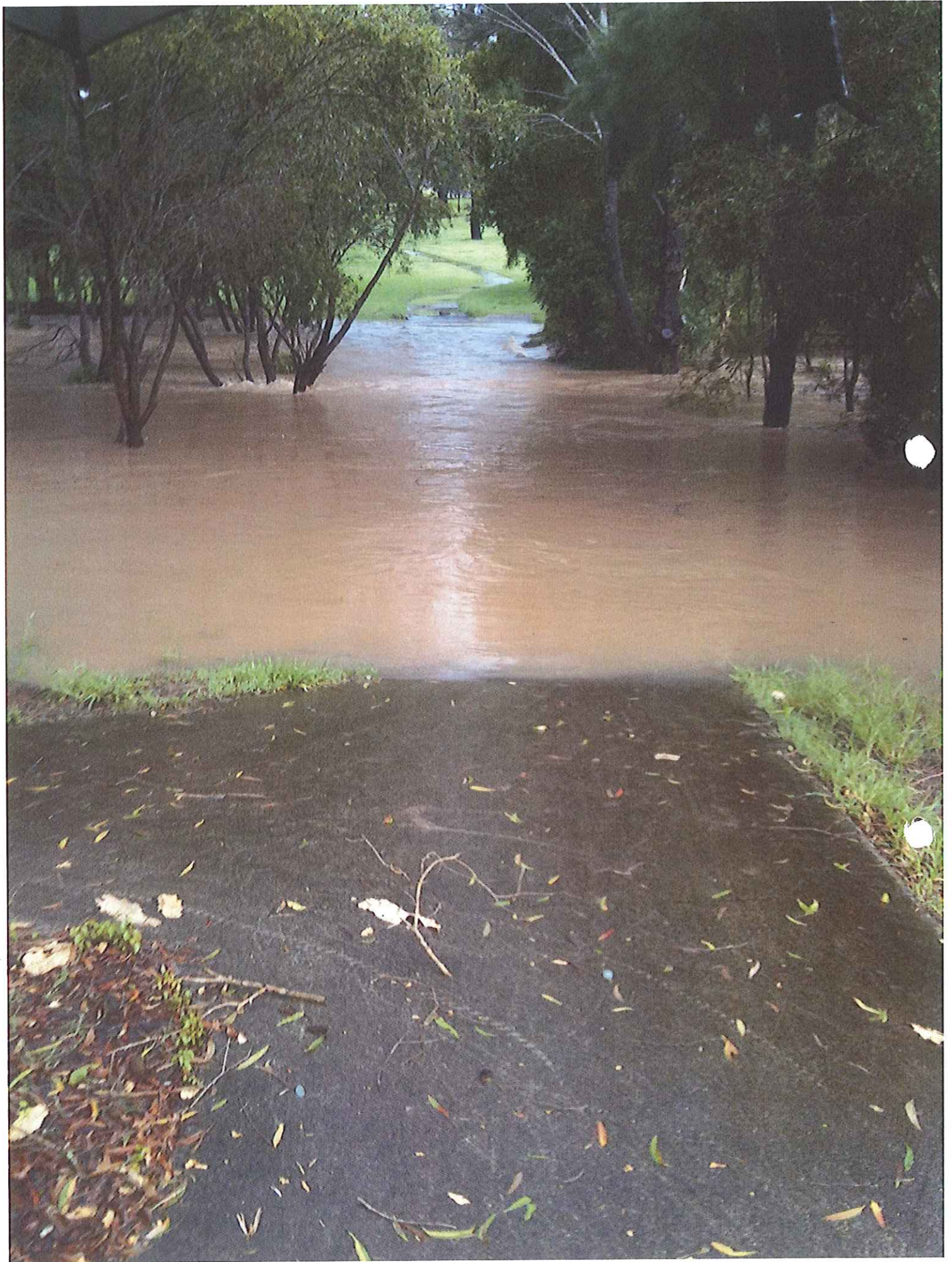








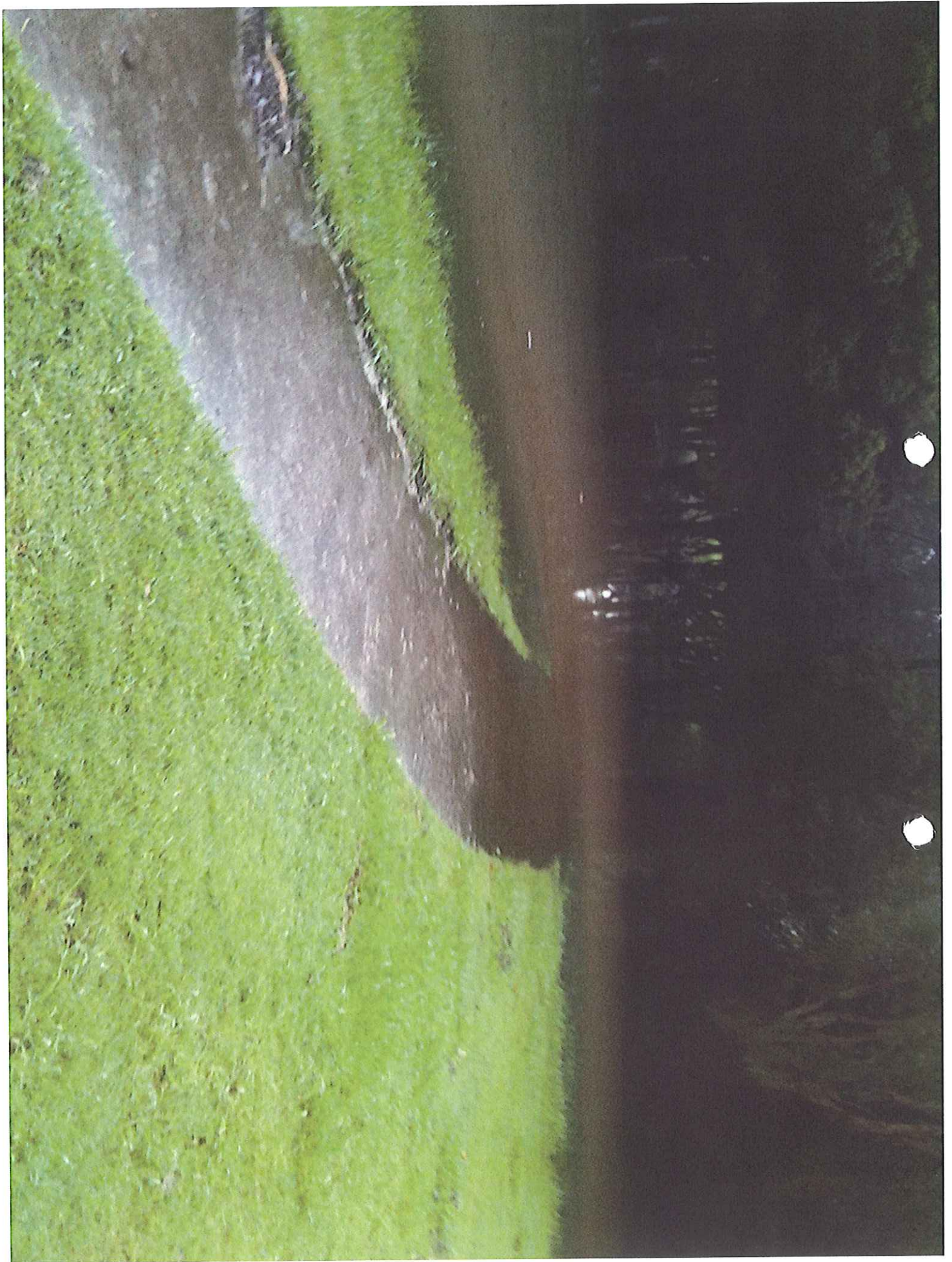




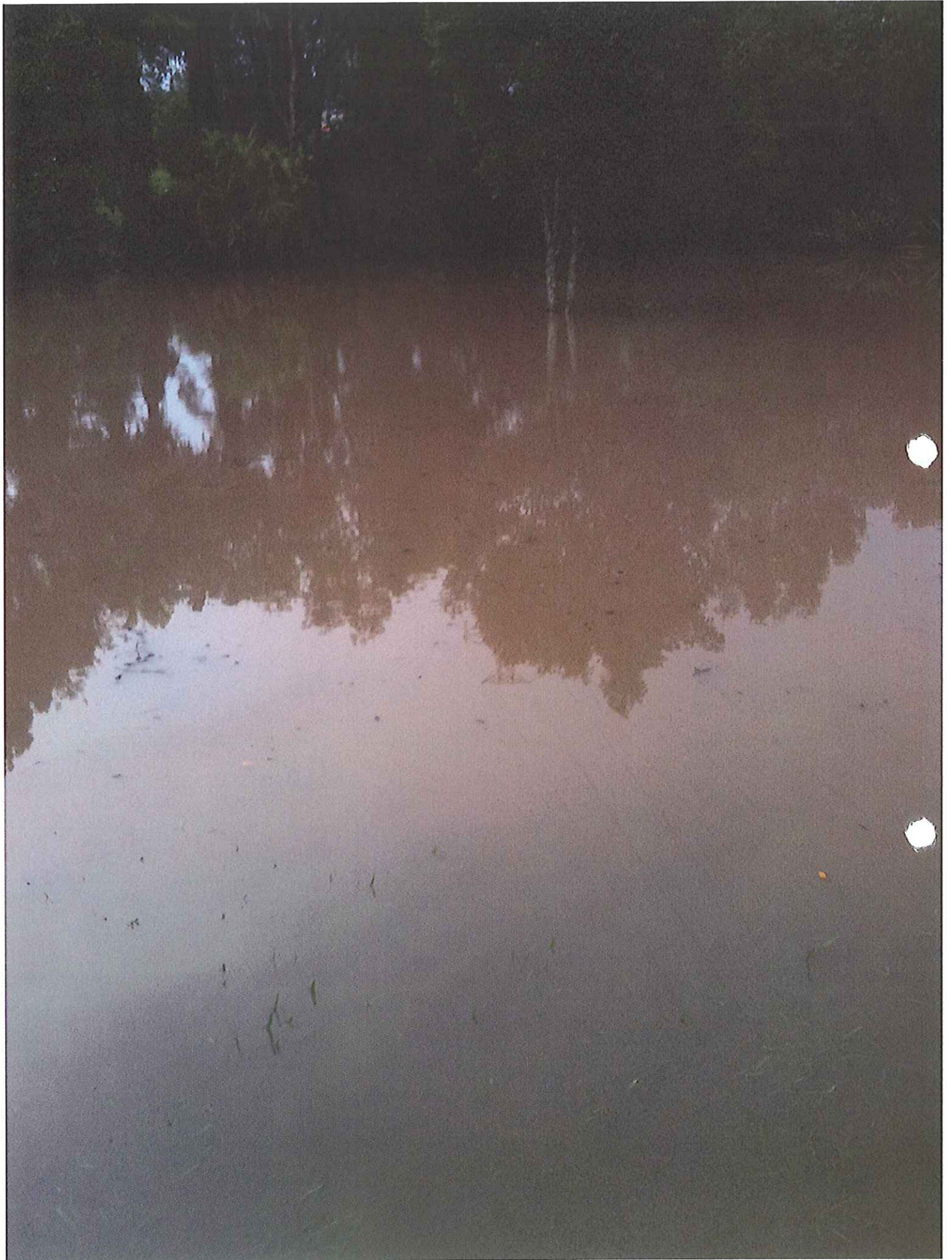




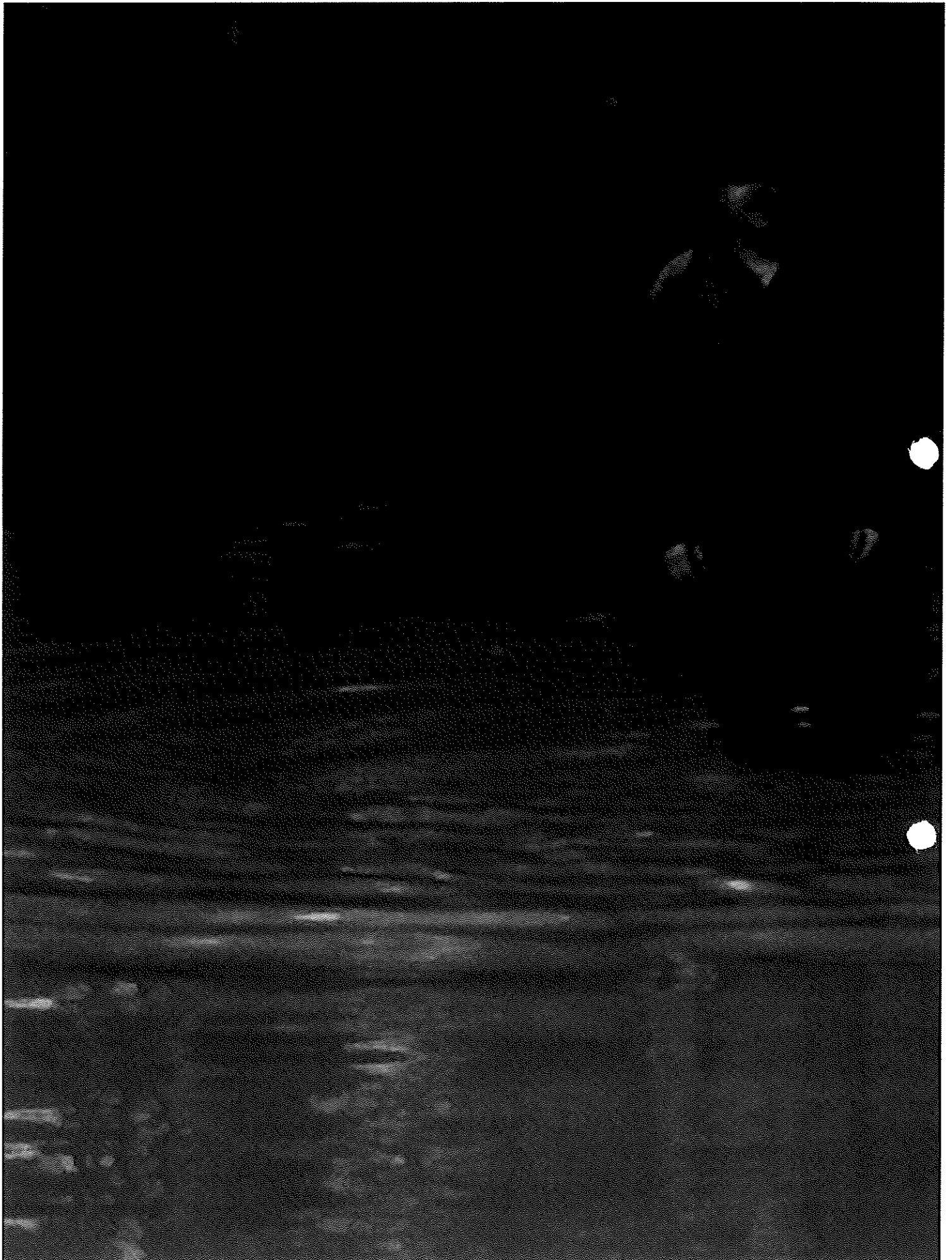


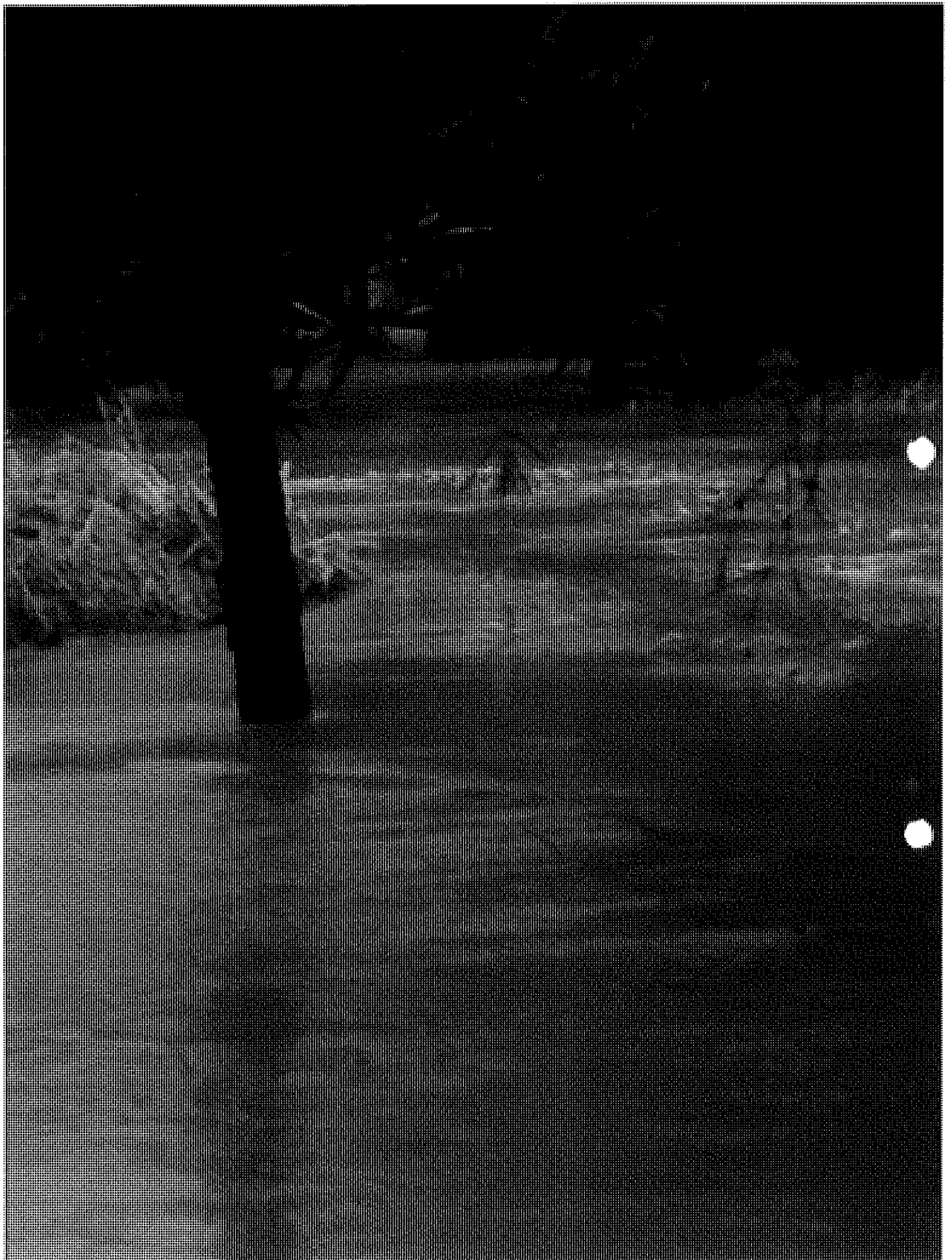
















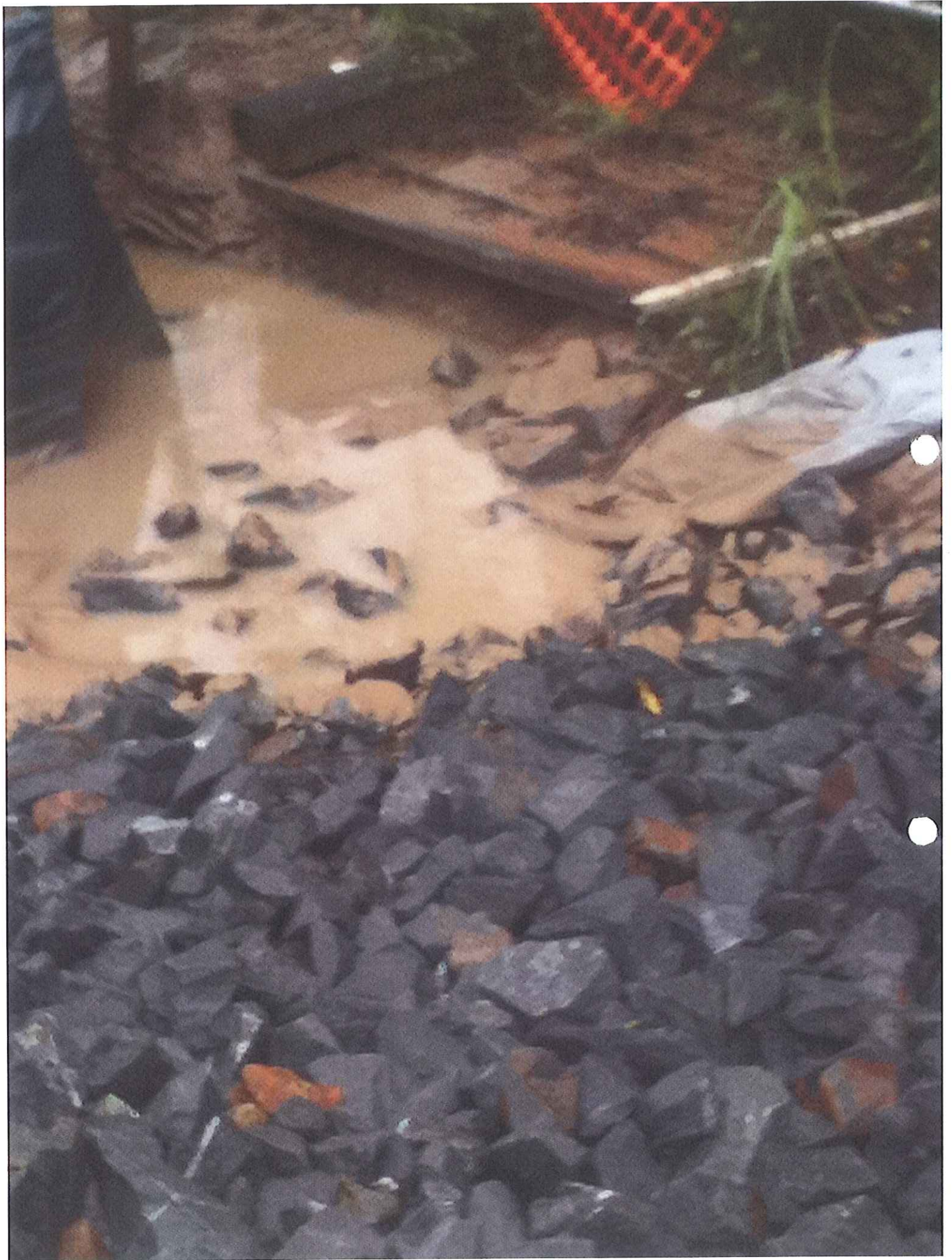




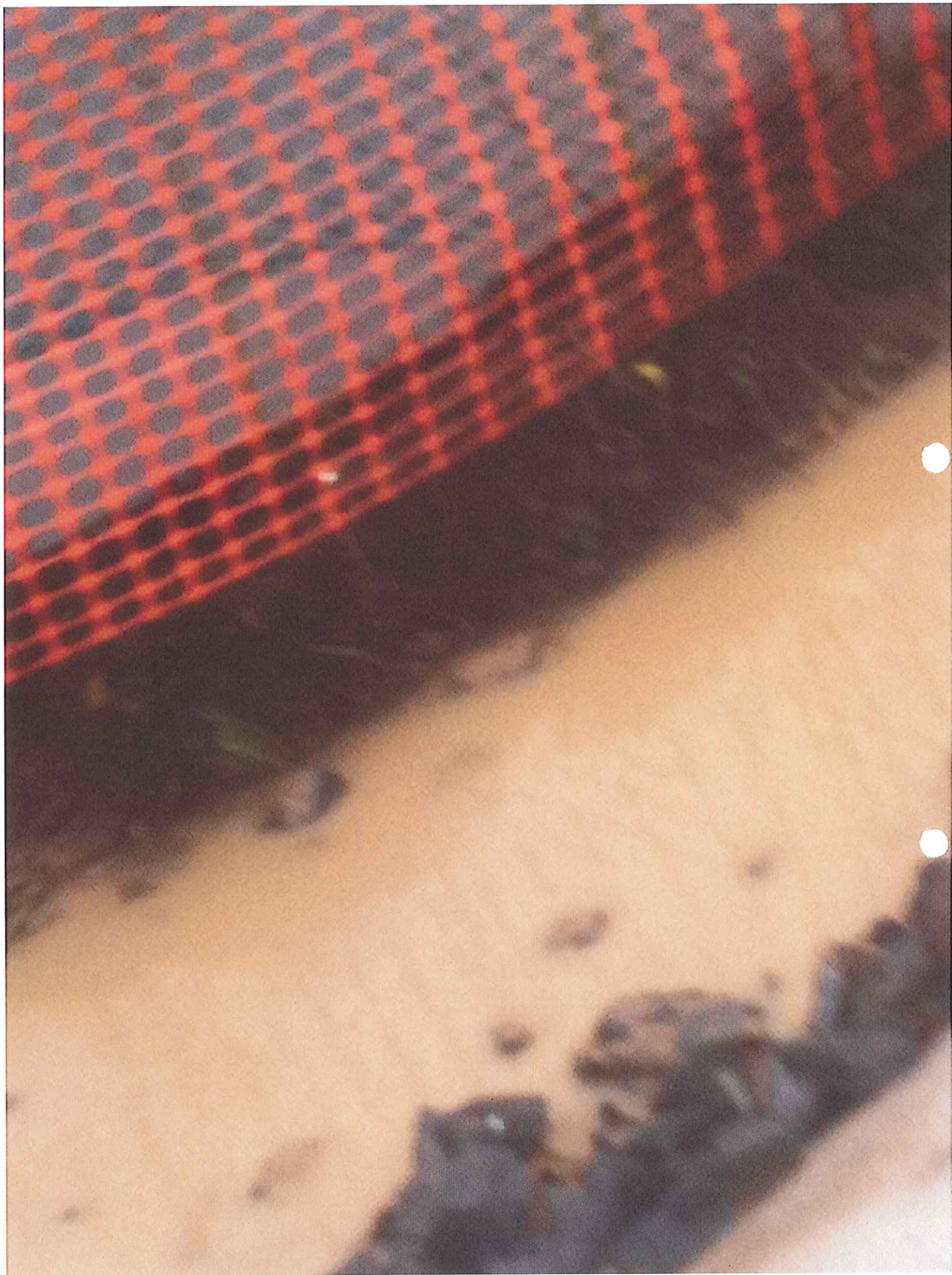








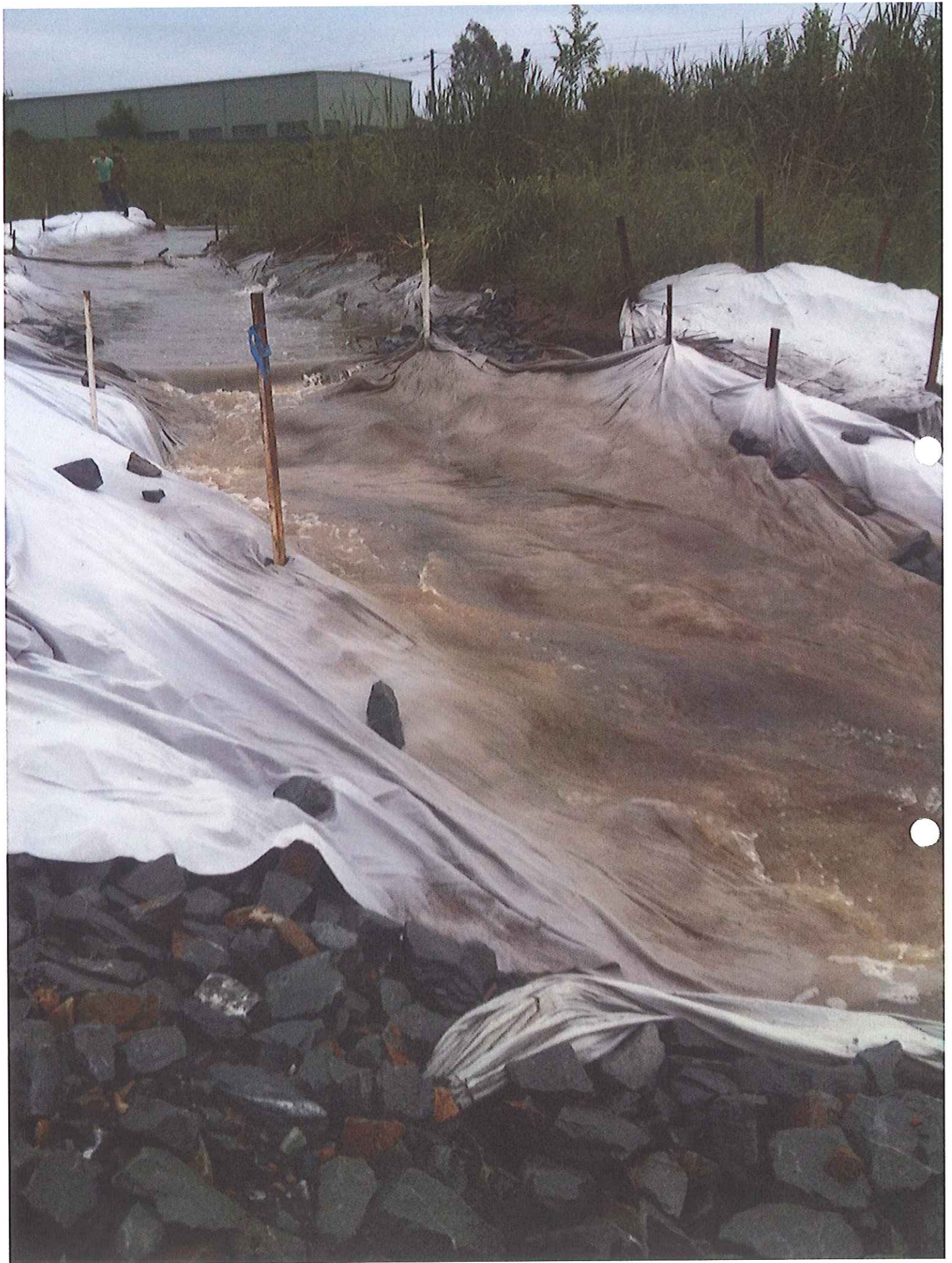




























Jabiru Place CTS 19169

# MINUTES

Minutes of the Committee Meeting, Saturday 29 January 2011

## PRESENT

Committee Member - Matthew Morgan (Chairman)  
Committee Member - Anton Rush (Secretary)  
Committee Member - Michael Wilkinson (Treasurer)  
Committee Member (Non Voting) - Ralph Hamilton (Unit Residential Manager)  
Committee Member - Jacinta McLaughlin (Ordinary Member)  
Committee Member - Tanya McLaughlin (Ordinary Member)

## Guests

Jeanenne Wilkinson (Invited Legal Guest)  
Sarah Wilkinson (Minute Secretary)  
Sharon Campbell (Owner, No. [REDACTED] and RTI Consultant)

[REDACTED]  
Brett and Anya Hunter (Owners, No. [REDACTED])  
[REDACTED]

[REDACTED]

## APOLOGIES

[REDACTED]

## QUORUM

The Chairperson declared that a quorum was represented and the meeting was declared open at 4:10pm.

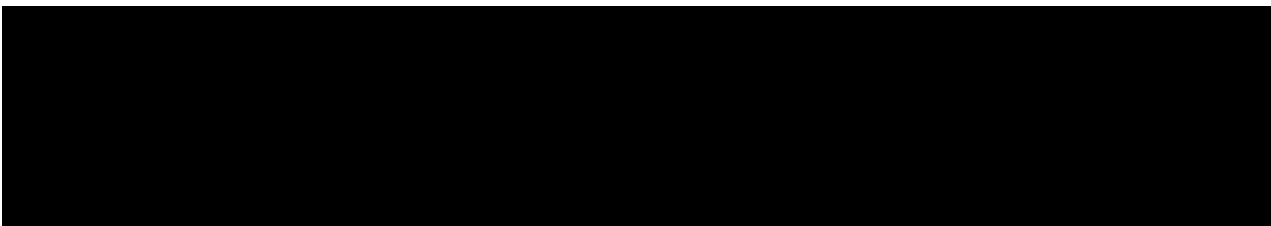
## 1. CONFIRMATION OF MINUTES

It was resolved that the minutes of the Committee Meeting held on 20 November 2003 be confirmed and signed as a true and correct record of the proceedings at that meeting.

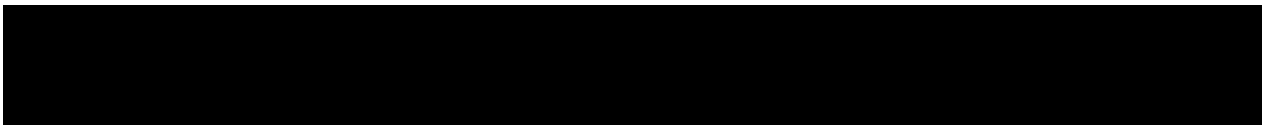
**Resolved**

## 2. COMPLEX STATUS REPORT

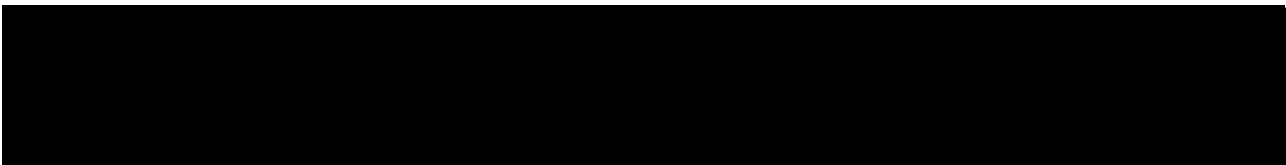
- The Chair advised that this was a Committee meeting and hence only the Committee members would be able to vote against motions raised at this meeting.
- The Chair advised that a further General Meeting may be required, however to do so would require 28 days notice to Body Corporate Services.
- The Secretary advised that:
  - On Tuesday 11 January 2011 at 3:33 pm, SMS notification from emergency services was received;
  - The Committee monitored the situation until it became obvious that the Units at 13 Bridge Street needed to be evacuated due to flooding;
  - As a consequence of the flooding, personal residences of 33 units had been inundated as well as all complex common areas.



- Our invited Legal Guest, J Wilkinson, advised that:
  - Free legal assistance would be provided to each individual at the Community Recovery Centres, should they desire it.
  - The Committee are actively gathering evidence to place before the Royal Commission as a submission. This is inclusive of all activities within and adjacent to the complex.



- Each individual owner should complete a personal statement of impact the flood had on them and their property. This statement should be objective and include all facts and observations, photographs and statements.
- The Committee would be seeking pro bono legal advice from the Qld Independent Clearing House as to the demarcation between common property and private property. It was noted that the property is a Group Title Property and not a Strata Titled property.





### 3. SITE ELECTRICAL WORKS

Motion proposed by Matthew Morgan, Chairman, that the Committee engage an electrical contractor to:

- Make the site safe as per Occupational Health and Safety Regulations.
- Reconnect power to each affected meter box.

Seconded by Michael Wilkinson, Treasurer.

***Motion carried unanimously***

Motion proposed by Matthew Morgan, Chairman, that the Committee engage an electrician to connect street lighting and power to all of the common areas.

Seconded by Michael Wilkinson, Treasurer.

***Motion carried unanimously***

### 4. RESUMPTION

The Chair advised that the Department of Transport and Main Roads had made an offer of \$10,000 for the resumption of approximately 750 square meters of the complex. Further to this original offer a verbal advice was received of a revised offer of \$15,000. The Committee is still awaiting further advice from the Department of Transport and Main Roads.

### 5. FRONT GATE PROJECT

The Chair provided an update on the Front Gate Project and reiterated that the funds raised for the aforementioned project are dedicated as per the current legislative instrument, ie: the Body Corporate and Community Management Act 1997 (*The Act*).

### 6. GENERAL BUSINESS

- Motion proposed by Matthew Morgan, Chairman, that Body Corporate Services reimburse the Committee members and their agents legitimate expenses incurred in this crisis.

Seconded by Michael Wilkinson, Treasurer.

***Motion carried unanimously***

- Motion proposed by Matthew Morgan, Chairman, that a general meeting be convened in 5 – 6 weeks time on a Saturday at 4pm (or as soon as is practicable).

Seconded by Tanya McLaughlin, Ordinary Member.

***Motion carried unanimously***

- Owners may forward agenda items to the [REDACTED] email address. The Committee will then consolidate and forward to Body Corporate Services for inclusion on the Agenda.
- The Committee advised that Thank You letters will be sent to all those who have assisted Bridge Street in the recovery process. The Committee formally thanked all volunteers who worked tirelessly in assisting this community to recover.

***Meeting closed 5:46 pm***



# File note

---

**Date:** 1 April 2011  
**Meeting:** Origin Alliance  
**Present:** Derek Millar **Time:** 1.00pm  
Michael Wilkinson (Treasurer Jabiru Place) (MWW)  
Anthony Rush (Secretary) (AR)  
Jeanenne Wilkinson (Macrossans Lawyers) (JLW)  
**Location:** Origin Alliance, Chalk Street, Redbank

---

**Subject:** Jabiru Place 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 Jabiru Place complex (13 Bridge Street, Redbank), which had been organised by a concerned resident [REDACTED] 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 Millar 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 Jabiru Place were hoping to find support for an argument that the overland water flows on the adjacent land to Jabiru Place 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 Jabiru Place – 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



# 13 Bridge Street REDBANK QLD 4301

close all | open all

Details

### Valuations

Land Valuation:

- 01/07/2010 - \$1,050,000 Unimproved Value
- 01/07/2009 - \$1,050,000 Unimproved Value
- 01/07/2008 - \$1,050,000 Unimproved Value
- 01/07/2007 - \$850,000 Unimproved Value
- 01/07/2006 - \$850,000 Unimproved Value
- 01/07/2005 - \$610,000 Unimproved Value

(Area: 102 m2)

### Zoning

RM02 - Residential Medium Density (2 Storeys)

### Applications

No applications recorded against this property.

### Constraints

Constraints applied against a property or land.

### Parcel Conditions

- OV14-Rail Corridor Noise Impact Manmt Area Overlay - 05/04/2004
- OV5-Flood Line 1 in 100 Overlay - 18/10/2006

Click map layers from the drop-down list below:

- OV5 - Flooding and Urban Stormwater Flow Path Areas



OV05 - Flooding and Urban Stormwater Flow Path Areas

http://pdonline.ipswich.qld.gov.au/mapxtremeserver/legends.jsp

### OV5 - Flooding and Urban Stormwater Flow Path Areas

- 1 in 20 Development Line
- 1 in 100 Flood Line
- Urban Stormwater Flow Path Areas
- Indicative and subject to further detailed assessment
- River / Watercourse

Done



To Print: Right click on map image and select "Print Picture..."

To obtain a property certificate for this property, click the link below:

[Property Certificate](#)

Design, Construction and Two-year Maintenance

of

Ipswich Motorway Upgrade

Dinmore to Goodna

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**SCOPE OF WORKS AND TECHNICAL CRITERIA**

**Appendix 3**

**Property Adjustments**

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**Queensland  
Government**

**Department of  
Main Roads**

**To be finalised**



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## Appendix 3 Property Adjustments

### Contents

	Page Number
3. Property Adjustments .....	1

Released under RTI - DTMR



THIS PAGE NOT USED

Released under RTI - DTMR

**3. PROPERTY ADJUSTMENTS**

Property Number*	Location of Property	Property Description	Owner	Property Adjustment and Accommodation Works Requirements	Comment
	Western side of Stuart Street adjacent motorway		Ipswich City Council as Trustee	Relocate fencing	
		Not Relevant		Relocate Fencing	
	Adjacent to motorway and west of Cross Street		Department of Natural Resources and Mines	Relocate Fencing	
				Full Take Removal of Advertising Sign	
	Adjacent to motorway and west of Cross Street		Queensland Electricity Transmission Corporation Limited as Trustee	Part Take Relocate Fencing	
	Adjacent to motorway, Gore Street and Chalk Street		Department of Natural Resources and Mines	Part Take Relocate Fencing	
	Adjacent to motorway and Gore Street		Department of Natural Resources and Mines	Full Take Part Take Relocate Fencing	
	Southern side of Chalk Street		The State Vacant Crown Land (Represented by the Department of Natural Resources and Mines)	Part Take Relocate Fencing	



Property Number*	Location of Property	Property Description	Owner	Property Adjustment and Accommodation Works Requirements	Comment
	Southern side of Chalk Street		The State Vacant Crown Land (Represented by the Department of Natural Resources and Mines)	Part Take Relocate Fencing	
	Southern side of Chalk Street		The State Vacant Crown Land (Represented by the Department of Natural Resources and Mines)	Part Take Relocate Fencing	
	Southern side of Chalk Street		Department of Natural Resources and Mines Leased by ICC	Part Take Relocate Fencing	
	Not Re			Full Take	
	Kerwick Street, adjacent to exit ramp to Collingwood Drive		Queensland Rail	Full Take	
	Brisbane Road Redbank			Part Take Relocate Fencing	
				Part Take Relocate Fencing	
				Part Take Relocate Fencing	
				Part Take. Demolish Existing Building	
			Department of Main Roads	Part Take Relocate Fencing Full Take. Demolition of existing buildings	
			Full Take		

Property Number*	Location of Property	Property Description	Owner	Property Adjustment and Accommodation Works Requirements	Comment
	Peace Park		Department of Natural Resources and Mines. Reserve for Recreation	Part Take Relocate Fencing	
	<input type="checkbox"/> Bridge Street Redbank			Part Take Relocate Fencing	
	<input type="checkbox"/> Bridge Street			?	
	Law Street North Redbank		Department of Main Roads	Full Take. Demolish existing building	
				Full Take. Demolish existing building	
				Part Take Relocate Fencing	
	Redbank Primary School		The State of Queensland (Represented by the Department of Education)	Part Take Relocate Fencing	
	Church Street Redbank		Department of Main Roads	Full Take	
	Church Street Redbank		Department of Main Roads	Full Take	
	Church Street Redbank		Department of Main Roads	Full Take. Demolish existing building	
				Full Take. Demolish existing building	
				Part Take Relocate Fencing	
				Full Take. Demolish existing building	



Property Number*	Location of Property	Property Description	Owner	Property Adjustment and Accommodation Works Requirements	Comment
	Not Rel			Full Take. Demolish existing building	
	Donald Street Redbank		Department of Main Roads	Full Take. Demolish existing building	
	Donald Street redbank				
				Full Take. Demolish existing building	
				Full Take.	
				Full Take	
	Redbank		Department of Natural Resources and Mines	Part Take. Relocate Fencing	
				Part Take. Relocate Fencing	
	Dunlop Street, Redbank		Queensland Rail	Part Take Relocate Fencing	
				Part Take Relocate Fencing	
				Part Take Relocate Fencing	
				Part Take Relocate Fencing	
	Brisbane Road		Queensland Transport	Part Take Relocate Fencing	

Property Number*	Location of Property	Property Description	Owner	Property Adjustment and Accommodation Works Requirements	Comment
[Redacted]	Not Relevant	[Redacted]	[Redacted]	Part Take Relocate Fencing Part Take Relocate Fencing Full Take Full Take Full take	
[Redacted]	Brisbane Road Riverview	[Redacted]	Department of Main Roads	Full Take	
[Redacted]	Brisbane Road Riverview	[Redacted]	Department of Main Roads	Full Take	
[Redacted]	Brisbane Road Riverview	[Redacted]	Department of Main Roads	Full Take	
[Redacted]	[Redacted]	[Redacted]	[Redacted]	Full Take Full Take Full Take Part Take Relocate Fencing Part Take Relocate Fencing	
[Redacted]	Brisbane Road Riverview	[Redacted]	Department of Main Roads	Full Take	
[Redacted]	[Redacted]	[Redacted]	[Redacted]	Part Take Part Take	
[Redacted]	Brisbane Road Riverview	[Redacted]	Department of Main Roads	Part Take Relocate Fencing	



Location of Property	Owner	Property Adjustment and Accommodation Works Requirements	Comment
Not Relevant		Part Take Relocate Fencing Part Take Relocate Fencing Part Take Relocate Fencing Part Take Relocate Fencing	
Brisbane Road Riverview	Department of Main Roads	Full Take	
Brisbane Road Riverview	Department of Main Roads	Full Take	
Brisbane Road Riverview	Department of Main Roads	Full Take	
Brisbane Road Riverview	Department of Main Roads	Full Take	
Brisbane Road Riverview	Department of Main Roads	Full Take	
Brisbane Road Riverview	Department of Main Roads	Full Take	
Brisbane Road Riverview	Department of Main Roads	Full Take	
Brisbane Road Riverview	Department of Main Roads	Full Take	
Brisbane Road Riverview	Department of Main Roads	Full Take	
Harsells Pde Riverview	Department of Main Roads	Full Take. Demolish existing building Part Take. Relocate Fencing Part Take. Relocate Fencing Part Take. Relocate Fencing Part Take. Relocate Fencing Part Take.	

## Ipswich Motorway Upgrade (Dinmore to Goodna) Property Consultation

### Report Parameters:

Event Keyword Contains Bridge Street

2 Bridge St/line Redbank QLD 4301

<b>Works Notification Flyer</b> 22 Oct 2009	<p><b>Summary:</b> WFN - undertaking works on bridge street Redbank, which involves trenching to relocate PUP starting on or after Monday 26 Oct 2009 and completed end of November from the hours of 6.30am to 6.30pm</p> <p><b>Stakeholder Comments:</b> WFN - undertaking works on bridge street Redbank, which involves trenching to relocate PUP starting on or after Monday 26 Oct 2009 and completed end of November from the hours of 6.30am to 6.30pm;</p> <p><b>Team Response:</b> please see attached flyer</p> <p><b>Issues Raised:</b></p> <ul style="list-style-type: none"> <li>- PUP works</li> </ul>
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## Ipswich Motorway Upgrade (Dinmore to Goodna) Property Consultation

Bridge St/line Redbank QLD 4301	
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Works Notification Flyer 18 Oct 2010	<p><b>Summary:</b> Upcoming works on Bridge Street</p> <p><b>Team Response:</b> Letterbox dropped.</p>

## Ipswich Motorway Upgrade (Dinmore to Goodna) Property Consultation

Not Bridge Silline Redbank QLD 4301	
	<b>Issues Raised:</b> - Works notification
<b>Works Notification Flyer</b> 29 Nov 2010	<b>Summary:</b> Work notification flyers delivered to residents along Bridge Street re. upcoming night works (M&E).  <b>Team Response:</b> Please see attached flyer for more information.  <b>Issues Raised:</b> - PUP works - Works notification

Bridge Silline Redbank QLD 4301	
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## Ipswich Motorway Upgrade (Dinmore to Goodna) Property Consultation

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**Ipswich Motorway Upgrade (Dinmore to Goodna) Property Consultation**

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Enquiry / in person 03 Dec 2009	<p><b>Summary:</b> [redacted] would like to know about the resumption on [redacted]</p> <p><b>Stakeholder Comments:</b> [redacted] would like to know about the resumption on [redacted]</p>



**Ipswich Motorway Upgrade (Dinmore to Goodna) Property Consultation**

Bridge Stilline Redbank QLD 4301	
	Team Response: [ ] to call [ ] about resumption on [ ]
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<p><b>Works Notification Flyer</b> 22 Oct 2009</p>	<p><b>Summary:</b> WFN - undertaking works on bridge street Redbank, which involves trenching to relocate PUP starting on or after Monday 26 Oct 2009 and completed end of November from the hours of 6.30am to 6.30pm</p> <p><b>Stakeholder Comments:</b> WFN - undertaking works on bridge street Redbank, which involves trenching to relocate PUP starting on or after Monday 26 Oct 2009 end completed end of November from the hours of 6.30am to 6.30pm</p> <p><b>Team Response:</b> please see attached flyer</p> <p><b>Issues Raised:</b></p> <ul style="list-style-type: none"> <li>- PUP works</li> </ul>
<p><b>Works Notification Flyer</b> 18 Oct 2010</p>	<p><b>Summary:</b> Upcoming works on Bridge Street</p> <p><b>Team Response:</b> Letterbox dropped.</p> <p><b>Issues Raised:</b></p>



## Ipswich Motorway Upgrade (Dinmore to Goodna) Property Consultation

No. Bridge Stilline Redbank QLD 4301	
	- Works notification
Works Notification Flyer 29 Nov 2010	<p><b>Summary:</b> Work notification flyers delivered to residents along Bridge Street re. upcoming night works (M&amp;E).</p> <p><b>Team Response:</b> Please see attached flyer for more information.</p> <p><b>Issues Raised:</b></p> <ul style="list-style-type: none"> <li>- PUP works</li> <li>- Works notification</li> </ul>

Bridge Stilline Redbank QLD 4301	
Works Notification Flyer 22 Oct 2009	<p><b>Summary:</b> WFN - undertaking works on bridge street Redbank, which involves trenching to relocate PUP starting on or after Monday 26 Oct 2009 and completed end of November from the hours of 6.30am to 6.30pm</p> <p><b>Stakeholder Comments:</b> WFN - undertaking works on bridge street Redbank, which involves trenching to relocate PUP starting on or after Monday 26 Oct 2009 and completed end of November from the hours of 6.30am to 6.30pm</p> <p><b>Team Response:</b> please see attached flyer</p> <p><b>Issues Raised:</b></p> <ul style="list-style-type: none"> <li>- PUP works</li> </ul>
Works Notification Flyer 18 Oct 2010	<p><b>Summary:</b> Upcoming works on Bridge Street</p> <p><b>Team Response:</b> Letterbox dropped.</p> <p><b>Issues Raised:</b></p> <ul style="list-style-type: none"> <li>- Works notification</li> </ul>
Works Notification Flyer 29 Nov 2010	<p><b>Summary:</b> Work notification flyers delivered to residents along Bridge Street re. upcoming night works (M&amp;E).</p> <p><b>Team Response:</b> Please see attached flyer for more information.</p> <p><b>Issues Raised:</b></p> <ul style="list-style-type: none"> <li>- PUP works</li> <li>- Works notification</li> </ul>

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Works Notification Flyer 22 Oct 2009	<p><b>Summary:</b> WFN - undertaking works on bridge street Redbank, which involves trenching to relocate PUP starting on or after Monday 26 Oct 2009 and completed end of November from the hours of 6.30am to 6.30pm</p> <p><b>Stakeholder Comments:</b> WFN - undertaking works on bridge street Redbank, which involves trenching to relocate PUP starting on or after Monday 26 Oct 2009 and completed end of November from the hours of 6.30am to 6.30pm</p> <p><b>Team Response:</b> please see attached flyer</p> <p><b>Issues Raised:</b></p> <ul style="list-style-type: none"> <li>- PUP works</li> </ul>
Works Notification Flyer 18 Oct 2010	<p><b>Summary:</b> Upcoming works on Bridge Street</p> <p><b>Team Response:</b> Letterbox dropped.</p> <p><b>Issues Raised:</b></p> <ul style="list-style-type: none"> <li>- Works notification</li> </ul>
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## Ipswich Motorway Upgrade (Dinmore to Goodna) Property Consultation

Bridge Stillne Redbank QLD 4301	
Works Notification Flyer 22 Oct 2009	<p><b>Summary:</b> WFN - undertaking works on bridge street Redbank, which involves trenching to relocate PUP starting on or after Monday 26 Oct 2009 and completed end of November from the hours of 6.30am to 6.30pm</p> <p><b>Stakeholder Comments:</b> WFN - undertaking works on bridge street Redbank, which involves trenching to relocate PUP starting on or after Monday 26 Oct 2009 and completed end of November from the hours of 6.30am to 6.30pm</p> <p><b>Team Response:</b> please see attached flyer</p> <p><b>Issues Raised:</b></p> <ul style="list-style-type: none"> <li>- PUP works</li> </ul>
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Bridge Stillne Redbank QLD 4301	
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Bridge Stillne Redbank QLD 4301	
Works Notification Flyer 22 Oct 2009	<p><b>Summary:</b> WFN - undertaking works on bridge street Redbank, which involves trenching to relocate PUP starting on or after Monday 26 Oct 2009 and completed end of November from the hours of 6.30am to 6.30pm</p> <p><b>Stakeholder Comments:</b> WFN - undertaking works on bridge street Redbank, which involves trenching to relocate PUP starting on or after Monday 26 Oct 2009 and</p>



**Ipswich Motorway Upgrade (Dinmore to Goodna) Property Consultation**

Bridge St/Ine Redbank QLD 4301	
	<p>completed end of November from the hours of 6.30am to 6.30pm</p> <p><b>Team Response:</b> please see attached flyer</p> <p><b>Issues Raised:</b></p> <ul style="list-style-type: none"> <li>- PUP works</li> </ul>
Works Notification Flyer 18 Oct 2010	<p><b>Summary:</b> Upcoming works on Bridge Street</p> <p><b>Team Response:</b> Letterbox dropped.</p> <p><b>Issues Raised:</b></p> <ul style="list-style-type: none"> <li>- Works notification</li> </ul>
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Bridge St/Ine Redbank QLD 4301	
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Bridge St/Ine Redbank QLD 4301	
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Works Notification Flyer 18 Oct 2010	<p><b>Summary:</b> Upcoming works on Bridge Street</p> <p><b>Team Response:</b> Letterbox dropped.</p>

## Ipswich Motorway Upgrade (Dinmore to Goodna) Property Consultation

Bridge St/Ine Redbank QLD 4301	
	<b>Issues Raised:</b> - Works notification
<b>Works Notification Flyer</b> 29 Nov 2010	<b>Summary:</b> Work notification flyers delivered to residents along Bridge Street re. upcoming night works (M&E).  <b>Team Response:</b> Please see attached flyer for more information.  <b>Issues Raised:</b> - PUP works - Works notification

Bridge St/Ine Redbank QLD 4301	
<b>Works Notification Flyer</b> 22 Oct 2009	<b>Summary:</b> WFN - undertaking works on bridge street Redbank, which involves trenching to relocate PUP starting on or after Monday 26 Oct 2009 and completed end of November from the hours of 6.30am to 6.30pm.  <b>Stakeholder Comments:</b> WFN - undertaking works on bridge street Redbank, which involves trenching to relocate PUP starting on or after Monday 26 Oct 2009 and completed end of November from the hours of 6.30am to 6.30pm  <b>Team Response:</b> please see attached flyer  <b>Issues Raised:</b> - PUP works
<b>Works Notification Flyer</b> 18 Oct 2010	<b>Summary:</b> Upcoming works on Bridge Street  <b>Team Response:</b> Letterbox dropped.  <b>Issues Raised:</b> - Works notification
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Bridge St/Ine Redbank QLD 4301	
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## Ipswich Motorway Upgrade (Dinmore to Goodna) Property Consultation

Bridge Stillne Redbank QLD 4301	
	- Works notification

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Works Notification Flyer 22 Oct 2009	<p><b>Summary:</b> WFN - undertaking works on bridge street Redbank, which involves trenching to relocate PUP starting on or after Monday 26 Oct 2009 and completed end of November from the hours of 6.30am to 6.30pm</p> <p><b>Stakeholder Comments:</b> WFN - undertaking works on bridge street Redbank, which involves trenching to relocate PUP starting on or after Monday 26 Oct 2009 and completed end of November from the hours of 6.30am to 6.30pm</p> <p><b>Team Response:</b> please see attached flyer</p> <p><b>Issues Raised:</b></p> <ul style="list-style-type: none"> <li>- PUP works</li> </ul>
Works Notification Flyer 18 Oct 2010	<p><b>Summary:</b> Upcoming works on Bridge Street</p> <p><b>Team Response:</b> Letterbox dropped.</p> <p><b>Issues Raised:</b></p> <ul style="list-style-type: none"> <li>- Works notification</li> </ul>
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Works Notification Flyer 18 Oct 2010	<p><b>Summary:</b> Upcoming works on Bridge Street</p> <p><b>Team Response:</b> Letterbox dropped.</p> <p><b>Issues Raised:</b></p> <ul style="list-style-type: none"> <li>- Works notification</li> </ul>
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Bridge Stillne Redbank QLD 4301	
Works Notification Flyer 22 Oct 2009	<p><b>Summary:</b> WFN - undertaking works on bridge street Redbank, which involves trenching to relocate PUP starting on or after Monday 26 Oct 2009 and completed</p>

**Ipswich Motorway Upgrade (Dinmore to Goodna) Property Consultation**

Bridge Stilline Redbank QLD 4301	
	<p>end of November from the hours of 6.30am to 6.30pm</p> <p><b>Stakeholder Comments:</b> WFN - undertaking works on bridge street Redbank, which involves trenching to relocate PUP starting on or after Monday 26 Oct 2009 and completed end of November from the hours of 6.30am to 6.30pm</p> <p><b>Team Response:</b> please see attached flyer</p> <p><b>Issues Raised:</b></p> <ul style="list-style-type: none"> <li>- PUP works</li> </ul>
Works Notification Flyer 18 Oct 2010	<p><b>Summary:</b> Upcoming works on Bridge Street</p> <p><b>Team Response:</b> Letterbox dropped.</p> <p><b>Issues Raised:</b></p> <ul style="list-style-type: none"> <li>- Works notification</li> </ul>
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Bridge Stilline Redbank QLD 4301	
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Bridge Stilline Redbank QLD 4301	
Complaint / hotline 28 Sep 2009	<p><b>Summary:</b> [redacted] contacted the 1800 complaining about the lights from the laydown area on Brisbane Road.</p> <p><b>Stakeholder Comments:</b> [redacted] phoned requesting the lights shinning on the laydown area on Brisbane Terrace be re-directed [redacted]</p> <p><b>Team Response:</b> CT spoke with [redacted] about this one and he was going to sort it out.</p> <p><b>Issues Raised:</b></p>



**Ipswich Motorway Upgrade (Dinmore to Goodna) Property Consultation**

[redacted] Bridge St/Ine Redbank QLD 4301	
	- Site laydown / storage
<b>Works Notification Flyer</b> 18 Oct 2010	<b>Summary:</b> Upcoming works on Bridge Street <b>Team Response:</b> Letterbox dropped. <b>Issues Raised:</b> - Works notification
<b>Works Notification Flyer</b> 29 Nov 2010	<b>Summary:</b> Work notification flyers delivered to residents along Bridge Street re. upcoming night works (M&E). <b>Team Response:</b> Please see attached flyer for more information. <b>Issues Raised:</b> - PUP works - Works notification

[redacted] Bridge St/Ine Redbank QLD 4301	
<b>Complaint / hotline</b> 28 Sep 2009	<b>Summary:</b> [redacted] contacted the 1800 complaining about the lights from the laydown area on Brisbane Road. <b>Stakeholder Comments:</b> [redacted] phoned requesting the lights shinning on the laydown area on Brisbane Terrace be re-directed [redacted] <b>Team Response:</b> CT spoke with [redacted] about this one and he was going to sort it out. <b>Issues Raised:</b> - Site laydown / storage
<b>Works Notification Flyer</b> 22 Oct 2009	<b>Summary:</b> WFN - undertaking works on bridge street Redbank, which involves trenching to relocate PUP starting on or afetr Monday 26 Oct 2009 and completed end of November from the hours of 6.30am to 6.30pm <b>Stakeholder Comments:</b> WFN - undertaking works on bridge street Redbank, which involves trenching to relocate PUP starting on or afetr Monday 26 Oct 2009 and completed end of November from the hours of 6.30am to 6.30pm <b>Team Response:</b> please see attached flyer <b>Issues Raised:</b> - PUP works
<b>Works Notification Flyer</b> 18 Oct 2010	<b>Summary:</b> Upcoming works on Bridge Street <b>Team Response:</b> Letterbox dropped. <b>Issues Raised:</b> - Works notification
<b>Works Notification Flyer</b> 29 Nov 2010	<b>Summary:</b> Work notification flyers delivered to residents along Bridge Street re. upcoming night works (M&E). <b>Team Response:</b> Please see attached flyer for more information. <b>Issues Raised:</b> - PUP works - Works notification

[redacted] Bridge St/Ine Redbank QLD 4301	
<b>Works Notification Flyer</b> 22 Oct 2009	<b>Summary:</b> WFN - undertaking works on bridge street Redbank, which involves trenching to relocate PUP starting on or afetr Monday 26 Oct 2009 and completed end of November from the hours of 6.30am to 6.30pm <b>Stakeholder Comments:</b> WFN - undertaking works on bridge street Redbank, which involves trenching to relocate PUP starting on or afetr Monday 26 Oct 2009 and completed end of November from the hours of 6.30am to 6.30pm

## Ipswich Motorway Upgrade (Dinmore to Goodna) Property Consultation

2 Bridge St/Ine Redbank QLD 4301	
	<p><b>Team Response:</b> please see attached flyer</p> <p><b>Issues Raised:</b></p> <ul style="list-style-type: none"> <li>- PUP works</li> </ul>
Works Notification Flyer 18 Oct 2010	<p><b>Summary:</b> Upcoming works on Bridge Street</p> <p><b>Team Response:</b> Letterbox dropped.</p> <p><b>Issues Raised:</b></p> <ul style="list-style-type: none"> <li>- Works notification</li> </ul>
Works Notification Flyer 29 Nov 2010	<p><b>Summary:</b> Work notification flyers delivered to residents along Bridge Street re. upcoming night works (M&amp;E).</p> <p><b>Team Response:</b> Please see attached flyer for more information.</p> <p><b>Issues Raised:</b></p> <ul style="list-style-type: none"> <li>- PUP works</li> <li>- Works notification</li> </ul>

Bridge St/Ine Redbank QLD 4301	
Works Notification Flyer 22 Oct 2009	<p><b>Summary:</b> WFN - undertaking works on bridge street Redbank, which involves trenching to relocate PUP starting on or after Monday 26 Oct 2009 and completed end of November from the hours of 6.30am to 6.30pm</p> <p><b>Stakeholder Comments:</b> WFN - undertaking works on bridge street Redbank, which involves trenching to relocate PUP starting on or after Monday 26 Oct 2009 and completed end of November from the hours of 6.30am to 6.30pm</p> <p><b>Team Response:</b> please see attached flyer</p> <p><b>Issues Raised:</b></p> <ul style="list-style-type: none"> <li>- PUP works</li> </ul>
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Bridge St/Ine Redbank QLD 4301	
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Works Notification Flyer 18 Oct 2010	<p><b>Summary:</b> Upcoming works on Bridge Street</p> <p><b>Team Response:</b> Letterbox dropped.</p> <p><b>Issues Raised:</b></p>



## Ipswich Motorway Upgrade (Dinmore to Goodna) Property Consultation

2 Bridge St/Ine Redbank QLD 4301	
	- Works notification
Works Notification Flyer 29 Nov 2010	<p><b>Summary:</b> Work notification flyers delivered to residents along Bridge Street re. upcoming night works (M&amp;E).</p> <p><b>Team Response:</b> Please see attached flyer for more information.</p> <p><b>Issues Raised:</b></p> <ul style="list-style-type: none"> <li>- PUP works</li> <li>- Works notification</li> </ul>

Bridge St/Ine Redbank QLD 4301	
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Bridge St/Ine Redbank QLD 4301	
Works Notification Flyer 22 Oct 2009	<p><b>Summary:</b> WFN - undertaking works on bridge street Redbank, which involves trenching to relocate PUP starting on or after Monday 26 Oct 2009 and completed end of November from the hours of 6.30am to 6.30pm</p> <p><b>Stakeholder Comments:</b> WFN - undertaking works on bridge street Redbank, which involves trenching to relocate PUP starting on or after Monday 26 Oct 2009 and completed end of November from the hours of 6.30am to 6.30pm</p> <p><b>Team Response:</b> please see attached flyer</p> <p><b>Issues Raised:</b></p> <ul style="list-style-type: none"> <li>- PUP works</li> </ul>
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**Ipswich Motorway Upgrade (Dinmore to Goodna) Property Consultation**

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## Ipswich Motorway Upgrade (Dinmore to Goodna) Property Consultation

2 Bridge St/line Redbank QLD 4301	
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Bridge St/line Redbank QLD 4301	
Project team / email out 22 May 2008	<p><b>Summary:</b> GW responded to [redacted] enquiry for [redacted] Bridge Street.</p> <p><b>Stakeholder Comments:</b> [redacted] called regarding recent DALO letter and was concerned as [redacted] was not included in 2003 landowner consultation.</p> <p>[redacted] which is part of a larger complex of town houses. In 2003, these were listed as partial resumptions.</p> <p><b>Team Response:</b> Contents of email:</p> <p>[redacted]</p> <p>As discussed, please find attached 2003 concept drawings covering the land requirements for the property in Bridge Street. As you can see from the drawings, there is a small requirement from the property adjacent to McAuliffe Street.</p> <p>We are currently reviewing this planning because of changes to design standards between 2003 and now. This may cause minor changes to land requirements for the project, but is unlikely that there will be any changes to this area of the project. In relation to [redacted] please contact Terry Gannon in our Property Services (ph 3834 2010) he should be able to answer your questions regarding [redacted].</p> <p><b>Issues Raised:</b></p> <ul style="list-style-type: none"> <li>- Z1 Adjacent Land Owner (ALO): Uncertainty / ALO</li> </ul>
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Bridge Stilline Redbank QLD 4301	
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Bridge Stilline Redbank QLD 4301	
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## Ipswich Motorway Upgrade (Dinmore to Goodna) Property Consultation

Report Parameters:  
Event Keyword Contains Jabiru

2 Bridge Stilline Redbank QLD 4301

<p><b>Project team / email out</b> 03 Nov 2008</p>	<p><b>Summary:</b> SL emailed [redacted] to cancel arranged meeting with Body Corporate and owners</p> <p><b>Stakeholder Comments:</b> SL emailed [redacted] to cancel arranged meeting with Body Corporate and owners.</p> <p>Hi [redacted]</p> <p>As discussed earlier, Main Roads will need to post-phone the previously arranged meeting that was to take place on Thursday 6 November to discuss property requirements for Jabiru Place due to recent reviews in the design of the project. Main Roads will be in contact with the Body Corporate again very soon to update you of the situation and set up a new meeting to discuss property requirements and impacts.</p> <p>We apologise for any inconvenience in the cancellation of this meeting, however it would be more valuable to the Body Corporate and the owners to meet with us after we have finalised our property requirements.</p> <p>Please feel free to contact me on [redacted] should you wish to talk further or require any further information.</p> <p>Regards,</p> <p>[redacted]</p> <p><b>Issues Raised:</b> - Z10Project: Property requirements / impacts</p>
<p><b>Enquiry / hotline</b> 20 Aug 2009</p>	<p><b>Summary:</b> Matthew (president of body corporate) for Jabiru place enquired about resumptions for property and requested meeting</p> <p><b>Stakeholder Comments:</b> Matthew (president of body corporate) for Jabiru place enquired about resumptions for property and requested meeting.</p> <p>SI said she would set up meeting with property services to go through resumption process and land requirements.</p> <p><b>Issues Raised:</b> - Z5DALO: Property Resumption Briefing</p>
<p><b>Project team / email out</b> 09 Feb 2011</p>	<p><b>Summary:</b> Letter and plans sent via email to Matt Morgan (chairman of Jabiru Place body corporate).</p> <p><b>Team Response:</b> Please see attached letter for more information.</p> <p><b>Issues Raised:</b> - Access - Accomodation works - Drainage</p>

Bridge Stilline Redbank QLD 4301

<p><b>Enquiry / phone call to project team member</b> 27 Apr 2011</p>	<p><b>Summary:</b> The timing of accommodation works and works out the front of Jabiru Place.</p> <p><b>Stakeholder Comments:</b> Matthew inquired as to the timing of the works out the front of the property, he is concerned as they will need lead time to arrange for their works to be completed.</p> <p><b>Team Response:</b> CT will inquire and contact on Tuesday 03.05.2011.</p>
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**Ipswich Motorway Upgrade (Dinmore to Goodna) Property Consultation**

15 Bridge Street/line Redbank	
<b>Project team / email out</b> 09 Feb 2011	<b>Summary:</b> Letter and plans sent via email to Matt Morgan (chairman of Jabiru Place body corporate). <b>Team Response:</b> Please see attached letter for more information. <b>Issues Raised:</b> <ul style="list-style-type: none"><li>- Access</li><li>- Accomodation works</li><li>- Drainage</li></ul>

Released under RTI - DTMR



## Ipswich Motorway Upgrade (Dinmore to Goodna) Property Consultation

### Report Parameters:

Event Keyword Contains Monash

<input type="checkbox"/> Bridge Silina Redbank QLD 4301	
<b>Works Notification Flyer</b> 24 May 2010	<b>Summary:</b> Works notification flyer regarding Monash Rd connection commencement on Monday 24 May 2010.  <b>Stakeholder Comments:</b> Works notification flyer regarding Monash Rd connection commencement on Monday 24 May 2010.  <b>Team Response:</b> Please see attached flyer regarding these works.

<input type="checkbox"/> Bridge Silina Redbank QLD 4301	
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## Ipswich Motorway Upgrade (Dinmore to Goodna) Property Consultation

2 Bridge Silline Redbank QLD 4301	
	Team Response: Please see attached flyer regarding these works.

Bridge Silline Redbank QLD 4301	
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**Ipswich Motorway Upgrade (Dinmore to Goodna) Property Consultation**

2 Bridge St   Ine Redbank QLD 4301	
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Francis St   Ine Redbank QLD 4301	
<p>Public display 20 Apr 2009</p>	<p><b>Summary:</b> Enquiry from [redacted]</p> <p><b>Stakeholder Comments:</b> Traffic concerns with layout associated with Mine St &amp; Frances St. Why has design changed from Redbank Interchange with southern Smith Road facility?</p> <p><b>Team Response:</b> The interchange proposed at Mine Street has been provided to cater for the local area plus projected growth in the foreseeable future on the Redbank Peninsular. The design allows for a future full diamond interchange to be provided on the alignment of Monash Street with a connection to the southern service road which will cater for further growth on the Peninsular. Under take the works in this way allows it to be staged and provides a more cost effective outcome.</p>
<p>Project team / telephone out 18 Oct 2010</p>	<p><b>Summary:</b> MC called [redacted] to discuss [redacted] questions from the Francis St meeting.</p> <p><b>Stakeholder Comments:</b> [redacted] also said ICC have plans to build a cycle track from Redbank train station to Redbank Plains High School and thought there would be unnecessary crossing given that there is only a footpath on the western side of Mine Street underpass.</p> <p><b>Team Response:</b> 1. Will there be a footpath on both sides of the Mine Street underpass? No, there is a footpath on the Western side only.</p> <p>2. What will the final speed limit be on Francis Street, Redbank? 60km/hr posted speed limit.</p> <p>3. Will there be a path from Francis St to pan/pacific peace gardens and if so will there be any underpasses involved? There is no footpath on the proposed Monash Rd / Francis St over rail bridge. However, there is a path that connects to Pan Pacific Peace Gardens from the southern section of Francis St.</p>

Monash Rd   Ine Redbank QLD 4301	
<p>Works Notification Flyer 24 May 2010</p>	<p><b>Summary:</b> Works notification flyer regarding Monash Rd connection commencement on Monday 24 May 2010.</p> <p><b>Stakeholder Comments:</b> Works notification flyer regarding Monash Rd connection commencement on Monday 24 May 2010.</p> <p><b>Team Response:</b> Please see attached flyer regarding these works.</p>

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**Ipswich Motorway Upgrade (Dinmore to Goodna) Property Consultation**

2 Monash Rd line Redbank QLD 4301	
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Monash Rd line Redbank QLD 4301	
Meeting / other 02 Dec 2008	<p><b>Summary:</b> GW and SL met with [redacted] re concerns over resumption for project.</p> <p><b>Stakeholder Comments:</b> GW and SL met with [redacted] re concerns over resumption for project.</p> <p>[redacted] for the Goodna Bypass project and asked about the status of the project.</p> <p>[redacted] asked in general about the IMU project and what would be involved.</p> <p>[redacted] asked if we could get back in contact with [redacted] with the final plans of the IMU project.</p> <p><b>Team Response:</b> GW advised that [redacted] Monash Rd would not be required for the IMU project.</p> <p>GW said that the project does come close to the property, however at this stage (based on current designs) does not impact. GW said we can confirm this in a few weeks time when design for the Redbank area is finalised and all impacts will be known.</p> <p>SL advised that the Goodna Bypass corridor had been preserved, however that the immediate commitment would be to upgrade the Ipswich Motorway, however a future road corridor might be needed in the medium to long term.</p> <p>GW advised that he would be back in contact with [redacted] after the plans had been finalised and approved for the IMU project.</p>
Meeting / stakeholder 14 May 2009	<p><b>Summary:</b> SL and GW met with [redacted] to discuss Monash Road design issues</p> <p><b>Stakeholder Comments:</b> SL and GW met with [redacted] to discuss Monash Road design</p>

**Ipswich Motorway Upgrade (Dinmore to Goodna) Property Consultation**

<b>2 Monash Rollline Redbank QLD 4301</b>	
	<b>Issues.</b>
<b>Works Notification Flyer 24 May 2010</b>	<p><b>Summary:</b> Works notification flyer regarding Monash Rd connection commencement on Monday 24 May 2010.</p> <p><b>Stakeholder Comments:</b> Works notification flyer regarding Monash Rd connection commencement on Monday 24 May 2010.</p> <p><b>Team Response:</b> Please see attached flyer regarding these works.</p>

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**Ipswich Motorway Upgrade (Dinmore to Goodna) Property Consultation**

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Ipswich Motorway Upgrade (Dinmore to Goodna) Property Consultation

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# OriginAlliance

CONNECTING DINMORE TO GOODNA

## Ipswich Motorway Upgrade

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### Dinmore to Goodna

Final Design Report  
Flood Design Report - Regional Flood  
Model

Report No.: D2G-BASD-DGFHKS100-R-1000  
Date: 23 February 2010

Job title **IPSWICH MOTORWAY UPGRADE** DTMR No.148/17A/59  
 Dinmore to Goodna

Document title **Final Design Report** File reference  
 Flood Design Report - Regional Flood Model

Document ref **D2G-BASD-DGFHKS100-R-1000**

File name: P:\10-DESIGN MANAGEMENT\10.01-Submission Control\DC\DCs To Issue\DGFHKS100 - Regional Flood Model\Final\Report Parts\Report\DGFHKS100-R-1000.doc

Revision	Revision Date	Details	Authorised			
			Prepared by	Checked by:	Verified by:	Approved by:
01	19/02/09	Initial issue				
02	21/08/09	85% Issue				
03A	28/01/10	100% Issue – AV Approval				
03	23/02/10	100% Issue				



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# 1 Introduction

## 1.1 Background

The Ipswich Motorway Upgrade – Dinmore to Goodna involves the upgrade of 8km of extremely constrained urban motorway from four lanes to a minimum of six lanes and also includes two motorway to motorway interchanges. This is one of the largest roads projects undertaken in Queensland.

The Ipswich Motorway Upgrade – Dinmore to Goodna is being delivered through an Alliance framework by the Department of Main Roads. The Origin Alliance has been formed to meet the unique challenges of this project.

## 1.2 Scope of this Report

This report has been compiled to outline the design development focusing on hydraulic modelling of the Brisbane River. Other reports detail the local flood models for Goodna Creek (REFHKS100) and Six Mile Creek (RIFHKS100). Separate design packages have been developed for transverse drainage structures and these reports should be referenced for information on culvert structures.

The Alliance has adopted the previously developed models by Maunsell/DHI as correct (they have been previously adopted by DTMR). Origin Alliance has modified these existing models with the detailed design road alignment, latest survey and bridge design to confirm the impacts previously published are not worsened. No verification of the previous model has been undertaken.

The information contained in this document produced by Origin Alliance is solely for the use of Origin Alliance and DTMR for the purpose for which it has been prepared. Origin Alliance undertakes no duty to or accepts any responsibility to any third party who may rely upon this document.

## 1.3 Description of this package

This global design lot includes the regional flood model of the Brisbane River for the Ipswich Motorway Upgrade. This report will provide regional flood levels at various motorway locations that will be used to set the vertical alignment of the motorway upgrade to meet the design criteria and provide flood immunity to the motorway.

### 1.3.1 Design documentation

This package consists of the following design documentation:

- Regional flood model report (this report)
- Appendix A – Design drawings
- Appendix B – Technical Standards and Specifications
- Appendix C – Reference drawings
- Appendix D – Reference documents
- Appendix E – Environmental Requirements Checklist
- Appendix F – IV Comments and Close Out
- Appendix G – DTMR Comments and Close Out



- Appendix H – Third Party Comments and Closeout
- Appendix I – Community requirements checklist
- Appendix J – Value Engineering Outputs
- Appendix K – SIDR Outputs
- Appendix L – Design Criteria Report
- Appendix M – Hydraulic analyses input

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## 2 Reference documents

This keystone report should be read in conjunction with the reference documents detailed in Table 2-1.

**Table 2-1: History of Package Development**

Stage	Document Title	Document Reference
15%	Concept design	D2G-BASD-DGFHKS100-R-1000
85%	Detailed design	D2G-BASD-DGFHKS100-R-1000
100%	This submission	D2G-BASD-DGFHKS100-R-1000

Refer to Appendix C for the list of reference drawings.

Refer to SWTC Appendix 16 for the list of Reference Documents. Refer to Appendix D of this submission for any additional reference documents.



### 3 Compliance with the SWTC

#### 3.1 General

Except where detailed below, it is expected all aspects of the hydraulic analyses will fully comply with the requirements of the Scope of Works and Technical Criteria (SWTC) with design development.

#### 3.2 Proposed SWTC Non-Compliances

Table 3-1 summarises the proposed non-compliances that have been identified at this stage of design development and are proposed for agreement with DTMR.

**Table 3-1: Schedule of Proposed Non Compliances**

Reference	Title/Description
NIL	

#### 3.3 Non-Compliances closed-out since previous Design Lot Stage Submission

Table 3-2 summarises the proposed non-compliances that have been closed out since the previous design lot submission.

**Table 3-2: Non-compliances closed out since previous Design Lot Stage Submission**

Reference	Title/Description
DGFHKS100-3	Design scenarios

##### 3.3.1 DGFHKS100-3

Agreement had been sought with DTMR regarding the design scenarios undertaken. The Alliance has undertaken the 20 year and 100 year ARI design events and a 2000 year ARI design event (1.8 times 100 year ARI design event). There is no intention to undertake the 10 year, 50 year ARI design scenarios or the Probable Maximum Flood. RFI #383 was raised to close out this non-compliance which has been accepted by DTMR.

## 4 Design Description

### 4.1 Performance criteria

The requirements of the Project Brief and SWTC have been summarised into a Design Criteria Report. This report forms the principal reference for the design team. The Design Criteria Report is a separate package (DGRODR000) as referenced in Appendix L.

### 4.2 Flood Hydrology

The drainage system for the IMU has been designed to safely convey water from the road pavement and prevent flooding from transverse water courses for key design storm events. The drainage design considers four main areas:

- Regional flooding
- Local Flooding
- Transverse drainage
- Longitudinal drainage including water quality

This report details the regional flooding impacts of the design only.

The preferred motorway upgrade alignment is within the Brisbane River floodplain and crosses two tributaries of Brisbane River: Six Mile Creek and Goudina Creek.

#### 4.2.1 Project requirements

The regional flood modelling is required to be undertaken to assess the impacts of the proposed motorway on the Brisbane River floodplain. The proposed motorway crosses tributaries of the Brisbane River and may impact on the flood storage by restricting the back water effects within the tributaries, or increasing flood levels adjacent to the Brisbane River.

The Design Criteria identifies that the 50 year event, 100 year event and the PMF are the only three design events that require the watercourses to be modelled and impacts assessed. However as noted in the non-compliances above (Section 3), only the 20 year and 100 year ARI design events will be undertaken as well as the 2000 year event (estimated to be 1.8 times the peak 100 year ARI inflows).

The proposed motorway upgrade is required to have Q100 flood immunity. The critical level is the higher of the local and regional flood events. Therefore the flood level will be derived from the Regional Flood Model as it produces higher flood levels along the motorway.

Any local/service roads included in the project will be designed for immunity in the 20 year ARI design event (SWTC Appendix 7 Section 7.12) and this level will be derived from the Regional Flood Model.

Other requirements include a requirement to consider impacts of a 2000 year ARI event on bridge structures (SWTC 7.6.2.5.1).

The tributaries within the local flood models are active flood conveyance channels and higher velocities are expected for the bridge structures. The local flood reports should be referenced for this information. The regional flood model has lower velocities in the tributaries (where the proposed bridge are located) as



these tributaries are contributing to floodplain storage only. The flood waters slowly rise and fall in the tributaries when the flood hydrograph travels down the Brisbane River.

Therefore the regional flood modelling will be undertaken for the following scenarios:

- 20 year ARI design event to determine the local road levels
- 100 year ARI design event to determine the motorway road levels.
- An event that overtops the bridges – notionally known as the Q2000 (1.8 times the peak Q100)

The following events will not be undertaken:

- 50 year ARI design event
- PMF.
- 2000 year ARI design event

RFI 383 provides agreement on the above flood modelling scenarios.

#### 4.2.2 Previous investigations

Maunsell and DHI developed MIKE flood models for the preliminary design of the IMU. These models were adopted as the base models for design. The DHI flood model reports and data files were made available as well as the hydrology studies undertaken by Sargent Consulting on behalf of Ipswich Rivers Improvement Trust. These reports include:

- Natural Disaster Risk Management Studies Program: Ipswich Rivers Improvement Trust, Ipswich Rivers Flood Study Rationalisation Project Phase 3 – Re-estimation of design Flood Levels (Final Report). Sargent Consulting. December 2006.
- Ipswich Motorway Upgrade – Dinmore to Goodna Hydraulic Investigation and Impact Assessment (Final Report). DHI. May 2008.
- Ipswich Motorway Upgrade Environmental Assessment Report: Hydrology. Maunsell Aecom. May 2008

A summary of the previous investigations is below.

##### Regional models – preliminary design (Maunsell/DHI)

The regional MIKE FLOOD model adopted for the assessment of IMU was used as the base model to determine the impact of the proposed Ipswich Motorway Upgrade on flooding in the Brisbane River. Maunsell/DHI have detailed the development of this model in the Goodna Bypass Supplementary Hydraulic Investigations report (DHI, 2007).

The regional model includes updated survey of the Ipswich motorway corridor and is based on a 10 m by 10 m model grid.

The developed case included the proposed motorway and utilised existing MIKE11 structure geometry (for culverts) and simple 'openings' in the road embankments (for bridges) that allowed the upstream floodplain storage in tributary systems to be used in a flood of the Brisbane River. Further changes were made to the model bathymetry to reflect the design surface of the proposed upgrade at preliminary design stage.

The regional model was run for the Q20 and Q100 design events. The water surface levels are presented in Figure 4-1 for the 100 year ARI design event. This map indicates the following water levels:

- Six Mile Creek: 15.1 m AHD
- Goodna Creek: 14.2 m AHD
- Woogaroo Creek: 13.9 m AHD

The afflux map for the Q100 is shown in Figure 4-2. This figure shows that the proposed motorway alignment (preliminary design) did not cause an increase in peak flood levels for the Q100 with respect to Brisbane River flooding.





Figure 4-1: Regional flood model: existing 100 year water levels for preliminary design (Source: DHI 2008)



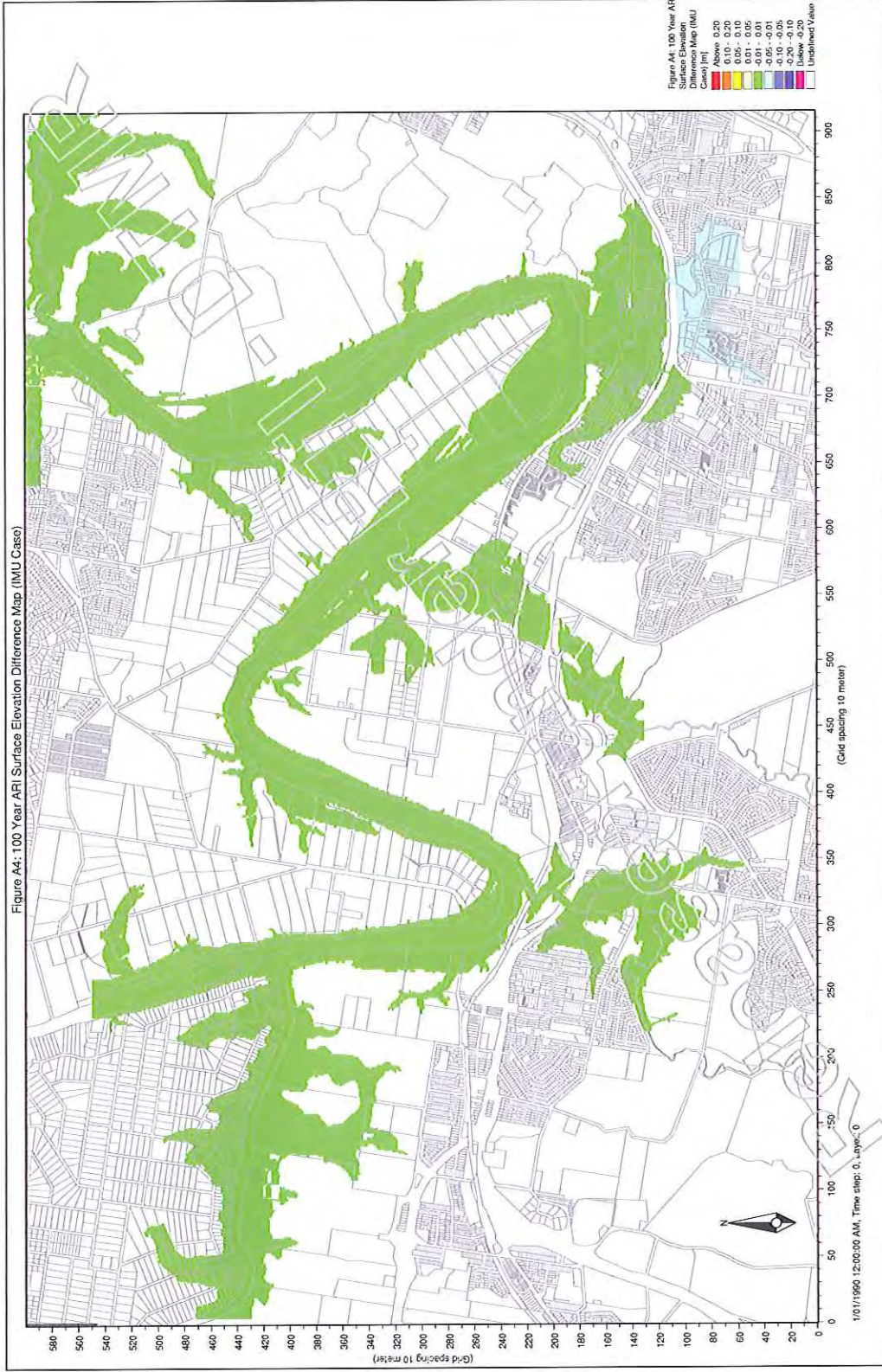


Figure 4-2: Regional flood model: 100 year ARI afflux map for preliminary design (Source: DHI 2008)



The water surface levels for the 20 year ARI design event are presented in Figure 4-3. This map indicates the following water levels:

- Six Mile Creek: 9.1 m AHD
- Goodna Creek: 8.5 m AHD
- Woogaroo Creek: 8.2 m AHD

There is approximately a 6 m difference between the 20 year and 100 year peak flood levels at the above locations. This is due to the adopted hydrology. The 20 year hydrology is adopted from the Brisbane River flood model undertaken in 1999 and revised in 2004 by SKM. The 100 year hydrology is also adopted from the SKM reports, however the peak flows were revised upwards as agreed between Department of Main Roads, Brisbane City Council and Ipswich City Council at a meeting held 31 January 2008 (See Appendix D) regarding the Maunsell flood modelling dated May 2008.

The afflux map for the Q20 is shown in Figure 4-4. This figure shows that the proposed motorway alignment (preliminary design) causes localised increase in peak flood levels for the Q20 with respect to Brisbane River flooding.

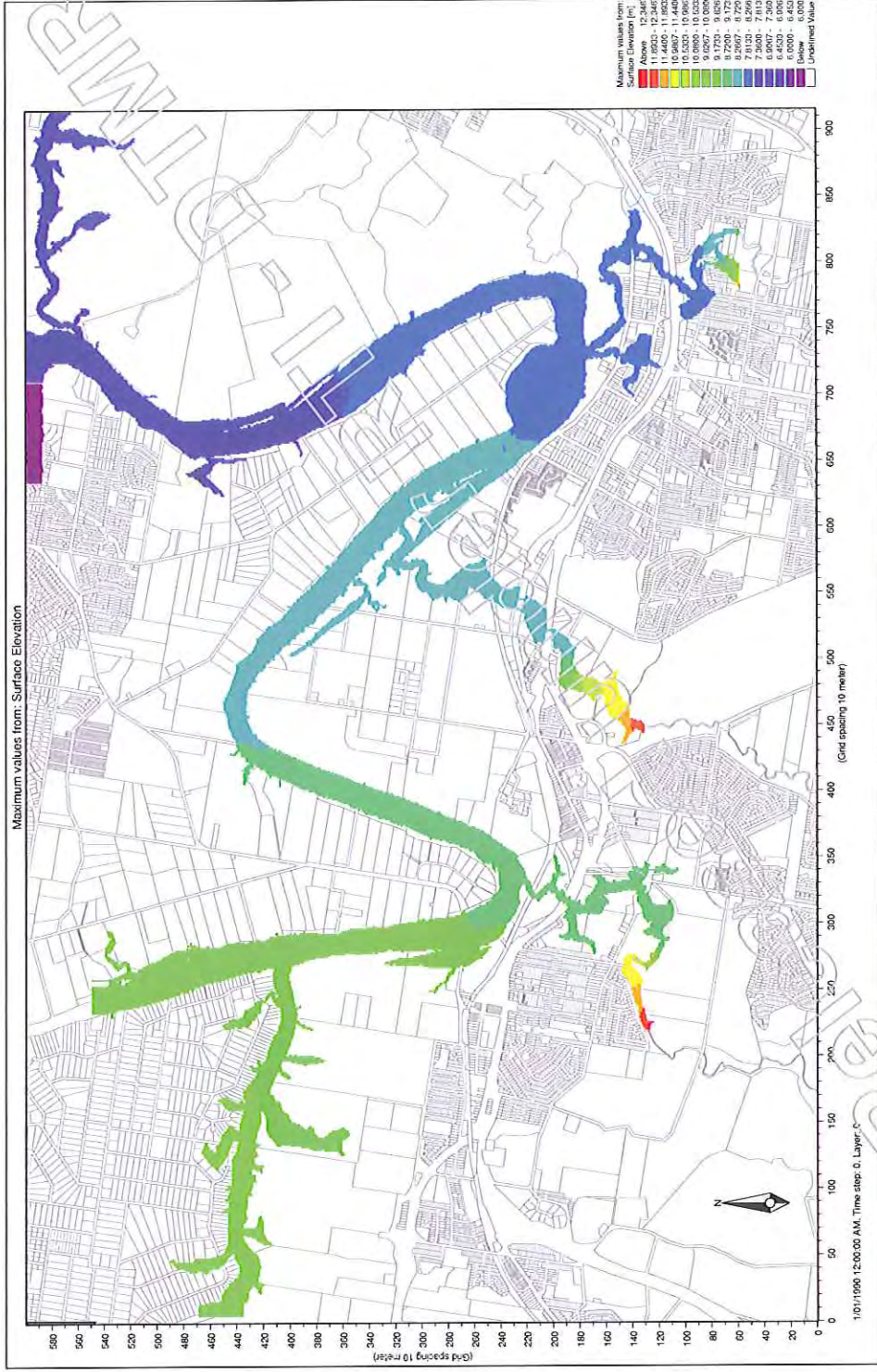


Figure 4-3: Regional flood model: existing 20 year water levels for preliminary design (Source: DHI 2008)



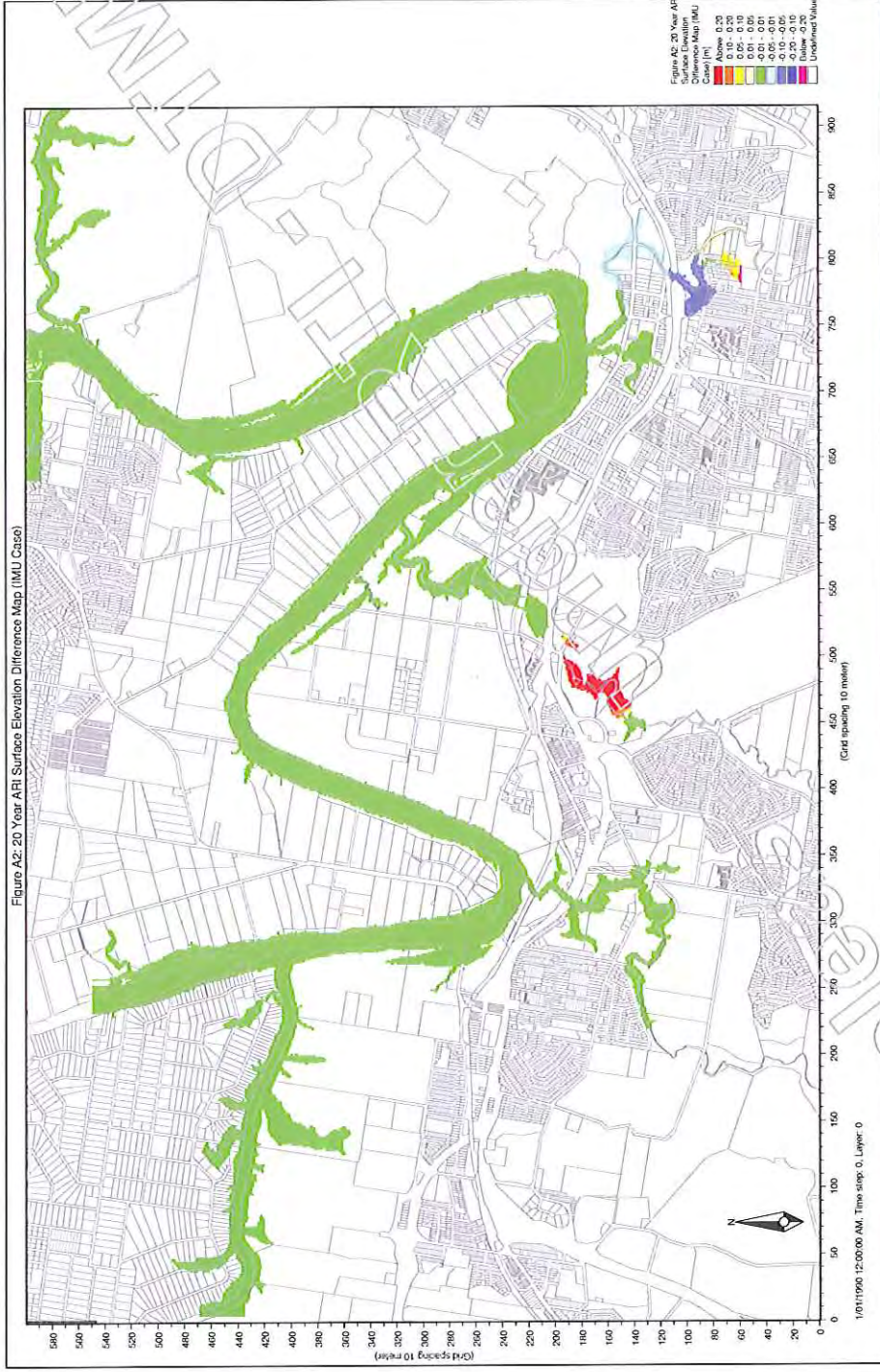


Figure 4-4: Regional flood model: 20 year ARI afflux map for preliminary design (Source: DHI 2008)



The preliminary flood models presented above indicate that the previously proposed motorway alignment has minimal impact on regional flood levels in the 100 year ARI design scenario. With reference to the 20 year ARI design event, the preliminary models indicate that there are localised areas of increased peak flood levels.

#### Limitations of the regional flood model (Maunsell/DHI)

The limitations of the regional flood model are discussed in the DHI report (May 2008). The regional model is based on a 10 m regional grid. DHI (2006) discusses the adoption of the 10 m grid and the sensitivity analyses undertaken on a 15 m grid and a condensed time scale to reduce model run times. The adopted roughness values are also discussed in DHI (2006). A number of sensitivity runs were undertaken to determine the adopted roughness values. The overall conclusion is that the DHI MIKE Flood model produces flood levels that are lower than the original MIKE 11 model. Whilst higher values of resistance could be applied in the DHI MIKE Flood model to yield closer comparison to the original MIKE 11 model, the adopted values are already considered at the high end of the range of recommended values for the observed channel and floodplain conditions (DHI, 2007).

The regional flood model grid is unsuitable for a detailed assessment of local catchment impacts at Six Mile and Goodna Creek because:

- The grid is too coarse to represent features of the proposed motorway
- The creek channels are not adequately represented by the 10 m grid, the contribution to flood water conveyance is significant for local catchment flooding
- The creek floodplains (in particular Goodna Creek) need to be extended upstream to include all properties that may be at risk of inundation
- The treatment of structures is too simplistic
- Adopted local catchment hydrology for Six Mile Creek and Goodna Creek was based on BCC's Mike11 model and was found to be deficient for local catchment assessments.

Therefore fine scale models (local flood models) were developed for Six Mile Creek and Goodna Creek in conjunction with the regional flood model such that a robust assessment of local catchment flood impacts could be undertaken. The local flood models assess the impacts of local catchment flows only. That is, no Brisbane River flooding. These models are discussed in separate reports (see REFHKS100 and RIFHKS100).

#### 4.2.3 Design methodology

The following outlines the methodology undertaken.

- Adoption of the flood models developed by Maunsell and DHI that represent the existing floodplain. These were developed for the preliminary design and are contained in the DHI May 2008 report as discussed in the previous section.
- Modifications to the existing flood model were undertaken and included updated survey of Goodna Creek, Six Mile Creek and the road corridor.
- Modifications to the MIKE FLOOD model of the Brisbane River floodplain that incorporated the preferred alignment and provide 'regional' impact assessment for the Brisbane River from the proposed upgrade.
- Assessment of potential mitigation measures (if required) to minimise afflux and ensure no change to the existing flood regime from the preferred alignment for the 20 and 100 year ARI design events.



Note that the flood model used for the Ipswich Motorway Upgrade is an update of the MIKE Flood model developed by DHI / Maunsell for previous planning and design purposes. Therefore this regional flood model is validating the design changes for the Ipswich Motorway Upgrade. A new flood model was not developed from raw data and therefore the model data and assumptions used in the previous models are adopted in this regional flood model unless otherwise stated.

The MIKE FLOOD model adopted for the assessment of the proposed upgrade uses the existing MIKE11 structure geometry (for culverts) in the road embankments (for bridges) that allowed the upstream floodplain storage in tributary systems to be utilised in a flood of the Brisbane River.

New bridge and culvert openings in the proposed roads will be treated in a similar fashion where bridges were treated as openings in the road embankment (i.e. no pier losses applied).

Table 4-1 lists the programs and guidelines to be used for the flood assessment.

**Table 4-1: Flood assessment programs and guidelines to be adopted**

Programs	MIKE Flood, version 2009	Hydraulic computations
	12d	Road alignment & survey
	CAD	Projection modifications (project projection converted to MGA-56)
Guidelines	Road Drainage Design Manual (Main Roads) Australian Rainfall and Runoff Queensland Urban Drainage Manual	

#### Draft IFC design methodology

Draft IFC design stage (this report) includes regional flood models for the 20 year and 100 year ARI design events and the notional 2000 year ARI event. The hydraulic model was re-run with the current (December 2009) motorway alignment.

The impact of the temporary cut/fill during construction on flood levels is negligible during a regional flood event. Furthermore, the impact of Smiths Road crossing at Goodna Creek is also negligible.

This report is updated to include comments from the independent verifier, the internal verifier and third party comments.

#### 4.2.4 Data used

##### Hydrology

The MIKE FLOOD model adopted for the regional flood assessment is based on the regional flood model developed for the Preliminary Design Phase (DHI, 2008). The development of this model including resistance mapping, boundary conditions, treatment of structures and comparisons to the Mike 11 Brisbane River model is discussed in the Goodna Bypass Corridor Supplementary Hydraulic Investigations report (DHI, 2007).

The 2007 DHI report included the revised 100 year ARI design event in the Brisbane River and local tributaries as supplied by Brisbane City Council (BCC). The combined peak discharge is approximately 7000 m<sup>3</sup>/s in the Brisbane River downstream of the confluence with the Bremer river system (refer Figure 4-5). Minutes of the meeting where this value was agreed between DTMR, ICC and DHI is contained in Appendix D. The local catchment flows are considered a minor influence on the overall peak flows in the Brisbane River as they are on a different temporal scale and contribute long before the peak in

the Brisbane River (refer Figure 4-6). This inflow data was supplied by Brisbane City Council (BCC) in 2007 to Maunsell/DHI.

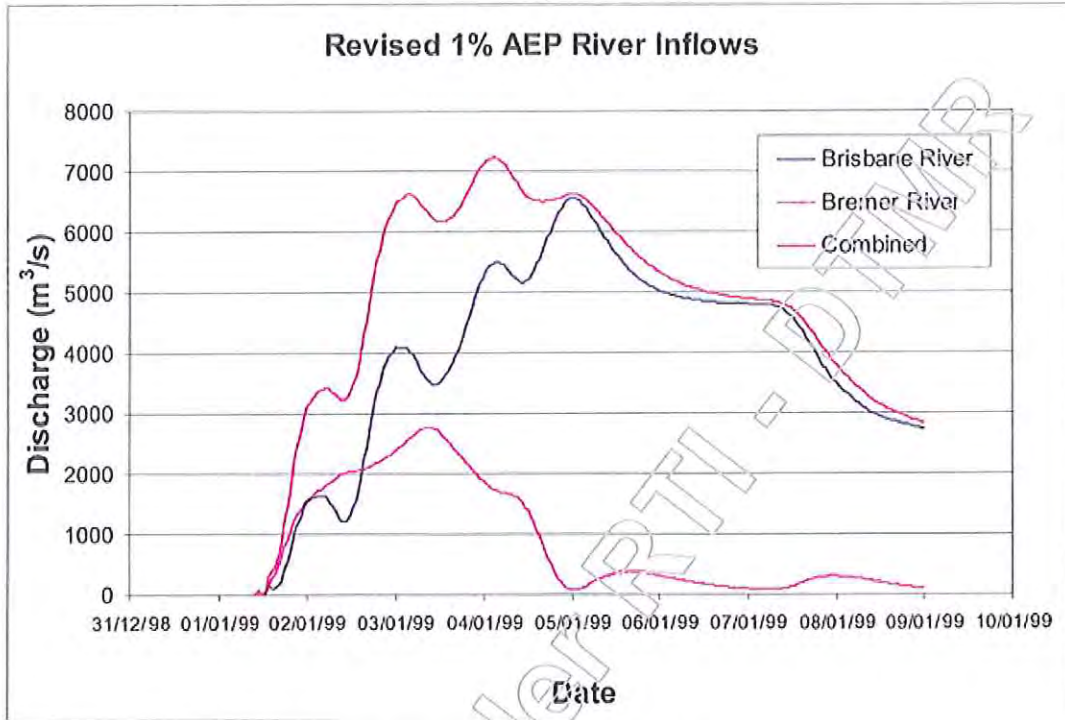
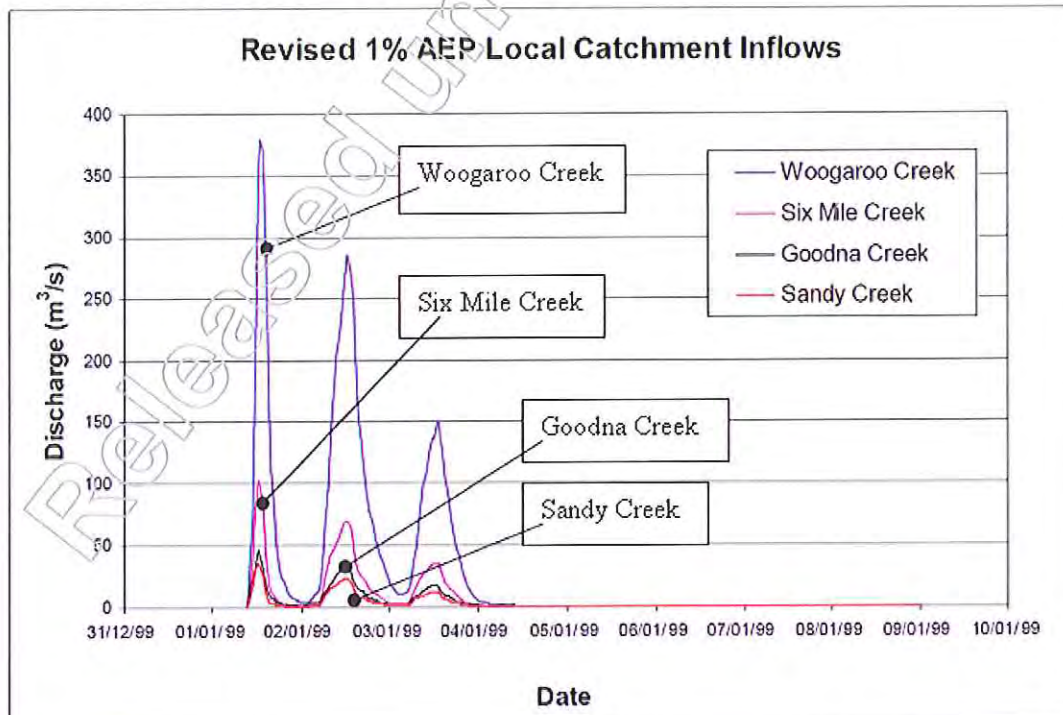


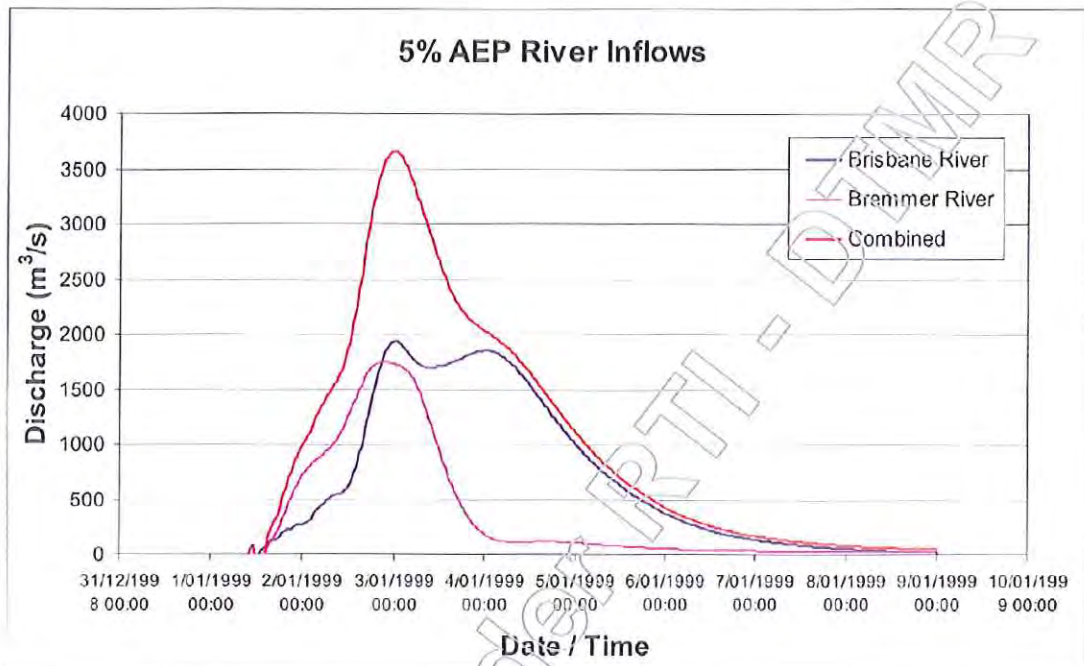
Figure 4-5: 100 year ARI discharge curves (source: DHI 2008)



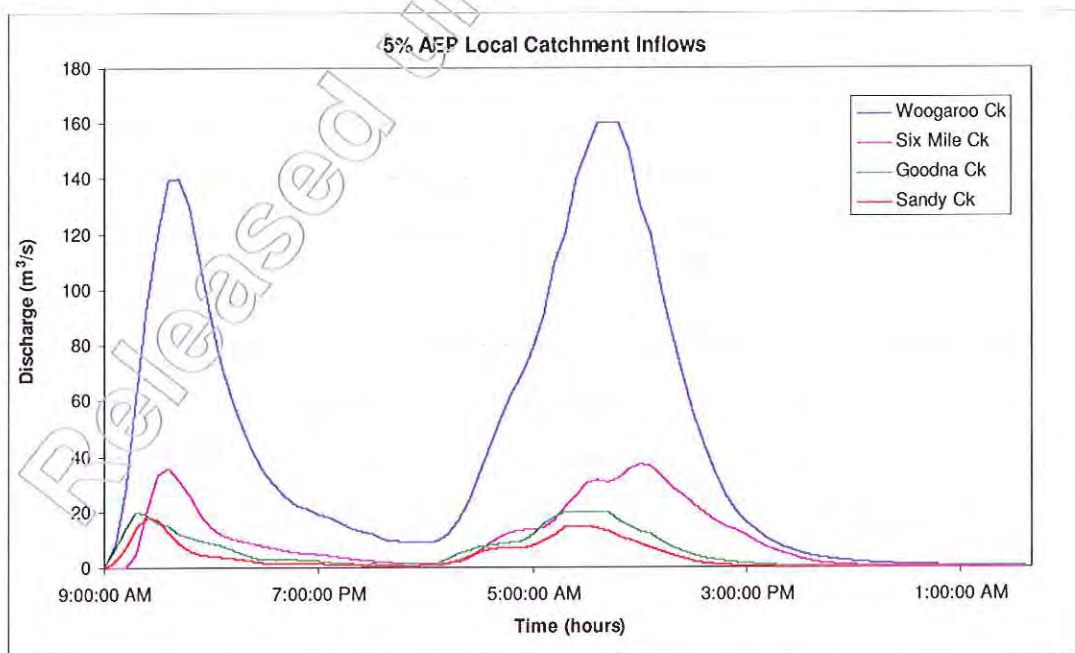


**Figure 4-6: 100 year ARI discharge curves for local catchments (source: DHI 2007)**

The 20 year ARI design event is presented in Figure 4-7 and shows the inflows for the Brisbane and Bremer Rivers as well as the combined discharge at approximately the Six Mile Creek and Brisbane River confluence. The local catchment flows for the 20 year ARI event are presented in Figure 4-8.



**Figure 4-7: 20 year ARI discharge curves (source: DHI 2008)**



**Figure 4-8: 20 year ARI discharge curves for local catchments (source: DHI 2007)**

The 20 year and 100 year flows were selected for analysis in the Maunsell preliminary design (2008), and the 100 year was revised upwards (Appendix D) during the previous project (reported in DHI 2007). Therefore, the 20 year hydrology is original and 100 year is updated (higher peak). Caution is required for any interpolation of flows to derive other design events without recognition of this fact.

The downstream tailwater condition is based on a rating curve defined for MIKE11 Chainage 1019865 as per the previous modelling. Refer DHI (2007) for discussion regarding the use of the rating curve.

### **Topography**

The existing topography was extracted from the May 2008 regional flood model (Mike Flood) as shown in Figure 4-9. The regional model is based on a 10 m grid. Only land below 20 m is shown in this figure.



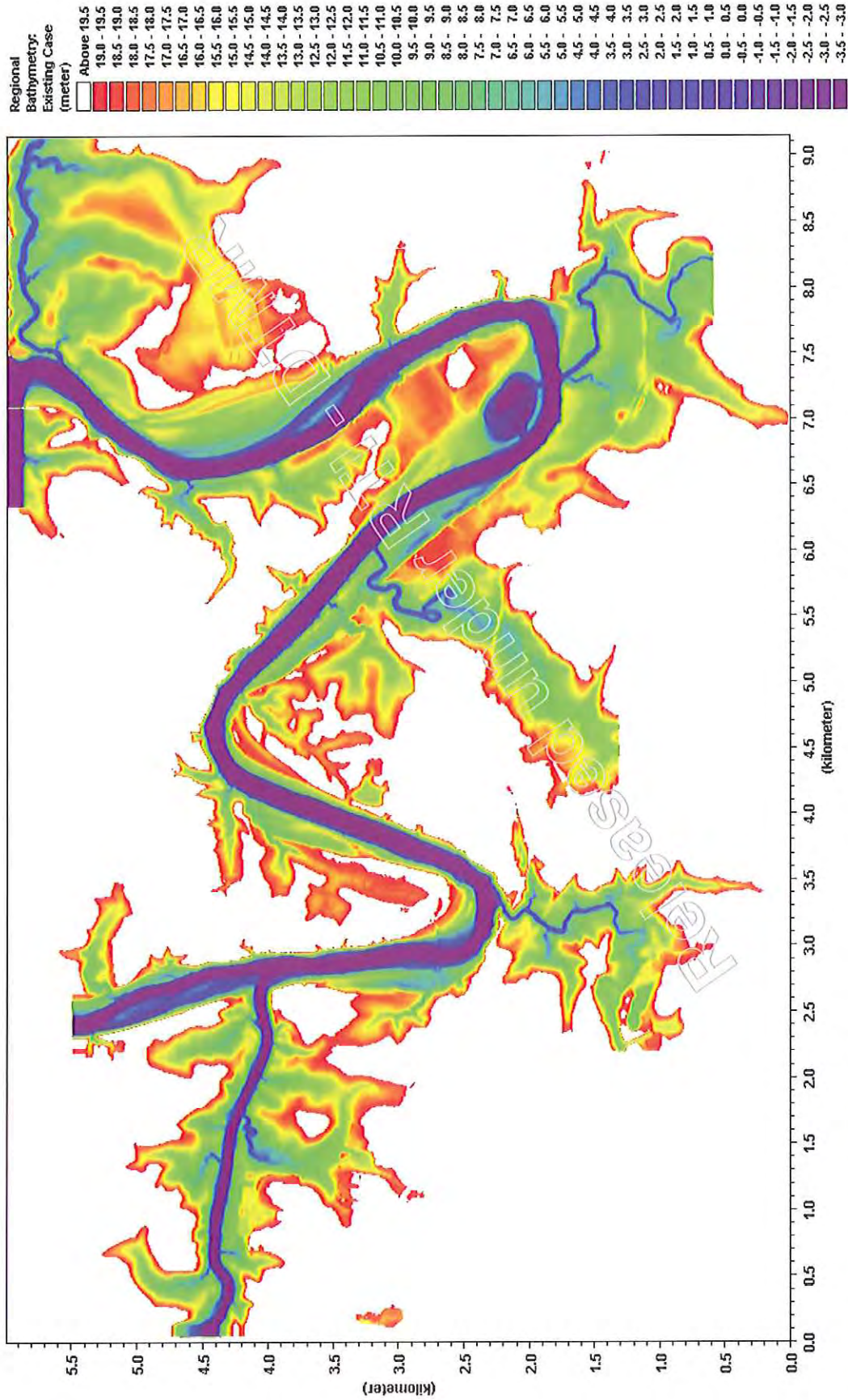


Figure 4-9: Regional MIKE Flood bathymetry - Existing

Modifications were made to the bathymetry of the preliminary design as follows:

- updated survey of the road corridor and downstream cross sections of Goodna Creek
- Integration of all survey was undertaken by the survey team using 12d
- Survey was extracted from 12d (project projection) and converted to DFS2 format (MGA projection)

The motorway design was integrated into the bathymetry as shown in Figure 4-10. Only land less than 20 m is shown in this figure.

Modifications were made at the waterway crossings at Six Mile Creek and Goodna Creek as follows (Drawings contained in Appendix C):

Goodna Creek

- Integration of the bridge structures at Goodna Creek (Bridges 250, 230 and 235)
- Goodna creek rehabilitation works (RERODR204)
- Expected Smiths Road culvert structure (see Appendix M for MIKE Input)

Six Mile Creek

- Integration of bridges 330 and 320 (motorway) and bridge 340 and 350 (service roads)

The MIKE input for the existing bridge structures (e.g. Queensland Rail) are contained in Appendix M.



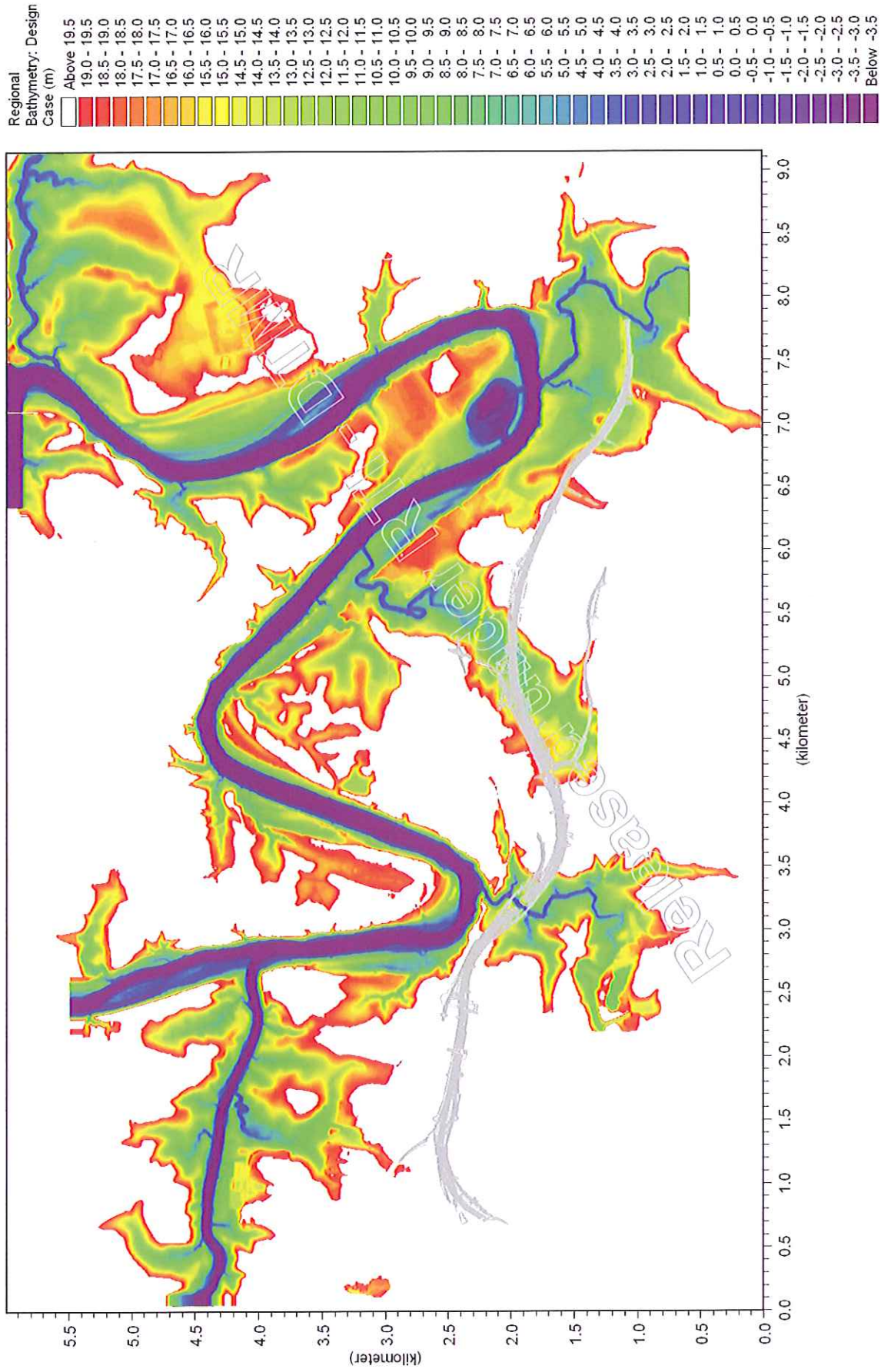


Figure 4-10: Regional Mike Flood bathymetry – Motorway upgrade

## Roughness

The roughness model is based on the May 2008 model. The adopted values were derived as part of the Regional Flood model (DHI, 2006) where it is noted that there are a number of different existing land uses within the modelled floodplain that are summarised into residential, industrial, rural residential and rural. DHI used land tenure mapping and GIS techniques to derive an initial roughness map with minor modifications to the definition of river channel extents based on inspection and 2006 aerial photography.

DHI undertook a range of sensitivity model runs to determine the adopted set of roughness values based on model calibration. DHI (2006) also note that there are a number of proposed developments within the modelled floodplain, each at various stages of completion / consideration. DHI used the existing conditions in 2006 and did not account for future development.

The 2006 DHI model was calibrated against the original MIKE 11 model. DHI's review of the roughness values indicated that these values were considered to be at the upper limit of values that would normally be considered for land use types. However, the process used to calibrate the original MIKE11 model was in accordance with standard procedure. The 2006 DHI model (MIKE21) has improved representation of floodplain storage and revised roughness values to more realistic values (lower than MIKE11) resulting in lower water levels when compared to the original MIKE11 model. The 2006 DHI report discusses the sensitivity analyses undertaken and concludes that the overall trendline indicates that the 2006 DHI model is (on average) 0.5 m lower than the original MIKE11 model.

DTMR has adopted the previous modelling and therefore adjustments to the regional roughness map were not undertaken. The scope of this regional flood modelling is not to re-calibrate already adopted flood models, but merely to model the preferred road alignment and report on the potential impacts on the Brisbane River floodplain.

The adopted roughness map is shown in Figure 4-11 and the adopted roughness factors are presented in Table 4-2.

**Table 4-2: Main roughness factors**

Element	Mike roughness	Manning's n
Roads / paved areas	41.67	0.024
Water / state land	28.57	0.035
River bed / sandbars	28.57	0.035
Dams	25.00	0.040
Leasehold	20.83	0.048
Residential / rural	13.92	0.072
Railway / industrial	13.92	0.072
Dense vegetation / mangroves	10.42	0.096



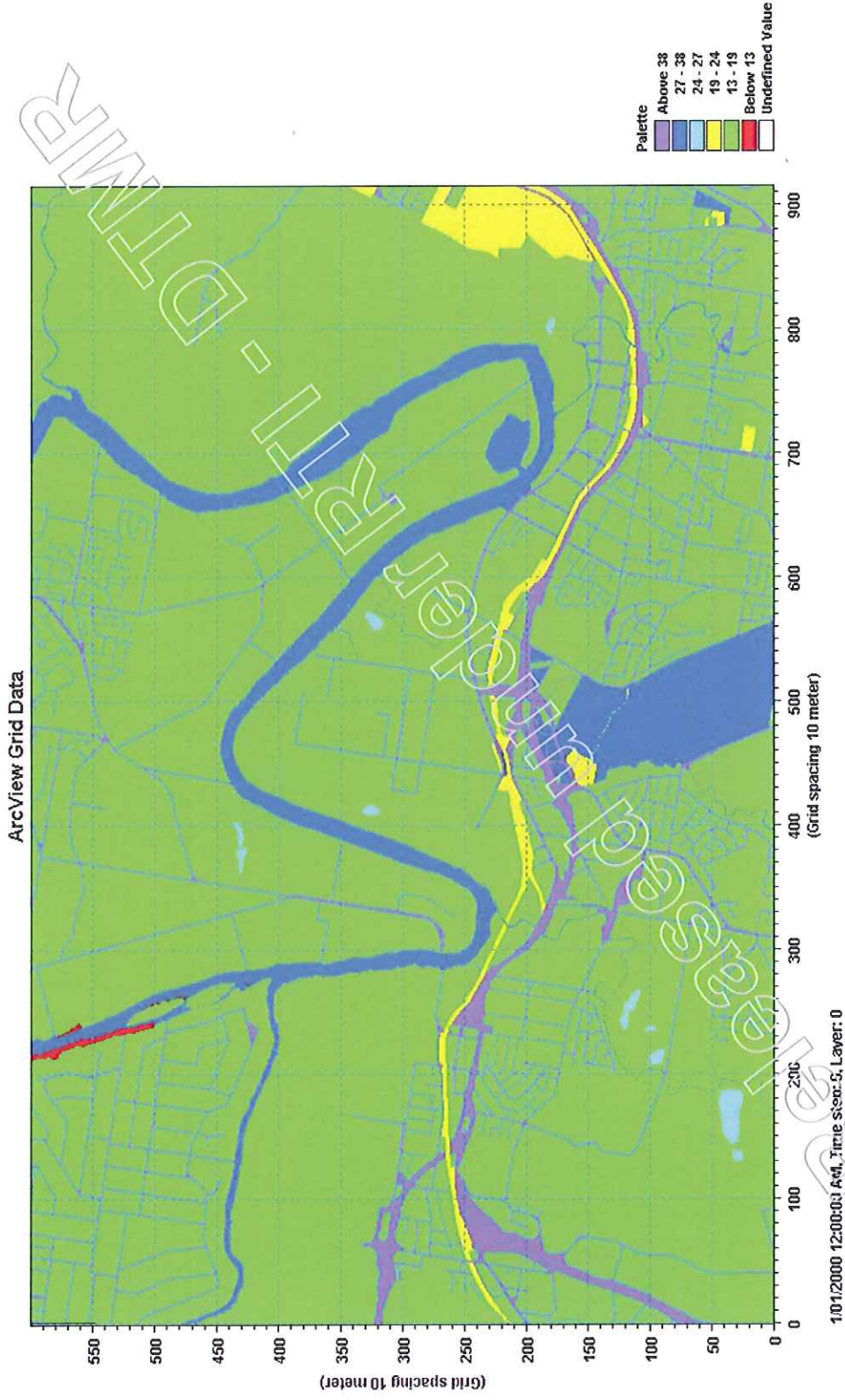


Figure 4-11: Regional MIKE Flood roughness map (adopted from DHI 2007)

#### 4.2.5 Model calibration & verifications

The Goodna Bypass Supplementary Hydraulic Investigations report compiled by DHI (2006, 2007 and 2008) details the calibrations undertaken for the regional flood model. The models developed for this report are an extension of these existing models. No further calibration or verification has been undertaken for the regional flood model as the only changes to the flood modelling are the updated survey for the road corridor and the IMU road alignment. The main calibration parameter (i.e. roughness) has not been changed for the base scenario hydraulic modelling.

#### 4.2.6 Base case model

The base scenario included the following structure as culvert/weir combinations in MIKE11 (see appendix M for MIKE input):

- Six Mile QR bridge
- Six Mile motorway bridge
- Goodna Creek motorway bridges
- Goodna Creek QR bridge
- Goodna Creek and Brisbane Terrace bridge

The courant number for the 100 year model is 1.32, while the eddy viscosity was set at  $0.5 \text{ m}^2/\text{s}$  for all grid cells except those immediately upstream and downstream of a structure. These cells were set at  $5 \text{ m}^2/\text{s}$ . The courant number and the eddy viscosity values were adopted from the DHI 2008 hydraulic models.

Results for the 20, 100 and 2000 year models are provided below.

##### 20 year ARI base scenario

The following figures are presented below:

- Figure 4-12 water surface levels
- Figure 4-13 water depths
- Figure 4-14 water velocities

Results are tabulated in Table 4-3 (Afflux section).



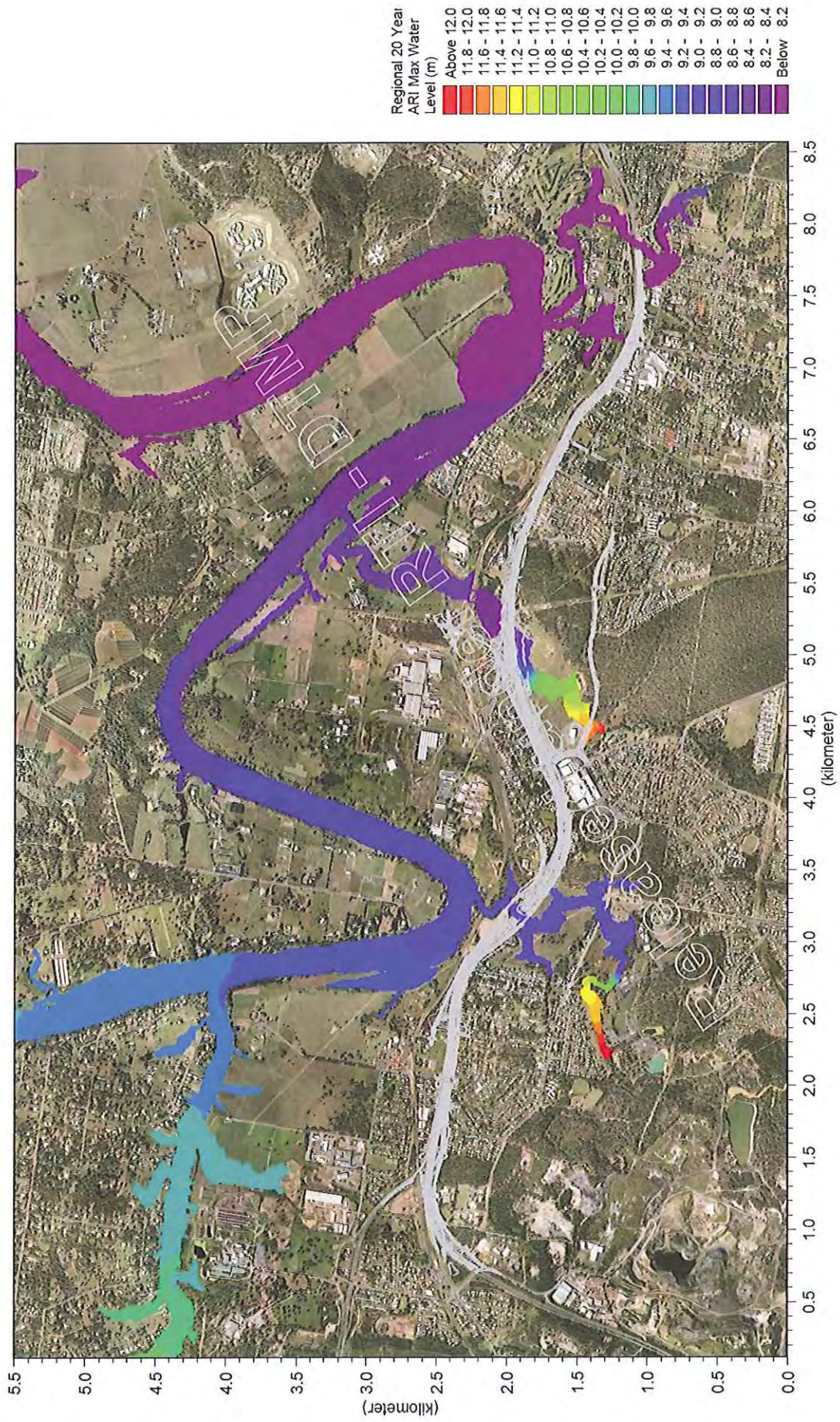


Figure 4-12: 20 year ARI water surface elevations – Base scenario



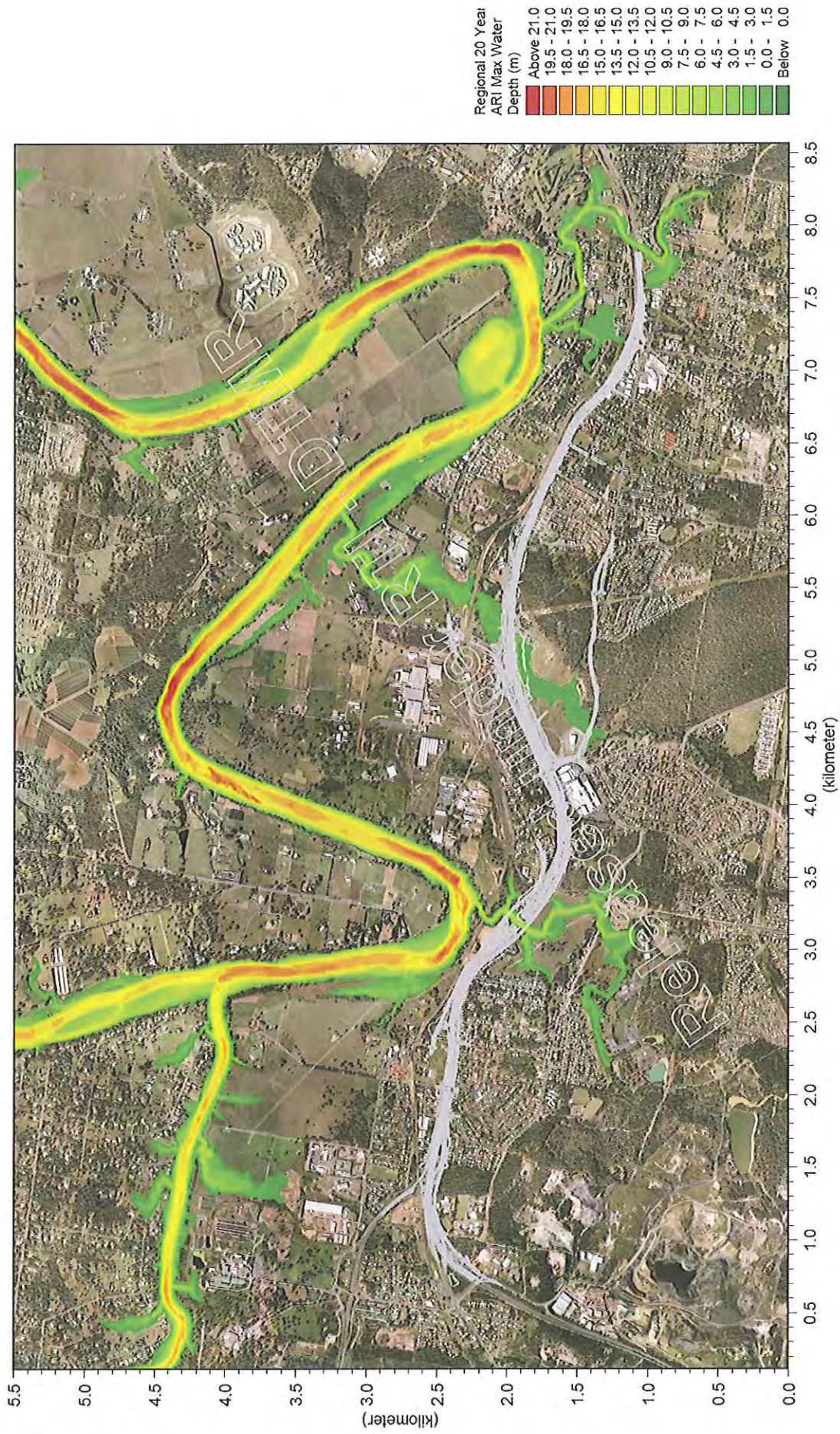


Figure 4-13: 20 year ARI water depths – Base scenario



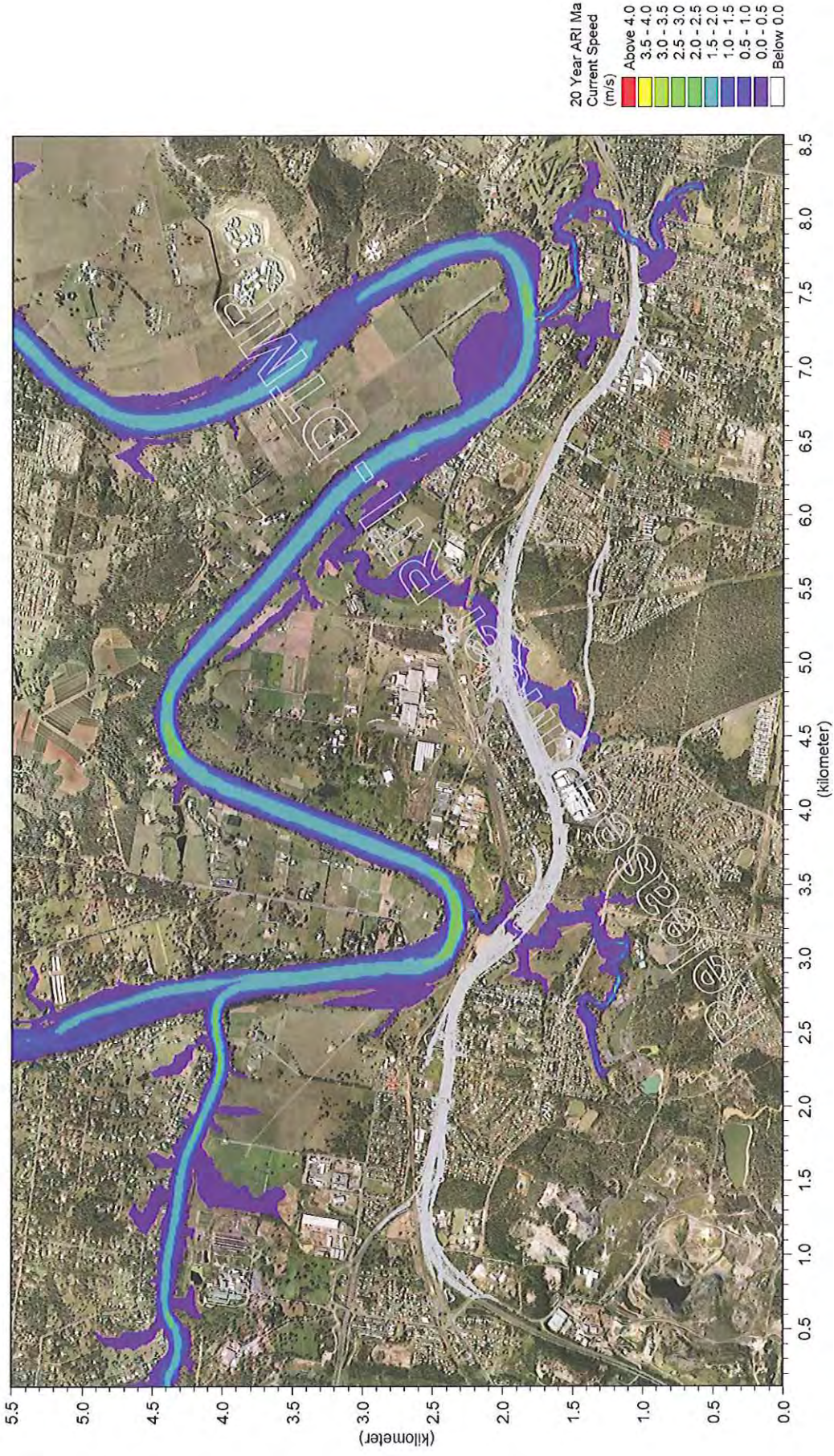


Figure 4-14: 20 year ARI velocities – Base scenario

### 100 year ARI base scenario

The following figures are presented below:

- Figure 4-15 water surface levels
- Figure 4-16 water depths
- Figure 4-17 water velocities

Results are tabulated in Table 4-3 (Afflux section).

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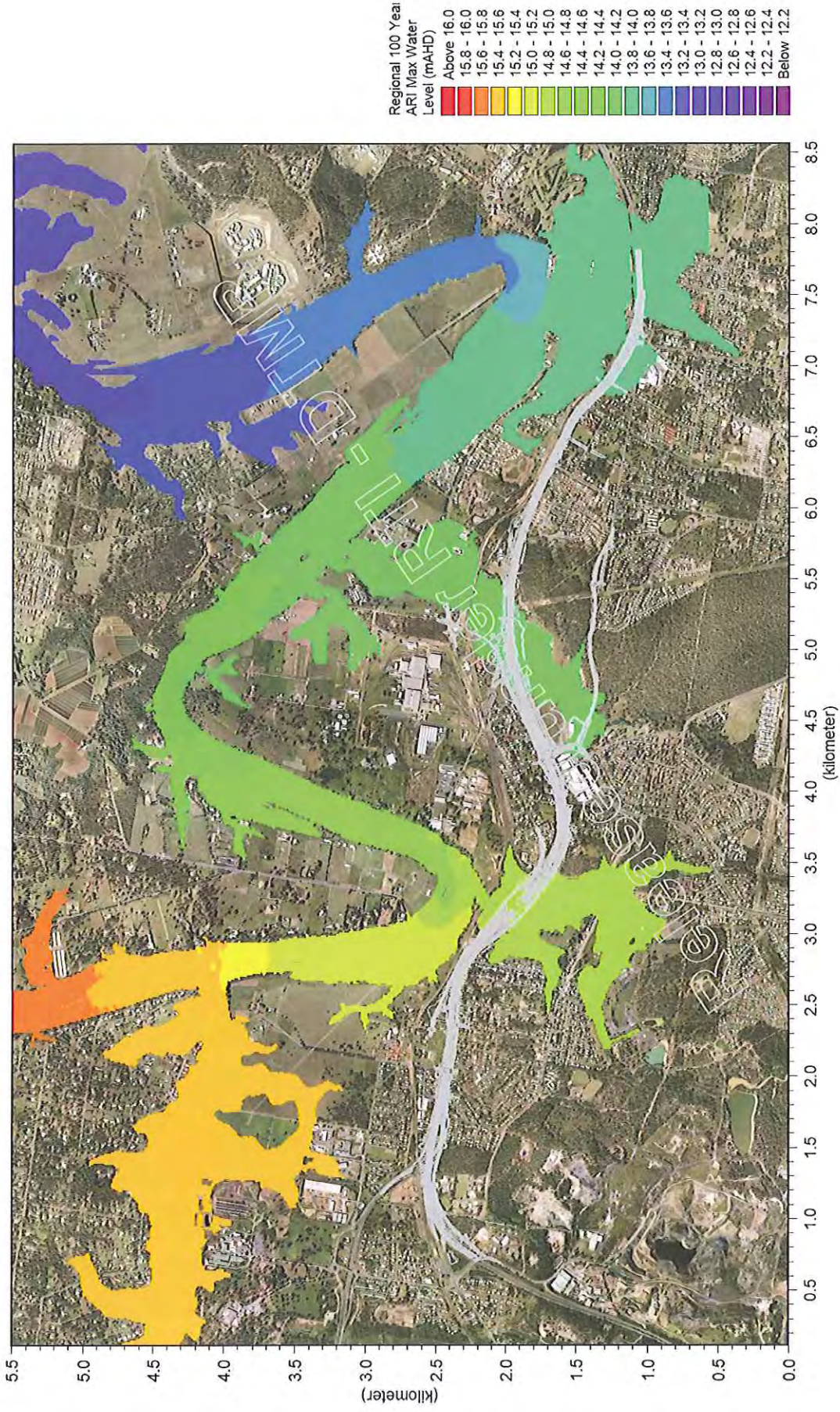


Figure 4-15: 100 year ARI water surface levels – Base scenario



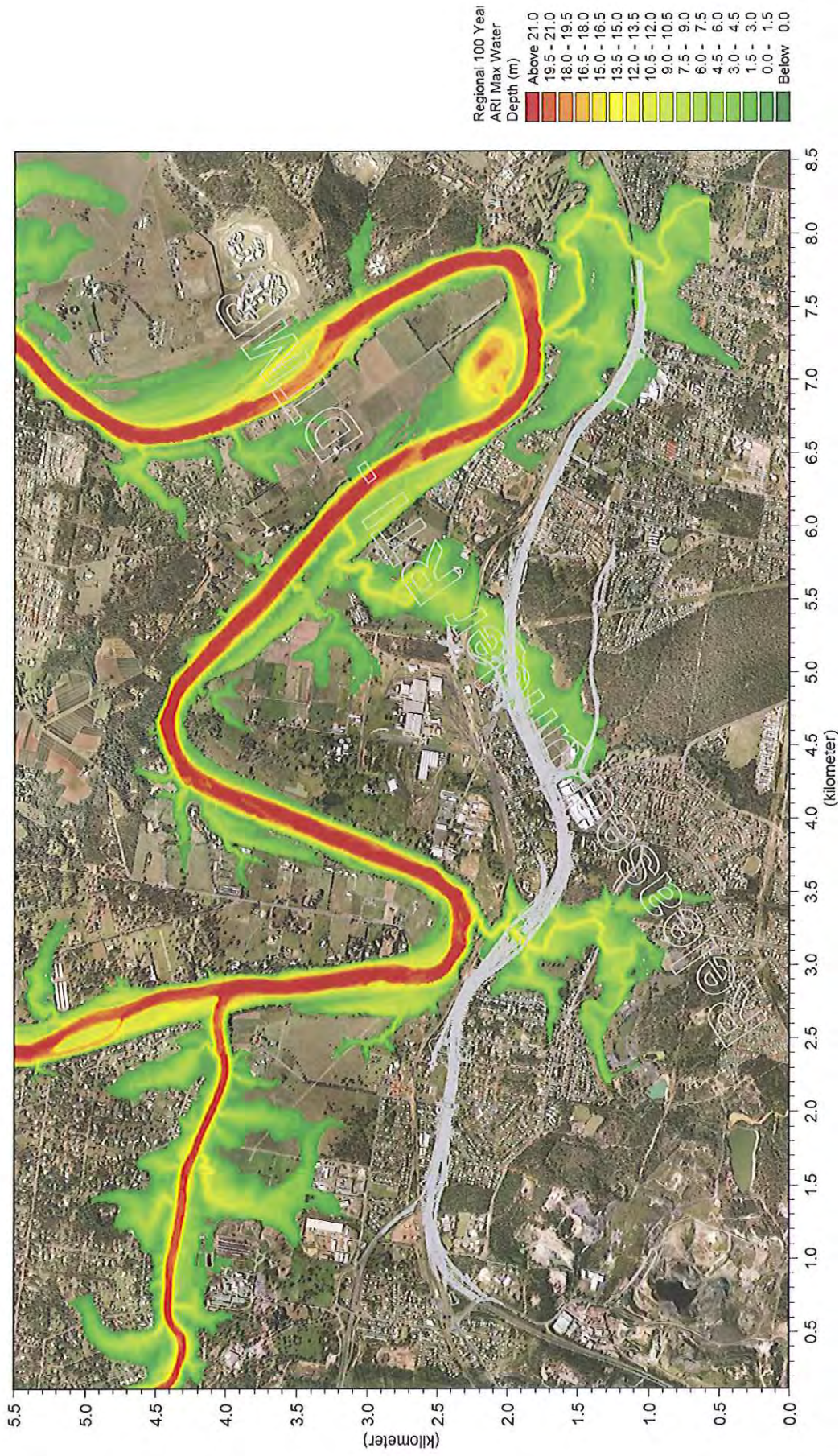


Figure 4-16: 100 year ARI water depths – Base scenario



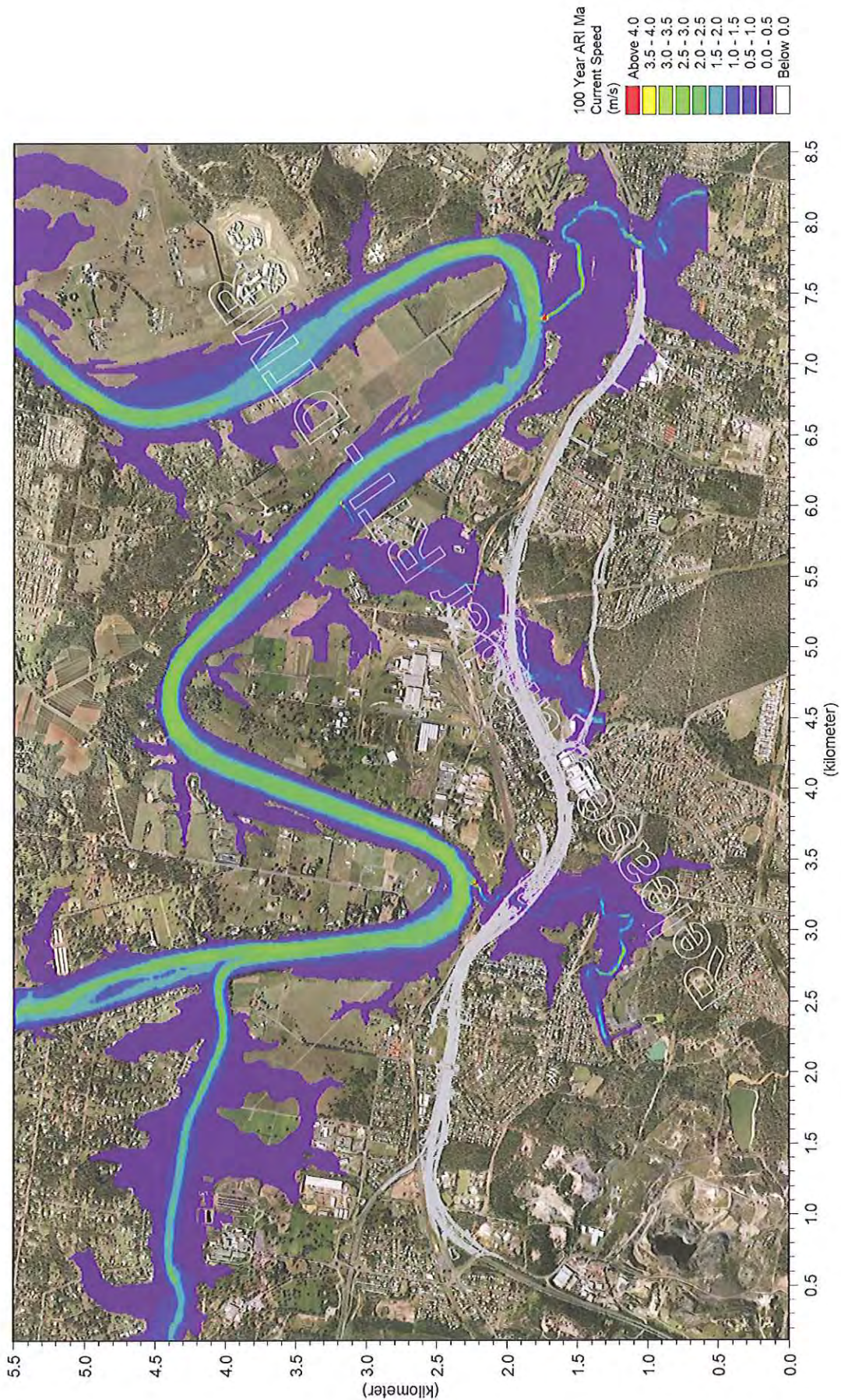


Figure 4-17: 100 year ARI velocities – Base scenario

### 2000 year ARI base event water surface levels

The following figures are presented below:

- Figure 4-18 water surface levels
- Figure 4-19 water depths
- Figure 4-20 water velocities

Results are tabulated in Table 4-3 (Afflux section).

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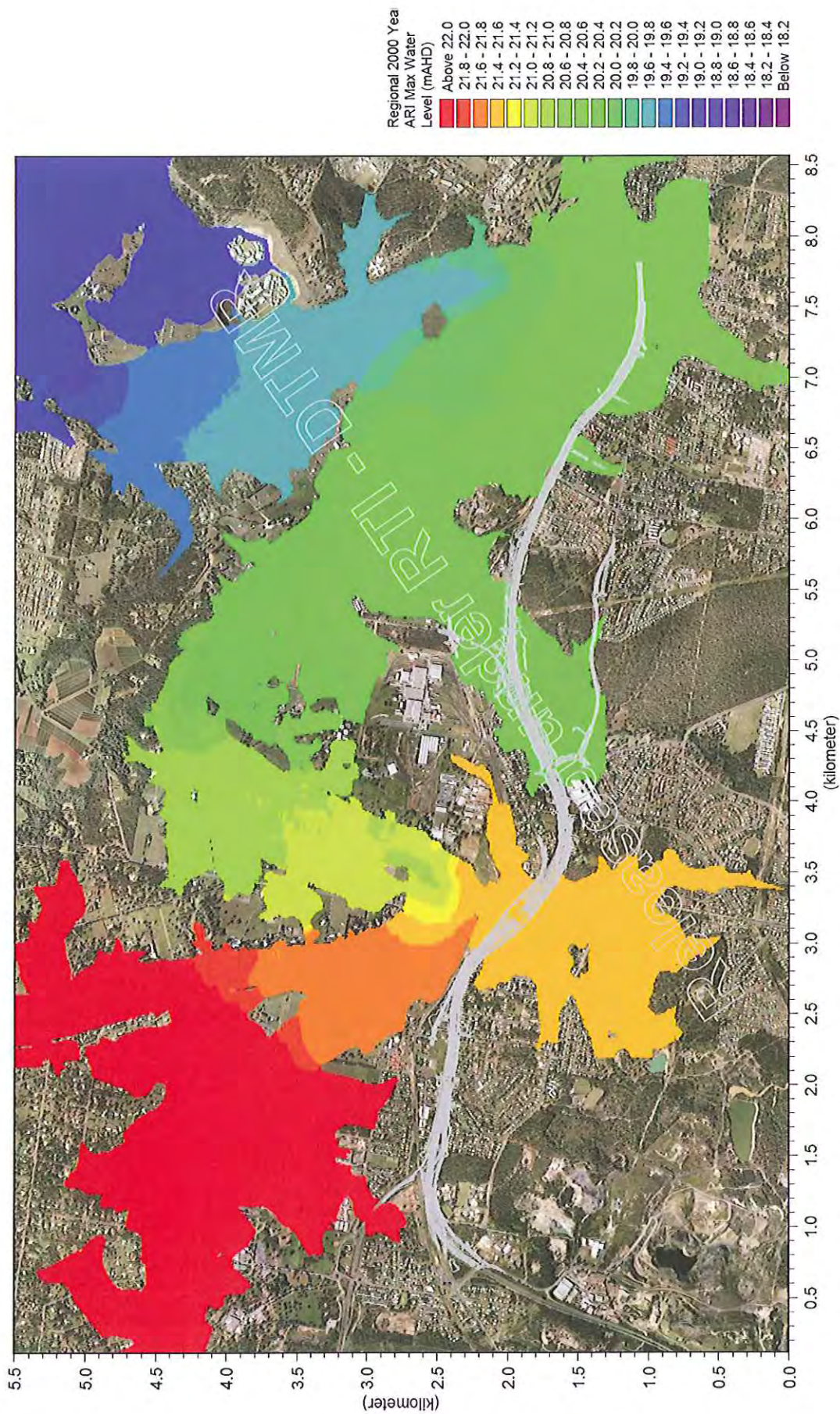


Figure 4-18: 2000 year ARI water surface levels – Base scenario



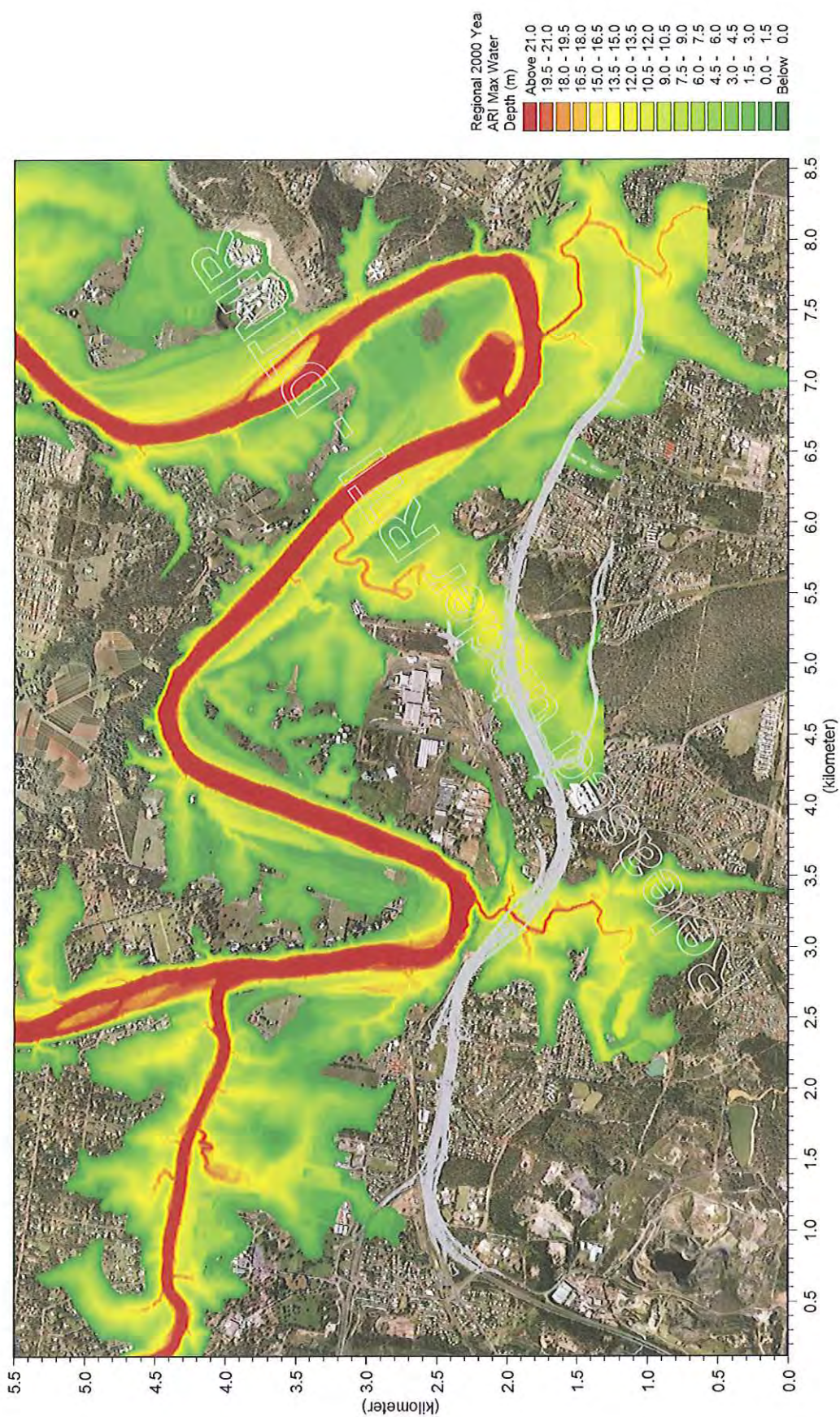


Figure 4-19: 2000 year ARI water depths – Base scenario



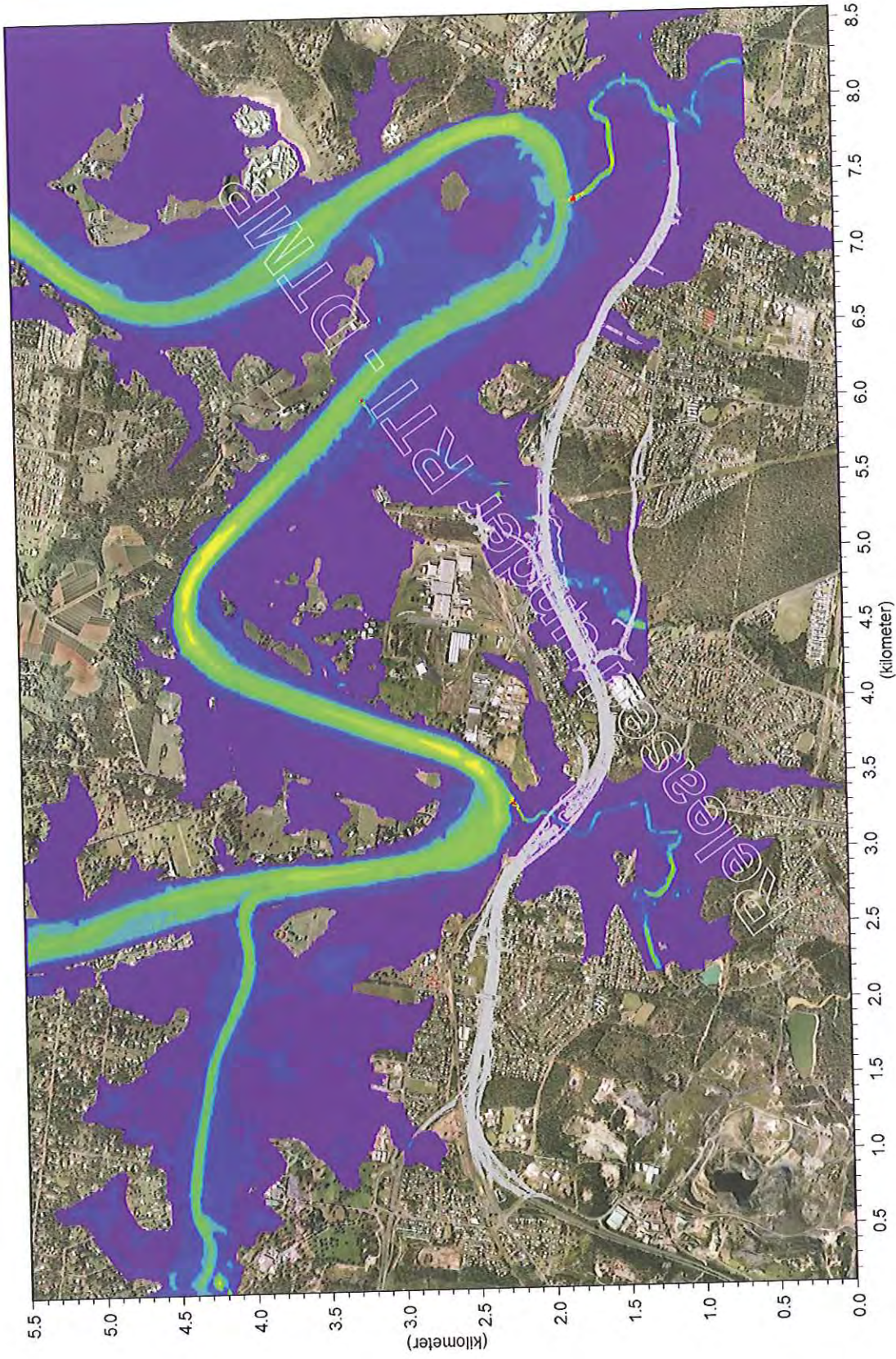


Figure 4-20: 2000 year ARI velocities – Base scenario



### MIKE11 comparison

Brisbane City Council (BCC) supplied results for the MIKE11 model that represents the Brisbane River. Figure 4-21 shows the MIKE11 network file at Six Mile Creek and Goodna Creek confluences and names the MIKE11 sections where peak flood levels were compared.

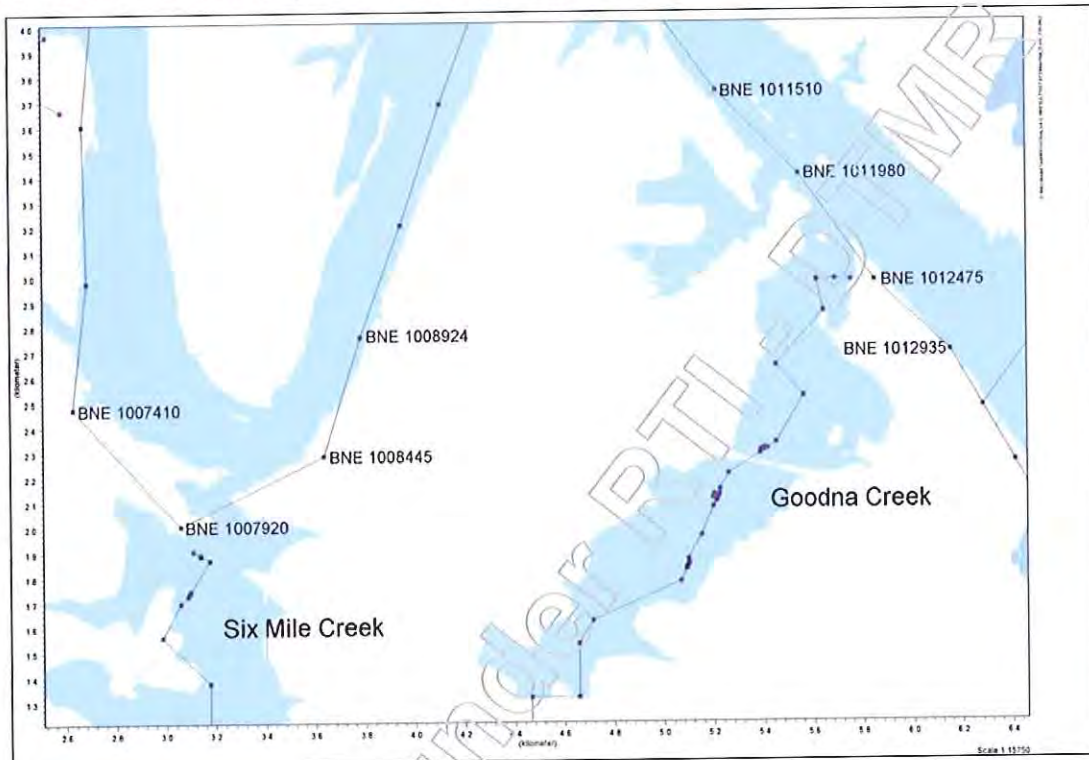


Figure 4-21: BCC MIKE11 network file

The water surface levels provided by BCC are limited to the Brisbane River only. Therefore comparison of peak flood levels in the tributaries (i.e. Six Mile Creek and Goodna Creek) is not possible. Figure 4-22 presents a comparison of peak flood levels for the 20 year and 100 year ARI scenarios between the MIKE11 BCC model and the MIKE Flood model (existing scenario) developed by DHI for the purposes of assessing the floodplain impacts of the motorway upgrade.



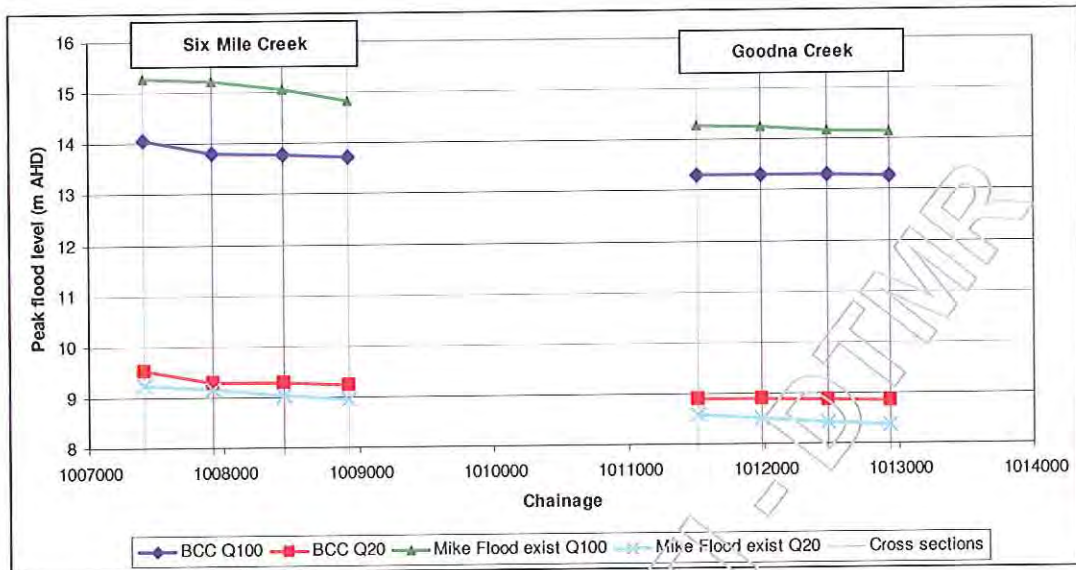


Figure 4-22: Peak water level comparison (existing scenario)

Figure 4-22 shows that for the 100 year ARI scenario the Mike Flood existing peak flood levels are significantly higher than the BCC MIKE11 flood levels. The difference is associated with the hydrograph used as the upstream boundary conditions for the Mike Flood model. This hydrograph was increased to a peak of approximately 7000 cumecs (see Section 4.2.4 and Appendix D) where as the peak hydrograph used for the BCC MIKE11 model is approximately 5500 cumecs in the 100 year ARI event. Therefore the peak flood levels predicted for the MIKE Flood model are expected to be higher than those in the BCC MIKE 11 model.

Good comparison is shown for the 20 year ARI event between BCC MIKE11 and Mike Flood where the BCC MIKE11 peak flood levels are higher. This correlates well with DHI 2007 (Section 2.2) where on average the Mike Flood model predicts water levels 0.85 m lower than the BCC MIKE11 model. This infers that the updated survey of the road corridor has not impacted on the previous model calibration and that predicted water levels using Mike Flood remain acceptable for assessment purposes.

The limitation of this comparison is that head losses through any structure cannot be made as the bridge structures are located on the tributaries and not the Brisbane River.

#### 4.2.7 Design case model

The following design elements are included in the design scenario (Drawings are contained in Appendix C and MIKE input contained in Appendix M):

- Motorway upgrade design – included as part of the model bathymetry based on a 10 m grid
- Goodna Creek rehabilitation – included as part of the model bathymetry based on a 10 m grid
- Motorway bridges over Goodna Creek – included as a culvert/weir combination in Mike 11
- Northern service road over Goodna Creek (Francis Street) – included as a simple opening in the bathymetry
- QR crossing of Goodna Creek - included as a culvert/weir combination in Mike 11 as per the base scenario

- Brisbane Terrace Crossing of Goodna Creek - included as a culvert/weir combination in Mike 11 as per the base scenario
- Culverts under Smiths Road at Redbank – included as a simple opening in the bathymetry
- Motorway bridges over Six Mile Creek – included as a culvert/weir combination in Mike 11
- Service road bridges over Six Mile Creek - included as a culvert/weir combination in Mike 11
- QR crossing of Six Mile Creek - included as a culvert/weir combination in Mike 11 as per the base scenario

The Courant number for the 100 year model is 0.66, while the eddy viscosity was set at  $1.0 \text{ m}^2/\text{s}$  for all grid cells except those immediately upstream and downstream of a structure. These cells were set at  $10 \text{ m}^2/\text{s}$ . The Courant number and the eddy viscosity values were adopted from the DHI 2008 hydraulic models.

Results for the 20, 100 and 2000 year models are provided below.

#### **20 year ARI design event**

The following figures are presented below:

- Figure 4-23 water surface levels
- Figure 4-24 water depths
- Figure 4-25 water velocities

Results are tabulated in Table 4-3 (Afflux section).



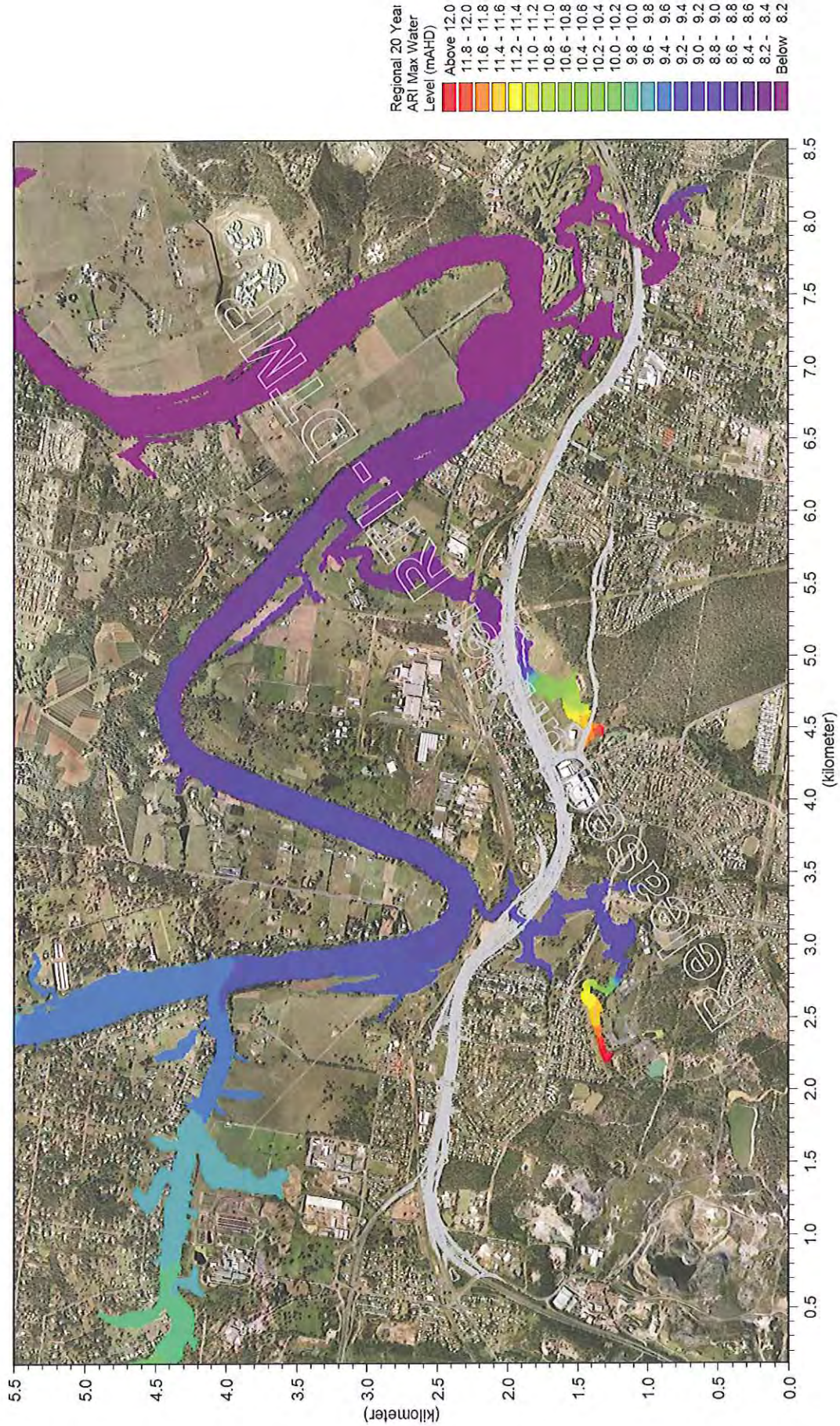


Figure 4-23: 20 year ARI water surface levels – Design scenario



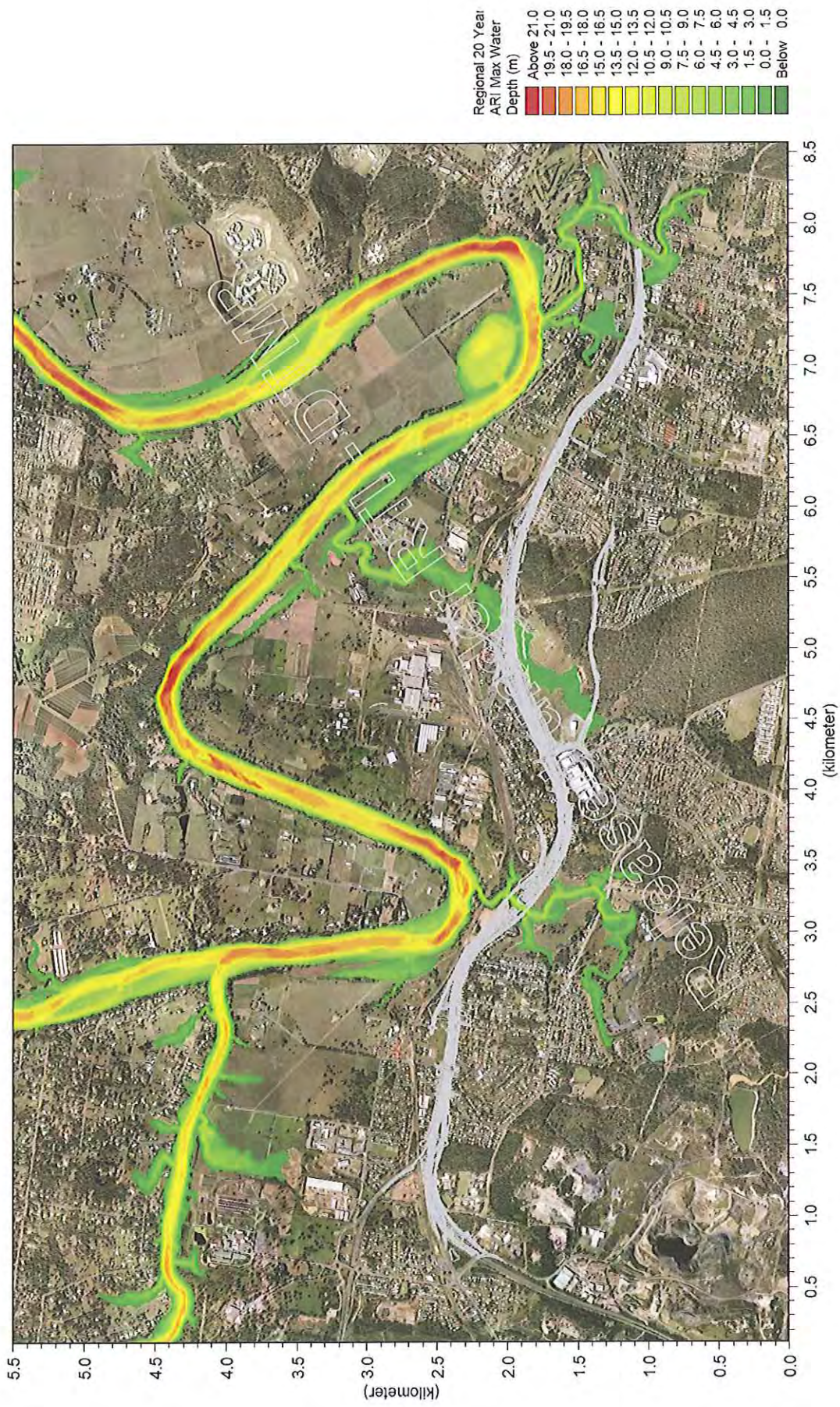


Figure 4-24: 20 year ARI water depth – Design scenario



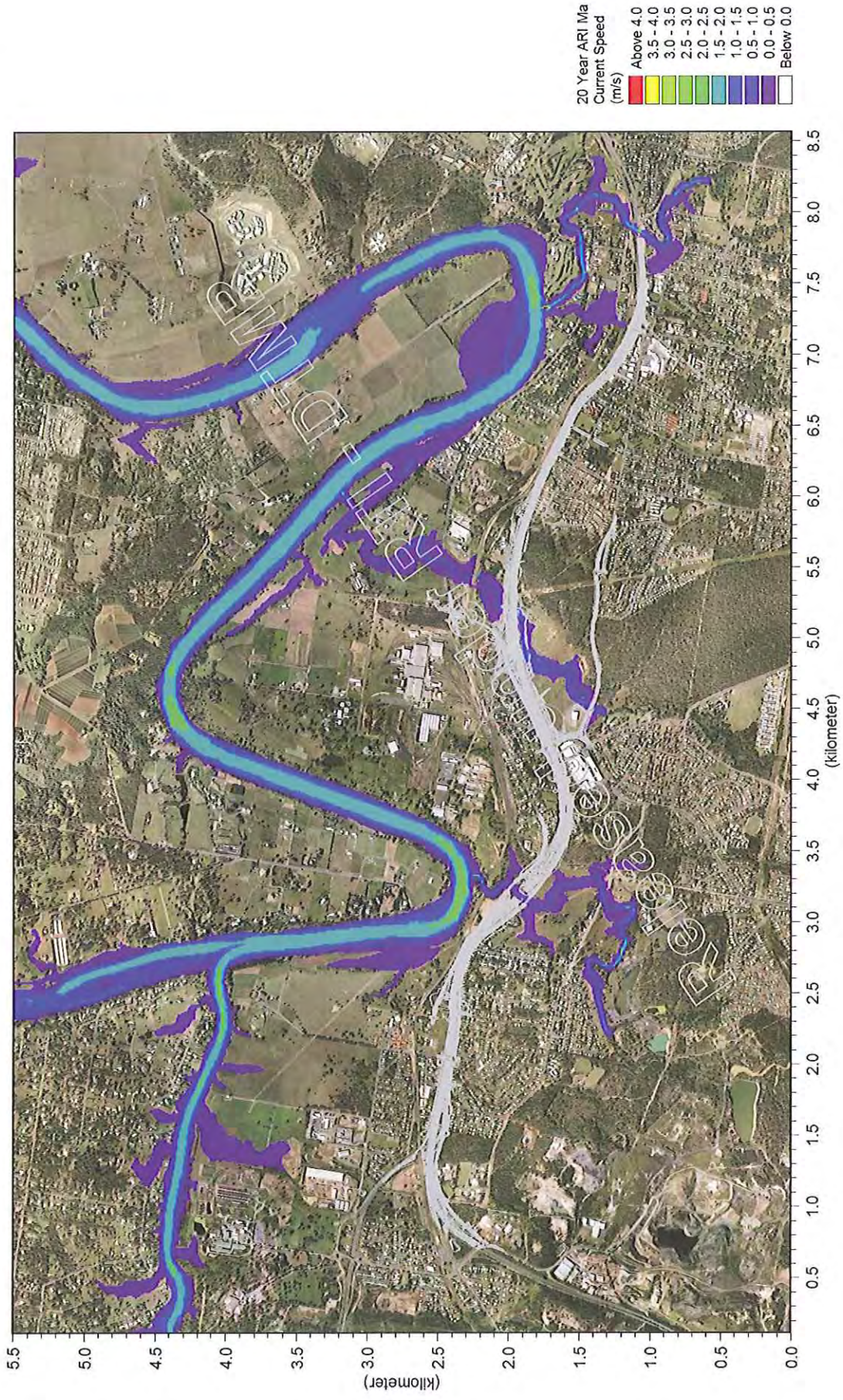


Figure 4-25: 20 year ARI velocities – Design scenario

**100 year ARI design scenario**

The following figures are presented below:

- Figure 4-26 water surface levels
- Figure 4-27 water depths
- Figure 4-28 water velocities

Results are tabulated in Table 4-3 (Afflux section).

Released under RTI - DTMR



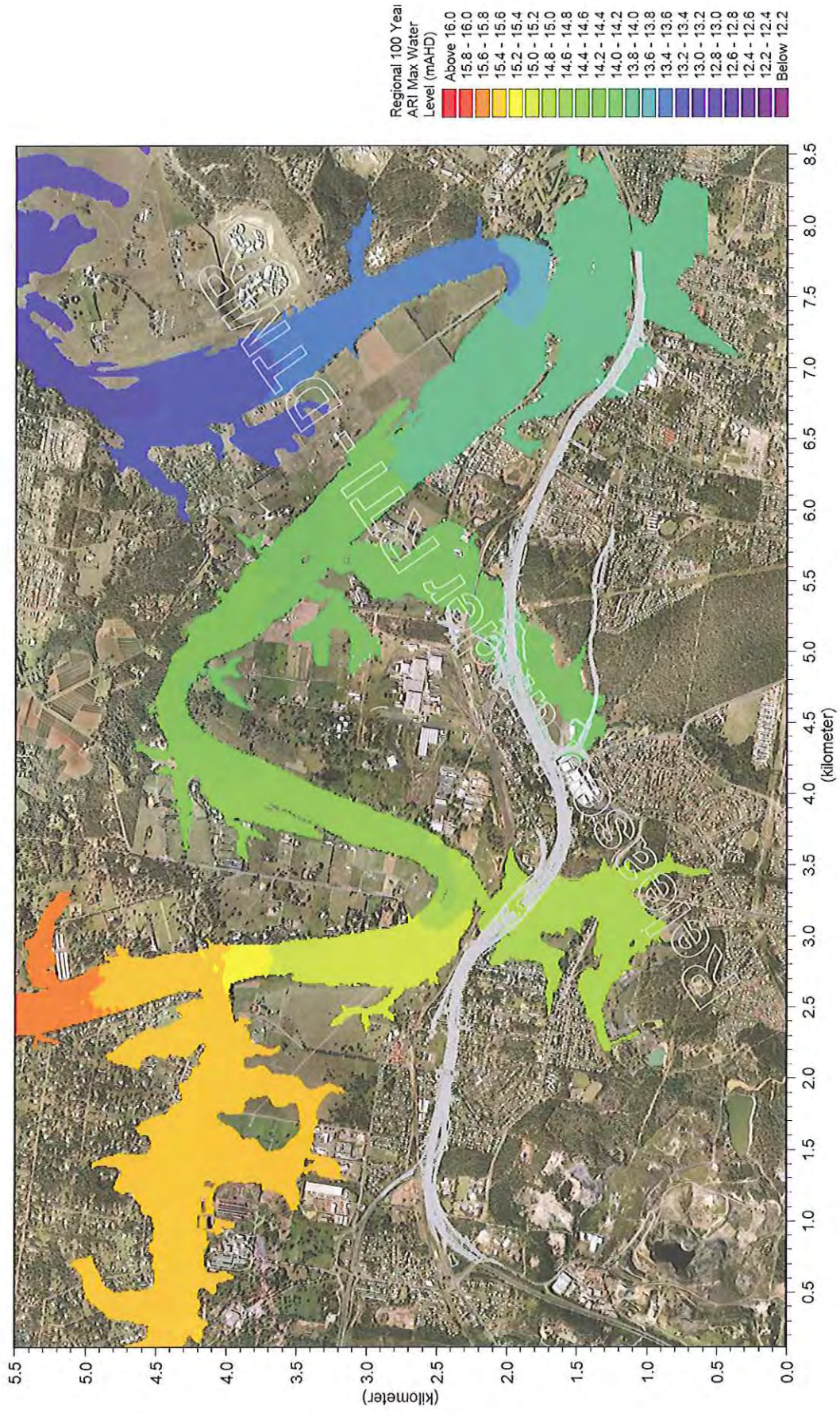


Figure 4-26: 100 year ARI water surface elevations – Design scenario



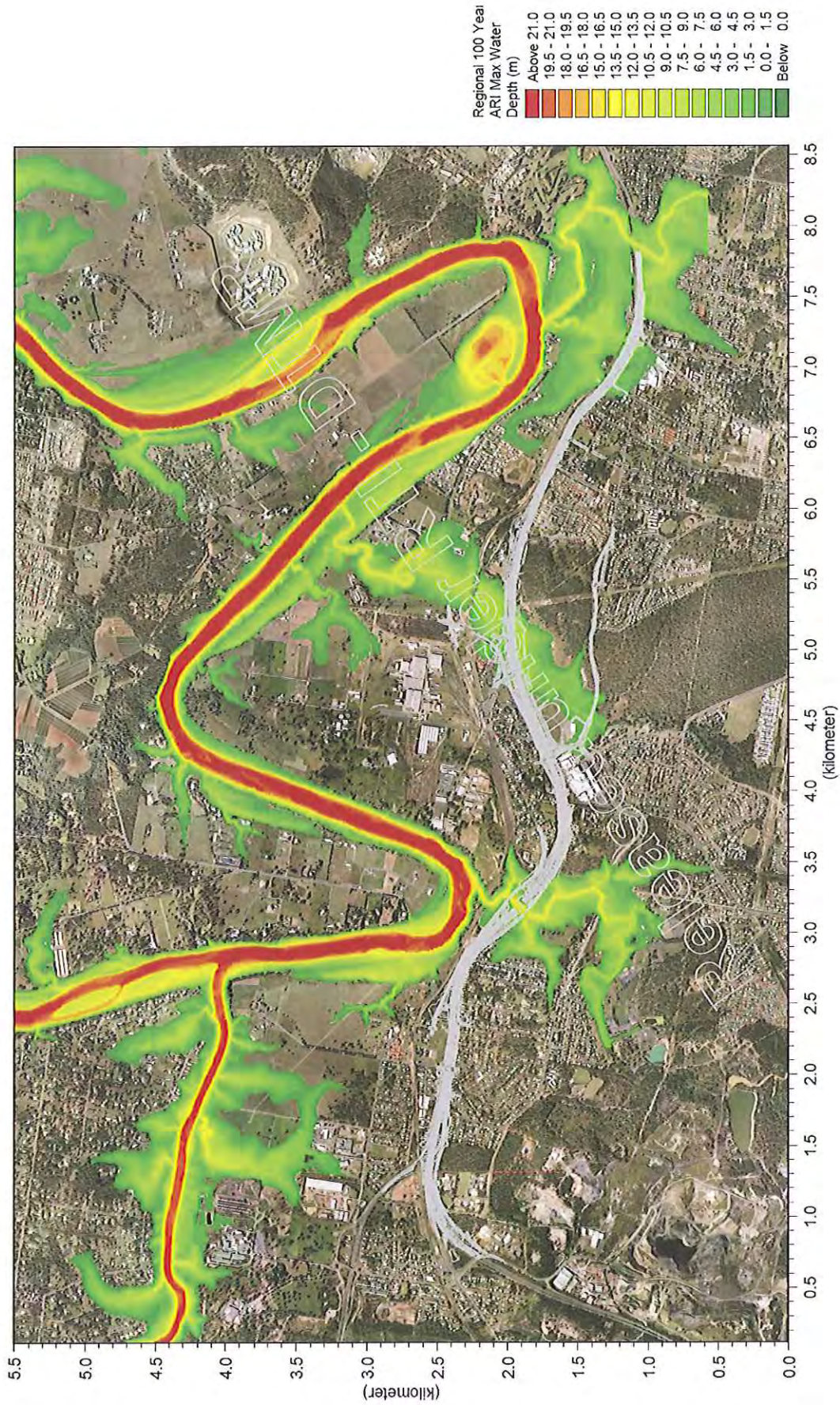


Figure 4-27: 100 year ARI water depth – Design scenario



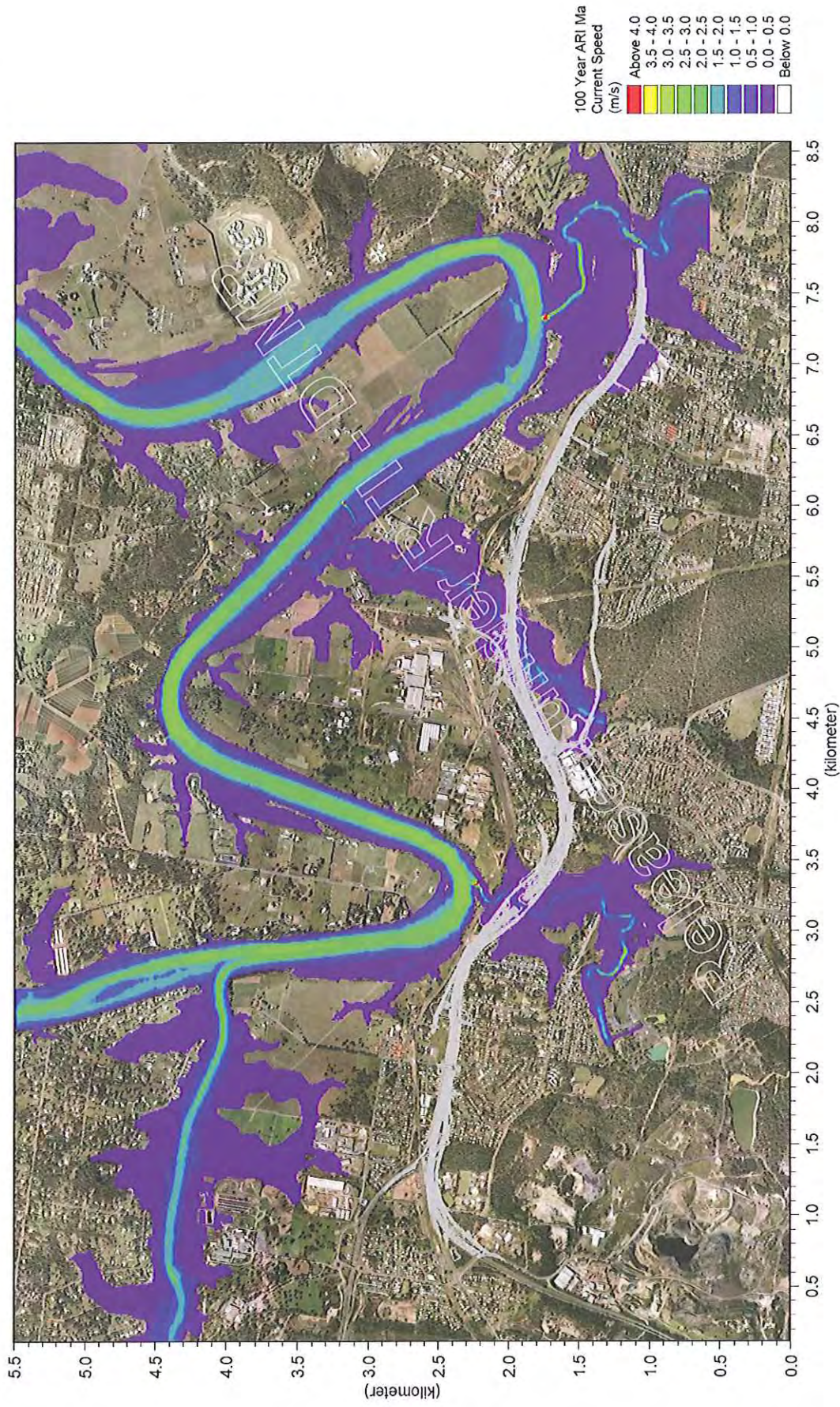


Figure 4-28: 100 year ARI water velocities – Design scenario

### 2000 year design scenario

The following figures are presented below:

- Figure 4-29 water surface levels
- Figure 4-30 water depths
- Figure 4-31 water velocities

Results are tabulated in Table 4-3 (Afflux section).

Released under RTI - DTMR



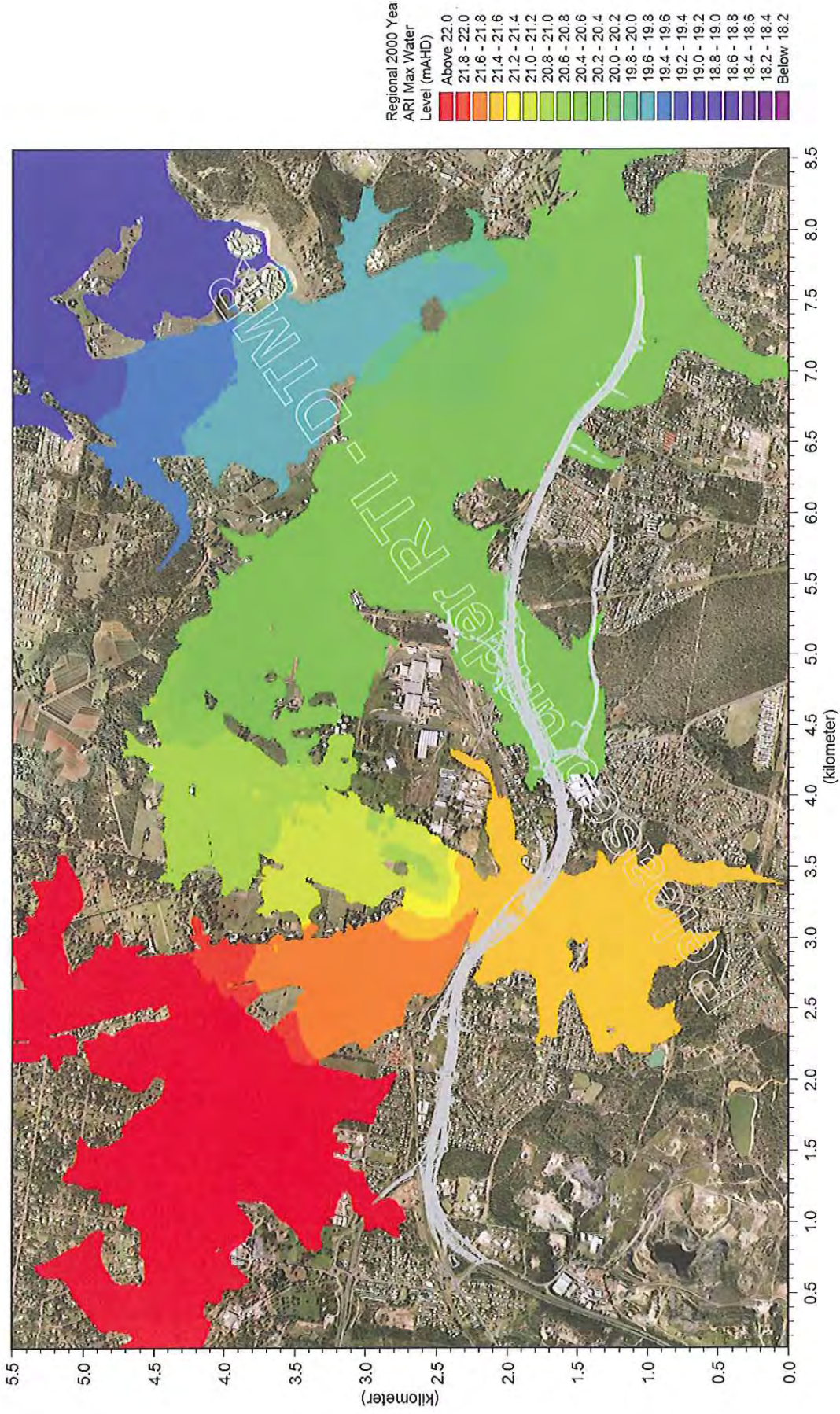


Figure 4-29: 2000 year water surface elevations – Design scenario



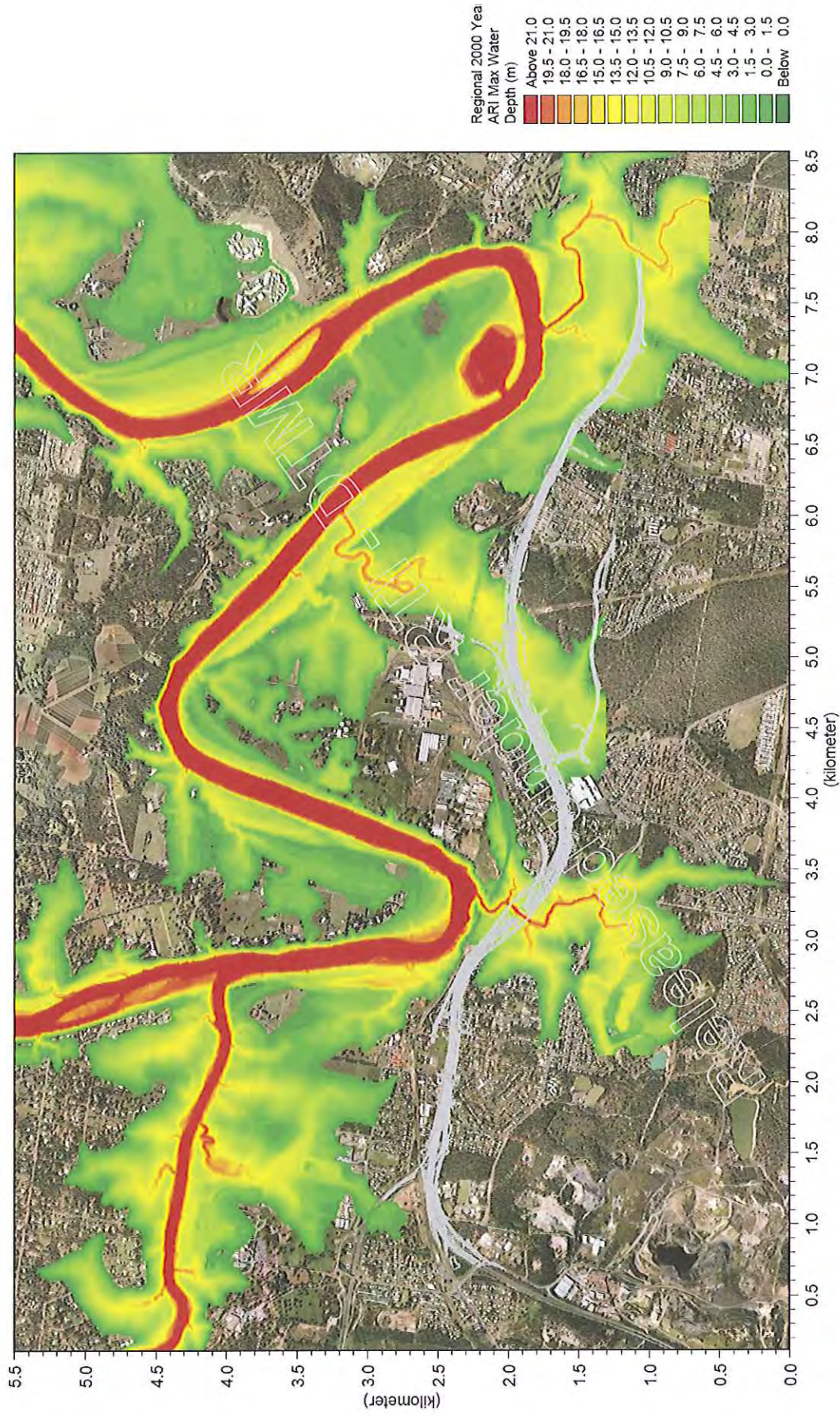


Figure 4-30: 2000 year water depths – Design scenario



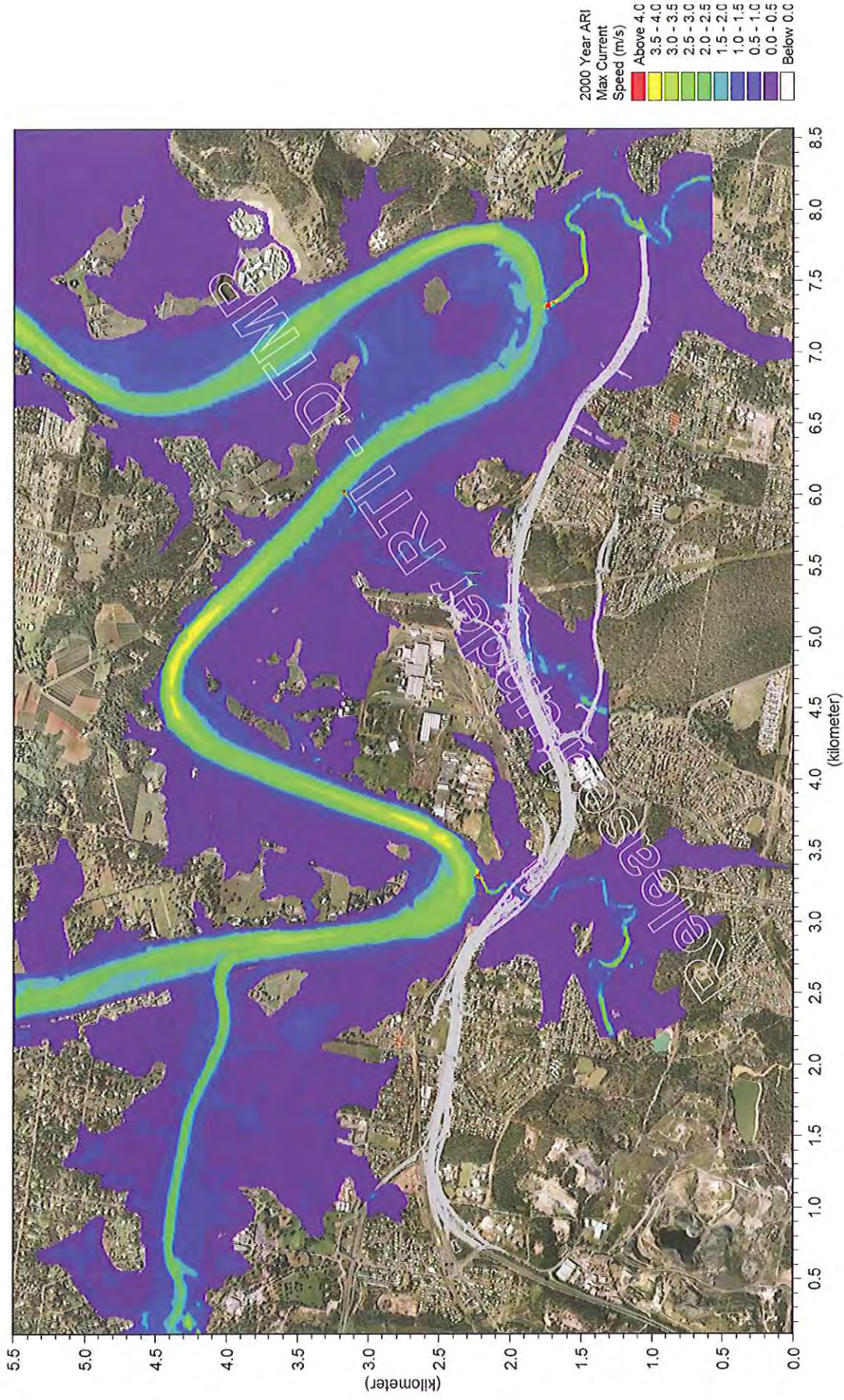


Figure 4-31: 2000 year velocities – Design scenario

## Afflux

Table 4-3 presents a summary of the maximum water surface levels and afflux at various locations within the Brisbane River floodplain. The location of the points is shown in Figure 4-32 and the MIKE grid coordinates are shown in the Table 4-3.

Figure 4-33 presents the afflux map for the regional 20 year ARI design scenario. This figure shows localised afflux at the Smith Road crossing of Goodna Creek. This is expected as Smiths Road will block an existing flow path with no obstruction. The culverts will have a localised impact however they are not expected to adversely impact adjacent private properties as afflux extends approximately 150 m upstream of the proposed culverts. Maximum flood levels and afflux at this location are dictated by the local flood not the regional flood, and hence refer to the Goodna Creek Local Flood Model report for more information (REFHKS100). The culverts across Smiths Road were conservatively modelled as 6 cells: 3300 mm wide by 1800 mm high; however the ultimate design will be provided with the Zone 2 Smiths Road Culverts package (RERODR207) which forms a separate design submission.

Figure 4-34 presents the afflux map for the regional 100 year ARI design scenario. This figure shows no afflux implying that the road design provides Q100 immunity for the motorway with no increase in peak 100 year flows in the regional flood model.

Figure 4-35 present the afflux map for the regional 2000 year ARI design scenario. This figure shows no afflux implying that the road design does not affect peak 2000 year flows in the regional flood model.

The velocity difference maps for 20 year, 100 year and 2000 year ARI events are presented in figures 4-36, 4-37 and 4-38 respectively.



**Table 4-3: Maximum water surface levels and afflux**

Location	L1	L2	L3	L4	L5	L6	L7
MIKE coordinates	(277,220)- (355,150)	(298,224)- (350,180)	(446,144)- (473,132)	(443,153)- (474,141)	(506,192)- (532,191)	(494,209)- (554,209)	(678,131)- (720,100)
Description	Six Mile Ck U/S	Six Mile Ck D/S	Smiths Rd U/S	Smiths Rd D/S	Goodna Ck U/S	Goodna Ck D/S	Chalk St
Bridge ID	BR 350 & BR 330	BR 340 & BR 320	N/A	N/A	BR 230 & BR 235	BR 250	N/A
<b>Regional 20 year ARI</b>							
Water surface level (m AHD) – Base scenario	9.053	9.046	11.666	11.489	8.556	8.4	N/A
Water surface level (m AHD) – Design scenario	9.046	9.043	11.774	11.513	8.486	8.399	N/A
Afflux (m)	-0.007	-0.004	0.108	0.0240	-0.070	0.000	N/A
<b>Regional 100 year ARI</b>							
Water surface level (m AHD) – Base scenario	14.957	14.956	14.095	14.095	14.095	14.095	13.841
Water surface level (m AHD) – Design scenario	14.951	14.951	14.088	14.088	14.088	14.095	13.841
Afflux (m)	-0.006	-0.005	-0.007	-0.007	-0.007	-0.001	0.000
<b>Regional 2000 year ARI</b>							
Water surface level (m AHD) – Base scenario	21.558	21.558	20.324	20.324	20.325	20.325	20.230
Water surface level (m AHD) – Design scenario	21.558	21.558	20.323	20.323	20.323	20.323	20.229
Afflux (m)	0.000	0.000	-0.002	-0.002	-0.002	-0.002	-0.002