



Carisbrook Levee Community Information Meeting

Question and Answer summary

Please note - The following questions were submitted either prior to, during or after the Community Information Meeting on Monday 1 March. Some questions covered the same themes and have only been responded to once to avoid repetitiveness.

Q1. Did Entura design, or assist in the design, of the present Pleasant Street Levee as it is now?

- A. Entura are the consultants that have undertaken the design for the Carisbrook Levee project, which includes the Pleasant Street Levee.

Q2. Are the Railway and Pyrenees Highway culverts part of stage three, stage four or other?

- A. The culverts are part of Stage 3 of the project. The Stages of the Carisbrook Levee project are outlined below:

Stage 1 – Pleasant Street construction (North of Railway Line)

Stage 2 – Williams Road Levee

Stage 3 – Pleasant Street construction (Railway line – Pyrenees Hwy)

- Current contract works completion March 2021
- Pyrenees Highway culverts to be tended March 2021
- Railway crossing works timing to be confirmed upon receiving construction permits

Stage 4 – Levee construction (South of Pyrenees Highway)

Q3. With the Western Levee in its present state, should more major flooding happen and damage occur to the homes on the southern side of Victoria Street and surrounding regions, will Entura take responsibility? As one of those owners of a property along the southern side of Victoria Street, this is a major concern.

- A. The design of the Carisbrook Levee project has undergone extensive flood modelling – not only by Entura but they have also been tested independently. In 2019 the design underwent a peer review by Water Technology. Water Technology independently modelled the design, which confirmed the design achieves the objective of the project - to provide flood protection for a 1% AEP event for Carisbrook from the overland runoff from the west of the township.

Q4. Water is coming in above the western side of the Eastern Levee - mainly down Landrigan Road. Has this been brought into consideration?

- A. The West-East running levee, constructed along Williams Road, captures the main catchment areas to the south (including Landrigan Road, upstream from Williams Road), and diverts flow into McCallum's Creek.

Q5. What are you going to do about the strip of soil that has been left on the corner in Pleasant Street (where the power pole stands) - with a big washout that soil will go down to the pole and needs to be attended to.

- A. The section of land being referred to (corner of Pyrenees Highway and Pleasant Street) is part of the land that has been acquired by Council for the Carisbrook Levee project. This is to allow the open drain to run on the west side of the power pole to align with the Pyrenees Highway culverts.

Q6. At the end of the drain in Pleasant Street the one culvert to allow the water out is of no value once it fills up then it will go up over the road needs much bigger outlets. to allow the water out is of no value once it fills up then it will go up over the road needs much bigger outlets.

- A. The current culvert in Pleasant Street near the railway line is an existing pipe which is only being retained as a temporary measure. This will be removed once the drainage works across the railway line are implemented.

Q7. There is some funding still available from the 2015 / 2016 grant, there is possibly \$700,000 outstanding, what are the plans for this funding?

- A. Remaining approved funding for the project is to go towards the construction works associated at the Pyrenees Hwy and the railway reserve.

Please refer to *Carisbrook Levee Expenditure and Income* attachment for a full breakdown on the costs involved with the project.

Q8. If the township does flood from the creek, what impact will the Western Levee have? How are the blue stone drains incorporated into the flood plan?

- A. The Western Levee will divert the overland flows from the western side of the township around the town to the creek. This run-off would have previously utilised the existing bluestone drains through the town. Implementation of the levee will allow a greater capacity of the existing drainage network to cater for the township of Carisbrook.

Q9. In 2020 a plan was presented for comment – in that plan was the Tomkinson plan. Does Entura endorse Tomkinson's plan?

- A. Tomkinson Group were a consultant engaged by Council to prepare and submit the planning application for the project. As part of the application process, Tomkinson Group prepared a Staging Layout Plan to go with the application. The detailed design has been undertaken by consultants Entura.

Q10. Will the Levee be extended from the railway line down Pleasant Street?

- A. The Levee has already been constructed from the Railway Line towards the north along Pleasant Street. The levee has been constructed by raising the existing road to form the levee.

Q11. Will creek clearing continue from railway bridge to hood street as this is causing a huge bottle neck of water

- A. A Creek Management Plan is currently being developed to set the future direction of Tullaroop Creek area.

Q12. To effectively cope with flood water west of the levee of Pleasant Street does the Pyrenees Highway need to be raised?

- A. The levee is designed for a 1% AEP flood. The Levee design matches the current level of the Pyrenees Highway.

Q13. Why wasn't a small part of private property purchased west of Pleasant Street approximately 6 metres wide as Pleasant Street is the key to the whole levee being a success?

- A. Land acquisition has been required to undertake the flood mitigation project. To minimise the impact on existing land owners, the design has utilised existing road reserves as far as practicable. The design footprint for the road/levee and drainage for the section of Pleasant Street is able to be contained within the existing road reserve, with the exception of the corner of Pyrenees Highway and Pleasant Street which required the acquisition of a portion of land.

Q14. How are two culverts going to cope with the amount of work under the Pyrenees Highway?

- A. The design of the culverts has undergone extensive flood modelling – not only by Entura but they have also been tested independently. In 2019 the design underwent a peer review by Water Technology. Water Technology independently modelled the design, which confirmed the design achieves the objective of the project to provide the flood protection for a 1% AEP event for Carisbrook from the overland runoff from the west of the township.