

My name is Kevin Bennett and I wish to make a submission regarding the **Woolgoolga to Ballina Pacific Highway Upgrade**. I am a landholder at 3551 and 3617 Pacific Highway Corindi. The required number for this project is **SSI-4693**.

I have major concerns regarding assumptions made in the EIS regarding flooding on the Corindi floodplain.

Previous computer modelling of floods for this floodplain have proven to be wildly inaccurate (SMEC 2012) with regards to how water performed in a flood situation. There are no official rainfall recording stations for this catchment area so figures used for any modelling cannot be accepted as accurate, reliable or factual.

The present Pacific Highway acts as a dam on the boundary of my property following work done by RMS in 2011. Grossly inadequate drainage was placed under this section of highway that was also substantially raised. RMS has had to acknowledge the inadequacy of the design following an independent survey. This dam wall has greatly increased flood heights on my property.

The upgrade now proposes to once again change the water behaviour on the floodplain by adding more fill to act as a dam and change the direction of water through bridges which appear inadequate for the quantity of water flowing in this area.

Chapter 8 of the EIS states 'There are no residences but there is shed upstream of the project.' I think that if you take the time to look at this area you will find a residence not too far upstream of the bridges across Corindi River. The residents travel through my property daily.

It is also stated that 'Downstream of the project levels in the Corindi River would decrease in all ARI flood events.' I fail to see how this can happen. If water is held back or its direction changed by the 'damming' on the floodplain more water is going to stay in the river than does at present thus increasing the river height. (p8-25, third last paragraph.) This was a similar situation to January 26th 2012 when the present Pacific Highway held water back forcing more down the river.

Page 8-26 paragraph 4 states that there will be a 20% increase in flood velocity yet there will be no increase in scour. A 20% increase in velocity will greatly affect the material moved by the floodwater as you only had to witness what occurred on 26th January 2012 with regard to scouring and farm items and vegetation being moved.

In the same section of the report it is stated that there will be a 20% increase in velocity of water in Casson's Creek but the water will be contained in the creek. The water does not stay in Casson's Creek but flows across parts of my property at a depth of over 2 metres in places between the proposed bridges and the present bridge. Increase the velocity of this water by 20% and you could potentially have another Lockyer Valley. These increases in water velocity will have an impact on livestock and native wildlife on my property and as there is no high ground downstream of the proposed upgrade for them to seek safe refuge. The increased velocity of water under and over the present highway in the last flood washed livestock through fences on the eastern side of the highway despite the RMS saying that water was lower than in previous floods.

I would suggest that the designers of these bridges have a very in depth talk with people at the Grafton RMS office regarding the January 26th 2012 flood and its impact as they too had severely miscalculated the volume of water on the Corindi floodplain. I have serious concerns that the bridges proposed for this section of the upgrade will be inadequate for the situation.

I would welcome the opportunity to speak with the authors of this report and walk them around my property to explain a few things. However, I suspect this will not happen as they have computers that can tell all from the comfort of an office. Unfortunately we landholders are left with the results of poor planning.