

Nathan Stringer - EIS SUBMISSION .. Upgrading the Pacific Highway .. Woolgoolga to Ballina

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Subject: EIS SUBMISSION .. Upgrading the Pacific Highway .. Woolgoolga to Ballina

FLOODING OF THE CLARENCE VALLEY 2013 .. Tyndale interchange to Iluka Road interchange

During the recent flood it was an opportunity for RMs to inspect the route of the proposed Motoway to see just how much water flows from the river into the swamp flood plain East of the Highway.

I put to the RMS planners the view that to prevent a possible catastrophic flood situation for Maclean and down stream villages this water spreading throughout the flood plain must not be interrupted.

This particular flood went close to breaching the Maclean levy wall and my own experience of the 1950 flood tells me that the wall would be breached in the future if a flood such as that occurred again.

A land bridge above flood height would likely be high enough to enable the movement of wildlife and farming activities to continue undisturbed.

My view is that the New Motorway should be built as a land bridge across the flood plains at the following locations;

1. Tyndale Hill to Greens Hill
2. Greens Hill to Maclean Interchange .. When the Maclean Interchange is in place it will eliminate a major entry point for water flowing from river into swamp flood plain.
3. Harwood Bridge (Clarence River) to Mororo Bridge (North Arm Clarence River) across Harwood & Chatsworth Islands. Sections of land bridge may only be required across these islands.

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