

### Committee Information Requested

Notes from meeting with Council, 11 May 2016 at Eastern Boat ramp

**Purpose:-** To discuss with Council questions raised by the community regarding the Dredging Project

**Present:** CCB - Col Ashford, Kristen Bird (KB), Robyn Kerves, Fran Shanahan, Dirk Treloar, Bill Hackett  
Council - Isabelle Ghetti (IG)

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- **Information and specific details on the theory behind the recommended Northern Alignment Dredging Configuration (Meeting 11<sup>th</sup> May 2016 TBC) Ben Morgan**

*Ben Morgan has left Royal Haskoning and has been replaced by Gary Blumberg. RH have provided Council with a summary report that explains the rationale for the location/design of the dredged channel. IG will forward a copy of the report to KB.*

*In summary, the design of the channel to be dredged is based on surveys in Sep 2015, and Feb 2016 which determined that the location of the channel will provide for 1.00m inflows and 1.1m outflows which are the required flows to minimise sand being deposited. Historical records/images indicate that tidal flows occur in a circular motion with inflows running along the location of the dredged channel, and outflows along the current channel.*

*IG said it is difficult to categorically state that the dredged channel will meet community expectations because of the fluid nature of the entrance and estuary. IG stated that expert advice is that the premature opening/mechanical intervention of the entrance will bring in more sand which will impact on tidal outflows and the expected value of the dredged channel. The ideal level for intervention is above 1.0 (as per Council Entrance Management policy).*

- **Details of the post construction ongoing involvement by Ben Morgan as referred in the REF, including clarification of the extent, the duration, and the specific contact point of this ongoing involvement to ensure long term success of this project.**

*Royal Haskoning consultant engineer is now Gary Blumberg. Another RH contact is Rick Plain*

- **Clarify the thinking behind the viability and sustainability of the Northern Alignment channel as a tidal Channel and Navigable Channel given all the other natural factors currently and historically occurring in the Lake Entrance area**

*See comment under 1<sup>st</sup> bullet point above*

*In response to a question regarding large/flood outflows, IG stated that if the lake reaches 1.0m and intervention is required to open the entrance, the resultant large outflow will not impact the dredged channel*

*IG confirmed that whilst the project has multiple objectives, the key objective is to provide a navigable channel*

- **Alternative options and funding for a Planned Opening.**

*IG suggested that the CCB explore options and funding and prepare a submission to SCC Councillors. Ideally the submission should be made before dredging is completed. IG estimates it*

*would take Council 4-5 weeks to investigate and consider the options in a submission received from the CCB, and a further 4-5 weeks to obtain responses from relevant authorities and agencies*

Summary of answers to some of the questions

- 1. Navigation Markers in the dredged channel**
  - *CCB to discuss with Waterways (Mike Hammond)*
- 2. Access to dredged channel from east of Chinaman's Island**
  - *IG to check that the dredged channel connect to the navigable channel adjacent to Chinaman's Island*
- 3. Will the new channel deteriorate if tidal flow is blocked or limited – eg from westerly wind action on the lake (a rewrite of question 7 on the Information Sheet)**
  - *According to IG - No*

#### **Agreed Actions**

1. IG – forward to KB a copy of the Royal Haskoning report that provides the rationale for the location and design of the dredged channel
2. IG - Check BOM vs MHL data (graphs), and the accuracy of the BOM gauge
3. CCB – Explore options for obtaining a tidal flow on the dredged channel other than from a flood event, and prepare a submission to Councillors for consideration
4. CCB – Submit a request to Councillors for the stockpile of sand to be removed prior to any repairs undertaken on the Entrance Rd
5. IG – Provide a copy of the detailed drawings of the dredging alignment developed for the project
6. IG – Provide a copy of the images taken by the Council drone of the entrance and estuary and that were used to determine the ideal location of the dredged channel
7. IG – Check that the dredged channel connects to the channel at Chinaman's Island (ie that the channel is navigable from Chinaman's Island to the entrance)
8. CCB – Liaise with Waterways (Mike Hammond) wrt navigation markers along the dredged channel, and the location of current markers in the existing channel