



Deleted: <sp>

Name of Witness	Gavin William KELE
Date of Birth	[REDACTED]
Address and contact details	[REDACTED]
Occupation	Business Owner
Officer taking statement	Detective Sergeant Stephen Platz
Date taken	08/07/2011

Gavin William KELE states:

1. I am a [REDACTED] year old male presently residing at [REDACTED] Rockhampton. I am the major shareholder in S.W.KELE and Co. Pty Ltd which is a pre-cast concrete manufacturing business that has been in the family since 1933. This business operates from 2 Canoona Road, Rockhampton. Adjacent to this property are two further properties that have been in the family since 1959, these are [REDACTED] Lion Creek Road and [REDACTED] Lion Creek Road, Rockhampton. The total land area of these properties is about 6 acres and is located on the southern side of the Rockhampton airport.
2. Rockhampton has had four major floods in its modern history. Firstly, the 1918 flood being the highest recorded flood, the 1954 flood, 1991 flood and the recent 2011 flood. My father constructed the infrastructure on our property at Canoona Road to be at or higher than the 1918 flood peak. As a result, we have not suffered any flood damage during the 1991 and 2011 floods. Rockhampton flooding generally emanates from overflows of the Fitzroy River, which runs through the middle of Rockhampton.

Witness Signature: [REDACTED]
Page Number 1 of 5

Signature of officer

400 George Street Brisbane
GPO Box 1738 Brisbane
Queensland 4001 Australia
Telephone 1300 309 634
Facsimile +61 7 3405 9750
www.floodcommission.qld.gov.au
ABN 65 959 415 158

QFCI

Date: 11/11/11 JM

Exhibit Number: 985

3. Some time in the 1970's the Council constructed a concrete barrier across the Fitzroy River known as 'the barrage' which provides a permanent water supply to the town. This was constructed down stream of Lion Creek, a tributary of the Fitzroy River that runs to the south west and intersects the main runway of the airport. When the barrage was constructed we expected a lift in flood heights because of its damming effect. In 1991 the flood levels at Lion Creek were 150mm above the 1954 flood but as the town gauge is situated downstream of the barrage, the water levels, at this point, were 100mm lower than the 1954 flood. In some areas closer to the barrage, levels were up to 500mm higher than 1954 heights.

4. In 2007/2008 I decided to sell my property at [REDACTED] Lion Creek Road and advertised it for sale. Soon after, aerodrome staff approached our agents and asked if I was interested in selling [REDACTED] Lion Creek Road also. I later decided to sell both blocks for \$600,000 each. At this time we had a lot of other interest for [REDACTED] Lion Creek Road but I held off due to the interest expressed by the aerodrome. After a long delay, the aerodrome indicated that they couldn't afford the land and decided not to buy. I subsequently re-advertised both blocks for sale. The aerodrome is owned and operated by the Rockhampton Regional Council.

5. Since this time, however, the aerodrome staff and town planners have discouraged buyers due to zoning changes to this land. Our property is now zoned under "airport services" and within a high flood risk area. I was confused as to why the flood risk has heightened as we were not affected by the last three floods. I was therefore wondering what the Council knew that I didn't, so I started making enquiries into this issue.

6. My first concerns were highlighted when I read a flood survey report conducted by the Queensland Government in 1992. This survey was used when designing the runway extension over Lion Creek. The first thing I noticed was that the flood flow directions were not consistent with what I have observed on the flood plain. The flood height, speed and direction are now influenced by a number of other factors that were not taken into account in this report. These factors include; the

Witness Signature.. [REDACTED] Signature of officer

Page Number 2 of 5

barrage, aerodrome extension, the elevated 9 Mile Road and extensive security fencing. I am able to produce an aerial photograph depicting flood flows at various heights.

EXHIBIT: Aerial photograph of Fitzroy River, Rockhampton depicting flow direction on flood plain

Marked Exhibit No/...


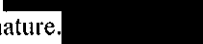
- 7. I conducted research on the effects of the 1918 flood which showed that areas that were in back water during recent flooding were raging torrents with little or no warning in 1918. I am able to produce a map of the flood flows during the 1918 flood.

EXHIBIT: Map of 1918 Rockhampton Flood from 'Marooned' by Barbara Webster.

Marked Exhibit No/...

- 8. As previously explained, the barrage has increased the flood water heights since its construction and this risk was accepted by the community due to the benefits to the community of a drinking water supply. However, if floods similar to the 1918 flood (8.8m or higher) occurred, the flows and levels would be increased substantially. My research indicated that in 1918 houses on the southern bank of the Fitzroy River, near to where the barrage is now located, were completely washed away. Now that the barrage is built, these properties are worse affected by flood waters. My other concern, surrounding this issue is the increased development at the Rockhampton airport and the relocation and elevation of 9 Mile Road.

- 9. The airport runway extension over Lion Creek was constructed to provide the airport with a full-sized international runway. It is my belief that the extension will cause further flood problems during an 8.8 metre or higher flow due to its

 ... Signature of officer
 Witness Signature,  ...
 Page Number 3 of 5

damming effect on the flood plain. The extension partially blocks one of the main flows between Lotus Lagoon and Lion Creek as well as changing the direction of the flood flows. Further exacerbating the problem is the construction of other airport infrastructure such as security fences and buildings. All of this construction in an area that was severely affected by flows during the 1918 flood event would cause further and more severe flooding in town due to the restrictions placed on the flood plain. From my investigation I believe that the runway and other infrastructure have created a funnel effect between the runway and the development at the edge of town. This kilometre and a half 'entry point' would then gradually restrict the flows thus increasing the intensity of the water. The areas most at risk would include hundreds of homes and businesses, three to four age care facilities in Park Avenue, West Rockhampton, various industrial developments and airport infrastructure including assets belonging to the Singapore Army and the Australian Army.

- 10. Edwards Road and the 9 Mile Road border the north western side of the airport. This road had been elevated to enable road access to a property when the airport runway was extended. Unfortunately, as the road is built above the flood plain it acts as a dam, diverting water flows towards West Rockhampton, Pink Lily and Park Avenue. Further to this issue, there is the proposed Western Corridor Road project that runs to the west of the airport. I am concerned that this would repeat the same problem as the 9 Mile road causing increased backflow into built up areas. I am able to produce a map of this proposed Western Corridor Road project.

EXHIBIT: Map depicting Western Corridor option within 'Fitzroy River Floodplain and Road Planning Study, March 2011'

Marked Exhibit No/...

- 11. Since 2008 I have forwarded a number of letters outlining my concerns over flooding and changes to land zoning to the Rockhampton Regional Council. Flood heights and flows witnessed in the 2011 flood confirm all of my concerns. After the 2011 flood I attended a meeting with the Council where I prepared a power

Witness Signature. [Redacted] Signature of officer
Page Number 4 of 5

Deleted: <sp>

point presentation and produced other material supporting my concerns over the issues raised. I also received correspondence from the council responding to my concerns. I am able produce this material.

EXHIBIT: Correspondence and other material relating to flooding concerns in West Rockhampton.

Marked Exhibit No/...

Gavin KELE

Justices Act 1886

I acknowledge by virtue of section 110A(5)(c)(ii) of the Justices Act 1886 that:

- (1) This written statement by me dated 8/07/2011 and contained in the pages numbered 1 to 5 is true to the best of my knowledge and belief; and
- (2) I make this statement knowing that, if it were admitted as evidence, I may be liable to prosecution for stating in it anything that I know is false.

.....Signature

Signed at Rockhampton this 31st day of August2011

Deleted: Brisbane

Deleted: §
§
§
§
§
§
§
§
§
§
§

Formatted: Line spacing: 1.5 lines

Witness Signature. [Redacted] .. Signature of officer
Page Number 5 of 5