

Advisory Committee Meeting

18th February 2013

Summary of Discussions - Key Issues & Sand Movements

Cyclone Oswald - The impact on the jetty pumping facility infrastructure due to tropical cyclone "Oswald" was minimal with some minor water leakage into the control room and damage to the Osprey nest which was subsequently repaired. The impact on the pumping operation however was much greater as the debris discharging from the Tweed River floodplain combined with the coastal erosion debris of the beaches created significant blockages of the jet pumps. The clearing of the debris will be an on-going issue and is expected to continue over the next few months.

Although a **compliant channel exists**, close monitoring of the Tweed River entrance conditions is continuing with the dredger "on notice" to commence dredging should shoaling beyond the threshold criteria eventuate.

The release of the **Community Consultation Report** for the four enhancement options for the project was recently announced. This report is available on the web-site for public download and perusal.

Sand Movements - Up to September 2012 Letitia Spit was continuing to widen from the north. Similarly Fingal Beach was also building seaward from the south. Central Letitia Spit however has yet to fully recover from the severe storms of 2009.

The Tweed River entrance has lost a significant amount of sand which has been transported both northwards and seawards. Prior to Cyclone "Oswald" the off-shore area of Point Danger accreted to the same extent as if there had been a dredging of the river entrance. This has resulted in the recovery of the nearshore shoals and increased protection of Duranbah Beach.

A discussion of the **pumping operations during prolonged storm events**; and formation of an erosion hole at Snapper Rocks with associated shoal formation wide off Rainbow Bay as a result of the action of storm waves; were key discussions of the meeting. An agreed approach, which was endorsed at a later site meeting and may potentially partly alleviate these undesirable storm consequences, is presented on the Project web site at the following link:

http://www.tweed sandbypass.nsw.gov.au/topics_of_interest/a_new_trial_sand_placement_for_tweed_sand_bypassing

The continuing **improvement in the sand transport regime within Coolangatta Bay** has resulted in a general deepening of the Bay. At Kirra the volume of sand was up until November 2012 only one storm event away [approximately 90,000 m³] from returning to the pre –project levels in 2000.

A range of **Communications initiatives** are well advanced and documented on the project web site.