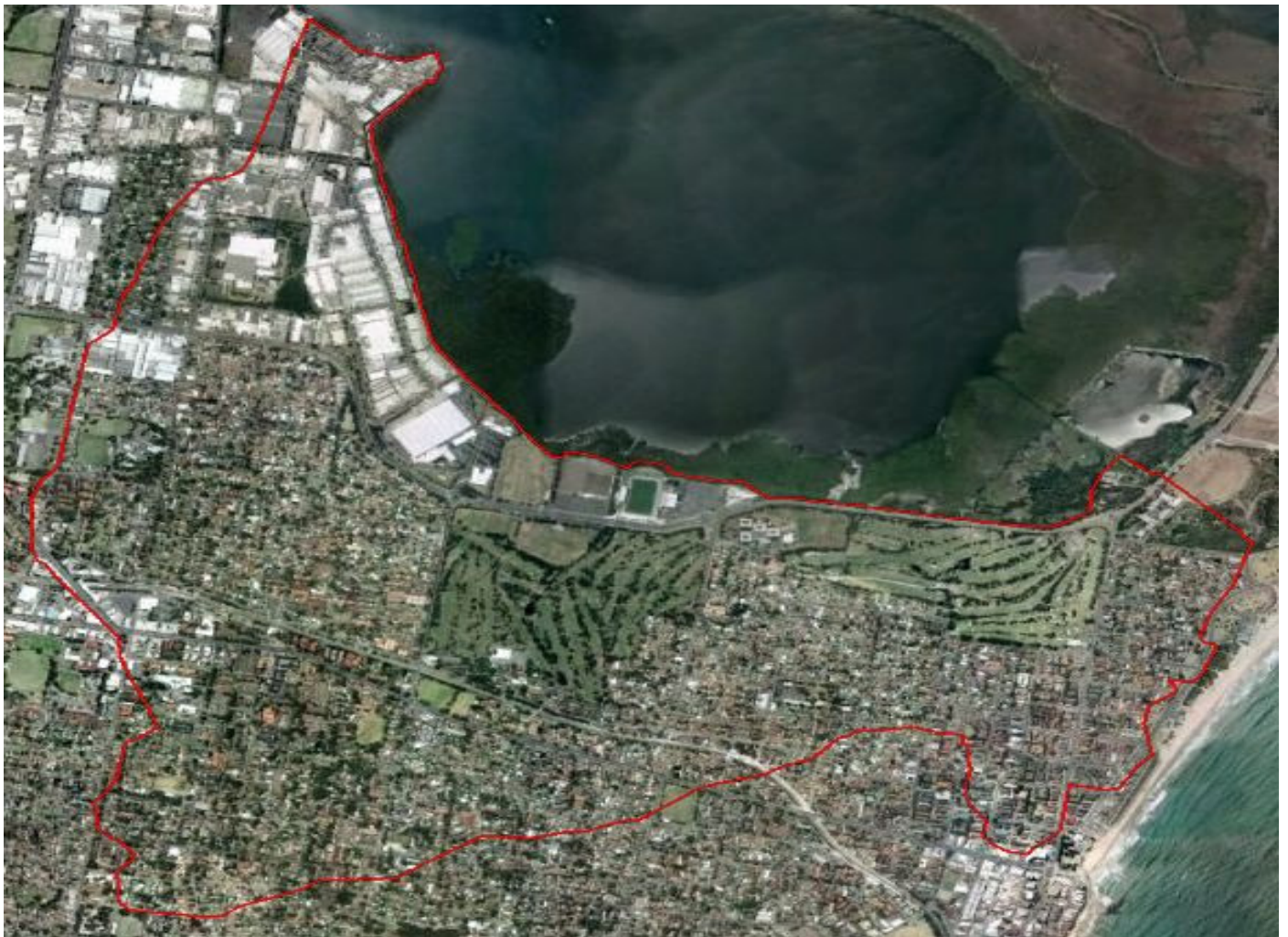


# WOOLOOWARE BAY CATCHMENT FLOOD STUDY

FINAL REPORT







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### FINAL REPORT

MARCH 2014

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## FOREWORD

The NSW State Government's Flood Policy provides a framework to ensure the sustainable use of floodplain environments. The Policy is specifically structured to provide solutions to existing flooding problems in rural and urban areas. In addition, the Policy provides a means of ensuring that any new development is compatible with the flood hazard and does not create additional flooding problems in other areas.

Under the Policy, the management of flood liable land remains the responsibility of local government. The State Government subsidises flood mitigation works to alleviate existing problems and provides specialist technical advice to assist Councils in the discharge of their floodplain management responsibilities.

The Policy provides for technical and financial support by the Government through four sequential stages:

1. ***Flood Study***
  - Determine the nature and extent of the flood problem.
2. ***Floodplain Risk Management***
  - Evaluates management options for the floodplain in respect of both existing and proposed development.
3. ***Floodplain Risk Management Plan***
  - Involves formal adoption by Council of a plan of management for the floodplain.
4. ***Implementation of the Plan***
  - Construction of flood mitigation works to protect existing development, use of Local Environmental Plans to ensure new development is compatible with the flood hazard.

The Woollooware Bay Catchment Flood Study constitutes the first stage of the management process for the Woollooware Bay catchment area. WMAwater (formerly Webb, McKeown & Associates) were commissioned by Sutherland Shire Council to prepare this study on behalf of Council's Floodplain Management Committee. This report documents the work undertaken and presents outcomes that define flood behaviour for existing catchment conditions. This study provides the basis for the future management of flood liable lands within the study area.

## EXECUTIVE SUMMARY

The NSW Government's Flood Policy provides for:

- *a framework to ensure the sustainable use of floodplain environments,*
- *solutions to flooding problems,*
- *a means of ensuring new development is compatible with the flood hazard.*

Implementation of the Policy requires a four stage approach, the first of which is preparation of a Flood Study to determine the nature and extent of the flood problem.

The Woollooware Bay Flood Study was initiated as a result of substantial flooding of roads and residential areas, most recently in May 2003. This report has been prepared by WMAwater on behalf of the Sutherland Shire Council and the Office of Environment and Heritage (OEH) under the guidance of Council's floodplain management committee.

The specific aims of the Woollooware Bay Flood Study are to:

- *define flood behaviour in terms of flood levels, depths, velocities, flows and extents within the Woollooware Bay catchment study area;*
- *prepare flood hazard and flood extent mapping;*
- *prepare suitable models of the catchment and floodplain for use in a subsequent Floodplain Risk Management Study; and*
- *to consider the potential effects of a climate change induced increase in design rainfall intensities and sea level rise.*

**Description of Study Area and Flood Mechanism (Sections 2.1 and 2.2 of report):** The Woollooware Bay catchment has an area of approximately 6 km<sup>2</sup> and is located within the Sutherland Shire Local Government Area (LGA) and forms part of the lower Georges River floodplain. It is bound by Botany Bay to the north, Bate Bay sub-catchment to the east, Gwawley Bay sub-catchment to the west and Port Hacking sub-catchment to the south.

Land use in the catchment is predominately residential with industrial and recreation lining the foreshore of Woollooware Bay. Mangrove swamps are found around the Bay area. Some were later reclaimed to create parks and playing fields including Endeavour Field (Toyota Park), Woollooware Golf Course and Cronulla Golf Course. The catchment slopes from south to north towards the Bay with the lower reaches typically flat and low lying. The catchment is drained primarily by a Council owned sub-surface pipe system, with natural earth drainage channels located downstream in the golf courses.

A combination of flat topography and proximity to Woollooware Bay makes a large portion of the downstream areas susceptible to flooding. The governing flood mechanisms for this part of the catchment where the two golf courses are located at include local runoff and tidal inundation. Captain Cook Drive, which is situated along the downstream end of the catchment boundary,

acts as a significant barrier to runoff from entering Woollooware Bay. Large quantities of floodwaters would flow from the Woollooware Golf Course onto Captain Cook Drive and subsequently onto the Endeavour Field area.

**Past Floods (Section 2.3 of report):** One of the most recent significant flooding that occurred within the catchment is the May 2003 event. This event has been well-documented with newspaper reports and correspondence received by Council record heavy damages to factories, houses and motor vehicles. Many of the community complaints were recorded on Council's Customer Response Management System (CRMS). Another known event occurred in March 1975 which caused widespread flooding throughout Sydney including parts of the Sutherland Shire though at this locality the magnitude of the event cannot be accurately determined. Flooding of Captain Cook Drive and the golf courses has also been reported for frequent events.

**Available Data (Section 3 of report):** A study (Initial Subjective Assessment of Major Flooding) was carried out by Bewsher Consulting in 2004 to assist Council in identifying land likely to be at risk of major flooding. The focus of the investigation was to expeditiously identify the scale and extent of potential flooding and to set priorities for development of Floodplain Risk Management Studies and Plans. In this study, the Woollooware Bay catchment ranked third in terms of exposure to flooding in Sutherland Shire. For the modelled 100 year ARI and extreme flood events, 632 and 740 properties were estimated to be flooded in the Woollooware Bay catchment respectively.

Airborne Laser Scanning (ALS) survey (provides a very accurate and detailed definition of the ground surface) was available for the entire study area and was used to determine catchment areas as well as to define the topography for the hydraulic models. Council also provided details on the pit and pipe network within the catchment which were verified by survey carried out in early 2012.

A community questionnaire survey was undertaken early 2012 with a return rate of 9% (404 responses) which aided in identification of problem flood regions within the catchment.

**Approach (Sections 4 to 6 of report):** In the absence of an extensive historical flood record, a flood frequency approach cannot be undertaken for the Woollooware Bay catchment. Therefore, design rainfalls have been used in conjunction with the establishment of a hydrologic/hydraulic modelling system. A DRAINS hydrologic model was established which provides inflow hydrographs into the TUFLOW hydrodynamic model. The TUFLOW model incorporated both major subsurface drainage features and overland flow paths within the model extent. The two components were dynamically linked such that the model accounted for the interactions between the drainage system and overland flow behaviour.

**Model Verification (Section 8.2 of report):** Due to the lack of available data a rigorous calibration (matching of actual flood height data to that produced from the models and so verifying the accuracy of the models) of the TUFLOW model could not be undertaken. This situation is typical of all urban catchments where there are limited flood records available (no instruments measuring water level installed and residents may not actually see the floodwaters

since the flood happens very quickly – thus has to rely on debris marks or such. Questionnaires were sent out as part of this study to allow residents to advise of past flood events and data). Instead, a qualitative verification of the model was carried out by comparing the distribution of reported above floor flooding from Council's CRMS database and survey questionnaire with the extent of flooding predicted by the TUFLOW hydraulic model for the May 2003 flood event. This exercise indicates that the results from TUFLOW are generally similar to historical data. However, both rainfall and flood level data should be collected immediately following the next major flood and used to further verify the results as per the 2005 NSW Floodplain Development Manual.

**Determination of Design Flood Flows and Levels (Section 8.4 of report):** Design rainfall data from the Bureau of Meteorology and design rainfall patterns from Australian Rainfall and Runoff (1987) were obtained and input to the modelling procedure to obtain the design flood data. Detailed mapping was undertaken for a range of design events (5 year, 10 year, 20 year, 50 year, 100 year, 200 year ARI events and the Probable Maximum Flood) with the results provided as maps showing:

- Peak flood depths for all design flood events, Figure 15 - Figure 21;
- Peak flood levels for the 100 year ARI and PMF events, Figure 22 - Figure 23;
- Peak flood velocity for the 100 year ARI and PMF events, Figure 24 - Figure 25;
- Provisional flood hazard categorisation for the 100 year ARI and PMF events, Figure 26 - Figure 27;
- Preliminary flood hydraulic categorisation for the 100 year ARI and PMF events, Figure 28 - Figure 29;
- Change in peak flood extents for climate change scenarios (rainfall increases and sea level rise) for the 100 year ARI and PMF events, Figure 30 - Figure 33;
- Peak flood profiles along key parts of the catchment for all design flood events and climate change scenarios, Figure 34 - Figure 35, with the profile locations indicated on Figure 14;
- Preliminary flood planning area, Figure 36; and
- Preliminary flood emergency response classification for communities, Figure 37.

A 'peak envelope' approach that adopts the highest of the predicted levels from the two flooding mechanisms, i.e. catchment runoff and tidal inundation, has been used to estimate the design flood levels.

**Accuracy of Design Flood Levels and Extents (Sections 8.5 and 8.6):** Sensitivity analyses (to assess the effects of changing various model parameters) were undertaken on model results. Part of this analysis was to assess the effects of possible increases in design rainfall (10%, 20% and 30%) and sea level rise (increase of 0.4 m and 0.9 m for the 2050 and 2100 scenarios respectively) due to climate change. The results indicate that the average increase (based on a comparison of the peak flood level at selected review points) in the 100 year ARI flood event is:



- low level rainfall increase of 10% = +0.03 m;
- medium level rainfall increase of 20% = +0.06 m;
- high level rainfall increase of 30% = +0.10 m.

However the results do show some variation between locations. On the other hand, the impacts of sea level rise are largely confined to the low lying areas adjacent to Woollooware Bay.

The model results are much less sensitive to changes of the model parameter values. The most sensitive parameter was the pipe/culvert blockage factor which resulted in a maximum change in peak flood level of  $\pm 0.2$  m.

Due to the limited quantity and quality of the calibration data available and in view of the sensitivity analyses, it is estimated that the order of accuracy of the design flood levels is up to  $\pm 0.2$  m, however in many places the order of accuracy will be  $\pm 0.1$  m. These orders of accuracy are typical of such studies and can only be improved upon with additional observed flood data to refine the model calibration and more detailed and accurate definition of the terrain.

**Outcomes:** The main outcomes of this study are:

- full documentation of the methodology and results;
- preparation of depth, velocity, hazard and extent maps for the study area;
- an assessment of the potential impacts of climate change on flooding; and
- a modelling platform that will form the basis for a subsequent Floodplain Risk Management Study and Plan.

**Recommendations:** This Flood Study should be adopted by Council before proceeding with the subsequent Floodplain Risk Management Study and Plan. As part of these subsequent studies a risk analysis of the implications of climate change on flooding should be undertaken.

The key recommendation from this study is to highlight the importance of collecting and maintaining a database of historical rainfall and flood height data. It is vital that information from future flood events is collected within 24 hours and the magnitude and direction of flow paths through private property recorded. This information will significantly improve the accuracy of the design flood levels and extents and ensure that known flood areas are identified and assessed. Data collection can be undertaken by Council Officers digitally photographing flood marks etc (they can be levelled later based on the photograph) and possibly mailing out a resident questionnaire requesting information and photographs. Unfortunately if this process is not done quickly, information is lost forever.

## 1. INTRODUCTION

This Flood Study has been prepared by WMAwater (formally Webb, McKeown & Associates) on behalf of Sutherland Shire Council (Council). The main objective of this study is to define the flood behaviour in the Woollooware Bay catchment (the catchment) under existing conditions. This study has examined past flood events in addition to undertaking a flood assessment for a range of design storms. The findings in this report provide information to inform Council with regards to managing existing and future flood risk within the catchment.

### 1.1. Objectives

The information and results obtained from this Flood Study will define existing flood behaviour and provide a firm basis for the development of a subsequent Floodplain Risk Management Study and Plan. A variety of flood mechanisms including mainstream flooding, local overland flow flooding and tidal inundation were considered.

In addition to defining the flood behaviour (5 year, 10 year, 20 year, 50 year, 100 year, 200 year ARI events and the Probable Maximum Flood (PMF)) in the Woollooware Bay catchment, the study was developed to:

- Define flood behaviour in terms of flood levels, depths, velocities, flows and flood extents within the study area;
- Provide provisional flood hazard and flood extent mapping (for all design events modelled); and
- Consider the potential effects of a climate change induced increase in design rainfall intensities and sea level rise in accordance with the NSW Government guidelines<sup>1</sup> (Reference 1).

The study has established suitable hydrologic and hydraulic modelling tools, demonstrated their capacity to emulate local flood behaviour via verification (as data allows) and then applied these tools to establish the existing flood risk for a range of design flood event probabilities in conjunction with a range of event durations. The modelling system is suitable for assessing flood mitigation works in the Floodplain Risk Management Study and Plan.

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<sup>1</sup> It should be noted, however, that in September 2012 the NSW Government repealed mandatory compliance with the 0.4 m sea level rise by the year 2050 and 0.9 m sea level rise by the year 2100. Councils in NSW must now make their own decisions regarding the assessment of sea level rise.

## 2. BACKGROUND

### 2.1. Study Area

The Woolooware Bay catchment is located approximately 20 km south of the Sydney CBD within the Sutherland Shire Local Government Area (LGA) and forms part of the lower Georges River floodplain. It is bound by Botany Bay to the north, Bate Bay sub-catchment to the east, Gwawley Bay sub-catchment to the west and Port Hacking sub-catchment to the south. The catchment includes the suburbs of Taren Point, Caringbah, Woolooware and Cronulla. A location map of the study area is shown as Figure 1.

The Woolooware Bay catchment has an area of approximately 6 km<sup>2</sup>. Figure 2 shows the existing land use of the study area. Land use in the catchment is predominately residential with industrial and recreation lining the foreshore of Woolooware Bay. Mangrove swamps are found around the Bay area. Some were later reclaimed to create parks and playing fields including Endeavour Field (Toyota Park), Woolooware Golf Course and Cronulla Golf Course. The catchment slopes from south to north towards the Bay with the lower reaches typically flat and low lying (refer Figure 3). The two golf courses located in this part of the catchment are both subjected to tidal inundation.

### 2.2. Drainage System and Flood Mechanism

The catchment is drained primarily by a Council owned sub-surface pipe system, with natural earth drainage channels located downstream in the golf courses. There are approximately 1,800 drainage pits and 1,750 stormwater pipes and culverts within the study area. Floodwater discharges into Woolooware Bay either in the form of diffuse outflows or through the tidal channels and pipes found along the downstream boundary of the catchment.

As the catchment is subdivided by the Sutherland – Cronulla railway line (refer Figure 1), limited overland flow paths exist for the upstream catchments, i.e. Gannons Rd. Typically, during major flood events, the pipe culverts underneath the railway line only have sufficient capacity to convey a proportion of the peak flood discharges from the upper parts of the catchment. As a result, excess floodwaters tend to “build up” behind the railway embankments, forming temporary flood storage areas.

A combination of flat topography and proximity to Woolooware Bay makes a large portion of the downstream areas susceptible to flooding. The governing flood mechanisms for this part of the catchment where the two golf courses are located at include local runoff and tidal inundation. Captain Cook Drive, which is situated along the downstream end of the catchment boundary, acts as a significant barrier to runoff from entering Woolooware Bay. Large quantities of floodwaters would flow from the Woolooware Golf Course onto Captain Cook Drive and subsequently onto the Endeavour Field area. Several gross pollutant traps (GPTs) are also installed in the catchment, mostly in the golf courses as well as at the outlets going into the Bay.

## 2.3. Flood History

One of the most recent significant flooding that occurred within the Woollooware Bay catchment is the 13<sup>th</sup> to 16<sup>th</sup> May 2003 event. This event has been well-documented with newspaper reports and correspondence received by Council record heavy damages to factories, houses and motor vehicles. Many of the community complaints were recorded on Council's Customer Response Management System (CRMS), of which a total of 68 complaints were in the vicinity of the study area. These complaints can be further sub-divided into the following categories:

- Reference to flooding above floor level - 5 complaints
- Reference to flooding on property - 21 complaints
- Reference to flooding on roadways - 2 complaints
- Reference to drainage maintenance issues - 25 complaints
- Issues unrelated to flooding - 15 complaints

These complaints were fairly evenly distributed across the catchment with the exception of the eastern section, as shown on Figure 4. Most complaints referred to flooding on residential properties and only 3 provided estimates of inundation depths. The other issues raised by these complaints were insufficient drainage and blocked drains.

Several historic photos have been obtained that highlight the potential magnitude of flooding in the region. Photo 1 shows flooding of Captain Cook Drive at the intersection with Gannons Road for the March 1975 event. This event was known to have caused widespread flooding throughout Sydney and the rainfall was documented in Reference 3. It was estimated that based on rainfall and flood records at Miranda this event may have approached a 1 in 1000 ARI for a 12 hour duration and a 1 in 400 ARI for a 2 hour duration. This event caused widespread flooding in Sans Souci, Kogarah and in other parts of the Sutherland Shire. It is likely that the rainfall intensities would have varied greatly across the area and at this locality the magnitude of the event cannot be accurately determined.

It should be noted that Captain Cook Drive has been raised since 1975 and other works for the adjacent sporting fields will have changed the topography and thus the resulting flood levels. It is likely that filling to create the sporting fields on the north (downstream) side of Captain Cook Drive will have increased flood levels upstream.

Since 2003 there have been several events that have caused flooding of Captain Cook Drive causing traffic disruption (there is video on YouTube of the 12<sup>th</sup> March 2012 event). These events are likely to have a magnitude of less than 5 year ARI and possibly even more frequent.

Flooding of the golf courses has also been frequently reported by the local media, residents (evident from the community consultation findings presented in Section 3.9) and Council (Reference 2). During a flood event, the golf courses serve as a temporary storage area for floodwaters which usually require a few days to be discharged into the Bay using pumps operated by the Golf Clubs. Photo 2 to Photo 4 show what typically occurs at the golf courses after a major rainfall event.



Photo 1: Flooding at the corner of Gannons Rd and Captain Cook Dr, dated March 1975 (courtesy of Ross Myers)



Photo 2: Flooding in the Cronulla Golf Course, dated July 2011 (courtesy of the Leader)



Photo 3: Flooding in the Woollooware Golf Course, date unknown (courtesy of the Woollooware Golf Club)



Photo 4: Flooding in the Woollooware Golf Course, date unknown (courtesy of the Woollooware Golf Club)

### **3. AVAILABLE DATA**

#### **3.1. Background**

Various items of data as well as reports salient to the study have been collected and reviewed. Most reports and datasets were sourced from Council and supplemented by additional survey where required. Reports were reviewed particularly for topographic/hydrologic parameters as well as observations of historical flood events. The key focus of the exercise was to collect data suitable for the model verification process.

This section provides a summary of the reports as well as a description of the various forms of data utilised in the study.

#### **3.2. Previous Studies**

In preparing this report, a number of previous studies were made available for review by Council ranging from detailed drainage studies of individual development lot through to investigations of broader areas covering the lower Georges River floodplain. Key studies reviewed as part of the present assessment included:

- Initial Subjective Assessment of Major Flooding, 2004 (Reference 2);
- Lower Georges River Floodplain Risk Management Study and Plan, 2011 (Reference 4);
- Lower Georges River Stormwater Management Plan, 1999 (Reference 6); and
- Sea Level Rise Risk Assessment for Sutherland Shire Council, 2011 (Reference 7).

The minor studies reviewed were:

- Stormwater drainage and water quality strategy for proposed re-zoning of the Sharks eastern site, 2002;
- Hydraulic engineers report and detailed flood study, 2A Captain Cook Drive, Caringbah, 2004;
- Flood Study for proposed upgrading of Toyota Park for Cronulla Sutherland Leagues Club Ltd, 2007; and
- Flood study & drainage analysis report for 32-40 Cawarra Rd, Caringbah, 2011.

Further descriptions of the above studies are provided in later sections where relevant to the current investigation.

##### **3.2.1. Initial Subjective Assessment of Major Flooding, 2004 (Reference 2)**

This study was commissioned by Council to identify land likely to be at risk of major flooding. The focus of the investigation was to expeditiously identify the scale and extent of potential flooding and to set priorities for development of Floodplain Risk Management Studies and Plans. The approaches undertaken include:



- Interrogated Council's Customer Response Management System (CRMS) database to assess the distribution of flood complaints, primarily the 13<sup>th</sup> May 2003 storm event;
- Carried out preliminary hydrologic and hydraulic modelling using the Urban Rational Method and the principles of open channel flow to estimate flood flows and inundation extents; and
- Sought expert knowledge of flood risk in the area.

In this study, the Woollooware Bay catchment was referred to as the Botany Bay catchments and ranked third in terms of exposure to flooding in Sutherland Shire. For the modelled 100 year ARI and extreme flood events, 632 and 740 properties were estimated to be flooded in the Woollooware Bay catchment respectively. Other comments related to the Woollooware Bay catchment include reference to historical flooding in Meta St, the golf courses and the intersection outside of Toyota.

### **3.2.2. Lower Georges River Floodplain Risk Management Study and Plan, 2011 (Reference 4)**

This study was initiated to assess and manage flood risks along the Georges River floodplain downstream of its junction with the Woronora River, within the Sutherland Shire LGA. It was an extension of the *2004 Georges River Floodplain Risk Management Study and Plan* (Reference 5). The study area includes the foreshores of Oyster Bay, Gwawley Bay and Woollooware Bay, but only flooding originating from the Georges River was considered.

This study has identified that historical flooding has been experienced by the community in Sturt Road, Cronulla and that road inundation occurs at Captain Cook Drive, Woollooware during a 100 year ARI flood event. Other flood-liable roads identified (for events rarer than the 100 year ARI) include:

- Parraweena Road, Caringbah;
- Northumberland Drive, Caringbah;
- Adventure Place, Caringbah;
- Resolution Drive, Caringbah;
- Endeavour Road, Caringbah;
- Woollooware Road, Woollooware; and
- Restormel Street, Woollooware.

### **3.2.3. Lower Georges River Stormwater Management Plan, 1999 (Reference 6)**

This stormwater management plan was prepared to comply with a directive issued to all NSW Councils by the NSW Environment Protection Authority. The primary goal of the stormwater management plan was to facilitate the coordinated management of stormwater within the Lower Georges River catchment, to improve the health and quality of the catchment waterways. It will assist Councils in minimising the future impacts of urban stormwater on the environment and will

address existing stormwater impacts. The plan was prepared in close coordination with the Councils of the Lower Georges River catchment, RTA, RailCorp, Sydney Water representatives as well as the EPA. A number of stormwater management options, both structural and non-structural, were identified to address the stormwater management issues and to meet the stormwater management objectives for areas including the Woollooware Bay catchment.

### **3.2.4. Sea Level Rise Risk Assessment, 2011 (Reference 7)**

This study was commissioned by Sutherland Shire Council to investigate the potential impacts of a changing climate on coastal and catchment flooding as part of its Climate Change Adaptation Plan development. The primary aim of the study was to develop a more complete understanding and to quantify the possible extents to which projected sea level rise and changes in storm event patterns may impact on the Sutherland Shire LGA.

As part of this study, models were developed that enabled an examination of the extent of tidal inundation that may occur under future climate scenarios due to sea level rise and extreme storm surge and wave events. Models were also developed to examine the magnitude and frequency of rainfall-induced flooding events under present and future climate scenarios accommodating the combined effects of sea level rise with predicted changes to rainfall and runoff patterns to indicate future scenario flooding risks.

## **3.3. Historical Rainfall**

### **3.3.1. Overview**

Rainfall data is recorded either daily (24hr rainfall totals to 9:00am) or continuously (pluviometers measuring rainfall in typically 0.1 to 1 mm rainfall increments). Daily rainfall data has been recorded for over 100 years at many locations within the Sydney basin, including at Observatory Hill since 1858. In general, pluviometers have only been installed since the 1970's. These records provide an indication of when and how often large rainfall events have occurred in the past.

However, care must be taken when interpreting historical rainfall measurements. Rainfall records may not provide an accurate representation of past events due to a combination of factors including local site conditions, human error, or limitations inherent to the type of recording instrument used. Examples of limitations that may impact on the quality of data used for the present study are highlighted in the following:

- Rainfall gauges frequently fail to accurately record the total amount of rainfall. This can occur for a range of reasons including operator error, instrument failure, overtopping and vandalism. In particular, many gauges fail during periods of heavy rainfall, and records of large events are often lost or misrepresented;
- Daily read information is usually obtained at 9:00am in the morning. Thus if the storm encompasses this period it becomes “split” between two days of record and a large single day total cannot be identified;

- In the past, rainfall over weekends was often erroneously accumulated and recorded as a combined Monday 9:00am reading;
- Where the time taken for the whole catchment to contribute to runoff is less than 24 hours, daily rainfall records may not provide a sufficient reflection of rainfall intensity to indicate subsequent flooding. For example, high intensity, short duration storms may produce a relatively low total daily rainfall, and hence may not provide a reflection of any associated flooding. Alternatively, the rainfall may be relatively consistent throughout the day, producing a large maximum rainfall depth but only minor flooding;
- Pluviometer (continuous) records provide a much greater insight into the intensity (depth vs time) of rainfall events and have the advantage that the data can generally be analysed electronically. This data has fewer limitations than daily read data. However, pluviometers can also fail during storm events due to the extreme weather conditions;
- Rainfall records can frequently have “gaps” ranging from a few days to several weeks or even years; and
- Rainfall events which cause flooding in the study catchment can be localised and as such are only accurately “registered” by a nearby gauge. Gauges sited only a few kilometres away can show very different intensities and total rainfall depths.

### 3.3.2. Available Historical Rainfall Data

Table 1 presents a summary of both operational and non-operational rainfall gauges located within or close to the study catchment. The locations of the gauges are shown on Figure 5. These gauges are operated by either Sydney Water (SW) or the Bureau of Meteorology (BoM). Of the 22 gauges listed in Table 1, ten have now closed. There are other private gauges in the area such as those located within the two golf courses but the rainfall records obtained were found to be incomplete or their reliability could not be ascertained. Nevertheless, they were used as alternative cross-check sources.

There is one operational gauge situated on the western boundary of the study catchment, which is a Sydney Water pluviometer at the Caringbah Bowling Club (operational since 1991). In addition to that, within 8 km of Woollooware there are four daily read gauges and three pluviometers in operation.

Table 1: Selected Rainfall Stations in Close Proximity to Woolooware Bay Catchment

Station No.	Owner <sup>1</sup>	Station Name	Elevation (mAHD)	Distance from Woolooware (km) <sup>2</sup>	Date Opened	Date Closed	Type <sup>3</sup>
066104	BoM	Lilli Pilli	N/A	0.9	29/04/1902	29/12/1941	Daily
566098	SW	Caringbah Bowling Club	27	2.3	23/12/1991		Continuous
066014	BoM	Cronulla South Bowling Club	30	2.6	19/06/1997		Operational
066014	BoM	Cronulla South Bowling Club	30	2.6	1/01/1934		Daily
066086	BoM	Cronulla WWTP	10	2.8	30/07/1958		Daily
566018	SW	Cronulla STP	10	2.8	1/08/1958		Continuous
566018	SW	Cronulla STP	10	2.8	1/08/1958		Daily
066136	BoM	Lilli Pilli	59.4	3.1	30/01/1968	29/12/1973	Daily
066116	BoM	Bundeena Composite	45	4.0	29/04/1964	29/12/1978	Daily
066040	BoM	Miranda (Blackwood St)	40	4.0	1/01/1906	15/01/2006	Daily
066058	BoM	Sans Souci (The Boulevarde)	9	5.8	22/04/1997		Operational
066058	BoM	Sans Souci (Public School)	9	6.1	30/10/1899	29/12/2001	Daily
566092	SW	Sutherland Bowling Club	115	6.8	6/07/1991		Continuous
066060	BoM	Sutherland MWSDB	121	7.0	30/03/1907	29/12/1972	Daily
066072	BoM	Kurnell (Caltex Oil Refinery)	3	7.5	28/02/1956		Daily
066176	BoM	Audley (Royal National Park)	120	8.0	8/09/1997		Operational
066176	BoM	Audley (Royal National Park)	120	8.0	1/01/1979	30/05/1997	Daily
566061	SW	Caringbah (Davies Kent P/L)	25	8.7	5/04/1966	19/12/1973	Continuous
566048	SW	Oyster Bay	8	9.1	23/12/1976	19/07/1983	Continuous
066037	BoM	Sydney Airport AMO	6	12.2	1/01/1960		Continuous
066037	BoM	Sydney Airport AMO	6	12.2	29/06/1994		Synoptic
066192	BoM	Sydney Airport TBRG	3	12.2	1/01/1993	1/01/1997	Continuous

<sup>1</sup> BoM: Bureau of Meteorology; SW: Sydney Water

<sup>2</sup> Distances are approximations only

<sup>3</sup> Operational refers to flood alert gauges; Continuous refers to pluviometers; Synoptic refers to stations which provide discrete observations of total rainfall at some synoptic hours (eg. 6am, 12am and 3pm) in addition to 9am

### 3.3.3. Analysis of Historical Rainfall Data

Recorded rainfall data was analysed to identify significant rainfall events in the past and the rainfall behaviour during these events. Analysis was undertaken using the following rainfall gauge data:

- 566098 Caringbah Bowling Club – pluviometer;
- 066014 Cronulla South Bowling Club – daily;
- 066086 Cronulla WWTP – daily;
- 566018 Cronulla STP – pluviometer;
- 066058 Sans Souci (Public School) – daily;
- 066072 Kurnell (Caltex Oil Refinery) – daily; and
- 066037 Sydney Airport AMO – daily.

The Cronulla South Bowling Club and Cronulla STP data were the primary focus of this analysis, as they are the closest daily and continuous gauges respectively to the study area with more than two decades of rainfall data<sup>2</sup>. The additional gauges were used as a comparison, and to provide supplementary data where it is missing for the former two gauges. The Cronulla South Bowling Club gauge has data missing from 1956 to 1957 as well as several months in 1995, while data from the Cronulla STP continuous gauge is only available from 1980 onwards.

Table 2 shows rainfall events with a daily reading of greater than 150 mm at the Cronulla South Bowling Club gauge. These are compared with corresponding readings at Cronulla WWTP, San Souci (Public School), Kurnell (Caltex Oil Refinery) and Sydney Airport AMO daily gauges, and accumulated 24 hour totals to 9am for the Cronulla STP pluviometer. Note that the daily gauges are (typically) read at 9am each day. Therefore, accumulated 24 hour totals to 9am from the pluviometer provide a comparison with the daily read gauges. The comparison highlights the variability in rainfall over the area. Interestingly, for the February 1954, April 1998 and March 2011 events, significantly more rain was registered at the Cronulla South Bowling Club gauge than at the other stations. Upon further investigation, it was found that the 1954 and 2011 events occurred over the weekend and the rainfall was suspected to be erroneously accumulated and recorded as a combined total on Monday morning. This is confirmed by the Cronulla Golf Club rainfall records which noted that the 2011 event has a 1-day rainfall total of 60 mm and a 2-day rainfall total of 138 mm. For the 1998 event, a rainfall total of 172 mm was registered according to the Woollooware Golf Club rainfall records compared to 157.4 mm recorded at the Cronulla South Bowling Club, thus suggesting that this was indeed a highly localised event.

Another point to note is the variability in recorded rain between the pluviometer operated by Sydney Water and the daily read gauge operated by BoM at the Cronulla STP/WWTP. As noted previously, pluviometers can be susceptible to failure during intense rainfall. This may possibly explain the discrepancy in readings between the daily and pluviograph records for Cronulla STP/WWTP.

<sup>2</sup> Even though the Caringbah Bowling Club pluviometer is the closest to the Woollooware Bay catchment, it has only been in operation since late 1991.

Table 2: Daily Rainfall Exceeding 150 mm at Cronulla South Bowling Club

Rank	Year	Day and Month	Daily total (mm)					
			066014	066086	566018	066058	066072	066037
			Cronulla South BC	Cronulla WWTP	Cronulla STP <sup>1</sup>	Sans Souci	Kurnell	Sydney Airport
1	1954	21 Feb	335.3	N/A	N/A	22.1	N/A	17.8
2	1990	3 Feb	240	226.6	219	196	225.8	216.2
3	1990	4 Feb	205	169.6	155.5	165	234.6	177.8
4	1969	14 Nov	199.4	149.4	N/A	161	213.4	143.3
5	2002	5 Feb	190	223	200	128	190	116.8
6	1988	30 Apr	186	200.1	204.5	191.4	200	174
7	1975	11 Mar	176.4	150.4	N/A	168	242	202
8	1955	27 Nov	176.3	N/A	N/A	191.8	N/A	138.4
9	1958	11 Mar	176	N/A	N/A	164.1	149.1	134.4
10	1986	6 Aug	175	214	117	173.6	140.9	207
11	1959	19 Feb	162.6	115.6	N/A	151.9	130.8	130
12	1961	18 Nov	157.7	132.6	N/A	153.2	133.6	108.5
13	1998	11 Apr	157.4	68.4	37	68	60.6	70.6
14	2011	21 Mar	153	N/A	24.5	19	N/A	18.6

<sup>1</sup> Daily totals for pluviometers based on accumulated 24 hour totals to 9am

The records from the daily rainfall gauges are generally not suitable for calibration/validation of the modelling process as they are only 24-hour totals and thus do not define the short duration intensities that produce flooding in the region. A summary of peak rainfalls from numerous significant storm events identified from the two pluviometer rainfall gauges (Cronulla STP and Caringbah Bowling Club) is presented in Table 3 and Table 4. Only events that are larger than the 10 year ARI and with critical burst duration of more than 1 hour are displayed. Note that the available gauge data may not cover the entire period of record and the pluviometer rainfall records are comparably shorter than those of the daily read.

Table 3: Events Identified from Cronulla STP Gauge (566018)

Start Date/Time	End Date/Time	Average Rainfall (mm/hr)	Duration (hours)	Approximate ARI for Maximum Burst
1/2/1990 13:40	3/2/1990 17:25	5.88	51.8	79
3/2/2002 23:45	4/2/2002 21:50	9.59	22.2	60
12/5/2003 20:55	13/5/2003 16:00	9.73	19.2	50
28/4/1988 22:30	30/4/1988 12:15	6.66	37.8	30
7/3/1994 01:00	7/3/1994 05:10	19.18	4.3	21
4/8/1986 05:35	7/8/1986 05:30	4.10	72.0	20
24/9/1995 19:55	26/9/1995 08:20	5.64	36.5	11
7/3/2012 18:25	8/3/2012 11:30	6.20	17.2	2*

\* Included for comparison purposes only



Table 4: Events Identified from Caringbah Bowling Club Gauge (566098)

Start Date/Time	End Date/Time	Average Rainfall (mm/hr)	Duration (hours)	Approximate ARI for Maximum Burst
13/5/2003 03:20	13/5/2003 15:40	15.38	12.4	120
4/2/2002 01:55	5/2/2002 13:05	6.30	35.3	13
7/3/2012 18:00	8/3/2012 11:30	6.40	17.6	2*

\* Included for comparison purposes only

Figure 6 shows the rainfall burst intensity and frequency of various historical events at the Cronulla STP gauge, as tabulated in Table 3. With the exception of the 1994 event, majority of the storm events lasted more than 12 hours and this would have generated large flood volumes and resulted in higher flood levels in the temporary storage areas within the catchment, i.e. the golf courses. The same analysis has been performed for the Caringbah Bowling Club gauge rainfall records and the results are shown in Figure 7 and tabulated in Table 4. It is interesting to note that the 2003 event had rainfall intensities that exceeded 100 year ARI levels at this gauge whereas for the Cronulla STP gauge the rainfall intensities only approximated the 50 year ARI event. The characteristics of the 2012 event were found to be similar for both gauges though the 2002 event lasted longer at the Caringbah Bowling Club gauge. Nevertheless, both gauges should provide a reasonable spatial representation of historical rainfall within the study catchment which is useful for the model verification process.

### 3.4. Design Rainfall

Design rainfalls were obtained from the Bureau of Meteorology (BoM) and temporal patterns were obtained from Australian Rainfall and Runoff (Reference 8). The Intensity-Frequency-Duration (IFD) data for the catchment is provided in Table 5.

Table 5: IFD Data for Woollooware Bay Catchment

<b>Intensity-Frequency-Duration Table</b>							
<b>Location: 34.050S 151.150E NEAR.. Woollooware Issued: 22/11/2011</b>							
<b>Rainfall intensity in mm/h for various durations and Average Recurrence Interval</b>							
<b>Average Recurrence Interval</b>							
<b>Duration</b>	<b>1 YEAR</b>	<b>2 YEARS</b>	<b>5 YEARS</b>	<b>10 YEARS</b>	<b>20 YEARS</b>	<b>50 YEARS</b>	<b>100 YEARS</b>
5Mins	97.8	126	160	180	206	240	266
6Mins	91.6	118	150	168	193	225	250
10Mins	75.0	96.5	124	140	161	188	209
20Mins	54.9	71.1	92.7	105	122	144	160
30Mins	44.7	58.0	76.2	87.0	101	120	134
1Hr	30.3	39.4	52.1	59.8	69.6	82.7	92.7
2Hrs	19.7	25.7	33.9	38.9	45.3	53.7	60.3
3Hrs	15.2	19.7	26.0	29.7	34.6	41.0	45.9
6Hrs	9.69	12.5	16.4	18.6	21.6	25.5	28.5
12Hrs	6.22	8.03	10.4	11.8	13.7	16.1	17.9
24Hrs	4.03	5.20	6.75	7.65	8.85	10.4	11.6
48Hrs	2.57	3.32	4.32	4.90	5.68	6.68	7.46
72Hrs	1.91	2.47	3.21	3.63	4.20	4.95	5.52

(Raw data: 39.7, 8.02, 2.47, 84.21, 16.05, 4.96, skew=0.00, F2=4.29, F50=15.85) © Australian Government, Bureau of Meteorology

Probable Maximum Precipitation (PMP) rainfall depths used to determine the Probable Maximum Flood (PMF) were obtained from Reference 9 using the generalised short-duration method. The maximum duration for which the method is applicable in the region is 6 hours. The parameters used for estimating the PMP are:

- Terrain classification: smooth;
- Adjustment for catchment elevation (EAF): 1;
- Moisture Adjustment Factor (MAF): 0.7; and
- Ellipses enclosing the catchment: A and B (refer to Reference 9 for further explanation of ellipsoid selection).

Final rainfall depths used in the hydrological model are shown on Table 6.

Table 6: Probable Maximum Precipitation Depths (rounded to the nearest 10 mm)

Storm Duration (hours)	Ellipse A (mm)	Ellipse B (mm)
0.25	160	150
0.5	240	220
0.75	300	280
1	350	320
1.5	400	370
2	440	420
2.5	470	440
3	500	460
4	540	510
5	580	550
6	620	580

### 3.5. Tidal Data

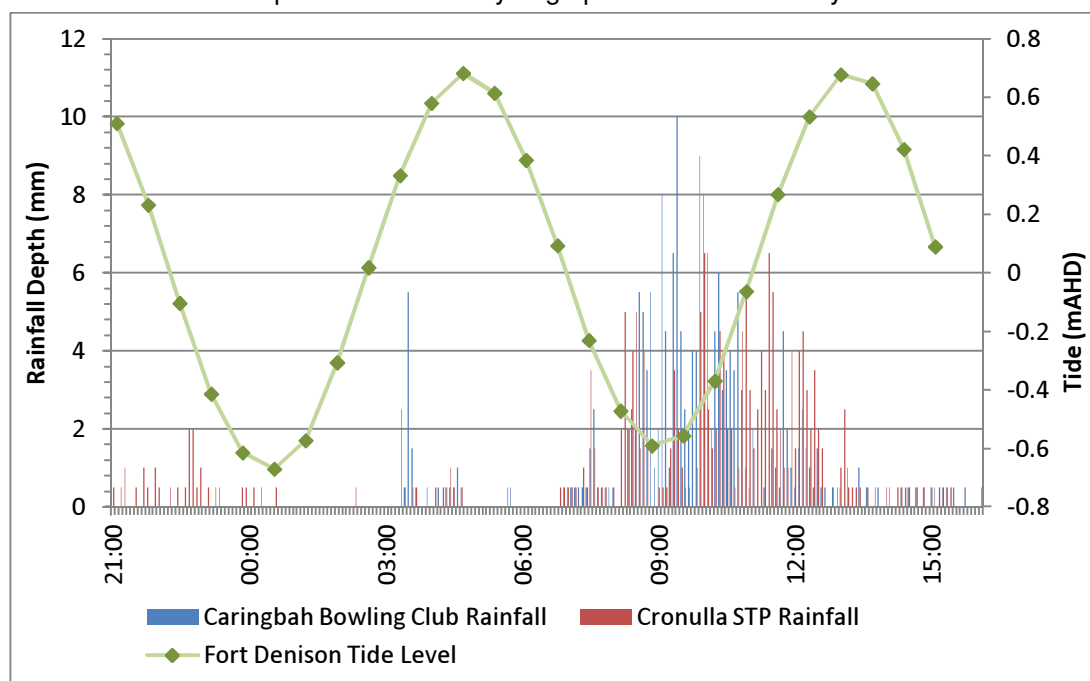
The proximity of the study area to Woollooware Bay means that flood behaviour is influenced by ocean storm and tidal effects. As a result flooding on site can be caused by intense rainfall over the catchment, elevated tidal levels (astronomic tide plus storm surge), or a combination of both.

#### 3.5.1. Historical Tidal Levels

Hourly tidal data was obtained from the Fort Denison records (Reference 10). Records were available from 1965 until 2013. As with rainfall data, tidal data is susceptible to errors and gaps in the record set, and hence may not always provide a completely accurate record. The data sets used for this study contained no missing values though inaccuracies may still be present.

Diagram 1 shows the tidal levels for the May 2003 event plotted against the rainfall depths from the Cronulla STP and Caringbah Bowling Club pluviometer rainfall gauges. It can be noted that the peak rainfall burst of this storm did not coincide with the timing of the high tide. This event was simulated as part of the model verification exercise herein.

Diagram 1: Tidal Levels Compared to Rainfall Hyetographs for the 12-13 May 2003 Event



### 3.5.2. Design Tidal Levels

While the *2004 Georges River Floodplain Risk Management Study and Plan* (Reference 5) notes that no formal investigations on tidal levels have been carried out in Botany Bay, a number of studies have been carried out in Sydney Harbour. Design tidal levels adopted for this study are listed in Table 7, based on analyses of the comprehensive tidal records from Fort Denison in Sydney Harbour. It was deemed that the results for Woollooware Bay would be similar.

Table 7: Design Tidal Levels

ARI (years)	Peak Level (mAHD)
5	1.3*
10	1.34*
20	1.38
50	1.42
100	1.45
200	1.48*
<b>Extreme or PMF</b>	Not known but assumed as 1.50

\* Estimated as part of this study

### 3.6. Survey Data

Airborne Laser Scanning (ALS) data of the study area was obtained from Council to define the ground surface elevations. The ALS data was collected in October 2005 by AAMHATCH. The ALS provides ground level spot heights from which a Digital Terrain Model (DTM) can be constructed (refer to Figure 3). For well defined points mapped in areas of clear ground, the expected nominal point accuracies (based on a 68% confidence level) are  $\pm 0.15$  m (vertical accuracy). When interpreting the above, it should be noted that the accuracy of the ground

definition can be adversely affected by the nature and density of vegetation and/or the presence of steeply varying terrain. This data formed the foundation of the hydraulic model build process.

### 3.7. Other Spatial Information

A number of spatial datasets were also obtained from Council including:

- Property cadastre layer;
- Geo-referenced aerial photography of Woollooware Bay catchment; and
- Various GIS layers relating to current land use, building outlines, water quality devices, major hydraulic structures and drainage infrastructure.

All GIS data have been provided in a MapInfo/ArcGIS compatible format. These layers were used to aid model schematisation for the hydrologic and hydraulic models.

### 3.8. Pit and Pipe Data

Council provided a database of the pit and pipe network within the catchment dated 7<sup>th</sup> December 2011 with physical details included:

- Coordinates of each pit;
- Linkage between pits;
- Pipe type and dimensions; and
- Pit details (type of pit, inlet type and dimensions, and depth to invert).

Drawings of the drainage works carried out in the Cronulla Golf Course in the 1990s were also provided by Council detailing the drainage pipes, GPTs and various detention basins constructed within the Cronulla Golf Course. In addition, stormwater drainage data were obtained from RailCorp for the Sutherland – Cronulla railway line.

Nevertheless, Council requested that the pit and pipe network data be verified hence the entire drainage network consisting of approximately 1,830 existing pits was re-surveyed by a registered surveyor during the period of February to August 2012 and any new information included.

A plan view of the surveyed pit and pipe network is shown in Figure 8 and a summary of the data used during modelling is provided as Table 8.

Table 8: Modelled Pit and Pipe Network

Pit Type	Number	Pipe Diameter / Culvert Width (mm)	Number
Outlet or Headwalls	94	< 450	917
Kerb or Grate Inlets	1,388	450 – 750	586
Junctions	380	750 – 1000	161
		1000 – 2400	106
		2400 – 3800	28

### 3.9. Community Consultation

A community consultation programme was implemented with Council's assistance in early 2012. Approximately 4,600 questionnaires were issued to residences within the study area and an online survey form was also made available on Council's website. This was followed by phone calls and e-mail correspondence with selected respondents. The returned questionnaires and online survey results were compiled into a database so that the information contained within can be better utilised in reporting as well as model verification exercise. A copy of the questionnaire is provided in Appendix B.

Figure 9 shows the location of residents who responded to the mail out. It can be seen that there is a good spread across the residential parts of the study area while comparatively poor across the commercial and industrial areas. Also, charts summarising various features of the responses received from the community are shown in Figure 10. A total of 404 residents responded to the questionnaire out of a total number issued of around 4,600. This gives a return rate of 9% which is fairly reasonable and typical of the response rates experienced elsewhere in NSW. Of the 404 responses, 21 (5%) were received electronically via the online survey.

The awareness of historical flooding events amongst respondents was decent with 15 respondents recalling the May 2003 event of which Council recorded more than 500 reported incidents in Sutherland Shire for this major flood event. 334 of the 404 respondents claimed to have never been impacted by any flooding issues or were unaware of any. 41 respondents recalled storm events other than the cited events.

Other major findings from the community consultation programme are as follows:

- The May 2003 event is a well remembered event during which a number of residents (a total of 15 respondents out of a total possible number of 404 respondents) experienced flooding in one form or another. The other known historic events (1975, 1986, 1990) also resonated with a small number of residents;
- Inundation of properties (not necessarily above floor level) and roads in the Woollooware Bay catchment is a major issue for approximately 103 and 96 respondents respectively;
- 5 of the 103 respondents (who have experienced property flooding) and only 0.1% of the total group surveyed have actually had flood waters enter their home (water through the house etc);
- Rainfall events which cause drainage issues (i.e. inundation of private property) occur relatively often (with 27 respondents being affected by flooding issues 3 or more times each year);
- Flooding in the Woollooware and Cronulla Golf Courses as well as several recreational parks/fields have been noted by 97 of the respondents; and
- Instances of drainage blockage which resulted in localised flooding have been noted by 57 of the respondents.



The full set of results from the community consultation questionnaire are summarised in Figure 10A-D. Other issues were raised by the respondents including concerns on how the Toyota Park East redevelopment may impact on local drainage/flooding issues.

A small number of photographs of historic flood event were provided by the respondents though limited information could be gained in regards to the observed flood behaviour. No specific flood levels or depths were provided but numerous flood locations throughout the catchment were indicated by the respondents, which is valuable for the model verification process (refer to Section 8.2).

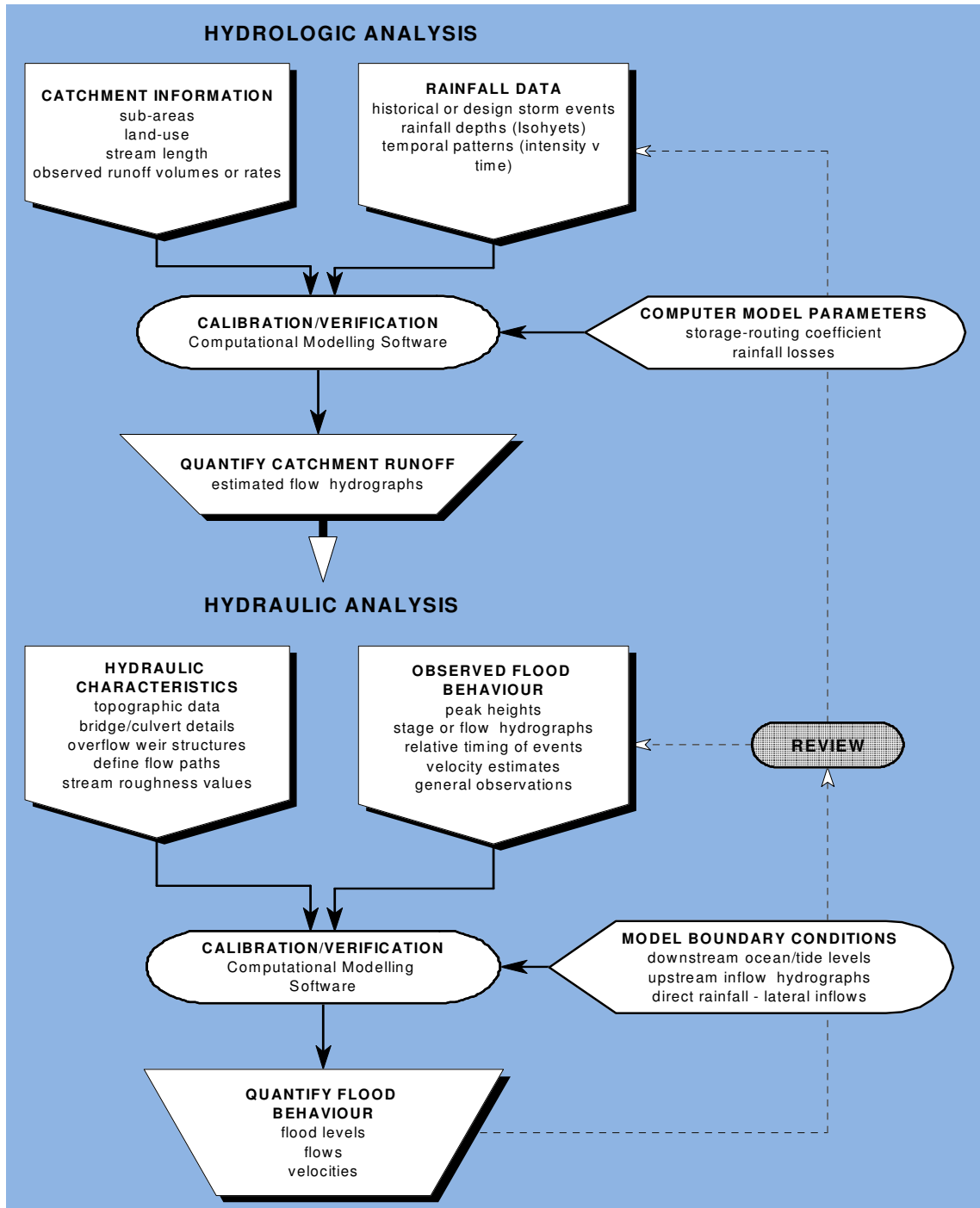
### **3.9.1. Public Exhibition**

This report was made available for the community during a 31 day public exhibition period (early October to November 2013). The community were invited to examine the report and make any comments or suggestions. More than 30 formal submissions from the community were received and a detailed response has been made addressing all submissions (included in Appendix D).

## 4. APPROACH

The approach adopted in flood studies to determine design flood levels largely depends upon the objectives of the study and the quantity and quality of the data (survey, flood, rainfall, flow etc.). In the absence of an extensive historical flood record a flood frequency approach cannot be undertaken for the Woollooware Bay catchment and must rely on the use of design rainfalls and establishment of a hydrologic/hydraulic modelling system. A diagrammatic representation of the flood study process is shown below.

Diagram 2: Approach Adopted in a Flood Study



## 5. HYDROLOGIC MODELLING

### 5.1. Overview

Hydrologic models suitable for design flood estimation are described in AR&R 1987 (Reference 8). These models or techniques range from simple procedures to estimate peak flows (such as Probabilistic Rational Method) to more complex rainfall-runoff routing models that provide estimates of complete flow hydrographs. In current Australian engineering practice, examples of the more commonly used runoff routing models for rural catchments include RORB, RAFTS and WBNM (Watershed Bounded Network Model). For urban catchments with a significant pit and pipe network DRAINS is the most commonly used hydrologic model in NSW. DRAINS is specifically designed to simulate flow into kerb inlet pits in roads and through an underground pipe network. All these models allow the rainfall depth to vary both spatially and temporally over the catchment, and have parameters governing runoff volume/shape that can be calibrated against recorded data.

For the above reason hydrologic modelling of the Woollooware Bay catchment was carried out using DRAINS. The total catchment represented by the DRAINS model is approximately 600 ha. Catchment areas for the hydrologic models were delineated using the available topographic information obtained from Council (i.e. DEM generated from the ALS data), aerial photos, drainage network data and field inspection. A total of 257 sub-catchments were defined for the study area. The sub-catchments are shown in Figure 11. The sub-catchment layout ensures that where hydraulic controls exist, these are accounted for and able to be appropriately incorporated into hydraulic routing.

### 5.2. DRAINS

#### 5.2.1. Introduction

DRAINS (Reference 11) is a hydrologic/hydraulic model that can simulate the full storm hydrograph and is capable of describing the flow behaviour of a catchment and pipe system for real storm events, as well as statistically based design storms. It is designed for analysing urban or partly urban catchments where artificial drainage elements have been installed. The DRAINS model is broadly characterised by the following features:

- the hydrologic component is based on the theory applied in the ILSAX model which has seen wide usage and acceptance in Australia;
- its application of the hydraulic grade line method for hydraulic analysis throughout the drainage system; and
- the graphical display of network connections and results.

DRAINS generates a full hydrograph of surface flows arriving at each pit and routes these through the pipe network or overland, combining them where appropriate. Used in conjunction with a 2D (two-dimensional) hydraulic model, the benefit of DRAINS is that it produces a flow

hydrograph at all modelled pits (in this instance for each modelled sub-catchment) that can then be input into the 2D model.<sup>3</sup>

### 5.2.2. Input Data

For the hydrologic modelling, the sub-catchment details were defined and collated into a spreadsheet for input to DRAINS. Sub-catchment areas were obtained based on the ALS survey and assuming that properties drain to the street and flow in the street is along the gutters and in one direction only (i.e. does not sub-divide at an intersection). The delineation of these sub catchment areas is shown on Figure 11. For each sub-catchment area the proportion of pervious (grassed), impervious (paved), supplementary area (paved area not directly connected to pipe system) was determined from field and aerial photographic inspections. The study area wide split between different land use types identified is presented in Table 9 below. For residential areas (include roads) a relatively high value of % imperviousness was adopted to reflect the likely low infiltration capacity of suburban yards and open space areas.

Table 9: Summary of DRAINS Catchment Details

Surface Type	Area (ha)	%
Paved Area	409.4	68.5
Grassed Area	158.1	26.5
Supplementary	29.9	5
<b>TOTAL</b>	<b>597.4</b>	<b>100</b>

### 5.2.3. Adopted Model Parameters

Losses from a paved or impervious area are considered to comprise only an initial loss (an amount sufficient to wet the pavement and fill minor surface depressions). Losses from grassed areas are comprised of an initial loss and a continuing loss. The continuing loss was calculated from an infiltration equation curve incorporated into DRAINS and is based on the estimated representative soil type and antecedent moisture condition. It was assumed that the soil in the catchment has a slow infiltration rate potential and the antecedent moisture condition was assumed saturated. The latter was justified by the fact that the peak rainfall burst can typically occur within a longer event that has a duration lasting days. The adopted parameters for the design runs are summarised in Table 10.

<sup>3</sup> The DRAINS model developed for this study does not account for surface controls or storages (e.g. embankments, local depressions) hence direct comparison of flows with those predicted by the hydraulic model is not possible, with the exception of smaller events whereby overland flow is not dominant.

Table 10: Adopted DRAINS Model Parameters

<b>RAINFALL LOSSES</b>	
Paved (Impervious) Area Depression Storage (Initial Loss)	1.0 mm
Supplementary Area Depression Storage (Initial Loss)	1.0 mm
Grassed (Pervious) Area Depression Storage (Initial Loss)	5.0 mm
<b>SOIL TYPE</b>	
Slow infiltration rates. This parameter, in conjunction with the AMC, determines the continuing loss	
<b>ANTECEDENT MOISTURE CONDITIONS</b>	
3	
Description	Rather wet
Total Rainfall in 5 Days Preceding the Storm	12.5 to 25 mm

For the model verification exercise as discussed in Section 8.2, the same parameter values were adopted after evaluating the antecedent rainfall conditions for the period preceding the May 2003 event.

## 6. HYDRAULIC MODELLING

### 6.1. Overview

A key objective of this study is to define the flood behaviour within the existing study area in terms of flood levels, flows and velocities. An integrated one-dimensional/two-dimensional (1D/2D) hydraulic model was used to achieve this using the TUFLOW (Reference 12) hydrodynamic modelling package.

TUFLOW software is widely used for pipe and overland flow hydraulic simulation of unsteady flow systems throughout Australia and the UK. TUFLOW is a finite difference numerical model for the solution of the depth averaged shallow water flow equations (Reference 12). The model is capable of dynamically simulating complex overland flow regimes and interactions with sub-surface drainage systems. It is especially applicable to the hydraulic analysis of flooding in urban areas which is typically characterised by short-duration events and a combination of overland and pipe flow.

For the hydraulic analysis of complex overland flow paths, a combined 1D/2D model such as TUFLOW provides several key advantages when compared to a 1D only model. For example, in comparison to a purely 1D approach, a combined 1D/2D approach can:

- provide localised detail of any topographic and/or structural features that may influence flood behaviour;
- better facilitate the identification of potential overland flow paths and flood problem areas;
- dynamically model the interaction between the drainage system and the complex overland flow paths, including surcharging effects; and
- inherently represent the available flood storage within the 2D model geometry, which is particularly important for assessment of the detention basin performance.

In comparison to previous studies, a 2D model can better define the spatial variations in flood behaviour across the study area. Information such as flow velocity, flood levels and hydraulic hazard can be readily mapped across the model extent. This information can be easily integrated into a GIS-based environment enabling the outcomes to be incorporated into Council's planning activities.

### 6.2. Model Extents

The TUFLOW hydraulic model established in this study extends to the whole of the Woolooware Bay catchment. The TUFLOW model incorporated both major subsurface drainage features and overland flow paths within the model extent. The two components were dynamically linked such that the model accounted for the interactions between the drainage system and overland flow behaviour. The TUFLOW model layouts are shown in Figure 8.

### 6.3. Digital Terrain Model

Overland flow paths in the hydraulic model were defined using a Digital Terrain Model (DTM). The DTM was compiled largely from the ALS datasets. The DTM was sampled on a regular grid of 3 m square cells for use in the model. This level of detail was deemed to allow sufficient resolution of drainage features while still retaining practical computational run-times for an area of this scale (model runs take approximately 5 hours for a 1 hour rainfall event).

### 6.4. Breaklines

A number of significant hydraulic features which are likely to impact on the flow behaviour exist within the Woolooware Bay catchment. These hydraulic features are particularly important due to the flat nature of the topography at the downstream parts of the catchment. Breaklines were used throughout the study area in order to define hydraulic controls not well represented in the 3 m DTM used to inform the model grid.

The key benefit of using breaklines is that high resolution height data for significant hydraulic features (such as road kerbs) can be utilised in conjunction with the coarser 3 m DTM for modelling purposes.

Significant hydraulic features found in the study area include:

- Road kerbs and gutters;
- Major road embankments; and
- Sutherland - Cronulla railway line.

### 6.5. Key Model Parameters

The hydraulic efficiency of the flow paths within the TUFLOW hydraulic model was represented in part by the hydraulic roughness or friction factor formulated as Manning's 'n'. This factor describes the net influence of surface roughness and incorporates the effects of vegetation and other features which may affect the hydraulic performance of the flow path.

The majority of the catchment consists of urban dwellings with industrial and commercial lots found at the north-western parts of the study area. Recreational parks and golf courses are located at the downstream parts of the study area (refer to Figure 2). The corresponding Manning's 'n' roughness values adopted for modelling purposes are shown in Table 11. These values have been adopted based on site inspections, established references (e.g. Reference 13) and also from neighbouring flood studies (i.e. Reference 14). It is important to note that all buildings have been "nulled" or removed from the model grid, hence there is no need to use higher Manning's n for those areas since the "blockage" effect presented by those buildings has already been accounted for. It was assumed that the flood storage presented by the buildings is insignificant.

Table 11: Summary of Manning's 'n' Values

Surface	Adopted Manning's 'n'
Default	0.03
Regular Channel	0.03
Channel with Deep Pool and Weed	0.05
Channel Bank with Heavy Growth/Mangrove	0.1
Roads	0.015
Urban/Dwellings	0.03*
Commercial/Industrial	0.03*
Railway	0.05
Light Vegetation/Golf Course	0.035
Medium Vegetation	0.06

\* Buildings have been removed from model grid, hence lower Manning's n can be adopted

The sensitivity of the model results to these assumed values was examined as part of the overall sensitivity analysis.

The 2D numerical scheme for the TUFLOW model includes an allowance for sub-grid scale turbulence and eddies, features that are too small to be modelled directly. These physical processes result in energy loss and can affect the flow behaviour. Within the TUFLOW model the effects of these sub-grid processes are modelled by the introduction of an eddy viscosity formulation, where energy losses are applied either as a constant term or according to the Smagorinsky formulation, in proportion to the flow velocity and the 2D cell edge length. For this assessment, a combination of the constant and Smagorinsky eddy viscosity formulations were used, with coefficients of 0.1 and 0.2 respectively as recommended in the TUFLOW manual (Reference 12).

## 6.6. Pits and Pipes Network

Pit and pipe information as described in Section 3.8 was used to create a 1D drainage network in TUFLOW. Pipes of all sizes were included in the TUFLOW model though smaller pipes are generally prone to blockages during storms due to leaves and debris. Temporary blockage may also occur during a storm as the pit entry may be restricted by a vehicle parking over the grate or leaves/silt/branches filling the inlet.

The effect of blockage in urban drainage systems (pipes and open channels) has become a significant factor in design flood estimation following the post flood observations from the North Wollongong August 1998 and Newcastle June 2007 events. However, recent reviews of how blockage should be included in design flood analysis are inconclusive, as it appears that the incidence of blockage is not consistent across all catchments or even within the same catchment. Thus there is no consensus regarding the design approach that should be adopted.

The approach adopted for this study has been to assume 50% blockage at all culverts and pipes, which was consistent with the blockage factor adopted for a neighbouring flood study (Reference 14). This approach has been adopted to take into account blockage caused by debris (cars, fencing, vegetation) being swept into drainage structures. In this study blockage has been assumed to occur at the culvert/pipe level instead of at pit inlets that was suggested in



Reference 8. The sensitivity of the model results to blockages is examined in the ensuing section.

## 6.7. Boundary Conditions

Local catchment inflows within the TUFLOW hydraulic model extent were derived from the DRAINS hydrologic model. Runoff hydrographs from the hydrologic model (a hydrograph for each of the 257 sub-catchments) are applied at pit locations or low-lying areas within each sub-catchment and used as inflows into the 2D model. The distribution of these inflow locations is shown in Figure 11.

The downstream boundary of the study area is Woollooware Bay and natural variability of water level is expected in the downstream catchment areas from both tidal and catchment flows. For design flood estimation a level in Woollooware Bay is required for calculation of water levels and pipe discharges in the lower parts of the catchment. This tailwater boundary is shown in Figure 8.

Stage-discharge boundaries were used where overland flows exit the boundary of the study area. The rating tables for these boundaries were based on an assumption of uniform flow. Their locations are also indicated in Figure 8.

### 6.7.1. Adopted Tailwater Levels

As noted previously, in addition to runoff from the catchment, the downstream areas of the catchment and the tidal channel west of Toyota Park are influenced by backwater effects from high water levels in Woollooware Bay. These two distinct mechanisms produce flooding in the study area but may not result from the same storm. It is acknowledged however that this may not necessarily be the case and that ocean influences may occur in conjunction with rainfall events. Consideration must therefore be given to account for the joint probability of coincident flooding from both catchment runoff and backwater effects from Woollooware Bay.

A full joint probability analysis is beyond the scope of the present study. Recommended in Reference 15 is the 'peak envelope' approach that adopts the highest of the predicted levels from the two mechanisms to estimate design flood levels. The same document also advised that a 100 year ARI ocean event in conjunction with a 100 year ARI rainfall event would likely produce flood levels greater than the 100 year ARI.

Table 12 sets out the joint probabilities of the adopted ocean and rainfall design events. Thus a 100 year ARI event is an envelope of the 100 year ARI ocean event (1.45 mAHD peak ocean level combined with a 20 year ARI rainfall event) and a 100 year ARI rainfall event (20 year ARI 1.38 mAHD peak ocean level combined with a 100 year ARI rainfall event). For the 20 year ARI event the same ocean and rainfall conditions are used for the ocean and rainfall event scenarios.

Table 12: Adopted Co-incidence of Ocean and Rainfall Events

OCEAN Envelope		DESIGN FLOOD EVENT (ARI)	RAINFALL Envelope	
Peak Design Ocean Event (ARI) and level (mAHD)	Co incident Design Rainfall Event (ARI)		Design Rainfall Event (ARI)	Co incident Design Ocean Event (ARI) and level (mAHD)
PMF (1.5)	100 year	<b>Extreme/PMF</b>	PMF	100 year (1.45)
200 year (1.48)	20 year	<b>200 year</b>	200 year	20 year (1.38)
100 year (1.45)	20 year	<b>100 year</b>	100 year	20 year (1.38)
50 year (1.42)	20 year	<b>50 year</b>	50 year	20 year (1.38)
20 year (1.38)	20 year	<b>20 year</b>	20 year	20 year (1.38)
10 year (1.34)	10 year	<b>10 year</b>	10 year	10 year (1.34)
5 year (1.3)	5 year	<b>5 year</b>	5 year	5 year (1.3)

The above approach was adopted for this study as recommended in Reference 15 but it is acknowledged that a multitude of combinations of conditions can be used to create a given design flood event and there is no technical basis for stating that one scenario is necessarily more correct than any other. As more information becomes available in this regard the approach should be modified.

Though the approach undertaken was different to that of neighbouring flood studies (i.e. Reference 14), sensitivity analysis carried out (results reported in Section 8.6.2) on varying tailwater levels found that the impacts on downstream water levels are largely minimal and confined to the low lying areas adjacent to Woollooware Bay.

## 7. CLIMATE CHANGE

The 2005 Floodplain Development Manual (Reference 16) requires that Flood Studies and Floodplain Risk Management Studies consider the impacts of climate change on flood behaviour.

The current best practice for considering the impacts of climate change (sea level rise and rainfall increase) has been evolving rapidly. Key developments in the last few years have included:

- release of the Fourth Assessment Report by the Inter-governmental Panel on Climate Change (IPCC) in February 2007 (Reference 17), which updated the Third IPCC Assessment Report of 2001 (Reference 18);
- preparation of Climate Change Adaptation Actions for Local Government by SMEC Australia for the Australian Greenhouse Office in mid 2007 (Reference 19);
- preparation of Climate Change in Australia by CSIRO in late 2007 (Reference 20), which provides an Australian focus on Reference 19; and
- release of the Floodplain Risk Management Guideline Practical Consideration of Climate Change by the NSW Department of Environment and Climate Change in October 2007 (Reference 21 - referred to as the DECC Guideline 2007).

In August 2010, the former NSW Department of Environment, Climate Change and Water (DECCW) issued the Flood Risk Management Guide (Reference 15) which required incorporation of sea level rise benchmarks in flood risk assessments.

In October 2012 the NSW Government repealed mandatory compliance with its 2009 Sea Level Rise Policy (Reference 1) which states that:

*“Over the period 1870-2001, global sea levels rose by 20 cm, with a current global average rate of increase approximately twice the historical average. Sea levels are expected to continue rising throughout the twenty-first century and there is no scientific evidence to suggest that sea levels will stop rising beyond 2100 or that the current trends will be reversed.*

*Sea level rise is an incremental process and will have medium to long-term impacts. The best national and international projections of sea level rise along the NSW coast are for a rise relative to 1990 mean sea levels of 40 cm by 2050 and 90 cm by 2100. However, the 4<sup>th</sup> Intergovernmental Panel on Climate Change in 2007 also acknowledged that higher rates of sea level rise are possible”;*

Hence, Councils must now make their own decisions regarding the assessment of sea level rise. Sutherland Shire Council has made no formal statement that it is adopting a sea level rise assessment different to the Policy Statement (Reference 1) previously issued by the NSW Government.

As a result of the information provided in the documents mention previously, and to keep up-to-date with current best practice, this study incorporates an assessment of climate change. Although there are some minor variations in the sea levels predicted in these studies, policies, and guides, they all agree on an ocean level rise on the NSW coast of around 0.9 metre by the year 2100 relative to 1990 levels.

The most recent guideline (Reference 15) indicates a 0.9 metre sea level rise by the year 2100 and a 0.4 metre rise by the year 2050. These changes in sea level have been modelled as part of the sensitivity analysis for this study. It should be noted that climate change and the associated rise in sea levels will continue beyond 2100.

The climate change scenarios in the earlier DECC Guideline 2007 (Reference 21) suggested for undertaking rainfall sensitivity analysis in flood studies are indicated below.

**Increase in peak rainfall and storm volume:**

low level rainfall increase	=	10%,
medium level rainfall increase	=	20%,
high level rainfall increase	=	30%.

A high level rainfall increase of up to 30% is recommended for consideration due to the uncertainties associated with this aspect of climate change and to apply the “precautionary principle”. A 30% rainfall increase is probably overly conservative. However, as part of the rainfall sensitivity analysis used in this study all changes to rainfall intensities mention above have been modelled. The DECC Guideline 2007 (Reference 21) is currently the only NSW reference providing guidelines for rainfall increases for design flood analysis due to climate change.

Results for the climate change analysis are contained in Section 8.6.

## 8. RESULTS

### 8.1. Overview

Model verification was undertaken initially to ensure that the model established could replicate historical events and the model was subsequently used to determine design flood flows, levels, velocities and extents. Sensitivity analysis was then undertaken to assess the effect of changing various model parameters.

### 8.2. Model Verification – May 2003 Event

Calibration/validation is a key element of the modelling process whereby historical events are used to test a model's ability to accurately replicate observed behaviour (i.e. match historical flood levels). During the model calibration/validation process, key model parameters such as roughness and losses are adjusted until there is reasonable agreement between the observations and model performance. This process requires rainfall data (pluviometer and daily read) as input and then observations such as:

- Streamflow velocities;
- Gauged water levels;
- Peak flood level at specific locations; and
- Peak flood level extent at a specific location at a specific time.

No stream gauges exist within the Woollooware Bay catchment and as such no gauged water levels or flows are available for historical events. A review of historical rainfall records (refer Section 3.3) and reports of previous studies (refer Section 3.2) was carried out to identify dates of historical events in the hope of obtaining other calibration/validation data.

As discussed before, community complaints in relation to the May 2003 flood event were recorded on Council's Customer Response Management System (CRMS) with a total of 21 references to flooding within property and 5 references of above floor flooding reported in the study area. Additional historical data obtained from the community consultation process (refer Section 3.9) yielded 2 more instances of above floor flooding relating to the same event. However, no flood levels were made available from either of these sources.

In view of this, only a qualitative verification of the model was carried out by comparing the distribution of reported above floor flooding from the database and survey questionnaire with the extent of flooding predicted by the TUFLOW hydraulic model for the May 2003 flood event. This comparison is presented as Figure 12. Rainfall data from the Caringbah Bowling Club and Cronulla STP gauges were used in conjunction with tidal data from Fort Denison. An inverse-distance-weighting method was adopted in defining the spatial distribution of rainfall across the study catchment. Referring to Figure 12, there is reasonable agreement between those areas where above floor flooding was reported and the model predicted results. Discrepancies may occur for any number of reasons such as the blockage of a pit/culvert by debris or diversion of

flow by an upstream obstacle such as a parked car or newly built fence. None of the model parameters were altered in the verification process from values originally established.

### **8.3. Critical Duration**

Critical storm duration analysis was undertaken to determine the storm duration that produces the greatest flood levels for the given design event. Initially, several standard peak burst storm durations (ranging from 5 minutes through to 72 hours) were modelled in accordance with Australian Rainfall and Runoff (Reference 8) for the 100 year ARI event and it was found that the critical duration varied spatially (see Figure 13). The storm durations that produced the highest flood levels were predominantly the 1, 12 and 48 hour events. The variance in peak flood levels for the 12 and 48 hour events was not considered to be markedly different and as such the 12 was taken to be a reasonable approximation of the 48. The 1 hour event is critical for large parts of the catchment except for the eastern section (i.e. Cronulla Golf Course) where the storm volume was found to be a significant factor governing the extent and duration of flooding rather than the peak intensity of the storm. Here, the degree of flooding is largely driven by the available flood storage, rather than the capacity of the flow paths which is the case for the rest of the catchment.

Therefore, an embedded design storm approach was adopted whereby a storm burst corresponding to the critical duration of the catchment is embedded within a longer rainfall event. This approach simulates the ability of antecedent rainfall to reduce the flood storage volume available prior to the most intense part of the storm occurring. The approach adopted is as per that documented in References 22 and 23 and has been used in similar situations where the impact of storm volume of flood behaviour is of importance. For this study, all design events up to the 200 year ARI event were based on a 1 hour peak storm burst embedded within a longer 12 hour duration storm.

A similar analysis was undertaken for the PMF with various PMP durations (15 minutes to 6 hours) modelled so that peak flood levels and associated rainfall durations could be identified. Likewise, it was found that the critical duration varied spatially. However, it was decided that the 60-minute duration event be used to determine peak flood levels considering the variance in peak flood levels for the various critical duration events was not markedly different and priority was given to the flood event which results in higher flood volume at the downstream flooding hot spots.

### **8.4. Design Modelling Results**

A number of maps have been produced to display the flood affected regions for the various design events. It should be noted that inundation patterns and/or peak flood levels shown for design events are based on best available estimates of flood behaviour within the catchment. Inundation from local overland flow may vary depending on the actual rainfall event and local influences (parked cars, change in topography, road works etc.). Tabulated results (Table 13 - Table 16) are also provided in the following sections for ease of comparison between flood events. Further, peak flood levels have been recorded at regions of interest throughout the

catchment and the locations of these readings are displayed in Figure 14.

A summary of the results is provided as follows:

- Peak flood depths for all design flood events, Figure 15 - Figure 21;
- Peak flood levels for the 100 year ARI and PMF events, Figure 22 - Figure 23;
- Peak flood velocity for the 100 year ARI and PMF events, Figure 24 - Figure 25;
- Provisional flood hazard categorisation for the 100 year ARI and PMF events, Figure 26 - Figure 27;
- Preliminary flood hydraulic categorisation for the 100 year ARI and PMF events, Figure 28 - Figure 29;
- Change in peak flood extents for climate change scenarios (rainfall increases and sea level rise) for the 100 year ARI and PMF events, Figure 30 - Figure 33;
- Peak flood profiles along key parts of the catchment for all design flood events and climate change scenarios, Figure 34 - Figure 35, with the profile locations indicated on Figure 14;
- Preliminary flood planning area, Figure 36; and
- Preliminary flood emergency response classification for communities as per the DECC guidelines (Reference 25), Figure 37.

As discussed in Section 6.7.1, a 'peak envelope' approach that adopts the highest of the predicted levels from the two flooding mechanisms, i.e. catchment runoff and tidal inundation, has been used to estimate the design flood levels.

#### **8.4.1. Results at Key Locations**

The results for peak flood depths and velocities at key locations are provided in Table 13 while the peak flood levels are provided in Table 14 (refer to Figure 14 for locations). The performance of the stormwater drainage system within the study area is governed by the complex interaction between:

- Conveyance within the formal drainage system (pipes and box culverts); and
- Ponding and overland flow along streets and through private land.

A large range of depths (see Figure 15 - Figure 21) and velocities (see Figure 24 - Figure 25) can be observed throughout the catchment for the design flood events. One feature of flooding within the study area is that the sub-surface drainage system generally flows at capacity (refer to Table 15) even for smaller events (i.e. 5 year ARI) and the majority of the flows traverse through the catchment via overland flow paths. Among the regions of interest considered in Table 13 and Table 14, the area upstream of the railway embankment at Jenola Park (point 9) experiences the greatest flood depths with approximately 1.5 m during the 5 year ARI event up to 2.0 m in the 100 year ARI event and 3.6 m in the PMF. Flow velocities are high along the major flow paths like along Gannons Rd and Caringbah Rd but decrease when floodwaters approach the downstream flatter regions (see Figure 24).

Slight distinct flow characteristics are exhibited in the two golf courses located downstream of the catchment. For Woolooware Golf Course, it can be seen that the area facilitates flow conveyance rather than storage, and vice versa for Cronulla Golf Course (see Figure 28). Hence, for the latter the peak flood levels tend to be dominated by high volume events or events with longer rainfall durations.

The peak water level profiles for the catchment for all design flood events are shown in Figure 34. As can be seen from the profiles, the overland flows are predominantly shallow at the upstream sections of the catchment. In the presence of a flow path restriction (i.e. buildings, railway embankments), the flows experience ponding upstream of the obstructions and these areas which retard flows perform as an informal detention basin. Flood storage areas are found downstream of the catchment, i.e. at the golf courses and their surrounds, where lower flow velocity and higher flood depths can be expected.

Table 13: Peak Flood Depths (m) and Velocities (m/s) at Key Locations (refer to Figure 14)

ID	Location	5 Yr ARI		10 Yr ARI		20 Yr ARI		50 Yr ARI		100 Yr ARI		200 Yr ARI		PMF	
		D	V	D	V	D	V	D	V	D	V	D	V	D	V
1	Gannons Rd Rwy Bridge	0.8	3.0	0.9	3.0	1.0	3.1	1.1	3.2	1.2	3.3	1.2	3.4	2.4	4.1
2	Captain Cook Dr/Gannons Rd	0.1	0.6	0.2	0.6	0.2	0.7	0.3	1.0	0.3	1.0	0.4	1.0	0.9	1.3
3	Captain Cook Dr @ Toyota Park	0.4	0.8	0.4	1.1	0.5	1.1	0.6	1.2	0.6	1.2	0.7	1.2	1.2	1.4
4	Woolooware Rd Intersect.	0.0	0.0	0.1	0.0	0.1	0.0	0.1	0.0	0.1	0.2	0.1	0.3	0.4	0.9
5	Sturt Rd	0.2	0.3	0.3	0.6	0.3	0.5	0.3	0.7	0.3	0.8	0.3	0.7	0.4	1.9
6	Hume Rd	0.2	1.2	0.2	1.2	0.2	1.2	0.3	1.2	0.3	1.3	0.4	1.3	0.6	1.8
7	CCD near Endeavour Rd	0.5	0.5	0.5	0.5	0.6	0.5	0.6	0.5	0.7	0.5	0.7	0.5	1.0	0.8
8	Resolution Dr	0.2	0.2	0.3	0.3	0.3	0.2	0.4	0.2	0.4	0.2	0.4	0.2	0.8	1.4
9	Jenola Park	1.5	0.2	1.6	0.1	1.7	0.1	1.9	0.1	2.0	0.2	2.1	0.2	3.6	0.8
10	Kingsway	0.5	0.9	0.5	0.9	0.6	1.0	0.6	1.1	0.6	1.1	0.6	1.2	0.8	1.5
11	Woolooware Rd	0.0	0.7	0.1	0.9	0.1	1.0	0.2	1.2	0.2	1.2	0.2	1.4	0.5	1.4
12	Edinburgh Cl	0.1	0.8	0.2	0.9	0.2	0.9	0.2	0.9	0.2	1.0	0.3	1.5	0.5	1.8
13	Bando Rd	0.5	0.1	0.5	0.1	0.6	0.2	0.7	0.2	0.7	0.2	0.8	0.2	1.1	0.3
14	Woolooware High School	0.2	0.1	0.2	0.1	0.2	0.2	0.3	0.2	0.3	0.3	0.4	0.3	0.6	0.5
15	Solander Playing Fields	0.3	1.5	0.4	1.5	0.4	1.6	0.5	1.6	0.6	1.6	0.6	1.7	1.0	2.0
16	Denman Ave	0.3	0.1	0.4	0.2	0.4	0.2	0.4	0.3	0.4	0.3	0.5	0.4	0.7	0.8
17	Caringbah Rd	0.0	2.6	0.1	2.6	0.1	2.1	0.2	2.6	0.2	3.0	0.3	3.1	0.5	3.6
18	Gannons Rd	0.3	0.9	0.3	0.9	0.3	0.9	0.4	1.0	0.4	1.1	0.4	1.2	0.7	1.6
19	Fenton Ave	0.4	0.9	0.5	1.1	0.5	1.3	0.6	1.3	0.6	1.3	0.6	1.4	0.9	3.4
20	Yathong Rd/Carabella Rd	0.1	2.2	0.1	2.3	0.2	2.3	0.2	2.3	0.2	2.3	0.2	2.3	0.5	2.4
21	Woodfield Blvd	0.2	0.2	0.2	0.2	0.3	0.2	0.3	0.2	0.3	0.2	0.3	0.2	0.4	0.3
22	Meta St	0.1	1.4	0.2	1.6	0.2	1.7	0.2	1.9	0.2	2.0	0.2	2.1	0.6	2.8
23	Parraweena Rd	0.1	0.8	0.1	0.9	0.1	1.0	0.1	1.1	0.2	1.2	0.2	1.3	0.6	1.9
24	Burke Rd	0.7	0.6	0.8	0.6	0.8	0.7	0.9	0.7	0.9	0.7	1.0	0.7	1.4	3.2

Note: "D" and "V" in the second row represent the peak flood depth (measured in m) and velocity (measured in m/s) respectively.



Table 14: Peak Flood Levels (mAHD) at Key Locations (refer to Figure 14)

ID	Location	5 Yr ARI	10 Yr ARI	20 Yr ARI	50 Yr ARI	100 Yr ARI	200 Yr ARI	PMF
1	Gannons Rd Rwy Bridge	11.6	11.6	11.7	11.8	11.9	12.0	13.1
2	Captain Cook Dr/Gannons Rd	2.4	2.5	2.5	2.6	2.6	2.7	3.2
3	Captain Cook Dr @ Toyota Park	2.3	2.3	2.4	2.5	2.5	2.6	3.1
4	Woollooware Rd Intersect.	2.3	2.3	2.3	2.3	2.3	2.3	2.6
5	Sturt Rd	3.9	3.9	3.9	3.9	3.9	3.9	4.1
6	Hume Rd	3.2	3.2	3.2	3.3	3.3	3.4	3.6
7	CCD near Endeavour Rd	2.8	2.9	2.9	3.0	3.0	3.1	3.4
8	Resolution Dr	2.3	2.4	2.4	2.5	2.5	2.6	2.9
9	Jenola Park	12.0	12.1	12.2	12.4	12.5	12.7	14.1
10	Kingsway	14.3	14.3	14.4	14.4	14.4	14.4	14.6
11	Woollooware Rd	4.3	4.3	4.3	4.4	4.4	4.5	4.7
12	Edinburgh Cl	6.8	6.8	6.8	6.8	6.9	6.9	7.1
13	Bando Rd	5.1	5.1	5.1	5.2	5.3	5.3	5.7
14	Woollooware High School	1.9	1.9	1.9	2.0	2.0	2.0	2.3
15	Solander Playing Fields	2.3	2.4	2.5	2.5	2.6	2.6	3.1
16	Denman Ave	10.0	10.0	10.1	10.1	10.1	10.1	10.3
17	Caringbah Rd	22.5	22.6	22.6	22.6	22.7	22.7	22.9
18	Gannons Rd	6.5	6.5	6.5	6.5	6.6	6.6	6.9
19	Fenton Ave	3.3	3.3	3.4	3.4	3.4	3.5	3.8
20	Yathong Rd/Carabella Rd	5.2	5.2	5.3	5.3	5.3	5.4	5.6
21	Woodfield Blvd	13.3	13.3	13.3	13.3	13.3	13.3	13.4
22	Meta St	2.7	2.7	2.7	2.7	2.7	2.8	3.2
23	Parraweena Rd	2.1	2.1	2.1	2.1	2.2	2.2	2.6
24	Burke Rd	5.1	5.1	5.1	5.2	5.3	5.3	5.7

Table 15: Peak Flow Distribution (m<sup>3</sup>/s) across Key Locations

ID	Location	5 Yr ARI	10 Yr ARI	20 Yr ARI	50 Yr ARI	100 Yr ARI	200 Yr ARI	PMF
<b>Overland Flows</b>								
OF1	Gannons Rd Railway Bridge	22.8	26.4	32.2	39.2	44.2	49.8	118.4
OF2	Yathong Rd	10.8	12.5	15.5	19.0	21.8	26.1	72.2
OF3	Caringbah Rd/Oleander Pde	7.8	9.8	11.9	14.7	16.7	19.7	51.9
OF4	Jenola Park	20.3	23.8	28.9	34.8	40.6	45.1	104.5
OF5	Gannons Rd	1.4	1.8	2.3	3.6	4.8	6.2	24.3
OF6	Captain Cook Dr Overtopping	15.3	24.6	36.6	53.3	64.8	79.9	230.7
OF7	Woollooware Rd to WGC	3.8	5.0	6.4	8.5	10.1	12.2	34.7
OF8	WGC to Woollooware Rd	0.1	0.2	0.3	0.7	1.0	1.4	21.7
OF9	Girralang Rd	1.0	1.2	1.5	2.5	3.2	4.2	18.6
OF10	Sturt Rd	2.3	2.9	4.0	5.0	5.7	6.7	16.8
<b>Pipe/Culvert/Channel Flows</b>								
PC1	Endeavour Channel Outlet	16.4	15.8	16.5	17.4	18.0	18.7	24.3
PC2	Solander Pipe Outlet	0.4	0.5	0.5	0.5	0.6	0.6	0.7
PC3	Sharks CCD Culvert	6.9	6.9	6.8	6.8	6.8	6.8	6.5
PC4	Sharks Channel Outlet	14.4	18.1	21.1	26.0	29.4	32.6	53.6
PC5	CGC CCD Outlet	1.8	2.0	2.9	3.7	3.9	4.1	4.6
PC6	CGC Outflows	0.7	0.7	0.7	0.7	0.7	0.7	0.5
PC7	Sturt Rd GPT Inflows	1.1	1.1	1.1	1.2	1.1	1.2	1.1
PC8	Hume Rd GPT Inflows	1.1	1.1	1.2	1.3	1.4	1.4	1.8
PC9	WGC Woollooware Rd Inflow	2.8	2.9	2.9	3.0	3.0	3.1	3.4
PC10	WGC Gannons Rd Inflows	0.8	0.8	0.8	0.9	0.9	0.9	1.0
PC11	WGC Dolans Rd Inflow	0.7	0.7	0.7	0.7	0.7	0.7	0.7
PC12	WGC Denman Ave Inflow	0.6	0.6	0.7	0.9	0.9	0.9	0.9
PC13	WGC Kingsway Inflow	3.4	3.7	3.8	4.0	4.3	4.4	5.2
PC14	Northumberland Dr Outlet	2.0	2.0	2.0	2.1	2.1	2.1	2.4

Due to the combination of high flood depths and velocities, many regions of the catchment are affected by high hazard flows. Figure 26 and Figure 27 show the flow hazard classification throughout the catchment for the 100 year ARI and PMF events. It can be seen that during the 100 year ARI flood event many roads form significant flow paths with high hazard flows, with the situation worsening for the PMF.

The NSW Floodplain Development Manual (Reference 16) provides guidelines on determining hydraulic categories and allows flexibility in the interpretation of the definition of each category. Consultants and authorities use different approaches for this. For the purpose of this study the preliminary hydraulic categories have been adopted based on previous experience and review of literature (e.g. Reference 24):

- *Floodway* = Velocity \* Depth > 0.25 m<sup>2</sup>/s AND Velocity > 0.25m/s OR Velocity > 1m/s
- *Flood Storage* = Depth > 0.2m (provided that NOT categorised as Floodway)
- *Flood Fringe* = Depth < 0.2m (provided that NOT categorised as Floodway or Storage)

The approach undertaken considers each hydraulic category as a function of the velocity depth product, velocity or depth. It should be noted that the same criteria may not be applicable for a different floodplain and the reliability and effectiveness of the approach remain to be ascertained (Reference 24). Figure 28 and Figure 29 display the preliminary hydraulic categorisation for the 100 year ARI and PMF events.

### 8.4.2. Major Access Road Flooding

Several major arterial roads in the catchment are subject to flooding from events as small as the 5 year ARI event. Captain Cook Drive and Kingsway link the suburbs of Cronulla and Kurnell with the rest of Sydney. Excessive flooding of these roads could potentially inhibit traffic and result in significant impacts on traffic flows throughout the region. During a significant flood event it is likely that emergency service vehicles would be required in the affected area, though access may be severely hindered by the possibility of major road closures. A summary of flood depths on these two as well as other major access roads in this region is provided in Table 16.

Table 16: Major Road Peak Flood Depths (m) for Various Events

ID	Location	5 Yr ARI	10 Yr ARI	20 Yr ARI	50 Yr ARI	100 Yr ARI	200 Yr ARI	PMF
1	Gannons Rd Rwy Bridge	0.8	0.9	1.0	1.1	1.2	1.2	2.4
3	Captain Cook Dr @ Toyota Park	0.4	0.4	0.5	0.6	0.6	0.7	1.2
7	CCD near Endeavour Rd	0.5	0.5	0.6	0.6	0.7	0.7	1.0
10	Kingsway	0.5	0.5	0.6	0.6	0.6	0.6	0.8
11	Woollooware Rd	0.0	0.1	0.1	0.2	0.2	0.2	0.5

### 8.5. Sensitivity Analysis

Sensitivity analysis was carried out in order to assess the affect that adjusting model parameters had on model results. A comparison was carried out using peak flood levels and flows for the 100 year ARI design event. The following scenarios were modelled:

- An increase in rainfall losses (soil type 2 adopted in DRAINS);
- A decrease in rainfall losses (soil type 4 adopted in DRAINS);
- An increase in routing lag of 20% for DRAINS;
- A decrease in routing lag of 20% for DRAINS;
- An increase in bed resistance (Manning's 'n') of 20%;
- A decrease in bed resistance (Manning's 'n') of 20%;
- Pipe/culvert blockage at 0%; and
- Pipe/culvert blockage at 100%.

A summary of the results obtained are shown in Table 17 and Table 18. The tables show the differences between the results for each tested run and the 100 year ARI design flood event (base case).

Table 17: Sensitivity Analysis of 100 year ARI Peak Flood Flows

ID	Location	Base Case (m <sup>3</sup> /s)	Impact (%)							
			Losses Increase	Losses Decrease	Routing Lag Increase	Routing Lag Decrease	Manning's 'n' +20%	Manning's 'n' -20%	Pipe/Culvert Blockage at 0%	Pipe/Culvert Blockage at 100%
<b>Overland Flows</b>										
OF1	Gannons Rd Railway Bridge	44.2	-1.0%	-0.1%	0.0%	-0.1%	-1.0%	0.8%	-2.0%	5.2%
OF2	Yathong Rd	21.8	-0.4%	-0.3%	1.3%	0.5%	1.2%	4.9%	0.4%	1.4%
OF6	Captain Cook Dr Overtopping	64.8	-5.6%	3.5%	3.3%	4.4%	-1.8%	3.8%	-11.8%	22.5%
OF9	Girralang Rd	3.2	-5.7%	4.2%	3.2%	3.9%	2.1%	9.7%	-0.6%	-14.3%
<b>Pipe/Culvert/Channel Flows</b>										
PC1	Endeavour Channel Outlet	18.0	-0.4%	0.1%	0.1%	0.2%	5.3%	-1.0%	147.6%	-82.3%
PC3	Sharks CCD Culvert	6.8	1.6%	-0.5%	-0.8%	-1.2%	-6.0%	5.3%	69.1%	-99.1%
PC5	CGC CCD Outlet	3.9	-4.6%	3.1%	3.1%	3.1%	-1.9%	2.1%	40.3%	-98.8%

Table 18: Sensitivity Analysis of 100 year ARI Peak Flood Levels

ID	Location	Base Case (mAHD)	Impact (m)							
			Losses Increase	Losses Decrease	Routing Lag Increase	Routing Lag Decrease	Manning's 'n' +20%	Manning's 'n' -20%	Pipe/Culvert Blockage at 0%	Pipe/Culvert Blockage at 100%
1	Gannons Rd Railway Bridge	11.91	-0.01	0.00	0.00	0.00	+0.03	+0.01	-0.01	+0.03
2	Captain Cook Dr/Gannons Rd	2.63	-0.01	0.00	0.00	0.00	+0.02	-0.02	-0.08	+0.04
3	Captain Cook Dr @ Toyota Park	2.54	-0.02	+0.01	+0.01	+0.01	+0.05	-0.04	-0.01	+0.04
4	Woolooware Rd Intersection	2.33	-0.01	0.00	0.00	0.00	+0.01	-0.01	-0.01	+0.01
5	Sturt Rd	3.94	0.00	0.00	+0.01	0.00	-0.01	+0.05	-0.01	-0.01
6	Hume Rd	3.34	-0.01	0.00	0.00	0.00	0.00	0.00	0.00	+0.01
7	CCD near Endeavour Rd	3.04	0.00	0.00	0.00	0.00	+0.01	-0.01	-0.09	+0.05
8	Resolution Dr	2.52	0.00	0.00	0.00	0.00	0.00	0.00	-0.07	+0.09
9	Jenola Park	12.52	-0.01	0.00	0.00	+0.01	+0.02	-0.01	-0.02	+0.06
10	Kingsway	14.40	0.00	0.00	0.00	0.00	-0.02	+0.04	0.00	0.00
11	Woolooware Rd	4.42	0.00	+0.01	+0.01	+0.01	+0.01	0.00	-0.06	+0.05
12	Edinburgh Cl	6.85	0.00	+0.01	+0.01	+0.01	-0.01	+0.01	-0.03	+0.02
13	Bando Rd	5.26	0.00	+0.01	+0.01	0.00	+0.02	+0.02	-0.03	+0.05
14	Woolooware High School	2.00	-0.01	0.00	0.00	0.00	0.00	-0.01	-0.07	+0.18
15	Solander Playing Fields	2.59	-0.02	+0.01	+0.01	+0.01	+0.01	-0.01	-0.03	+0.06
16	Denman Ave	10.11	0.00	0.00	0.00	0.00	0.00	-0.01	-0.01	+0.02
17	Caringbah Rd	22.66	0.00	0.00	0.00	0.00	-0.01	+0.04	-0.04	+0.03
18	Gannons Rd	6.57	0.00	0.00	0.00	+0.01	0.00	+0.02	-0.01	+0.03
19	Fenton Ave	3.45	0.00	0.00	0.00	0.00	-0.01	+0.01	-0.01	+0.01
20	Yathong Rd/Carabella Rd	5.33	0.00	0.00	0.00	0.00	-0.02	+0.02	0.00	+0.01
21	Woodfield Blvd	13.34	0.00	0.00	0.00	0.00	0.00	0.00	-0.01	+0.01
22	Meta St	2.73	0.00	0.00	0.00	0.00	+0.03	0.00	0.00	+0.01
23	Parraweena Rd	2.16	0.00	0.00	0.00	0.00	+0.02	-0.02	-0.01	+0.01
24	Burke Rd	5.25	-0.01	+0.01	+0.01	+0.01	+0.01	-0.01	-0.02	+0.04
	<b>Mean:</b>		0.00	0.00	0.00	0.00	+0.01	0.00	-0.03	+0.04

Overall, results were shown to be insensitive to the tested variables with a maximum of  $\pm 0.2$  m variation to peak flood levels at the tested locations. This can generally be accommodated within the 0.5 m freeboard (if adopted) applied to the 100 year ARI results to determine the Flood Planning Levels (FPLs).

In general flood levels and flows were most sensitive to adjusting the pipe/culvert blockage factor. An increase in pipe/culvert blockage from 50% (as per the base case) to 100% blockage caused an increase in overland flow of up to 22.5% at Captain Cook Dr (indicated as OF6 in Figure 14), with decrease flows in the pipes/culverts and minor increases in flood levels in the lower catchment with the exception of Woollooware High School (approximately 0.2 m as indicated in Table 18).

## 8.6. Climate Change Analysis

Climate change modelling has also been carried out as per the NSW Government guidelines (as discussed in Section 7). The following scenarios were modelled for the 100 year ARI flood and PMF events:

- 10% increase in design rainfall intensity;
- 20% increase in design rainfall intensity;
- 30% increase in design rainfall intensity;
- 0.4 m rise in Woollooware Bay tailwater level (sea level rise scenario by year 2050); and
- 0.9 m rise in Woollooware Bay tailwater level (sea level rise scenario by year 2100).

### 8.6.1. Rainfall Increase

The results for the rainfall increase scenarios are tabulated in Table 19 and Table 20 for the 100 year ARI and PMF events respectively. Overall, an increase in the design rainfalls result in generally an increase in flood levels across the study catchment predominately in the main flow paths and lower regions of the catchment. For the 100 year ARI flood event, a 10% increase in design rainfall intensity results in approximately 0.1 m maximum increase in peak flood levels, a 20% rainfall increase results in approximately 0.2 m maximum increase in peak flood levels and a 30% rainfall increase results in approximately 0.3m maximum increase in peak flood levels (around the Jenola Park area). For the PMF event, a 10% increase in design rainfall intensity results in approximately 0.2 m maximum increase in peak flood levels, a 20% rainfall increase results in approximately 0.4 m maximum increase in peak flood levels and a 30% rainfall increase results in approximately 0.5m maximum increase in peak flood levels. Regions located in the steeper areas are not affected as much by these increases in flood levels as the flatter regions in the catchment downstream.

Table 19: Results for Rainfall Increase Scenarios (100 year ARI Flood Event)

ID	Location	Base Case (mAHD)	Impact (m)		
			10% Increase in Rainfall	20% Increase in Rainfall	30% Increase in Rainfall
1	Gannons Rd Railway Bridge	11.91	+0.07	+0.14	+0.22
2	Captain Cook Dr/Gannons Rd	2.63	+0.03	+0.05	+0.09
3	Captain Cook Dr @ Toyota Park	2.54	+0.07	+0.13	+0.18
4	Woolooware Rd Intersection	2.33	+0.01	+0.03	+0.04
5	Sturt Rd	3.94	-0.01	0.00	0.00
6	Hume Rd	3.34	+0.04	+0.06	+0.09
7	CCD near Endeavour Rd	3.04	+0.04	+0.07	+0.1
8	Resolution Dr	2.52	+0.03	+0.05	+0.08
9	Jenola Park	12.52	+0.11	+0.21	+0.31
10	Kingsway	14.40	+0.01	+0.03	+0.06
11	Woolooware Rd	4.42	+0.02	+0.05	+0.07
12	Edinburgh Cl	6.85	+0.03	+0.05	+0.06
13	Bando Rd	5.26	+0.04	+0.09	+0.23
14	Woolooware High School	2.00	+0.04	+0.07	+0.1
15	Solander Playing Fields	2.59	+0.05	+0.09	+0.13
16	Denman Ave	10.11	+0.02	+0.06	+0.07
17	Caringbah Rd	22.66	+0.02	+0.05	+0.07
18	Gannons Rd	6.57	+0.03	+0.05	+0.07
19	Fenton Ave	3.45	+0.03	+0.05	+0.06
20	Yathong Rd/Carabella Rd	5.33	+0.02	+0.03	+0.05
21	Woodfield Blvd	13.34	0.00	+0.01	+0.01
22	Meta St	2.73	+0.02	+0.05	+0.07
23	Parraweena Rd	2.16	+0.02	+0.03	+0.05
24	Burke Rd	5.25	+0.05	+0.1	+0.15
<b>Mean:</b>			+0.03	+0.06	+0.10

Table 20: Results for Rainfall Increase Scenarios (PMF Event)

ID	Location	Base Case (mAHD)	Impact (m)		
			10% Increase in Rainfall	20% Increase in Rainfall	30% Increase in Rainfall
1	Gannons Rd Railway Bridge	13.12	+0.17	+0.22	+0.31
2	Captain Cook Dr/Gannons Rd	3.17	+0.04	+0.07	+0.1
3	Captain Cook Dr @ Toyota Park	3.07	+0.04	+0.09	+0.14
4	Woolooware Rd Intersection	2.61	+0.03	+0.07	+0.1
5	Sturt Rd	4.06	+0.03	+0.03	+0.06
6	Hume Rd	3.64	+0.04	+0.07	+0.12
7	CCD near Endeavour Rd	3.40	+0.03	+0.06	+0.09
8	Resolution Dr	2.90	+0.04	+0.07	+0.11
9	Jenola Park	14.12	+0.19	+0.35	+0.45
10	Kingsway	14.58	+0.02	+0.05	+0.05
11	Woolooware Rd	4.67	+0.02	+0.04	+0.07
12	Edinburgh Cl	7.13	+0.04	+0.07	+0.1
13	Bando Rd	5.70	+0.06	+0.11	+0.17
14	Woolooware High School	2.32	+0.05	+0.1	+0.14
15	Solander Playing Fields	3.06	+0.04	+0.09	+0.13
16	Denman Ave	10.35	0.00	+0.07	+0.13
17	Caringbah Rd	22.91	0.00	+0.12	+0.17
18	Gannons Rd	6.88	+0.04	+0.06	+0.08
19	Fenton Ave	3.76	+0.04	+0.08	+0.1
20	Yathong Rd/Carabella Rd	5.55	+0.02	+0.05	+0.1
21	Woodfield Blvd	13.43	+0.01	+0.03	+0.04
22	Meta St	3.16	+0.05	+0.11	+0.16
23	Parraweena Rd	2.56	+0.06	+0.11	+0.16
24	Burke Rd	5.70	+0.06	+0.12	+0.18
<b>Mean:</b>			+0.05	+0.09	+0.14

### 8.6.2. Sea Level Rise

The results for the sea level rise scenarios are tabulated in Table 21 and Table 22 for the 100 year ARI and PMF events respectively. The impacts of increasing downstream water levels are largely confined to the low lying areas adjacent to Woolooware Bay, as illustrated in Figure 32 and Figure 33. From the figures, it can be seen that regions that are particularly vulnerable to impacts of sea level rise are Woolooware High School, Captain Cook Drive, Cronulla Golf Course and Endeavour Field (Toyota Park).



Table 21: Results for Sea Level Rise Scenario (100 year ARI Flood Event)

ID	Location	Base Case (mAHD)	Impact (m)	
			Sea Level Rise of 0.4m	Sea Level Rise of 0.9m
1	Gannons Rd Railway Bridge	11.91	0.00	0.00
2	Captain Cook Dr/Gannons Rd	2.63	0.00	+0.01
3	Captain Cook Dr @ Toyota Park	2.54	+0.03	+0.11
4	Woolooware Rd Intersection	2.33	0.00	+0.01
5	Sturt Rd	3.94	0.00	0.00
6	Hume Rd	3.34	0.00	0.00
7	CCD near Endeavour Rd	3.04	0.00	+0.01
8	Resolution Dr	2.52	+0.02	+0.06
9	Jenola Park	12.52	0.00	0.00
10	Kingsway	14.40	0.00	0.00
11	Woolooware Rd	4.42	0.00	+0.01
12	Edinburgh Cl	6.85	+0.01	0.00
13	Bando Rd	5.26	+0.01	0.00
14	Woolooware High School	2.00	+0.09	+0.29
15	Solander Playing Fields	2.59	+0.02	+0.04
16	Denman Ave	10.11	-0.01	0.00
17	Caringbah Rd	22.66	-0.01	-0.01
18	Gannons Rd	6.57	0.00	0.00
19	Fenton Ave	3.45	0.00	0.00
20	Yathong Rd/Carabella Rd	5.33	0.00	0.00
21	Woodfield Blvd	13.34	0.00	0.00
22	Meta St	2.73	0.00	+0.01
23	Parraweena Rd	2.16	0.00	+0.13
24	Burke Rd	5.25	0.00	0.00
<b>Mean:</b>			+0.01	+0.03

Table 22: Results for Sea Level Rise Scenario (PMF Event)

ID	Location	Base Case (mAHD)	Impact (m)	
			Sea Level Rise of 0.4m	Sea Level Rise of 0.9m
1	Gannons Rd Railway Bridge	13.12	0.00	0.00
2	Captain Cook Dr/Gannons Rd	3.17	0.00	0.00
3	Captain Cook Dr @ Toyota Park	3.07	0.00	+0.01
4	Woollooware Rd Intersection	2.61	0.00	0.00
5	Sturt Rd	4.06	-0.01	-0.01
6	Hume Rd	3.64	0.00	0.00
7	CCD near Endeavour Rd	3.40	0.00	0.00
8	Resolution Dr	2.90	0.00	+0.02
9	Jenola Park	14.12	-0.01	0.00
10	Kingsway	14.58	0.00	0.00
11	Woollooware Rd	4.67	0.00	0.00
12	Edinburgh Cl	7.13	0.00	-0.01
13	Bando Rd	5.70	0.00	0.00
14	Woollooware High School	2.32	0.00	+0.1
15	Solander Playing Fields	3.06	0.00	+0.01
16	Denman Ave	10.35	0.00	0.00
17	Caringbah Rd	22.91	0.00	+0.01
18	Gannons Rd	6.88	0.00	+0.01
19	Fenton Ave	3.76	0.00	0.00
20	Yathong Rd/Carabella Rd	5.55	0.00	0.00
21	Woodfield Blvd	13.43	0.00	0.00
22	Meta St	3.16	0.00	+0.02
23	Parraweena Rd	2.56	+0.01	+0.03
24	Burke Rd	5.70	0.00	0.00
<b>Mean:</b>			0.00	+0.01

## 9. CONCLUSIONS

A flood study, reported upon herein, has been undertaken for the Woollooware Bay catchment. Mechanisms of flooding addressed include local overland flow (runoff in excess of pit/pipe drainage systems) as well as tidal inundation from Woollooware Bay. The flood study has defined flood behaviour for a range of floods from the 5 year ARI up to the PMF event and the results are presented herein.

The models established for this study have been verified qualitatively using historical data from Council's CRMS records and survey questionnaire results for the May 2003 event. The work carried out was based on best practice and produced results for inundation and flows which are in line with (and will supersede the results from) the 2004 Initial Subjective Assessment of Major Flooding as well as the information provided from resident surveys.

Key findings of this study are as follows:

- Generally the minor drainage system, which consists of the pit/pipe network and trunk drainage elements, does not have the capacity to cope with the influx of floodwaters even for small events such as the 5 year ARI event. Runoff from the catchment is predominantly conveyed through overland flow paths such as roads and empty spaces between private properties;
- The railway embankment (Sutherland – Cronulla railway line) proved to be a major obstruction to overland flows originating from the catchments upstream, consequently resulting in severe flood problems upstream of the embankments and inundation depths in excess of 1 m for the 100 year ARI flood event at the bridge crossing at Gannons Road. This problem is compounded by the limited capacity of the sub-surface drainage system to convey the ponded water;
- Emergency egress during flood events is a major issue for this catchment as excessive flooding of major access roads including Captain Cook Dr, Kingsway and Gannons Rd was found to occur which will result in significant impacts on traffic flows throughout the region;
- A number of flooding hot spots were identified in the catchment including:
  - Depression upstream of Hume Rd in the Bando Rd area;
  - Areas adjacent to the open channels at Edinburgh Cl, Fenton Ave and Yathong Close;
  - Overland flow paths such as Gannons Rd, Kingsway, Caringbah Rd and Captain Cook Dr;
  - Woollooware and Cronulla Golf Courses, as well as majority of the playing fields; and
  - Generally the low lying areas adjacent to Woollooware Bay including Captain Cook Dr, Endeavour Field (Toyota Park), the industrial area at Resolution Dr, Endeavour Rd, Northumberland Dr and Parraweena Rd.
- The low lying areas adjacent to Woollooware Bay including Woollooware High School, Captain Cook Drive, Cronulla Golf Course and Endeavour Field (Toyota Park) are particularly vulnerable to impacts of sea level rise.

## **10. ACKNOWLEDGEMENTS**

WMAwater wish to acknowledge the assistance of the Sutherland Shire Council staff and Floodplain Management Committee in carrying out this study as well as the NSW Government (Office of Environment and Heritage) and the residents of the Woollooware Bay catchment. This study was jointly funded by the Sutherland Shire Council and the NSW Government.

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FIGURE 1  
LOCALITY MAP



Study Area

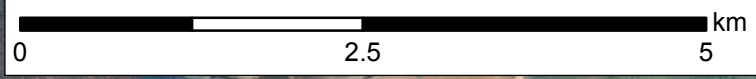
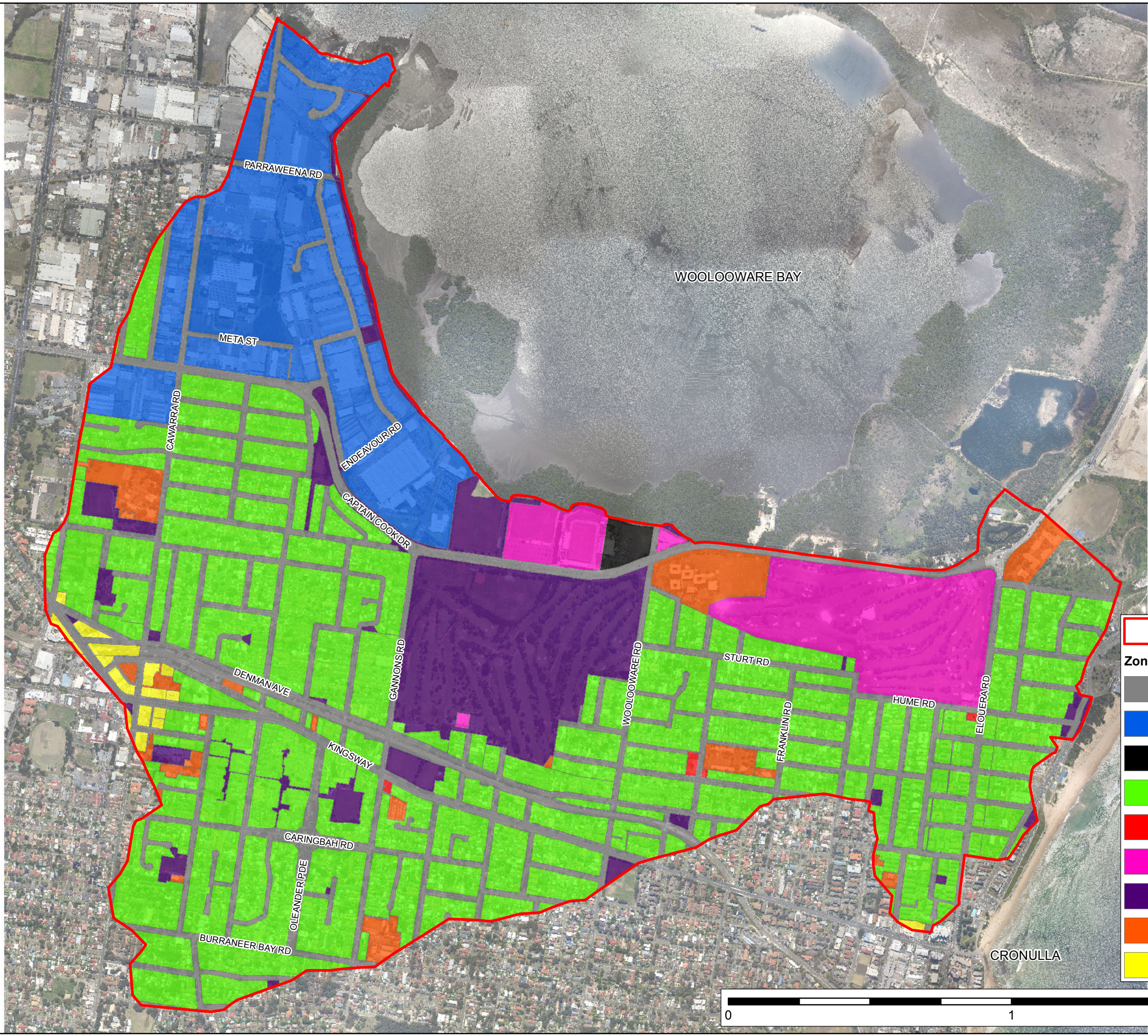




FIGURE 2  
LAND USE MAP



**Study Area**

**Zoning Class**

- Infrastructure
- Employment
- Excluded
- Residential
- Neighbourhood Centre
- Private Recreation
- Public Open Space
- Special Uses
- Urban Centre

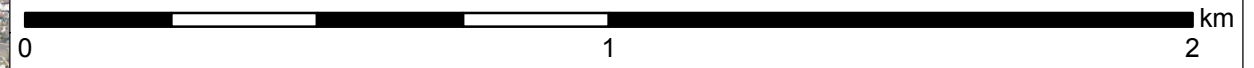
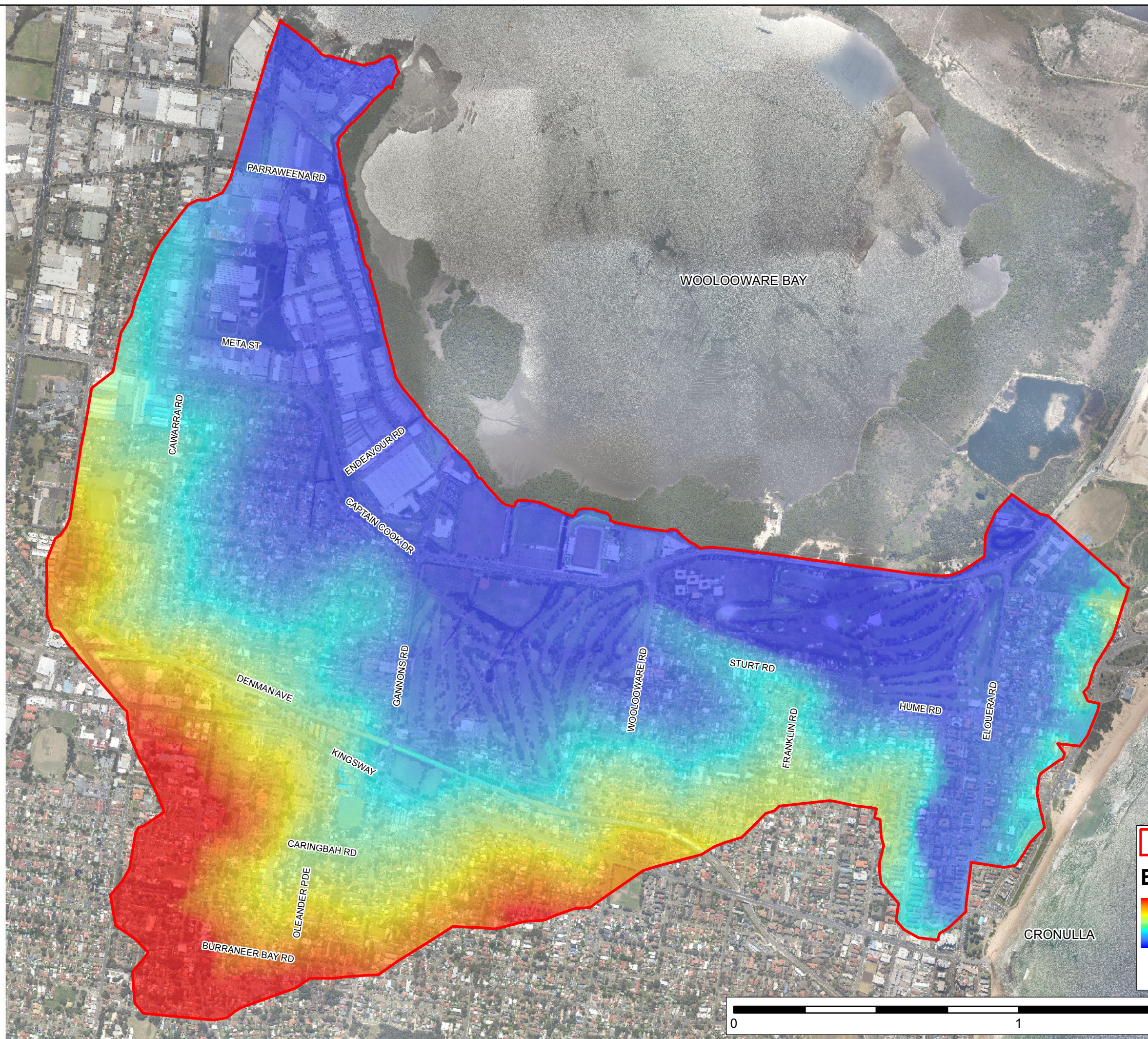




FIGURE 3  
EXISTING TOPOGRAPHY



Study Area

**Elevation (mAHD)**

High : 65

Low : 0

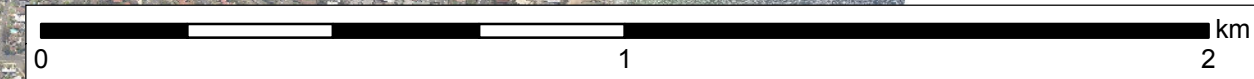




FIGURE 4  
COMPLAINTS BASED ON CRMS  
MAY 2003 EVENT



- Reported Flooding (Count)**
- Flooding Above Floor Level (5)
  - Flooding on Property (21)
  - Flooding on Roadway (2)
  - Drainage and Maintenance Issues (25)
  - Non-Flooding Issues (15)
  - Study Area

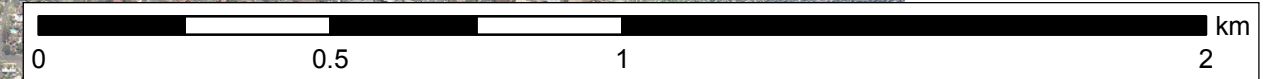




FIGURE 5  
RAINFALL AND PLUVIOMETER GAUGE LOCATIONS



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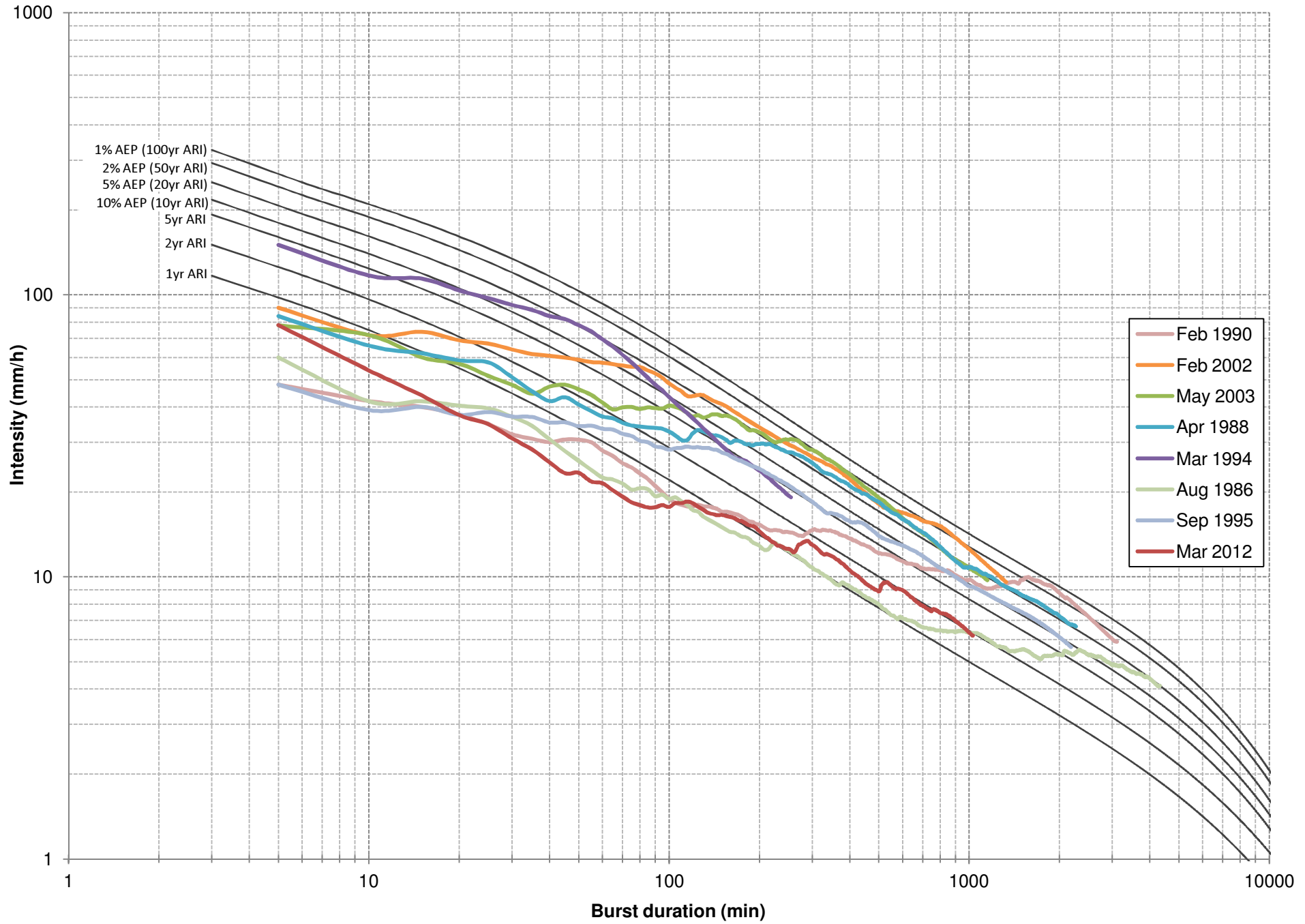


FIGURE 6  
INTENSITY-FREQUENCY-DURATION PLOTS OF RECENT EVENTS  
CRONULLA STP GAUGE (566018)

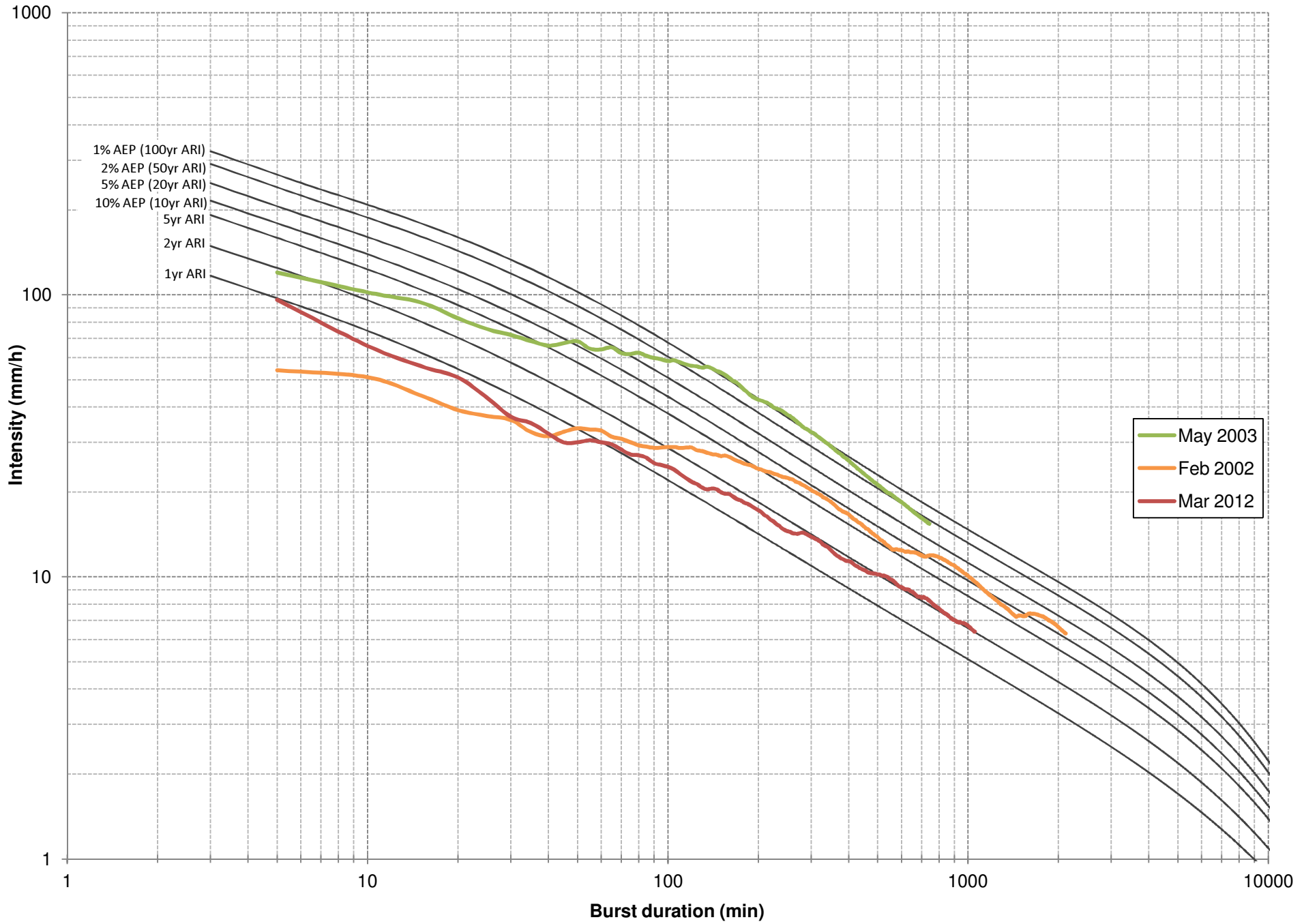


FIGURE 7  
INTENSITY-FREQUENCY-DURATION PLOTS OF RECENT EVENTS  
CARINGBAH BOWLING CLUB GAUGE (566098)



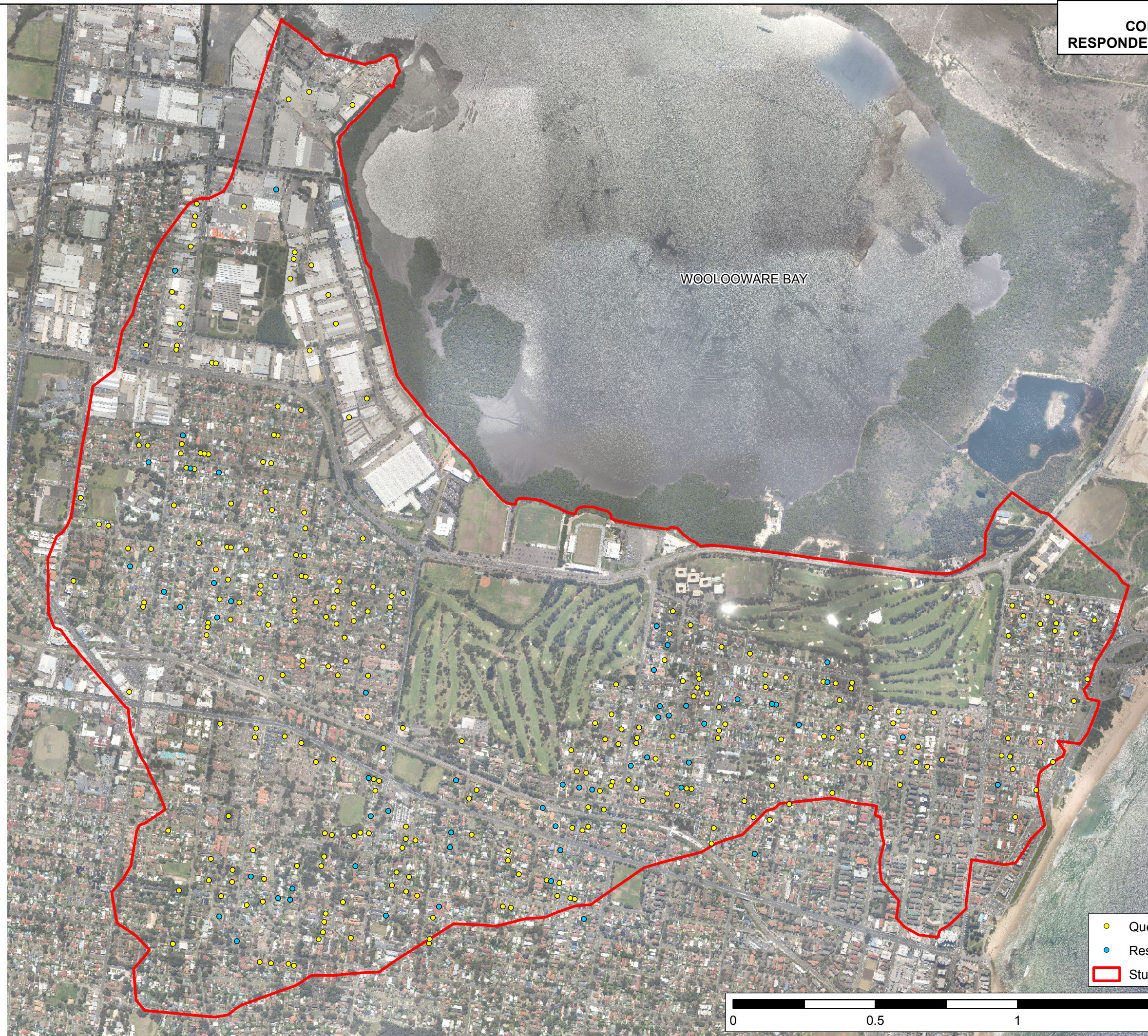
DRAINAGE SYSTEM AND HYDRAULIC MODEL LAYOUT



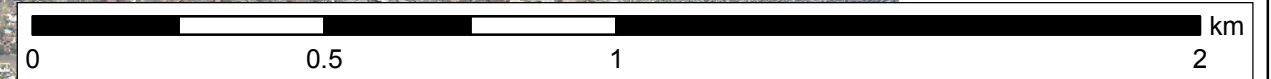
- Pits
- Tail Water Boundary
- ▭ Study Area
- Pipe/Culvert Diameter (m)**
- 0.1 to 0.375
- 0.45 to 0.7
- 0.75 to 0.9
- 1 to 2
- 2.4 to 3.6
- > 3.6
- Open Channels



FIGURE 9  
COMMUNITY CONSULTATION  
RESPONDENTS: WOOLLOOWARE BAY

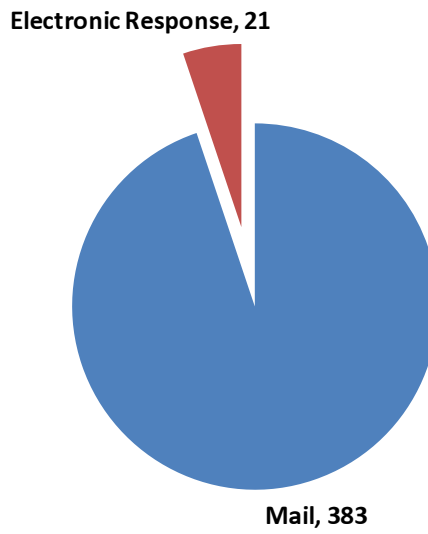


- Questionnaire Respondents
- Respondent Identified Flood Area
- ▭ Study Area

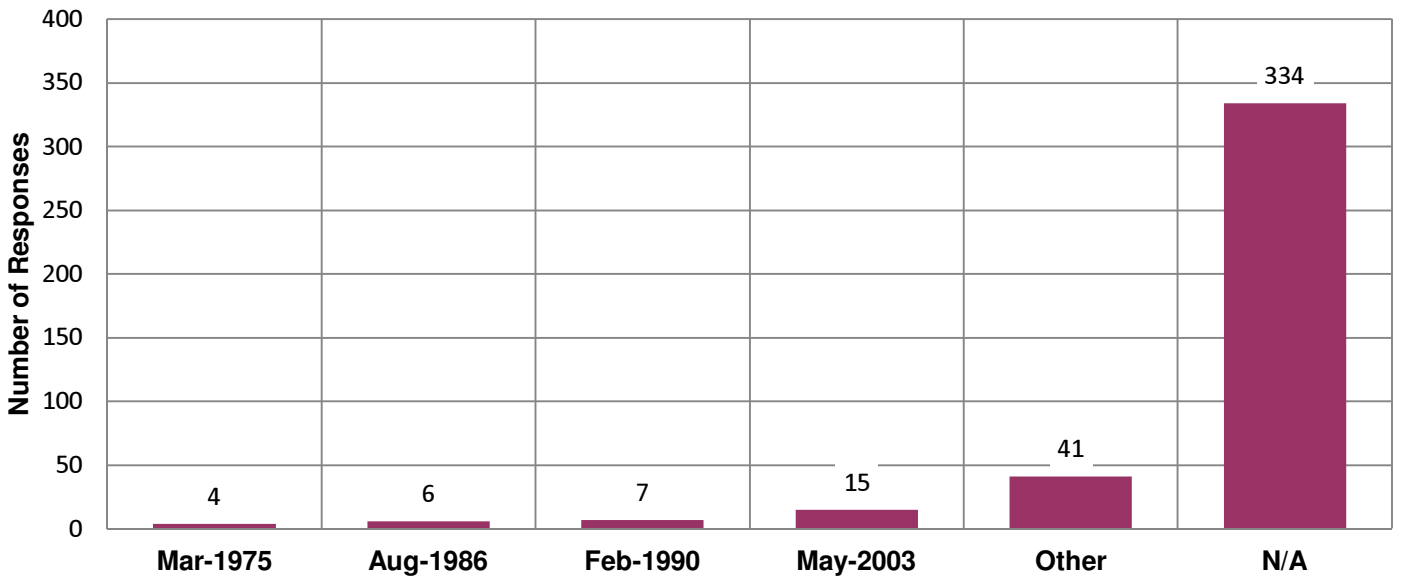




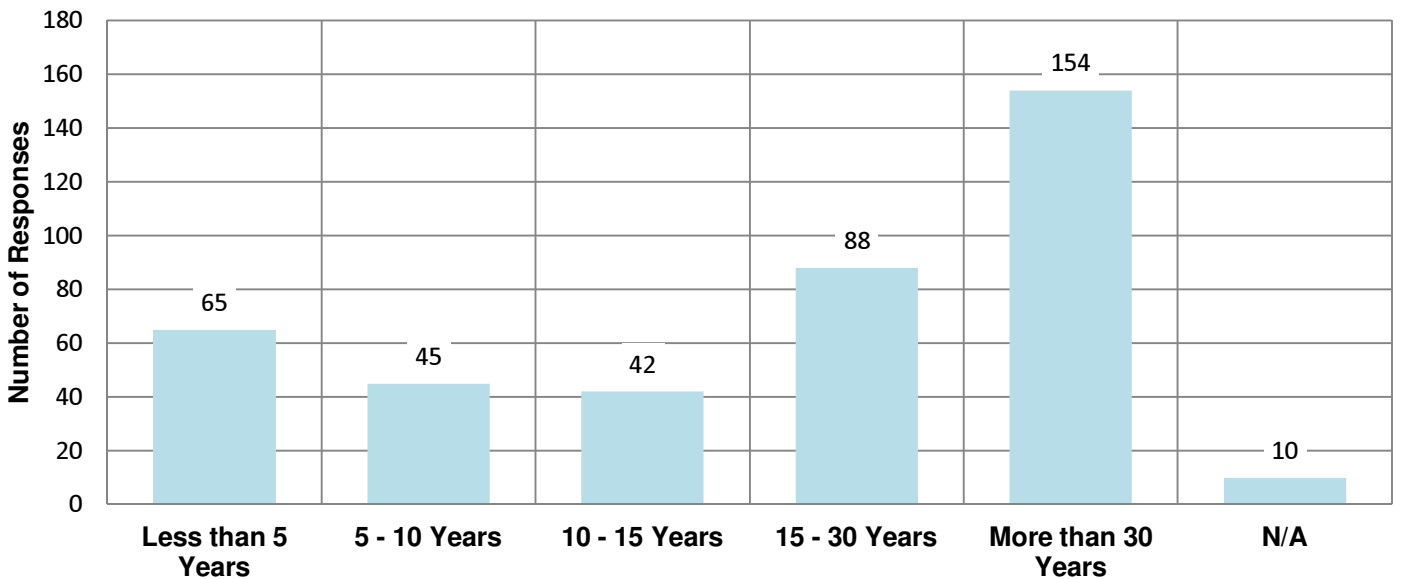
**A: Mode of Response**



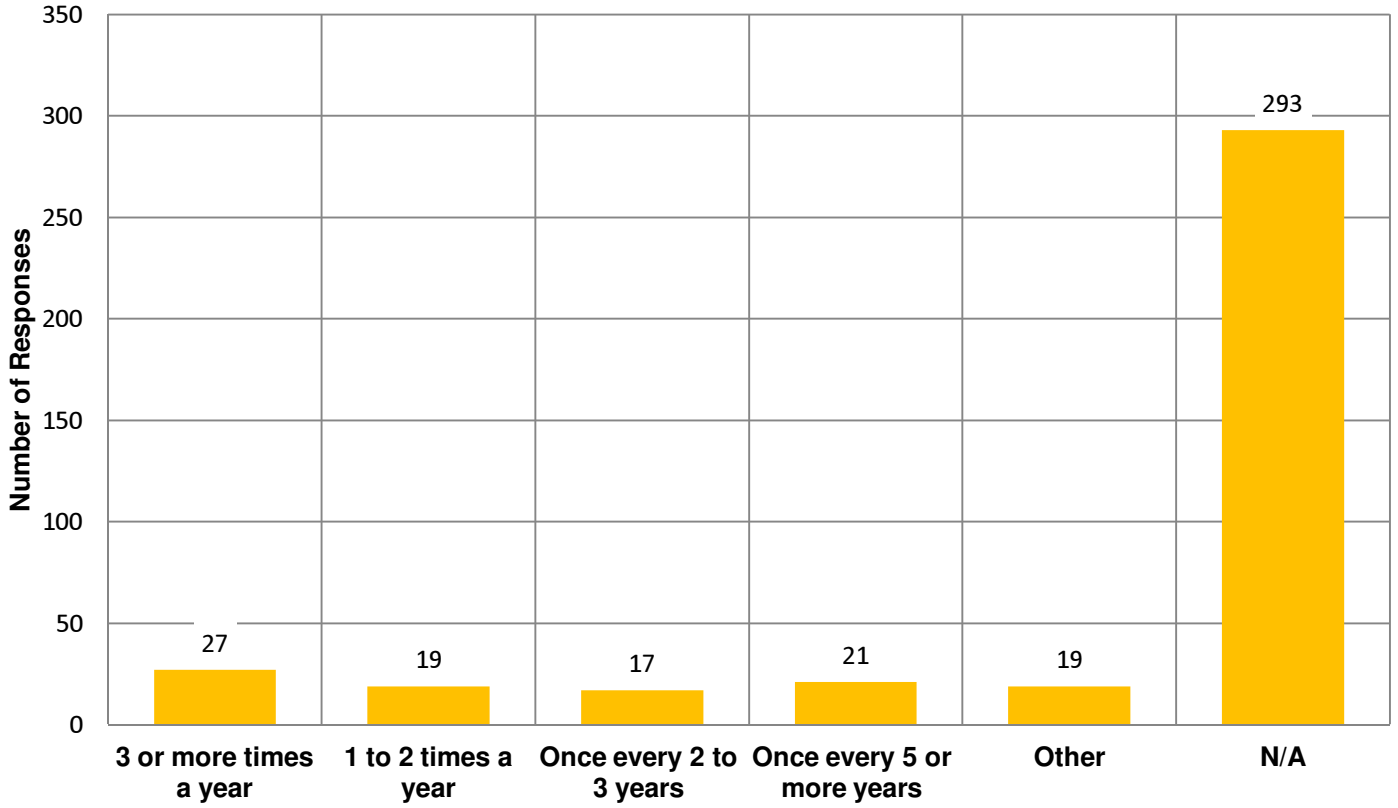
**B: Experience with Previous Floods**



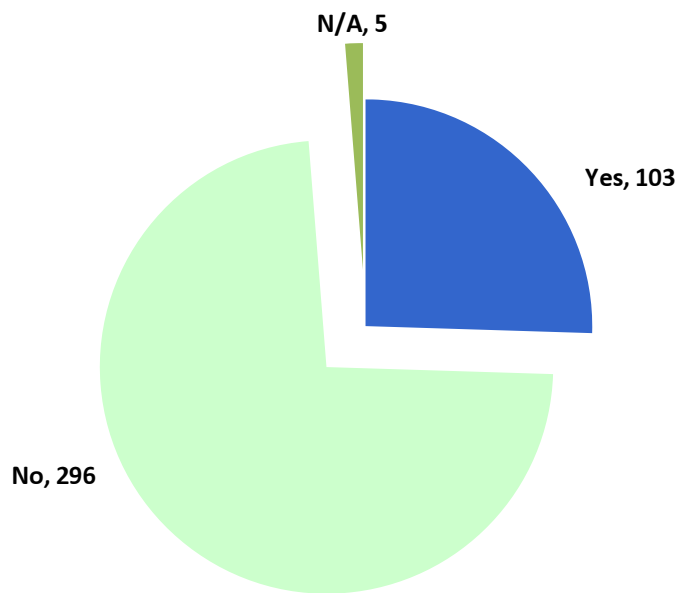
**C: Period of Residency**



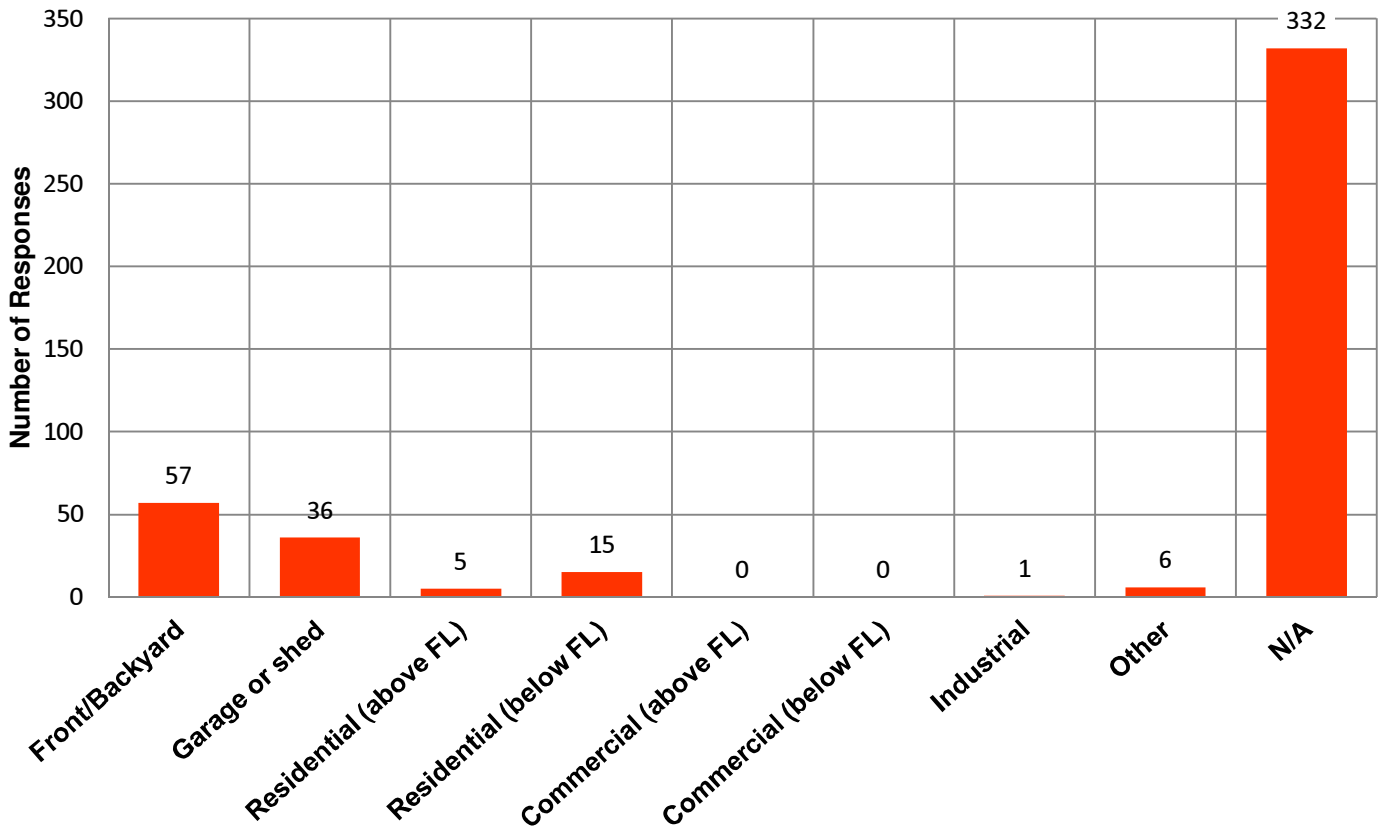
### D: Frequency of Flooding



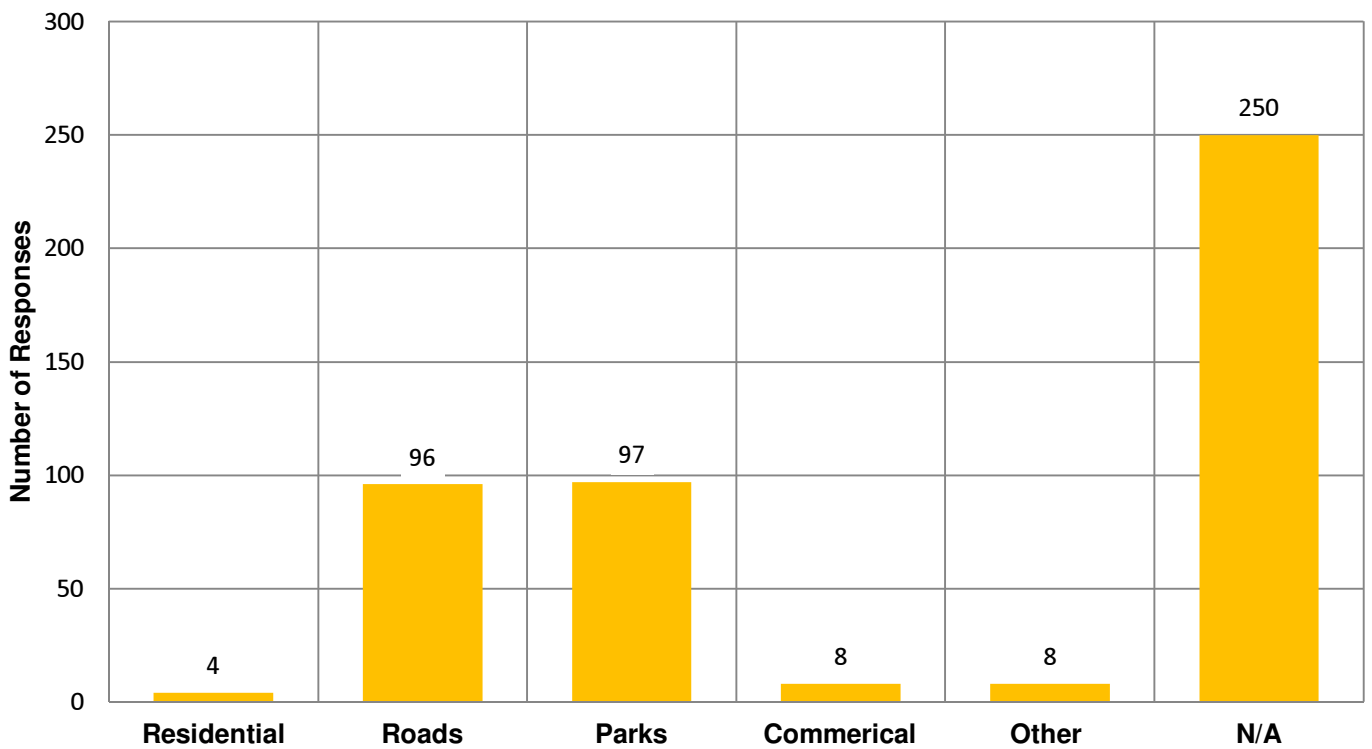
### E: Homes flooded



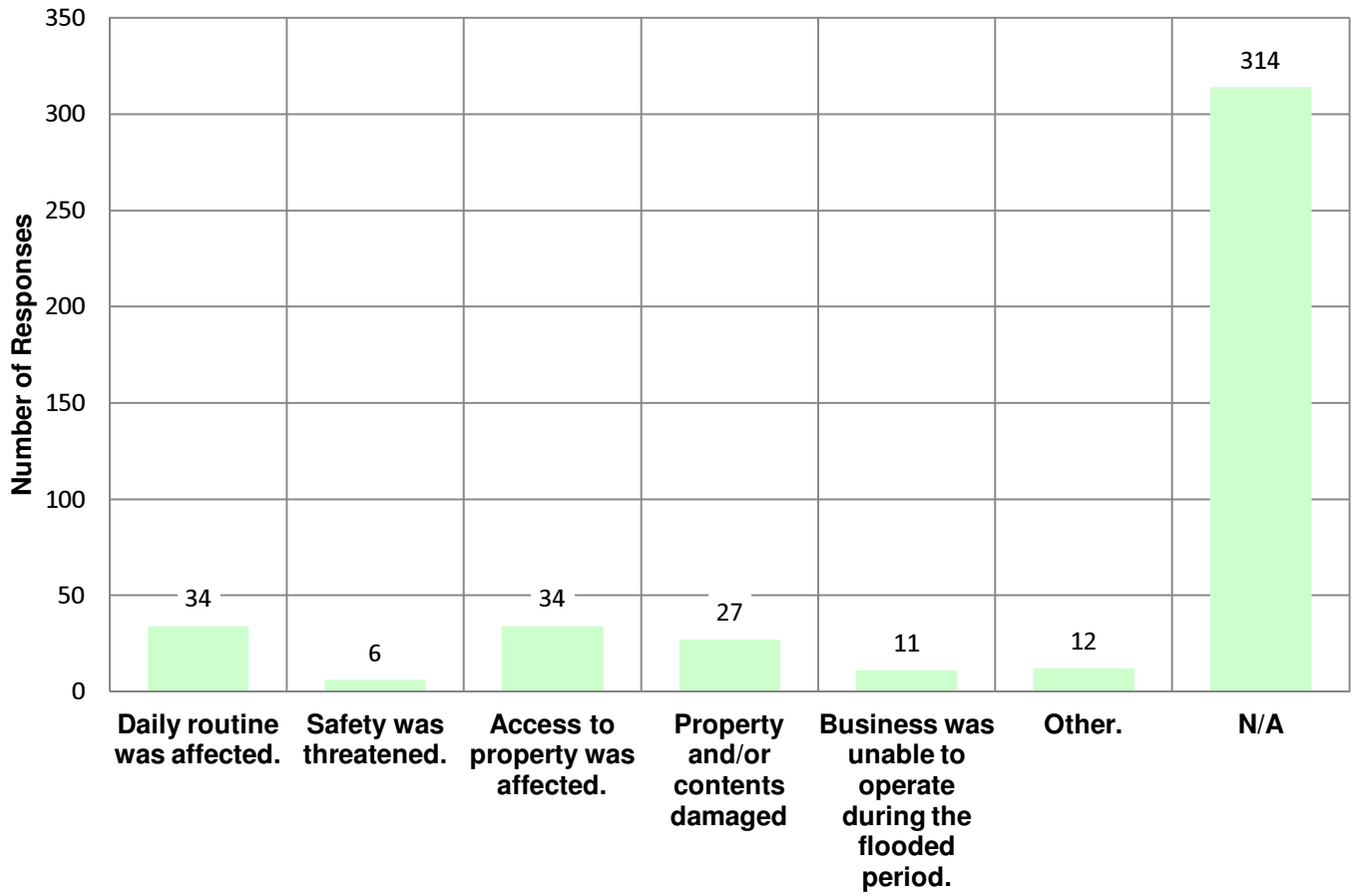
**F: What part of the property was flooded**



**G: Other areas flooded**



### H: Number of Respondents that were Inconvenienced by Floodwater



### I: Noticed any Bridges/Drains blocked

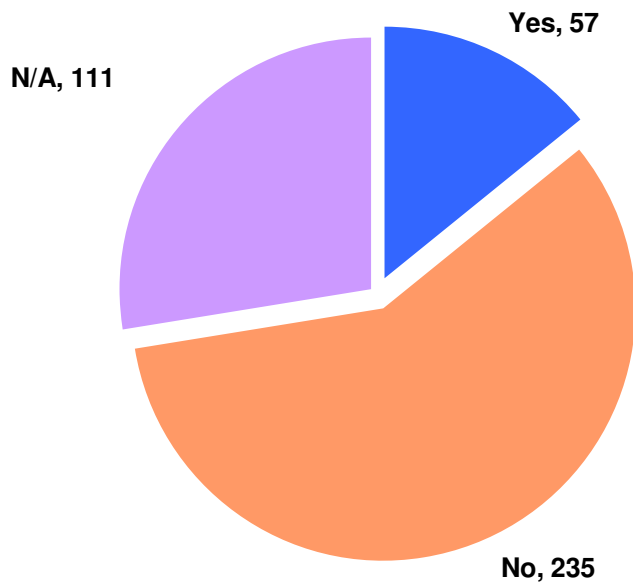







FIGURE 11  
HYDROLOGICAL SUBCATCHMENTS  
WOOLOOWARE BAY



-  Hydrological Catchment Boundary
-  DRAINS Subcatchments
-  Rainfall Application Region

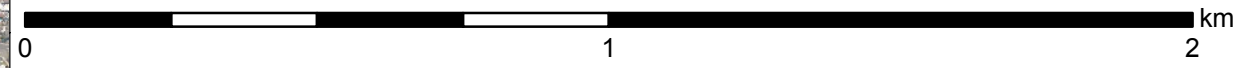
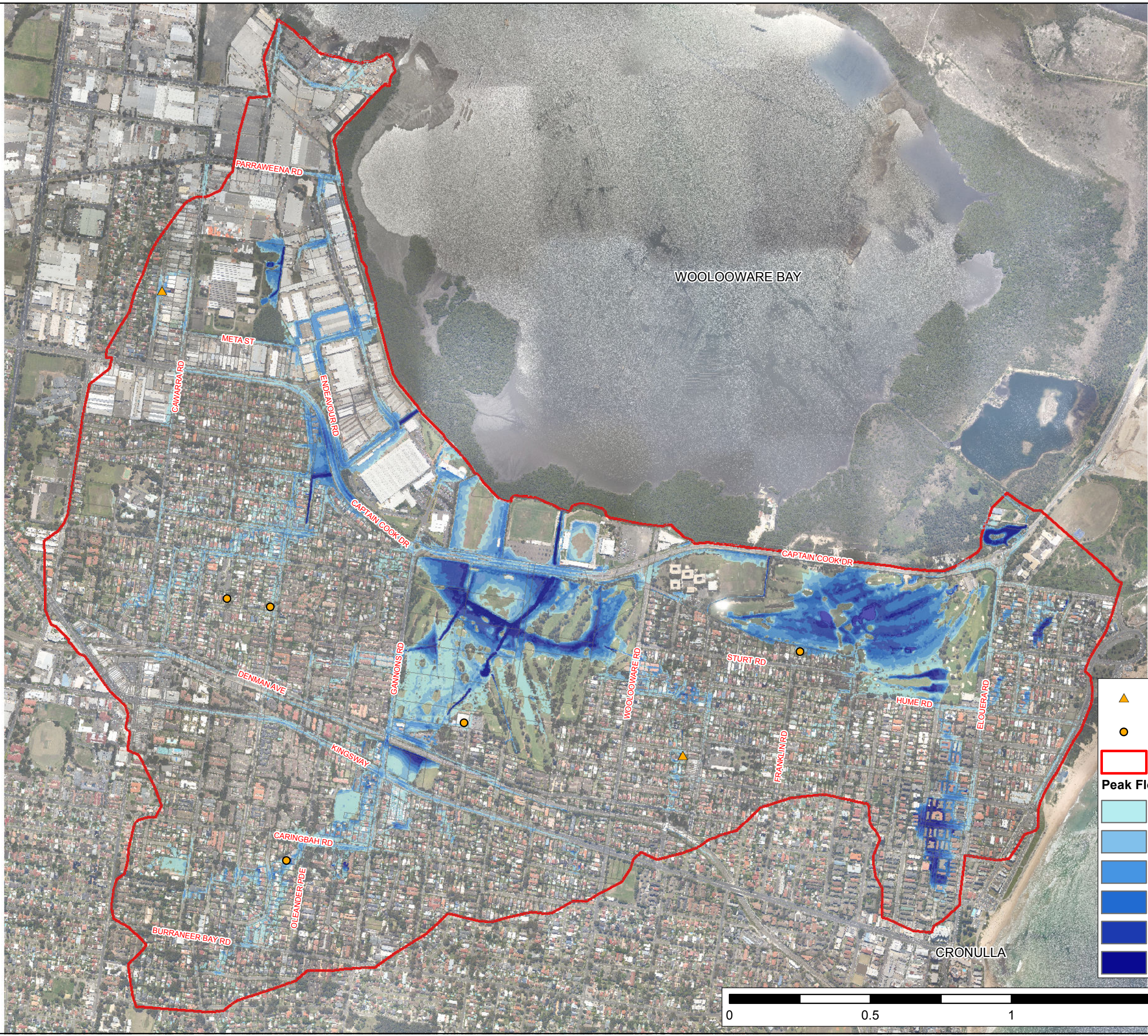




FIGURE 12  
**MODEL VERIFICATION**  
**MAY 2003 EVENT**



- ▲ Flooding Above Floor Lvl (Questionnaire)
- Flooding Above Floor Lvl (Council CRMS)
- Study Area

**Peak Flood Depth (m)**

	0 - 0.1
	0.1 - 0.25
	0.25 - 0.5
	0.5 - 0.75
	0.75 - 1.0
	> 1.0

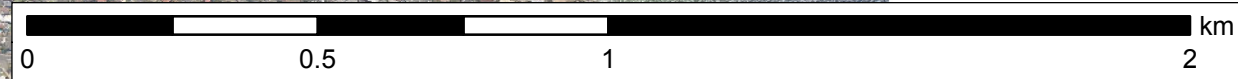
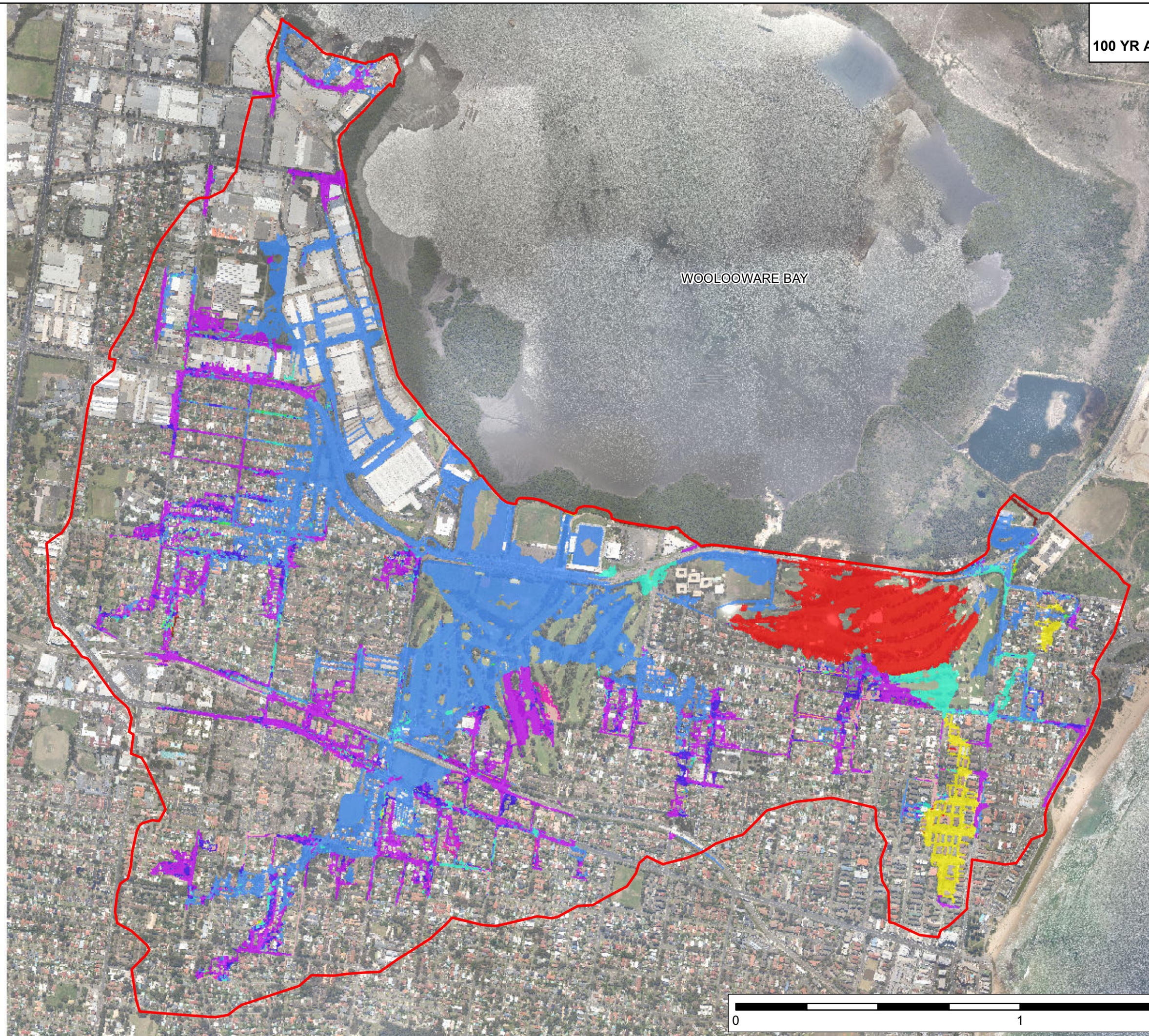




FIGURE 13  
CRITICAL DURATION MAP  
100 YR ARI DESIGN FLOOD EVENT



Duration
100y 5m
100y 10m
100y 20m
100y 30m
100y 60m
100y 120m
100y 180m
100y 360m
100y 720m
100y 1440m
100y 2880m
100y 4320m

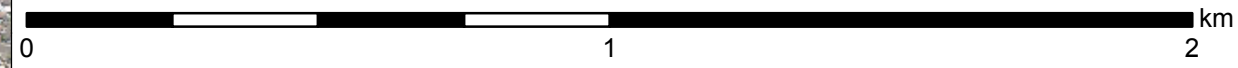




FIGURE 14  
TABULATED FLOODING LOCATIONS  
WOOLLOOWARE BAY



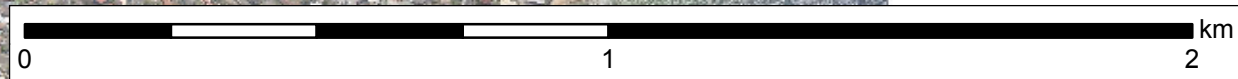
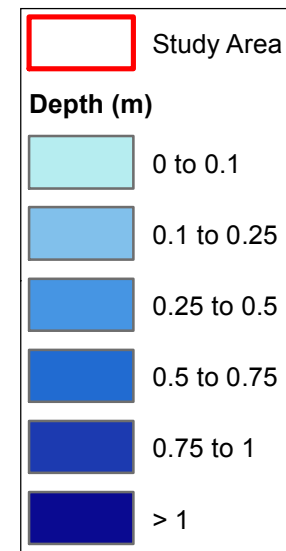
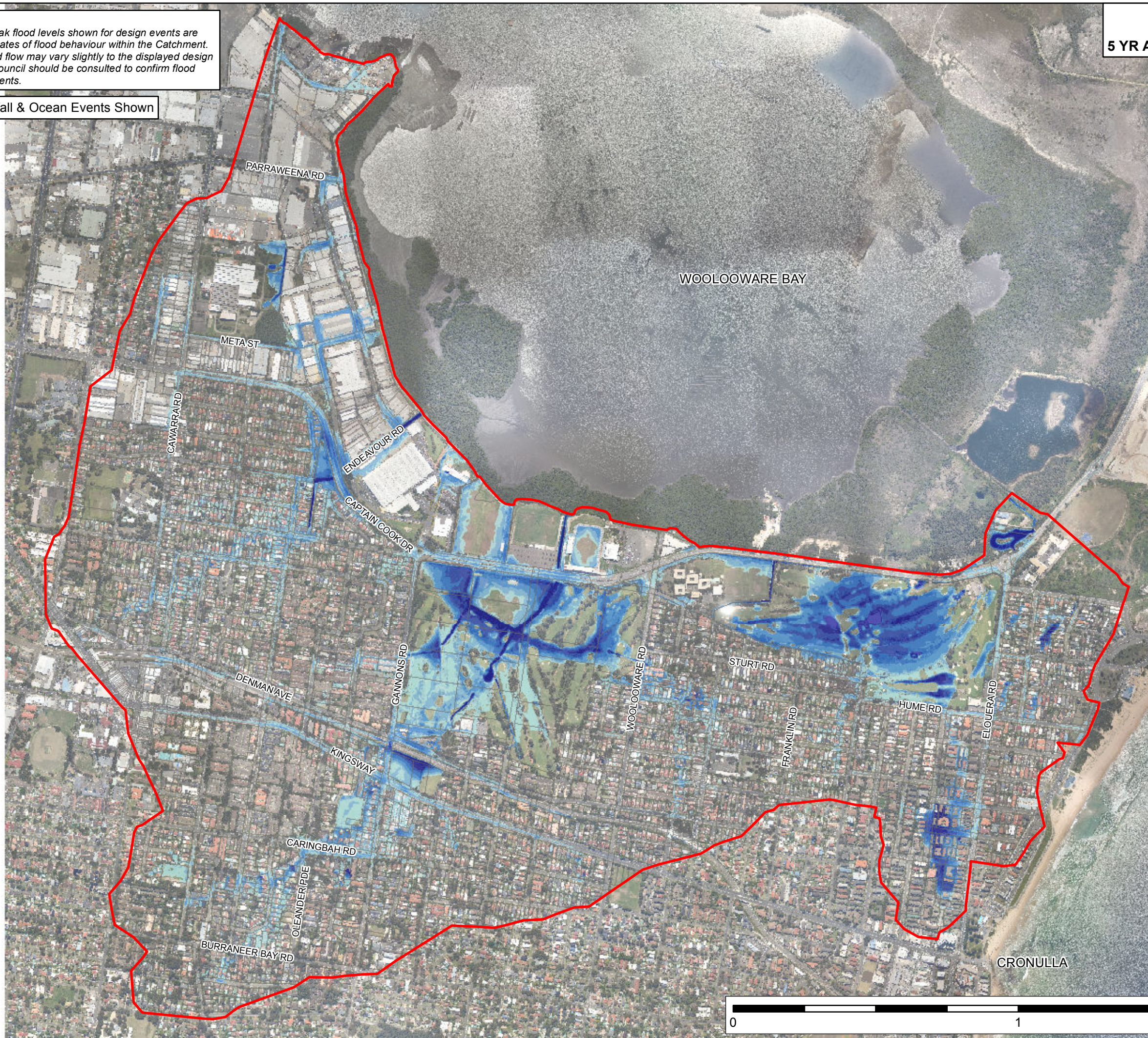
- Tabulated Flooding Locations
- Pipe/Culvert/Channel Flow Locations
- Overland Flow Locations
- Flood Profile - Catchment West
- Flood Profile - Catchment Central
- Flood Profile - Catchment East
- Study Area

0 1 2 km



Disclaimer:  
Inundation patterns and/or peak flood levels shown for design events are based on best available estimates of flood behaviour within the Catchment. Inundation from local overland flow may vary slightly to the displayed design rainfall inundation patterns. Council should be consulted to confirm flood affectation at individual allotments.

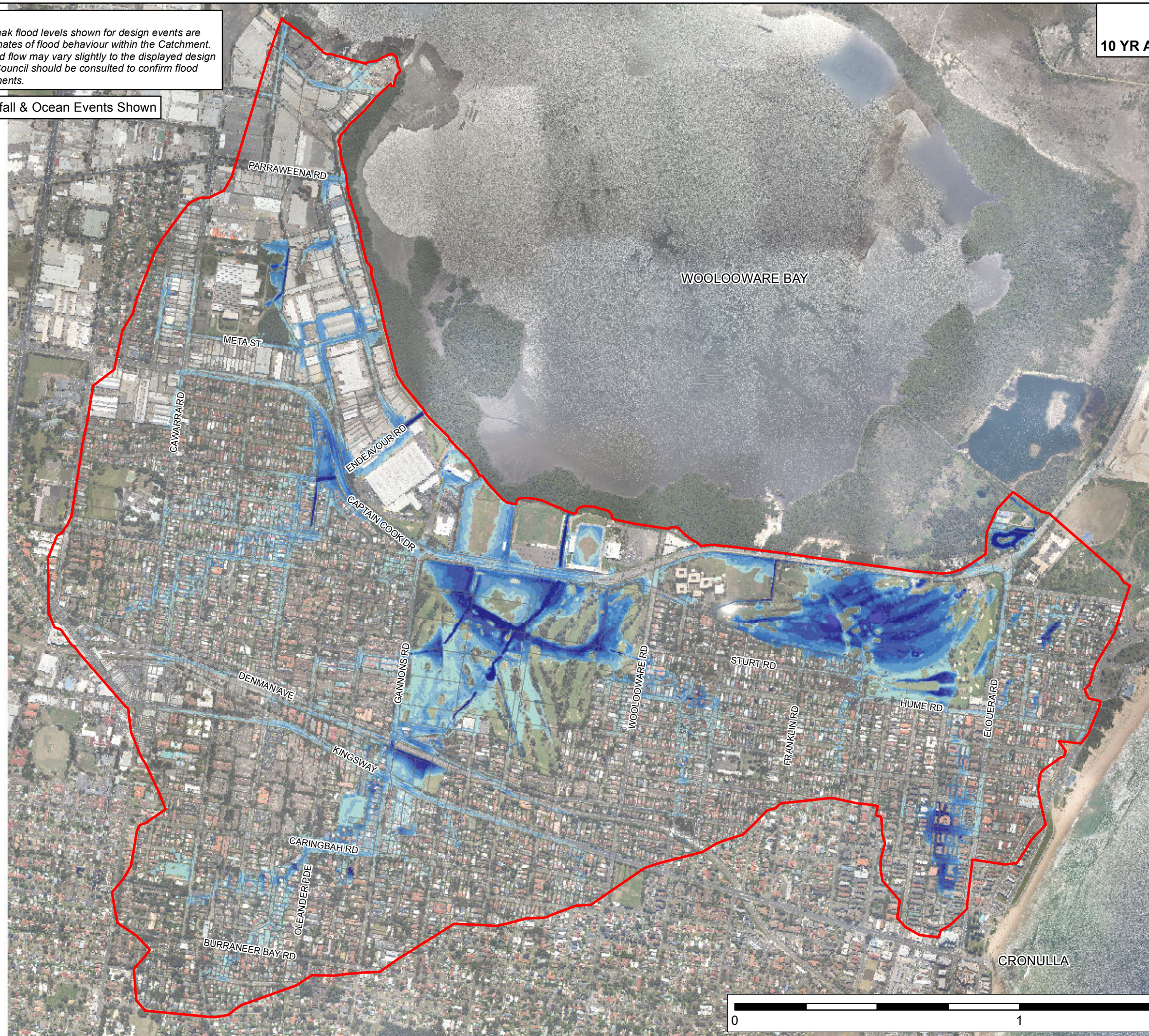
Note: Envelope of Rainfall & Ocean Events Shown





Disclaimer:  
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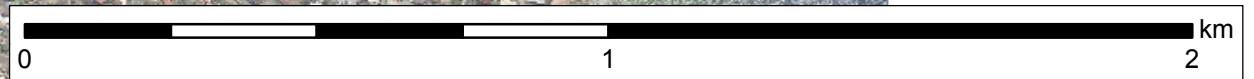
Note: Envelope of Rainfall & Ocean Events Shown



Study Area

Depth (m)

- 0 to 0.1
- 0.1 to 0.25
- 0.25 to 0.5
- 0.5 to 0.75
- 0.75 to 1
- > 1

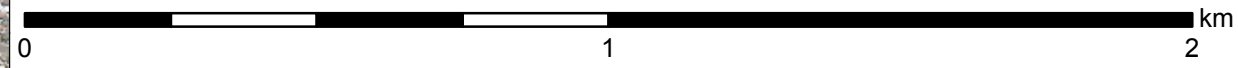
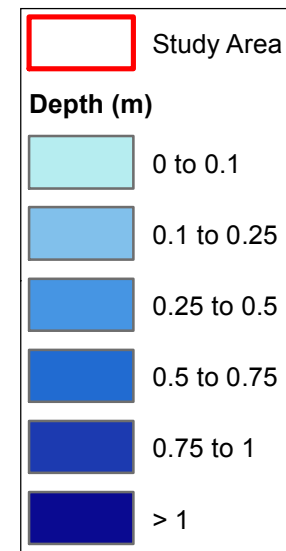
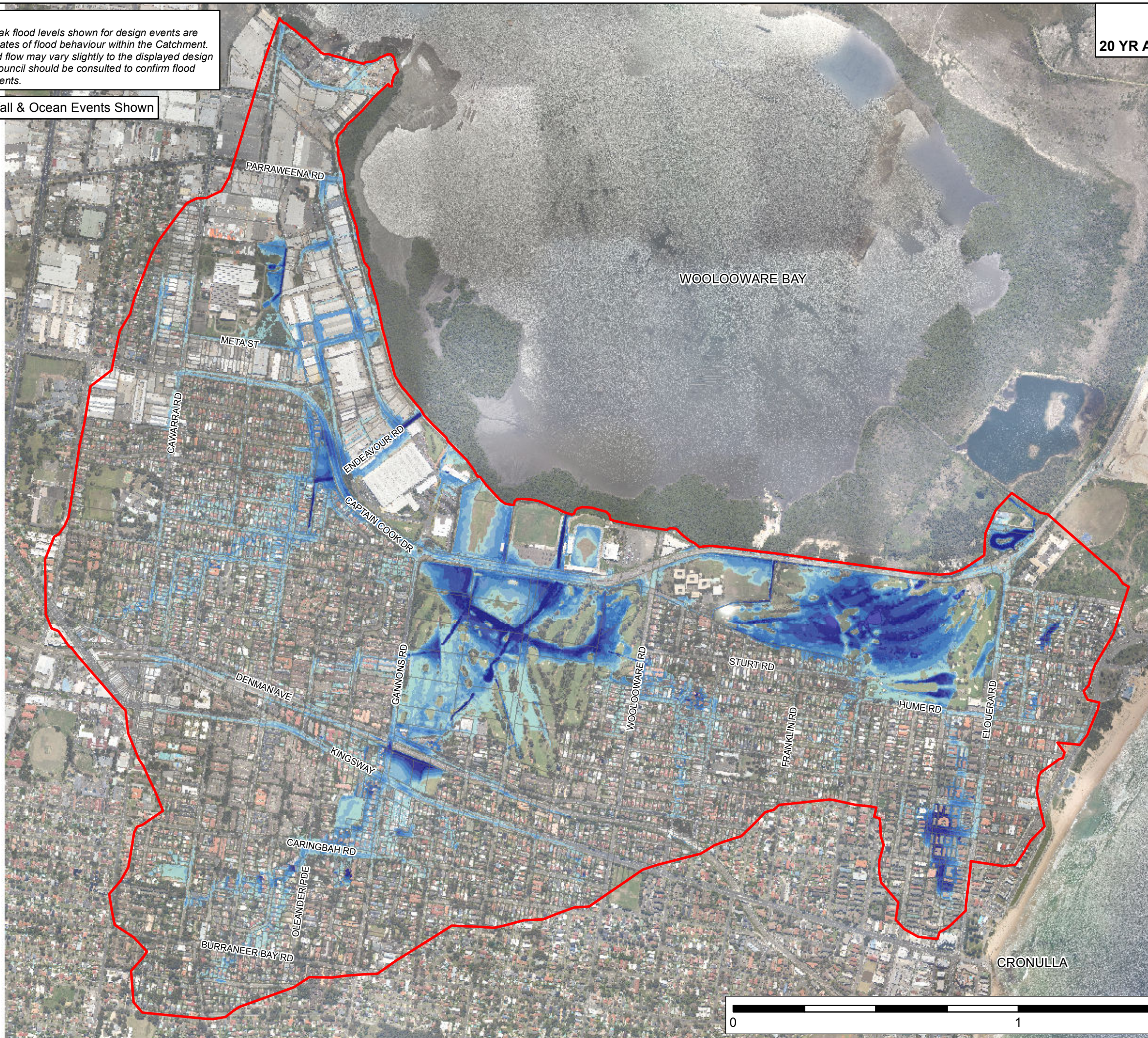


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Disclaimer:  
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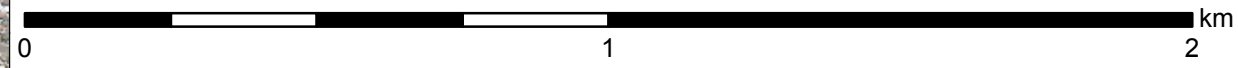
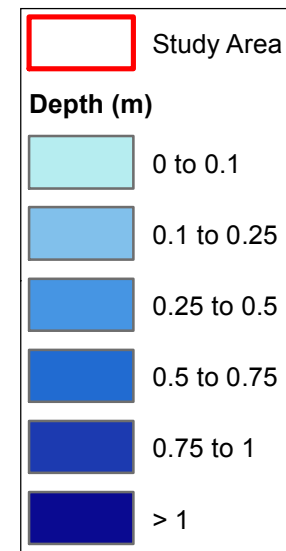
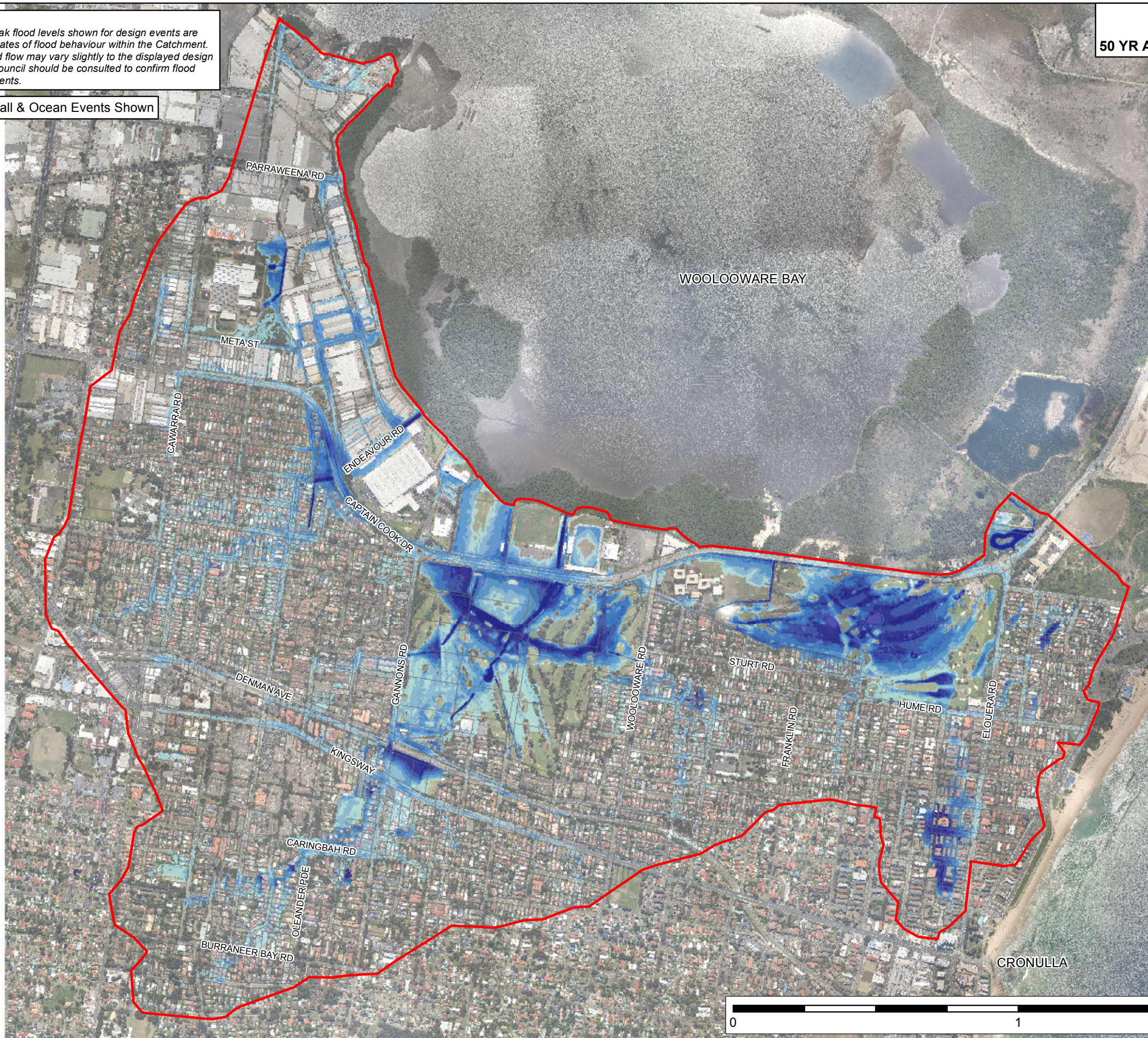
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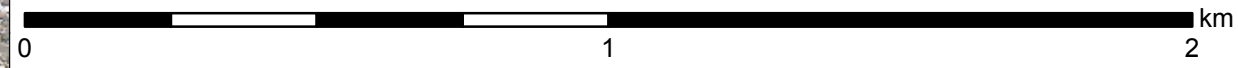
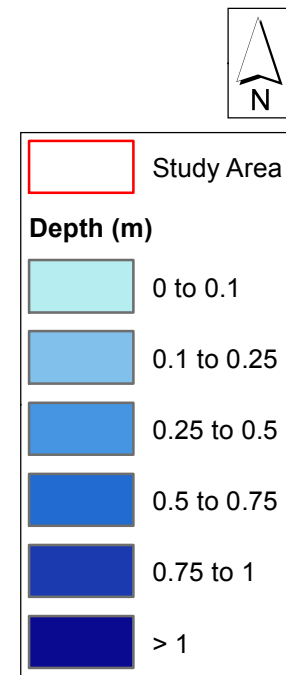
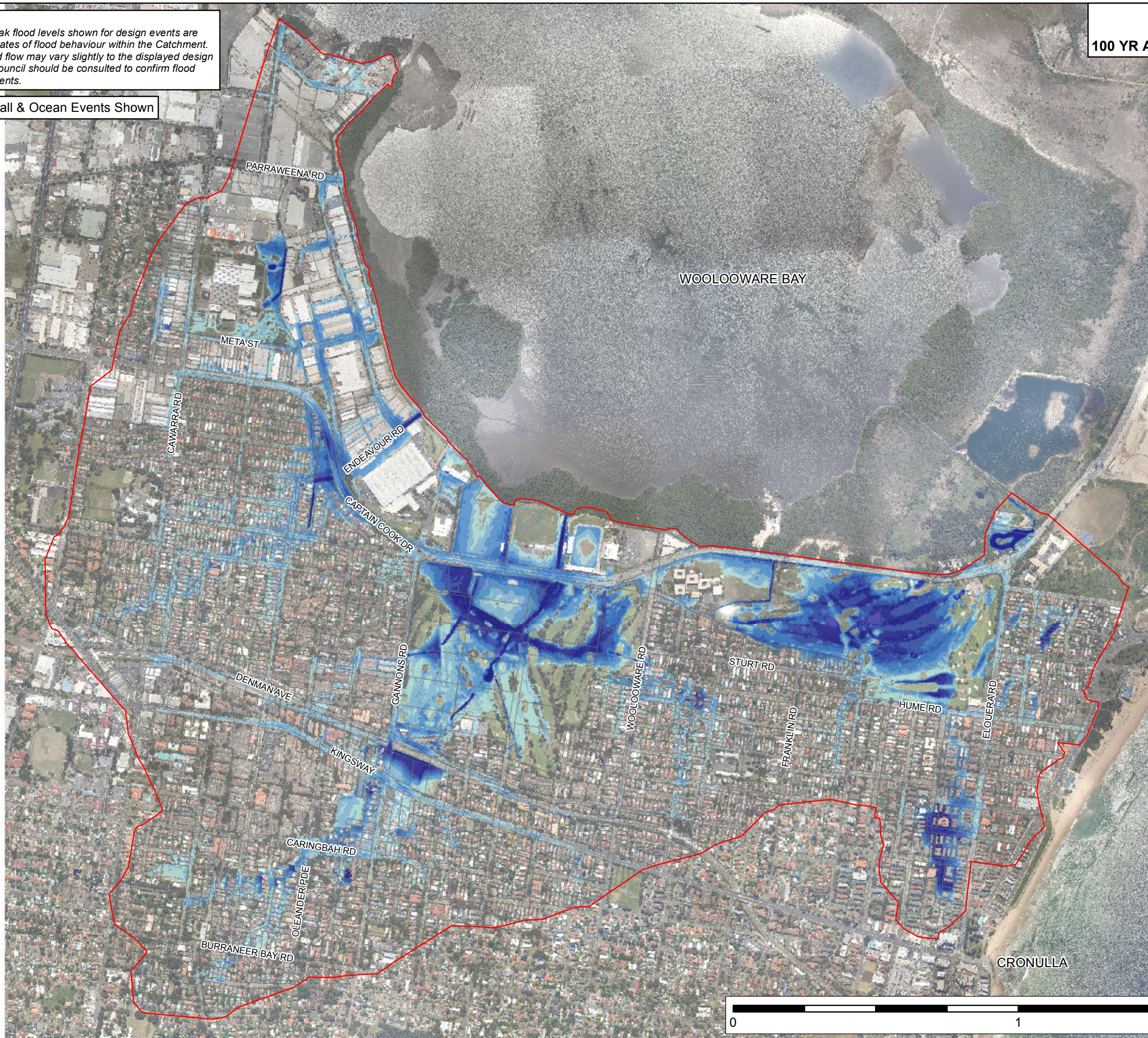
Note: Envelope of Rainfall & Ocean Events Shown





Disclaimer:  
Inundation patterns and/or peak flood levels shown for design events are based on best available estimates of flood behaviour within the Catchment. Inundation from local overland flow may vary slightly to the displayed design rainfall inundation patterns. Council should be consulted to confirm flood affectation at individual allotments.

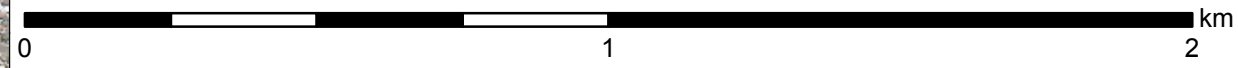
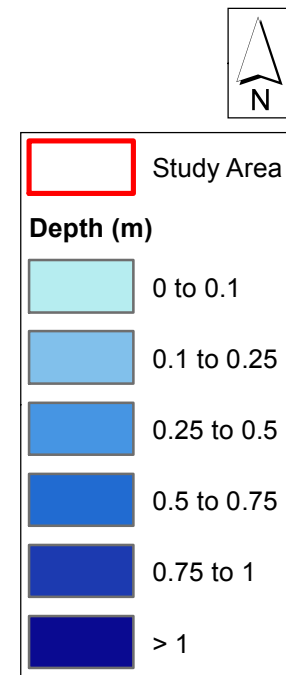
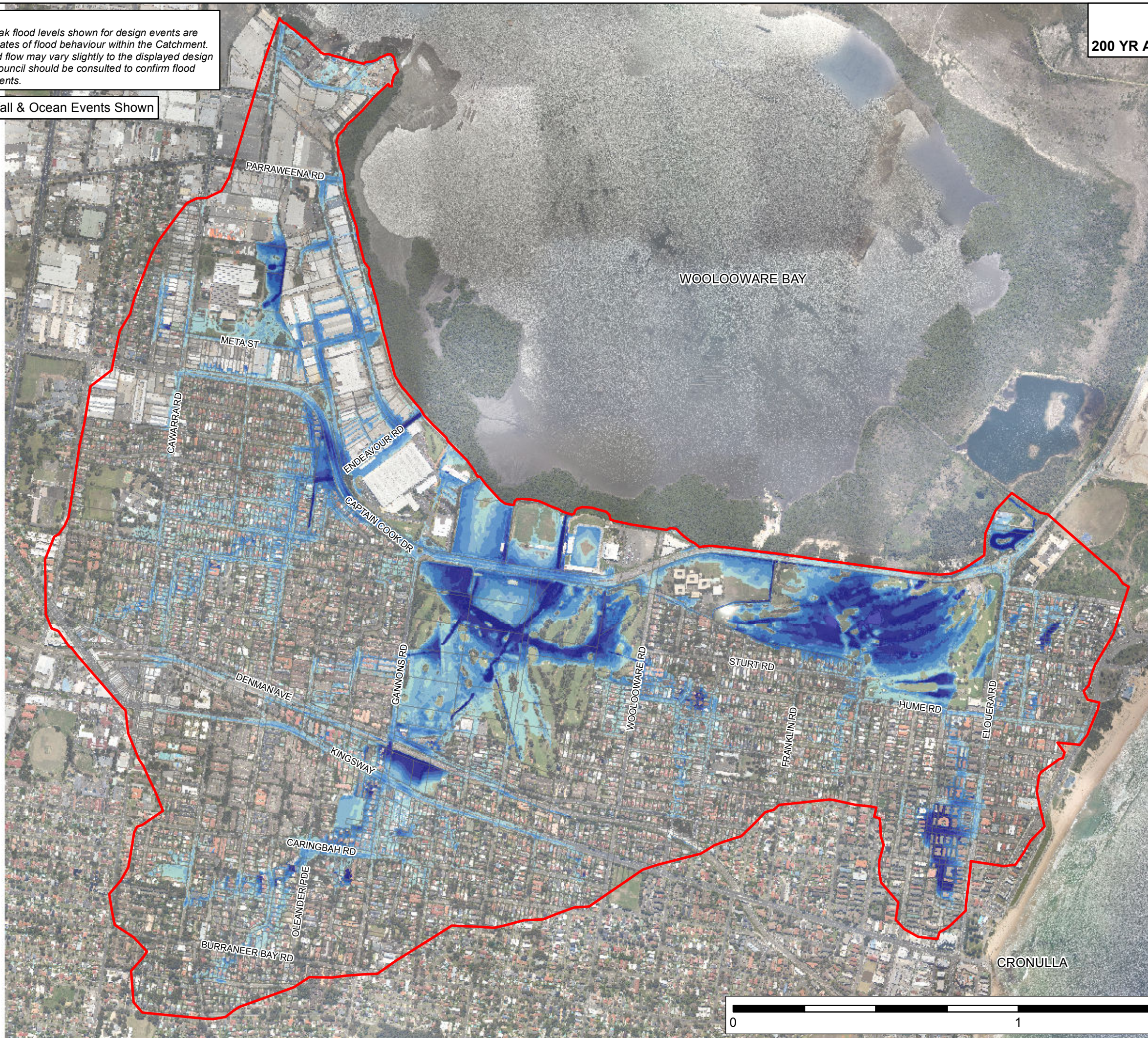
Note: Envelope of Rainfall & Ocean Events Shown





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Inundation patterns and/or peak flood levels shown for design events are based on best available estimates of flood behaviour within the Catchment. Inundation from local overland flow may vary slightly to the displayed design rainfall inundation patterns. Council should be consulted to confirm flood affectation at individual allotments.

Note: Envelope of Rainfall & Ocean Events Shown

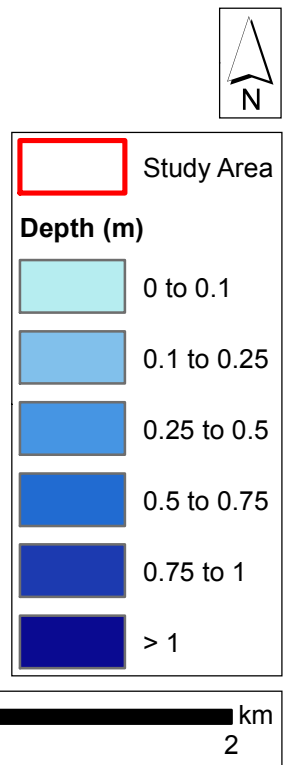
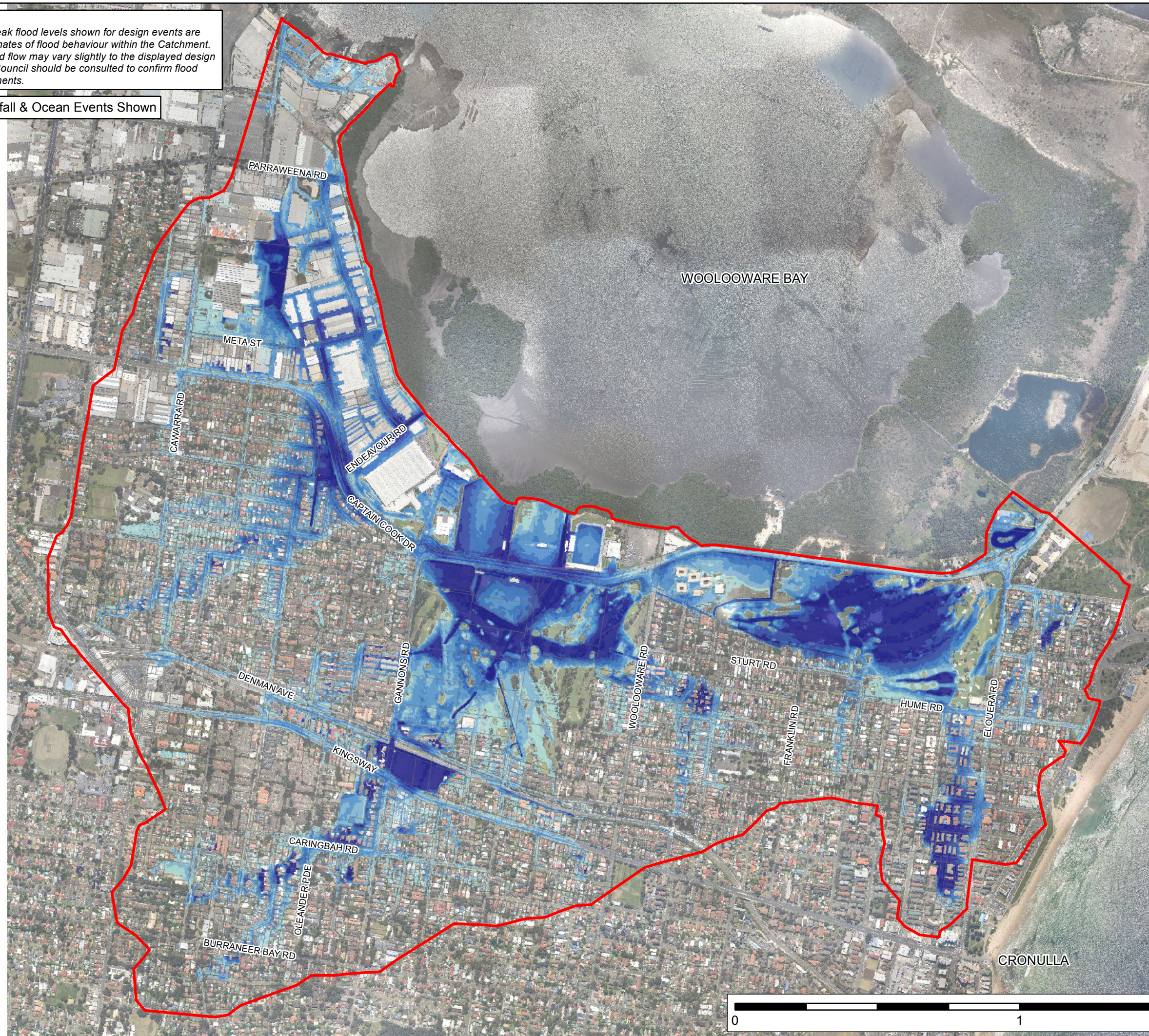




Disclaimer:  
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Note: Envelope of Rainfall & Ocean Events Shown

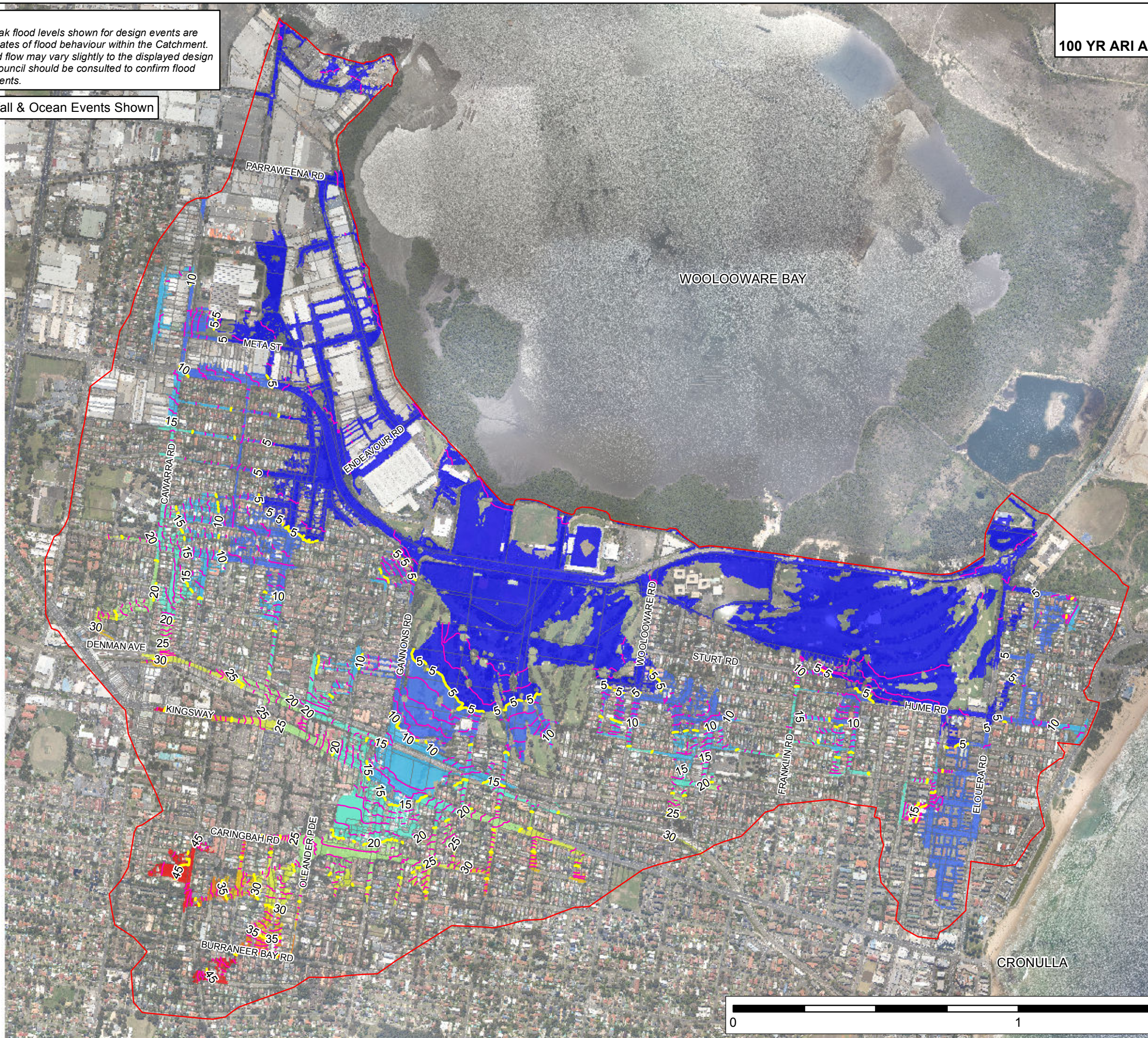
FIGURE 21  
 PEAK FLOOD DEPTH  
 PMF EVENT





Disclaimer:  
Inundation patterns and/or peak flood levels shown for design events are based on best available estimates of flood behaviour within the Catchment. Inundation from local overland flow may vary slightly to the displayed design rainfall inundation patterns. Council should be consulted to confirm flood affectation at individual allotments.

Note: Envelope of Rainfall & Ocean Events Shown



Major Contour (5m Interval)

Minor Contour (1m Interval)

Study Area

**Height (mAHD)**

- < 5
- 5 to 10
- 10 to 15
- 15 to 20
- 20 to 25
- 25 to 30
- 30 to 35
- 35 to 40
- > 40

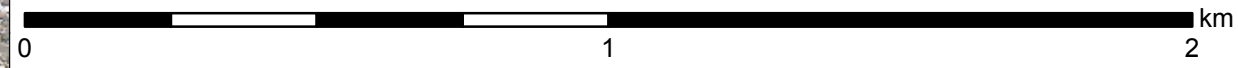
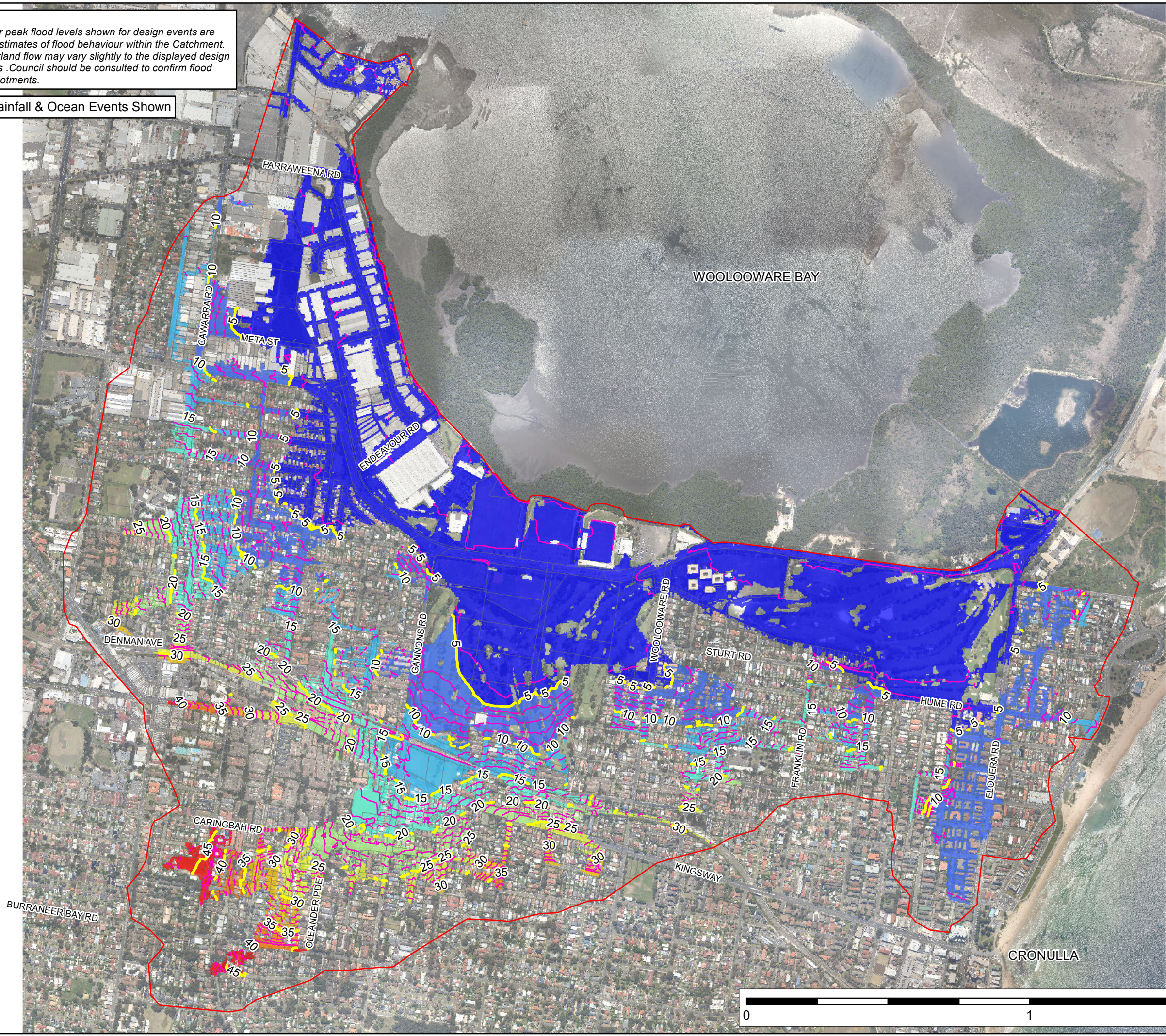




FIGURE 23  
**PEAK FLOOD LEVELS  
 PMF EVENT**

*Disclaimer:*  
 Inundation patterns and/or peak flood levels shown for design events are based on best available estimates of flood behaviour within the Catchment. Inundation from local overland flow may vary slightly to the displayed design rainfall inundation patterns. Council should be consulted to confirm flood affectation at individual allotments.

Note: Envelope of Rainfall & Ocean Events Shown



— Major Contour (5m Interval)  
— Minor Contour (1m Interval)  
 Study

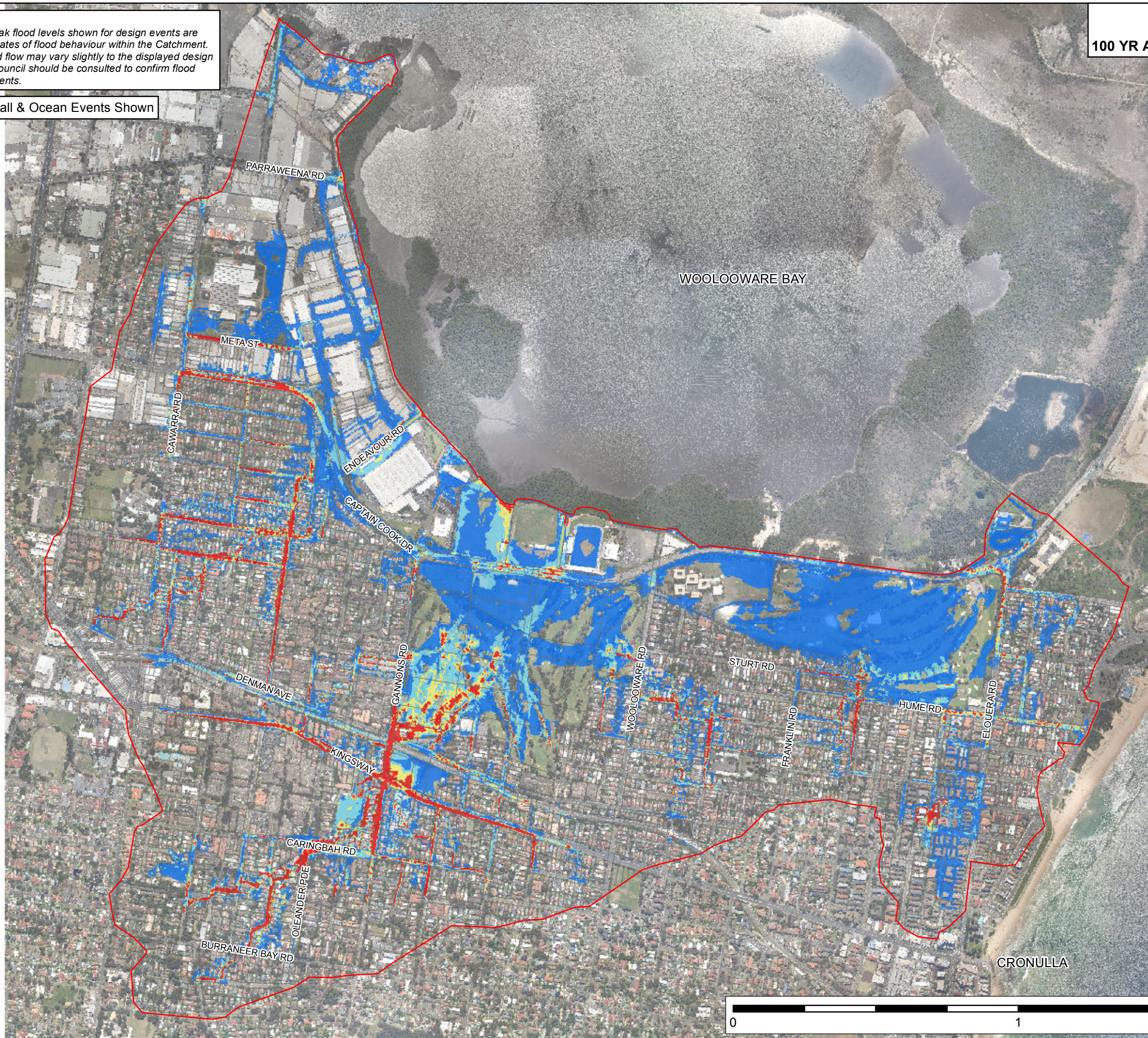
**Height (mAHD)**

	< 5
	5 to 10
	10 to 15
	15 to 20
	20 to 25
	25 to 30
	30 to 35
	35 to 40
	> 40



Disclaimer:  
Inundation patterns and/or peak flood levels shown for design events are based on best available estimates of flood behaviour within the Catchment. Inundation from local overland flow may vary slightly to the displayed design rainfall inundation patterns. Council should be consulted to confirm flood affectation at individual allotments.

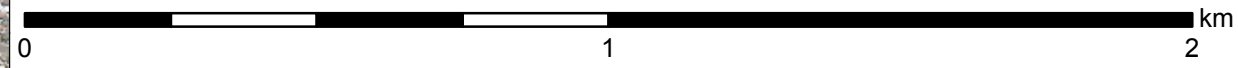
Note: Envelope of Rainfall & Ocean Events Shown



Study Area

Velocity (m/s)

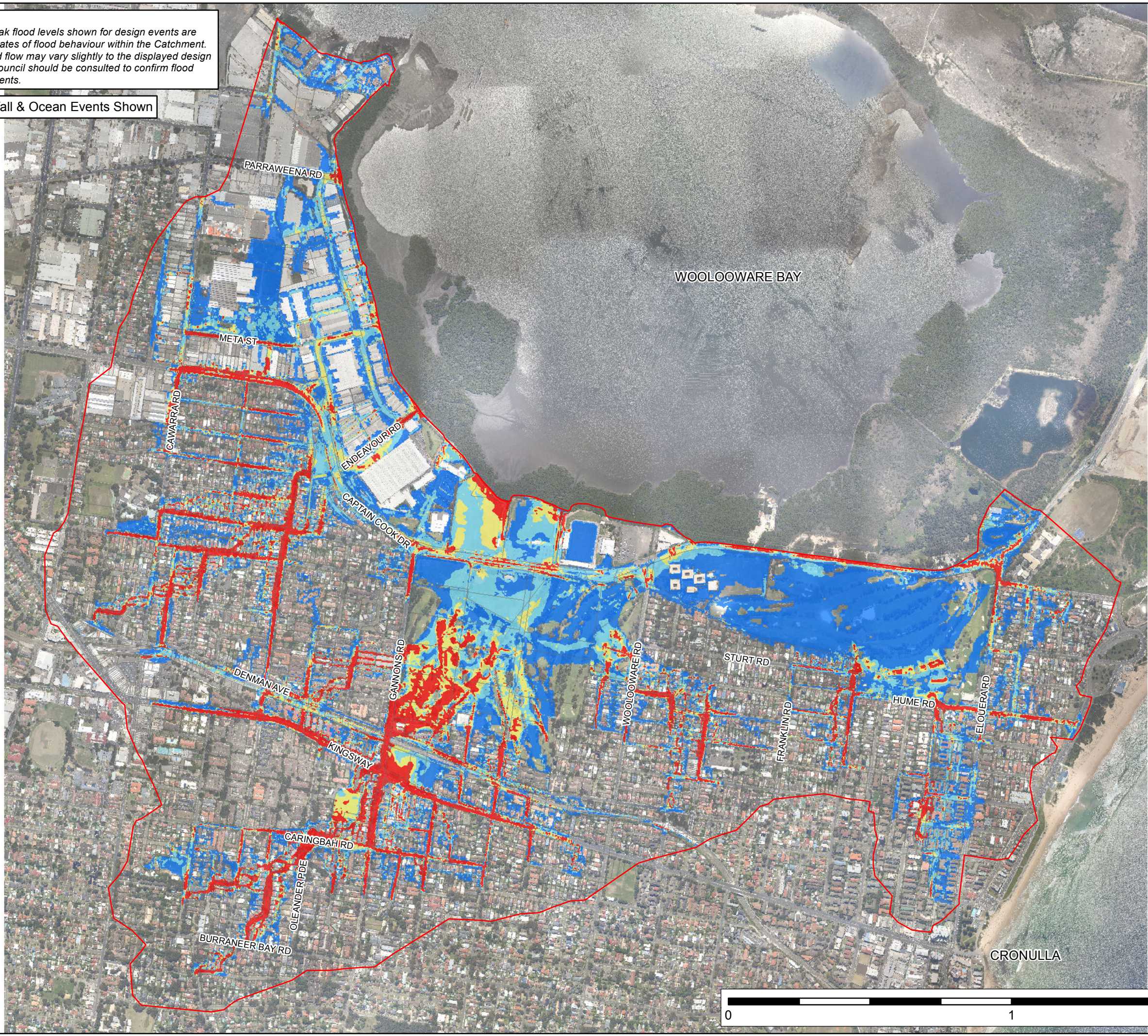
- < 0.5
- 0.5 to 1
- 1 to 1.5
- > 1.5





Disclaimer:  
Inundation patterns and/or peak flood levels shown for design events are based on best available estimates of flood behaviour within the Catchment. Inundation from local overland flow may vary slightly to the displayed design rainfall inundation patterns. Council should be consulted to confirm flood affectation at individual allotments.

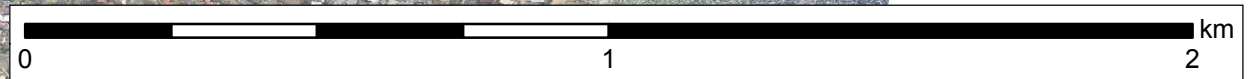
Note: Envelope of Rainfall & Ocean Events Shown



Study Area

Velocity (m/s)

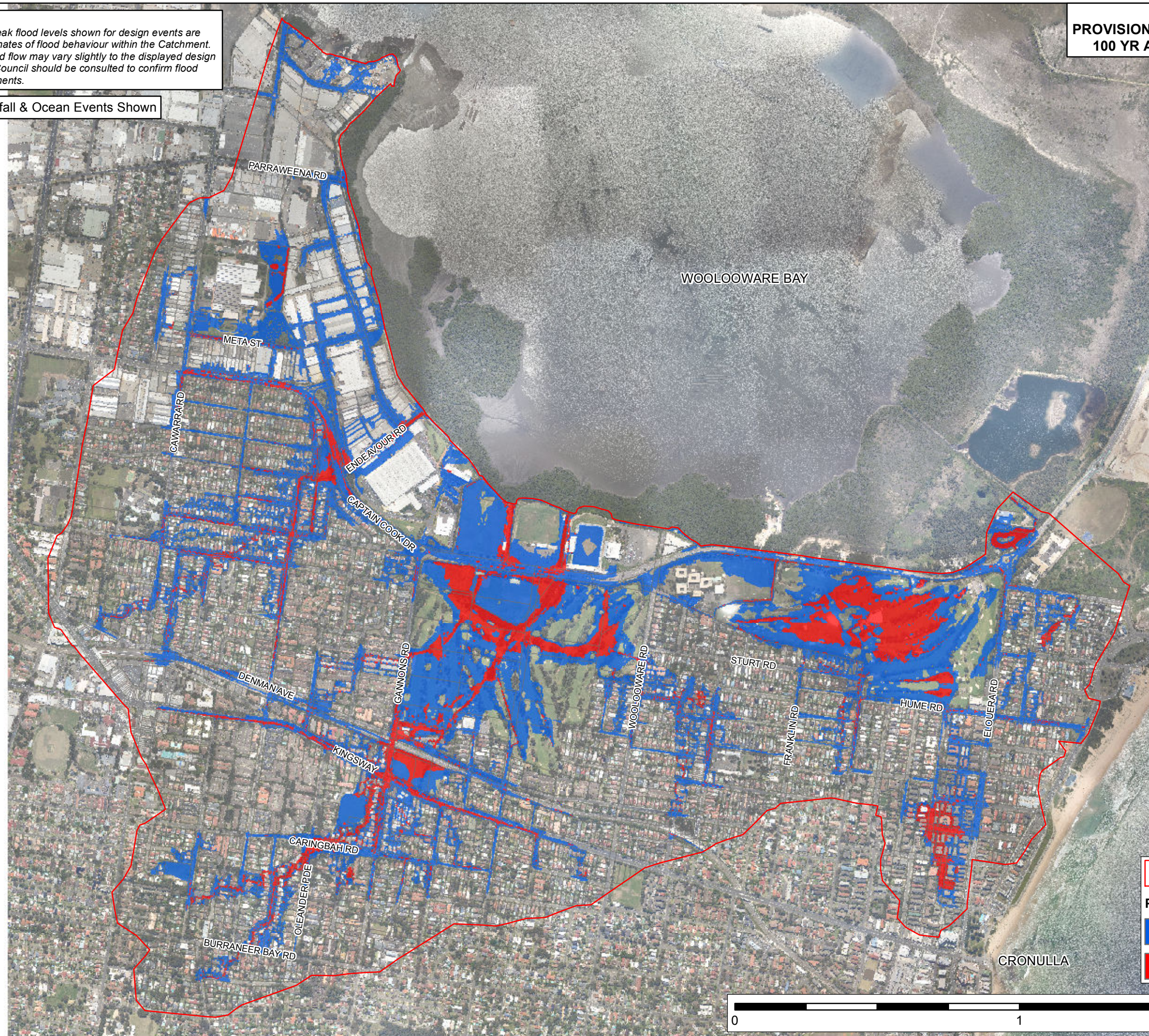
- < 0.5
- 0.5 to 1
- 1 to 1.5
- > 1.5





Disclaimer:  
Inundation patterns and/or peak flood levels shown for design events are based on best available estimates of flood behaviour within the Catchment. Inundation from local overland flow may vary slightly to the displayed design rainfall inundation patterns. Council should be consulted to confirm flood affectation at individual allotments.

Note: Envelope of Rainfall & Ocean Events Shown



Study Area

**Provisional Hydraulic Hazard**

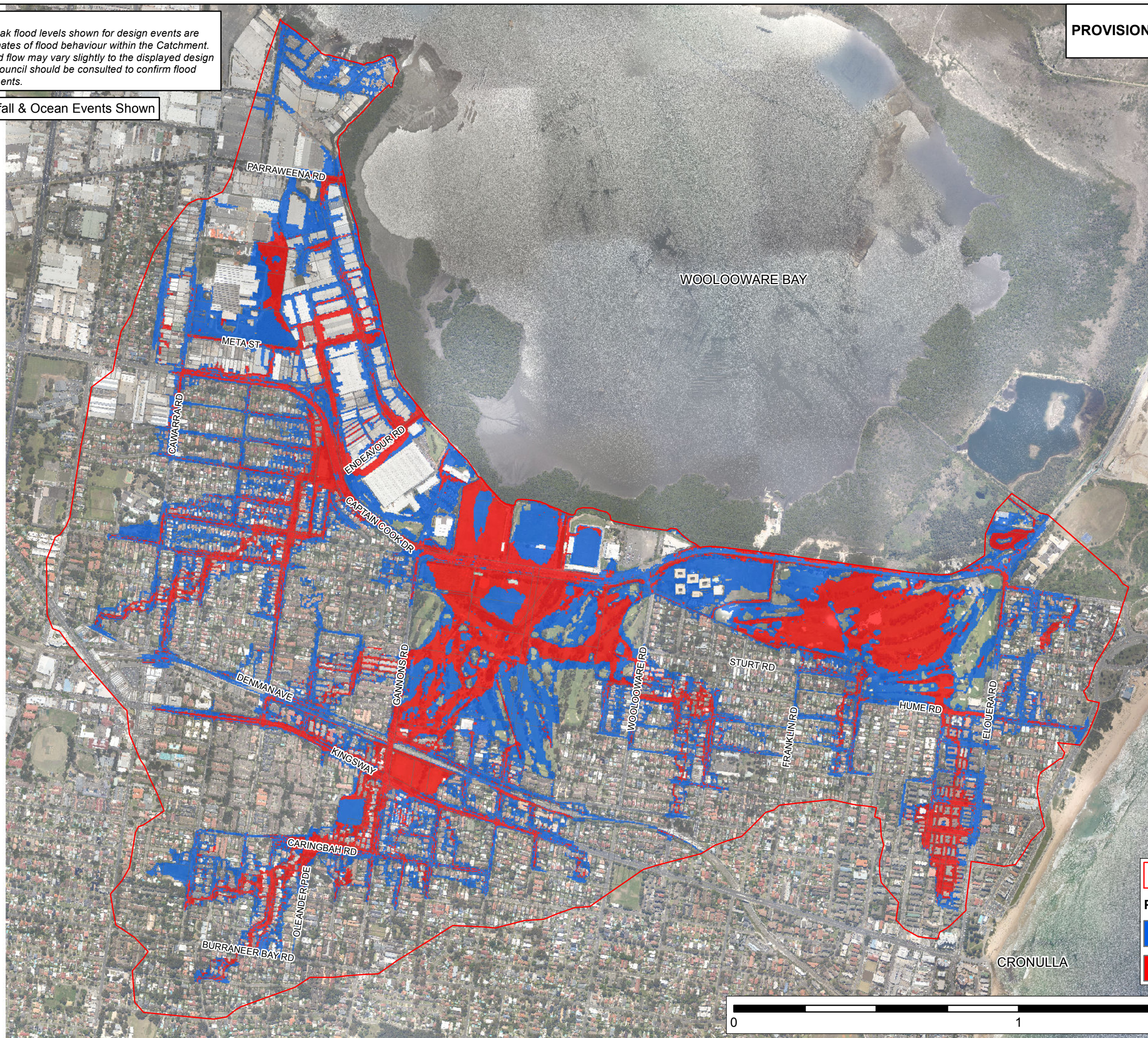
- Low Hazard
- High Hazard

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Disclaimer:  
Inundation patterns and/or peak flood levels shown for design events are based on best available estimates of flood behaviour within the Catchment. Inundation from local overland flow may vary slightly to the displayed design rainfall inundation patterns. Council should be consulted to confirm flood affectation at individual allotments.

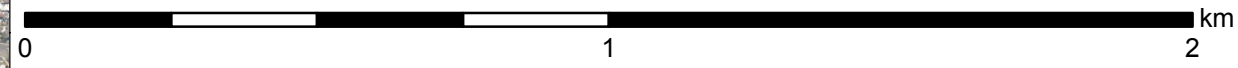
Note: Envelope of Rainfall & Ocean Events Shown



Study Area

**Provisional Hydraulic Hazard**

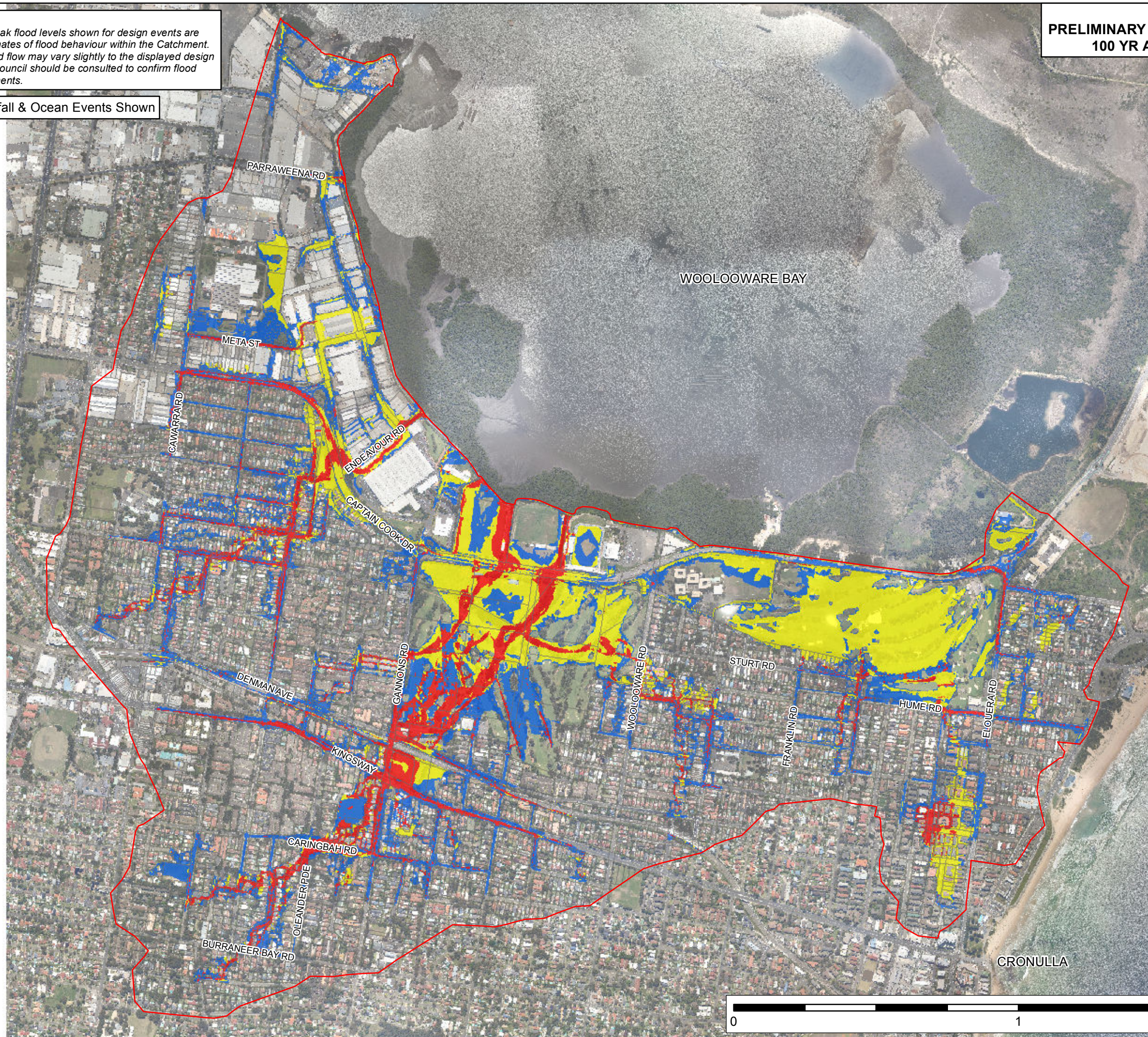
- Low Hazard
- High Hazard





Disclaimer:  
Inundation patterns and/or peak flood levels shown for design events are based on best available estimates of flood behaviour within the Catchment. Inundation from local overland flow may vary slightly to the displayed design rainfall inundation patterns. Council should be consulted to confirm flood affectation at individual allotments.

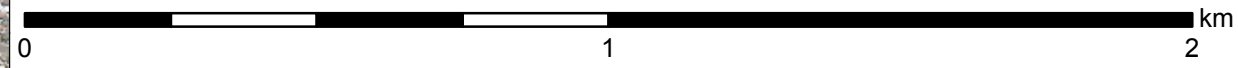
Note: Envelope of Rainfall & Ocean Events Shown



Study Area

**Hydraulic Categorisation**

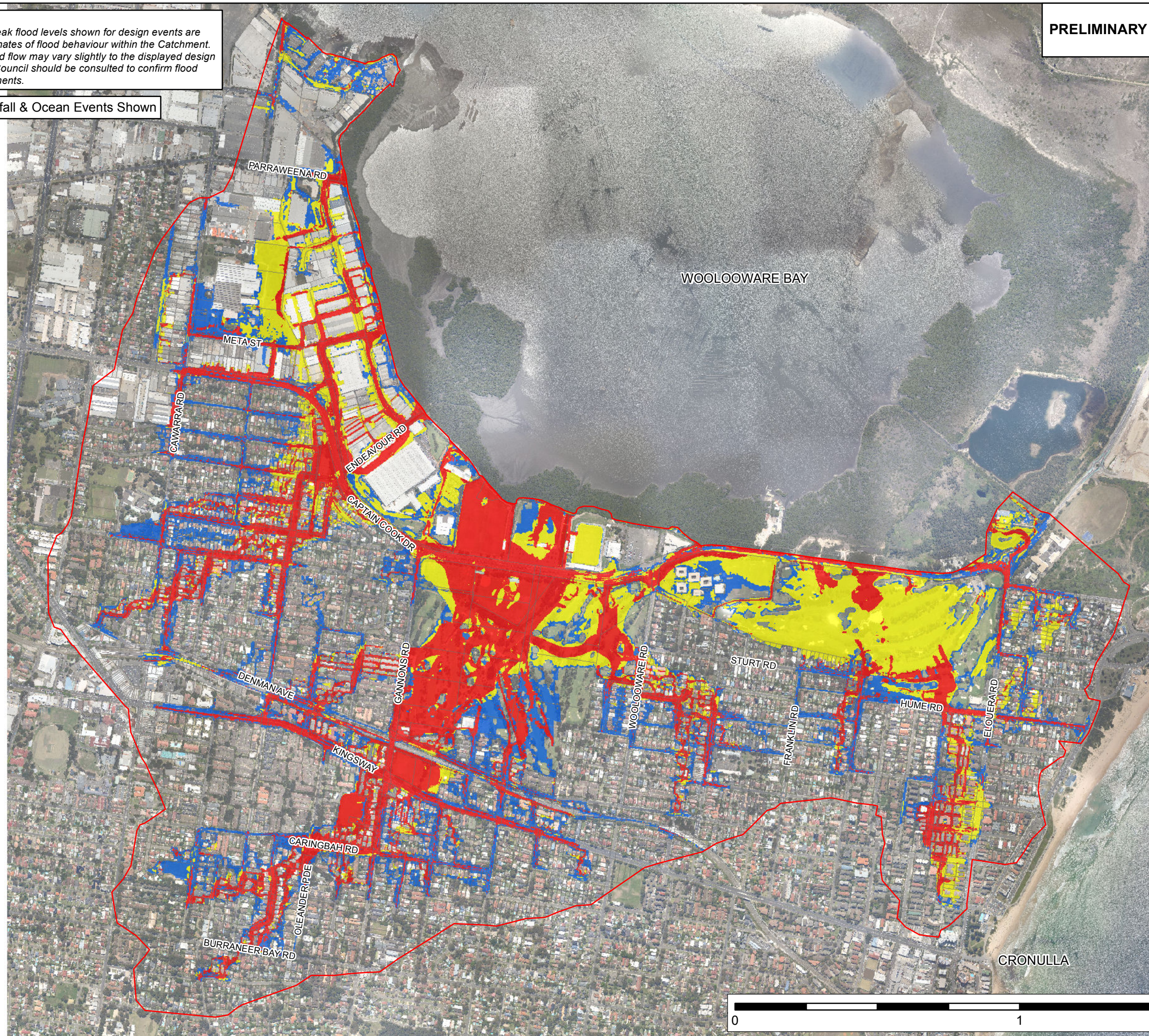
- Floodway
- Flood Storage
- Flood Fringe





Disclaimer:  
Inundation patterns and/or peak flood levels shown for design events are based on best available estimates of flood behaviour within the Catchment. Inundation from local overland flow may vary slightly to the displayed design rainfall inundation patterns. Council should be consulted to confirm flood affectation at individual allotments.

Note: Envelope of Rainfall & Ocean Events Shown



Study Area

**Hydraulic Categorisation**

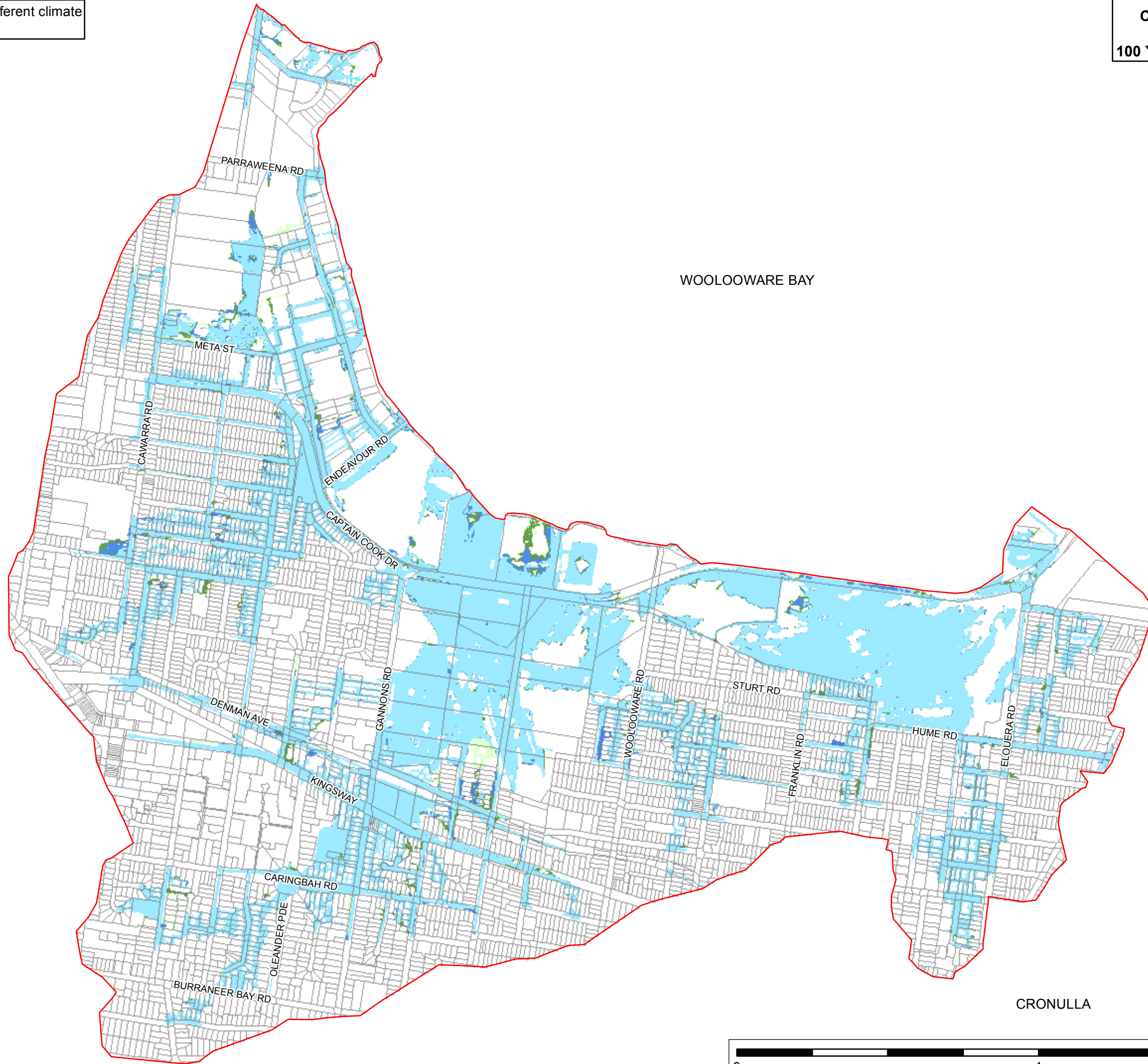
- Floodway
- Flood Storage
- Flood Fringe





**CLIMATE CHANGE SCENARIOS  
RAINFALL INCREASE  
100 YR ARI DESIGN FLOOD EVENT**

Note: Flood extents for the different climate change scenarios are shown.



**Study Area**

**Climate Change Scenarios**

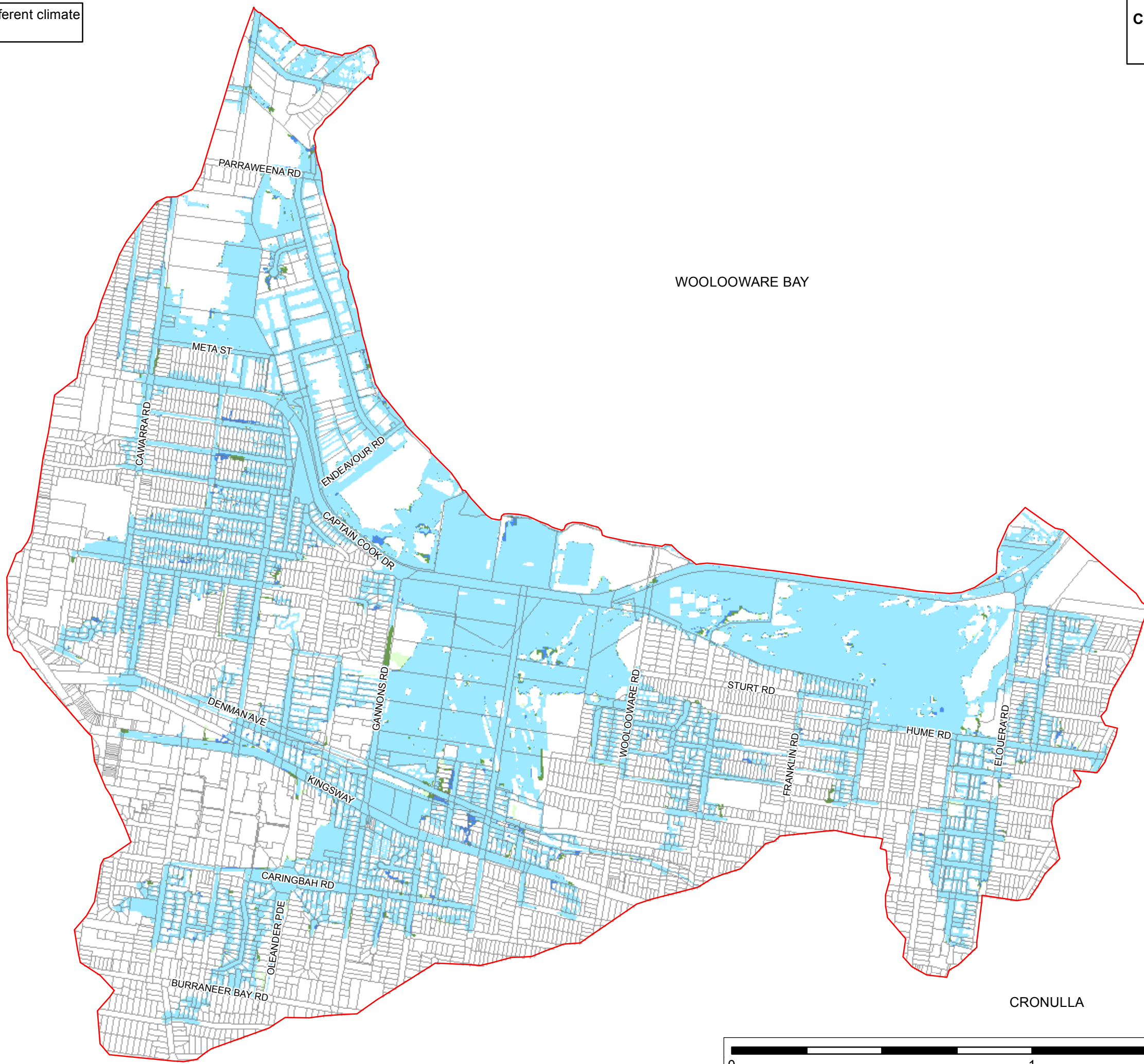
- Base Event
- Rainfall Intensity +10%
- Rainfall Intensity +20%
- Rainfall Intensity +30%





**CLIMATE CHANGE SCENARIOS  
RAINFALL INCREASE  
PMF EVENT**

Note: Flood extents for the different climate change scenarios are shown.



Study Area

**Climate Change Scenarios**

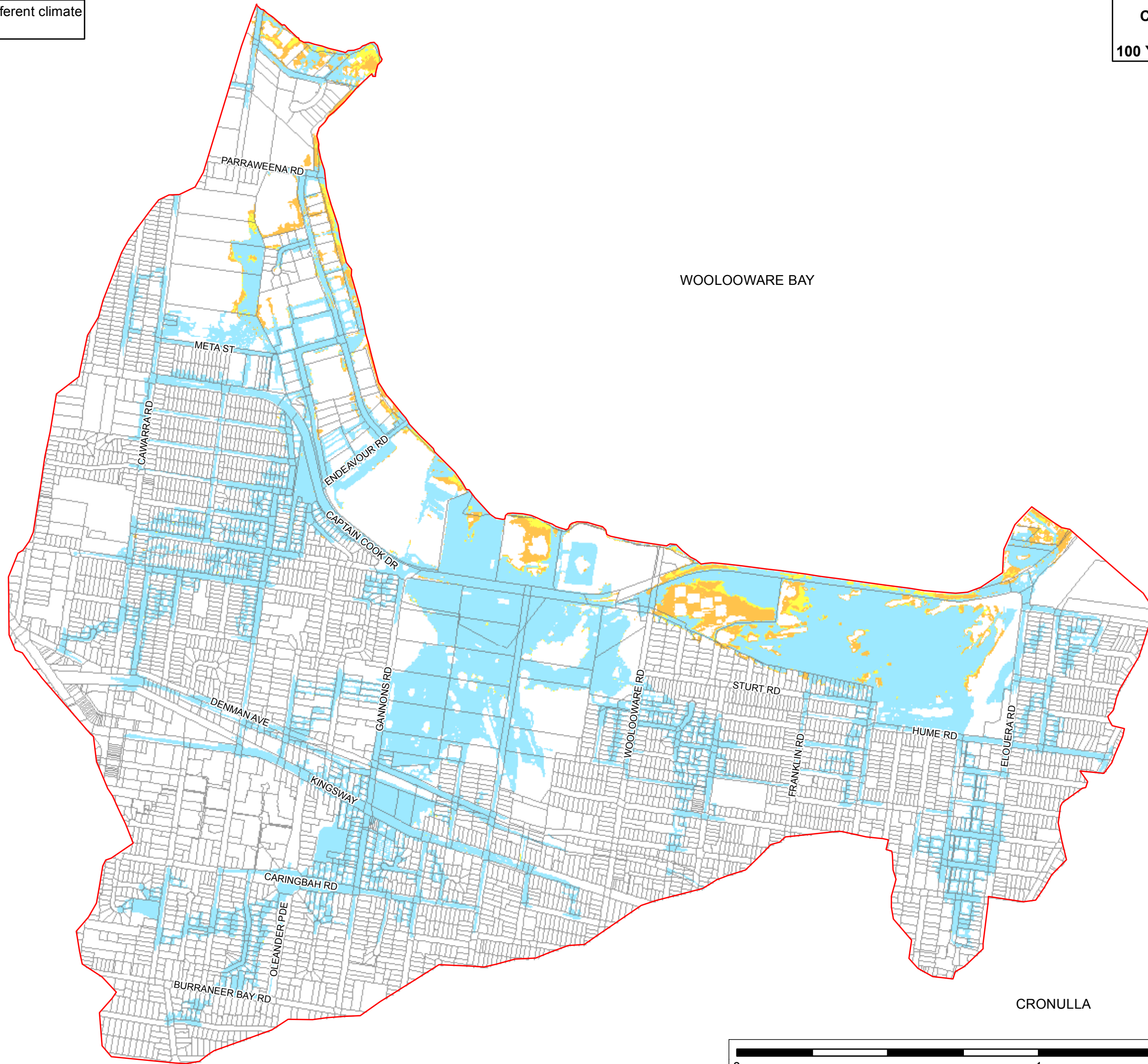
- Base Event
- Rainfall Intensity +10%
- Rainfall Intensity +20%
- Rainfall Intensity +30%





**CLIMATE CHANGE SCENARIOS  
SEA LEVEL RISE  
100 YR ARI DESIGN FLOOD EVENT**

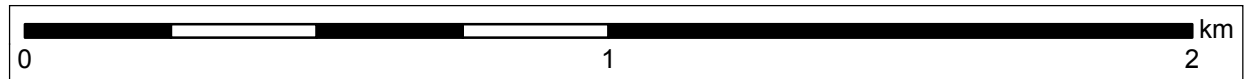
Note: Flood extents for the different climate change scenarios are shown.



Study Area

**Climate Change Scenarios**

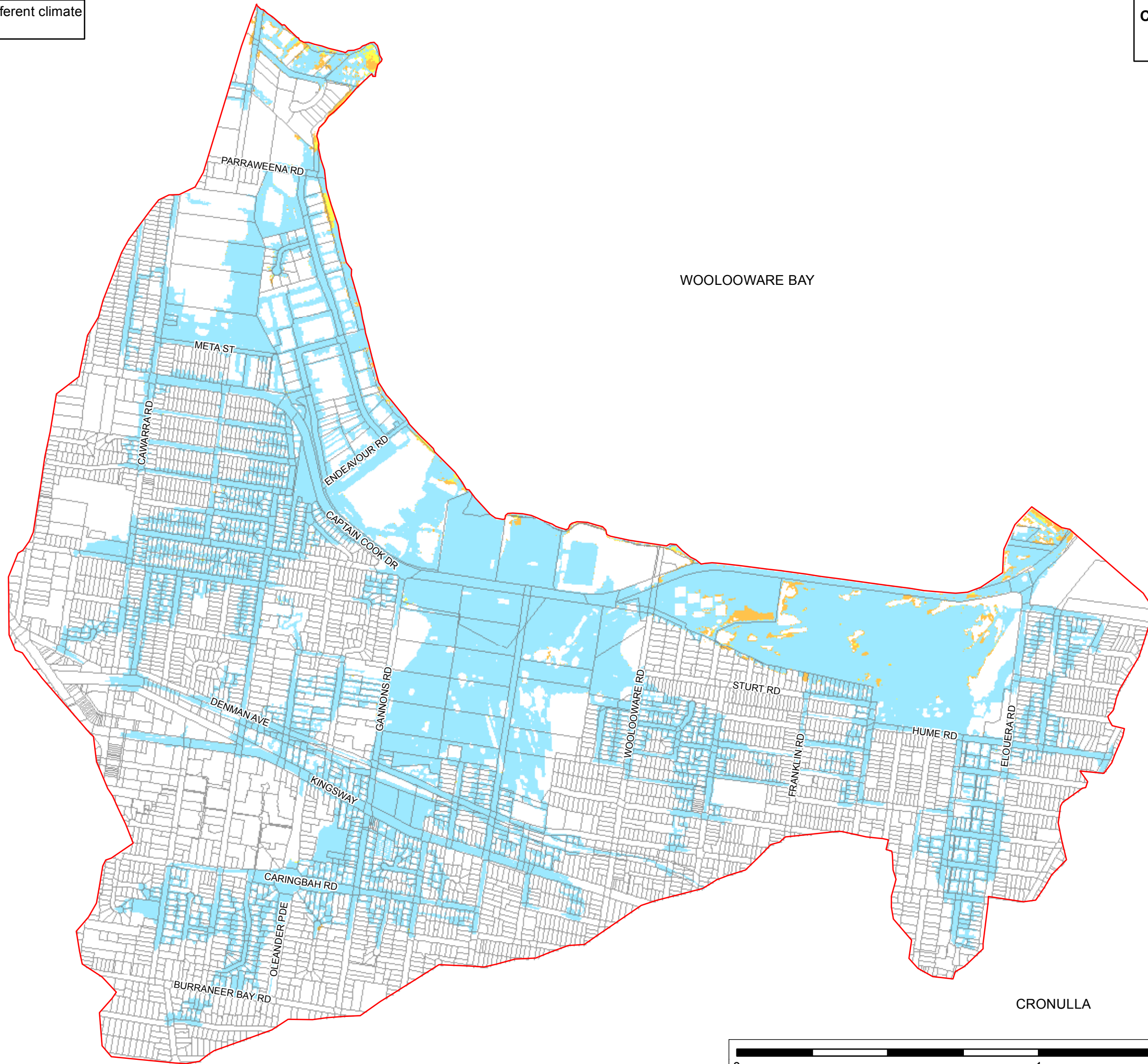
- Base Event
- Sea Level Rise 2050
- Sea Level Rise 2100



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Note: Flood extents for the different climate change scenarios are shown.



Study Area

**Climate Change Scenarios**

- Base Event
- Sea Level Rise 2050
- Sea Level Rise 2100



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FIGURE 34A  
**WOOLOOWARE BAY CATCHMENT FLOOD PROFILES**  
**BANKSIA ROAD TO WOOLOOWARE BAY**  
**ALL DESIGN FLOOD EVENTS**

J:\Jobs\111069\MapInfo\FloodProfiles\Figure34A\_FloodProfiles\_West\_DesignFloodEvents.xlsx

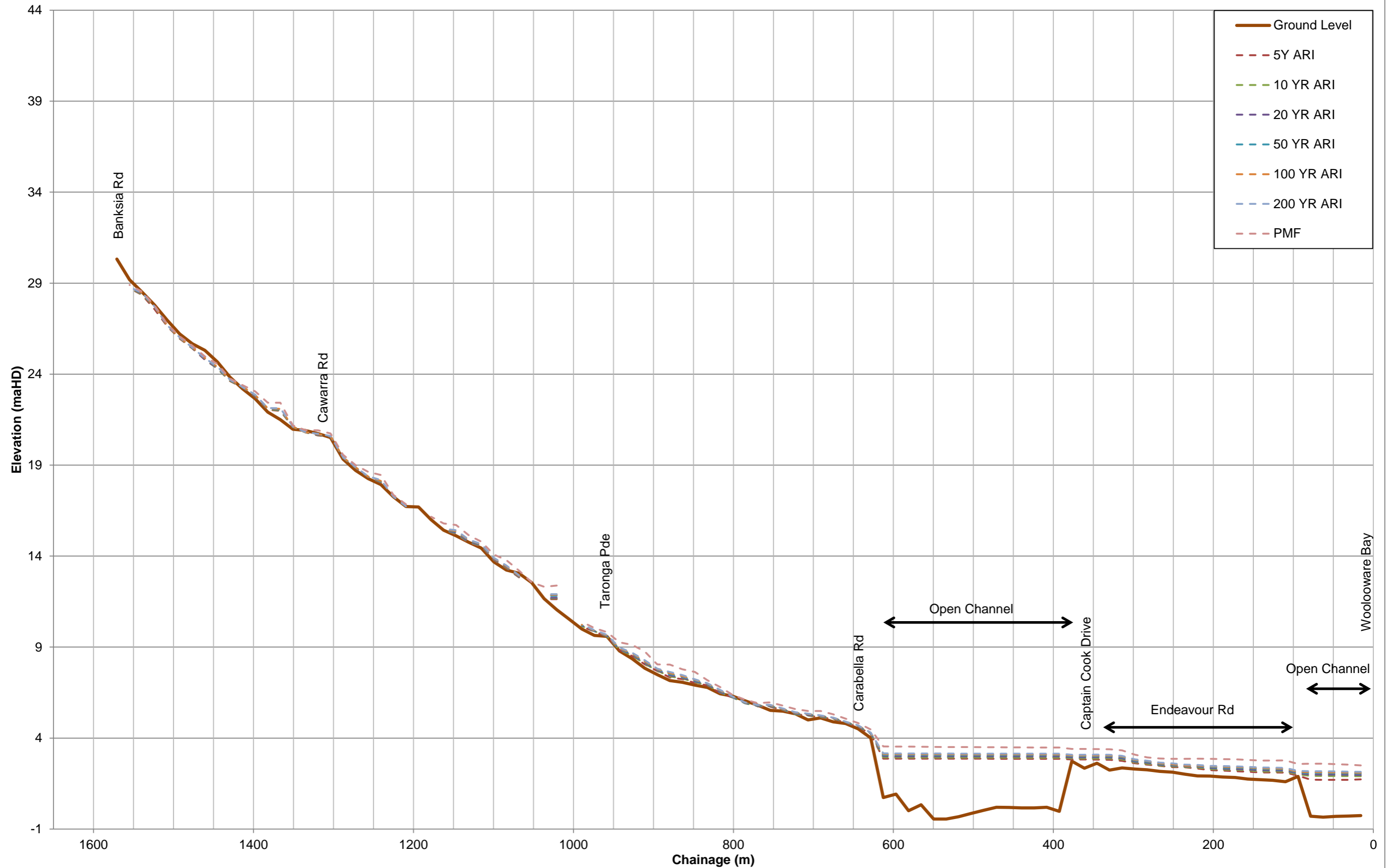
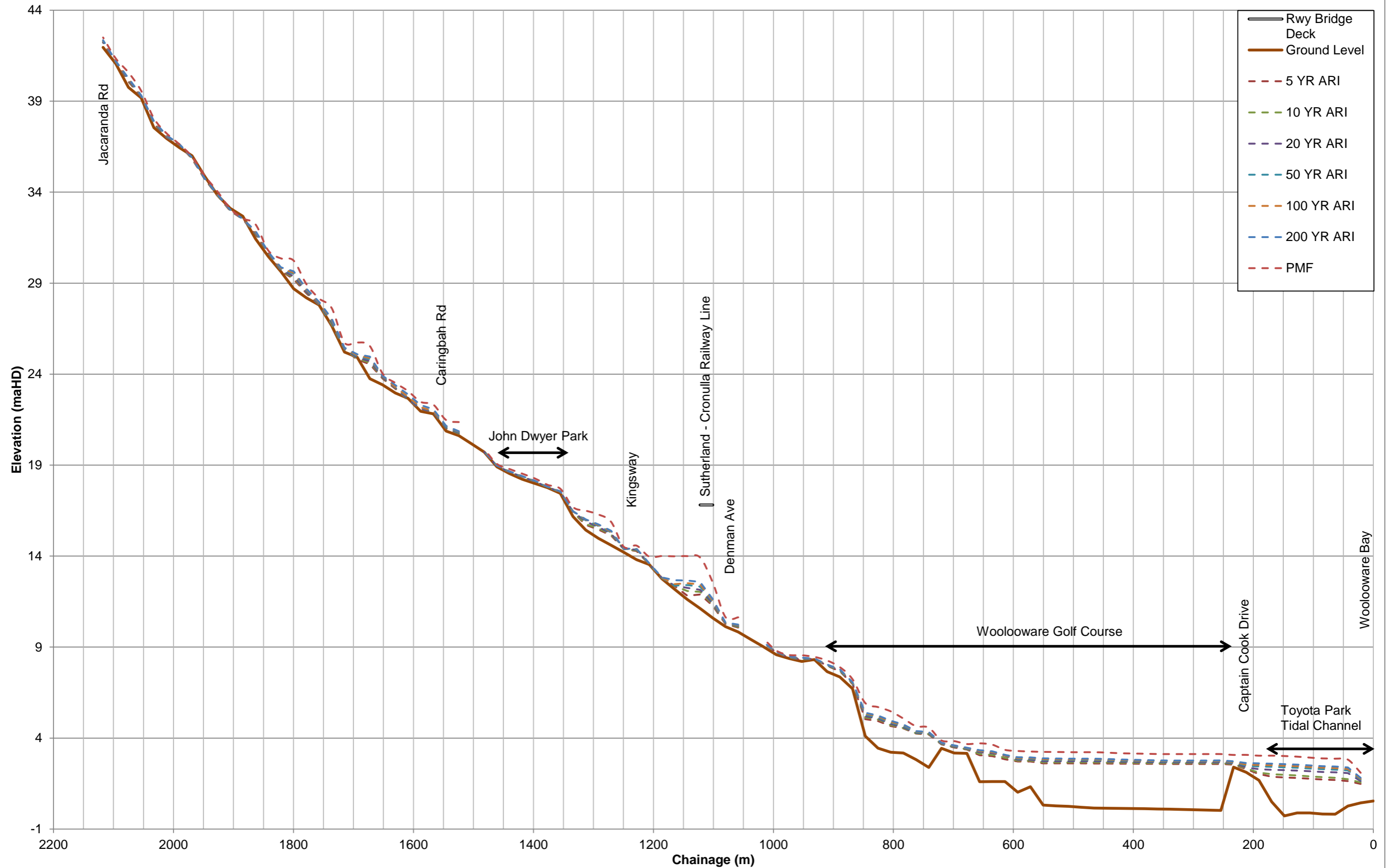




FIGURE 34B  
**WOOLOOWARE BAY CATCHMENT FLOOD PROFILES**  
**JACARANDA ROAD TO WOOLOOWARE BAY**  
**ALL DESIGN FLOOD EVENTS**

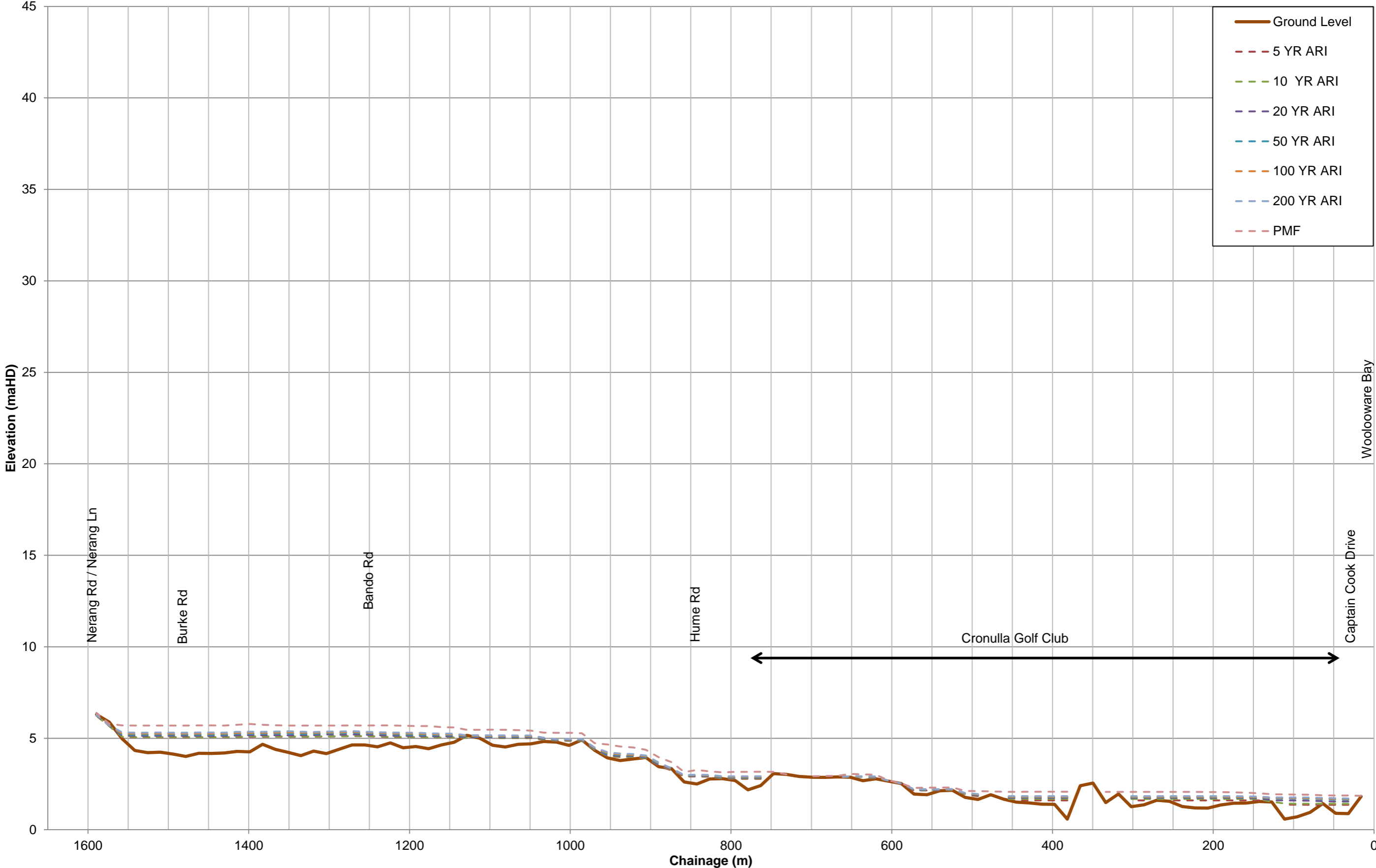
J:\Jobs\111069\MapInfo\FloodProfiles\Figure34B\_FloodProfiles\_Centre\_DesignFloodEvents.xlsx





**WOOLOOWARE BAY CATCHMENT FLOOD PROFILES  
NERANG ROAD TO WOOLOOWARE BAY  
ALL DESIGN FLOOD EVENTS**

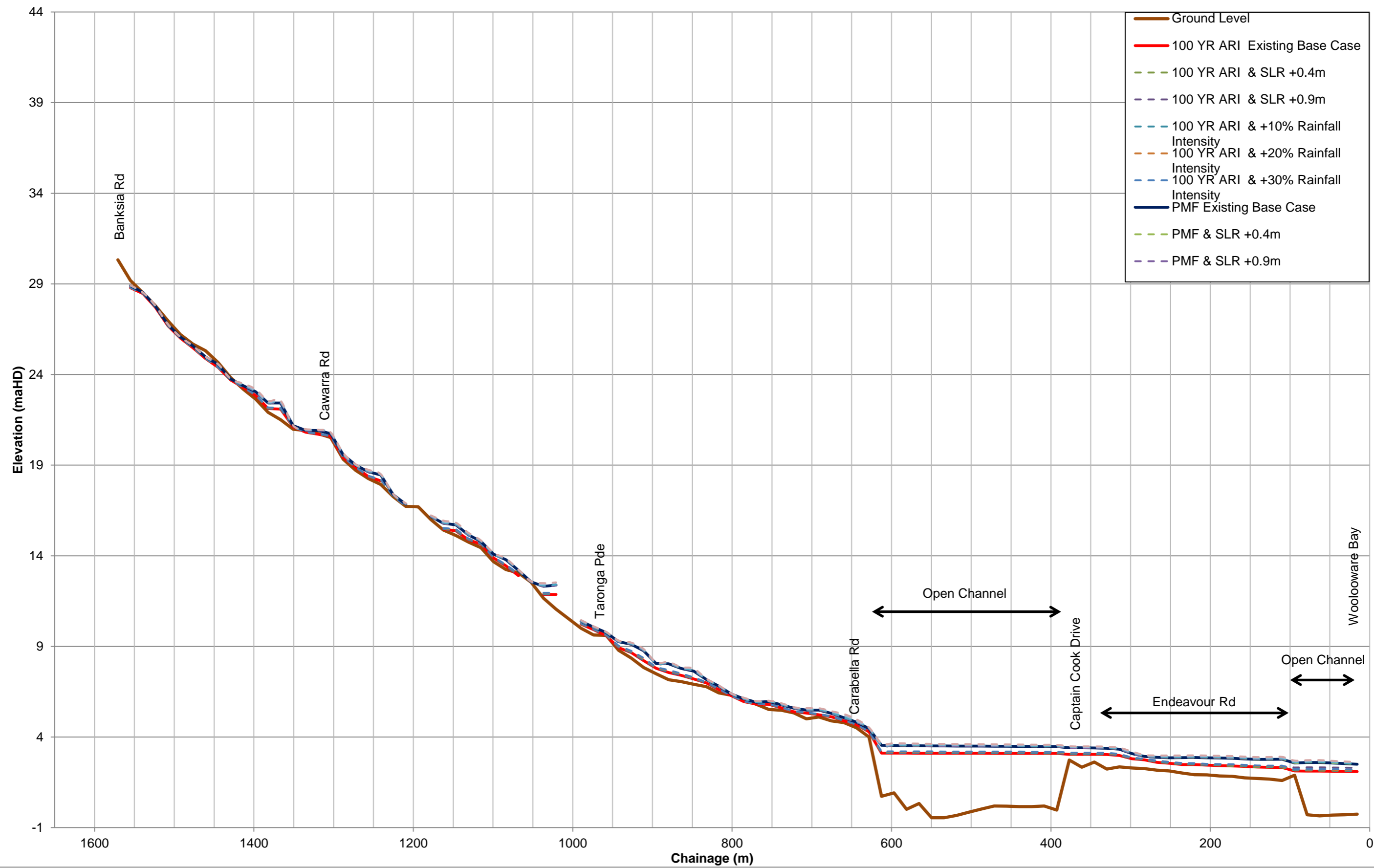
J:\Jobs\111069\MapInfo\FloodProfiles\Figure34C\_FloodProfiles\_East\_DesignFloodEvents.xlsx





**WOOLOOWARE BAY CATCHMENT FLOOD PROFILES**  
**BANKSIA ROAD TO WOOLLOOWARE BAY**  
**CLIMATE CHANGE SCENARIOS**

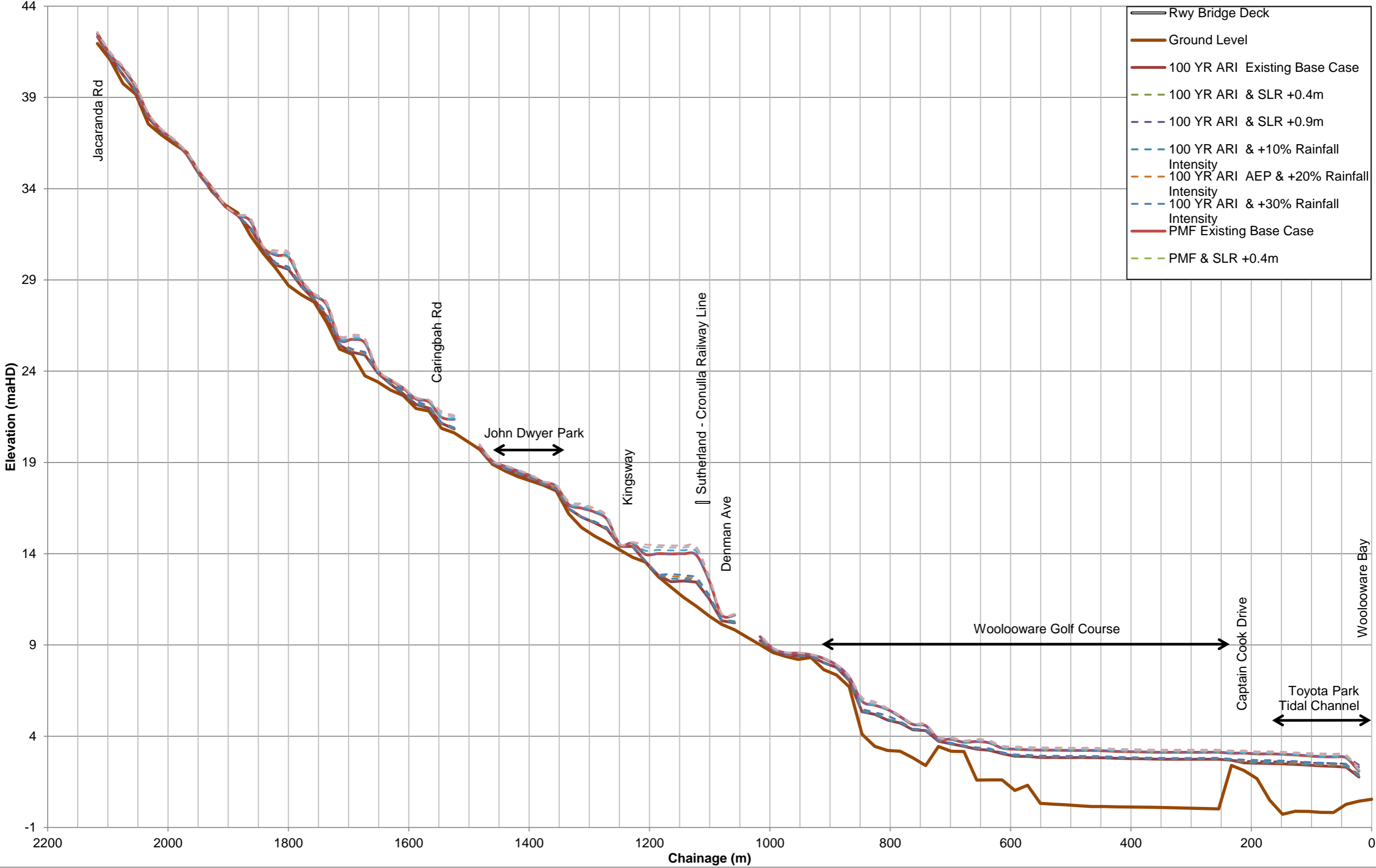
J:\Jobs\111069\MapInfo\FloodProfiles\Figure35A\_FloodProfiles\_West\_ClimateChangeScenarios.xlsx





**WOOLOOWARE BAY CATCHMENT FLOOD PROFILES  
JACARANDA ROAD TO WOOLOOWARE BAY  
CLIMATE CHANGE SCENARIOS**

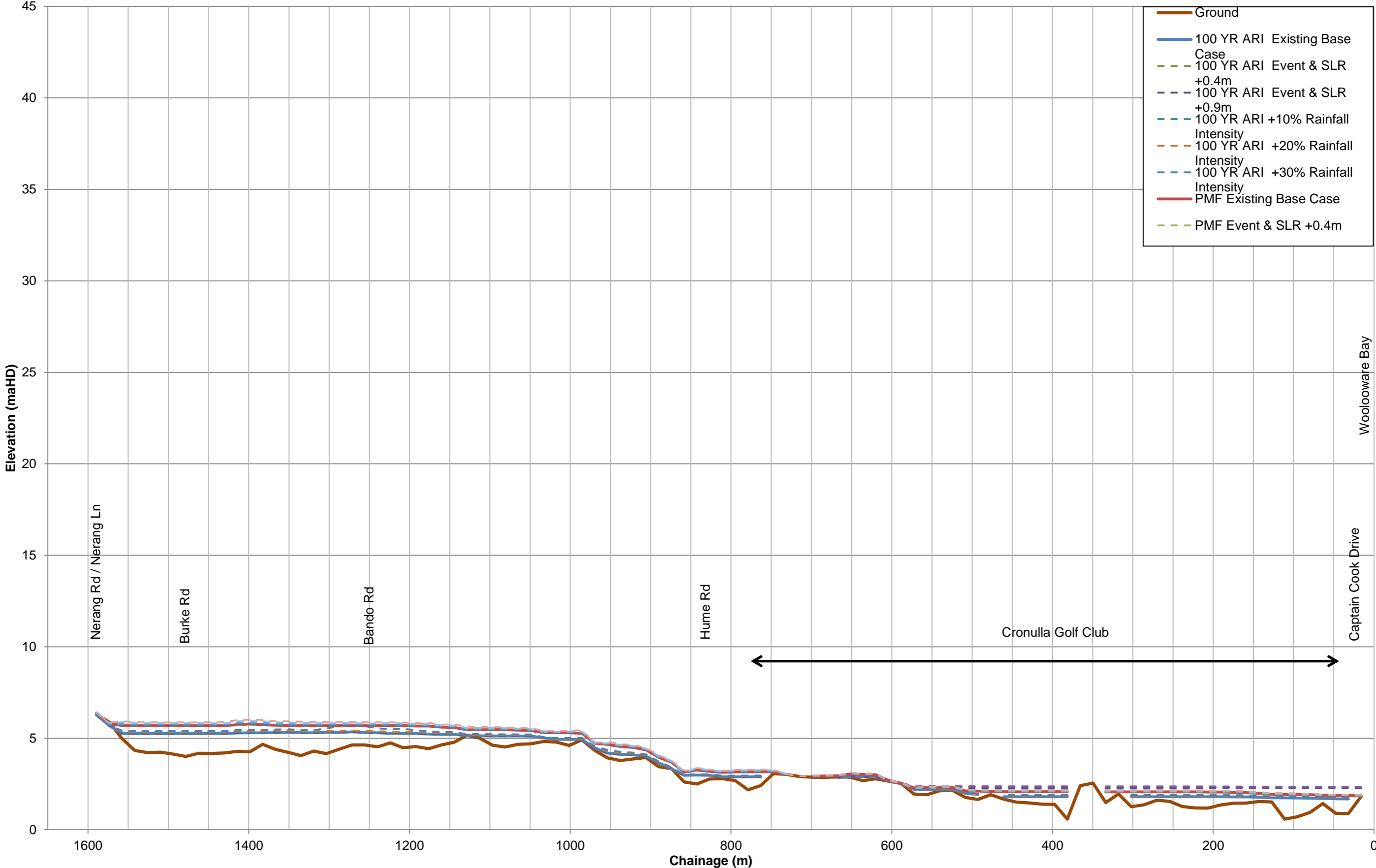
J:\Jobs\111069\MapInfo\FloodProfilesFigure35B\_FloodProfiles\_Centre\_ClimateChangeScenario.stre.xlsx



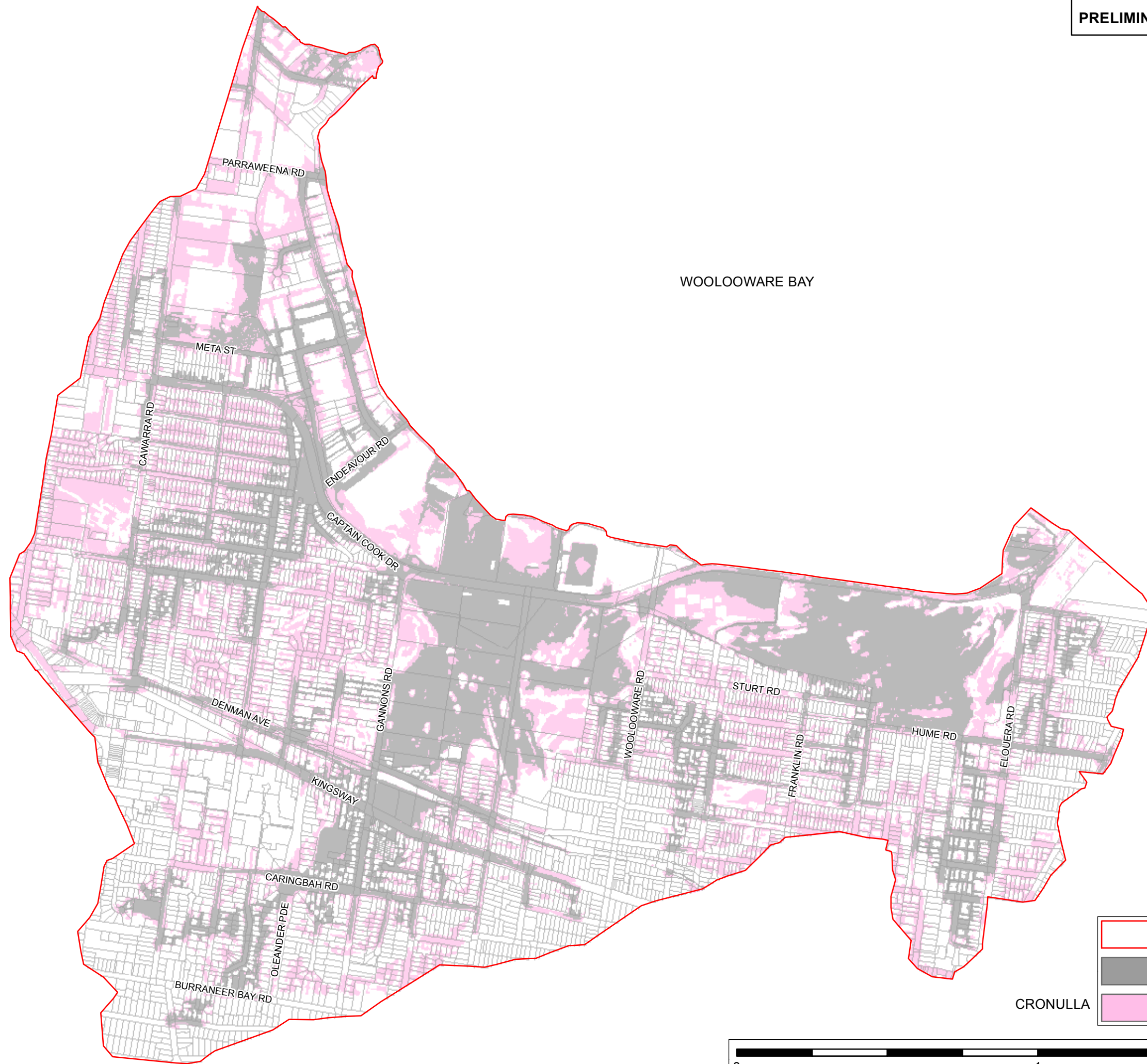





**WOOLOOWARE BAY CATCHMENT FLOOD PROFILES  
NERANG ROAD TO WOOLOOWARE BAY  
CLIMATE CHANGE SCENARIOS**

J:\Jobs\111069\MapInfo\FloodProfiles\Figure35C\_FloodProfiles\_East\_ClimateChangeScenarios.xlsx





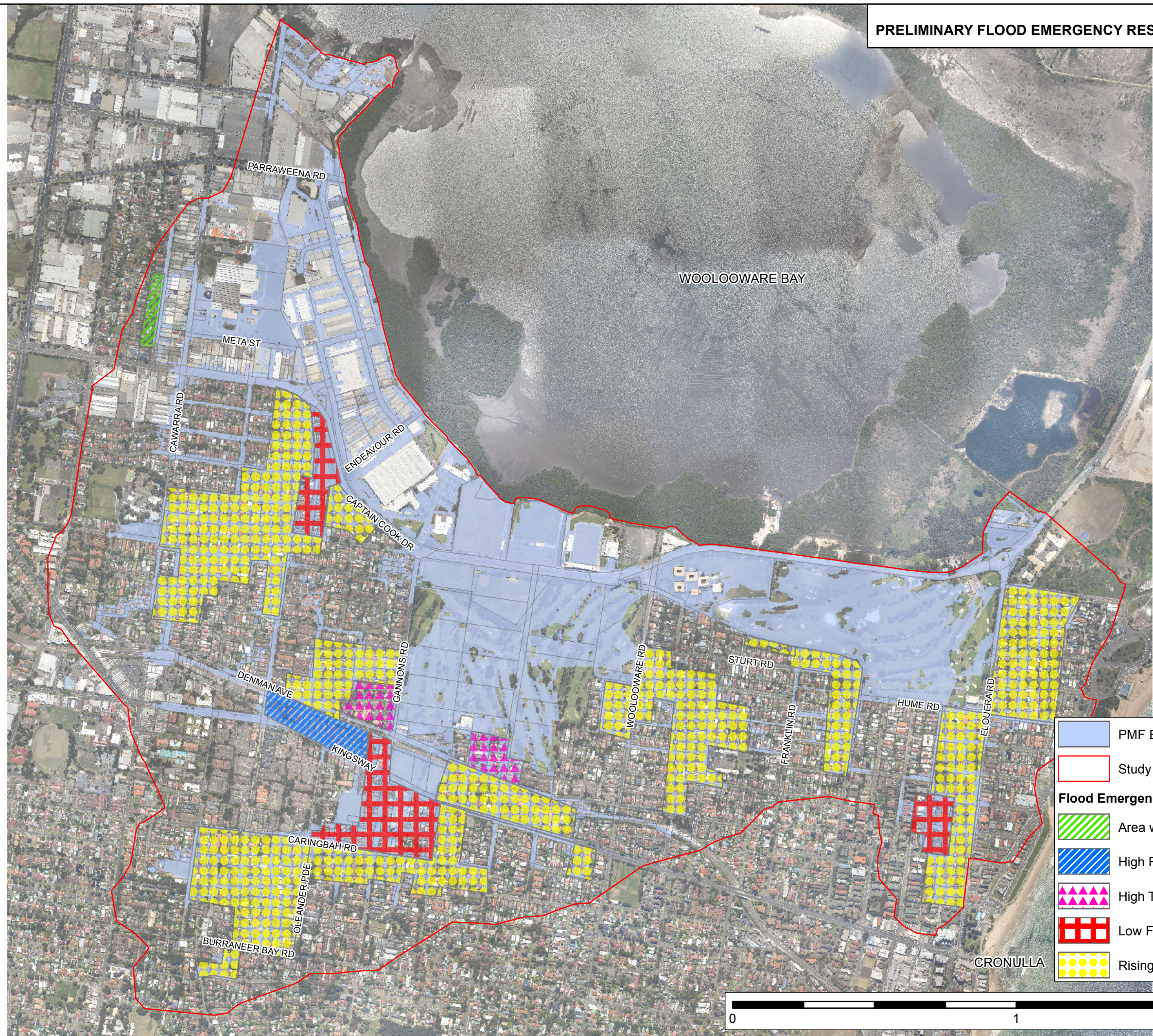


	Study Area
	100 YR ARI Flood Extent
	100 YR ARI +0.5m Extent (FPA)

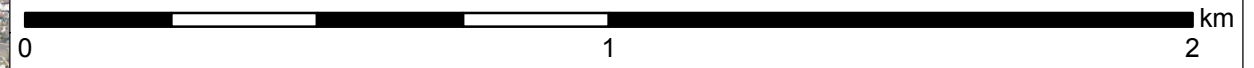




PRELIMINARY FLOOD EMERGENCY RESPONSE CLASSIFICATION



- PMF Extent
- Study Area
- Flood Emergency Response Classification**
- Area with Overland Escape Route
- High Flood Island
- High Trapped Perimeter Area
- Low Flood Island
- Rising Road Access Area









## APPENDIX A: GLOSSARY

Taken from the Floodplain Development Manual (April 2005 edition)

<b>acid sulfate soils</b>	Are sediments which contain sulfidic mineral pyrite which may become extremely acid following disturbance or drainage as sulfur compounds react when exposed to oxygen to form sulfuric acid. More detailed explanation and definition can be found in the NSW Government Acid Sulfate Soil Manual published by Acid Sulfate Soil Management Advisory Committee.
<b>Annual Exceedance Probability (AEP)</b>	The chance of a flood of a given or larger size occurring in any one year, usually expressed as a percentage. For example, if a peak flood discharge of 500 m <sup>3</sup> /s has an AEP of 5%, it means that there is a 5% chance (that is one-in-20 chance) of a 500 m <sup>3</sup> /s or larger event occurring in any one year (see ARI).
<b>Australian Height Datum (AHD)</b>	A common national surface level datum approximately corresponding to mean sea level.
<b>Average Annual Damage (AAD)</b>	Depending on its size (or severity), each flood will cause a different amount of flood damage to a flood prone area. AAD is the average damage per year that would occur in a nominated development situation from flooding over a very long period of time.
<b>Average Recurrence Interval (ARI)</b>	The long term average number of years between the occurrence of a flood as big as, or larger than, the selected event. For example, floods with a discharge as great as, or greater than, the 20 year ARI flood event will occur on average once every 20 years. ARI is another way of expressing the likelihood of occurrence of a flood event.
<b>caravan and moveable home parks</b>	Caravans and moveable dwellings are being increasingly used for long-term and permanent accommodation purposes. Standards relating to their siting, design, construction and management can be found in the Regulations under the LG Act.
<b>catchment</b>	The land area draining through the main stream, as well as tributary streams, to a particular site. It always relates to an area above a specific location.
<b>consent authority</b>	The Council, government agency or person having the function to determine a development application for land use under the EP&A Act. The consent authority is most often the Council, however legislation or an EPI may specify a Minister or public authority (other than a Council), or the Director General of DIPNR, as having the function to determine an application.
<b>development</b>	Is defined in Part 4 of the Environmental Planning and Assessment Act (EP&A Act).  <b>infill development:</b> refers to the development of vacant blocks of land that are generally surrounded by developed properties and is permissible under the current zoning of the land. Conditions such as minimum floor levels may be imposed on infill development.  <b>new development:</b> refers to development of a completely different nature to that associated with the former land use. For example, the urban subdivision of an area previously used for rural purposes. New developments involve rezoning and typically require major extensions of existing urban services, such as roads, water supply, sewerage and electric power.



	<b>redevelopment:</b> refers to rebuilding in an area. For example, as urban areas age, it may become necessary to demolish and reconstruct buildings on a relatively large scale. Redevelopment generally does not require either rezoning or major extensions to urban services.
<b>disaster plan (DISPLAN)</b>	A step by step sequence of previously agreed roles, responsibilities, functions, actions and management arrangements for the conduct of a single or series of connected emergency operations, with the object of ensuring the coordinated response by all agencies having responsibilities and functions in emergencies.
<b>discharge</b>	The rate of flow of water measured in terms of volume per unit time, for example, cubic metres per second (m <sup>3</sup> /s). Discharge is different from the speed or velocity of flow, which is a measure of how fast the water is moving for example, metres per second (m/s).
<b>ecologically sustainable development (ESD)</b>	Using, conserving and enhancing natural resources so that ecological processes, on which life depends, are maintained, and the total quality of life, now and in the future, can be maintained or increased. A more detailed definition is included in the Local Government Act 1993. The use of sustainability and sustainable in this manual relate to ESD.
<b>effective warning time</b>	The time available after receiving advice of an impending flood and before the floodwaters prevent appropriate flood response actions being undertaken. The effective warning time is typically used to move farm equipment, move stock, raise furniture, evacuate people and transport their possessions.
<b>emergency management</b>	A range of measures to manage risks to communities and the environment. In the flood context it may include measures to prevent, prepare for, respond to and recover from flooding.
<b>flash flooding</b>	Flooding which is sudden and unexpected. It is often caused by sudden local or nearby heavy rainfall. Often defined as flooding which peaks within six hours of the causative rain.
<b>flood</b>	Relatively high stream flow which overtops the natural or artificial banks in any part of a stream, river, estuary, lake or dam, and/or local overland flooding associated with major drainage before entering a watercourse, and/or coastal inundation resulting from super-elevated sea levels and/or waves overtopping coastline defences excluding tsunamis.
<b>flood awareness</b>	Flood awareness is an appreciation of the likely effects of flooding and a knowledge of the relevant flood warning, response and evacuation procedures.
<b>flood education</b>	Flood education seeks to provide information to raise awareness of the flood problem so as to enable individuals to understand how to manage themselves and their property in response to flood warnings and in a flood event. It invokes a state of flood readiness.
<b>flood fringe areas</b>	The remaining area of flood prone land after floodway and flood storage areas have been defined.
<b>flood liable land</b>	Is synonymous with flood prone land (i.e. land susceptible to flooding by the probable maximum flood (PMF) event). Note that the term flood liable land covers the whole of the floodplain, not just that part below the flood planning level (see flood planning area).



<b>flood mitigation standard</b>	The average recurrence interval of the flood, selected as part of the floodplain risk management process that forms the basis for physical works to modify the impacts of flooding.
<b>floodplain</b>	Area of land which is subject to inundation by floods up to and including the probable maximum flood event, that is, flood prone land.
<b>floodplain risk management options</b>	The measures that might be feasible for the management of a particular area of the floodplain. Preparation of a floodplain risk management plan requires a detailed evaluation of floodplain risk management options.
<b>floodplain risk management plan</b>	A management plan developed in accordance with the principles and guidelines in this manual. Usually includes both written and diagrammatic information describing how particular areas of flood prone land are to be used and managed to achieve defined objectives.
<b>flood plan (local)</b>	A sub-plan of a disaster plan that deals specifically with flooding. They can exist at State, Division and local levels. Local flood plans are prepared under the leadership of the State Emergency Service.
<b>flood planning area</b>	The area of land below the flood planning level and thus subject to flood related development controls. The concept of flood planning area generally supersedes the “flood liable land” concept in the 1986 Manual.
<b>Flood Planning Levels (FPLs)</b>	FPLs are the combinations of flood levels (derived from significant historical flood events or floods of specific AEPs) and freeboards selected for floodplain risk management purposes, as determined in management studies and incorporated in management plans. FPLs supersede the “standard flood event” in the 1986 manual.
<b>flood proofing</b>	A combination of measures incorporated in the design, construction and alteration of individual buildings or structures subject to flooding, to reduce or eliminate flood damages.
<b>flood prone land</b>	Is land susceptible to flooding by the Probable Maximum Flood (PMF) event. Flood prone land is synonymous with flood liable land.
<b>flood readiness</b>	Flood readiness is an ability to react within the effective warning time.
<b>flood risk</b>	<p>Potential danger to personal safety and potential damage to property resulting from flooding. The degree of risk varies with circumstances across the full range of floods. Flood risk in this manual is divided into 3 types, existing, future and continuing risks. They are described below.</p> <p><b>existing flood risk:</b> the risk a community is exposed to as a result of its location on the floodplain.</p> <p><b>future flood risk:</b> the risk a community may be exposed to as a result of new development on the floodplain.</p> <p><b>continuing flood risk:</b> the risk a community is exposed to after floodplain risk management measures have been implemented. For a town protected by levees, the continuing flood risk is the consequences of the levees being overtopped. For an area without any floodplain risk management measures, the continuing flood risk is simply the existence of its flood exposure.</p>
<b>flood storage areas</b>	Those parts of the floodplain that are important for the temporary storage of floodwaters during the passage of a flood. The extent and behaviour of flood



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	<p>storage areas may change with flood severity, and loss of flood storage can increase the severity of flood impacts by reducing natural flood attenuation. Hence, it is necessary to investigate a range of flood sizes before defining flood storage areas.</p>
<b>floodway areas</b>	<p>Those areas of the floodplain where a significant discharge of water occurs during floods. They are often aligned with naturally defined channels. Floodways are areas that, even if only partially blocked, would cause a significant redistribution of flood flows, or a significant increase in flood levels.</p>
<b>freeboard</b>	<p>Freeboard provides reasonable certainty that the risk exposure selected in deciding on a particular flood chosen as the basis for the FPL is actually provided. It is a factor of safety typically used in relation to the setting of floor levels, levee crest levels, etc. Freeboard is included in the flood planning level.</p>
<b>habitable room</b>	<p><b>in a residential situation:</b> a living or working area, such as a lounge room, dining room, rumpus room, kitchen, bedroom or workroom.</p> <p><b>in an industrial or commercial situation:</b> an area used for offices or to store valuable possessions susceptible to flood damage in the event of a flood.</p>
<b>hazard</b>	<p>A source of potential harm or a situation with a potential to cause loss. In relation to this manual the hazard is flooding which has the potential to cause damage to the community. Definitions of high and low hazard categories are provided in the Manual.</p>
<b>hydraulics</b>	<p>Term given to the study of water flow in waterways; in particular, the evaluation of flow parameters such as water level and velocity.</p>
<b>hydrograph</b>	<p>A graph which shows how the discharge or stage/flood level at any particular location varies with time during a flood.</p>
<b>hydrology</b>	<p>Term given to the study of the rainfall and runoff process; in particular, the evaluation of peak flows, flow volumes and the derivation of hydrographs for a range of floods.</p>
<b>local overland flooding</b>	<p>Inundation by local runoff rather than overbank discharge from a stream, river, estuary, lake or dam.</p>
<b>local drainage</b>	<p>Are smaller scale problems in urban areas. They are outside the definition of major drainage in this glossary.</p>
<b>mainstream flooding</b>	<p>Inundation of normally dry land occurring when water overflows the natural or artificial banks of a stream, river, estuary, lake or dam.</p>
<b>major drainage</b>	<p>Councils have discretion in determining whether urban drainage problems are associated with major or local drainage. For the purpose of this manual major drainage involves:</p> <ul style="list-style-type: none"> <li>■ the floodplains of original watercourses (which may now be piped, channelised or diverted), or sloping areas where overland flows develop along alternative paths once system capacity is exceeded; and/or</li> <li>■ water depths generally in excess of 0.3 m (in the major system design storm as defined in the current version of Australian Rainfall and Runoff). These conditions may result in danger to personal safety and property damage to both premises and vehicles; and/or</li> </ul>



- major overland flow paths through developed areas outside of defined drainage reserves; and/or
- the potential to affect a number of buildings along the major flow path.

**mathematical/computer models**

The mathematical representation of the physical processes involved in runoff generation and stream flow. These models are often run on computers due to the complexity of the mathematical relationships between runoff, stream flow and the distribution of flows across the floodplain.

**merit approach**

The merit approach weighs social, economic, ecological and cultural impacts of land use options for different flood prone areas together with flood damage, hazard and behaviour implications, and environmental protection and well being of the State's rivers and floodplains.

The merit approach operates at two levels. At the strategic level it allows for the consideration of social, economic, ecological, cultural and flooding issues to determine strategies for the management of future flood risk which are formulated into Council plans, policy and EPIs. At a site specific level, it involves consideration of the best way of conditioning development allowable under the floodplain risk management plan, local floodplain risk management policy and EPIs.

**minor, moderate and major flooding**

Both the State Emergency Service and the Bureau of Meteorology use the following definitions in flood warnings to give a general indication of the types of problems expected with a flood:

**minor flooding:** causes inconvenience such as closing of minor roads and the submergence of low level bridges. The lower limit of this class of flooding on the reference gauge is the initial flood level at which landholders and townspeople begin to be flooded.

**moderate flooding:** low-lying areas are inundated requiring removal of stock and/or evacuation of some houses. Main traffic routes may be covered.

**major flooding:** appreciable urban areas are flooded and/or extensive rural areas are flooded. Properties, villages and towns can be isolated.

**modification measures**

Measures that modify either the flood, the property or the response to flooding. Examples are indicated in Table 2.1 with further discussion in the Manual.

**peak discharge**

The maximum discharge occurring during a flood event.

**Probable Maximum Flood (PMF)**

The PMF is the largest flood that could conceivably occur at a particular location, usually estimated from probable maximum precipitation, and where applicable, snow melt, coupled with the worst flood producing catchment conditions. Generally, it is not physically or economically possible to provide complete protection against this event. The PMF defines the extent of flood prone land, that is, the floodplain. The extent, nature and potential consequences of flooding associated with a range of events rarer than the flood used for designing mitigation works and controlling development, up to and including the PMF event should be addressed in a floodplain risk management study.

**Probable Maximum Precipitation (PMP)**

The PMP is the greatest depth of precipitation for a given duration meteorologically possible over a given size storm area at a particular location at a particular time of the year, with no allowance made for long-term climatic trends



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	(World Meteorological Organisation, 1986). It is the primary input to PMF estimation.
<b>probability</b>	A statistical measure of the expected chance of flooding (see AEP).
<b>risk</b>	Chance of something happening that will have an impact. It is measured in terms of consequences and likelihood. In the context of the manual it is the likelihood of consequences arising from the interaction of floods, communities and the environment.
<b>runoff</b>	The amount of rainfall which actually ends up as streamflow, also known as rainfall excess.
<b>stage</b>	Equivalent to water level. Both are measured with reference to a specified datum.
<b>stage hydrograph</b>	A graph that shows how the water level at a particular location changes with time during a flood. It must be referenced to a particular datum.
<b>survey plan</b>	A plan prepared by a registered surveyor.
<b>water surface profile</b>	A graph showing the flood stage at any given location along a watercourse at a particular time.
<b>wind fetch</b>	The horizontal distance in the direction of wind over which wind waves are generated.









## WOOLOOWARE BAY CATCHMENT FLOOD STUDY QUESTIONNAIRE

### Introduction

Sutherland Shire Council has engaged stormwater and flood consultants WMAwater to undertake a flood study for the Woollooware Bay Catchment. The study will identify existing flood behaviour within the catchment and the possible effects of climate change, providing a basis for completing a management plan for the Catchment.

This survey will enable us to collect information about flooding you may have experienced or witnessed. Your local knowledge of the catchment and personal experiences of flooding are an important source of information. This information will help us better understand where stormwater flooding occurs in the catchment and lead to better management of existing and potential future flood hazards.

### Woollooware Bay Catchment Area



\* If you have any questions about the flood study please contact Council's consultant at WMAwater, Stephen Gray, on 9299 2855 or e-mail [wfs@wmawater.com.au](mailto:wfs@wmawater.com.au)

\* If you have any questions about this survey please contact Council's Stormwater Engineer, Shelley Reed, on 9710 0392 or e-mail [sreed@ssc.nsw.gov.au](mailto:sreed@ssc.nsw.gov.au)



## General Information

1. Which of the following describes your connection with the Woollooware Bay Catchment area? (Tick all that apply)

- Live in the area
- Work in the area
- Visit the area
- Operate a business in the area
- Other (please specify) \_\_\_\_\_

2. How long have you been in the Woollooware Bay Catchment area?

Years \_\_\_\_\_

3. Have you ever been inconvenienced by uncontrolled floodwater/stormwater from streets or drains in the Woollooware Bay Catchment area?

- Yes
- No

## General Impacts from Flooding

4. How often does this happen?

- 3 or more times a year
- 1 to 2 times a year
- Once every 2 to 3 years
- Once every 5 or more years
- Other (please specify) \_\_\_\_\_

5. What sort of impacts and inconvenience did you experience?

Please complete the table below and provide as much detail as possible eg. dates/times/description.

Daily routine was affected  
(eg. it was difficult to get to  
work) \_\_\_\_\_

Safety was threatened \_\_\_\_\_

Access to property was  
affected (eg. driveways or  
roads flooded) \_\_\_\_\_

Property and/or its contents  
were damaged \_\_\_\_\_

Business was able to  
operate during the flooded  
period \_\_\_\_\_

Other (please specify) \_\_\_\_\_



## Personal Impacts from Flooding

6. Has your home, business or place of work been flooded because of uncontrolled floodwater/stormwater from streets or drains in the Woollooware Bay Catchment area?

Yes

No

## Details of Personal Impacts

7. When did this occur? (tick all that apply)

March 1975

August 1986

February 1990

May 2003

Other (please specify) \_\_\_\_\_

8. Which part of your property flooded and when did it happen?

Frontyard \_\_\_\_\_

Backyard \_\_\_\_\_

Garage or Shed \_\_\_\_\_

Residential (below floor level) \_\_\_\_\_

Residential (above floor level) \_\_\_\_\_

Commercial (eg. shops) (above floor level) \_\_\_\_\_

Commercial (below floor level) \_\_\_\_\_

Industrial (eg. factories) \_\_\_\_\_

Other (please specify) \_\_\_\_\_



## Other Location Impacts

9. Please provide location and description details of any other places you have seen flooded within the Woollooware Bay Catchment area?

Residential or  
Commercial

---

Roads or Footpaths

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Parks

---

Other (please specify)

---

10. Did you notice any drains or inlet pits that were blocked during the flooding?

Yes

No

If yes, please provide details including location, what was blocking it and how blocked would you say it was (i.e. 50% blocked, 80% blocked).

---

11. Would you be willing to share any evidence that you have of past floods (eg. photos, video footage, watermarks on walls or posts)?

Yes, I will email them to you ([wfs@wmawater.com.au](mailto:wfs@wmawater.com.au))

Yes, I will post them to you (WMAwater, Level 2, 160 Clarence St, Sydney 2000)

Yes, please contact me so I can show you (please provide your contact details below)

No

Other (please specify)

---



## Contact & Involvement

12. The purpose of this study is to enable Council to better understand, plan and manage the potential flood risk. You may be contacted to discuss some of the information you provided.

Name

---

Address

---

City/Town

---

Email Address

---

13. Do you have any more information you think might help the Woollooware Bay Catchment Flood Study? Please provide details.

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14. Are you interested in taking part in the Floodplain Risk Management Committee? The Committee will oversee the Floodplain Risk Management Process.

Yes

No

Meetings will occur quarterly and will take 1-2 hours at a time. If you would like to be considered to take part, please provide your details above so that our staff can contact you.

Thank you for taking the time to participate in the survey. Please remember to place all pages in the reply paid envelope and post it to WMAwater by the 1<sup>st</sup> March 2012. A representative from WMAwater may contact you in the near future to discuss your response.











Table with columns: PL ID, PL ID (A), Site Name, Item, P/H Headwall Type, Condition, Length of Gravel, Width of Headwall, Height of Headwall, Width of Footing, Depth from Kerb (to Surface), Depth from Kerb (to Invert), X Coordinate, Y Coordinate, Surface RL, Invert RL, Estimated Area, Estimated Volume, PL ID, PL ID (A), Site Name, Item, P/H Headwall Type, Condition, Length of Gravel, Width of Headwall, Height of Headwall, Width of Footing, Depth from Kerb (to Surface), Depth from Kerb (to Invert), X Coordinate, Y Coordinate, Surface RL, Invert RL, Estimated Area, Estimated Volume.



Table with columns: PL ID, PL ID (A - Road/CCOC), Site Name, Item, PH/Headwall Type, Condition, Length of Grate, Width of Grate, Height of Grate, Depth from Kerb (Surface), Depth from Kerb (Invert), X Coordinate, Y Coordinate, Surface RL, Indicative Invert, Estimated Invert, PL ID, PL ID (A - Road/CCOC), Site Name, Item, PH/Headwall Type, Condition, Length of Grate, Width of Grate, Height of Grate, Depth from Kerb (Surface), Depth from Kerb (Invert), X Coordinate, Y Coordinate, Surface RL, Indicative Invert, Estimated Invert.







PI ID	PI ID (A)	Site Name	Item	PH/Headwall Type	Condition	Length of Grate/Headwall	Width of Grate/Headwall	Height of Grate/Headwall	Depth from curb to Inlet	Depth from curb to Outlet	Surface RL	Invert RL	Estimated	PI ID	PI ID (A)	Site Name	Item	PH/Headwall Type	Condition	Length of Grate/Headwall	Width of Grate/Headwall	Height of Grate/Headwall	Depth from curb to Inlet	Depth from curb to Outlet	Surface RL	Invert RL	Estimated			
4498	6500	Walumata Road - Carriagbah	Stormwater Pt	Assumed Node	Good	NA	NA	NA	NA	NA	373749	621392	9.72	60295	60295	Capitan Cook Drive - Woolwoare	Stormwater Pt	Stormwater Pt	Very Good	0.8	1.1	0.42	inaccessible	0.15	1.8M LINTEL	GALVANISED GRATE	2208	1.43	Estimated	
6504	6504	Yeramba Avenue - Carriagbah	Stormwater Pt	Grated Pit	Good	0.8	0.8	NA	1.25	NA	327965	621501	7.27	60297	60297	Capitan Cook Drive - Woolwoare	Stormwater Pt	Stormwater Pt	Very Good	1	1	0.42	NA	0.15	1.8M LINTEL	GALVANISED GRATE	2208	1.43	Estimated	
6506	6506	Kingway - Carriagbah	Stormwater Pt	Grated Pit	Good	1.25	0.75	NA	0.6	NA	327234	621394	17.19	60298	60298	Capitan Cook Drive - Woolwoare	Stormwater Pt	Stormwater Pt	Very Good	1.09	0.79	0.42	NA	1.55	NA	Not Specified	Unknown	1.92	0.37	Estimated
6507	6507	Denman Avenue - Woolwoare	Stormwater Pt	Assumed Node	Good	NA	NA	NA	NA	NA	327963	621395	9.04	60299	60299	Capitan Cook Drive - Woolwoare	Stormwater Pt	Stormwater Pt	Very Good	1.1	1.1	0.42	NA	1.55	NA	Not Specified	Unknown	1.92	0.37	Estimated
6509	6509	Capitan Cook Drive - Carriagbah	Stormwater Pt	Grated Pit	Good	1.2	1.2	NA	1.27	NA	327967	621396	17.95	60300	60300	Capitan Cook Drive - Woolwoare	Stormwater Pt	Stormwater Pt	Very Good	1.1	1.1	0.42	NA	1.55	NA	Not Specified	Unknown	1.92	0.37	Estimated
6510	6510	Farings Parade - Carriagbah	Stormwater Pt	Assumed Node	Good	NA	NA	NA	NA	NA	327968	621397	7.56	60301	60301	Capitan Cook Drive - Woolwoare	Stormwater Pt	Stormwater Pt	Very Good	1	1	0.42	NA	1.55	NA	Not Specified	Unknown	1.92	0.37	Estimated
6512	6512	Durbin Place - Carriagbah	Stormwater Pt	Grated Pit	Good	1	0.58	NA	1.4	0.2	327974	621398	23.55	60302	60302	Capitan Cook Drive - Woolwoare	Stormwater Pt	Stormwater Pt	Very Good	1.25	1.25	0.42	NA	1.55	NA	Not Specified	Unknown	1.92	0.37	Estimated
6521	6521	Kitchener Street - Carriagbah	Stormwater Pt	Grated Pit	Good	NA	NA	NA	NA	NA	327975	621399	10.49	60303	60303	Capitan Cook Drive - Woolwoare	Stormwater Pt	Stormwater Pt	Very Good	1.1	1.1	0.42	NA	1.55	NA	Not Specified	Unknown	1.92	0.37	Estimated
6522	6522	Alford Avenue - Woolwoare	Stormwater Pt	Assumed Node	Good	NA	NA	NA	NA	NA	327976	621400	10.95	60304	60304	Capitan Cook Drive - Woolwoare	Stormwater Pt	Stormwater Pt	Very Good	1.1	1.1	0.42	NA	1.55	NA	Not Specified	Unknown	1.92	0.37	Estimated
6530	6530	Ocean Street - Coronula	Stormwater Pt	Assumed Node	Good	NA	NA	NA	NA	NA	329437	621205	18.71	60305	60305	Capitan Cook Drive - Woolwoare	Stormwater Pt	Stormwater Pt	Very Good	1.04	1.04	0.42	NA	1.55	NA	Not Specified	Unknown	1.92	0.37	Estimated
6532	6532	Yacking Road - Carriagbah	Stormwater Pt	Assumed Node	Good	NA	NA	NA	0.8	NA	327179	621374	39.11	60306	60306	Capitan Cook Drive - Woolwoare	Stormwater Pt	Stormwater Pt	Very Good	0.9	0.9	0.42	NA	1.55	NA	Not Specified	Unknown	1.92	0.37	Estimated
6533	6533	Hume Road - Coronula	Stormwater Pt	Assumed Node	Good	NA	NA	NA	NA	NA	327179	621374	39.11	60307	60307	Capitan Cook Drive - Woolwoare	Stormwater Pt	Stormwater Pt	Very Good	1.1	1.1	0.42	NA	1.55	NA	Not Specified	Unknown	1.92	0.37	Estimated
6539	6539	Denman Avenue - Carriagbah	Stormwater Pt	Assumed Node	Good	NA	NA	NA	NA	NA	327977	621399	24.95	60308	60308	Capitan Cook Drive - Woolwoare	Stormwater Pt	Stormwater Pt	Very Good	1.1	1.1	0.42	NA	1.55	NA	Not Specified	Unknown	1.92	0.37	Estimated
6540	6540	Berkeley Street - Carriagbah	Stormwater Pt	Assumed Node	Good	NA	NA	NA	NA	NA	327978	621400	22.86	60309	60309	Capitan Cook Drive - Woolwoare	Stormwater Pt	Stormwater Pt	Very Good	1.1	1.1	0.42	NA	1.55	NA	Not Specified	Unknown	1.92	0.37	Estimated
6541	6541	Hume Road - Coronula	Stormwater Pt	Assumed Node	Good	NA	NA	NA	1.15	0.2	327979	621401	23.55	60310	60310	Capitan Cook Drive - Woolwoare	Stormwater Pt	Stormwater Pt	Very Good	1.1	1.1	0.42	NA	1.55	NA	Not Specified	Unknown	1.92	0.37	Estimated
6542	6542	Kingway - Carriagbah	Stormwater Pt	Assumed Node	Good	NA	NA	NA	1.1	0.2	327980	621402	20.25	60311	60311	Capitan Cook Drive - Woolwoare	Stormwater Pt	Stormwater Pt	Very Good	1.1	1.1	0.42	NA	1.55	NA	Not Specified	Unknown	1.92	0.37	Estimated
6543	6543	Kingway - Carriagbah	Stormwater Pt	Assumed Node	Good	NA	NA	NA	1.1	0.2	327981	621403	20.25	60312	60312	Capitan Cook Drive - Woolwoare	Stormwater Pt	Stormwater Pt	Very Good	1.1	1.1	0.42	NA	1.55	NA	Not Specified	Unknown	1.92	0.37	Estimated
6544	6544	Yacking Road - Carriagbah	Stormwater Pt	Assumed Node	Good	NA	NA	NA	1.765	NA	327249	621374	28.75	60313	60313	Capitan Cook Drive - Woolwoare	Stormwater Pt	Stormwater Pt	Very Good	1.1	1.1	0.42	NA	1.55	NA	Not Specified	Unknown	1.92	0.37	Estimated
6545	6545	Delagoa Reserve	Stormwater Pt	Assumed Node	Good	NA	NA	NA	NA	NA	327179	621374	16.91	60314	60314	Capitan Cook Drive - Woolwoare	Stormwater Pt	Stormwater Pt	Very Good	1.1	1.1	0.42	NA	1.55	NA	Not Specified	Unknown	1.92	0.37	Estimated
6546	6546	Hume Road - Coronula	Stormwater Pt	Assumed Node	Good	NA	NA	NA	NA	NA	327179	621374	16.91	60315	60315	Capitan Cook Drive - Woolwoare	Stormwater Pt	Stormwater Pt	Very Good	1.1	1.1	0.42	NA	1.55	NA	Not Specified	Unknown	1.92	0.37	Estimated
6644	6644	Capitan Cook Drive - Kurnell	Stormwater Pt	Assumed Node	Good	NA	NA	NA	NA	NA	327179	621374	16.91	60316	60316	Capitan Cook Drive - Woolwoare	Stormwater Pt	Stormwater Pt	Very Good	1.1	1.1	0.42	NA	1.55	NA	Not Specified	Unknown	1.92	0.37	Estimated
6645	6645	Capitan Cook Drive - Kurnell	Stormwater Pt	Assumed Node	Good	NA	NA	NA	NA	NA	327179	621374	16.91	60317	60317	Capitan Cook Drive - Woolwoare	Stormwater Pt	Stormwater Pt	Very Good	1.1	1.1	0.42	NA	1.55	NA	Not Specified	Unknown	1.92	0.37	Estimated
6646	6646	Sperber Avenue - Coronula	Stormwater Pt	Assumed Node	Good	NA	NA	NA	NA	NA	327179	621374	16.91	60318	60318	Capitan Cook Drive - Woolwoare	Stormwater Pt	Stormwater Pt	Very Good	1.1	1.1	0.42	NA	1.55	NA	Not Specified	Unknown	1.92	0.37	Estimated
6650	6650	Oleander Parade - Carriagbah South	Stormwater Pt	Assumed Node	Good	NA	NA	NA	NA	NA	327442	623090	15.07	60319	60319	Capitan Cook Drive - Woolwoare	Stormwater Pt	Stormwater Pt	Very Good	1.1	1.1	0.42	NA	1.55	NA	Not Specified	Unknown	1.92	0.37	Estimated
6652	6652	Nulibarra Road - Carriagbah	Stormwater Pt	Assumed Node	Good	NA	NA	NA	NA	NA	327442	623090	15.07	60320	60320	Capitan Cook Drive - Woolwoare	Stormwater Pt	Stormwater Pt	Very Good	1.1	1.1	0.42	NA	1.55	NA	Not Specified	Unknown	1.92	0.37	Estimated
70187	70187	Durbin Place - Carriagbah	Stormwater Pt	Grated Pit	Very Good	0.4	0.42	NA	0.8	0.2	327979	621401	23.55	60321	60321	Capitan Cook Drive - Woolwoare	Stormwater Pt	Stormwater Pt	Very Good	1.1	1.1	0.42	NA	1.55	NA	Not Specified	Unknown	1.92	0.37	Estimated
70188	70188	Sydney Avenue Reserve	Stormwater Pt	Grated Pit	Very Good	0.84	0.92	NA	0.6	NA	327979	621401	23.55	60322	60322	Capitan Cook Drive - Woolwoare	Stormwater Pt	Stormwater Pt	Very Good	1.1	1.1	0.42	NA	1.55	NA	Not Specified	Unknown	1.92	0.37	Estimated
70189	70189	731 Sydney Avenue Reserve	Stormwater Pt	Grated Pit	Very Good	0.84	0.92	NA	0.6	NA	327979	621401	23.55	60323	60323	Capitan Cook Drive - Woolwoare	Stormwater Pt	Stormwater Pt	Very Good	1.1	1.1	0.42	NA	1.55	NA	Not Specified	Unknown	1.92	0.37	Estimated
7046	7046	Carroll Road - Carriagbah	Stormwater Pt	Assumed Node	Good	NA	NA	NA	NA	NA	327980	621402	20.25	60324	60324	Capitan Cook Drive - Woolwoare	Stormwater Pt	Stormwater Pt	Very Good	1.1	1.1	0.42	NA	1.55	NA	Not Specified	Unknown	1.92	0.37	Estimated
70522	70522	Endeavour Road - Carriagbah	Stormwater Pt	Assumed Node	Good	NA	NA	NA	NA	NA	327980	621402	20.25	60325	60325	Capitan Cook Drive - Woolwoare	Stormwater Pt	Stormwater Pt	Very Good	1.1	1.1	0.42	NA	1.55	NA	Not Specified	Unknown	1.92	0.37	Estimated
70523	70523	Endeavour Road - Carriagbah	Stormwater Pt	Assumed Node	Good	NA	NA	NA	NA	NA	327980	621402	20.25	60326	60326	Capitan Cook Drive - Woolwoare	Stormwater Pt	Stormwater Pt	Very Good	1.1	1.1	0.42	NA	1.55	NA	Not Specified	Unknown	1.92	0.37	Estimated
70554	70554	Endeavour Road - Carriagbah	Stormwater Pt	Assumed Node	Good	NA	NA	NA	NA	NA	327980	621402	20.25	60327	60327	Capitan Cook Drive - Woolwoare	Stormwater Pt	Stormwater Pt	Very Good	1.1	1.1	0.42	NA	1.55	NA	Not Specified	Unknown	1.92	0.37	Estimated
70555	70555	Endeavour Road - Carriagbah	Stormwater Pt	Assumed Node	Good	NA	NA	NA	NA	NA	327980	621402	20.25	60328	60328	Capitan Cook Drive - Woolwoare	Stormwater Pt	Stormwater Pt	Very Good	1.1	1.1	0.42	NA	1.55	NA	Not Specified	Unknown	1.92	0.37	Estimated
70556	70556	Endeavour Road - Carriagbah	Stormwater Pt	Assumed Node	Good	NA	NA	NA	NA	NA	327980	621402	20.25	60329	60329	Capitan Cook Drive - Woolwoare	Stormwater Pt	Stormwater Pt	Very Good	1.1	1.1	0.42	NA	1.55	NA	Not Specified	Unknown	1.92	0.37	Estimated
70557	70557	Resolution Drive - Carriagbah	Stormwater Pt	Assumed Node	Good	NA	NA	NA	1.85	0.16	327710	623245	1.56	60330	60330	Capitan Cook Drive - Woolwoare	Stormwater Pt	Stormwater Pt	Very Good	1.1	1.1	0.42	NA	1.55	NA	Not Specified	Unknown	1.92	0.37	Estimated
70558	70558	Resolution Drive - Carriagbah	Stormwater Pt	Assumed Node	Good	NA	NA	NA	1.85	0.16	327710	623245	1.56	60331	60331	Capitan Cook Drive - Woolwoare	Stormwater Pt	Stormwater Pt	Very Good	1.1	1.1	0.42	NA	1.55	NA	Not Specified	Unknown	1.92	0.37	Estimated
70559	70559	Resolution Drive - Carriagbah	Stormwater Pt	Assumed Node	Good	NA	NA	NA	1.85	0.16	327710	623245	1.56	60332	60332	Capitan Cook Drive - Woolwoare	Stormwater Pt	Stormwater Pt	Very Good	1.1	1.1	0.42	NA	1.55	NA	Not Specified	Unknown	1.92	0.37	Estimated
70560	70560	Resolution Drive - Carriagbah	Stormwater Pt	Assumed Node	Good	NA	NA	NA	1.85	0.16	327710	623245	1.56	60333	60333	Capitan Cook Drive - Woolwoare	Stormwater Pt	Stormwater Pt	Very Good	1.1	1.1	0.42	NA	1.55	NA	Not Specified	Unknown	1.92	0.37	Estimated
70561	70561	Resolution Drive - Carriagbah	Stormwater Pt	Assumed Node	Good	NA	NA	NA	1.85	0.16	327710	623245	1.56	60334	60334	Capitan Cook Drive - Woolwoare	Stormwater Pt	Stormwater Pt	Very Good	1.1	1.1	0.42	NA	1.55	NA	Not Specified	Unknown	1.92	0.37	Estimated
70562	70562	Resolution Drive - Carriagbah	Stormwater Pt	Assumed Node	Good	NA	NA	NA	1.85	0.16	327710	623245	1.56	60335	60335	Capitan Cook Drive - Woolwoare	Stormwater Pt	Stormwater Pt	Very Good	1.1	1.1	0.42	NA	1.55	NA	Not Specified	Unknown	1.92	0.37	Estimated
70563	70563	Resolution Drive - Carriagbah	Stormwater Pt	Assumed Node	Good	NA	NA	NA	1.85	0.16	327710	623245	1.56	60336	60336	Capitan Cook Drive - Woolwoare	Stormwater Pt	Stormwater Pt	Very Good	1.1	1.1	0.42	NA							















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402140201	402140201	Dianna Street Reserve	Dianna Street Reserve	Stormwater Pipe	Stormwater Pipe	Good	375			40291	40291	1	327672.361	327672.361	327672.361	327672.361	402140201	402140201	Dianna Street Reserve	Dianna Street Reserve	Stormwater Pipe	Stormwater Pipe	Good	375			40291	40291	1	327672.361	327672.361	327672.361	327672.361













## WOOLOOWARE BAY CATCHMENT FLOOD STUDY

### FREQUENTLY ASKED QUESTIONS

#### **We have lived for many years at our property and have not experienced any flooding. It is impossible for my property to flood.**

All properties within the Woollooware Bay Catchment, liable to some inundation of ground (not necessarily over floor flooding) in the largest possible flood event, the Probable Maximum Flood (PMF), received a letter in regard to potentially being impacted by flood. As such receipt of a letter does not indicate over floor flood liability of any particular property.

The computer model used to describe flooding in the Woollooware Bay Catchment has been developed using best practice data and modelling techniques. Where possible the model has been verified by reference to observations of flooding in historic flood events (May 2003 for example).

Where long standing residents have not observed flooding themselves, but have received a letter indicating that their land may be flood liable in the PMF event, or been mapped as flood liable in the Draft Study, we advise as follows:

*The event used to select properties to receive a letter, and some of the events mapped in the Draft Study, are very rare flood events. As such the extent of inundation is highly unlikely to have been observed by residents, even when they have lived at their properties for many decades. We agree that many residents included in the letter mail out for example will never, even in the largest possible flood the PMF, experience over floor flooding.*

#### **The “Sharkies” development will exacerbate existing flood problems.**

All proposed development in flood liable areas within the catchment is assessed via detailed hydraulic modelling to ensure that it causes no impact on adjoining land. Even where the development does not come under Council approval guidelines other consent authorities will similarly ensure no impact on flooding in order to approve development. As such the contention that the “Sharkies” development will exacerbate existing flood problems is not correct.

#### **Our property is not prone to flooding from Woollooware Bay as we are well above mean sea level.**

The draft Woollooware Bay Catchment Flood Study considers flooding that results from the Bay as well as flooding that occurs due to overland flow (i.e. where rainfall in the upper catchment is unable to enter the pit/pipe system). We agree that very few residential properties (if any) are subject to any inundation risk due to high levels in Woollooware Bay, even under extreme sea level rise predictions. Residences in the Woollooware Bay Catchment generally have no reason to be concerned about potential flooding due to Woollooware Bay levels. All residential flood liability identified in the draft Study is due to intense rainfall leading to runoff which then, unable to enter the pit/pipe system, runs downstream along roads and/or through private property toward the Bay under the influence of gravity.



**Here are some photos taken during a recent event that caused inundation of our property (not necessarily over floor, but just in the yard). We have never been flooded inside our house or yard prior to this event.**

Thankyou for the photos that clearly do indicate that some properties (limited amounts) have some level of flood liability when significant rainfall occurs.

Your assistance in providing data useful to the Flood Study is gratefully acknowledged and the photos provided were used to verify the modelling results.

We assure you that photos are not presented in any public documents with address specific details.

### **The model results shown are an over-reaction to climate change.**

The purpose of running model simulations with climate change predictions (sea level rise and rainfall intensity increase) is simply to examine how flood liability may change should climate change predictions eventuate. They are not used however to define flood liability at this time. Where such modelling indicates sensitivity to climate change predictions a precautionary principle approach may be warranted. All such modelling for the Woollooware Bay Catchment indicates that there is very little sensitivity to climate change predictions. That is, even with the most severe of the predictions for sea level rise and rainfall intensity increase modelled, i.e. sea level to increase 0.9 m by 2100 and rainfall intensity to increase 30%, very little change to flood liability occurs.

### **Insurance Costs due to flood liability.**

The flood study carried out by Council does not necessarily inform premium decisions made by Insurers. Insurers make their own decisions about premiums for flood coverage and certainly Council does not seek to inform Insurers of any results from the flood study. That said where publically available information exists it may be shared between parties as and when requested.

The Insurance Council of Australia has previously remarked that where residents or business owners find their insurer providing unsuitable quotations for flood coverage, they should seek alternative quotes. As different Insurers assess flood risk in a variety of different ways there will often be a range of prices provided by a range of insurers.

Also residents and business owners should be aware that, where they believe an Insurer overstates the risk of flooding at their property, they are able to approach Insurers with flood information specific to their property and ask that the Insurer include such information in any assessment of their individual flood risk.

### **Property Values because of flood liability.**

There is little information in regard to how property values are impacted by overland flow flooding in Sydney. In particular there is little information in regards to how disclosure of flood liability, via work such as the Woollooware Bay Catchment Flood Study, impacts values.

A study in 2003 (Yeo) found mixed results and few if any of the studies reviewed, had examined the impact of overland flood, a less severe flood mechanism than River flooding. Overall no negative trend could be established. Another study (Egan et al, 2000) looking at Sydney property prices found no impact where the PMF was used for flood liability classification.

It is of note however that as a result of an actual flood event, flooded property will sustain a reduction in value, although this tends to be temporary (Yeo, 2003).



## Blockage Factors.

Flood modelling has taken into account blockage of pits and pipes. Pipe systems typically have the capacity to deal with events smaller than those used for flood planning purposes, for example two to five year events versus the 100 year (Average Recurrence Interval) planning event. As such the 50% blockage factor that has been applied for the 100 year (ARI) event does not overly impact results.

Note that the use of 50% blockage of pipes and culverts is best practice. In most flood events debris will be transported into the stormwater system leading, to some degree, widespread blockage of these systems. This occurred for example in Wollongong (August 1998) and Newcastle (June 2007).

## Why Council cannot stop overland flooding by building larger pipes etc.

Whilst in theory this is possible, practically it is not achievable. Rainfall in the area is highly variable, ranging from drought to flood. Building a drainage system capable of draining the event likely to happen on average once every 100 years for example (100 year ARI event) is infeasible. Rather the extreme variability in rainfall makes effective planning controls that govern future development the most cost effective way to manage flood risk.

## Next Steps – Floodplain Risk Management Plan & Study.

In the next stage of the NSW Floodplain Risk Management Program for the Woollooware Bay Catchment, over floor flood liability will be assessed in order to calculate flood risk. Generally speaking it is anticipated that few homes will be found to be liable to over floor flooding in the 100 year ARI event.

Further work to be carried out will be:

- calculating an average annual damages estimate due to flooding;
- examining ways the existing drainage system might be altered in order to reduce flood liability and risk;
- examining current flood related development controls and in what ways these might be updated given the flood study findings;
- comparing flood risk mapping with current land use planning and looking for potential improvements or incompatibilities; and finally
- *establishing which properties need Section 149 (2) notations so that Council can continue to adequately manage catchment flood risk into the future given its responsibility to do so under Section 733 of the Local Government Act (1993).*



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Sutherland Shire  
COUNCIL

