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Darling Harbour Catchment Flood Study

Final Report **October** 2014

CITY OF SYDNEY 2030

Darling Harbour Flood Study

Final Report

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DOCUMENT CONTROL SHEET

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Title :	Darling Harbour Flood Study
Authors :	Bowen Hicks, Darren Lyons
Synopsis :	Final report for the Darling Harbour Flood Study.

REVISION/CHECKING HISTORY

REVISION NUMBER	DATE OF ISSUE	CHECKED BY		ISSUED BY	
3	23/10/2014	B. Hicks	23/10/2014	B. Hicks	23/10/2014
2	13/10/2014	B. Hicks	10/010/2014	B. Hicks	10/10/2014
1	24/06/2014	D. Lyons	23/06/2014	B. Hicks	23/06/2014

DISTRIBUTION

DESTINATION	REVISION			
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FORWARD

The NSW State Government's Flood Prone Land Policy is directed towards providing solutions to existing flooding problems in developed areas and to potential future increases in flood risk, and ensuring that new development is compatible with the flood hazard and does not create additional flooding problems in other areas. Consideration is also given to the change in flood risk to existing and future development through potential climate change. Policy and practice are defined in the NSW State Government's Floodplain Development Manual (2005).

Under the Policy the management of flood liable land remains the responsibility of Local Government. The NSW State Government subsidises floodplain management studies and flood mitigation works to manage existing problems and provides specialist technical advice to assist Council in the discharge of Council's floodplain management responsibilities.

The Policy provides for technical and financial support by the NSW State Government through the six sequential stages:

1. **Formation of a Committee**
   - Established by Council and includes community group representatives and State agency specialists.
2. **Data Collection**
   - Past data such as flood levels, rainfall records, land use, soil types etc.
3. **Flood Study**
   - Determines the nature and extent of the flood problem.
4. **Floodplain Risk Management Study**
   - Evaluates management options for the floodplain in respect of both existing and proposed developments.
5. **Floodplain Risk Management Plan**
   - Involves formal adoption by Council of a plan of management for the floodplain.
6. **Implementation of the Floodplain Risk Management 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.

This study represents Stages 2 and 3 of this process and aims to provide an understanding of existing and future flood behaviour within the Darling Harbour Catchment.

EXECUTIVE SUMMARY

Introduction

The Darling Harbour Catchment Flood Study has been prepared for the City of Sydney to define the existing flood behaviour in the Darling Harbour catchment and establish the basis for subsequent floodplain management activities.

The study is being prepared to meet the objectives of the NSW State Government's Flood Prone Land Policy.

The primary objective of the Flood Study is to define the flood behaviour within the Darling Harbour catchment through the establishment of appropriate numerical models. The study has produced information on flood flows, velocities, levels and extents for a range of flood event magnitudes under existing catchment conditions. Specifically, the study incorporates:

- Compilation and review of existing information pertinent to the study and acquisition of additional data including survey as required;
- Development and calibration of appropriate hydrologic and hydraulic models;
- Determination of design flood conditions for a range of design events including the 2 year ARI, 5 year ARI, 10% AEP, 5% AEP, 2% AEP, 1% AEP, 0.2% AEP and PMF event; and
- Presentation of study methodology, results and findings in a comprehensive report incorporating appropriate flood mapping.

Catchment Description

The catchment is fully developed and comprises predominantly high-density housing and commercial development. There are some large open spaces within the catchment including Belmore Park, Harmony Park and part of Hyde Park. The lower portion of the catchment includes Tumbalong Park and the Chinese Garden of Friendship near the main discharge point to Cockle Bay. The catchment includes large facilities such as the Sydney Entertainment Centre, Sydney Exhibition Centre and part of the UTS premises.

The catchment covers an area of about 307 ha and drains into the Sydney Harbour at various locations with the majority of the catchment discharging to Darling Harbour via Sydney Water's main trunk drainage system. This trunk drainage network is connected to Council's minor stormwater drainage system which comprises covered channels, pipes, culverts and pits. There are no open channel reaches within the Darling Harbour catchment.

A major infrastructure project is planned within the Darling Harbour study area. The Sydney International Convention Exhibition and Entertainment Precinct (SICEEP) is to be constructed, replacing the existing Sydney Entertainment Centre and Sydney Exhibition Centre.

The topography within the Darling Harbour catchment varies from steep surface slopes in excess of 10% in the upper catchment to the near- flat lower catchment near the Sydney Harbour shoreline. The catchment therefore has regions where surface water runoff within the road network has high velocity with shallow depths, whilst in the lower catchment surface water is more likely to pond in sag points and flow velocities will be lower. The lower reaches of the catchment fringing the Sydney Harbour are potentially affected by elevated water levels within the Harbour.

Within the catchment there are various excavation and cuttings, resulting in some vertical drops of over 10m.

The entire catchment is highly developed with very little opportunity for water to infiltrate due to the high degree of impervious surfaces. It has been calculated that the combined area of roofs and roads is in excess of 50% of the catchment area. As a sign of the age of the region and high density nature, most properties are brick or sandstone construction with common walls to neighbours. There are very few opportunities for flow to pass through or between properties and as a result the roads form the primary overland flow paths.

Historic Flooding

Council has indicated that flooding within the catchment occurs at various locations in rainfall events exceeding 2 year ARI. June 1949, November 1961, March 1973, November 1984, January 1991 and February 2001 are noted historic major storm events which resulted in extensive flooding. Rainfall analysis was undertaken for these months using the Observatory Hill rain gauge. The November 1984 rainfall event was the largest analysed and was in excess of a 0.2 % AEP (500 year ARI) event.

It should be noted that the most recent of these key flood events (2001) occurred over 10 years ago and given the amount of time that has since passed it has been difficult obtaining records of flood behaviour for any of these events, specifically:

- Peak flood level survey data are not available for any of these events;
- Review of archived newspaper articles has found limited reports of the 1949 and other events. This data is useful, though due to its anecdotal nature it has limited value with respect to quantitative calibration data (e.g. observed flood levels and depths);
- Limited data has been recorded in the Sydney Water flooding database; and
- The median term of residency determined from the community consultation (refer to Section 3) is 8 years, indicating that many of the current residents did not experience any of these historic flooding events.

Community Consultation

Community consultation has been an important component of the current study. The consultation has aimed to inform the community about the development of the flood study and its likely outcome as a precursor to subsequent floodplain management activities. It has provided an opportunity to collect information on community members' flood experiences in the catchment and to collect feedback on concerns regarding flooding.

The key elements of the consultation process have been as follows:

- Distribution of a questionnaire to landowners, residents and businesses within the study area via mail delivery and online from the City of Sydney website;

- Regular presentations of progress to the Floodplain Management Committee, which includes community representatives and Council staff; and
- Review of the draft Flood Study by the Floodplain Management Committee.

Model Development

Development of hydrologic and hydraulic models have been undertaken to simulate flood conditions in the catchment. Traditionally the hydrological model provides for simulation of the rainfall-runoff processes. The hydraulic model, utilising established flows from the hydrologic model, simulates flood depths, extents and velocities.

The hydrologic and hydraulic modelling has been combined in TUFLOW two dimension (2D) software developed by BMT WBM, using the “direct-rainfall” approach (also referred to as “rainfall-on-grid”). A direct-rainfall approach models at the resolution of the grid all the minor flow features and also spatial variability in land uses categories which define rainfall infiltration potential and resistance to flow. Verification of the direct-rainfall approach has been undertaken by comparing results obtained using tradition hydrological modelling (WBNM) techniques.

The entire Darling Harbour catchment is modelled in the 2D domain while approximately 26 km of sub-surface pipe network is modelled as 1D elements dynamically linked to the 2D domain. The dynamically linked 1D pit and pipe network means that pit inlets and pipe surcharging is modelled to allow interaction with overland flows.

The 1D/2D modelling approach is suited to model the complex interactions between overland flows and sub-surface stormwater network and the converging and diverging flows through the urban environment.

The Digital Terrain Model (DTM) which underpins the 2D model was defined using aerial survey data provided by Council.

Model Calibration and Validation

The selection of suitable historical events for calibration of computer models is largely dependent on available historical flood information. Ideally the calibration and verification process should cover a range of flood magnitudes to demonstrate the suitability of a model for the range of design event magnitudes to be considered.

Review of the available data for the Darling Harbour catchment, including rainfall and tidal data, community consultation data, archived newspaper articles and Sydney Water flooding database, showed there are very few events with any recorded flood levels or observations of flood behaviour within the catchment.

Following assessment of available data and community consultation feedback, the 12 August 1983 and 3 April 2013 events were selected for the model calibration and verification process. To maximise the value of the community consultation, the 8 March 2012 event has been used to verify general flooding behaviour reports within the Darling Harbour catchment.

The model was found to provide a good representation of the observed flood behaviour in the catchment.

Design Event Modelling and Mapping

The developed model has been applied to derive design flood conditions for the Darling Harbour catchment. Design rainfall depth is based on the generation of intensity-frequency-duration (IFD) design rainfall curves utilising the procedures outlined in AR&R (2001). A range of storm durations using standard AR&R (2001) temporal patterns, were modelled. The design results represent the maximum envelope of all the durations assessed for the given design event frequency.

The design events considered in this study include the 2 year ARI, 5 year ARI, 10% AEP, 5% AEP, 2% AEP, 1% AEP, 0.2% AEP and PMF events. The model results for the design events considered have been presented in a detailed flood mapping series for the catchment (Appendix A). The flood data presented includes design flood inundation, peak flood water levels and depths and peak flood velocities.

Provisional flood hazard categorisation in accordance with Figure L2 of the NSW Floodplain Development Manual (2005) has been mapped in addition to the hydraulic categories (floodway, flood fringe and flood storage) for flood affected areas.

Flood Emergency Response Planning Classifications (DECC, 2007) have been prepared for the range of design events considered.

Sensitivity Testing and Climate Change

A number of sensitivity tests have been undertaken to identify the impacts of the adopted model conditions on the design flood levels. Sensitivity tests included:

- The impact of potential future climate change, including sea level rise and increased rainfall intensities;
- Changes in the adopted design rainfall loss parameters;
- Changes in the adopted roughness parameters; and
- Stormwater drainage system blockages.

Results were shown to be generally insensitive to the values adopted for deriving the design flood levels and extents for the hydraulic roughness and rainfall losses tests. Higher sensitivity was exhibited for stormwater drainage system blockages for frequent events at trapped low points.

The most significant impacts of climate change are lower in the study area near Haymarket and Tumbalong Park where flood levels are shown to increase for both the increased rainfall intensity scenario and also for the sea level rise scenario.

Conclusion

The primary objective of the Flood Study was to define the flood behaviour of the Darling Harbour catchment through the establishment of an appropriate numerical model. The principal outcome of the flood study is an understanding of flood behaviour in the catchment and in particular the design flood level information that will be used to set appropriate flood planning levels. The flood study forms the basis for the subsequent floodplain risk management activities, being the next stage of the floodplain management process. Accordingly, the adoption of the flood study and predicted design flood levels is recommended.

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GLOSSARY

annual exceedance probability (AEP)	The chance of a flood of a given size (or larger) occurring in any one year, usually expressed as a percentage. For example, if a peak flood discharge of 500 m^3/s has an AEP of 5%, it means that there is a 5% chance (i.e. a 1 in 20 chance) of a peak discharge of 500 m^3/s (or larger) occurring in any one year. (see also average recurrence interval)
Australian Height Datum (AHD)	National survey datum corresponding approximately to mean sea level.
Astronomical Tide	Astronomical Tide is the cyclic rising and falling of the Earth's oceans water levels resulting from gravitational forces of the Moon and the Sun acting on the Earth.
attenuation	Weakening in force or intensity.
average recurrence interval (ARI)	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 design flood will occur on average once every 20 years. ARI is another way of expressing the likelihood of occurrence of a flood event. (see also annual exceedance probability)
calibration	The adjustment of model configuration and key parameters to best fit an observed data set.
catchment	The catchment at a particular point is the area of land that drains to that point.
design flood event	A hypothetical flood representing a specific likelihood of occurrence (for example the 100 year ARI or 1% AEP flood).
development	Existing or proposed works that may or may not impact upon flooding. Typical works are filling of land, and the construction of roads, floodways and buildings.
discharge	The rate of flow of water measured in tems of vollume per unit time, for example, cubic metres per second (m^3/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).
flood	Relatively high river or creek flows, which overtop the natural or artificial banks, and inundate floodplains and/or coastal inundation resulting from super elevated sea levels and/or waves overtopping coastline defences.
flood behaviour	The pattern / characteristics / nature of a flood.
flood fringe	Land that may be affected by flooding but is not designated as floodway or flood storage.
flood hazard	The potential risk to life and limb and potential damage to property resulting from flooding. The degree of flood hazard varies with circumstances across the full range of floods.

flood level	The height or elevation of floodwaters relative to a datum (typically the Australian Height Datum). Also referred to as "stage".
flood liable land	see flood prone land
floodplain	Land adjacent to a river or creek that is periodically inundated due to floods. The floodplain includes all land that is susceptible to inundation by the probable maximum flood (PMF) event.
floodplain management	The co-ordinated management of activities that occur on the floodplain.
floodplain risk management plan	A document outlining a range of actions aimed at improving floodplain management. The plan is the principal means of managing the risks associated with the use of the floodplain. A floodplain risk management plan needs to be developed in accordance with the principles and guidelines contained in the NSW Floodplain Management Manual. The plan usually contains both written and diagrammatic information describing how particular areas of the floodplain are to be used and managed to achieve defined objectives.
Flood planning levels (FPL)	Flood planning levels selected for planning purposes are derived from a combination of the adopted flood level plus freeboard, as determined in floodplain management studies and incorporated in floodplain risk management plans. Selection should be based on an understanding of the full range of flood behaviour and the associated flood risk. It should also take into account the social, economic and ecological consequences associated with floods of different severities. Different FPLs may be appropriate for different categories of landuse and for different flood plans. The concept of FPLs supersedes the "standard flood event". As FPLs do not necessarily extend to the limits of flood prone land, floodplain risk management plans may apply to flood prone land beyond that defined by the FPLs.
flood prone land	Land susceptible to inundation by the probable maximum flood (PMF) event. Under the merit policy, the flood prone definition should not be seen as necessarily precluding development. Floodplain Risk Management Plans should encompass all flood prone land (i.e. the entire floodplain).
flood source	The source of the floodwaters.
flood storage	Floodplain area that is important for the temporary storage of floodwaters during a flood.
floodway	A flow path (sometimes artificial) that carries significant volumes of floodwaters during a flood.
freeboard	A factor of safety usually expressed as a height above the adopted flood level thus determing the flood planning level. Freeboard tends to compensate for factors such as wave action, localised hydraulic effects and uncertainties in the design flood levels.
geomorphology	The study of the origin, characteristics and development of land forms.

gauging (tidal and flood)	Measurement of flows and water levels during tides or flood events.
historical flood	A flood that has actually occurred.
hydraulic	Relating to water flow in rivers, estuaries and coastal systems; in particular, the evaluation of flow parameters such as water level and velocity
hydrodynamic	Pertaining to the movement of water.
hydrograph	A graph showing how a river or creek's discharge changes with time.
hydrographic survey	Survey of the bed levels of a waterway.
hydrologic	Pertaining to rainfall-runoff processes in catchments
hydrology	The term given to the study of the rainfall-runoff process in catchments.
hyetograph	A graph showing the distribution of ranfall over time.
Intensity Frequency Duration (IFD) Curve	A statistical representation of rainfall showing the relationship between rainfall intensity, storm duration and frequency (probability) of occurrence.
isohyet	Equal rainfall contour.
morphological	Pertaining to geomorphology.
peak flood level, flow or velocity	The maximum flood level, flow or velocity that occurs during a flood event.
pluviometer	A rainfall gauge capable of continously measuring rainfall intensity
probable maximum flood (PMF)	An extreme flood deemed to be the maximum flood likely to occur.
probability	A statistical measure of the likely frequency or occurrence of flooding.
riparian	The interface between land and waterway. Literally means "along the river margins"
runoff	The amount of rainfall from a catchment that actually ends up as flowing water in the river or creek.
stage	See flood level.
stage hydrograph	A graph of water level over time.
sub-critical	Refers to flow in a channel that is relatively slow and deep
topography	The shape of the surface features of land

velocity	The speed at which the floodwaters are moving. A flood velocity predicted by a 2D computer flood model is quoted as the depth averaged velocity, i.e. the average velocity throughout the depth of the water column. A flood velocity predicted by a 1D or quasi-2D computer flood model is quoted as the depth and width averaged velocity, i.e. the average velocity across the whole river or creek section.
validation	A test of the appropriateness of the adopted model configuration and parameters (through the calibration process) for other observed events.
water level	See flood level.

1 INTRODUCTION

The Darling Harbour Flood Study has been prepared for the City of Sydney to define the existing flood behaviour in the Darling Harbour catchment and establish the basis for subsequent floodplain management activities.

The study is being prepared to meet the objectives of the NSW State Government's Flood Prone Land Policy.

The study was undertaken in a staged approach as outlined below:

- Stage 1 - Collection, Compilation and Review of Available Information;
- Stage 2 – Model development, Calibration and Validation;
- Stage 3 – Design Modelling and Mapping;
- Stage 4 – Draft Flood Study Report; and
- Stage 5 – Final Flood Study Report.

An interim report outlining the methodologies, analysis and key outcomes has been provided at the completion of each stage. This report is the Stage 5 Final Flood Study Report.

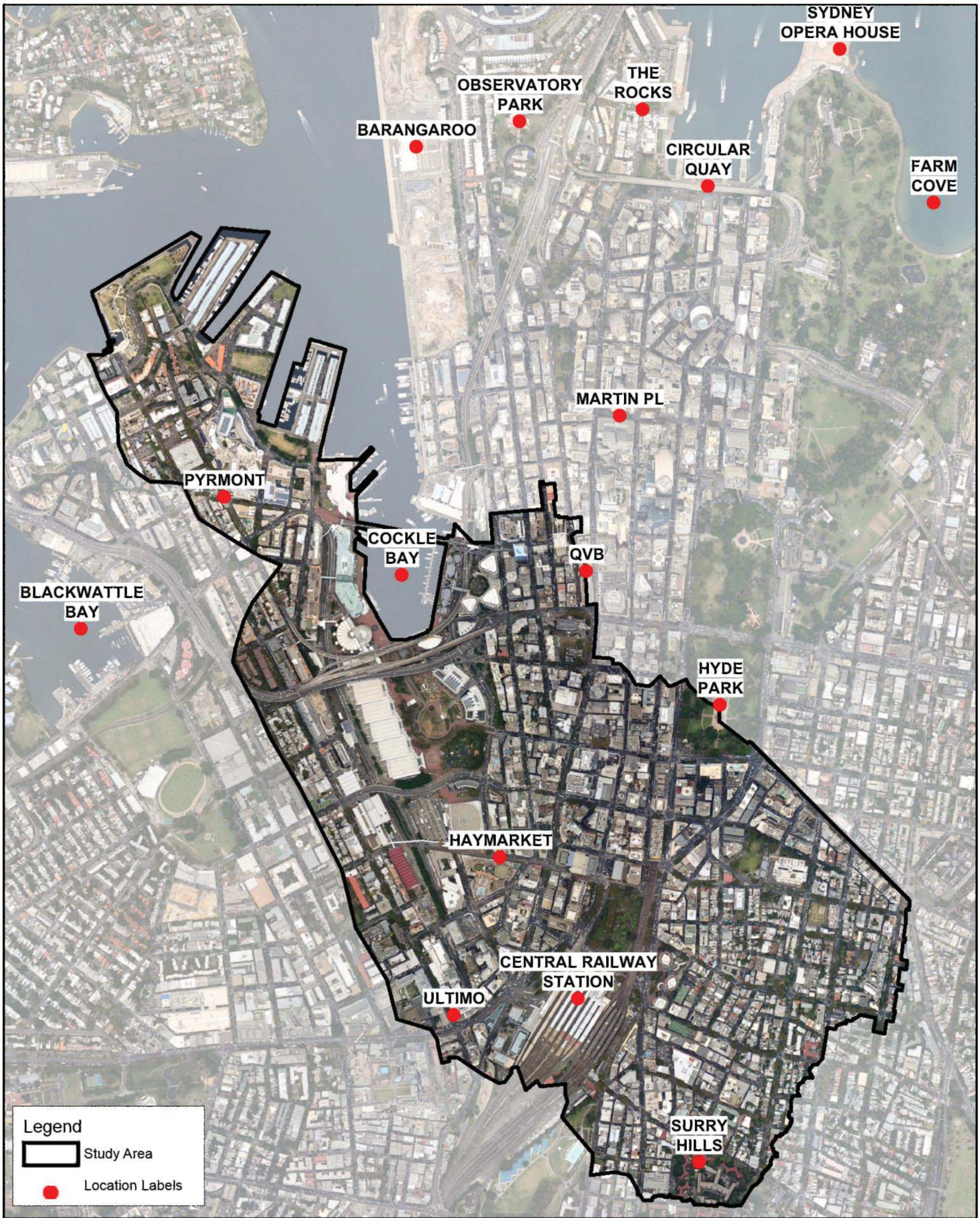
1.1 The Study Location

The Darling Harbour catchment, shown in Figure 1-1, is located in Sydney's inner-city suburbs of Haymarket, Surry Hills and parts of Pyrmont, Ultimo and Sydney. The catchment lies wholly within the Local Government Area (LGA) under the control of the City of Sydney. The catchment drains an area of approximately 307 ha (3.07 km^2).

1.2 The Need for Floodplain Management within the Darling Harbour Catchment

Historical records indicate that flooding has occurred at various locations within the Darling Harbour catchment. Prior to this current study, a comprehensive flood study has not been undertaken for this catchment to accurately determine the flood liability within the catchment. In order to reduce the risk to existing flood prone properties and manage the future land use of flood prone land, effective floodplain management strategies are required.

The Darling Harbour Flood Study includes the entire catchment and includes all sources of flooding (e.g. rainfall, tides) in a single state-of-the-art model. Current practice in floodplain management also requires consideration of the impact of potential climate change scenarios on design flood conditions. For the Darling Harbour catchment this includes increases in design rainfall intensities and sea level rise scenarios impacting on ocean and estuarine boundary conditions. Accordingly, these potential changes may translate into increased design flood inundation in the catchment, such that future planning and floodplain management in the catchment will need to take due consideration of this increased flood risk.



Title:

Darling Harbour Catchment Study Area Locality

Figure: 1-1

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1.3 The Floodplain Management Process

The NSW State Government's Flood Prone Land Policy is directed towards providing solutions to existing flooding problems in developed areas and to potential future increases in flood risk, and ensuring that new development is compatible with the flood hazard and does not create additional flooding problems in other areas. Consideration is also given to the change in flood risk to existing and future development through potential climate change. Policy and practice are defined in the NSW State Government's Floodplain Development Manual (2005).

Under the Policy the management of flood liable land remains the responsibility of Local Government. The NSW State Government subsidises floodplain management studies and flood mitigation works to manage existing problems and provides specialist technical advice to assist Council in the discharge of Council's floodplain management responsibilities.

The Policy provides for technical and financial support by the NSW State Government through the six sequential stages shown in Table 1-1.

Table 1-1 Stages of the Floodplain Management Process

Stage Number	Stage Name	Description
1	Formation of a Committee	Established by Council and includes community group representatives and State agency specialists.
2	Data Collection	Past data such as flood levels, rainfall records, land use, soil types etc.
3	Flood Study	Determines the nature and extent of the flood problem.
4	Floodplain Risk Management Study	Evaluates management options for the floodplain in respect of both existing and proposed developments.
5	Floodplain Risk Management Plan	Involves formal adoption by Council of a plan of management for the floodplain.
6	Implementation of the Floodplain Risk Management 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.

This study represents Stages 2 and 3 of this process and aims to provide an understanding of existing and future flood behaviour within the Darling Harbour catchment.

1.3.1 Climate Change Policy

Climate change is expected to have adverse impacts upon sea levels and rainfall intensities, both of which may have significant influence on flood behaviour at specific locations. The primary impacts of climate change in coastal areas are likely to result from sea level rise, which, coupled with a potential increase in the frequency and severity of storm events, may lead to increased coastal erosion, tidal inundation and flooding.

In 2009 the NSW State Government announced the NSW Sea Level Rise Policy Statement (DECCW, 2009) that adopted sea level rise planning benchmarks to ensure consistent consideration of sea level rise in coastal areas of NSW. These planning benchmarks adopt increases (above 1990 mean sea level) of 40 cm by 2050 and 90 cm by 2100. However, on 8 September 2012 the NSW Government announced its Stage One Coastal Management Reforms which no longer recommends state-wide sea level rise benchmarks for use by local councils. Instead councils have the flexibility to consider local conditions when determining future hazards of potential sea level rise.

Accordingly, it is recommended by the NSW Government that councils should consider information on historical and projected future sea level rise that is widely accepted by scientific opinion. This may include information in the NSW Chief Scientist and Engineer's Report entitled 'Assessment of the Science behind the NSW Government's Sea Level Rise Planning Benchmarks' (2012).

The NSW Chief Scientist and Engineer's Report (2012) acknowledges the evolving nature of climate science, which is expected to provide a clearer picture of the changing sea levels into the future. The report identified that:

- The science behind sea level rise benchmarks from the 2009 NSW Sea level Rise Policy Statement was adequate;
- Historically, sea levels have been rising since the early 1880's;
- There is considerable variability in the projections for future sea level rise; and
- The science behind the future sea level rise projections is continually evolving and improving.

The potential impacts of sea level rise have been based on sea level rise projections from the 2009 NSW Sea Level Rise Policy Statement. Given that the Chief Scientist and Engineer's Report identifies the science behind these sea level rise projections is adequate, it was agreed between Council and BMT WBM that the potential impacts of sea level rise for the Darling Harbour catchment should be based on the best available information during preparation of this report.

For Darling Harbour, rising sea level is expected to increase the frequency, severity and duration of flooding in the lower reaches of the catchment.

In 2007 the NSW Government released a guideline for practical consideration of climate change in the floodplain management process that advocates consideration of increased design rainfall intensities of up to 30%. Accordingly, this increase in design rainfall intensity will translate into increased flood inundation in the Darling Harbour catchment. Future planning and floodplain management in the catchment will need to take due consideration of this increased flood risk.

In consultation with Council and the Office of Environment and Heritage (OEH), a range of climate change sensitivity tests incorporating combinations of sea level rise and increased design rainfall intensity have been formulated. The results of these sensitivity tests (refer Section 9) were then compared to the base case (i.e. models with existing sea level and climate) model results in order to assess the potential increase in flood risk due to climate change.

1.4 Study Objectives

The primary objective of the study has been define the flood behaviour under existing and future conditions (incorporating potential impacts of climate change) in the Darling Harbour catchment for a full range of design events. The study has produced information on flood levels and depths, velocities, flows, hydraulic categories and provisional hazard categories. This has been established for existing and future conditions for a full range of design flood events. The flood study has also identified the impact on flood behaviour as a result of future climate change and potential changes in the catchment. Specifically, the study incorporates:

- Compilation and review of existing information pertinent to the study;
- A community consultation and participation program to identify local flooding concerns, collect information on historical flood behaviour and engage the community in the on-going floodplain management process;
- Development and verification of appropriate hydrologic and hydraulic models;
- Determination of design flood conditions for a range of design events - including the 2 year ARI, 5 year ARI, 10% AEP (10 year ARI), 5% AEP (20 year ARI), 2% AEP (50 year ARI), 1% AEP (100 year ARI), 0.2% AEP (500 year ARI) and Probable Maximum Flood (PMF – an extreme flood event);
- Cost of flood damages for existing conditions using a full range of design flood events;
- Examination of potential impact of climate change using the latest guidelines for the 1% AEP design event; and
- Presentation of study methodology, results and findings in a comprehensive report incorporating detailed flood mapping.

The models and results produced in this study are intended to:

- Outline the flood behaviour within the catchment to aid Council's strategic land use management planning; and
- Form the basis for a subsequent floodplain risk management study where detailed assessment of flood mitigation options and floodplain risk management measures will be undertaken.

1.5 About this Report

This report documents the Study's objectives, results and recommendations.

Section 1 introduces the study.

Section 2 provides an overview of the study and summary of background information.

Section 3 outlines the community consultation program undertaken.

Section 4 details the development of the computer models.

Section 5 details the hydraulic model calibration and validation process.

Section 6 details the design flood conditions.

Section 7 presents the design flood results.

Section 8 presents the results of sensitivity analysis.

Section 9 presents results of climate change analysis.

Section 10 presents flood damage assessment.

2 STUDY APPROACH

2.1 The Study Area

2.1.1 Catchment Description

The catchment shown in Figure 2-1 is fully developed and comprises predominantly high-density housing and commercial development. There are some large open spaces within the catchment including Belmore Park, Harmony Park and part of Hyde Park. The lower portion of the catchment includes Tumbalong Park and the Chinese Garden of Friendship near the main discharge point to Cockle Bay. The catchment includes large facilities such as the Sydney Entertainment Centre, Sydney Exhibition Centre and part of the University of Technology Sydney (UTS) premises.

The catchment covers an area of about 307 ha and drains into Sydney Harbour at various locations with the majority of the catchment discharging to Darling Harbour via Sydney Water's main trunk drainage system. This trunk drainage network is connected to Council's minor stormwater drainage system which comprises covered channels, pipes, culverts and pits. There are no open channel reaches within the Darling Harbour catchment.

A major infrastructure project is planned within the Darling Harbour study area. The Sydney International Convention Exhibition and Entertainment Precinct (SICEEP) is to be constructed, replacing the existing Sydney Entertainment Centre and Sydney Exhibition Centre.

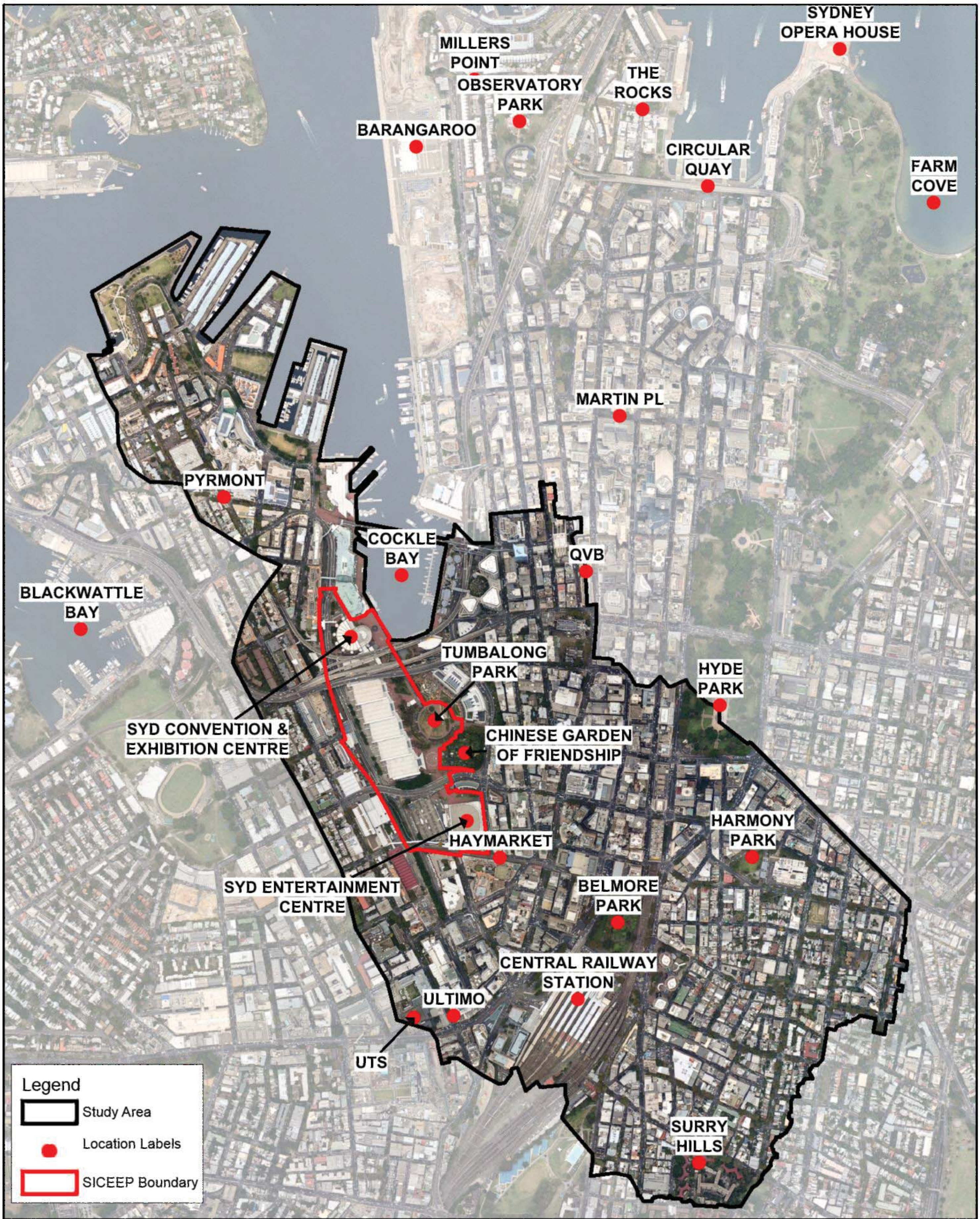
The topography within the Darling Harbour catchment varies from steep surface slopes in excess of 10% in the upper catchment to the near flat lower catchment adjacent the Sydney Harbour shoreline. The catchment therefore has regions where surface water runoff within the road network has high velocity with shallow depths, whilst in the lower catchment surface water is more likely to pond in sag points and flow velocities will be lower. The lower reaches of the catchment fringing the Sydney Harbour are potentially affected by elevated water levels within the Harbour.

Within the catchment there are various excavation and cuttings, resulting in some vertical drops of over 10m.

The entire catchment is highly developed with very little opportunity for water to infiltrate due to the high degree of impervious surfaces. It has been calculated that the combined area of roofs and roads is in excess of 50% of the catchment area. As a sign of the age of the region and high density nature, most properties are brick or sandstone construction with common walls to neighbours. There are very few opportunities for flow to pass through or between properties and as a result the roads form the primary overland flow paths.

2.1.2 Stormwater Drainage System

The Darling Harbour catchment was first settled in the late 18th Century. The original natural drainage system comprised rock gullies draining to small pockets of mangroves along the shoreline. As development proceeded within the catchment, the land use changed to a higher proportion of impervious surfaces leading to increased runoff volumes and peak flows. It followed that the natural drainage lines were incorporated into the constructed drainage system of open channels. By the late



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Darling Harbour Catchment Study Area

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Approx. Scale

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19th Century, much of the channel system was progressively covered over and piped, with much of the original system forming the backbone of the stormwater drainage system in place today.

The study area contains the Hay Street Stormwater Channel which has been listed on the Heritage and Conservation Register as maintained by Sydney Water. The channel is one of the first five original combined sewers constructed in Sydney around the 1860 period. This feature is no longer a combined sewer/stormwater pipe and now conveys only stormwater, giving the pipe a relatively higher flow conveyance compared with newer drainage elements.

There have been various amplifications of the trunk drainage system within the study area, as detailed in the Sydney Water Capacity Assessment Report (SWC, 1996). The current drainage system is therefore a combination of various eras of trunk drainage design and installation.

In rainfall events where flows exceed the piped system capacity, surface water runoff is generally conveyed within the road system as uncontrolled flow. When this occurs, there is potential for high hazard flooding conditions resulting from combined high flow velocities and depths.

There are no open channels within the study area to assist with drainage.

2.1.3 Known Flooding Problems

Council has indicated that flooding within the catchment occurs at various locations in rainfall events exceeding 2 year ARI. June 1949, November 1961, March 1973, November 1984, January 1991 and February 2001 are noted historic major storm events which resulted in extensive flooding. Rainfall analysis was undertaken for these months using the Observatory Hill gauge. Table 2-1 shows the results of this rainfall analysis. The November 1984 rainfall event was the largest analysed and was in excess of a 0.2 % AEP (500 year ARI) event. Review of rainfall data for the month of March 1973 and February 2001 indicated substantial gaps in data and no significant recorded rainfall event. It is therefore assumed that the gauge failed for the events.

Table 2-1 Rainfall analysis of key historic rainfall events

Event	Peak % AEP
15 June 1949	~ 20 % AEP (~5 year ARI)
18-19 November 1961	~ 5 % AEP (~20 year ARI)
March 1973	Gauge Failed
9 November 1984	< 0.2 % AEP (> 500 year ARI)
27 January 1991	~ 2 % AEP (~50 year ARI)
February 2001	Gauge Failed

It should be noted that the most recent of these key flood events (2001) occurred over 10 years ago and given the amount of time that has since passed it has been difficult obtaining records of flood behaviour for any of the events, specifically:

- Peak flood level survey data are not available for any of these events;
- Review of archived newspaper articles has found limited reports of the 1949 and other events. This data is useful, though due to its anecdotal nature it has limited value with respect to quantitative calibration data (e.g. observed flood levels and depths);

- Limited data has been recorded in the Sydney Water flooding database; and
- The median term of residency determined from the community consultation (refer to Section 3) is 8 years, indicating that many of the current residents did not experience any of these historic flooding events.

2.2 Compilation and Review of Available Data

2.2.1 Introduction

The data compilation and review was been undertaken as the first stage in this flood study in order to consolidate and summarise all of the currently available data, and identify any significant data gaps that may affect the successful completion of the study. This allowed for the missing data to be collected during the initial phases of the study.

The review included:

- Previous studies undertaken within the Darling Harbour catchment;
- Available water level, tide and rainfall data; and
- Sydney Water flooding complaints register.

Council has provided digitally available information such as aerial photography, cadastral boundaries, watercourses, and drainage networks in the form of GIS datasets.

2.2.2 Previous Studies and Investigations

Comprehensive flood modelling has not previously been undertaken for the entire Darling Harbour catchment. A focused study has been undertaken for Darling Harbour Live and a key Sydney Water document provides details of the trunk stormwater assets within in the study area including capacity assessment. Flood Studies in neighbouring catchments with similar topographic features and urban densities have recently been undertaken. Details of these relevant studies are summarised below.

1. **City Area SWC 30 Capacity Assessment (Sydney Water, 1996).**

This report prepared by Sydney Water assessed the quantitative performance of stormwater drainage elements within Sydney Water's City Area SWC30. The document categorises drainage elements into one of four "land use design ARI" as presented below. For each drainage element the actual performance (ARI flow required to exceed hydraulic capacity) is compared to desired performance for the land use design ARI categorisation. Further assessment and comment is made upon the likely impacts of future urban consolidation which would result in increased impervious areas and hence increased flows.

- Low density residential, minor roads and open spaces represented by a 5 year design ARI;
- Business, commercial and industrial areas, intensely developed residential areas, and local access road culverts reflected by a 10 year design ARI;

- Intense business, commercial and industrial, major secondary roads, major railway culverts, highways and freeways, 20 year design ARI: and
- Central business districts and the wider service corridors where the channel is obviously a trunk drain as designed by AR&R, a 100 year design ARI is compared to.

The drainage area SWC30 covers a greater area than the Darling Harbour study area. Trunk drainage for the Darling Harbour catchment is under the following SWC30 drainage area sub-systems: 30A, 30A2, 30B, 30L, 30M, 30O, 30P, 30R, 30T, 30U, 30V, 30W and 30XY.

Details of pipe capacity as well as dimensions and hydraulic parameterisation are extensively detailed within this report. This data has been digitised for the hydraulic model build of the current study.

2. Blackwattle Bay Catchment Flood Study (Final Report) (WMA, 2012a)

This flood study report prepared by WMAwater for the City of Sydney details the flooding behaviour in the Blackwattle Bay catchment. The Blackwattle Bay catchment is immediately adjacent (to the west) of the Darling Harbour catchment.

The hydrodynamic modelling program TUFLOW was used to model both the hydrologic and hydraulic processes in the catchment (direct-rainfall). The study area covers approximately 315 ha and was modelled with a 2 m grid cell.

26th January 1991 and 17th February 1993 were adopted as the calibration and verification events, respectively, though very limited data were available for this process.

As part of the study a flood damage assessment was undertaken for all standard design events. Impacts of climate change and sea level rise were also considered.

A critical storm duration of 120 minutes was adopted for all non-PMF design event simulations, whilst the 1 hour event was adopted for the PMF event.

Design rainfall losses adopted were as follows:

- Pervious areas: Initial Loss 10 mm; Continuing Loss 2.5 mm/h
- Impervious areas: Initial Loss 1.5mm; Continuing Loss 0mm/h

3. Johnstons Creek Catchment Flood Study (Final Report) (WMA, 2012b)

This flood study report prepared by WMAwater for the City of Sydney details the flooding behaviour in the Johnstons Creek catchment. The Johnstons Creek catchment is immediately adjacent (to the west) of the Blackwattle Bay Catchment and is approximately 2 km from the Darling Harbour catchment.

The hydrodynamic modelling program TUFLOW was used to model both the hydrologic and hydraulic processes in the catchment (direct-rainfall). The study area covers approximately 224 ha and was modelled with a 2 m grid cell.

Model calibration was not undertaken since surveyed records of flooding were unavailable and there is no flow monitoring within the catchment. Model verification therefore focused on simulating flood hot-spots and generating a similar specific yield to neighbouring calibrated catchments.

As part of the study a flood damage assessment was undertaken for all standard design events. Impacts of climate change and sea level rise were also considered.

A critical storm duration of 120 minutes was adopted for all non-PMF design event simulations whilst the 3 hour event was adopted for the PMF event.

Design rainfall losses adopted were as follows:

- Pervious areas: Initial Loss 10 mm; Continuing Loss 2.5 mm/h
- Impervious areas: Initial Loss 1.5mm; Continuing Loss 0mm/h

4. Darling Harbour Live – SICEEP – FLOODING & STORMWATER (Hyder, 2013)

This Flooding and Stormwater report has been prepared by Hyder for the whole of the study area precinct for the Sydney International Convention, Exhibition and Entertainment Precinct (SICEEP)

The SICEEP Project is a state significant development which commits to reposition Sydney to the centre stage for hosting world class events. The development is large scaled and involves demolition of existing buildings, tree removal, new building construction, new recreation areas and extension and augmentation of infrastructure.

For this study, a Flood Study was prepared to first determine the existing flood behaviour within the SICEEP and included a climate change assessment. The developed model was a 2D TUFLOW hydraulic model. A DRAINS model was developed to derive hydrological inputs. It is noted that the adopted tailwater level within Cockle Bay was 0.9 mAHD. Design pit blockage assumptions for on-grade pits are 30% blocked and sag pits are assumed 50% blocked.

2.2.2.1 Summary of Previous Studies

Very little flood modelling has been undertaken in Darling Harbour study area, with no existing models which are suitable to adapt for this study. The modelling that has been undertaken in the SICEEP Darling Harbour site provides data valuable for the purpose of model verification within the limited area of overlap between the studies.

Council commissioned Flood Studies have been completed for the neighbouring Blackwattle Bay and Johnstons Creek. In order to provide consistency for Council, the current study has, were possible, maintained consistency between these studies with respect to modelling approach and parameterisation.

2.2.3 Rainfall Data

There is an extensive network of rainfall gauges across the Sydney area, many of which are operated by the Bureau of Meteorology (BoM) and Sydney Water Corporation (SWC). However, there are no rainfall stations located within the Darling Harbour catchment area. The closest station to the study area is a BoM station located at Observatory Hill within the adjacent City Area stormwater catchment, approximately 1km from the centre of the Darling Harbour catchment. This rainfall station has a long period of record, commencing in 1858.

There are two more rainfall stations located in close proximity to the study area, resulting in a suitable density of daily rainfall stations to define historic rainfall. A list of these relevant rainfall stations with their respective period of record is shown in Table 2-2, with the spatial distribution of the rainfall stations shown in Figure 2-2. This combination of daily rainfall stations and the Observatory Hill pluviometer to define the temporal pattern of rainfall presents a high quality rainfall data set for use in this Flood Study.

Table 2-2 Rainfall stations in the Darling Harbour catchment locality area

Station #	Name	Record Period	Type
066006	Sydney Botanic Gardens	1885 – 2011	Daily
066062	Sydney (Observatory Hill)	1858 – 2013	Daily/Pluviometer
066160	Sydney Centennial Park	1990 - 2010	Daily

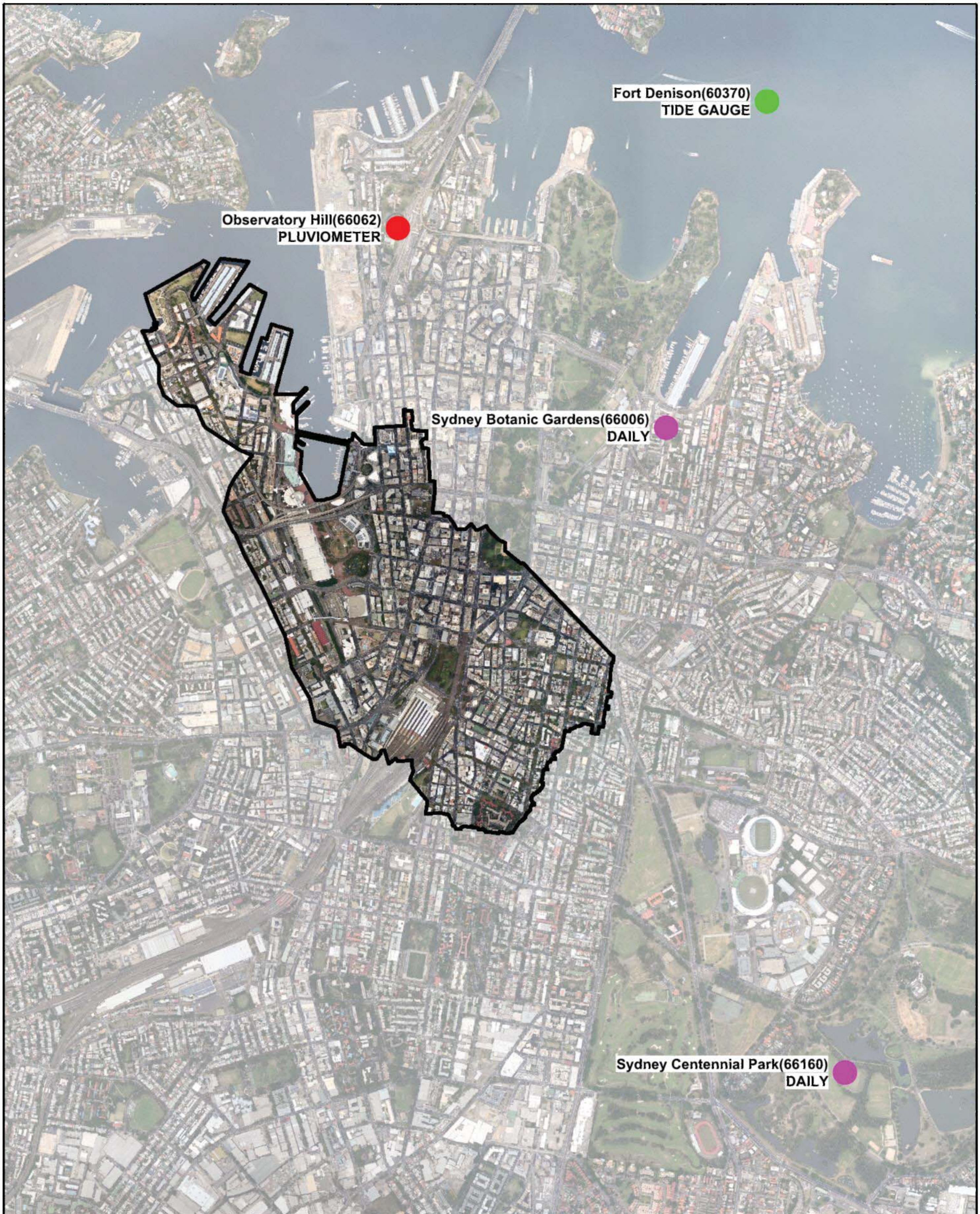
2.2.4 Stream Gauge Data

There are no stream gauging data within the study area. This is a common data deficiency in urban catchments.

2.2.5 Harbour Water Level Data

The Darling Harbour catchment flows into Cockle Bay, a small embayment within Darling Harbour, itself lying within the broader Sydney Harbour. Consequently, the water level within Darling Harbour can act as a significant downstream control for both overland and piped flows under flooding conditions resulting from rainfall events.

Consideration of the most appropriate tailwater condition is required for the historic event calibration and design event modelling. For all calibration events, a dynamic tailwater boundary for Darling Harbour has been adopted based on water level records from Fort Denison (see Figure 2-2). This data has been obtained from the Bureau of Meteorology's National Tidal Centre. Design event water levels within Sydney Harbour comprise a constant water level based on a frequency analysis of Fort Denison's water level records. Table 2-3 presents the design peak water levels for Sydney Harbour (DECC, 2008). Discussion in later sections presents the assumed joint probability of rainfall events with elevated harbour tailwater level.



Title:
Darling Harbour Catchment BOM Rainfall Stations

Figure: 2-2

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Table 2-3 Sydney Harbour design still water levels

Frequency	Maximum Water Level (m AHD)
0.02 year ARI	0.965
0.05 year ARI	1.045
0.1 year ARI	1.095
1 year ARI	1.235
2 year ARI	1.275
5 year ARI	1.315
10% AEP	1.345
5% AEP	1.375
2% AEP	1.415
1% AEP	1.435
0.5% AEP	1.455

2.2.6 Flood Level Data

No peak flood level survey of historic flooding is available for this study. Model calibration has therefore relied on information received from community recollections of flooding via the community engagement process and from the Sydney Water Corporation (SWC) Historical Database of flooding incidents.

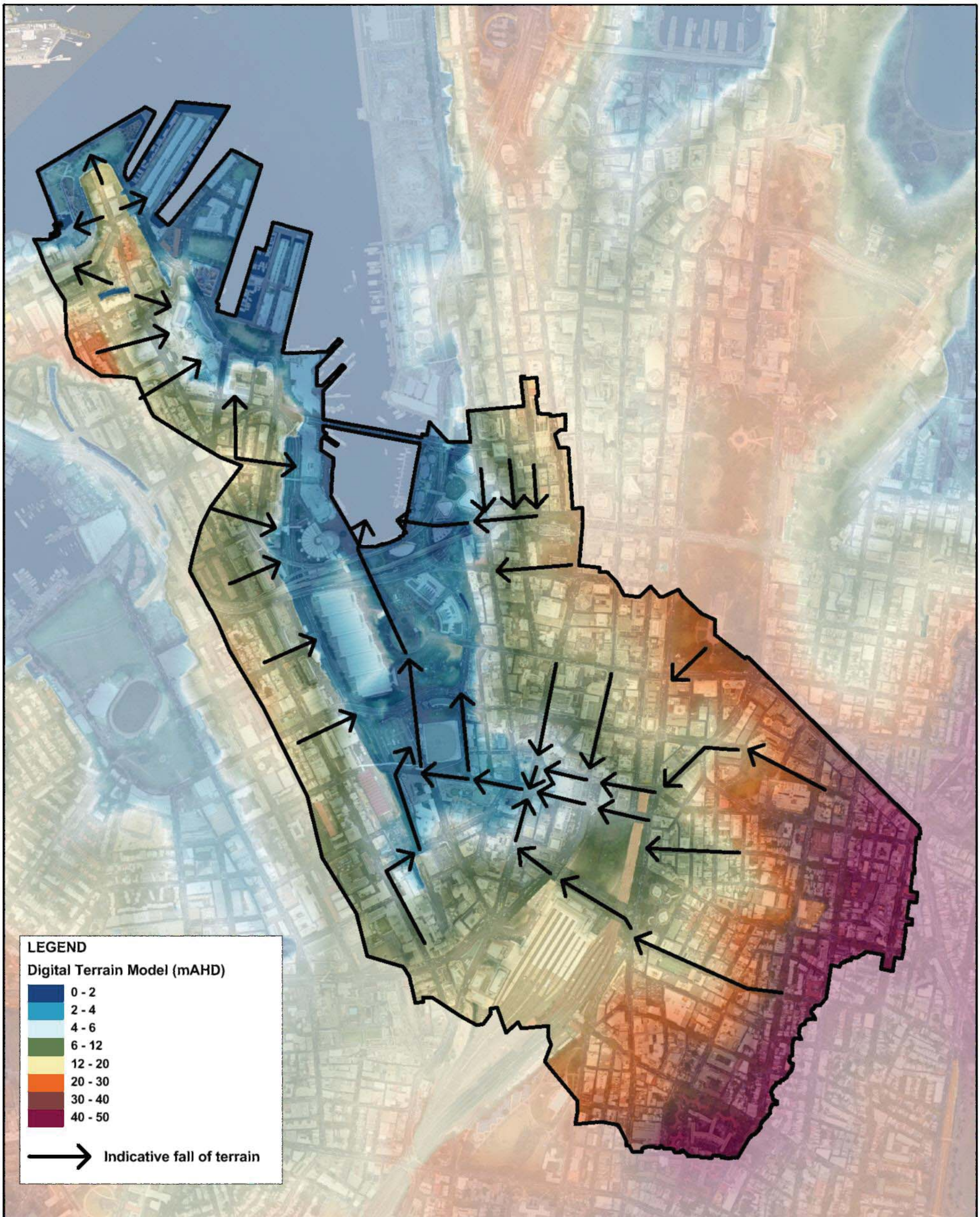
2.2.7 Topographic Data

Aerial topographic survey, also known as ALS (Airborne Laser Scanning) covering the study area has been provided by Council. ALS data typically has a vertical accuracy of +/- 0.15m with 68% confidence and horizontal accuracy of +/- 0.55m with 68% confidence.

The ALS data set has been provided as filtered data, where a filtering routine has been applied to remove non-ground features such as buildings and vegetation to provide a representation of the ground surface. The data set has been converted into a 1m resolution digital terrain model (DTM) using terrain modelling software. Non ground points have been provided as a separate dataset.

Section 4 discusses detailed interpretation of the ALS data and how the data has been enhanced for use in this study by applying post-processing methods since numerous large buildings and bridges within the study area influence the data provided.

Figure 2-3 shows the DTM developed for the study area, providing a visualisation of potential flow paths. The Pyrmont area is on a ridge and flow falls of each side towards the harbour. Darling Harbour has a significant upstream catchment area and is contributed by flows from Surry Hills and even sections of Hyde Park.



Title:

Darling Harbour Catchment Digital Terrain Model

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2.2.8 Council GIS Data

Digitally available Geographical Information Systems (GIS) data such as aerial photography, cadastral boundaries, details on the Sydney Local Environmental Plan (LEP) zones, park streetscapes, and building footprints, have been provided by Council. These data provide a means to distinguish between land-use types across the study area to allow spatial variation of distinct hydrologic (e.g. rainfall losses) and hydraulic (e.g. Manning's roughness parameter '*n*') properties.

Roads layers have not been provided and have been manually digitised for this study.

2.2.9 Stormwater Drainage Network

An extensive network of stormwater infrastructure exists in the study area to provide drainage to Darling Harbour. This infrastructure is primarily comprised of a 'pit and pipe' stormwater network and does not include open channels as part of the trunk drainage system. Detail of the stormwater drainage network has been compiled from the following sources:

- Council's GIS database; and
- Details contained in the Sydney Water Capacity Assessment reports (SWC, 1996).

Council's GIS database of the pit and pipe data is the primary data set used to build the pipe drainage features of the hydraulic model. The data set includes details such as upstream and downstream pipe inverts, pipe dimensions, inlet dimensions for pits, pit surface levels and pit depths. Further details of stormwater drainage network are provided in Section 4.

Pipe types within the study area include circular, rectangular and oviform pipes. Circular and rectangular pipes are modern extruded concrete or clay pipes in circular and rectangular dimensions. Dimensions of these pipes were provided in electronic format and are easily defined in the hydraulic model by diameter of a circular pipe or the height and width of a rectangular pipe.

The oviform pipes are a special class and refer to the very old pipes build in the late 1800's as part of the combined sewerage and stormwater system which now functions solely for stormwater. The dimensions of the oviform are irregular. Figure 2-4 shows examples of oviform pipes within the study area. Dimensions of the various irregular pipes throughout the stormwater drainage network were not provided in an electronic format and the dimensions have been manually digitised from drawings in the Sydney Water Capacity Assessment reports. The irregular pipes have been represented in the hydraulic model by manually calculating the "water depth versus flow area" and the "water depth versus wetted perimeter" values.

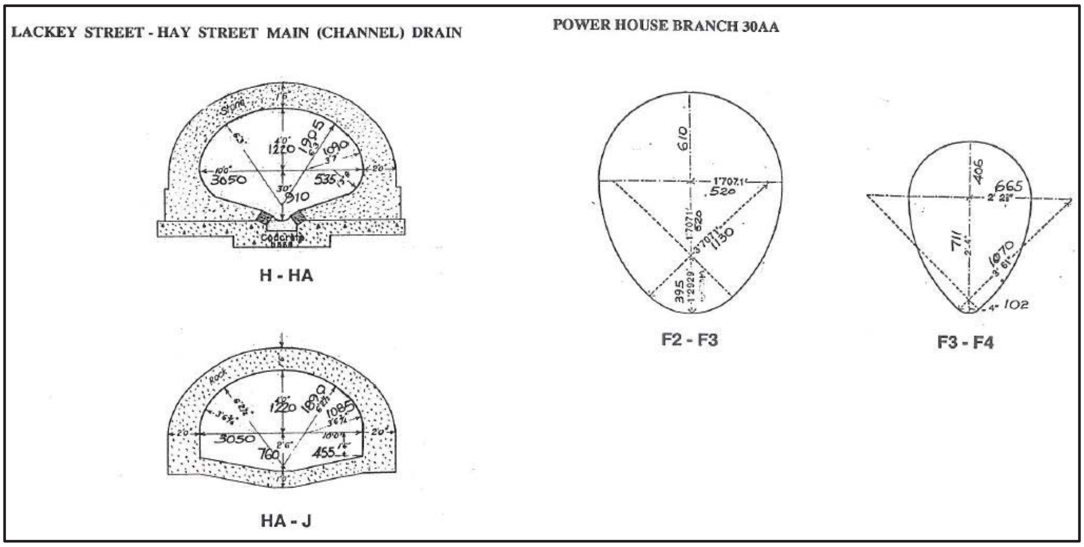


Figure 2-4 Oviform pipe examples (SWC, 1996)

Table 2-4 provides a summary of the stormwater infrastructure and Figure 2-5 shows the location of this infrastructure.

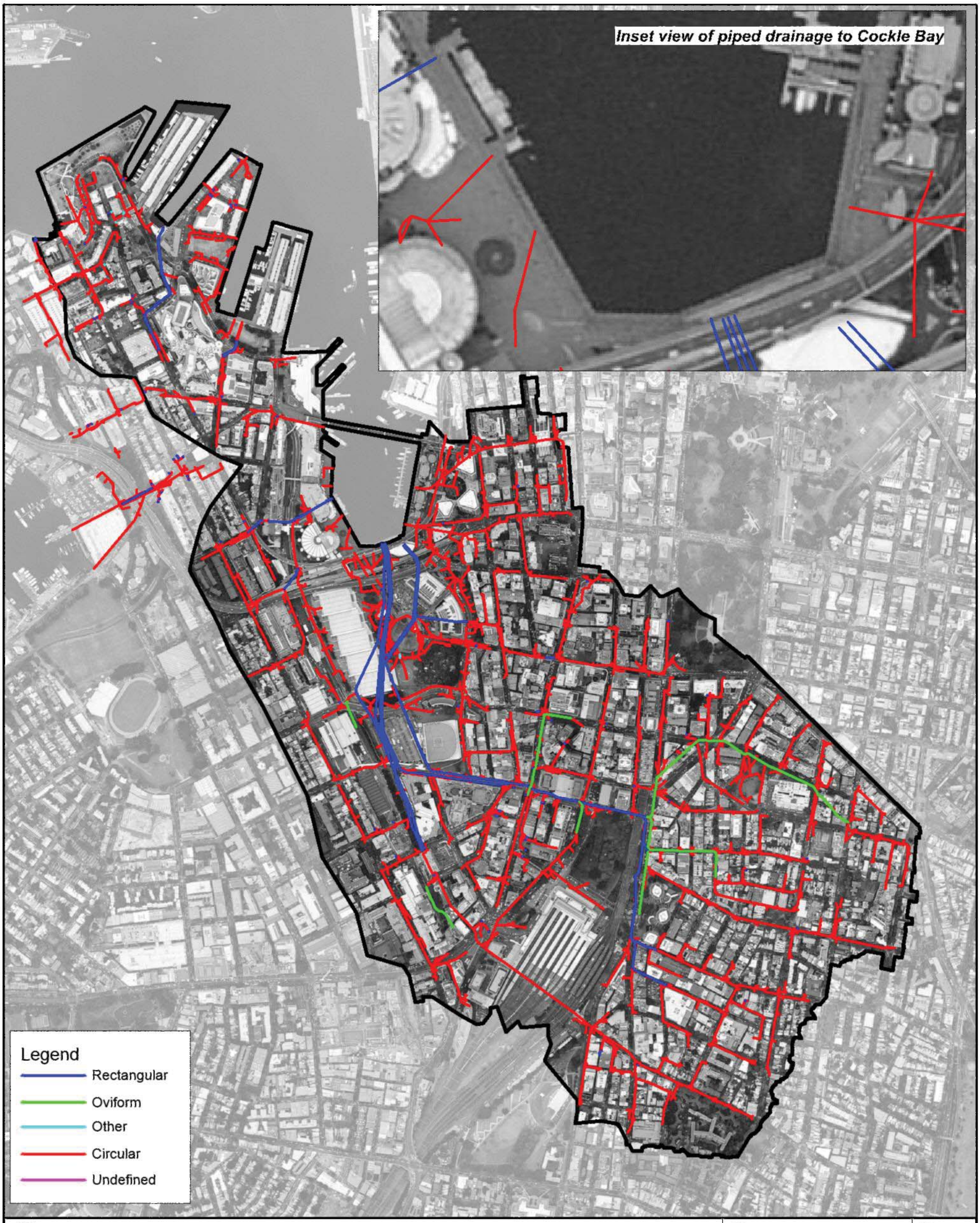
Table 2-4 Summary of stormwater infrastructure elements in hydraulic model

Stormwater Infrastructure Type	Number of Elements
Circular	2802
Rectangular	235
Oviform	51
Other*	9
Undefined**	68
TOTAL PIPES	**3165**
Pits	1846
Nodes	991
Connective Nodes***	275
TOTAL NODES/PITS	**3112**

* Not all pipes in Council's GIS database have defined dimensions. These pipes are likely hidden pipes unable to be surveyed. The pipes are classified as "Undefined". Dimensions of these pipes have been assumed based on connected pipe dimensions.

**Small sections of pipes illogically ended or failed to be connected to upstream pits. New pipes have been drawn to connect these stormwater elements. Dimensions of these pipes have been assumed based on connected pipe dimensions. These newly drawn pipes are classified as "Assumed".

*** In order to configure the hydraulic model, nodes were required at all pipe junctions. Nodes manually drawn to satisfy this requirement are referred to as "Connective Nodes".



Title:

Darling Harbour Catchment Stormwater Pit/Pipe Dataset

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2.3 Sydney Water Corporation Historical Flood Database

Sydney Water Corporation (SWC) maintains a register documenting reports of flooding. The earliest record in this database within the study area is from 1943 and the database is still maintained for current events. The database has very little flood level data (AHD or similar) though can still provide useful information of the locations of flooding hot-spots and the storm events which triggered the reported flooding.

Figure 2-6 shows the locations of all flood reports available for the study area noting also the date of the incident.

The earliest reports of flooding hold diminished value to this current study since the catchment conditions which resulted in the flooding are unknown. Table 2-5 lists the relevant storm events from 1983 up to the most current and list the number of reported locations with flooding for each event. Reports of flooding in the database are not available for all key historic rainfall events identified in Section 2.1.3.

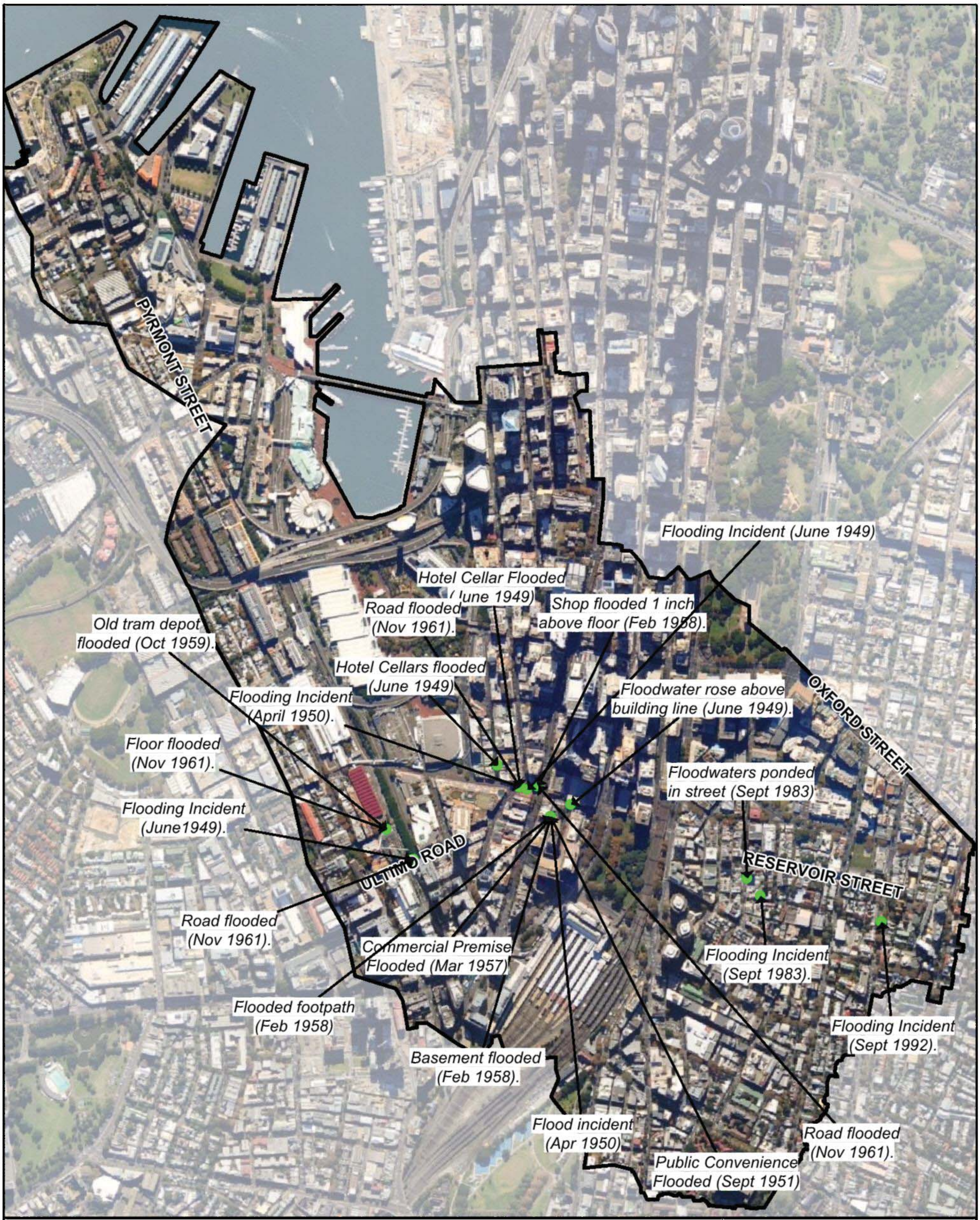
As shown the most recent entry in the flood database is over 20 years old and only has a single flooding report location. The 1983 event has 2 reported locations of flooding available for model result calibration though is over 30 years old.

Table 2-5 Sydney Water flood database for Darling Harbour

Storm Event	Number of Locations with Reported Flooding
12 August 1983	2
9 February 1992	1

Inspection of the Observatory Hill rainfall gauge data showed that the 1992 event was not recorded. To gain an appreciation of the significance of the August 1983 event, the recorded rainfall depths for various storm durations is compared with the design Intensity-Frequency-Duration (IFD) data for the catchment as shown in Figure 2-7.

The recorded rainfall at Observatory Hill for the 12th August 1983 was a minor event with average intensities over a 2 to 4 hour period approximating a 1 year ARI design rainfall.



Title:

SWC Historical Flood Database
Darling Harbour Catchment Records

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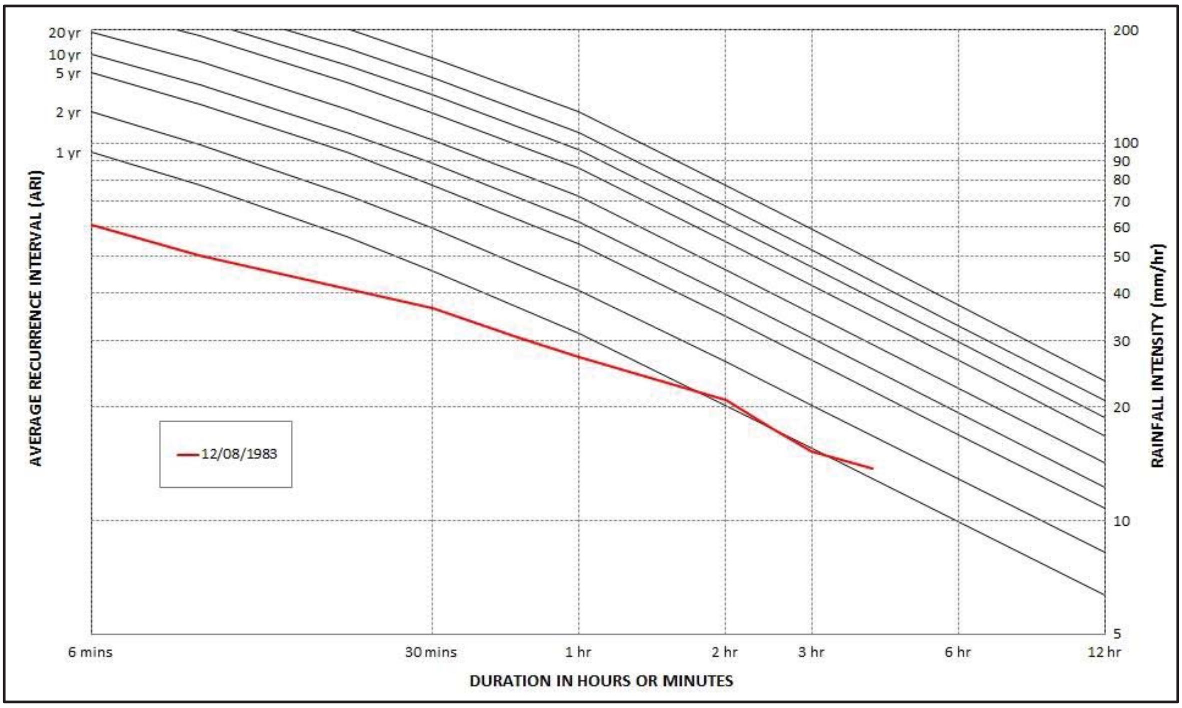


Figure 2-7 Rainfall analysis for SWC historical flood database events

2.4 Review of Historical Newspaper Articles (TROVE)

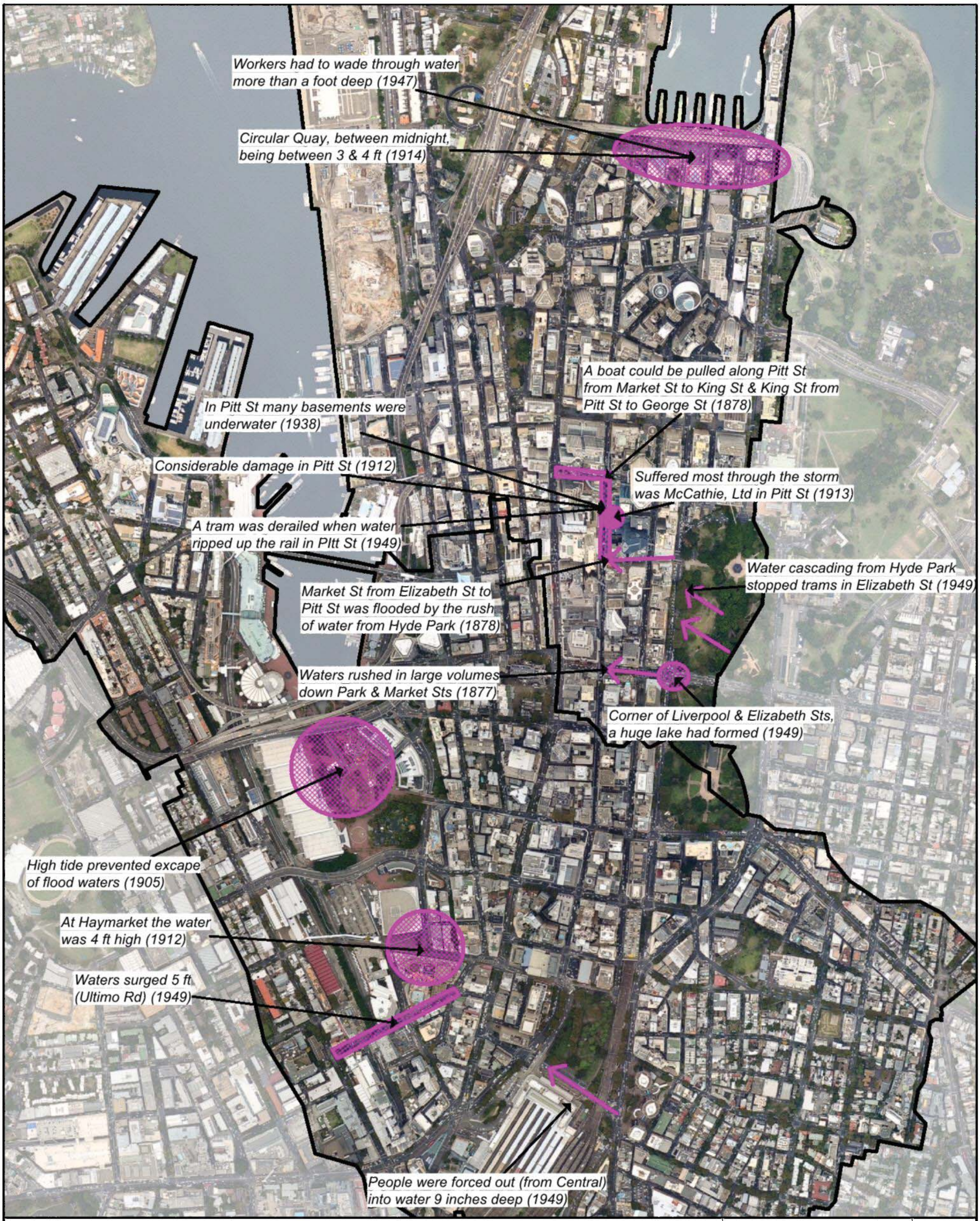
Newspaper articles can provide a valuable insight to key historic flood events and flooding behaviour. A literature review of available archived Australian media publications on the TROVE database maintained by the National Library of Australia was undertaken to obtain anecdotal information of flooding.

Over 15 relevant articles were found dating from as far back as 1877. Appendix B presents the full list of articles found and includes a more detailed account of the findings, with results of the review summarised in Figure 2-8. This figure shows the areas documented to be flood affected which are:

- Haymarket – 4 feet deep in 1912; and
- Ultimo Road – 5 feet deep in 1949.

Other details taken from the articles are as follows:

- Main flow paths have been identified near Central Railway station from Surry Hills.
- Darling Harbour flooding has been reported to be exacerbated by a high tide coinciding with the local rainfall event.



Title:

Darling Harbour and City Area Catchment Historic Reports of Flooding (TROVE)

Figure: 2-8

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BMT WBM endeavours to ensure that the information provided in this map is correct at the time of publication. BMT WBM does not warrant, guarantee or make representations regarding the currency and accuracy of information contained in this map.

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Results of the historical newspaper review cannot be relied upon to provide quantitative model calibration as wide-spread land use and stormwater infrastructure changes across the catchment will have altered the flood behaviour. Furthermore, the reports are anecdotal and referenced to general areas rather than precise addresses. However, these articles provide a valuable data set for model verification and identifying key areas where some flood affectation would still be anticipated today.

2.5 Site Inspections

A number of site inspections were undertaken throughout the course of the Flood Study to gain a better appreciation of local features influencing flood behaviour. Some of the key observations accounted for during the site inspections include:

- Presence of local structural hydraulic controls;
- Location and characteristics of surface drainage pits and pipes;
- Location of existing development and infrastructure on the floodplain;
- General nature of the contributing catchment.

This visual assessment was useful for defining hydraulic properties within the hydraulic model and ground-truthing of topographic features identified from the ALS data.

2.6 Community Consultation

The success of a floodplain management plan hinges on its acceptance by the community, residents within the study area, and other stake-holders. This can be achieved by involving the local community at all stages of the decision-making process. This includes the collection of their ideas and knowledge on flood behaviour in the study area, together with discussing the issues and outcomes of the study with them.

The key elements of the consultation program undertaken for the study are discussed in Section 3.

2.7 Development of Computer Models

2.7.1 Hydrological Model

Traditionally, for the purpose of the Flood Study, a hydrologic model is developed to simulate the rate of storm runoff from the catchment. The output from the hydrologic model is a series of flow hydrographs at selected locations such as at stormwater drainage pit inlets, which form the inflow boundaries to the hydraulic model.

In recent years the advancement in computer technology has enabled the use of the direct-rainfall approach as a viable alternative (also referred to as rainfall-on-grid). With the direct-rainfall method the design rainfall is applied directly to the individual cells of the 2D hydraulic model. This is particularly useful for overland flow studies where model results are desired in areas with small contributing catchments. This study has adopted the direct-rainfall approach for modelling hydrology, details of which are discussed in Section 4. Verification of the direct-rainfall approach against traditional hydrological modelling is shown in Section 5.9.

2.7.2 Hydraulic Model

The TUFLOW hydraulic model (discussed in Section 4) developed for this study includes:

- two-dimensional (2D) representation of the entire Darling Harbour catchment; and
- one-dimensional (1D) representation of the stormwater pit/pipe network.

The hydraulic model has been applied to determine flood levels, velocities and depths across the study area for historical and design events.

2.8 Model Calibration/Validation and Sensitivity Analysis

The hydraulic model has been validated against available historic flood event data to establish the values of key model parameters and to confirm that the model is adequately representing the runoff processes within the catchment.

The following criteria are generally used to determine the suitability of historical events to use for calibration or validation:

- The availability, completeness and quality of rainfall and flood level event data;
- The amount of reliable data collected during the historical flood information survey; and
- The variability of events – preferably events would cover a range of flood sizes.

Since the amount of reliable historic flood level data was limited, a full model calibration has not been possible for this study. Flood information collected from the community questionnaire that is not specific to particular rainfall and flood events has been used to aid the model validation process. The validation of the hydraulic model is presented in Section 5.

A series of sensitivity tests have also been carried out to evaluate the model. These tests have been conducted to examine the performance of the model and determine the relative importance of different hydrological and hydraulic parameters. The sensitivity testing of the model is presented in Section 5.

2.9 Establishing Design Flood Conditions

Design floods are statistical-based events which have a particular probability of occurrence. For example, the 1% Annual Exceedance Probability (AEP) event, which is sometimes referred to as the 1 in 100 year Average Recurrence Interval (ARI) flood, is the best estimate of a flood with a peak discharge that has a 1% (i.e. 1 in 100) chance of occurring in any one year. For the Darling Harbour catchment, design floods have been based on design rainfall estimates according to Australian Rainfall and Runoff (Pilgrim, DH, 2001).

The design flood conditions form the basis for floodplain management in the catchment and in particular design planning levels for future development controls. The estimated design flood conditions are presented in Section 6.

2.10 Mapping of Flood Behaviour

Design flood mapping is undertaken using output from the hydraulic model. Maps are produced showing water level, water depth and velocity. The maps present the peak value of each parameter. Provisional flood hazard categories and hydraulic categories are derived from the hydraulic model results and are also mapped. The mapping outputs are described in Section 7 and presented in Appendix A.

2.11 Conclusion

The Darling Harbour catchment is heavily urbanised and is predominantly comprised of residential and commercial development, with a large proportion of residential development in the upper catchment. The natural overland drainage features have been heavily modified and the entire catchment is now drained by an extensive stormwater drainage network. There are no open channels within the study area. When the capacity of the stormwater drainage network is exceeded, overland flow will occur predominantly along the road network.

Availability of historical flooding and flood data in the Darling Harbour catchment is limited. The largest historical event identified in the catchment occurred in November 1984.

3 COMMUNITY CONSULTATION

3.1 The Community Consultation Process

Community consultation has been an important component of the current study. The consultation has aimed to inform the community about the development of the flood study and its likely outcome as a precursor to subsequent floodplain management activities. It has provided an opportunity to collect information on community members' flood experiences in the catchment and to collect feedback on concerns regarding flooding.

The key elements of the consultation process have been as follows:

- Distribution of a questionnaire to landowners, residents and businesses within the study area via mail delivery and online from the City of Sydney website;
- Regular presentations of progress to the Floodplain Management Committee, which includes community representatives and Council staff; and
- Review of the draft Flood Study by the Floodplain Management Committee.

These elements are discussed in detail below. Copies of relevant consultation material are included in Appendix C

3.2 Community Questionnaire

Council distributed a questionnaire in May 2013 to all residential properties and businesses within the study area to collect information on their previous flood experience and flooding issues. The focus of the questionnaire was historical flooding information that may be useful for correlating with predicted flooding behaviour from the modelling. A copy of the questionnaire is provided in Appendix C.

A total of 21,250 community questionnaires were mailed to residents and businesses within the combined study areas of Darling Harbour and the City Area. A total of 358 responses were received equating to a response rate of 2%, with 186 of the responses from the Darling Harbour catchment.

The responses have been compiled into a database to allow for a quantitative assessment of flooding experiences. Questions 2 to 6 are particularly useful in characterising the respondents and their flood affectation. The charts provided in Figure 3-1 present the results of these questions.

It is noted that some respondents did not fully complete the questionnaire though effort was made to most fully utilise the responses.

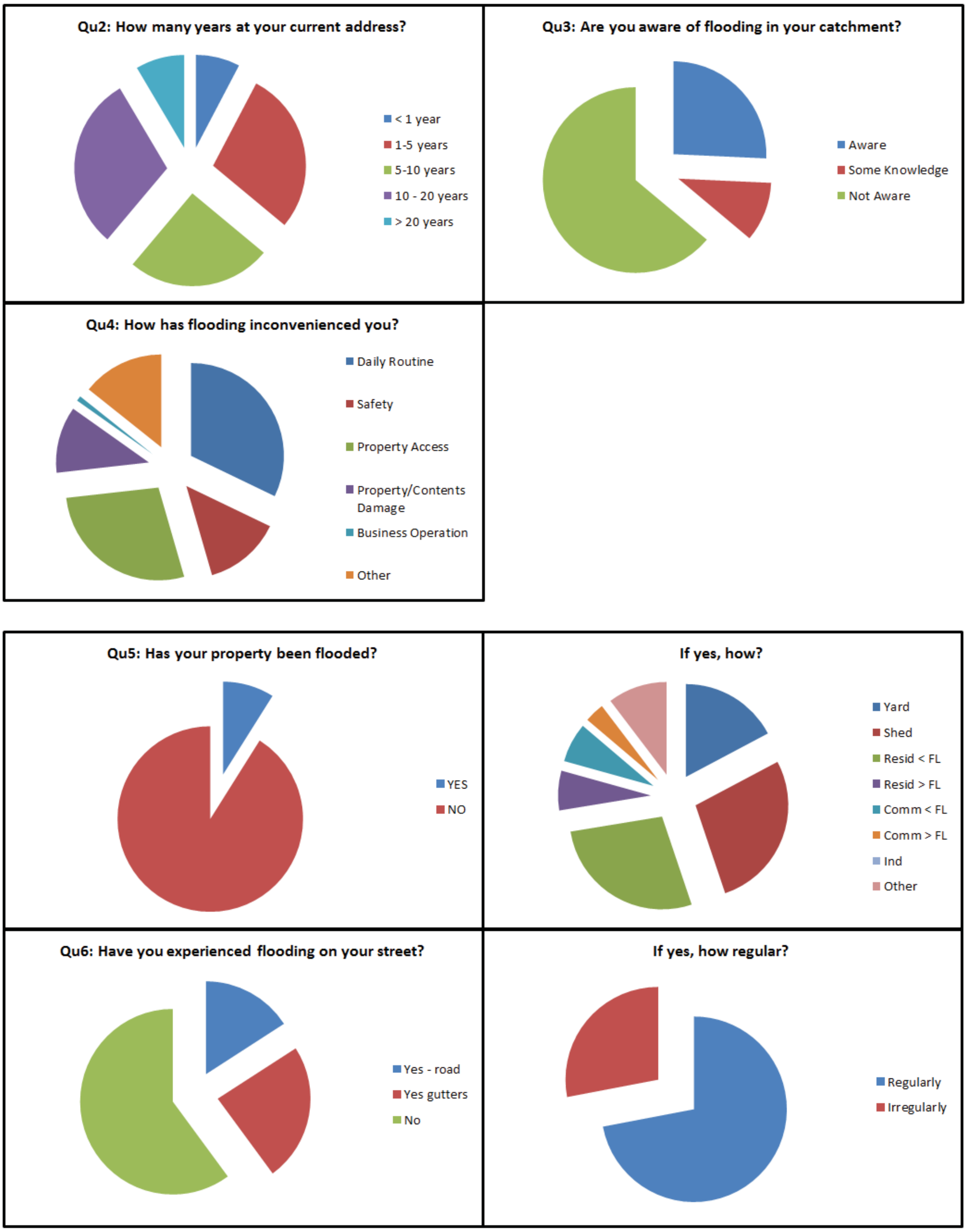


Figure 3-1 Results from the Community Consultation

Results of the community consultation indicate that the median period of residency is 8 years. The largest historic rainfall event occurred in November 1984 which is almost 30 years ago and the most recent of the historic rainfall events is February 2001 which is over 10 years ago. Accordingly, residents were unlikely to have been living at their current address during the key historic rainfall events and this is potentially why responses failed to obtain significant new information on these events.

Approximately 40% of residents are at least aware of flooding in the catchment and street (Qu4&5), though the flooding is rarely dangerous or above floor level and is mostly reported as regular (Qu6). These responses suggest minor nuisance flooding rather than flooding from the key identified historic flood events. Only 2 responses indicated above floor level inundation, however, the respondents failed to identify the event for these occurrences.

Regarding the historic events which caused reports of flooding, respondents rarely reported the precise time and date of the flooding. For the instances where a month and year were reported, historic rainfall records where reviewed to determine the likely magnitude of the contributing event. To gain an appreciation of the significance of the identified events, the recorded rainfall is compared with the design IFD data for the catchment as shown in Figure 3-2.

The most significant events reported include:

- 12 February 2010 ~10% AEP (10 year ARI),
- 8 March 2012 ~2 year ARI,
- 3 April 2013 ~1 year ARI.

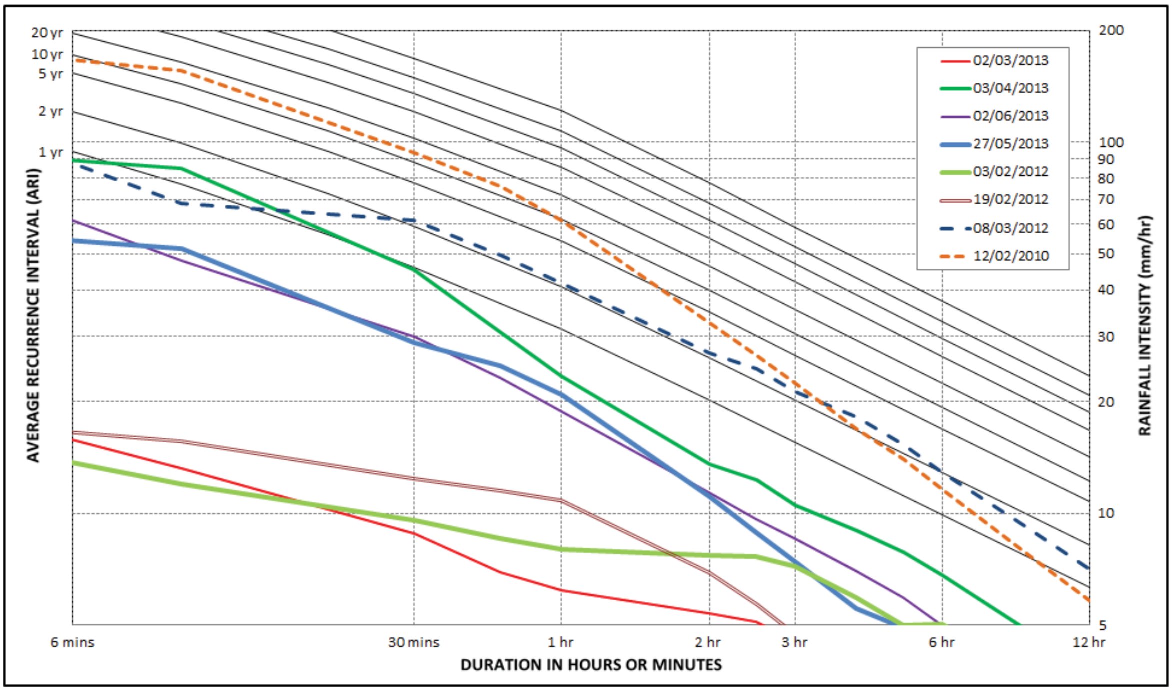
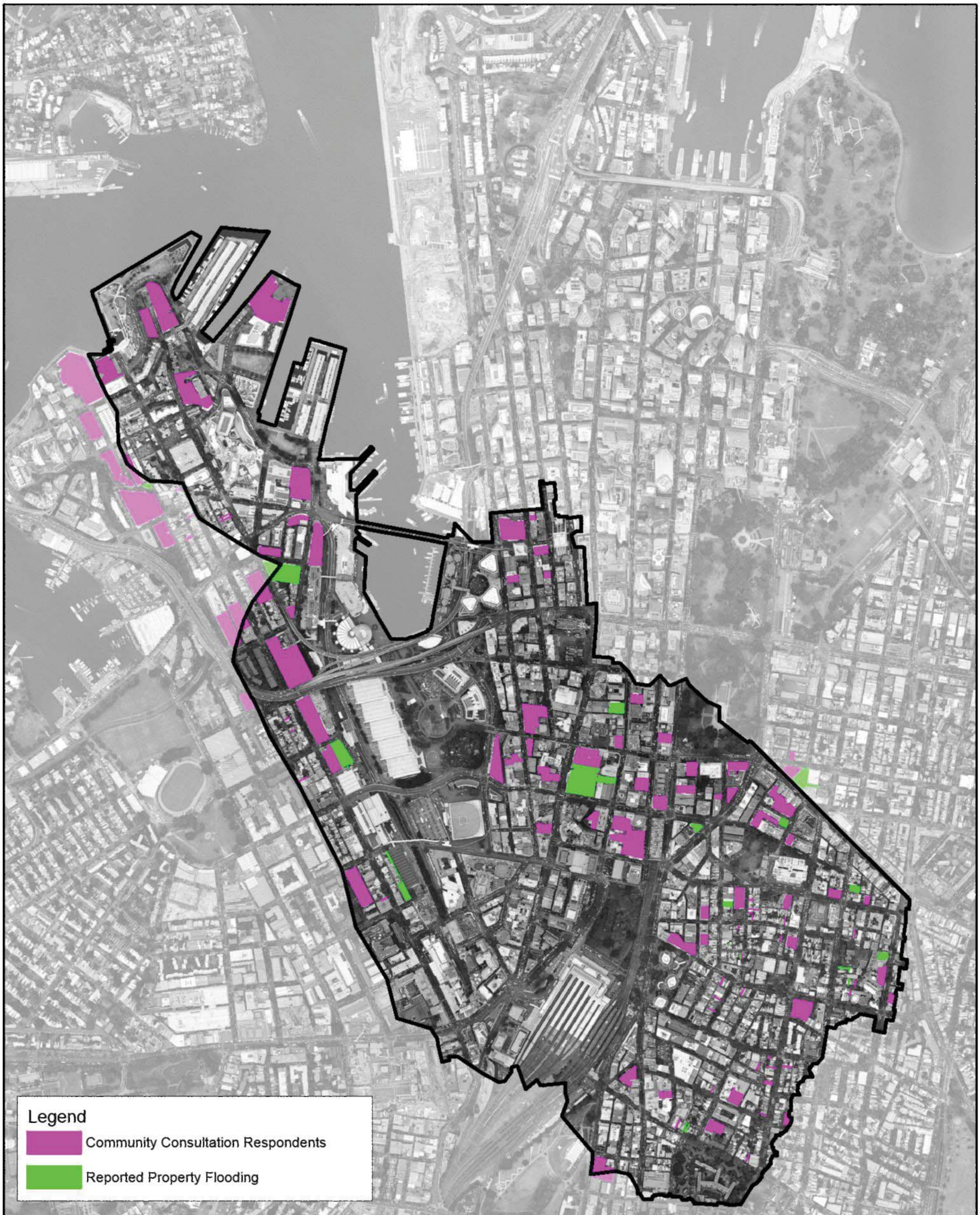


Figure 3-2 IFD analysis of events identified in community consultation

The locations of all respondents, including whether or they are flood affected, are shown in Figure 3-3. This has been prepared by linking the addresses of respondents with the addresses in Council's cadastre database.



Title:
Darling Harbour Catchment
Location of Community Consultation Respondents

Figure: 3-3

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BMT WBM endeavours to ensure that the information provided in this map is correct at the time of publication. BMT WBM does not warrant, guarantee or make representations regarding the currency and accuracy of information contained in this map.

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3.3 Conclusion

Community Consultation undertaken during the study has aimed to collect information on historical flooding and previous flooding experiences, and to inform the community about the development of the flood study and its likely outcome as a precursor to floodplain management activities to follow. The key element of the consultation process involved the distribution of a questionnaire relating to historical flooding. The number of responses from the questionnaire was very low (2%) with minimal additional historical flood information obtained. This is likely to be representative of a combination of the following:

- The relatively low number of significant rainfall and flooding events within the Darling Harbour catchment in recent years;
- The relatively low median period of residency.

Demographic statistics were explored to help understand the low return rate of questionnaire and also the low median period of residency. Basic Community Profile data was obtained from the 2011 Census for the postcode area 2000 (ABS, 2011) which supports the assumption that the population is transient. Only 55% of residents in the 2011 Census reported living in the same address 1 year prior and this number reduced to 23% when reporting if living in the same address 5 years prior. Short term residents are generally unable to contribute long term accounts of flooding. Furthermore, short term residents are likely to be less interested in the outcomes of the Flood Study and subsequent Floodplain Risk Management Study and Plan and may not have participated in the consultation process.

4 MODEL DEVELOPMENT

4.1 Introduction

In the absence of long term stream flow data, computer models are usually the most accurate, cost-effective and efficient tools to assess a catchment's flood behaviour. Traditionally, for the purpose of the Flood Study, a hydrologic model and a hydraulic model are developed.

The **hydrologic** model simulates the catchment rainfall-runoff processes, producing the stormwater flows which are used in the hydraulic model.

The **hydraulic** model simulates the flow behaviour of the drainage network and overland flow paths, producing flood levels, flow discharges and flow velocities.

In recent years the advancement in computer technology has enabled the use of the direct-rainfall approach as a viable alternative over the use of "traditional" hydrological models (e.g. XP-RAFTS, WBNM). With the direct-rainfall method the rainfall depths are applied directly to the individual cells of the 2D hydraulic model. This is particularly useful for overland flow studies where model results are desired in areas with small contributing catchments. This study has adopted the direct-rainfall approach for modelling the catchment hydrology and therefore only a single TUFLOW model has been developed which implicitly performs both hydrologic and hydraulic computation. The TUFLOW model developed for this study has been calibrated by addressing hydrological and hydraulic aspects of the calibration interactively.

Information on the topography and characteristics of the catchment, drainage network and floodplain are built into the model. Recorded historical flood data, including rainfall and flood levels, are used to simulate and validate the model. The model produces as output, flood levels, flows rates and flow velocities.

Development of a hydraulic model follows a relatively standard procedure:

- Discretisation of the catchment, drainage network, floodplain, etc.
- Incorporation of physical characteristics (stormwater pipe details, floodplain levels, structures etc.).
- Establishment of hydrographic databases (rainfall, flood flows, flood levels) for historic events.
- Calibration to one or more historic floods (calibration is the adjustment of parameters within acceptable limits to reach agreement between modelled and measured values).
- Verification to one or more other historic floods (verification is a check on the model's performance without further adjustment of parameters).
- Sensitivity analysis of parameters to measure dependence of the results upon model assumptions.

Once model development is complete it may then be used for:

- establishing design flood conditions;
- determining levels for planning control; and
- modelling development or management options to assess the hydraulic impacts (as part of the floodplain risk management study).

4.2 Hydrological Model

The hydrological model simulates the rate at which rainfall runs off the catchment. The amount of rainfall runoff from the catchment is dependent on:

- the catchment slope, area, vegetation, urbanisation and other characteristics;
- variations in the distribution, intensity and amount of rainfall; and
- the antecedent moisture conditions (dryness/wetness) of the catchment.

A direct-rainfall (also referred to as rainfall-on-grid) approach has been adopted in the TUFLOW hydraulic model (refer to Section 4.3 for details of the model setup). The factors given above have been represented in the model by:

- The runoff routing and hydrological response of the catchment within the 2D model is driven by the surface type and underlying topography. Where appropriate, runoff is diverted into 1D pipe domains of the 2D/1D model (more detail is provided in Section 4.3).
- The amount and intensity of rainfall can be varied across the catchment based on available data and information.
- The antecedent moisture conditions are modelled by varying the amount of rainfall which is “lost” into the ground and “absorbed” by storages. For very dry antecedent moisture conditions, there is typically a higher initial rainfall loss.

The general modelling approach and adopted parameters are discussed in the following sections.

4.2.1 Catchment Delineation

The Darling Harbour catchment drains an area of approximately 3.07km^2 via a piped stormwater drainage network to Darling Harbour within Sydney Harbour.

Discretisation of the study area into sub-catchments has not been required for this study given that rainfall is being applied directly to the 2D domain and traditional rainfall-runoff modelling is not being used. However, the delineation of the overall catchment boundary is important for defining the limits of the hydraulic model and the associated direct-rainfall input. The precise study area catchment boundary is not clearly or easily defined due to the presence of some low points at the catchment boundaries. During significant rainfall events these low points collect runoff which cannot be adequately drained by the formalised drainage network. The low points act as storages which can overflow to neighbouring catchments during significant rainfall events.

The hydrologic catchment boundary and the hydraulic model extent have been sufficiently extended to account for the potential interactions with the neighbouring catchments.

4.2.2 Rainfall Data

Rainfall information is the primary input and driver of the hydrological model which simulates the catchment's response in generating surface run-off. Rainfall characteristics for both historical and design events are described by:

- Rainfall depth – the depth of rainfall occurring across a catchment surface over a defined period (e.g. 270mm in 36 hours or average intensity 7.5mm/hr); and
- Temporal pattern – describes the distribution of rainfall depth at a certain time interval over the duration of the rainfall event.

Both of these properties may vary spatially across the catchment during any given event and between different events.

The procedure for defining these properties is different for historical and design events. For historical events, the recorded hyetographs at continuous rainfall gauges provide the observed rainfall depth and temporal pattern (refer to Figure 2-2 for rainfall gauge locations).

For design events, rainfall depths are most commonly determined by the estimation of intensity-frequency-duration (IFD) design rainfall curves for the catchment. Standard procedures for derivation of these curves are defined in Australian Rainfall and Runoff (AR&R) (EA, 1987). Similarly AR&R defines standard temporal patterns for use in design flood estimation.

The rainfall inputs for the historical calibration/validation events are discussed in further detail in Section 5 with design events discussed in Section 6.

4.2.3 Rainfall Losses

The antecedent catchment condition reflecting the degree of wetness of the catchment prior to a major rainfall event directly influences the magnitude and rate of runoff.

The total rainfall which falls in an event does not all contribute to run-off. Many precipitation loss processes occur which reduce the effective rainfall converted to run-off. Some rainfall fills depression storages on the ground surface, some is lost by interception from vegetation while some infiltrates into the ground. A conceptual model known as the "Initial Loss – Continuing Loss model" is widely used in Australia and is adopted for this study.

The initial loss component represents a depth of rainfall effectively lost from the system and not contributing to runoff and simulates the wetting up of the catchment to a saturated condition. The continuing loss represents the rainfall lost through soil infiltration once the catchment is saturated and is applied as a constant rate (mm/hr) for the duration of the runoff event.

To determine the correct volume of rainfall run-off, the two most important land categories in this study are roads and roof tops which together represent greater than 55% of the total area.

The remaining land categories for defining rainfall losses have been derived based on the City of Sydney Local Environmental Plan (LEP) Zones.

The rainfall loss parameters for the historical calibration/validation events and design events are discussed in further detail in Section 5.

4.3 Hydraulic Model

BMT WBM has applied the fully-2D software modelling package TUFLOW. The 2D model has distinct advantages over 1D and quasi-2D models in applying the full 2D unsteady flow equations. This approach is necessary to model the complex interaction between watercourses and floodplains and converging and diverging of flows through structures. The floodplain topography is defined using a high resolution Digital Terrain Model (DTM) for greater accuracy in predicting flows and water levels and the interaction of stormwater drainage network and floodplain areas.

4.3.1 Topography

The ability of the model to provide an accurate representation of the flow distribution on the floodplain ultimately depends upon the quality of the underlying topographic model. For the Darling Harbour catchment, a 2m by 2m gridded DTM has been derived from the ALS survey provided by Council.

The ground surface elevation for the TUFLOW model grid points are sampled directly from the DTM. It is a representation of the ground surface and does not include features such as buildings or vegetation. In the context of the overland flow path study, a high resolution DTM is important to suitably represent available flow paths, such as roadway flows that are expected to provide significant flood conveyance within the study area. Experience has proved this to be a successful approach and enables detailed simulation of flooding from overland flow paths.

Owing to some limitations of the ALS data capture method, preparation of the DTM for the Darling Harbour study area required additional ground level points and breaklines to be defined to ensure a coherent and correct DTM was achieved for this study. In particular, focus was given to ensuring that the full flow width along the road network was correctly defined.

The resulting topography of the hydraulic model is illustrated in Figure 2-3.

4.3.2 Buildings

The influence of buildings and other obstacles to the passage of flow in urban floodplains is an important issue in the context of urban floodplain management (Engineers Australia, 2012a). In a typical urban floodplain, some buildings will be elevated on fill and totally obstruct the passage of floodwater, others may be inundated with floodwater ponding inside the building, whilst others may be elevated on piers allowing flow under the building.

Based on a visual assessment of the range of buildings throughout the Darling Harbour catchment and the likely effect of buildings on the passage of floodwater, buildings have been represented in the TUFLOW model by removing the building footprints from the active model area. This assumption means that floodwater does not pass through and must flow around buildings.

The building footprints across the study area have been based on the footprints provided by Council. Buildings not contained within Council's building footprint dataset have been manually defined using available NearMap aerial photography dated July 2013.

Removing the buildings from the active model area impacts on the underlying assumptions with using the direct-rainfall approach adopted for the hydrological modelling component of the Darling Harbour model, whereby the model will not account for rain falling on model cells within the building footprints. Flow originating from rainfall on buildings has been included in the model using the methods described in Section 4.3.6.

4.3.3 Underground Carparks

The Darling Harbour catchment has numerous underground car parks. In large flood events the car parks may be inundated and act as temporary flood storages if the entrance level is below the flood level. Car parks however are not intended to be inundated in large floods and therefore have not been included in the modelling.

Upon delivery of this flood study, future works can assess the suitability of current flood protection afforded by car park entrance levels and recommend upgrades if necessary to make the car parks flood free.

4.3.4 Stormwater Drainage Network

This study required the modelling of the stormwater drainage system across the catchment. Information on the pit and pipe drainage network has been compiled from various sources, as discussed in Section 2.2.9.

The review of the available stormwater drainage system found the data to be largely complete along the main drainage lines. In areas where no pipe survey was available pipe size details were assumed from upstream and downstream configurations. The invert levels were interpolated between known locations, maintaining the upstream and downstream pipe gradients where appropriate. These were then cross-checked against the DTM elevations to take account of any local topographic features and to maintain minimum cover levels. Model results demonstrate limited sensitivity to adopted conduit parameters (Section 8) and therefore the pipe assumptions are considered to provide an appropriate representation of the pipe system.

A sample longitudinal profile of a modelled drainage line from the intersection of Hay and Elizabeth Streets near Belmore Park through to Cockle Bay at Darling Harbour is shown in Figure 4-1. This figure depicts the invert and obvert levels according to culvert dimensions, the ground surface level as derived from the DTM, and a minimum cover level of 500mm.

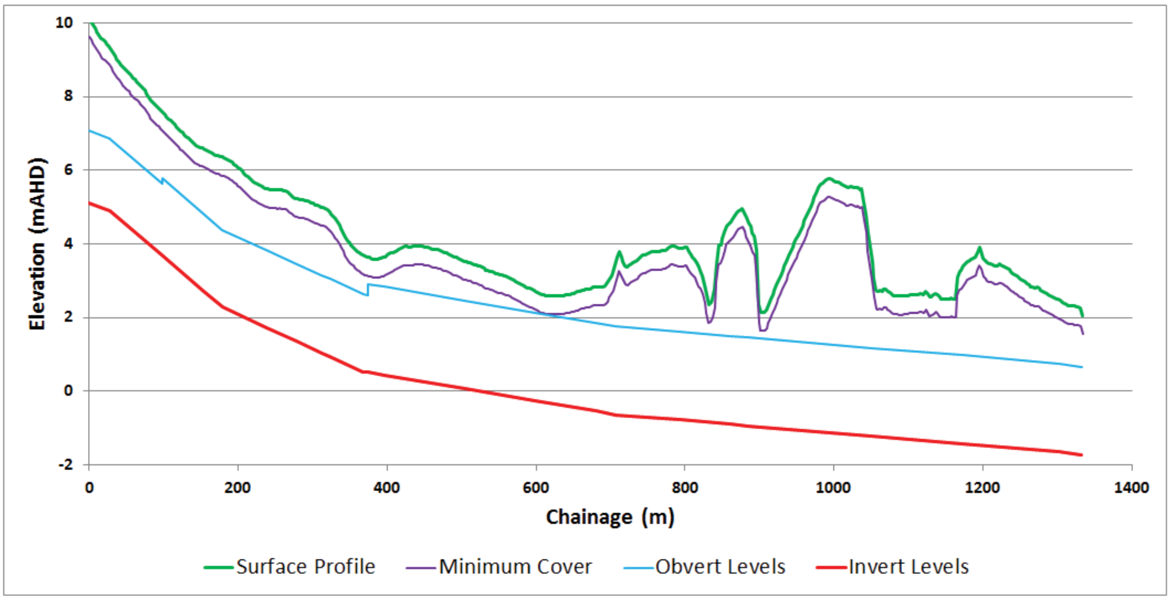


Figure 4-1 Sample stormwater drainage line longitudinal profile

All known stormwater pits and pipes within the study area have been included in the TUFLOW model. The study area contains a number of locations that would drain poorly without the inclusion of the pipe network. Modelling all pipes ensures that the drainage of these areas is well represented.

The pipe network, represented as a 1D layer in the model, is dynamically linked to the 2D domain at specified pit locations for inflow and surcharging, as illustrated in Figure 4-2.

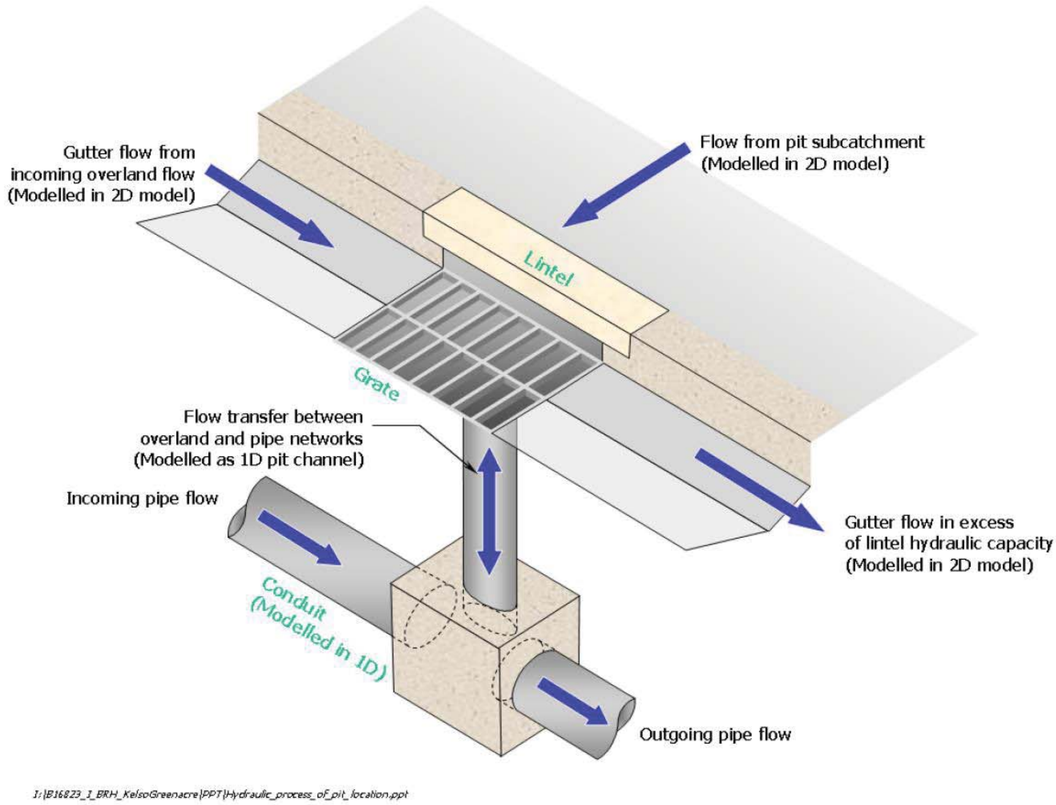


Figure 4-2 Linking underground 1D stormwater drainage network to the overland 2D domain

The modelled pipe network, comprising approximately 3150 pipes and has a combined run length of over 26km, is shown in Figure 2-5.

Pit inlet capacities have been modelled using lintel opening lengths and grate sizes based on the collected data. Pit inlet dimensions have been assumed where data were not available, based on site inspections and nearby pits. Pit inlet curves have been developed using an industry standard approach which rely on laboratory tests by the NSW Department of Main Roads and are considered sufficiently reliable for the purpose of this study. The pit inlet curves for a number of lintel opening and grate sizes, as applied in the TUFLOW model, are presented in Appendix D.

For the magnitude of events under consideration in the study, the pipe drainage system capacity is anticipated to be exceeded with the major proportion of flow conveyed in overland flow paths. Therefore any limitations in the available pipe data or model representation of the drainage system is expected to have little effect on results (see Section 8 full pit blockage sensitivity analysis).

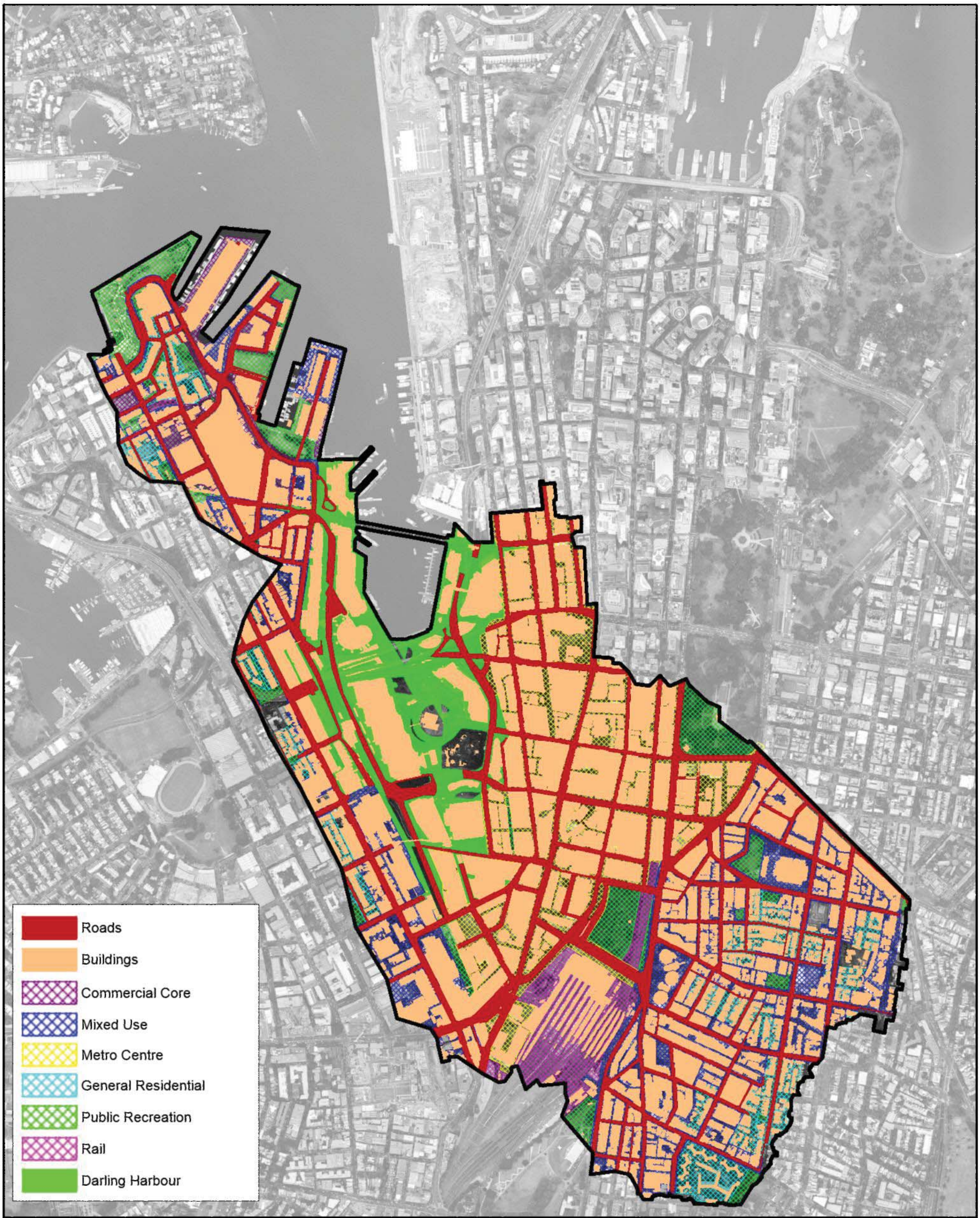
4.3.5 Hydraulic Roughness

The development of the TUFLOW model requires the assignment of different hydraulic roughness (Manning's 'n') zones. These zones are delineated from aerial photography and cadastral data identifying different land uses (e.g. vegetation, cleared land, roads, urban areas, etc.) for modelling the variation in flow resistance. The GIS layers and aerial photography supplied by Council has been used to generate the land use surface types and roughness zones for the study area. The base land use map used to assign the different hydraulic roughness zones across the model is shown in Figure 4-3.

The Manning's 'n' hydraulic roughness values adopted for each land use category are given in Table 4-1.

Table 4-1 Adopted Manning's 'n' hydraulic roughness values

Land Use Category	Manning's '*n*'
Roads	0.02
Public Recreation	0.05
Metro Centre	0.04
Rail Corridor	0.04
General Residential	0.04
Mixed Use	0.04
Commercial Core	0.04
Darling Harbour	0.03
Underground Pipes/Culverts	0.015



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Darling Harbour Catchment Land Use Categories

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4.3.6 Boundary Conditions

The model boundary conditions are derived as follows:

- Inflow – the catchment runoff is determined through the hydrological component of the model. With the direct-rainfall approach, rainfall is applied directly to every cell in the hydrologic catchment extent, where it is routed as sheet flow until the runoff contribution is substantial enough to generate an overland flow path. Flow is automatically transferred to the 1D domain where sufficient pipe and inlet capacity is available. Surcharging will then occur from the 1D to the 2D domain once the pipe capacity has been exceeded.

- Downstream Water Level – the downstream model limit corresponds to the tidal water level in Darling Harbour. A water level boundary has been applied at this location for the duration of the modelled events to both 1D and 2D model components.

As discussed in Section 4.2, a direct-rainfall approach has been adopted in the TUFLOW hydraulic model to determine the catchment inflows. As buildings have been removed from the TUFLOW model (refer to Section 4.3.2), rainfall volume corresponding to each building footprint is not accounted for in the direct-rainfall input. Rain falling on buildings has been accounted for in the TUFLOW model by using appropriate boundary features to calculate the runoff from each building, allocating the calculated flow around the perimeter of each building. This method has ensured that all rain falling on the buildings has been accounted for and represented as contributing to overland flow.

5 MODEL CALIBRATION AND VERIFICATION

5.1 Introduction

A key stage of the model development is calibration and verification. This demonstrates the models ability to replicate flooding using recorded inputs from real historic storms.

In order to undertake a full calibration process, the two types of required information could be summarised as model inputs and accounts of flood behaviour.

Model Inputs

Model inputs include historic rainfall depths recorded from pluviometers and corresponding historic records of Harbour water levels. Land use conditions and details of the stormwater network current for each historic event are also required.

Accounts of Flood Behaviour

Accounts of flood behaviour include gauged flows at downstream catchment locations and surveyed peak water levels marks across the catchment. Anecdotal descriptions of flood behaviour are also important though can be a less reliable record of flooding.

For the Darling Harbour catchment, model inputs for the majority of key historic flood events are well known. Observatory Hill has a long record of rainfall data and long records of Harbour water levels recorded at Fort Denison are available. What is limiting, is the accounts of flood behaviour. The value of the calibration process in simulating historic flood events in the Flood Study model may be limited if the results cannot be compared with reliable accounts of the actual flood behaviour.

In the Darling Harbour catchment, there are not any flow gauges in the catchment to compare modelled flows and no survey of peak flood levels have been undertaken following historic flooding. Anecdotal accounts of flooding are available from Sydney Water records and from community consultation undertaken during the study.

5.2 Selection of Calibration Events

The selection of suitable historical events for calibration of computer models is largely dependent on available historical flood information. Ideally the calibration and verification process should cover a range of flood magnitudes to demonstrate the suitability of a model for the range of design event magnitudes to be considered.

Review of the available data for the Darling Harbour catchment, including the community consultation data, showed there are very few events with any recorded flood levels or observations of flood behaviour within the catchment. Table 5-1 summarises specific rainfall events identified from the community consultation which resulted in flooding of property in addition to events extracted from the Sydney Water Corporation Historic Flood Database. In most instances, exact dates were not reported by community respondents requiring the date to be assumed following analysis of available rainfall data.

Table 5-1 Available calibration data for the Darling Harbour catchment

Storm Event	Locations with Reported Flooding	Community Consultation	Sydney Water Corporation Database
March 2012	0	✓	
February 2010	1	✓	
2010	1	✓	
2011	1	✓	
September 2012	1	✓	
April 2013	1	✓	
March 2013	1	✓	
12 August 1983	2		✓

Of the events identified, there is no single event which stands out as being suitable for undertaking a detailed model calibration. Furthermore, none of the key historic events identified by Council listed in Table 2-1 have any reported flood levels or flood observations.

Following assessment of available rainfall and tidal data and the events listed in Table 5-1, the 12 August 1983 and 3 April 2013 events were selected for the model calibration and verification process. Whilst there were no specific reports of flooding associated with the event, the 8 March 2012 event has been used to verify general flooding behaviour within the Darling Harbour catchment.

Referring to the feedback received from the community consultation exercise, not all respondents indicated the dates upon which the reported flooding behaviour occurred. To maximise the value of the community consultation, it was desirable to consider all reports of flooding from residents even when the flood event was not specified. Accordingly, reports of general flooding behaviour and observed flow paths, not attributed to any specific storm event, were considered in the model validation process. The 8 March 2012 was simulated as an additional model validation event for comparison with the community observations in relation to flow paths and general flooding behaviour.

The distribution of rainfall gauge locations in the vicinity of the Darling Harbour catchment is shown in Figure 2-2. Given the proximity of the Observatory Hill gauge to the Darling Harbour catchment, the rainfall data from Observatory Hill has been applied uniformly across the Darling Harbour catchment for all events assessed.

5.3 Model Parameters Adopted for Calibration

For all calibration events modelled, the same parameter values have been adopted for rainfall losses and hydraulic roughness. Given the paucity of calibration data across the study area, there was insufficient justification for varying values for these parameters between the different events being modelled. The values adopted for these parameters are summarised in Section 5.10.

The main parameter adjusted in the calibration process was the degree of blockage applied to elements of the stormwater drainage network. Adjustments made to account for blockage are discussed further herein for each calibration event.

5.4 Model Calibration – 12 August 1983

5.4.1 Rainfall and Harbour Water Level Data

Figure 5-1 shows the recorded Harbour water levels at Fort Denison and rainfall depths recorded at Observatory Hill. A total rainfall depth of approximately 55mm fell over a 4 hour period with the peak of the rainfall occurring at 5:15 AM, coinciding with a low tide level of -0.9m AHD.

The recorded rainfall depths at the Observatory Hill rainfall gauge have been compared with the design IFD data, as shown in Figure 5-2. This indicates that the rainfall event was of a magnitude comparable with a 1 year ARI design rainfall event for durations between 2 hours and 4 hours.

5.4.2 Observed and Simulated Flood Behaviour

Two reports of flooding in the Darling Harbour study area were recorded in the Sydney Water Corporation Historical Flood Database, summarised as follows:

- Batman Lane (between Reservoir and Ann Streets), Surry Hills: Floodwater entered these properties.
- Commonwealth Street (between Reservoir and Ann Streets), Surry Hills: Floodwaters ponded in the street though did not enter the properties.

Both of the locations where flooding was reported for this event are trapped low points which rely on drainage from the pipe system. Accordingly, flooding characteristics at these locations are sensitive to pit blockage assumptions. Blockages are very likely given the large number of trees in the immediate area and further upstream within the contributing catchment. This inference is supported by the feedback received from a current resident of Batman Lane who reported that pit blockage from leaves is a contributing factor to flooding at this location.

The exact pit configuration present during the event in August 1983 is not known and it is therefore not known whether upgrade or augmentation works have been undertaken in this location in the time since August 1983.

Figure 5-3 presents the flood modelling results of 12 August 1983 which assumes blockage of the pit inlets in the trapped low points.

The flooding reports are highly localised and indicate flooding from the same overland flow system. Model calibration using the 12 August 1983 event is therefore useful only in calibrating and verifying the flood behaviour in this upper region of the Darling Harbour catchment within Surry Hills. Based on the available data, the model is considered to be adequately representing the observed flooding behaviour for the 12 August 1983 event.

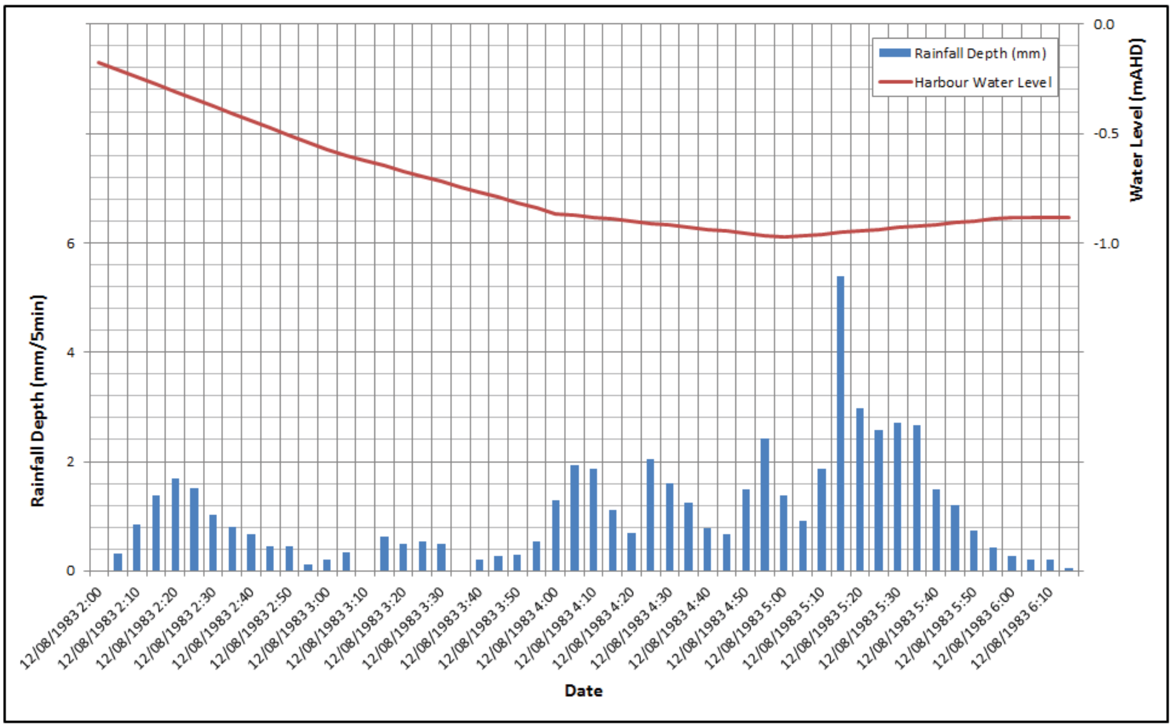


Figure 5-1 Recorded rainfall and harbour water Level – 12 August 1983

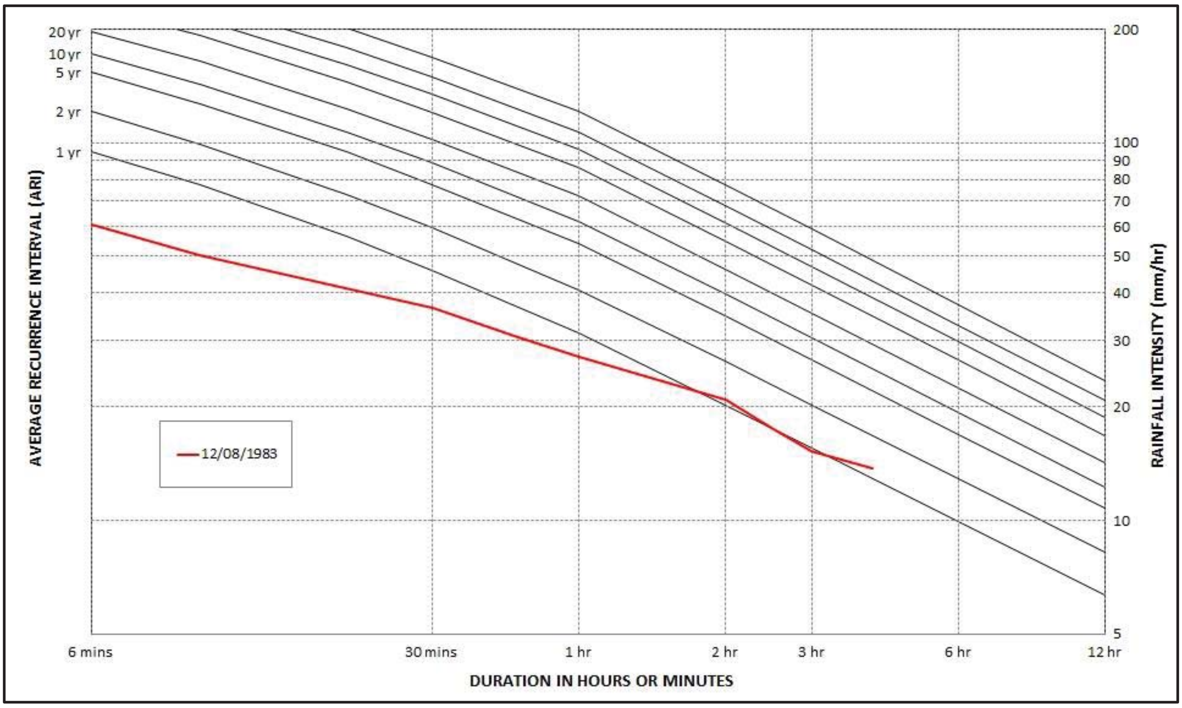
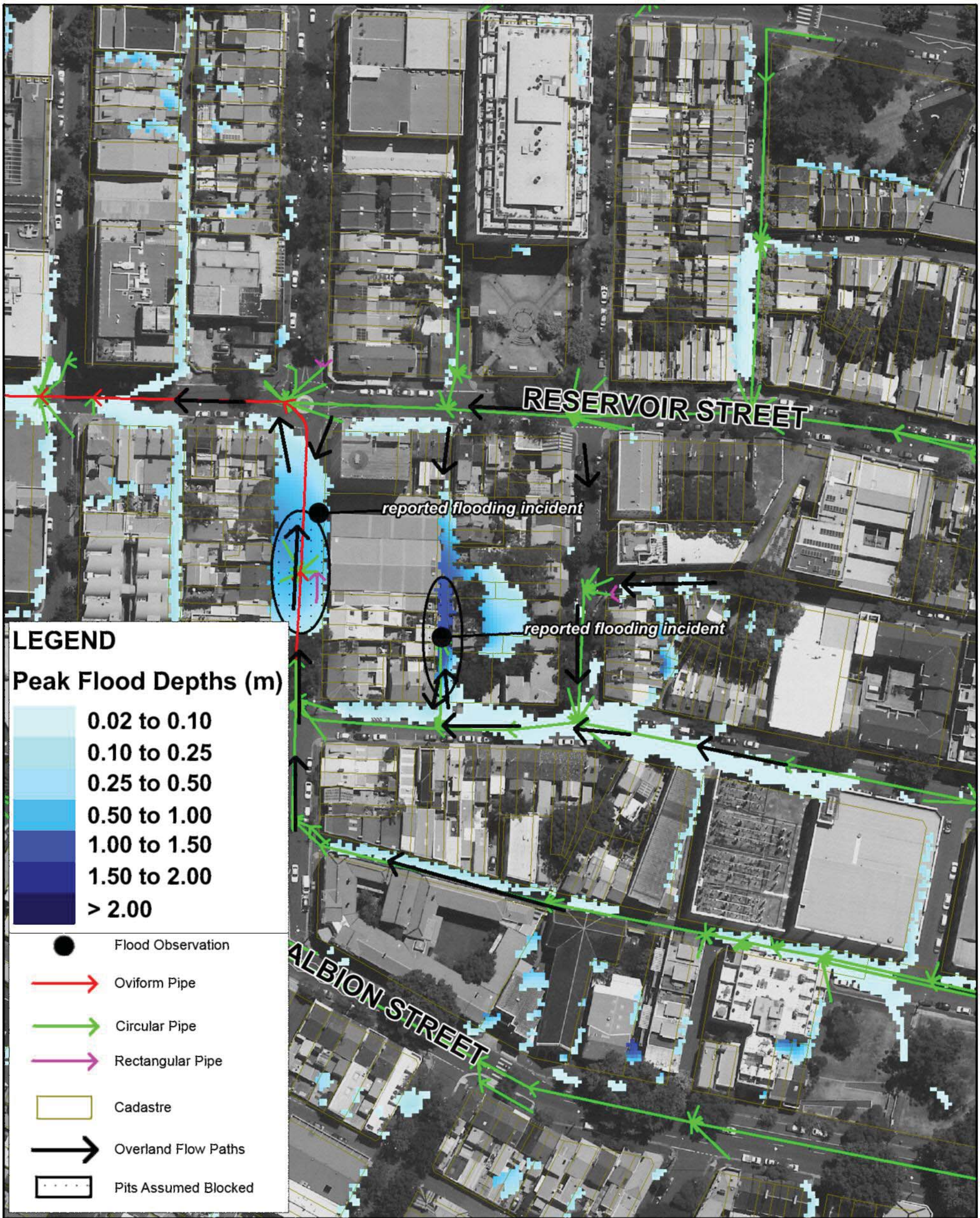


Figure 5-2 Comparison of 12 August 1983 rainfall with IFD relationships



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Model Calibration Results
12 August 1983

Figure: 5-3

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5.5 Model Calibration – 3 April 2013

5.5.1 Rainfall and Harbour Water Level Data

Figure 5-4 shows the recorded Harbour water levels at Fort Denison and rainfall depths recorded at Observatory Hill. The rainfall event commencing on 3 April 2013 was characterised by two distinct rainfall bursts with less intense intermediate rainfall summarised as follows:

- The first major burst commenced at 06:55 on 3 April with a total depth of 23.4mm falling in 1 hour;
- 30mm of rain fell over the ensuing 19 hours;
- The second major burst commenced at 03:00 on 4 April with a total depth of 22mm falling in 1 hour.

The total rainfall event occurred over 24 hours with the downstream tide levels varying from a low tide of -0.27m AHD to a high tide level of 0.93m AHD, as shown in Figure 5-4.

The recorded rainfall depths at the Observatory Hill rainfall gauge have been compared with the design IFD data, as shown in Figure 5-5. This indicates that the rainfall event was of a magnitude comparable with a 1 year ARI design rainfall event, corresponding to a short 30 minute burst period within the overall event.

5.5.2 Observed and Simulated Flood Behaviour

A single flooding incident was reported for this flood event, being the flooding that occurred at a car park on Mary Ann Street, Ultimo, shown in Figure 5-6. Also shown in this figure are the peak depths resulting from the modelling undertaken.

As with the 12 August 1983 calibration event, blockage assumptions were required in order to replicate observed flood behaviour. The precise entrance level of the car park is not known, though based on modelling undertaken the ponded depths at the low points adjacent to the car park appears to be high enough to cause flooding within the car park.

In lieu of more detailed observations for this event, the model is considered to be adequately representing the observed flooding behaviour.

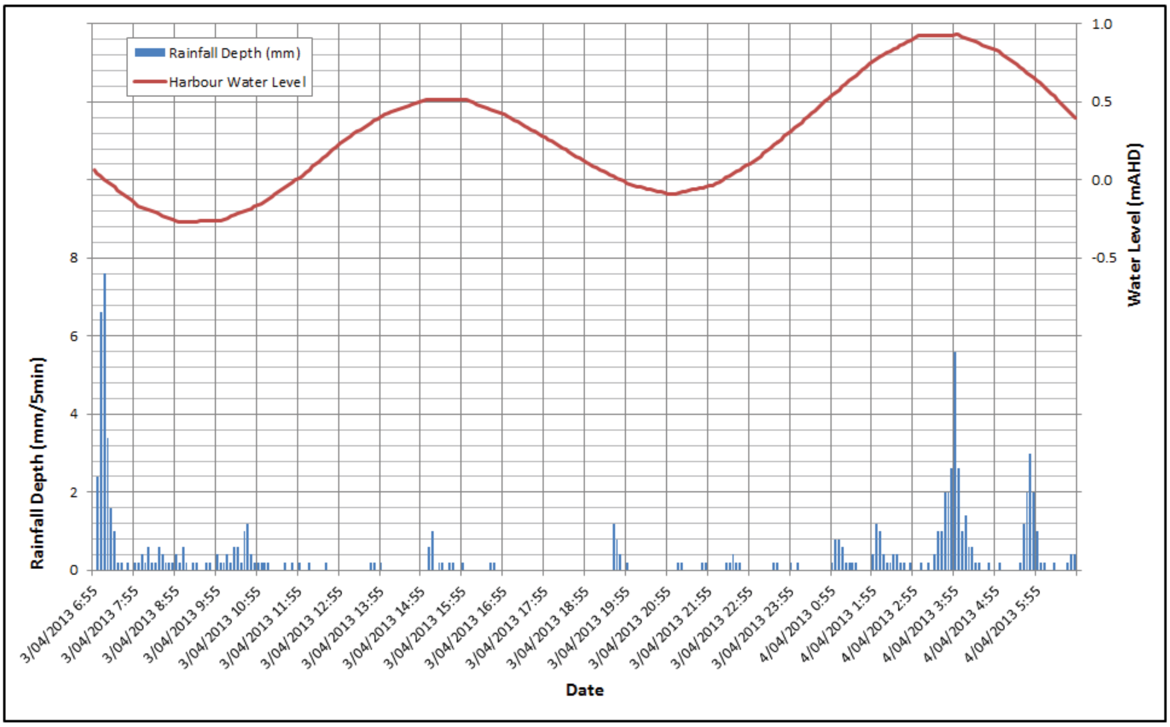


Figure 5-4 Recorded rainfall and harbour water level – 3 April 2013

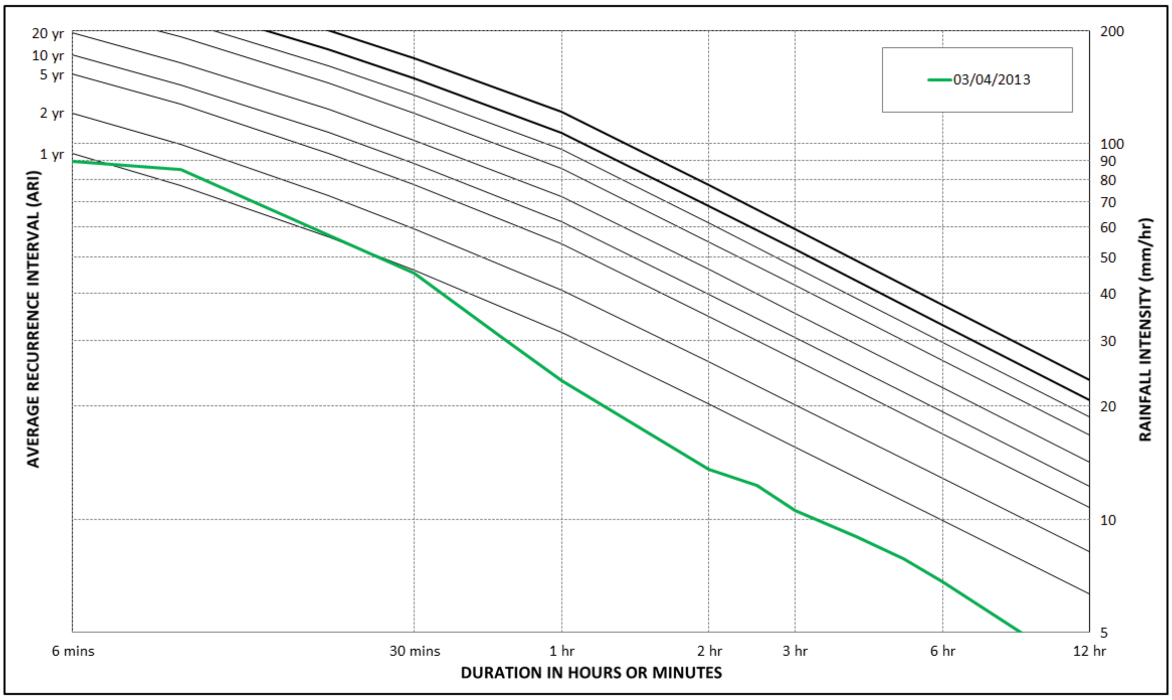
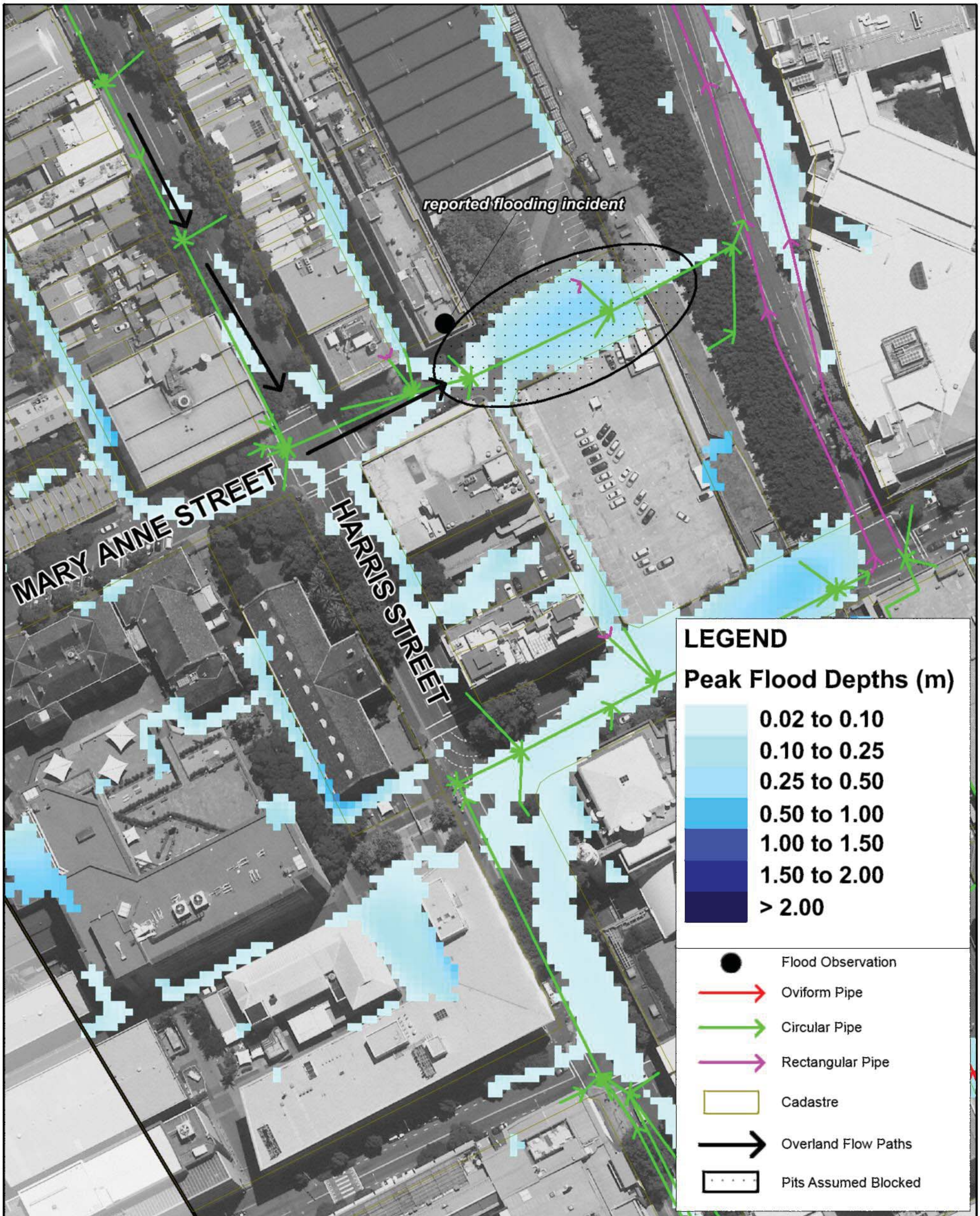


Figure 5-5 Comparison of 3 April 2013 rainfall with IFD relationships



Title:

Model Calibration Results
3 April 2013

Figure: 5-6

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5.6 Model Calibration – 8 March 2012

5.6.1 Rainfall and Harbour Water Level Data

Figure 5-7 shows the recorded Harbour water levels at Fort Denison and rainfall depths recorded at Observatory Hill. A total rainfall depth of approximately 74mm fell over an 8 hour period with the rainfall event generally coinciding with a high tide level of 1.11m AHD.

The recorded rainfall depths at the Observatory Hill rainfall gauge have been compared with the design IFD data, as shown in Figure 5-8. This indicates that the rainfall event was of a magnitude comparable with a 2 year ARI design rainfall event for durations between 30 minutes and 6 hours.

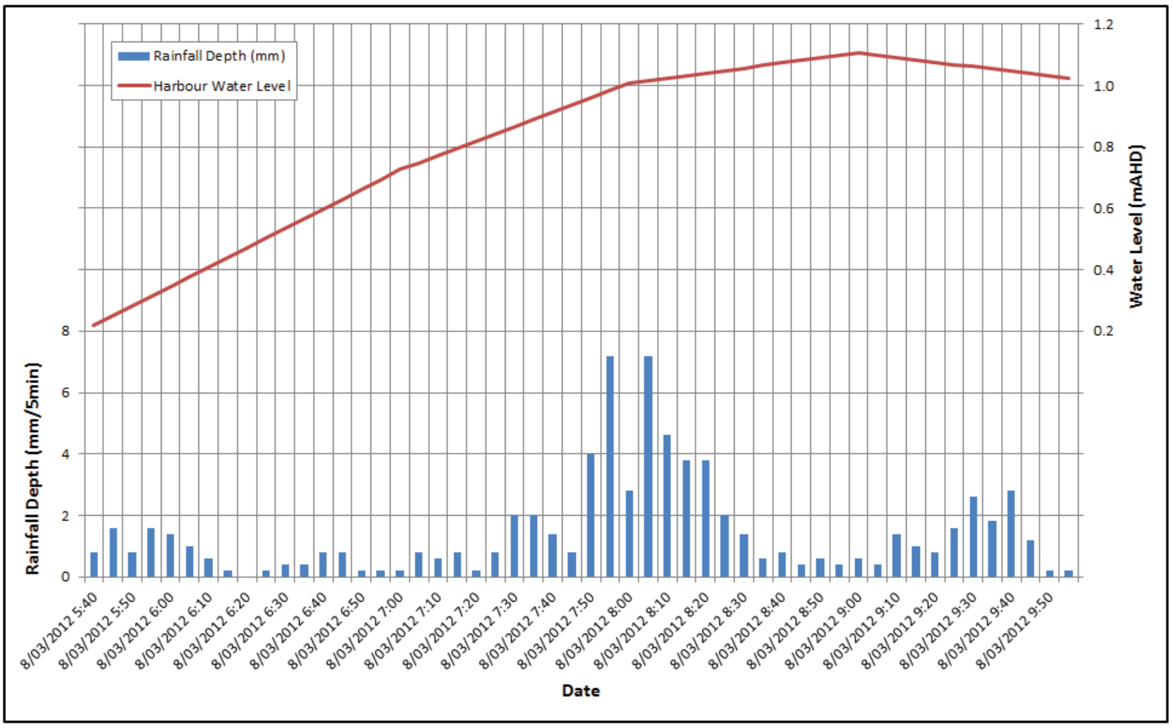


Figure 5-7 Recorded rainfall and harbour water level – 8 March 2012

5.6.2 Observed and Simulated Flood Behaviour

Results of modelling at the key locations reported by the community consultation respondents are discussed in the following sections.

5.6.2.1 Pitt Street (near Wilmot Street), Sydney

Resident reported repeated flooding of car park and expressed concerns about safety.

Figure 5-9 shows that Pitt Street is an overland flow path at this location and, depending on entrance level to the car park, may result in flooding from street level.

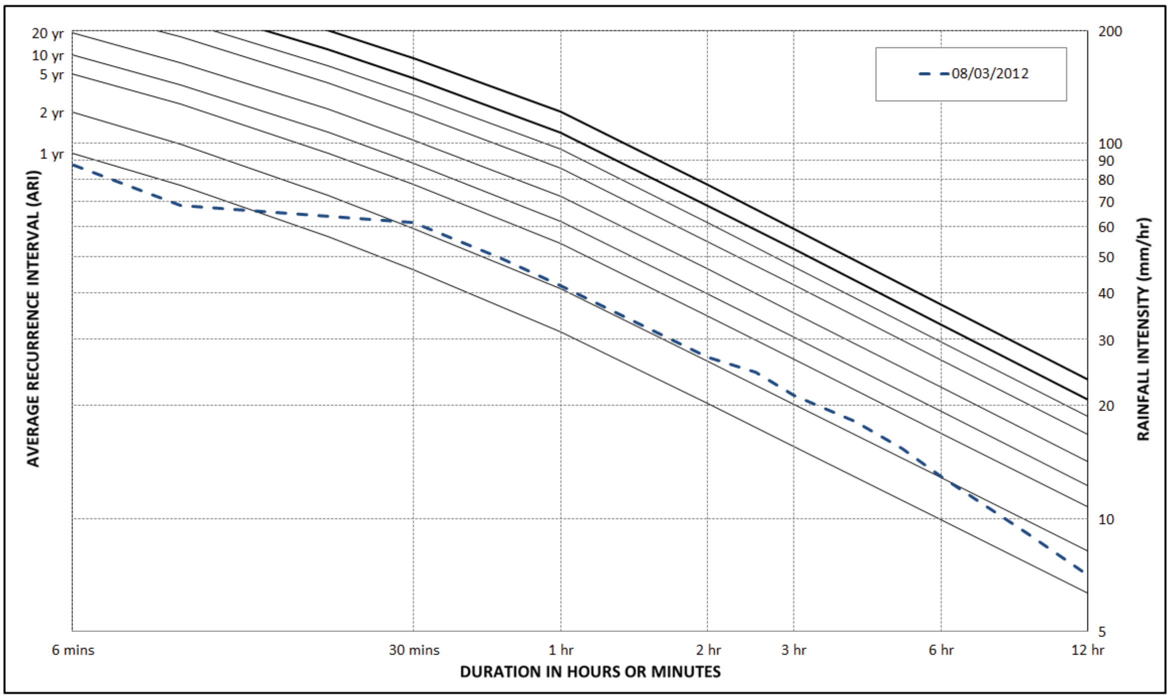


Figure 5-8 Comparison of 8 March 2012 rainfall with IFD relationships

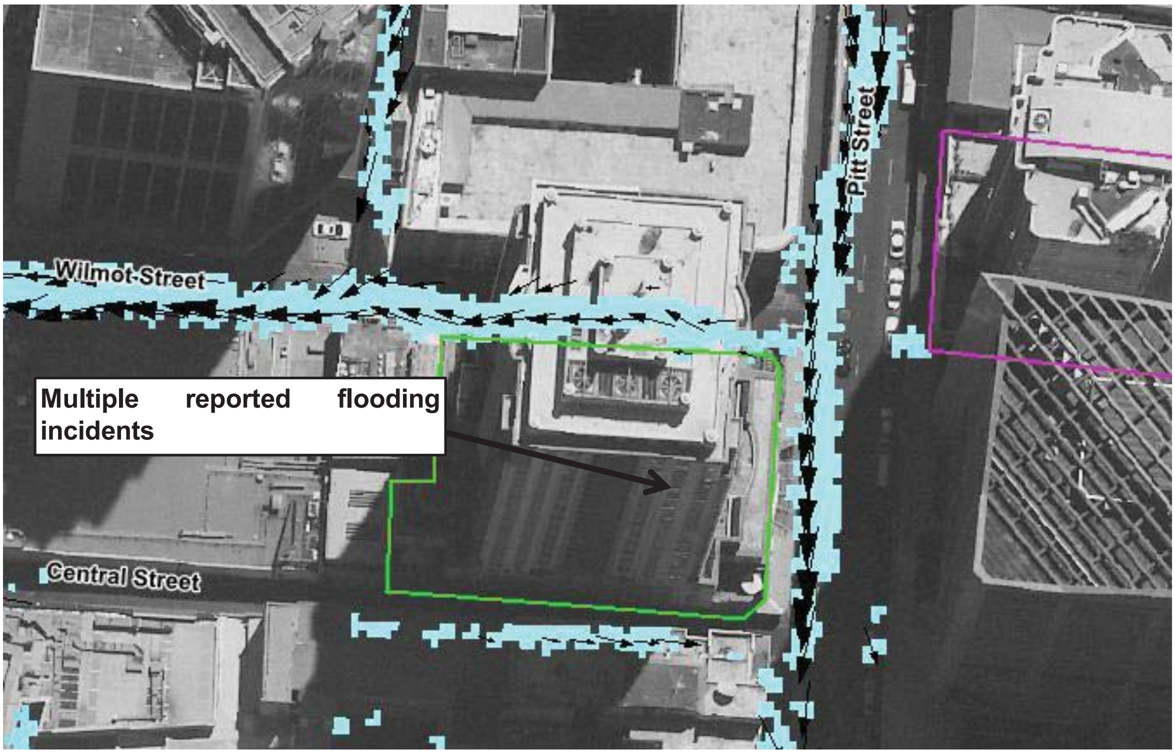


Figure 5-9 Flooding reports at Century Tower

5.6.2.2 Corner of Goulburn Street and Wentworth Street, Sydney

At the corner of Goulburn Street and Wentworth Street, it was reported that flood water exceeded the height of the gutter, flowed onto footpath and passed through front entry doors of a commercial building. The respondent did not remember the date on which this event occurred.

Figure 5-10 shows that this location is at the confluence of overland flow paths from Alberta Street, Commonwealth Street and Wentworth Street. The reported flow behaviour is supported by modelling which demonstrates this location is part of an overland flow path.

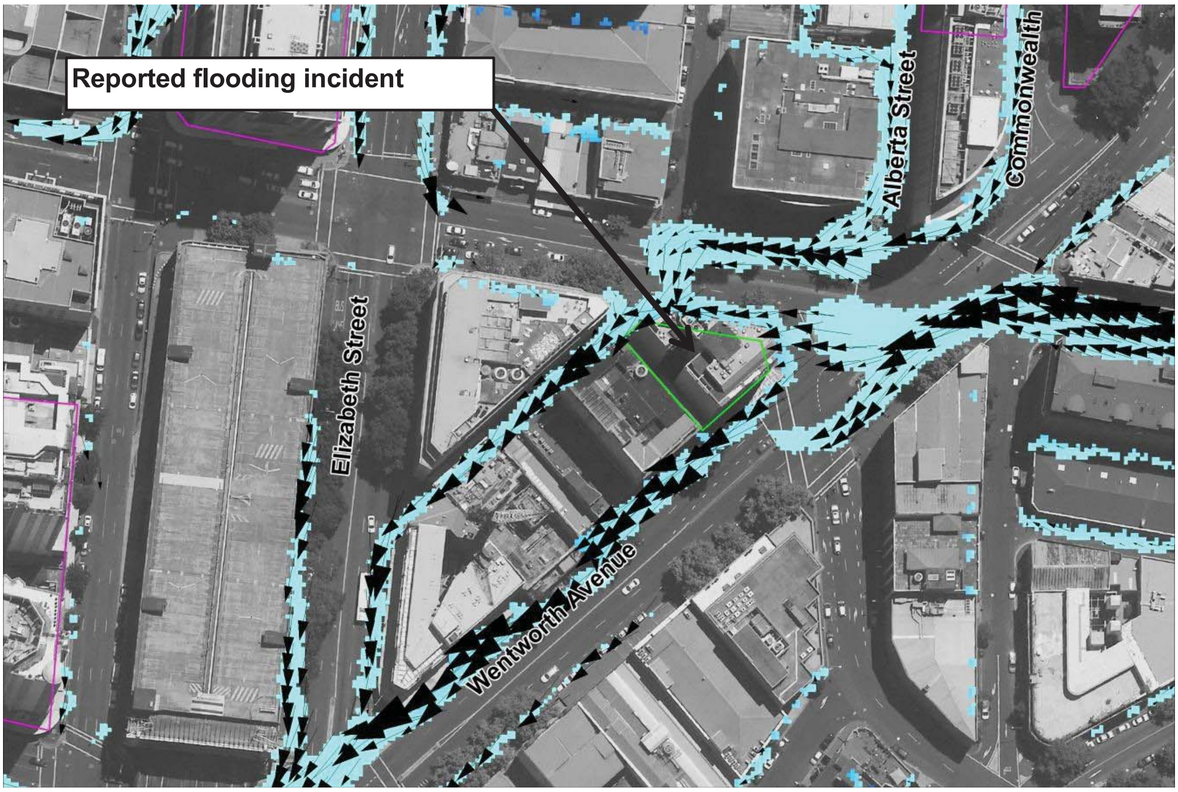


Figure 5-10 Flooding reports at corner of Goulburn and Wentworth Streets

5.6.2.3 Commonwealth Street, Surry Hills (flooding from Batman Lane)

A long term resident (10 years) reported flooding of their garage at the rear of the property which possibly occurred in 2005. The respondent also reported blockage of the drainage system inlet from rubbish left in Batman Lane. This reiterates the requirement for some degree of blockage to be incorporated into the design modelling.

Figure 5-11 shows the location of reported flooding. The figure does not show enough water to contribute to flooding of the garage, though a flow path (albeit shallow) along Batman Lane is shown. Flooding from a larger event may cause minor flooding at this location. Since the location is so high in the catchment, extensive flooding is unlikely without compounding influences such as blockage of drainage paths (lane way gutters etc.).

Figure 5-11 Flooding reports at Commonwealth Street from Batman Lane

5.6.2.4 Crown Street Public School, Surry Hills

Two separate reports indicate water flows onto Crown Street via Crown Street Public School in Surry Hills. A resident reported that flood waters have drained into their cellar in 2009, 2010, 2011 and 2012.

Figure 5-12 shows the modelling results indicating that Crown Street is functioning as an overland flow path and a flow path draining from the school is further observed, thus replicating the reported flood behaviour.

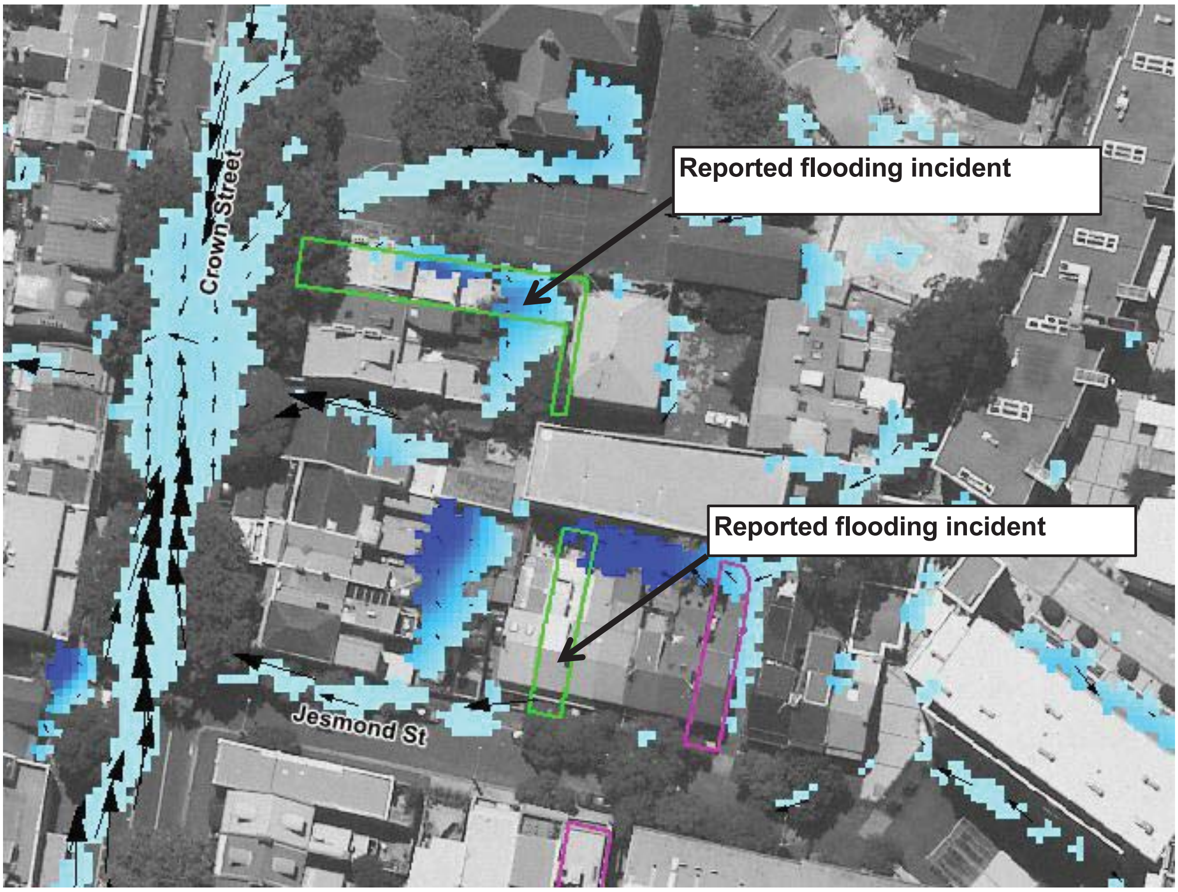


Figure 5-12 Flooding reports near Crown street school

5.7 Historical Accounts of Flooding from TROVE database review

Section 2.4 presents results of a review of newspaper articles for further insight into key historic flood events and flood behaviour within the Darling Harbour catchment. The database details were restricted to flooding events prior to approximately 1950. Catchment conditions, including stormwater drainage infrastructure and extent of development, are likely to be significantly different now compared with conditions at the time of these historical records which limits the validity of using these details for model calibration. However, these historic details can be useful to verify that flooding occurs in the reported locations, thus validating the modelling tool developed for this study. A comparison of the reported flood mechanisms has been made with modelled conditions of the 8 March 2012 event.

In the Darling Harbour catchment the key accounts of flooding are as follows:

- Main flow path identified near Central Railway Station from Surry Hills (June 1949);
- Haymarket – 4 feet deep (March 1912);
- Ultimo Road – 5 feet deep (June 1949); and
- Darling Harbour flooding has been reported to be exacerbated by a high tide coinciding with a local rainfall event (April 1905).

Figure 5-13 and Figure 5-14 show the modelled peak flood depths near Central Railway station and the Haymarket region, respectively.

Eddy Avenue is shown to function as an overland flow path conveying upstream flows from Foveaux Street and Elizabeth Street. The modelled flow is shallow with a peak depth of only 0.15 m. The flow however is relatively quick moving having a peak velocity of 1.3 m/s. This flow type supports the fast flowing characteristics described in the historical accounts; however, the depth of water predicted in the model is less than reported.

The June 1949 flood event was an approximately 5 year ARI (20% AEP) event compared to the modelled event which was a 2 year ARI event providing some explanation for the difference in flow magnitude. Upstream catchments conditions would also have been different. It is not known if the dedicated bus lane which is conveying the water in Figure 5-13 existed in 1949.

Modelled flooding in the Haymarket region and at Ultimo Road is shown to generally agree with the behaviour observed. In 1912 4 feet (1.2 m) of water was reported in Haymarket and 5 feet (1.5 m) of water was reported on Ultimo road. Albeit at a different scale, these two flood indicators are both replicated in the TUFLOW verification modelling. There are numerous reasons why the modelled flood depths are different to observed conditions including the fact the verification event was a 2 year ARI event instead of a 5 year ARI event for 1949. Event pit blockages and the pit/pipe configuration in 1949 are unknown and would also influence water depths.

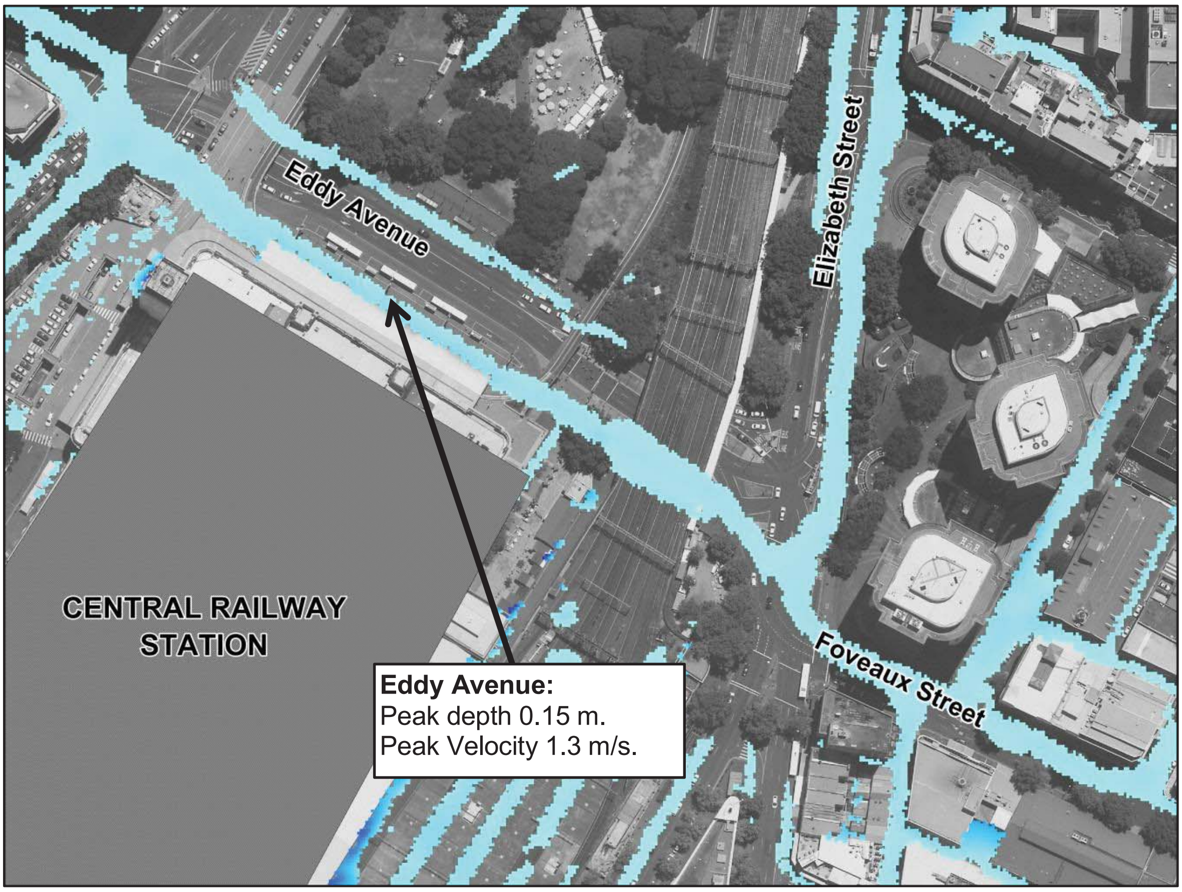


Figure 5-13 Peak flood depths at Eddy Avenue near Central Railway Station

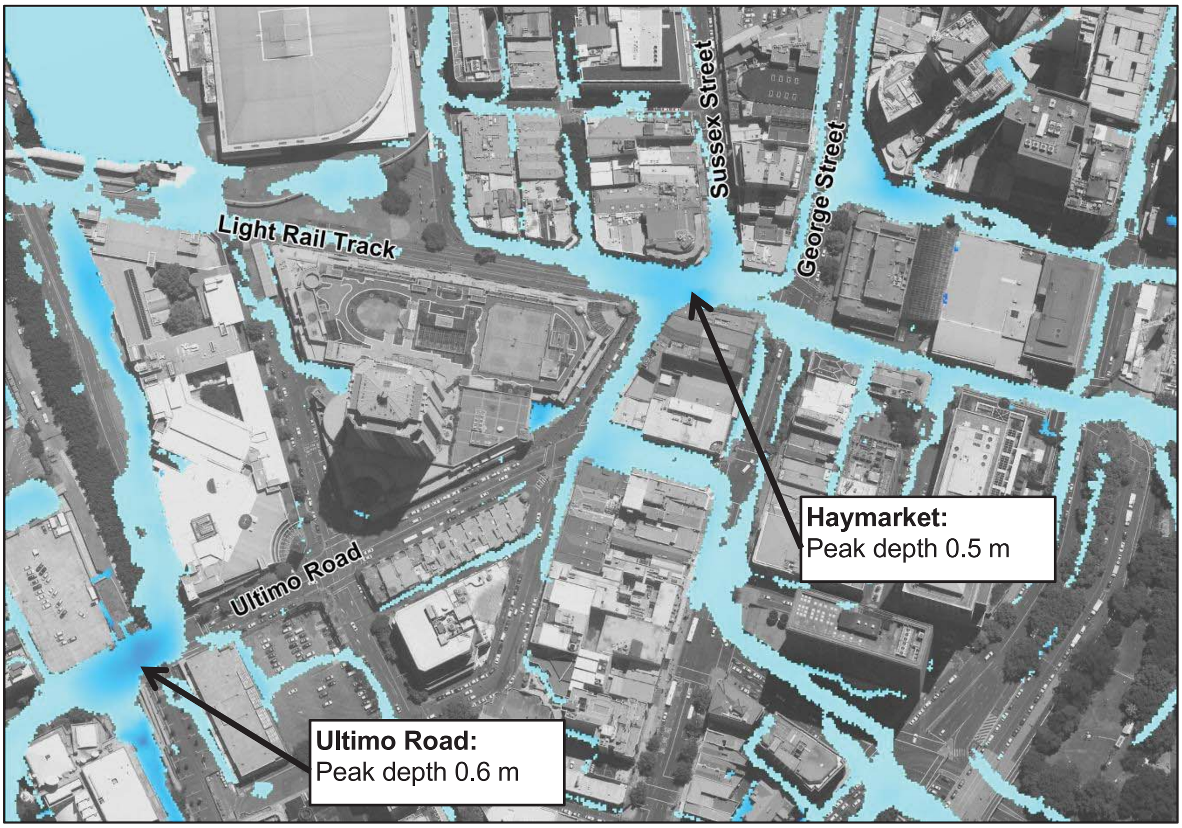


Figure 5-14 Peak flood depths at Haymarket and Ultimo Road

Due to the anecdotal nature of the newspaper flood reports and the fact that the reported flood events occurred over 60 years ago, these flood observations could not be strictly used as a calibration data set. Replication of the general flow behaviour however has proven valuable in validating the model schematisation.

5.8 Historical Accounts of Flooding from SWC Records

As presented in Section 2.3, SWC has an extensive database of historic flood reports. Reports of flooding prior to 1983 were not considered as calibration events since the catchment conditions which resulted in the flooding are unknown. However, these historic details can be useful to verify that flooding occurs in the reported locations, thus validating the modelling tool developed for this study. A comparison of the reported flood mechanisms has been made against those modelled by the 8 March 2012 event.

Figure 5-15 and Figure 5-16 shows the SWC flooding reports which weren’t included as part of the model calibration. It is noted that the location of these flooding reports are approximate, since the address references often refer to buildings which no longer exist.

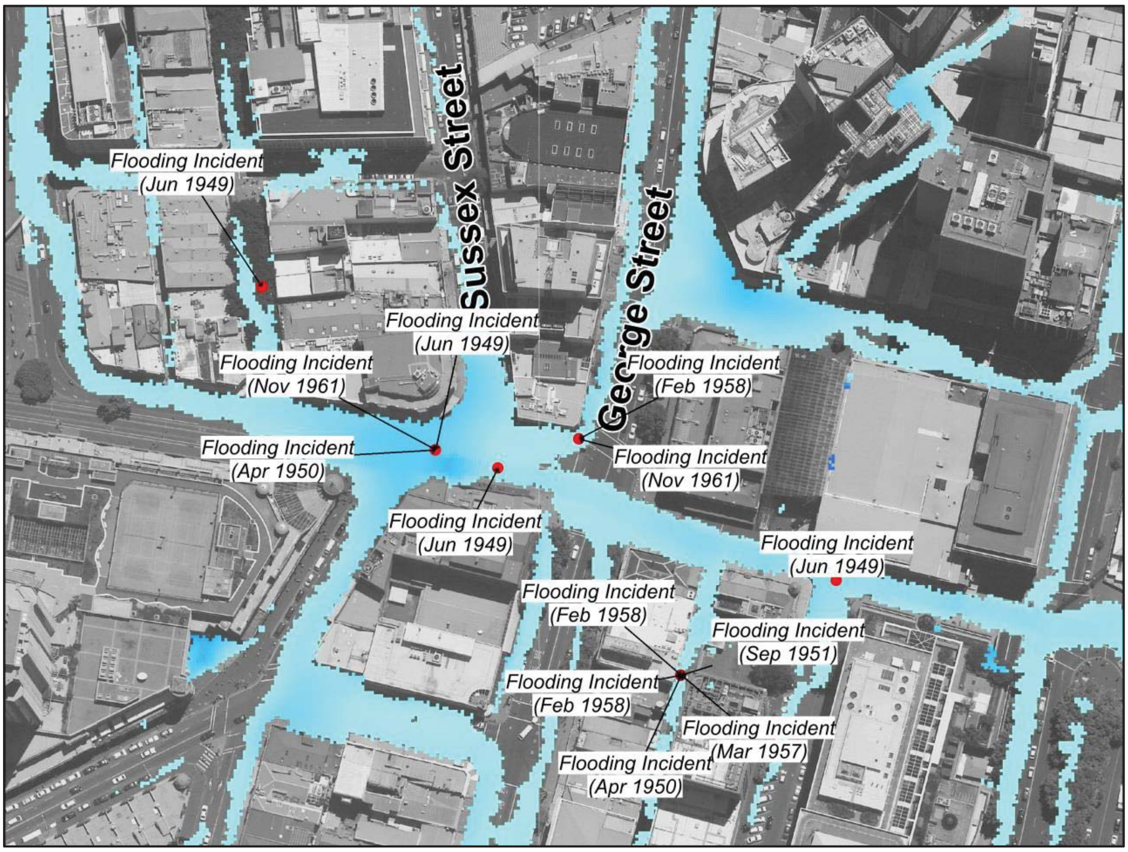


Figure 5-15 SWC historic flooding reports in Haymarket area

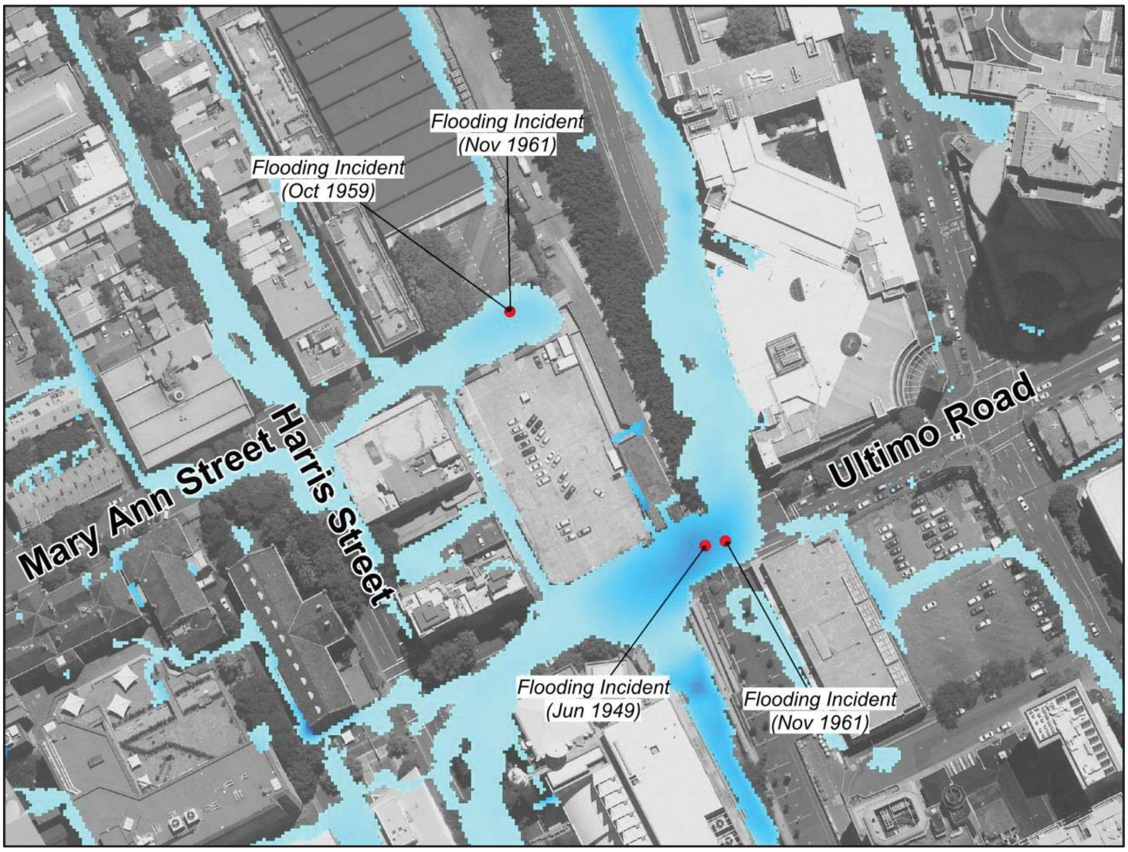


Figure 5-16 SWC historic flooding reports in Ultimo area

As presented in Figure 5-15 and Figure 5-16, the historic reports of flooding consistently affect the same locations. Further, current catchment flood modelling shows flooding still occurs at the historic locations.

Parker Lane had reported flooding in April 1950, September 1951, March 1957 and February 1958. Flooding at this location resulted in garage and basement flooding, flooding of a public convenience and footpath flooding.

The intersection of Sussex, George, Hay and Thomas Streets has reported flooding in June 1949, April 1950, February 1958 and November 1961. Flooding at this location resulted in hotel cellar flooding, ground floor shop flooding and road flooding.

Flooding on Dixon Street resulted in hotel cellar flooding and on Campbell Street flood waters rose to above the level of the building line.

Ultimo Road had reported flooding in June 1949 and November 1961 with road flooding threatening buildings. The tram depot near Omnibus Lane and Mary Ann Street reported flooding in October 1959 and November 1961.

At all locations, modelled flooding is shown to provide a reasonable representation of the observed behaviour.

5.9 Catchment Flow Verification

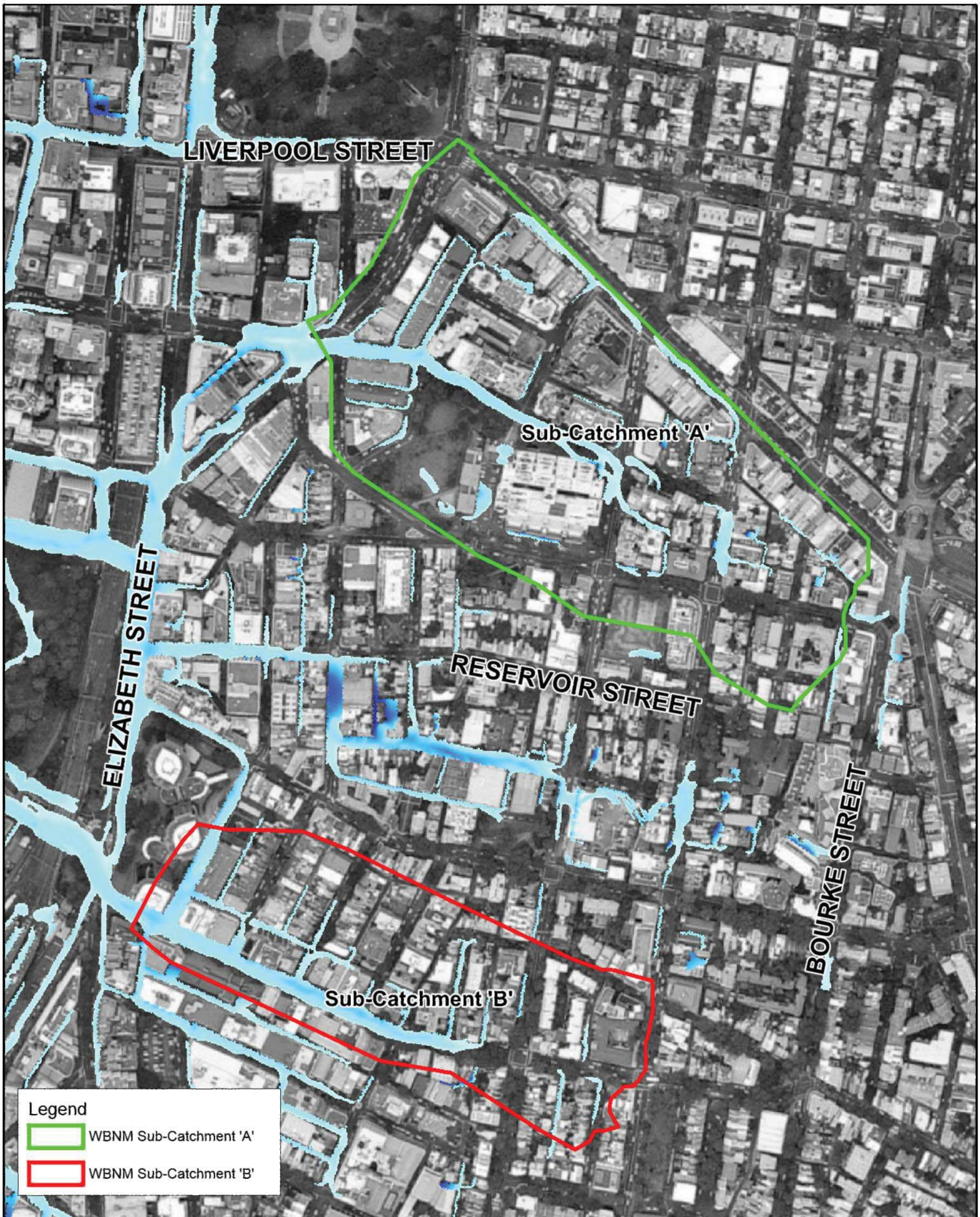
Verification of the adopted “direct-rainfall” approach for modelling the catchment hydrology has been achieved by undertaking additional hydrological modelling of selected sub-catchments within the overall study area using alternate modelling methods.

The verification approach involved setting up a WBNM model for two separate sub-catchments, as shown in Figure 5-17.

5.9.1 Watershed Bound Network Model (WBNM)

WBNM is a runoff-routing hydrological model used to represent catchment rainfall-runoff relationships. WBNM has been developed and tested using Australian catchments in the states of NSW, Queensland, Victoria and South Australia. WBNM models are developed on the basis of a catchment divided into a number of sub-areas based on the stream network. This allows hydrographs to be calculated at various points within the catchment, and the spatial variability of rainfall and rainfall losses to be modelled. WBNM separates overland flow routing from channel routing, allowing changes to either or both of these processes, for example in urbanising catchments.

WBNM uses a Lag Parameter (also referred to as the C value) to calculate the catchment response time for runoff. The Lag Parameter is important in determining the timing of runoff from a catchment, and therefore the shape of the hydrograph. The general relationship is that a decrease in lag time results in an increase in flood peak discharges (Boyd et al., 2007).



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Darling Harbour **Sub-Catchments for Catchment Flow Verification**	5-17	A

BMT WBM endeavours to ensure that the information provided in this map is correct at the time of publication. BMT WBM does not warrant, guarantee or make representations regarding the currency and accuracy of information contained in this map.

0 125 250m
Approx. Scale

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5.9.2 Flow Verification Results

The WBNM model has been schematised using recommended parameters to represent the subject sub-catchments.

Modelling using both WBNM and the TUFLOW model developed for this study has been undertaken for the following design rainfall events:

- 10% AEP, 90 minute duration storm; and
- 1% AEP, 90 minute duration storm.

Comparisons between the calculated catchment discharge and the cumulative volume are given in Figure 5-18 for sub-catchment ‘A’ and Figure 5-19 for sub-catchment ‘B’. The figures show that for both catchments and for both design storms modelled, the flow generated by TUFLOW correlates well with the WBNM estimates. The following observations can be made:

- The timing of the rising limbs of the hydrographs compare favourably;
- The timing of the peaks and troughs in the hydrographs shape compare favourably;
- TUFLOW produces a slightly more ‘peaky’ catchment response with marginally higher peak flows; and
- WBNM produces a higher cumulative volume of runoff.

WBNM has been verified against empirical data and can therefore be relied upon to provide a reasonable estimate of the expected runoff for these sub-catchments. However, WBNM is a lumped catchment approach and does not represent all the physical features within the catchment which are being modelled in the TUFLOW model (e.g. steep, paved overland flow paths), which may explain some of the differences in the calculated hydrograph shapes.

The differences in cumulative volume can be attributed to the residual volume of water in the TUFLOW model (water trapped in storage) throughout the simulation. Once this residual volume has been taken into account, the difference between the total volumes calculated between the two methods is less than 2%.

The good correlation demonstrated between the two modelling methods indicates that the modelling methodology adopted for the Darling Harbour Flood Study provides a reasonable basis to assess overall flood behaviour.

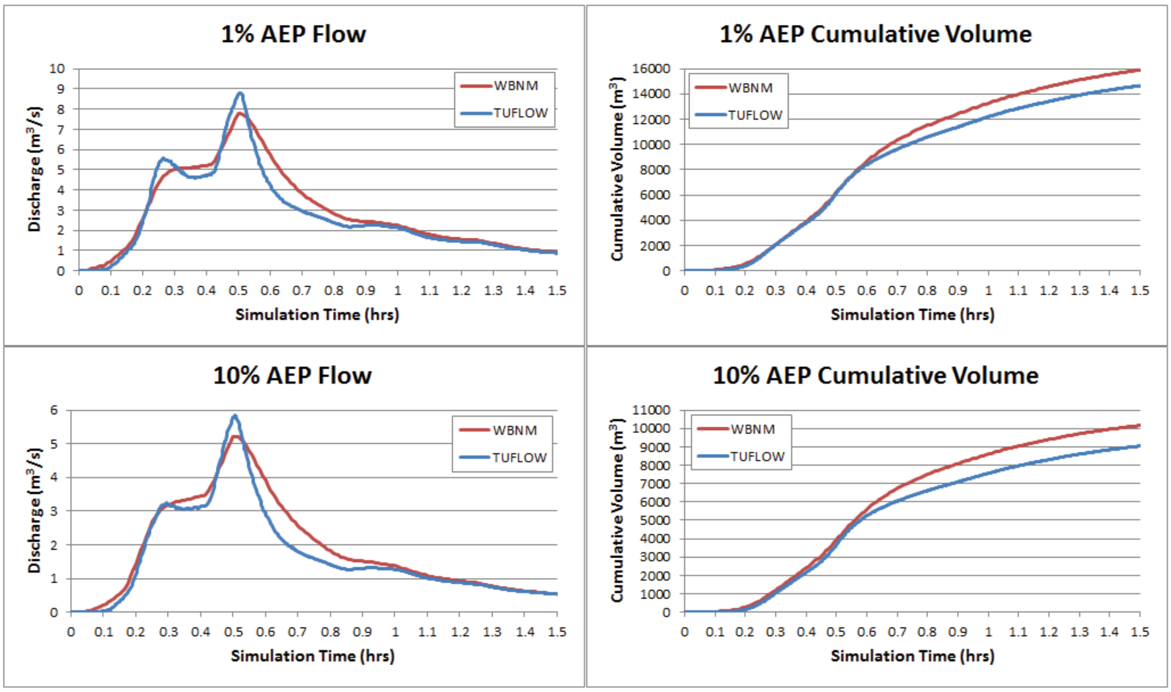


Figure 5-18 Catchment Flow Verification for Sub-Catchment 'A' (15ha area)

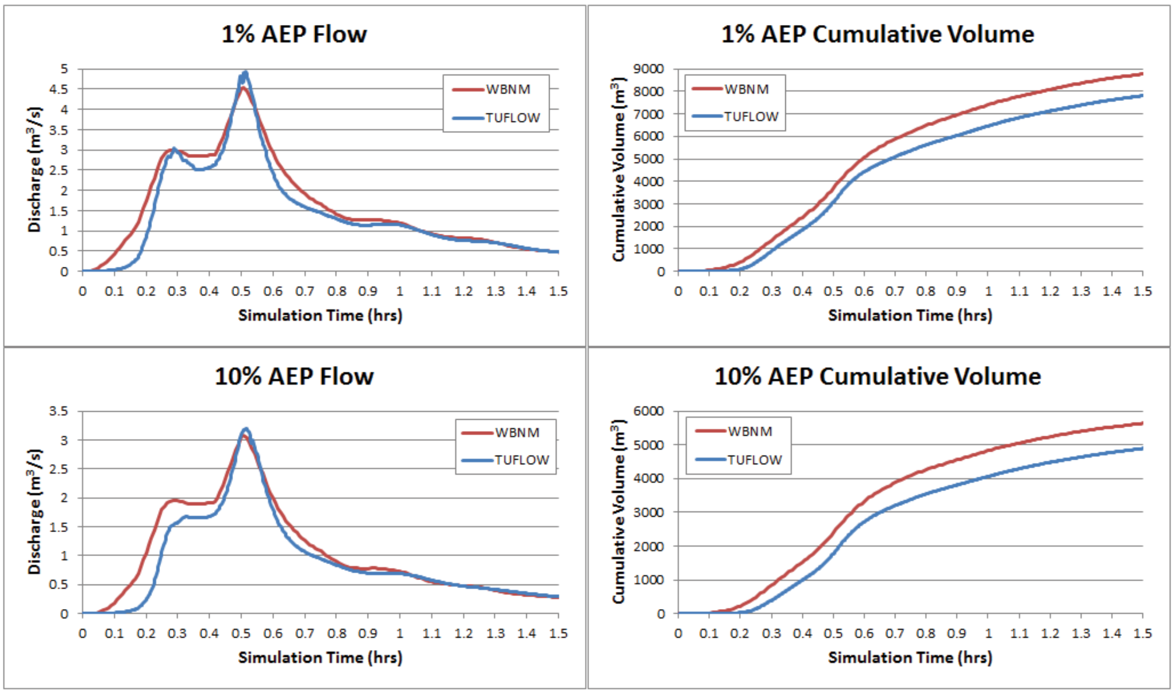


Figure 5-19 Catchment flow verification for sub-catchment 'B' (8.2ha area)

5.10 Model Parameters Adopted for Design Event Modelling

The values for the Manning's '*n*' roughness and rainfall infiltration losses developed for the defined land use categories (refer to Figure 2-4) determined through the model calibration and validation process and adopted for design event modelling are shown in Table 5-2.

Table 5-2 Adopted TUFLOW model parameters

Land Use Category	Manning's '*n*'	Fraction Impervious	Initial Loss (mm)	Pervious Area Infiltration Loss (mm/h)
Roads	0.02	100%	1.0	0.0
Buildings	N/A	100%	1.0	0.0
Public Recreation	0.05	10%	10.0	2.5
Metro Centre	0.04	90%	1.0	2.5
Rail Corridor	0.04	10%	1.0	2.5
General Residential	0.04	90%	1.0	2.5
Mixed Use	0.04	90%	1.0	2.5
Commercial Core	0.04	90%	1.0	2.5
Darling Harbour	0.03	90%	1.0	2.5

5.11 Summary of Model Calibration

Every effort has been made to fully utilise the limited historic accounts of flooding. In the absence of surveyed flood level records, anecdotal accounts of flood behaviour have been sourced from Sydney Water records and community consultation undertaken for this study. For all verification events, the model has demonstrated an ability to reasonably simulate observed flood behaviour as described by anecdotal reports.

To strengthen the verification process, historical accounts of flooding (some of which occurred over 60 years ago) have also been obtained. The general flood mechanisms described are well represented by the model.

Flows from TUFLOW have been compared to flows generated by WBNM. WBNM is a hydrological model which uses empirical relationships determined from Australian catchments. The peak flows and volume match well with the WBNM estimates.

Fully utilising the available information available, the developed model is demonstrated to be a suitable tool for design flood estimation.

6 DESIGN FLOOD CONDITIONS

Design floods are estimated floods used for planning and floodplain management investigations. They are based on having a probability of occurrence specified as either:

- Annual Exceedance Probability (AEP) expressed as a percentage; or
- Average Recurrence Interval (ARI) expressed in years.

Refer to Table 6-1 for a definition of AEP and the ARI equivalent.

Table 6-1 Design flood terminology

ARI[1]	AEP[2]	Comments
500 years	0.2%	An estimated flood or combination of floods which represent the worst case scenario with a 0.2% probability of occurring in any given year.
100 years	1%	As for the 0.2% AEP flood but with a 1% probability.
50 years	2%	As for the 0.2% AEP flood but with a 2% probability.
20 years	5%	As for the 0.2% AEP flood but with a 5% probability.
10 years	10%	As for the 0.2% AEP flood but with a 10% probability.
5 years	18%	As for the 0.2% AEP flood but with a 18% probability.
2 years	39%	As for the 0.2% AEP flood but with a 39% probability.
PMF[3]		An estimated flood or combination of floods which represents the Probable Maximum Flood event possible.

1 Average Recurrence Interval (years)

2 Annual Exceedance Probability (%)

3 Probable Maximum Flood

The design events simulated include the PMF event, 0.2%, 1%, 2%, 5%, 10%, 18% and 39% AEP events for catchment derived flooding and the 1 year ARI Sydney Harbour water level for ocean/tidal derived flooding. The 1% AEP flood is generally used as a reference flood for land use planning and control.

In determining the design floods it is necessary to take into account the critical storm duration of the catchment. Small catchments are more prone to flooding during short duration storms while for large catchments longer durations will be critical. For example, considering the relatively small size of the study area catchments, they are potentially prone to higher flooding from intense storms extending over a few hours rather than a couple of days.

6.1 Design Rainfall

Design rainfall parameters have been derived using standard procedures defined in *Australian Rainfall and Runoff – A Guide to Flood Estimation* (AR&R) (Pilgrim, DH, 2001) which are based on statistical analysis of recorded rainfall data across Australia. The derivation of location specific design rainfall parameters (e.g. rainfall depth and temporal pattern) for the Darling Harbour catchment is presented herein.

6.1.1 Rainfall Depths

Design rainfall depth is based on the generation of intensity-frequency-duration (IFD) design rainfall curves utilising the procedures outlined in AR&R (Pilgrim, DH, 2001). These curves provide rainfall depths for various design magnitudes for durations from 5 minutes to 72 hours.

The Probable Maximum Precipitation (PMP) is used in deriving the Probable Maximum Flood (PMF) event. The theoretical definition of the PMP is “the greatest depth of precipitation for a given duration that is physically possible over a given storm area at a particular geographical location at a certain time of year” (Pilgrim, DH, 2001). The ARI of a PMP/PMF event ranges between 10^4 and 10^7 years. The PMP has been estimated using the Generalised Short Duration Method (GSDM) derived by the Bureau of Meteorology. The method is appropriate for durations up to 6 hours and considered suitable for small catchments in the Sydney region.

A range of storm durations from 15 minutes to 9 hours were modelled in order to identify the critical storm duration for design event flooding in the catchment. Table 6-2 shows the average design rainfall intensities based on AR&R adopted for the modelled events.

Table 6-2 Rainfall intensities for design events (mm/h)

Duration	2 YR ARI	5 YR ARI	10% AEP	5% AEP	2% AEP	1% AEP	0.2% AEP	PMP
15 min	83	108	122	140	164	182	222	640
25 min	66	85	97	112	132	148	180	n/a
30 min	60	78	89	103	122	136	166	460
45 min	48	63	72	84	99	111	136	400
1.00 h	41	53	61	71	84	95	116	340
1.50 h	32	42	48	56	66	74	91	293
2.0 h	26	35	40	46	55	62	76	260
2.5 h	23	30	35	40	48	53	n/a	228
3.0 h	20	27	31	36	42	47	58	210
4.0 h	n/a	n/a	n/a	n/a	n/a	n/a	n/a	180
4.5 h	16	20	23	27	32	36	44	n/a
5.0 h	n/a	n/a	n/a	n/a	n/a	n/a	n/a	158
6.0 h	13	17	19	22	26	30	36	138
9.0 h	10	13	15	17	20	23	28	n/a

The areal reduction factor takes into account the unlikelihood that larger catchments will experience rainfall of the same design intensity over the entire area. Due to the relatively small size of the catchment and adopting a conservative approach, an aerial reduction factor was not applied in this study.

6.1.2 Temporal Patterns

The IFD data presented in Table 6-2 provides for the average intensity that occurs over a given storm duration. Temporal patterns are required to define what percentage of the total rainfall depth occurs over a given time interval throughout the storm duration.

For frequent, large and rare design flood events including the 20% to 0.5% AEP events, design temporal rainfall patterns from AR&R (Pilgrim, DH, 2001) for temporal zone 1 have been adopted. For the PMF event, the temporal pattern as provided in BOM (2003) was used.

The same temporal pattern has been applied across the whole catchment. This assumes that the design rainfall occurs simultaneously across each of the modelled sub-catchments. The direction of a storm and relative timing of rainfall across the catchment may be determined for historical events if sufficient data exists, however, from a design perspective the same pattern across the catchment is generally adopted.

6.1.3 Rainfall Losses

The rainfall losses utilised in calibration modelling (refer to Section 5.10) have been adopted for all design event modelling, excluding the PMF event, with the adopted values shown in Table 5-2. The PMF event modelling has adopted losses are as per AR&R recommendations (Pilgrim, DH, 2001) with an initial loss of 0mm and a continuing loss of 1mm/h.

The applied losses are varied across the hydraulic model extent based on the land use surface type as illustrated in Figure 4-3. As outlined in Section 4, the land use surface types were identified based on aerial photography and GIS data supplied by Council.

6.1.4 Critical Storm Duration

A series of model runs were carried out in order to identify the critical storm duration for the Darling Harbour catchment. Standard durations from the 15-minute to the 9-hour events were simulated utilising the design temporal patterns from AR&R (Pilgrim, DH, 2001).

No single critical storm duration was found for the study area, but rather, the critical duration varies across the catchment. Some regions of the catchment are affected more by the total volume produced in a given rainfall event, particularly in trapped low points. The variation in critical storm duration is discussed further in Section 7.1.2.

6.2 Design Ocean Boundary

The 2010 NSW Government document entitled “Flood Risk Management Guide – incorporating sea level rise benchmarks in flood risk assessments” recommends that the local catchment 1% AEP flood should be run in conjunction with a 5% ARI tailwater condition. It further recommends that the inverse scenario be run to confirm that the dominant flooding mechanism is not from downstream water levels. If the flooding from the downstream water is demonstrated to produce peak flood conditions in parts of the catchment, an envelope of both scenarios must be used to define the extent of the 1% AEP flood.

Modelling undertaken has confirmed that in all Darling Harbour catchment locations the 1% AEP local catchment flood with a 5% AEP tailwater generates higher flood levels than the 5% AEP flood with a 1% AEP tailwater. Because the local catchment flood dominates the tailwater flood, an envelope does not need to be developed when producing design flood results.

The 2008 NSW Government document entitled “Fort Denison: Sea Level Rise Vulnerability Study” presents the Sydney Harbour design still water levels, which are shown in Table 2-3. There is little variation in harbour water levels for different frequencies, specifically, the 1% AEP harbour water level is only 0.06 m higher than the 5% AEP flood level. This also explains why the 1% AEP local catchment flood with a 5% AEP tailwater is always dominant for the subject catchment.

The 2010 NSW Government document entitled “Flood Risk Management Guide – incorporating sea level rise benchmarks in flood risk assessments” does not give guidance for the combination of annual exceedance probabilities of the local catchment flood and tailwater conditions for design events other than the 1% AEP flood.

Based on other NSW flood studies, the proposed combination of local catchment floods with tailwater scenarios is presented in Table 6-3.

Due to the small variations in Sydney Harbour water levels for differing frequencies, the inverse combinations are not required to be simulated. The small variation in Sydney Harbour water levels for differing frequencies also means that design flood levels are not sensitive to the local flood and tailwater combinations chosen.

Table 6-3 Local catchment flood/tailwater combinations

Design Event	Local Catchment Flood	Tailwater#
2 year ARI	2 year ARI	1 year ARI
5 year ARI	5 year ARI	2 year ARI
10% AEP (10 year ARI)	10% AEP (10 year ARI)	2 year ARI
5% AEP (20 year ARI)	5% AEP (20 year ARI)	5 year ARI
2% AEP (50 year ARI)	2% AEP (50 year ARI)	10% AEP (10 year ARI)
1% AEP (100 year ARI)	1% AEP (100 year ARI)	5% AEP (20 year ARI)
0.2% AEP (500 year ARI)	0.2% AEP (500 year ARI)	1% AEP (100 year ARI)
PMF	PMF	1% AEP (100 year ARI)

modelled as static/constant peak water level.

6.3 Pit Inlet Blockages

Based on community consultation feedback for frequent events and the Sydney Development Control Plan (DCP), different pit blockages were adopted based on the magnitude of the storm. The following pit blockages were used for design event modelling:

5 year ARI and more frequent:

- Kerb inlets (on-grade) pits are assumed to be 20% blocked; and
- Sag pits are assumed to be 50% blocked.

Rarer than the 5 year ARI:

- Kerb inlets (on-grade) pits are assumed to be 50% blocked; and
- Sag pits are assumed to be 100% blocked.

6.4 Modelled Design Events

6.4.1 Catchment Derived Flood Events

A range of design events were defined to model the behaviour of catchment derived flooding within the Darling Harbour catchment including the 2 year ARI, 5 year ARI, 10% AEP, 5% AEP, 2% AEP, 1% AEP, 0.2% AEP and PMF events. The catchment derived flood events were based on the following:

- Design rainfall parameters derived from standard procedures defined in AR&R (Pilgrim, DH, 2001);
- Static Harbour water boundary as presented in Table 6-3; and
- Blockage of drainage infrastructure as detailed in Section 6.3.

6.4.2 Tidal Inundation

Limited tidal inundation has been investigated based on the 1 year ARI Sydney Harbour water level (1.24 m AHD) (see Appendix A, Figure A- 36).

6.5 Conclusion

Design flood conditions have been simulated by generating design rainfall and tidal conditions for the Darling Harbour catchment. Design rainfall depth is based on the generation of intensity-frequency-duration (IFD) design rainfall curves utilising the procedures outlined in ARR (Pilgrim, DH, 2001). A range of storm durations were modelled using standard temporal patterns in order to capture the worst-case flooding in the catchment.

7 DESIGN FLOOD RESULTS

A range of design flood events were modelled, the results of which are presented and discussed below. The simulated design events included the 2 year ARI, 5 year ARI, 10% AEP, 5% AEP, 2% AEP, 1% AEP, 0.2% AEP and PMF events for catchment derived flooding and the 1 year ARI Harbour level for the tidal inundation mapping.

A range of design event storm durations have been simulated for each event. The design results presented in the remainder of the report represent the maximum values across all durations (peak envelope) for each design event simulated.

A series of design flood maps are provided in Appendix A. Supplementary to mapped results output, tabular results of peak flood behaviour have been provided for all design events in Table 7-1 and Table 7-2. The locations of flooding behaviour reported in Table 7-1 and Table 7-2 are shown in Figure 7-1 and Figure 7-2, respectively.

Table 7-1 Peak design flood levels

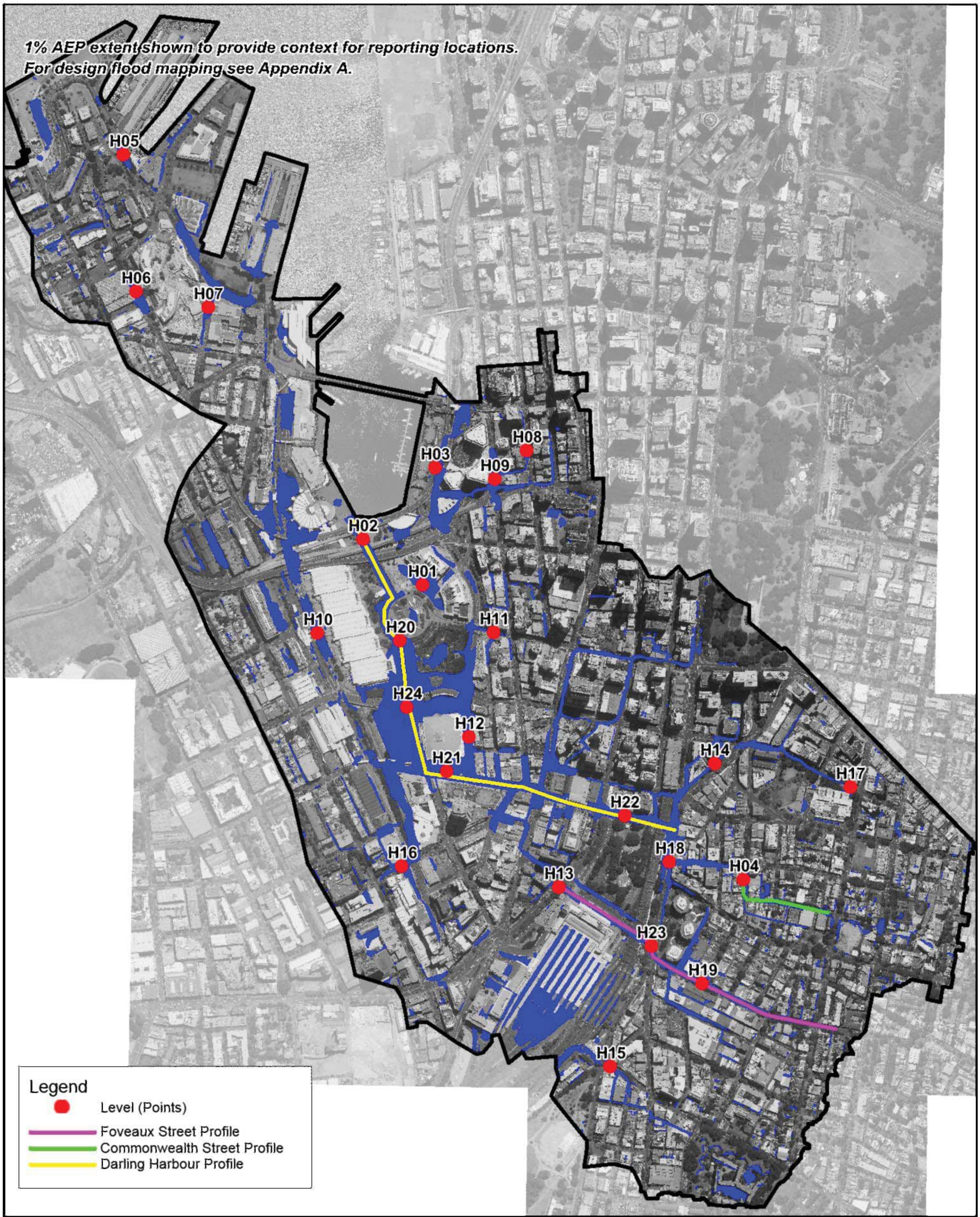
Location#	2yr ARI	5yr ARI	10% AEP	5% AEP	2% AEP	1% AEP	0.2% AEP	PMF
H01	3.38	3.40	3.42	3.42	3.43	3.44	3.45	4.29
H02	2.43	2.44	2.45	2.46	2.60	2.69	2.83	3.50
H03	2.76	2.76	2.76	2.77	2.82	2.87	2.95	3.34
H04	16.54	16.60	17.23	17.32	17.39	17.45	17.57	18.09
H05	2.60	2.63	2.68	2.73	2.76	2.79	2.85	3.00
H06	6.47	6.55	7.23	7.32	7.42	7.53	7.77	10.81
H07	2.54	2.60	2.75	2.79	2.82	2.85	2.90	3.16
H08	11.34	11.36	11.37	11.38	11.39	11.40	11.42	11.57
H09	5.40	5.51	5.62	5.69	5.73	5.77	5.87	6.24
H10	2.77	2.85	2.89	2.95	3.02	3.09	3.18	4.47
H11	6.82	6.83	6.85	6.88	6.89	6.90	6.92	6.99
H12	2.88	3.01	3.08	3.14	3.18	3.23	3.43	4.62
H13	11.49	11.52	11.53	11.54	11.55	11.56	11.58	11.72
H14	17.06	17.09	17.10	17.11	17.12	17.13	17.14	17.31
H15	24.37	24.39	24.40	24.42	24.42	24.43	24.46	24.66
H16	4.45	4.52	4.57	4.60	4.63	4.67	4.74	5.22
H17	35.06	35.07	35.07	35.09	35.09	35.10	35.11	35.25
H18	11.24	11.28	11.35	11.41	11.45	11.49	11.59	12.33
H19	19.50	19.53	19.55	19.57	19.58	19.61	19.65	19.90
H20	2.67	2.67	2.68	2.85	3.03	3.16	3.40	4.54
H21	3.15	3.21	3.28	3.34	3.38	3.43	3.53	4.68
H22	7.61	7.64	7.66	7.69	7.72	7.75	7.83	8.28
H23	16.25	16.27	16.29	16.30	16.30	16.31	16.33	16.54
H24	2.48	2.48	2.74	2.91	3.06	3.19	3.43	4.63

Refer to Figure 7-1 for the reporting locations

Table 7-2 Peak design flood flows – pipe (P) and overland (Q)

Location#	2yr ARI	5yr ARI	10% AEP	5% AEP	2% AEP	1% AEP	0.2% AEP	PMF
Q01	0.0	0.1	0.1	0.7	2.9	5.3	10.6	91.6
Q02	0.5	0.7	1.0	1.2	1.3	1.6	2.1	7.7
Q03	0.4	1.5	2.9	3.9	4.9	6.1	8.8	34.1
Q04	0.7	1.6	2.4	3.4	4.0	5.0	6.9	21.7
Q05	1.9	4.0	5.5	8.1	10.5	13.9	21.3	92.2
Q06	0.7	1.1	1.4	1.8	2.0	2.3	3.0	9.3
Q07	1.6	2.7	3.2	4.0	4.4	5.2	6.9	25.2
Q08	2.5	5.7	9.1	14.0	18.9	24.3	36.1	154.6
Q09	0.2	0.2	0.3	0.4	0.4	0.4	0.6	2.0
Q10	0.0	0.0	0.0	0.2	0.3	0.3	0.6	27.4
Q11	0.3	2.4	3.9	5.5	6.8	8.2	10.5	20.7
Q12	0.2	0.8	3.4	6.5	9.8	13.4	21.5	99.6
P01	0.5	0.6	0.5	0.6	0.6	0.6	0.6	0.7
P02	1.7	2.2	1.6	1.5	1.7	2.0	1.9	2.6
P03	0.2	0.3	0.0	0.1	0.1	0.1	0.1	0.1
P04	2.9	3.8	4.1	4.8	5.2	5.6	6.3	9.1
P05	1.8	2.7	3.1	3.4	3.7	3.9	4.4	7.4
P06	4.8	5.6	6.1	6.5	6.8	7.1	7.6	10.1
P07	7.3	8.7	8.6	9.0	9.3	9.5	9.9	11.4
P08	12.4	14.8	14.7	15.5	15.9	16.3	16.9	19.5
P09	2.2	2.8	3.0	3.3	3.5	3.7	4.0	5.5
P10	3.9	4.6	4.9	5.3	5.5	5.7	6.1	8.2
P11	2.9	3.4	2.1	2.3	2.5	2.7	2.9	3.9

Refer to Figure 7-2 for the reporting locations



Title:

Darling Harbour Result Locations
Level Recording - Points and Profiles

Figure: 7-1

Rev: -

0 375 750m

Approx. Scale

BMT WBM

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Filepath : S:\WATER\PROJECTS\S20012 - Water - Darling Harbour Catchment Flood Study\Drafting\WOR\Figures\FIGURE07-1_ResultLocations_FLOW.wor