BMT Commercial Australia Pty Ltd
Suite G2, 13-15 Smail Street
Ultimo, Sydney, NSW, 2007
Australia
PO Box 1181, Broadway NSW 2007

Tel: +61 2 8960 7755
Fax: +61 2 8960 7745

ABN 54 010 830 421

www.bmt.org

Our Ref: KS: L.M20101.001.docx

30 April 2021

Gazcorp PTY LTD
Level 10, 60 Park Street
Sydney NSW 2000

Attention: Michael de Zilva

Dear Michael

RE: 813-913 WALLGROVE ROAD, HORSLEY PARK - FLOOD IMPACT ASSESSMENT ADDENDUM

This addendum is prepared in response to the Department of Planning, Industry and Environment's (DPIE) recommendations (DOC21/65477 included as Appendix A) for the proposed 'Gazcorp Industrial Estate' development at 813-913 Wallgrove Road, Horsley Park ('the Site'). A Flood Impact Assessment (FIA) was previously undertaken by BMT for the site (R.M20101.001.01.ModellingReport.pdf included as Appendix B) and was submitted in November 2019 as part of a State Significant Development application (SSD-5248). The proposed development design based on this submission is referred herein as the 'approved design'. In December 2020, Gazcorp submitted an application to modify the approved design and this proposed development design is referred to herein as the 'modified design'. This addendum outlines the assessment of the effect of the modified design on the site flood behaviour and for adjoining properties.

The site is bounded by Wallgrove Road to the east, rural properties to the south, Sydney Water's supply pipelines to the north and Reedy Creek to the West. The project is an industrial park development in Horsley Park which *"straddles a ridge between the Reedy Creek floodplain and a local depression between the Reedy Creek catchment and nearby Eastern Creek catchment*" as defined in the previous FIA. The Modification Application submitted by Gazcorp to DPIE (SSD-5248 – Modification 1) indicates the modified design will result in:

- A 3% increase in total gross floor area (GFA) from 211,550m^2 to 218,000m^2, comprising 207,000m^2 of warehouse/industrial uses and 11,000m^2 of ancillary office floor space; and
- 13 development lots with a total of 14 building envelopes.

The approved and modified designs are shown in Figure 1 and Figure 2. It is noted that no changes are proposed at Lot 10 (along the western boundary of the site), i.e. a warehouse (42,219 m^2) and 223 car spaces (2,200 m^2) is proposed for both the approved and modified designs. An RL of 64 mAHD is nominated for Lot 10 under the approved and modified designs and the proposed terrain grades steeply from the 30 m riparian set-back zone to Lot 10 in both cases. Any changes to the drainage or road layout in the region would be situated well above Reedy Creek.

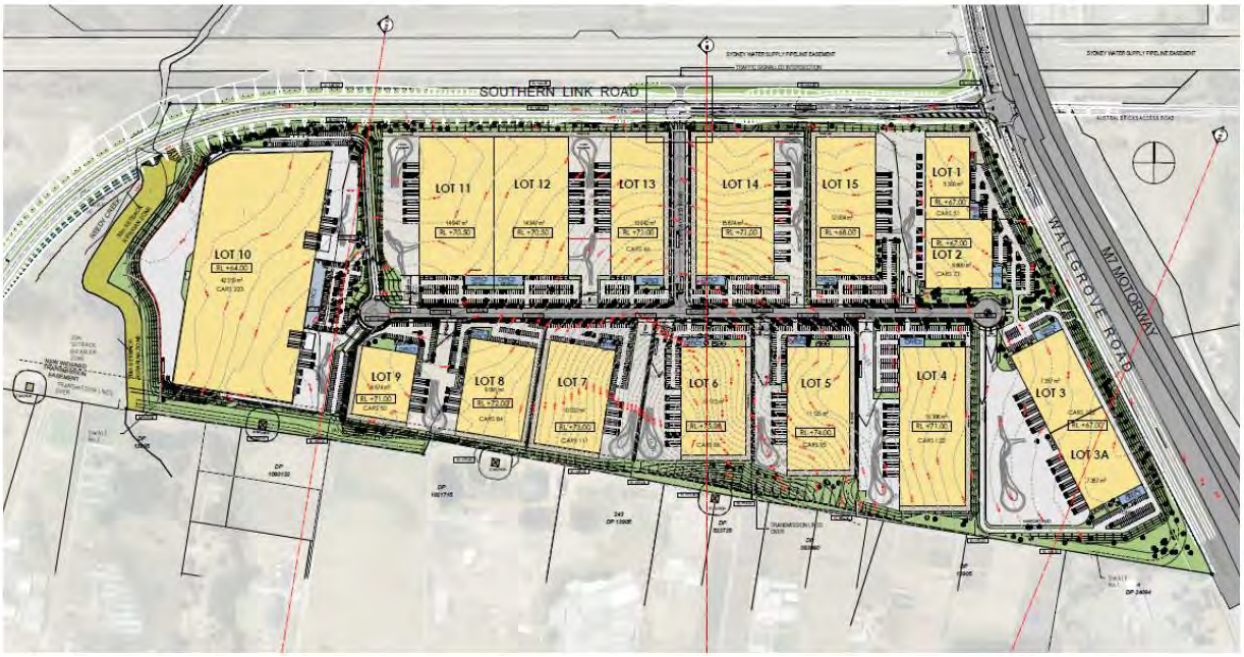


Figure 1 Gazcorp Industrial Estate – Approved Design (November 2019)

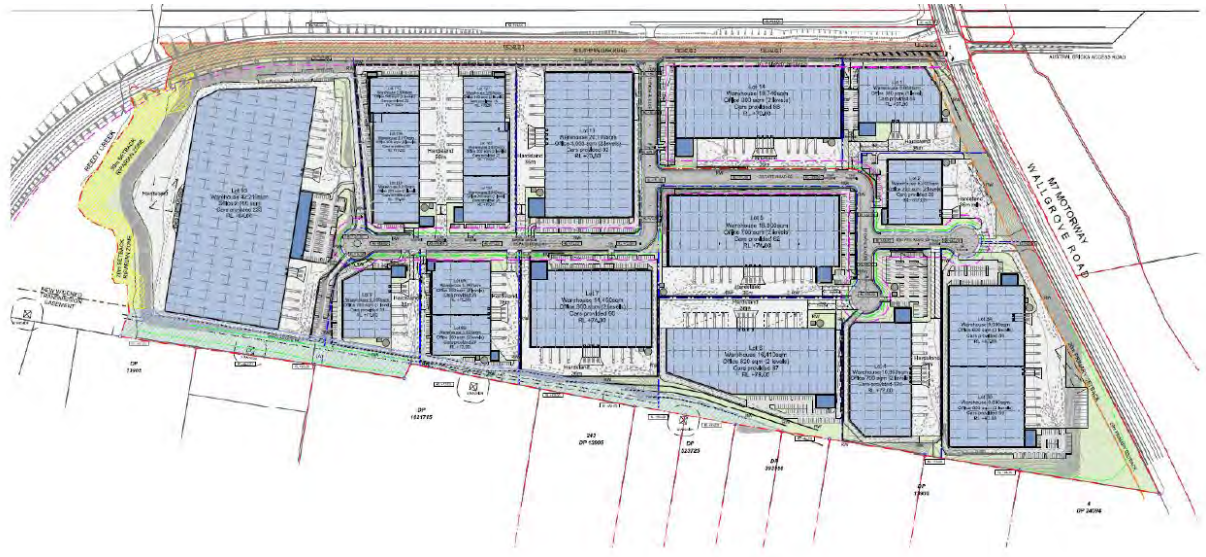


Figure 2 Gazcorp Industrial Estate – Modified Design (December 2020)

DPIE's response (via the Environment, Energy and Science Group) to the modified design includes the following flood related comments:

- The Lot 10 footprint indicates that the western and north-western sides of Lot 10 would encroach into the Reedy Creek floodplain; and
- Any filling activities along the western and north-western sides of Lot 10 are likely to impact existing flood storage. Filling activities would cause Reedy Creek to become a hydraulic bottleneck in this location, which would have adverse flooding impacts on Lot 10 and upstream catchment areas.

DPIE recommended the undertaking of *"a comprehensive analysis by using the flood models for the Reedy Creek Catchment to evaluate storage loss in the floodplain and flooding impacts at Lot 10 and its adjoining*

areas in order to identify the appropriate measures to mitigate adverse flooding impacts in the post-development conditions of the development site."

As outlined above, the modified design does not propose any changes to the approved design at Lot 10. Accordingly, there would be no change in how the western and north-western sides of Lot 10 encroach into the floodplain of Reedy Creek in the modified design when compared to the approved design. The previous FIA assessed the approved design using the flood models developed for the *Rural Area Flood Study – Ropes, Reedy & Eastern Creeks* (BMT WBM, 2013) to evaluate potential flood impacts. It is therefore considered that:

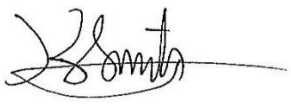
- The flood conditions outlined in the previous FIA (which was undertaken for the approved design) would be applicable to the modified design at the western and north-western sides of Lot 10 and in Reedy Creek; and thus
- The previous FIA provides a comprehensive analysis of the potential flood impacts of the modified design on Reedy Creek in line with DPIE's request.

Peak flood level and velocity impacts for the 100 year ARI event for the approved design have been extracted from the previous FIA and shown as attached. The previous FIA and this addendum focus only on flood impacts external to the site, and stormwater management within the development is covered by the Stormwater Concept Plan prepared by Orion Consulting (dated 13th November 2020).

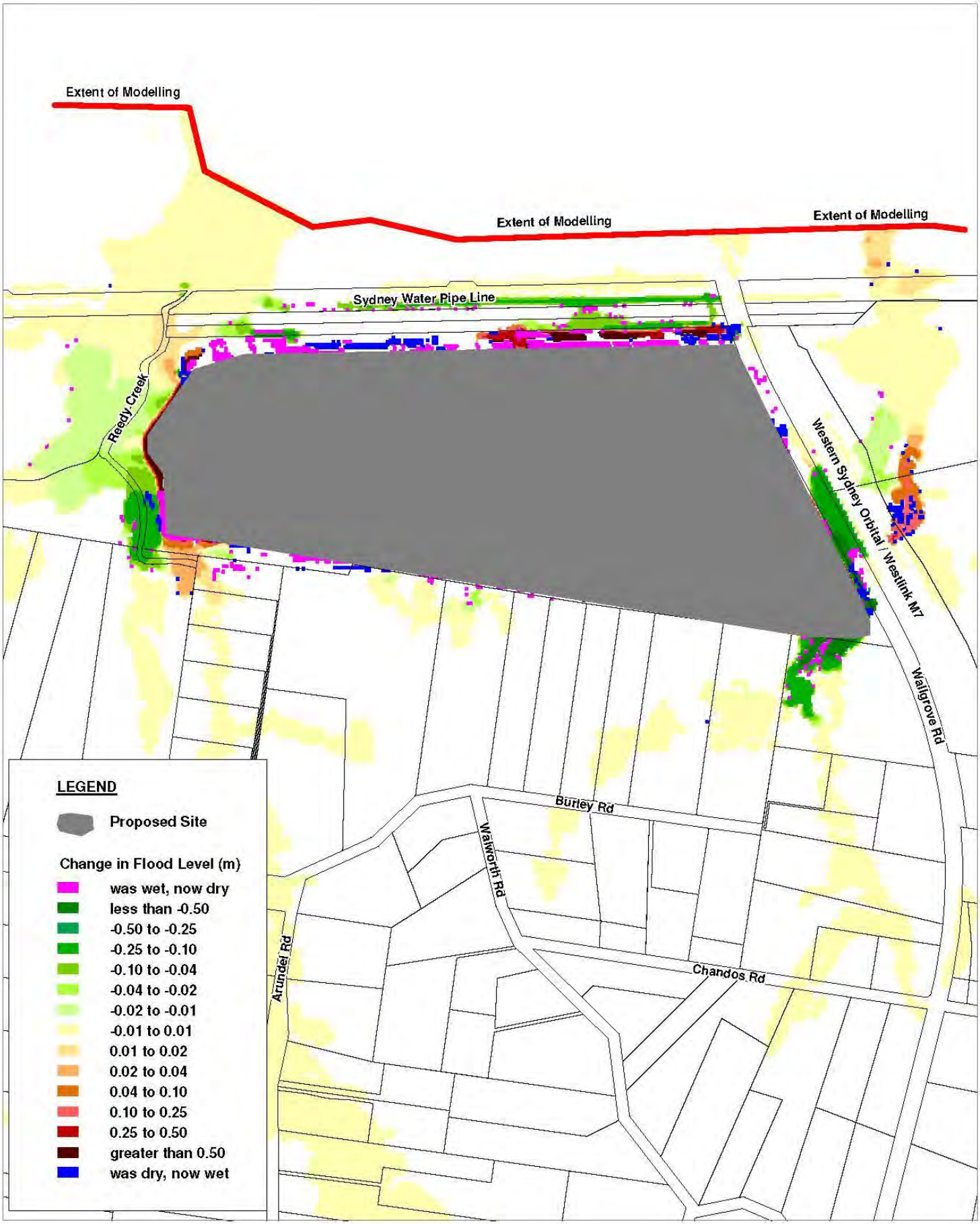
Assessments of flood level impacts along the western boundary at Reedy Creek, and of flood velocity impacts at the same location are provided in Section 6.2 and 6.3 of the previous FIA respectively and address the flood-related comments supplied in DPIE's response.

We trust the above provides a suitable description of the flooding outcomes resulting from the development of the subject site. Please feel free to contact the undersigned if you require any further clarification.

Yours Faithfully
BMT



Kieran Smith



Title:

813-913 Wallsgrove Rd, Horsley Park
100 Year ARI Change in Peak Flood Height

Figure: 6-5

Rev: A

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0 125 250m

Approx. Scale

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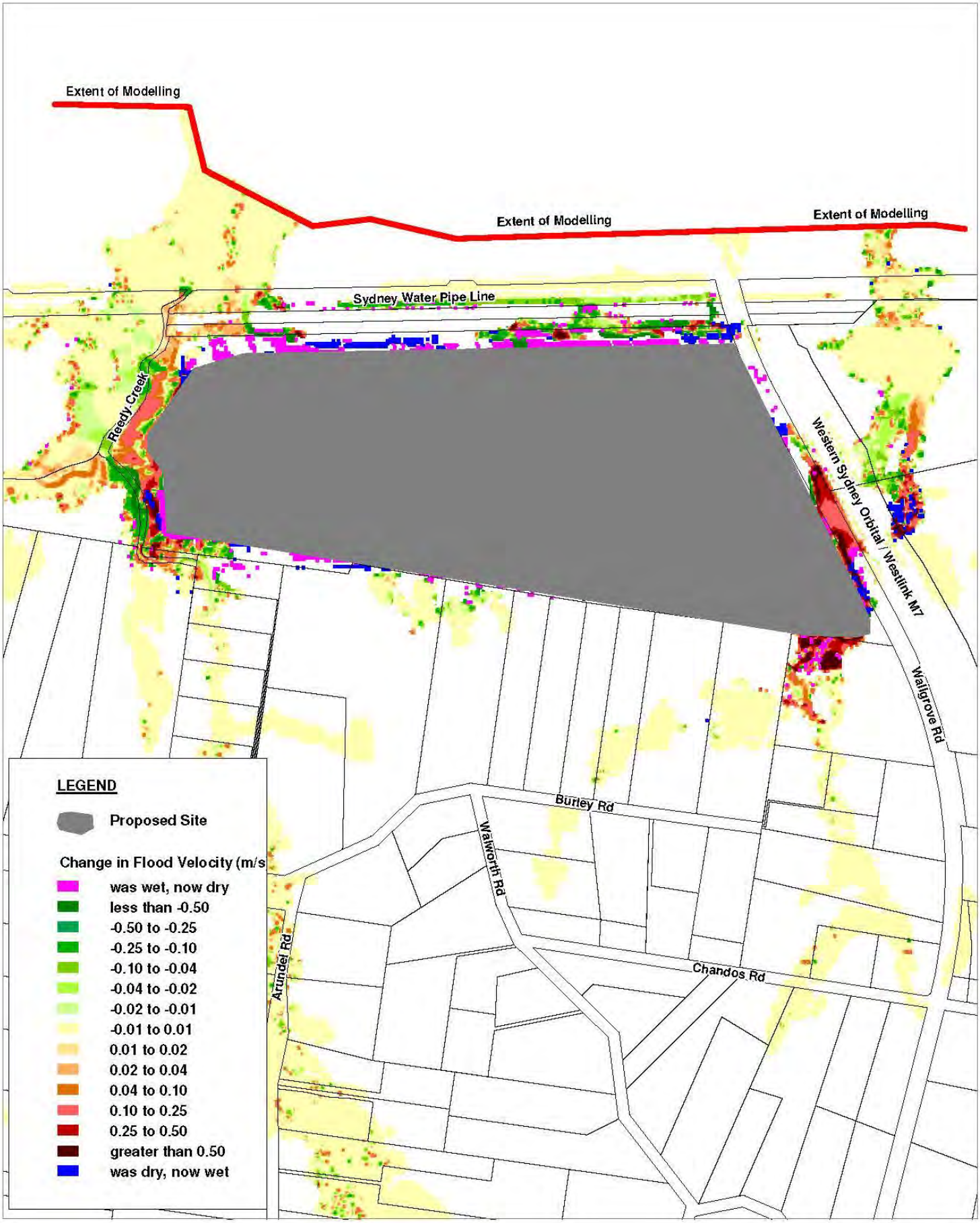

Title:

813-913 Wallsgrove Rd, Horsley Park
100 Year ARI Change in Peak Flood Velocity

Figure: 6-11

Rev: A

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Approx. Scale

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References

BMT WBM (2013), Rural Area Flood Study - Ropes, Reedy & Eastern Creeks - Final Report, BMT WBM Pty Ltd, August 2013, Report No. R.M7198.004.02.Final.pdf

Appendix A – Input from Environment, Energy and Science Group (EES) in the Department of Planning, Industry and Environment (DPIE)

Planning, Industry & Environment

Our ref: DOC21/65477
Senders ref: SSD 5248 MOD 1 (Fairfield City)

Bruce Zhang
Senior Environmental Assessment Officer
Energy Resource Assessments
Planning and Assessment Group
Department of Planning, Industry and Environment
Locked Bag 5022
Parramatta NSW 2124

Dear Mr Zhang,

Subject: Gazcorp Industrial Estate Modification 1 Revised Layout and Earthworks, 813-913 Wallgrove Road, Horsley Park (SSD 5248)

Thank you for your e-mail received 3 February 2021, requesting input from Environment, Energy and Science Group (EES) in the Department of Planning, Industry and Environment (DPIE) on the Gazcorp Industrial Estate Modification 1 Revised Layout and Earthworks.

The modification relates to amendments to the delivery of earthworks and civil infrastructure works for the entire site as part of the first stage of works. A revised spatial distribution of warehouse/industrial uses and ancillary office floor space which will result in:

- A 3% increase in total GFA from 211,550m^2 to 218,000m^2 comprising 207,000m^2 of warehouse/industrial uses and 11,000m^2 of ancillary office floor space.
- 13 development lots with a total of 14 building envelopes.

EES have reviewed the Modification Report prepared by Ethos Urban dated 23 December 2020 and relevant documents and make the following comments:

Biodiversity
Under section 7.17 of the Biodiversity Conservation Act 2016, applications for the modification of major projects must be accompanied by a biodiversity development assessment report unless the consent authority is satisfied that the modification will not increase the impact on biodiversity values.

To assist Planning and Assessment Group in making this decision, EES considers that the proposed modification will result in the entire site being cleared at once and amended condition C74 will remove the need for a credit retirement staging plan. EES raises no objection to this condition being amended.

Flooding
The western portion of the development site discharges to Reddy Creek and the eastern portion discharges to Eastern Creek through existing culverts at Wallgrove Road and Westlink M7.

The development site will accommodate 14 industrial lots in the post-developed conditions. The footprints of the industrial lots within the development site indicate that the western and north-western sides of Lot 10 would approach into the floodplains of the Reddy Creek Catchment.

The filling activities in those locations of Lot 10 are likely to impact the existing floodplain storage. The section of Reddy Creek in these locations (adjacent to Lot 10 and upstream of bulk water pipelines) would become a hydraulic bottleneck, which would have adverse flooding impacts at Lot 10 and the upstream catchment areas. The extent of the impacted area within the floodplains and the quantification of floodplain storage loss can be ascertained by comparing the regrading footprint (Civil Drawings) with the flood map of an 1% AEP Flood Event (Rural Areas Flood Study).

EES recommends that the proponent undertake a comprehensive analysis by using the flood models for the Reddy Creek Catchment to evaluate storage loss in the floodplains and flooding impacts at Lot 10 and its adjoining areas in order to identify the appropriate measures to mitigate adverse flooding impacts in the post-developed conditions of the development site.

Should you have any queries regarding this matter, please contact Bronwyn Smith, Senior Conservation Planning Officer on 9873 8604 or bronwyn.smith@environment.nsw.gov.au

Yours sincerely

S. Harrison

10/02/21

Susan Harrison
Senior Team Leader Planning
Greater Sydney Branch
Biodiversity and Conservation Division

Appendix B – 813-913 Wallgrove Road, Horsley Park Regional Hydraulic Modelling and Impact Report (BMT, 2015)

BMT WBM

813-913 Wallgrove Road, Horsley Park Regional Hydraulic Modelling and Impact Report

Reference:
R.M20101.001.01.ModellingReport.docx
Date: 10 March 2015

813-913 Wallgrove Road, Horsley Park Regional Hydraulic Modelling and Impact Report

Prepared for:	Gazcorp Pty Ltd
Prepared by:	BMT WBM Pty Ltd (Member of the BMT group of companies)

Offices

Brisbane
Denver
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Perth
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Vancouver

Document Control Sheet

BMT WBM Pty Ltd
Level 5, 99 King Street
MELBOURNE VIC 3000
Australia
PO Box 604
Collins Street West VIC 8007

Tel: +61 3 8620 6100
Fax: +61 3 8620 6105

ABN 54 010 830 421

www.bmtwbm.com.au

Document:	R.M20101.001.01.ModellingReport.docx
Title:	813-913 Wallgrove Road, Horsley Park Regional Hydraulic Modelling and Impact Report
Project Manager:	Joel Leister
Author:	Joel Leister
Client:	Gazcorp Pty Ltd
Client Contact:	Michael de Zilva
Client Reference:	

Synopsis: **Report detailing the methodology and finding of hydraulic modelling of proposed development of 813-819 Wallgrove Road, Horsley Park, New South Wales**

REVISION/CHECKING HISTORY

Revision Number	Date	Checked by		Issued by	
0	02/10/2013	DR		JGL	
1	24/10/2013	DR		JGL	
2	09/02/2015	DR		JGL	
3	10/03/2015	DR		JGL	

DISTRIBUTION

Destination	Revision										
	0	1	2	3	4	5	6	7	8	9	10
Gazcorp Pty Ltd	1	1	1	1							
BMT WBM File	1	1	1	1							
BMT WBM Library	1	1	1	1							

Contents

List of Figures

List of Tables

1 Introduction

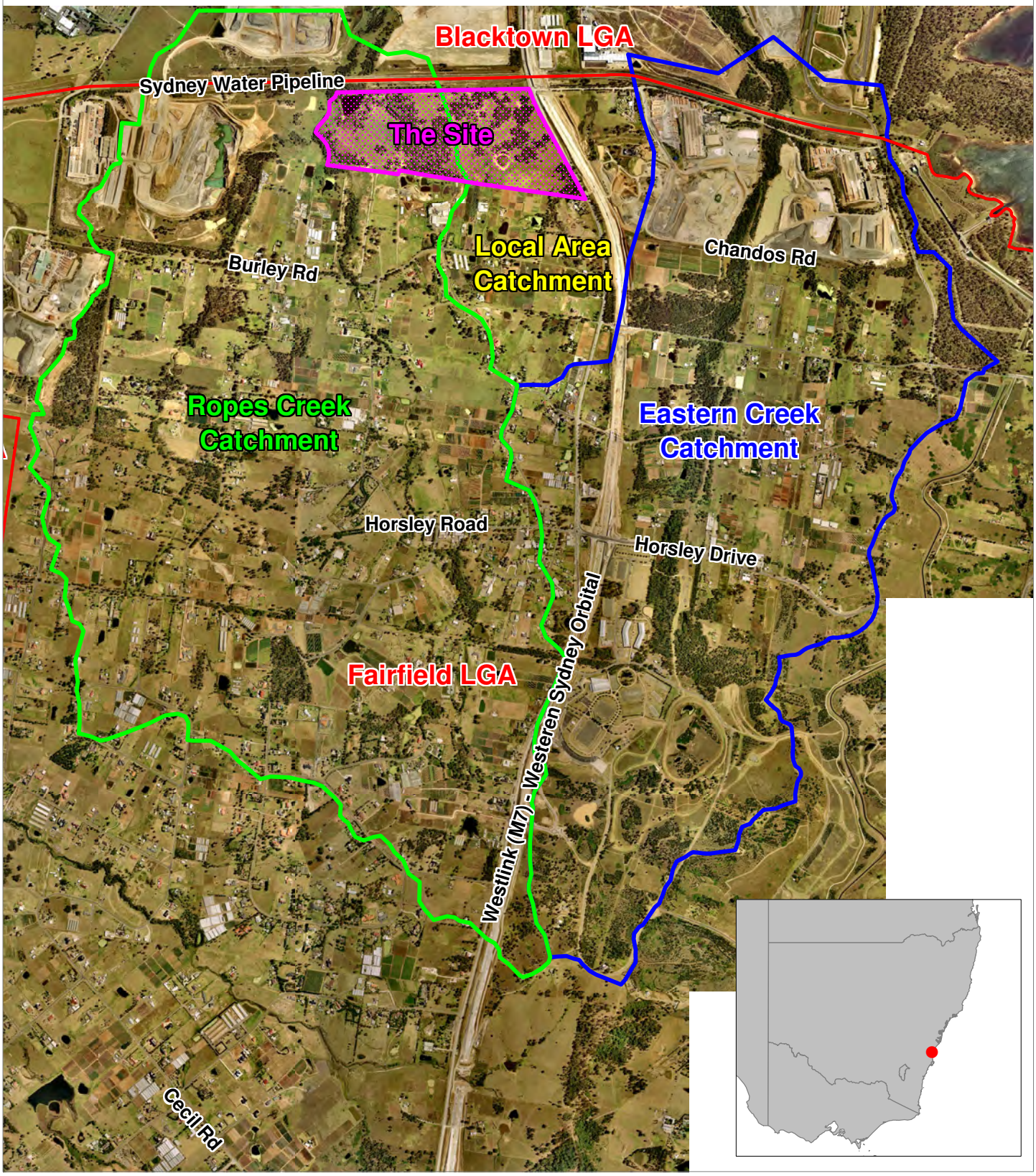
Gazcorp Pty Ltd is seeking approval for an industrial park development in Horsley Park, a suburb approximately 38 km east of the Sydney CBD. The location of the proposed development is 813-913 Wallgrove Road, Horsley Park (the site). The site is bounded to the east by Wallgrove Road, neighbouring properties to the south, Sydney Water's supply pipeline to the north, and Reedy Creek to the west as shown in Figure 1-1. The site straddles a ridge between the Reedy Creek floodplain and a local depression between the Reedy Creek catchment and nearby Eastern Creek catchment. BMT WBM previously prepared flood studies for both the Reedy Creek and Eastern Creek catchments on behalf of Fairfield City Council (BMT WBM, 2013).

The current study involved extending the Reedy Creek catchment flood model to include the neighbouring local catchment covering the eastern portion of the site. The proposed development will drain either to the north under the Sydney Water pipeline or to the east under the West Sydney Orbital (Westlink M7). In order to demonstrate that the development does not adversely impact flood levels on the surrounding properties, BMT WBM has adopted and updated the modelling used in BMT WBM (2013) as follows:

- Extend the regional Reedy Creek catchment two-dimensional (2D) TUFLOW flood model of the existing floodplain for the to provide improved representation of local inflow boundaries to the east in the vicinity of the proposed infill development;
- Updated the developed case model of the proposed development fill platform;
- Assess the impacts of the proposed development upstream and downstream of the development site for the 2000, 500, 100, 50 and 20 year ARI events as well as the Probable Maximum Precipitation (PMP) flood event; and
- Assess the impacts of the proposed development on flood levels upstream and downstream of the development site for the 2000, 500, 100, 50 and 20 year ARI events under a series of climate change scenarios.

This report presents the final modelling results using the latest design, including the infill development.

Although this report is intended to provide sufficient detail on the methodologies of the modelling, this report contains only a summary of the Reedy Creek model development. For further details on the base case model development are document in the Rural Area Flood Study Report (BMT WBM, 2013).



Title:

Fairfield Rural Area Flood Study
Locality Map

Figure: 1 - 1

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Approx. Scale

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2 Data Sets

The study drew upon data sets provided by Council and Gazcorp. The key data sets included:

- Digital aerial photography and cadastral property boundaries provided by Fairfield City Council;
- A catchment digital terrain model (DTM) developed from LiDAR and field survey by Fairfield City Council;
- Detailed feature survey of the existing topography collected by A Allen Consulting Surveyors (2008); and
- A DTM of proposed development site fill supplied by Calibre Consulting (Calibre Consulting, 2014).

3 Hydraulic Model Selection

Fairfield City Council (FCC) commissioned BMT WBM Pty Ltd (BMT WBM) to undertake a flood study of three distinct yet adjoining catchments (Reedy Creek, Ropes Creek and Eastern Creek) as part of the Rural Area Flood Study. The study was undertaken in a manner consistent with the requirements of the NSW Flood Prone Land Policy and the process described in the NSW Government's Floodplain Development Manual (NSW Government, 2005). The findings and models created for these flood study was completed and provided to Council in 2013.

The flood impact assessment of the site has been carried out with an extended version of the Reedy Creek model developed as part of the aforementioned flood study commissioned by FCC.

4 Model Development – Existing Case

This section summarises the development of the Reedy Creek 2D TUFLOW hydraulic model. For further details refer to the final report issued to FCC as part of the Rural Area Flood Study (BMT WBM, 2013).

4.1 Hydrology Inputs

The modelling approach adopted for this study was to apply the rainfall directly to the hydraulic model. Consequently, there is no hydrologic model to provide inflow boundaries for the hydraulic model. With the direct rainfall modelling approach, all the rainfall losses were processed by TUFLOW prior to application of the boundaries to the hydraulic model, and routing was undertaken by the hydraulic model.

Direct rainfall modelling was adopted for the Rural Area Flood study as it would provide detailed flood modelling and flood behaviour mapping for not only the main creeks within the catchment, but also all the tributaries within the study area, including those located in the vicinity of the Site.

Rainfall inputs were determined for the 20, 50, 100, 500 and 2000 year Average Recurrence Interval (ARI) flood events and the Probable Maximum Precipitation (PMP) flood event as modelled for the Rural Area Flood Study (BMT WBM, 2013). Full details of the derivation of the rainfall inputs are provided in BMT WBM (2013).

Three increased rainfall intensity scenarios due to potential future climate change were investigated as part of this study. For the purposes of this study increases of 10, 20 and 30% above the existing levels were undertaken.

4.2 Hydraulic Model Layout and Coverage

A base case hydraulic model of the existing site and surrounds was developed to establish the existing flood behaviour of the study area. The TUFLOW model boundary was extended sufficiently of the site to ensure that the complex distributions of flow in the floodplain upstream of the development were reliably modelled, and also to ensure that any flood impacts resulting from the development could be simulated within the model domain. The model was also extended downstream of the Sydney Orbital tollway to assess impacts of the proposed development on downstream flooding.

The proposed development site and TUFLOW model domains are shown in Figure 4-1.

4.3 Base Case Model Development

The base case TUFLOW model was developed with a 5 m grid across the study area. The broader floodplain geometry was defined within the model by extracting ground surface elevations from a DTM provided by FCC at each TUFLOW grid point.

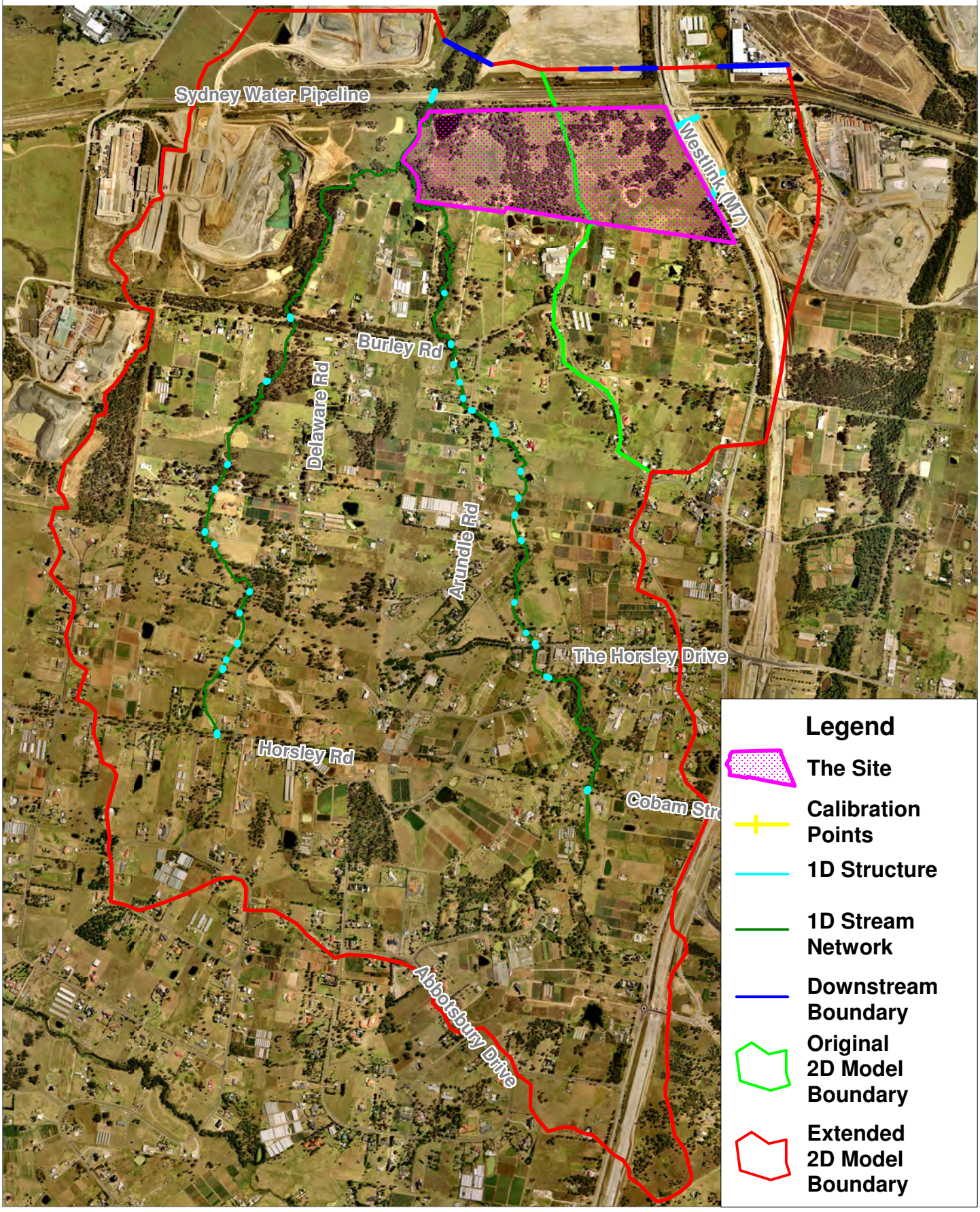
1D elements were ‘carved’ through the 2D domain to represent the geometry of open channels and culverts. This process overcomes the limitation of modelling fine detail features with a 5 m fixed grid. Channel geometry was defined by detailed cross section survey of the major creeks alignments, including top of bank survey. Structures within the floodplain mainly comprised culverts

and road crossing embankments. Culvert details of were included based upon survey provided by FCC. The 1D elements were dynamically nested within the 2D domain allowing for the interchange of water between the two model domains at every time step.

The direct rainfall modelling approach does not require individual inflow boundaries to be applied at discreet locations throughout the hydraulic model. Rather, a rainfall hyetograph is applied across the entire model domain. The direct rainfall modelling approach allows for different initial loss and continuing loss values to be applied to each different land use type within the hydraulic model. The adopted initial loss and continuing loss values were adjusted as part of the comparison process to ensure that the direct rainfall model was able to replicate the performance of the traditional modelling approach (refer to BMT WBM (2013) for details).

Stage-discharge boundaries (or rating curves) were used as the downstream boundaries for the TUFLOW model. TUFLOW automatically generated the stage-discharge relationship based upon a user defined slope. This calculation is based upon a Manning's flow calculation which uses the underlying model roughness in conjunction with the elevations of the hydraulic model at the location of the downstream boundary to determine the stage-discharge relationship for the defined slope at the boundary location. The adopted slopes were consistent with the ground slopes at the downstream extent of the model.

Boundary condition locations and types are shown in Figure 4-1.



Title:

Base Case Hydraulic Model
Domain Extension and Significant Hydraulic Features

Figure: 4-1

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Approx. Scale

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4.4 Manning's Roughness Values

The Manning's roughness values are defined for each land use within the hydraulic model. Due to the nature of a direct rainfall model it is important to vary the Manning's roughness with water depth. Typically in a rural environment the initial roughness is higher for shallow floodwaters and decreases as the depth increases. For instance, low flood depths through grass are rough, however once flood depths are at a greater height than the grass the roughness drops until the grass is pushed over by the flood waters and the roughness drops even further. The adopted parameters based on the results of the model calibration (BMT WBM, 2013) are listed in Table 4-1.

Table 4-1 Adopted Manning's 'n' Coefficients and Hydrological Loss Values

Land use	Lower Depth (m)	Lower 'n'	Upper Depth (m)	Upper 'n'	Initial Loss (mm)	Continuing Loss (mm/hr)
Agriculture	0.1	0.300	0.2	0.050	11.5	2.5
Forest / High Density Veg	0.1	0.300	0.2	0.160	11.5	2.5
Forest and Grassland / Medium Veg	0.1	0.300	0.2	0.110	11.5	2.5
Grassland / No Veg	0.1	0.300	0.2	0.050	10.0	2.0
Grazing / Low Veg	0.1	0.300	0.2	0.035	11.5	2.5
Transport	0.1	0.030	0.2	0.025	2.0	0.5
Commercial	0.1	0.075	0.2	0.250	2.0	0.5
Natural Waterway / Lake	0.1	0.025	0.2	0.045	12.0	2.5
Quarry	0.1	0.030	0.2	0.050	5.0	2.5
Waterway – No/Low Veg	0.1	0.300	0.2	0.045	11.5	2.5
Waterway – Med. Veg	0.1	0.300	0.2	0.055	11.5	2.5
Waterway – High Veg	0.1	0.300	0.2	0.080	11.5	2.5
Farm land including farm houses, roads and associated infrastructure (Tag Key from LEP = 1(a))	0.1	0.300	0.2	0.085	11.5	2.5
Quarry (Tag Key from LEP = 1(b))	0.1	0.030	0.2	0.050	5.0	2.5
Commercial (Tag Key from LEP = 1(v))	0.1	0.075	0.2	0.200	2.0	1.0
Pipeline easement and associated infrastructure (Tag Key from LEP = 5(a))	0.1	0.300	0.2	0.050	11.5	2.5
Sealed road and verge (Tag Key from LEP = 5(b), 5(c))	0.1	0.030	0.2	0.025	2.0	0.5
Sports ground (Tag Key from LEP = 6(a))	0.1	0.300	0.2	0.050	11.5	2.5

Land use	Lower Depth (m)	Lower 'n'	Upper Depth (m)	Upper 'n'	Initial Loss (mm)	Continuing Loss (mm/hr)
Farm land including farm houses, roads and associated infrastructure (Tag Key from LEP = 6(d))	0.1	0.300	0.2	0.080	11.5	2.5
Farm land including farm houses, roads and associated infrastructure (Tag Key from LEP = SREP 31)	0.1	0.300	0.2	0.080	11.5	2.5

4.5 Design Event Modelling

The 20, 50 and 100 year ARI design storm events were modelled in TUFLOW for a number of storm durations: 2 hour, 3 hour, 6 hour, 9 hour, 12 hour and 18 hour. The 500 and 2000 year ARI design storm events modelled for the 2 hour, 3 hour, 6 hour and 9 hour durations. The critical storm duration varied across the catchment and hence a variety of storm durations were modelled to ensure the maximum flood heights across the entire catchment are captured. Generally, the 9 hour storm duration was critical across the majority of the Reedy Creek catchment.

A peak flood height envelope was developed from the durations modelled and the peak envelope of flood levels mapped.

4.6 Climate Change Sensitivity

To assess the catchment under future climate conditions, three potential climate change scenarios were investigated. These scenarios were increases in the rainfall intensity of 10, 20 and 30% above those determined for the design event modelling. As there was not a separate hydrologic model, the rainfall depths applied to the hydraulic model were factored. No change to the existing temporal patterns, rainfall loss rates or the infiltration rates were made for these climate change scenarios.

The PMP was not run under increased rainfall intensity scenarios as it already represents the probable maximum precipitation. Whilst the moisture carrying ability may increase there is no guidance on what this increase may be under such a rare event.

4.7 Hydraulic Structures

The collected survey information was used to include various structures (bridges and culverts) in the hydraulic model.

Bridges and culverts were always modelled as 1D elements, and where a roadway was present over the structure, a weir was used representing the flow over the road. The weir was represented using either the available survey information or road levels derived from the DEM. Where bridge railings (either as guard rails or pedestrian hand rails) were present, they included in the representation of the structure within the 1D model. These railing were modelled as a 50%

blockage to the flow (based upon the available survey information for a number of the structures throughout the catchment).

4.8 Modifications to the Base Case from Previous Modelling

The development straddles a ridge whereby a portion of the proposed development is within the Reedy Creek catchment, whilst the remainder of the site is located within a localised catchment to the east. It was therefore necessary to extend the catchment to the east up to and including the area entire local catchment. In addition the following enhancements were incorporated into the base case model:

- Feature survey information of the site was incorporated into the base case model covering the site and the near surrounds.
- Additional outflow locations for localised catchment
- Incorporate Sydney Orbital (M7) toll road; and
- Incorporate drainage asset under Wallgrove Rd.

5 Model Development – Developed Case

The base case TUFLOW model was modified to incorporate the proposed development. The assessment of the development is focussed only on the external flood impacts and not the management of internal stormwater within the development. Internal drainage has been covered by the Stormwater Concept Plan as developed by Calibre Consulting (formally Brown Consulting, 2013).

The DTM of the proposed development provided by Calibre Consulting did not contain provisions for flow from the eastern local catchment to drain to the pipe under Wallgrove Road. To allow the flood waters to reach the culvert a nominal swale with a top width of approximately 15m was incorporated into model. The swale included in the hydraulic model is based upon cross section details provided by Brown (Calibre) Consulting and is not included as part of the provided DTM.

The rainfall was not modified, nor the materials parameters that control runoff from the site. For the assessment on flood impacts it has been assumed that onsite detention will retard onsite runoff back to existing conditions (as detailed in the Stormwater Concept Plan).

The DTM of the developed model showing the modifications as part of the development are illustrated in Figure 5-1.

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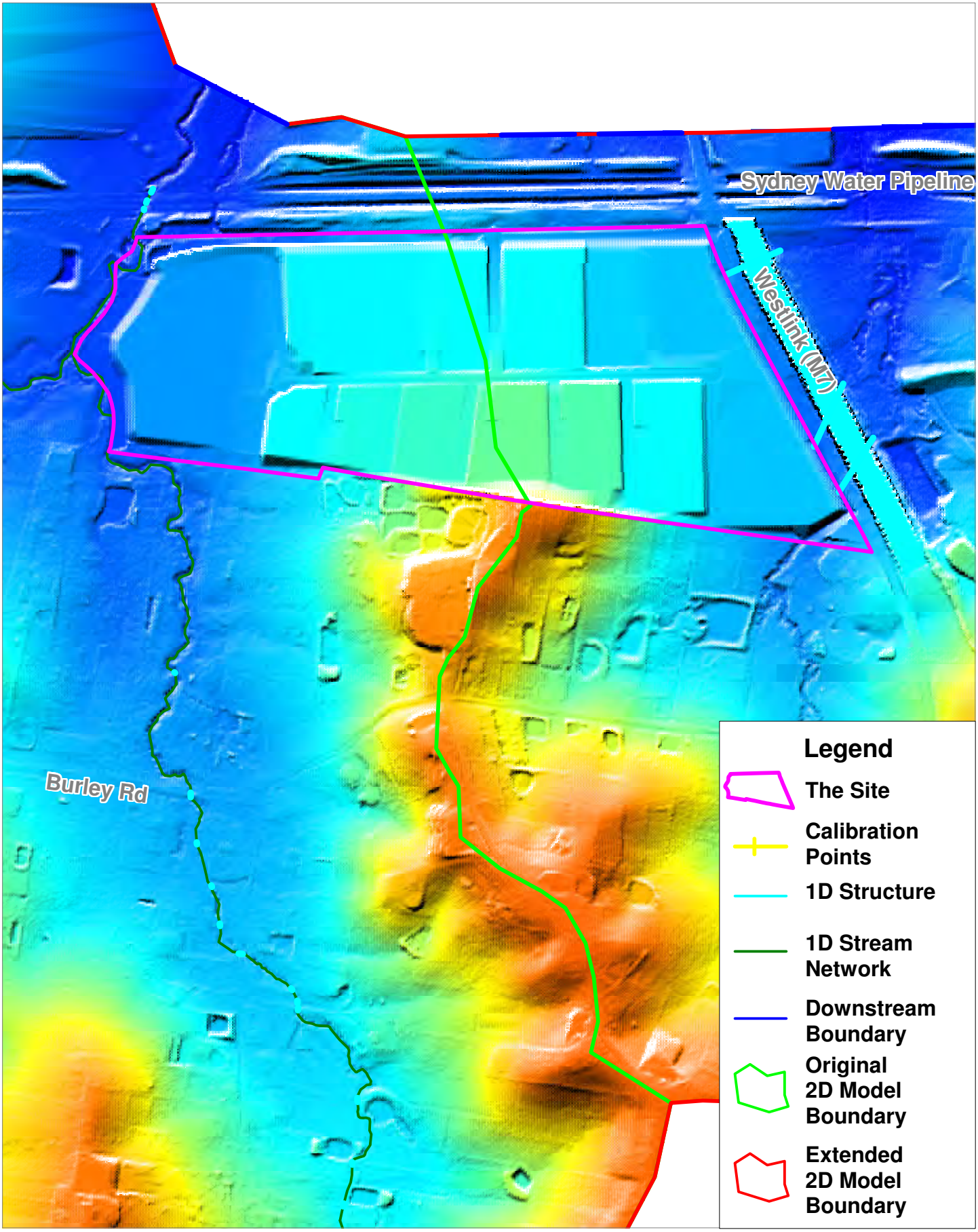

Title:

Developed Case Terrain Modification

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6 Flood Mapping

TUFLOW produces a geo-referenced data set defining peak water levels throughout the model domain at the corners of its computational cells. For the peak flood level from all of the storm durations was selected for each computational cell to generate an envelope of peak flood level. This data were imported into GIS to generate a digital model of the flood surface.

6.1 Flood Depth and Extent Mapping

The TUFLOW flood model was initially used to determine the flood depths for the 100 year ARI flood events for the base case and developed case. These flood extent maps are presented in Figure 6-1 and Figure 6-2 respectively.

6.1.1 Discussion of Flood Depth Mapping

The developed case flood depth modelling (shown in Figure 6-2), shows minimal change in flooding patterns when compared to the existing condition (Figure 6-1). A slight increase in depth is noted along the leading edge of Reedy Creek due to the modifications as set out by development's proposed earthworks. The flow within conceptual swale drain along the south-eastern boundary of the site results is an increase in depth of flooding in the neighbouring property, however, there is a reduction in flood depth across Wallgrove Road.

Beyond the immediate site there is minimal, if any, change to the flood depths.

6.2 Flood Impact Mapping

Digital flood surfaces were created for the base case and developed case, and the changes in peak flood height were calculated by subtracting the base case model peak flood heights from the developed case model flood heights at each TUFLOW grid cell. The change in peak flood height for the 20, 50, 100, 500 and 2000 year ARI flood events and the PMP flood event colour contoured and mapped in Figure 6-3 through Figure 6-8.

6.2.1 Discussion of Flood Impact Mapping

The results from the flood model indicate that the proposed development will not significantly increases in flood levels external to the site. There are reductions in flood level to the west of the site along Reedy Creek as well as at the Sydney Water pipeline. However there are small areas along the western and southern boundaries of the development where there are increases in flood level of up to about 4 cm. The areas where there are increases are currently flood prone and there are no buildings within the area where the increase is shown.

On the local catchment to the east of the proposed development, there are increases in flood levels evident in the adjoining property to the east of the West Sydney Orbital (M7). The modeling of the vegetated swale in the vicinity of these impacts is based upon a cross section shape provided by Brown (Calibre) Consulting (via email, 24/06/2013). Further detailed design of this vegetated swale and the subsequent hydraulic modeling of the design may reduce the currently observed impact downstream of the West Sydney Orbital.

Downstream of the West Sydney Orbital, reductions in flood levels due to the proposed development were observed.

6.3 Flood Velocity Mapping

Digital flood velocity layers were created for the base case and developed case, and the changes in peak flood velocity were calculated by subtracting the base case model peak flood velocity from the developed case model flood velocity at each TUFLOW grid cell. The change in peak flood velocity for the 20, 50 and 100 year ARI flood events colour contoured and mapped in Figure 6-9, Figure 6-10 and Figure 6-11 respectively.

6.3.1 Discussion of Flood Velocity Mapping

The results from the flood model indicate that the proposed development will result in some higher velocities alongside the right bank of Reedy Creek and upstream of the development (at the south east corner and along the west edge of the site). In these locations, velocity increases of greater than 0.5 metres per seconds are noted, though more typically increases of less than 0.25 metres per second. Flood velocities across Wallgrove Road are also increases (although the flood depth has decreased). Such increases may require erosion control measures to be implemented depending on the nature of the underlying soil and its susceptibility to scour.

6.4 Duration of Flood Inundation

The results from the flood impact mapping generally show reductions in flood levels and in general, no significant increases in flood level. The duration of flood inundation is likely to increase in regions where the flood levels have increased and decrease to regions where the flood levels have decreased.

The flood level decreases along Wallgrove Road will result in the duration of flood inundation along Wallgrove Road decreasing as a result of the proposed development. Under existing conditions, Wallgrove Road is likely to be inundated in the vicinity of the site for approximately 9 hours, however, this will be reduced under the proposed development.

6.5 Climate Change Sensitivity Flood Impact Mapping

The flood level impact mapping for the climate change sensitivity scenarios was mapped the exact same way as the previous impact mapping; the digital flood surfaces were created for the base case and developed case, and the changes in peak flood height were calculated by subtracting the base case model peak flood heights from the developed case model flood heights at each TUFLOW grid cell.

The change in peak flood height for the 20, 50, 100, 500 and 2000 year ARI flood events colour contoured and mapped in; Figure 6-12 through Figure 6-16 for the 10% increase in rainfall intentsity; Figure 6-17 through Figure 6-21 for the 20% increase in rainfall intentsity; and Figure 6-22 through Figure 6-26 for the 30% increase in rainfall intentsity.

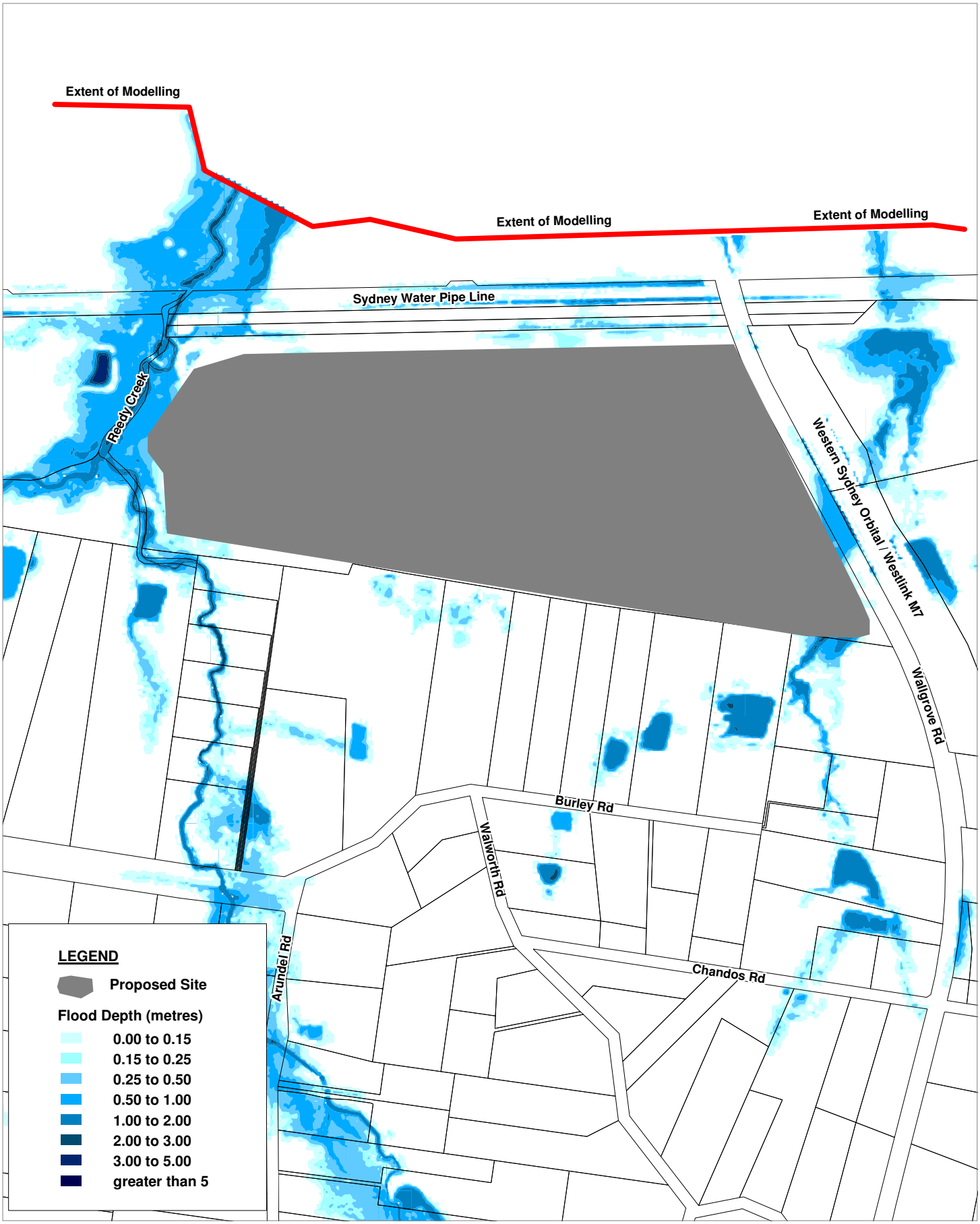
6.5.1 Discussion of Climate Change Scenarios

The results from the flood model indicate that under the three increased rainfall intensity scenarios the flood impacts resulting from the proposed development are not dissimilar to those under the existing rainfall conditions.

As the rainfall intensity increases the flood differences along Reedy Creek typically go from slight reductions (10% increase), through equal (20% increase) and, under the 30% increase scenario, slight increases. Similar behaviour is noted of the flood impacts at the south-west corner of the proposed development.

The flood height impacts on the smaller eastern corner remain elevated in all scenarios with only the extent increasing with rainfall intensity.

Under all climate change scenarios, up to and including the 2000 year ARI flood event, the development itself remains flood free and there is no risk to persons or property from flooding at the site of the proposed development.



Title:

813-913 Wallsgrove Rd, Horsley Park
Existing Case - 100 Year ARI Peak Flood Depth

Figure: **6-1**

Rev: **A**

N

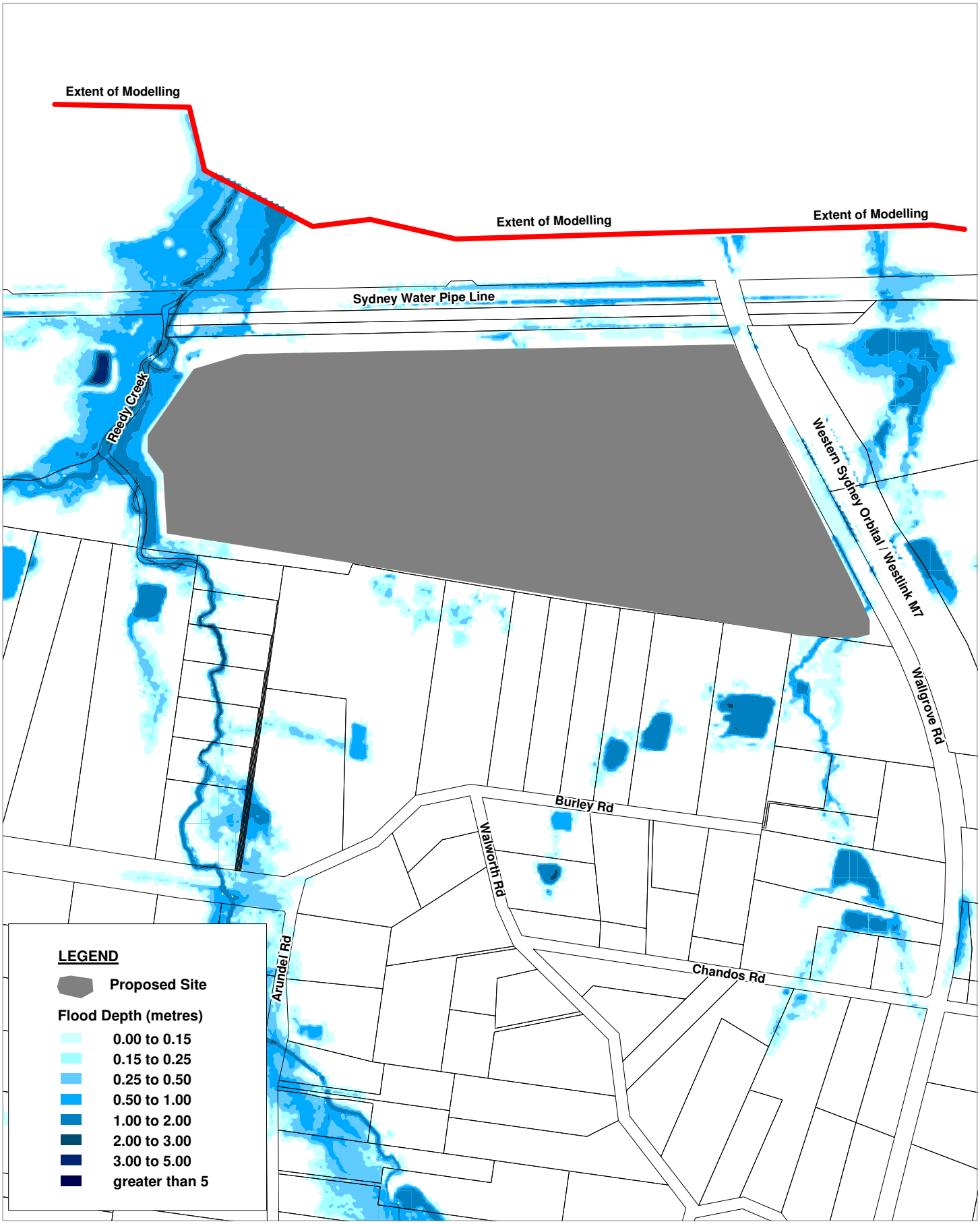
0 125 250m

Approx. Scale

BMT WBM

www.bmtwbm.com.au

Filepath : T:\M20101.JL.WallgroveRd_FIA\MapInfo\Drawings\R.M20101.001.03.ModellingReport\WgR_Fig6-1_E01_012_depth_RevA.WOR



Title:

813-913 Wallsgrove Rd, Horsley Park
Developed Case - 100 Year ARI Peak Flood Depth

Figure: 6-2

Rev: A

N

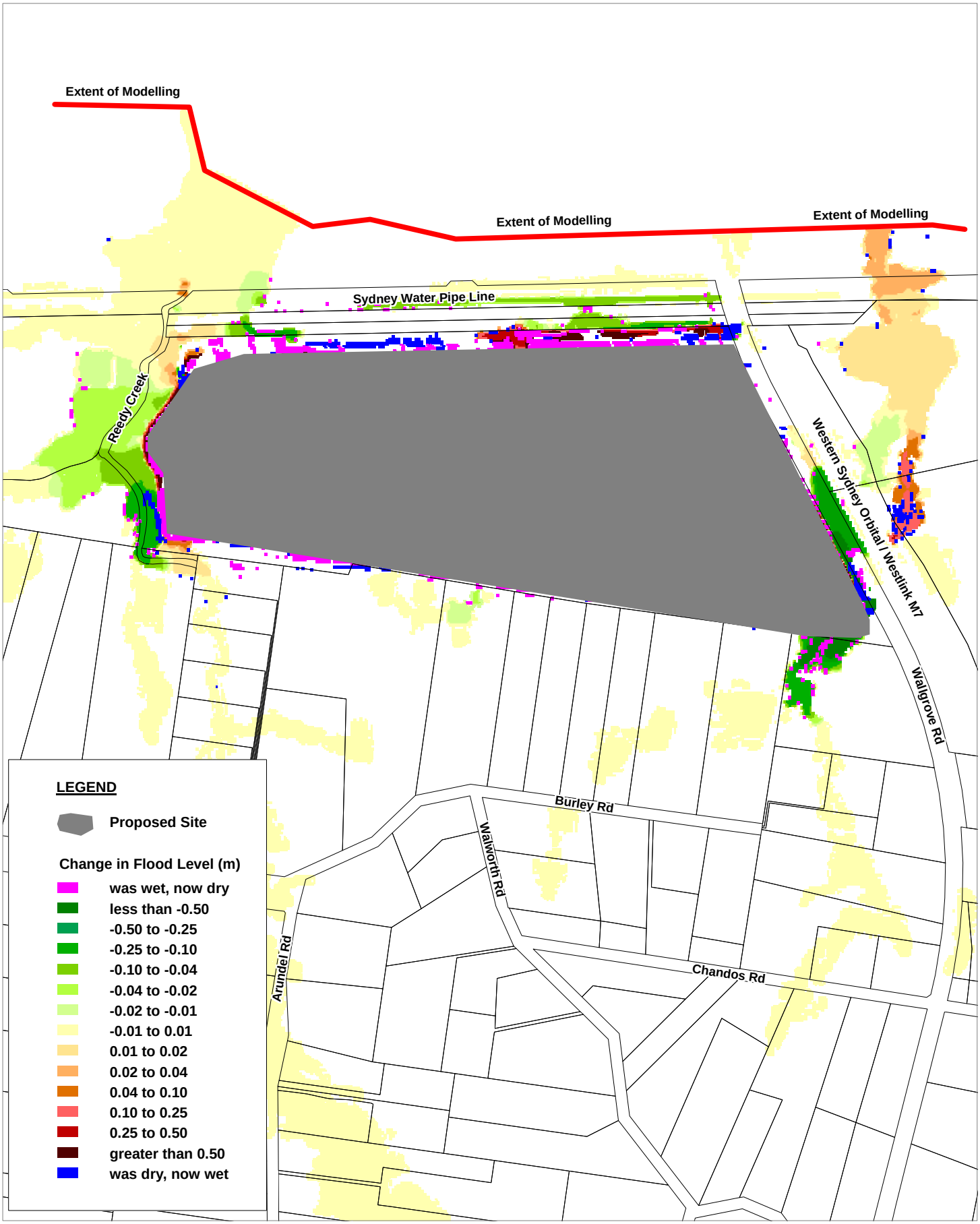
0 125 250m

Approx. Scale

BMT WBM

www.bmtwbm.com.au

Filepath : T:\M20101.JL.WallgroveRd_FIA\MapInfo\Drawings\R.M20101.001.03.ModellingReport\WgR_Fig6-2_D01_012_depth_RevA.WOR



Title:

813-913 Wallsgrove Rd, Horsley Park
20 Year ARI Change in Peak Flood Height

Figure: **6-3**

Rev: **A**

N

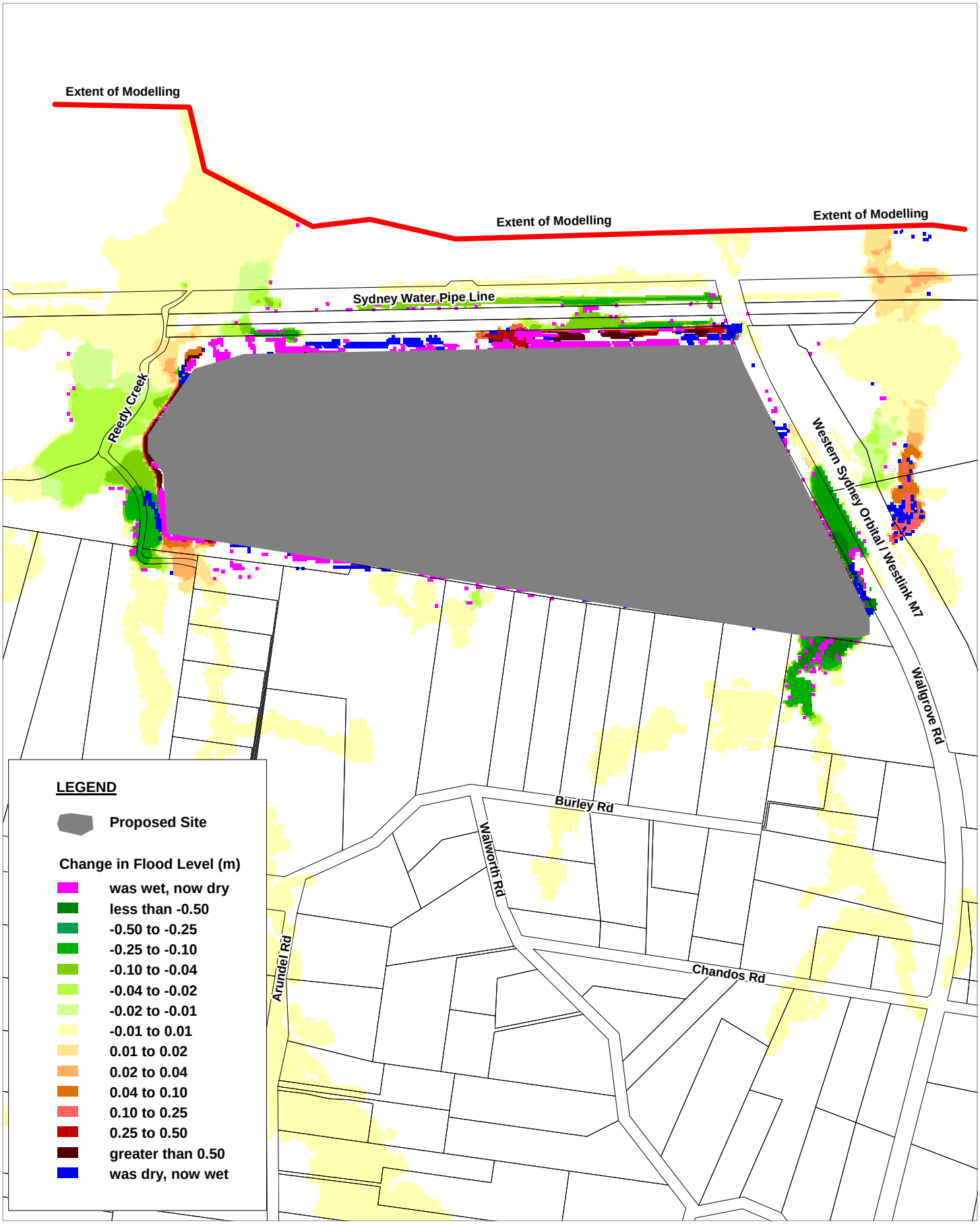
0 125 250m

Approx. Scale

BMT WBM

www.bmtwbm.com.au

Filepath : T:\M20101.JL.WallgroveRd_FIA\MapInfo\Drawings\R.M20101.001.03.ModellingReport\WgR_Fig6-3_Dif_D01_012__E01_012_20y_HMax_RevA.WOR



Title:

813-913 Wallsgrove Rd, Horsley Park
50 Year ARI Change in Peak Flood Height

Figure: **6-4**

Rev: **A**

N

0 125 250m

Approx. Scale

BMT WBM

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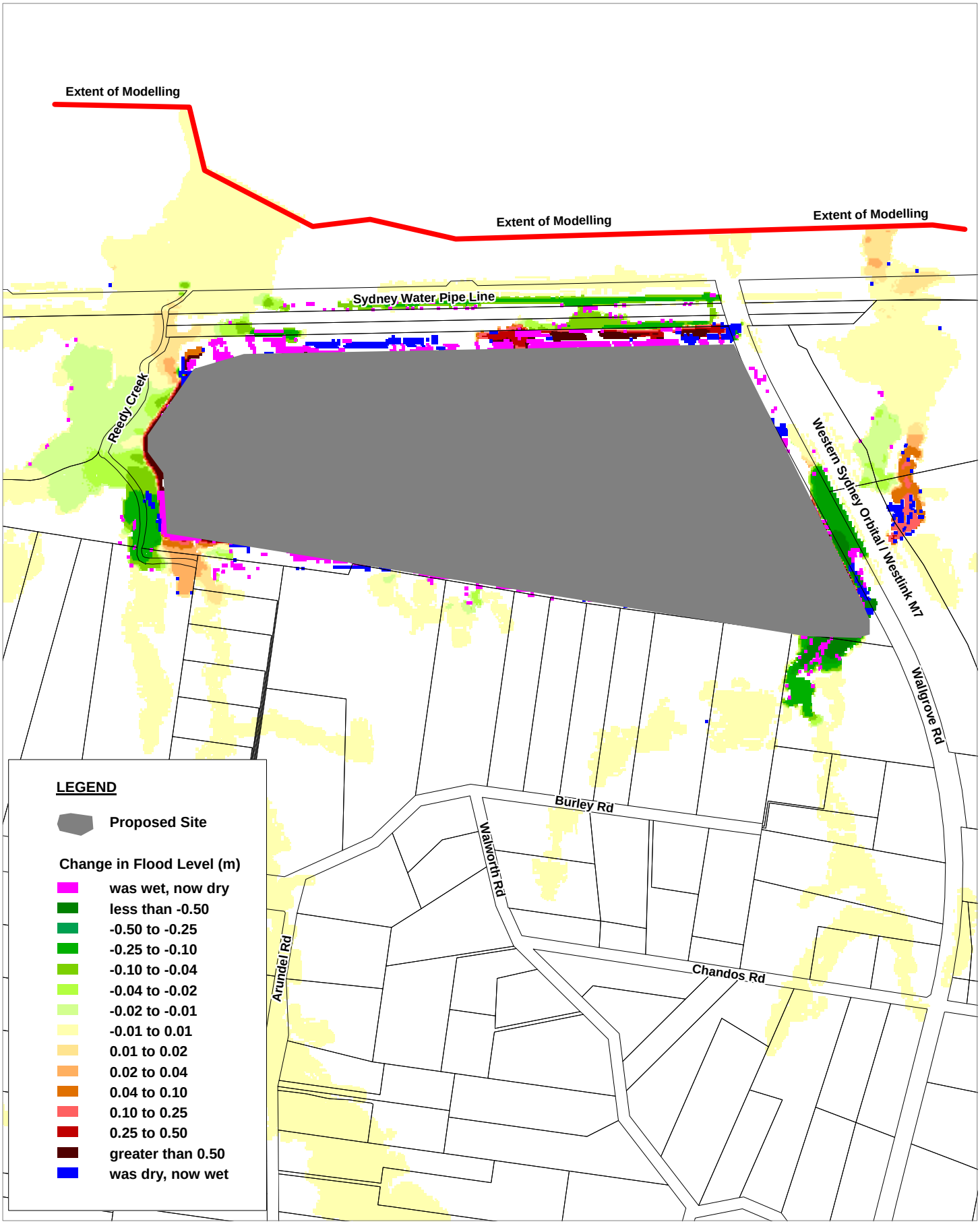
Filepath : T:\M20101.JL.WallgroveRd_FIA\MapInfo\Drawings\R.M20101.001.03.ModellingReport\WgR_Fig6-4_Dif_D01_012__E01_012_50y_HMax_RevA.WOR



Title:

813-913 Wallsgrove Rd, Horsley Park
100 Year ARI Change in Peak Flood Height

Figure: **6-5**

Rev: **A**

N

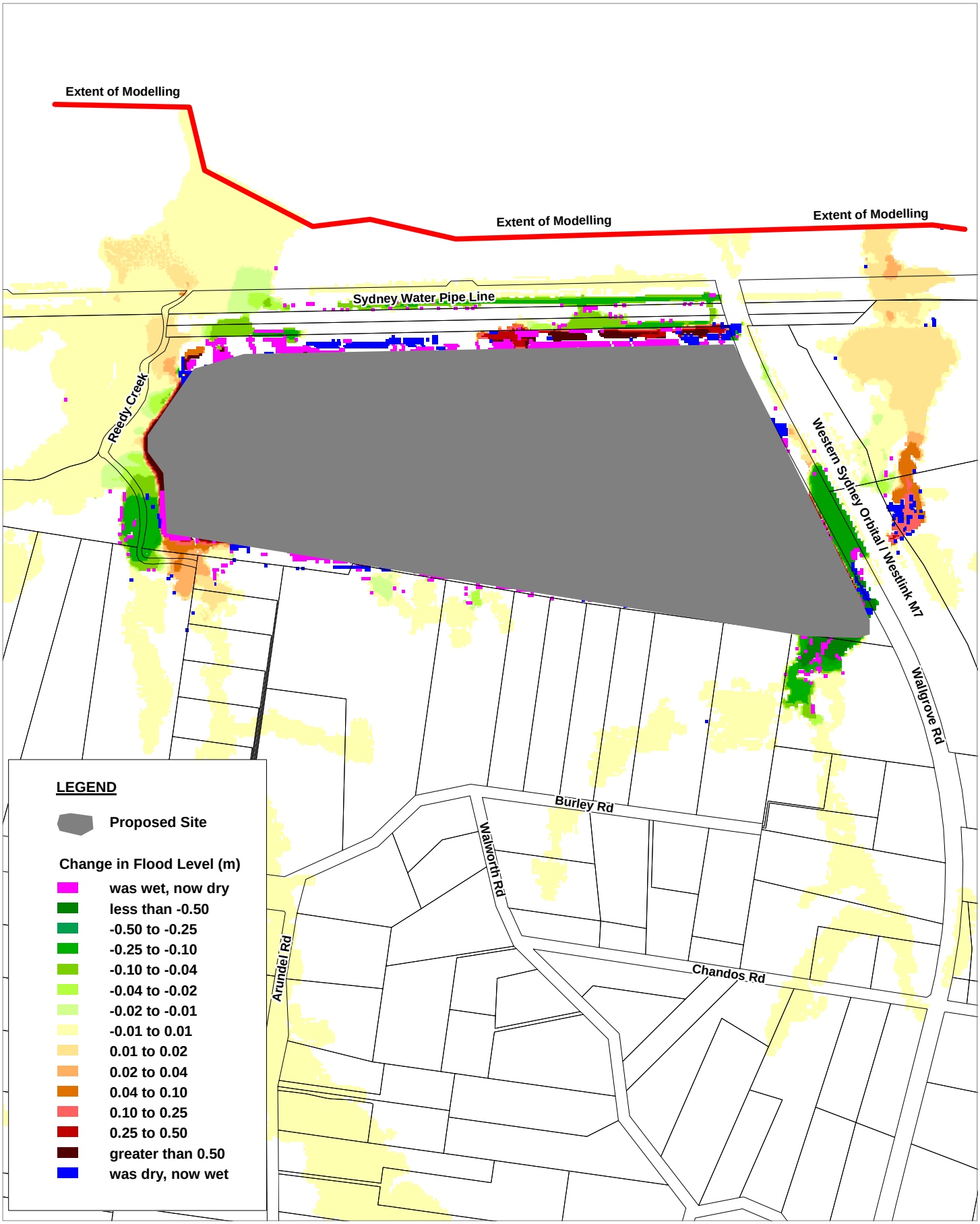
0 125 250m

Approx. Scale

BMT WBM

www.bmtwbm.com.au

Filepath : T:\M20101.JL.WallgroveRd_FIA\MapInfo\Drawings\R.M20101.001.03.ModellingReport\WgR_Fig6-5_Dif_D01_012__E01_012_100y_HMax_RevA.WOR



Title:

813-913 Wallsgrove Rd, Horsley Park
500 Year ARI Change in Peak Flood Height

Figure: **6-6**

Rev: **A**

N

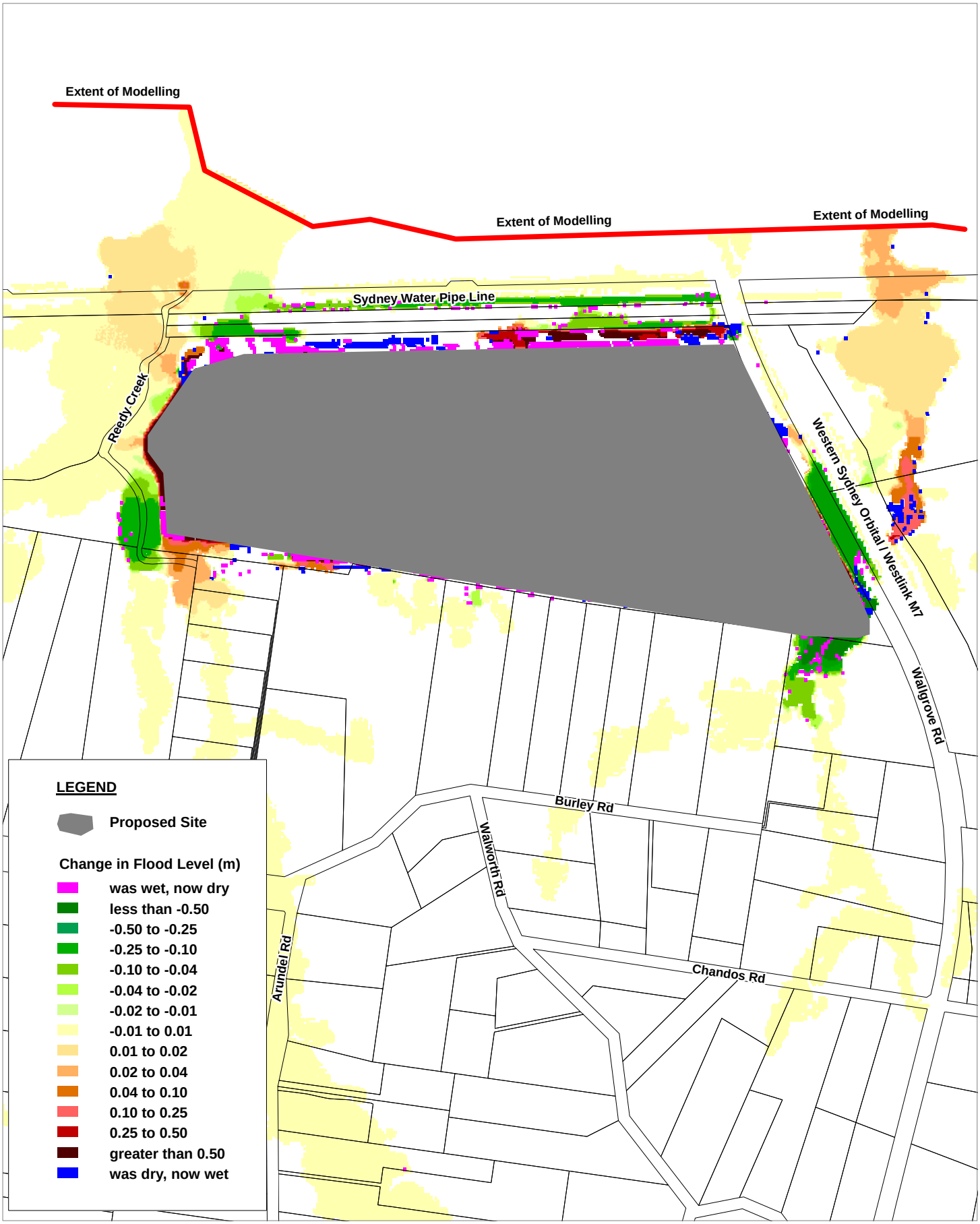
0 125 250m

Approx. Scale

BMT WBM

www.bmtwbm.com.au

Filepath : T:\M20101.JL.WallgroveRd_FIA\MapInfo\Drawings\R.M20101.001.03.ModellingReport\WgR_Fig6-6_Dif_D01_012__E01_012_500y_HMax_RevA.WOR



Title:

813-913 Wallsgrove Rd, Horsley Park
2000 Year ARI Change in Peak Flood Height

Figure: **6-7**

Rev: **A**

N

0 125 250m

Approx. Scale

BMT WBM

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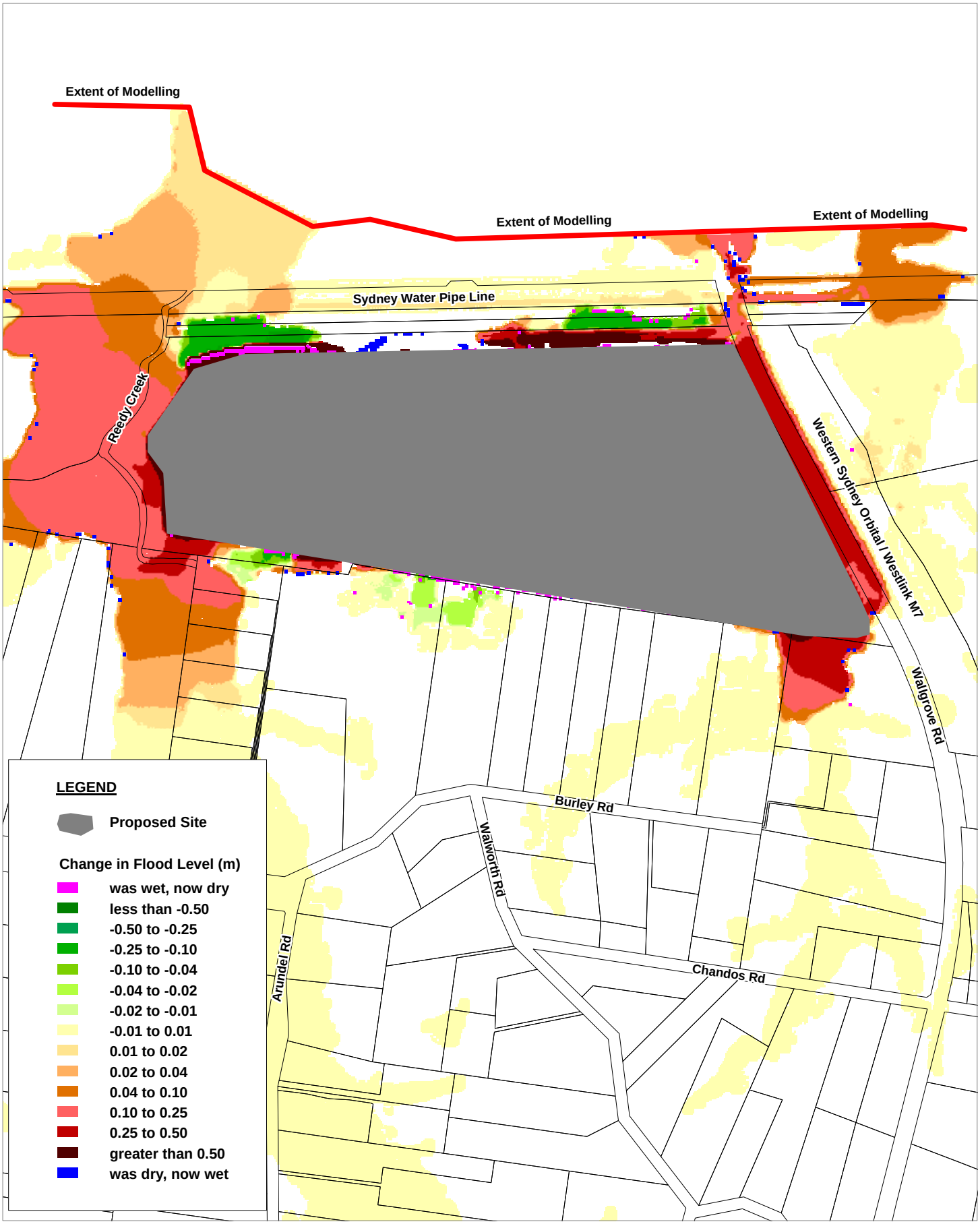
Filepath : T:\M20101.JL.WallgroveRd_FIA\MapInfo\Drawings\R.M20101.001.03.ModellingReport\WgR_Fig6-7_Dif_D01_012__E01_012_2000y_HMax_RevA.WOR



Title:

813-913 Wallsgrove Rd, Horsley Park
Probable Maximum Flood Change in Peak Flood Height

Figure: **6-8**

Rev: **A**

N

0 125 250m

Approx. Scale

BMT WBM

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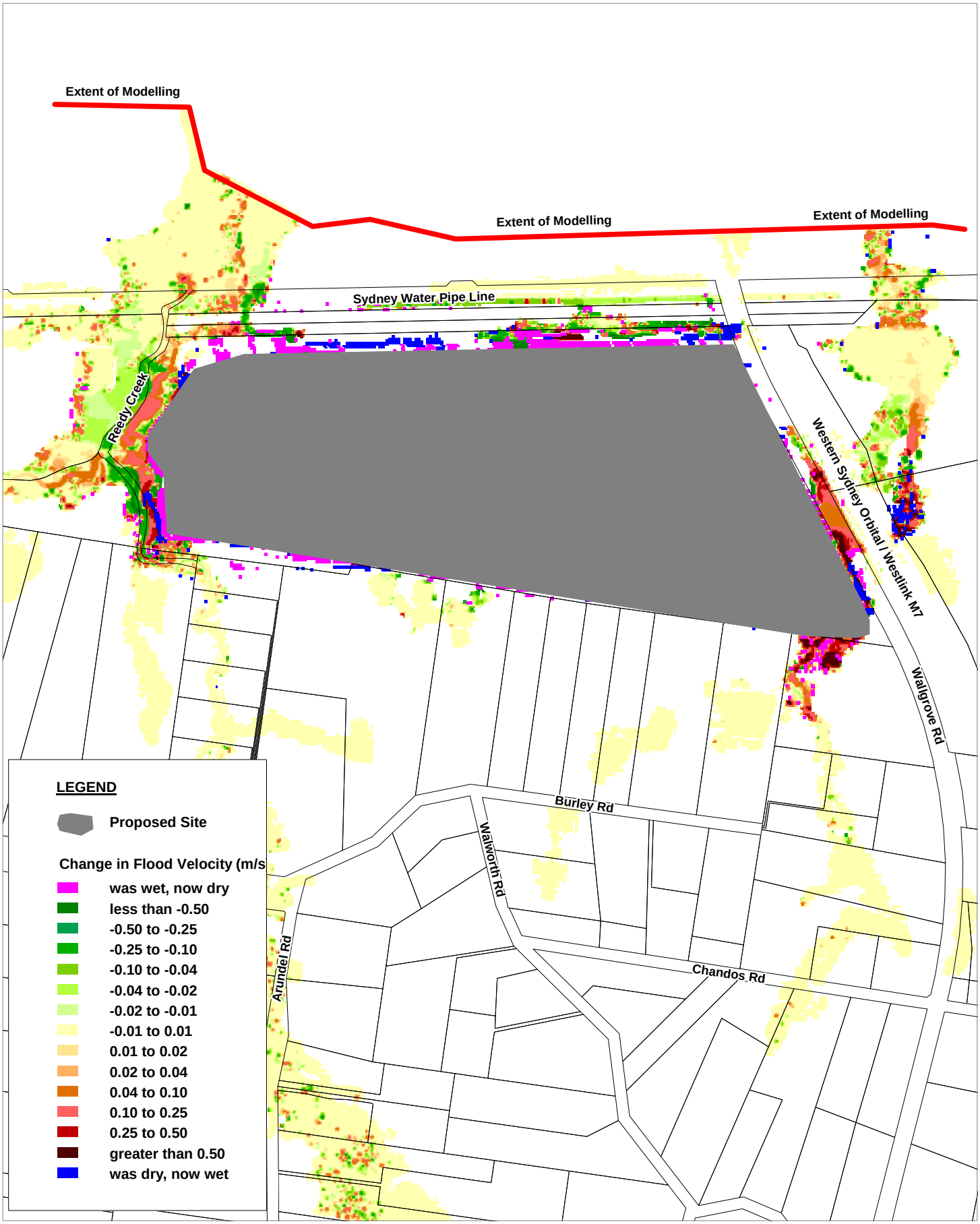
Filepath : T:\M20101.JL.WallgroveRd_FIA\MapInfo\Drawings\R.M20101.001.03.ModellingReport\WgR_Fig6-8_Dif_D01_012__E01_012_PMP_HMax_RevA.WOR



Title:

813-913 Wallsgrove Rd, Horsley Park
20 Year ARI Change in Peak Flood Velocity

Figure: **6-9**

Rev: **A**

N

0 125 250m

Approx. Scale

BMT WBM

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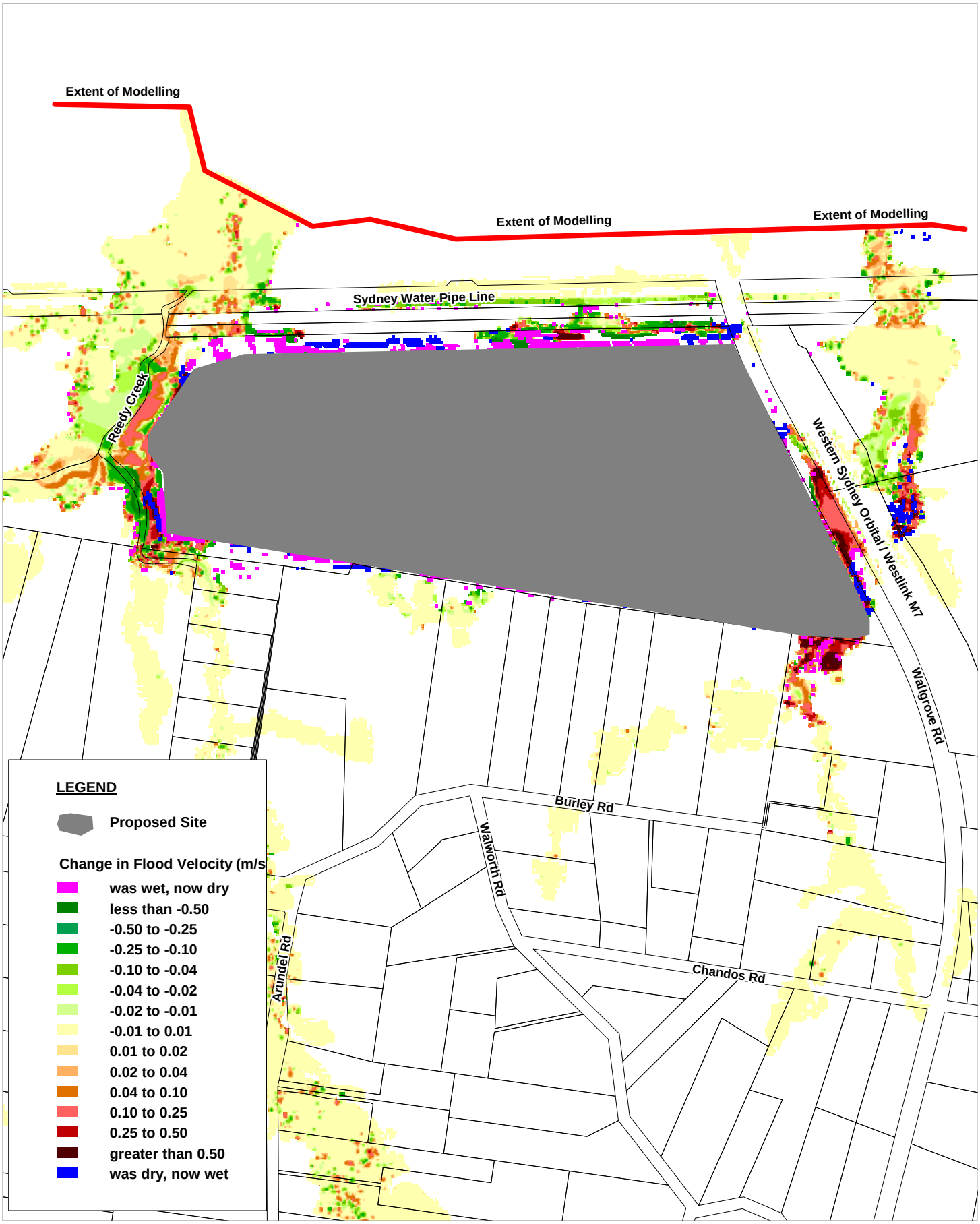
Filepath : T:\M20101.JL.WallgroveRd_FIA\MapInfo\Drawings\R.M20101.001.03.ModellingReport\WgR_Fig6-9_Dif_D01_012__E01_012_20y_VMax_RevA.WOR



Title:

813-913 Wallsgrove Rd, Horsley Park
50 Year ARI Change in Peak Flood Velocity

Figure: **6-10**

Rev: **A**

N

0 125 250m

Approx. Scale

BMT WBM

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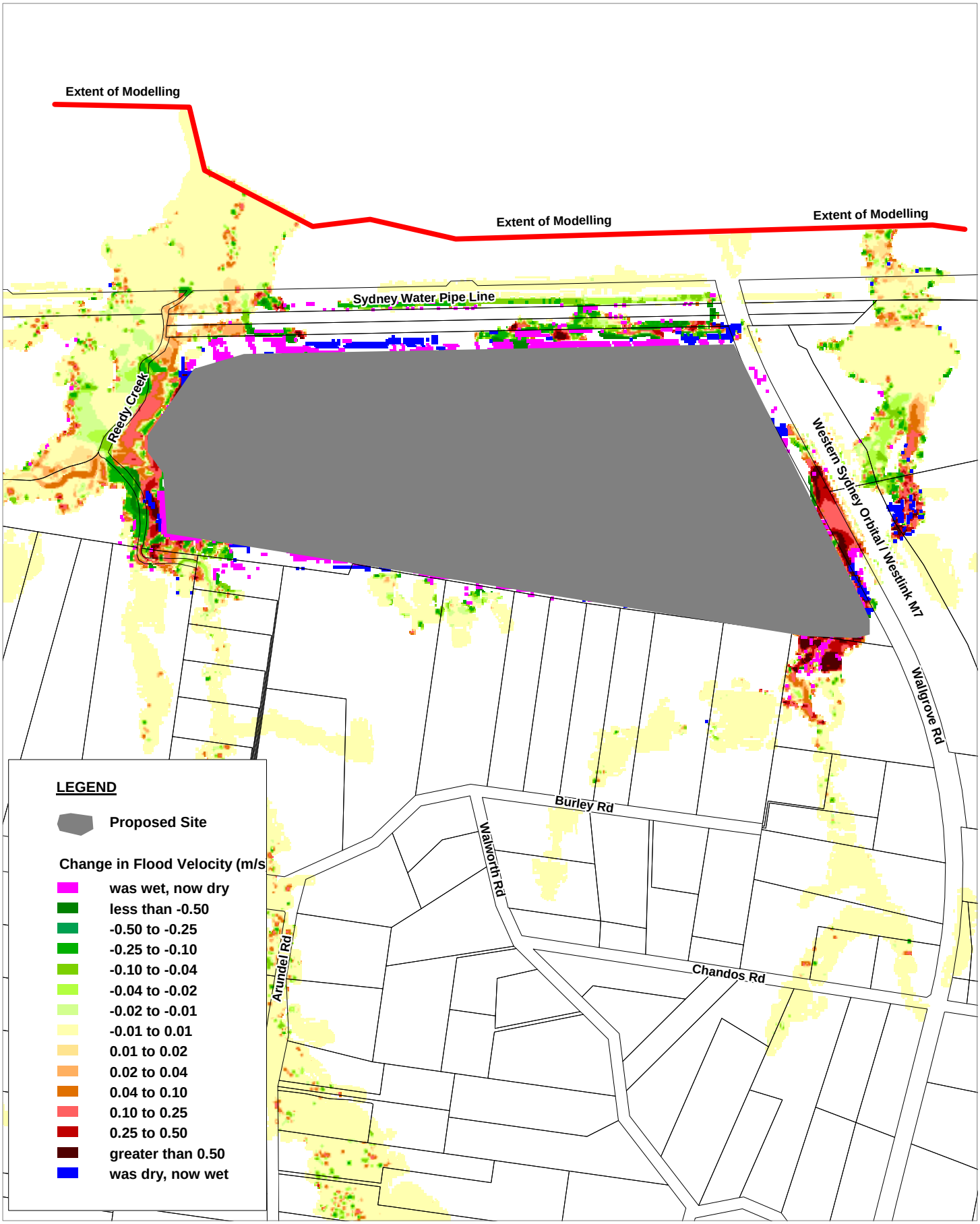
Filepath : T:\M20101.JL.WallgroveRd_FIA\MapInfo\Drawings\R.M20101.001.03.ModellingReport\WgR_Fig6-10_Dif_D01_012__E01_012_50y_VMax_RevA.WOR



Title:

813-913 Wallsgrove Rd, Horsley Park
100 Year ARI Change in Peak Flood Velocity

Figure: **6-11**

Rev: **A**

N

0 125 250m

Approx. Scale

BMT WBM

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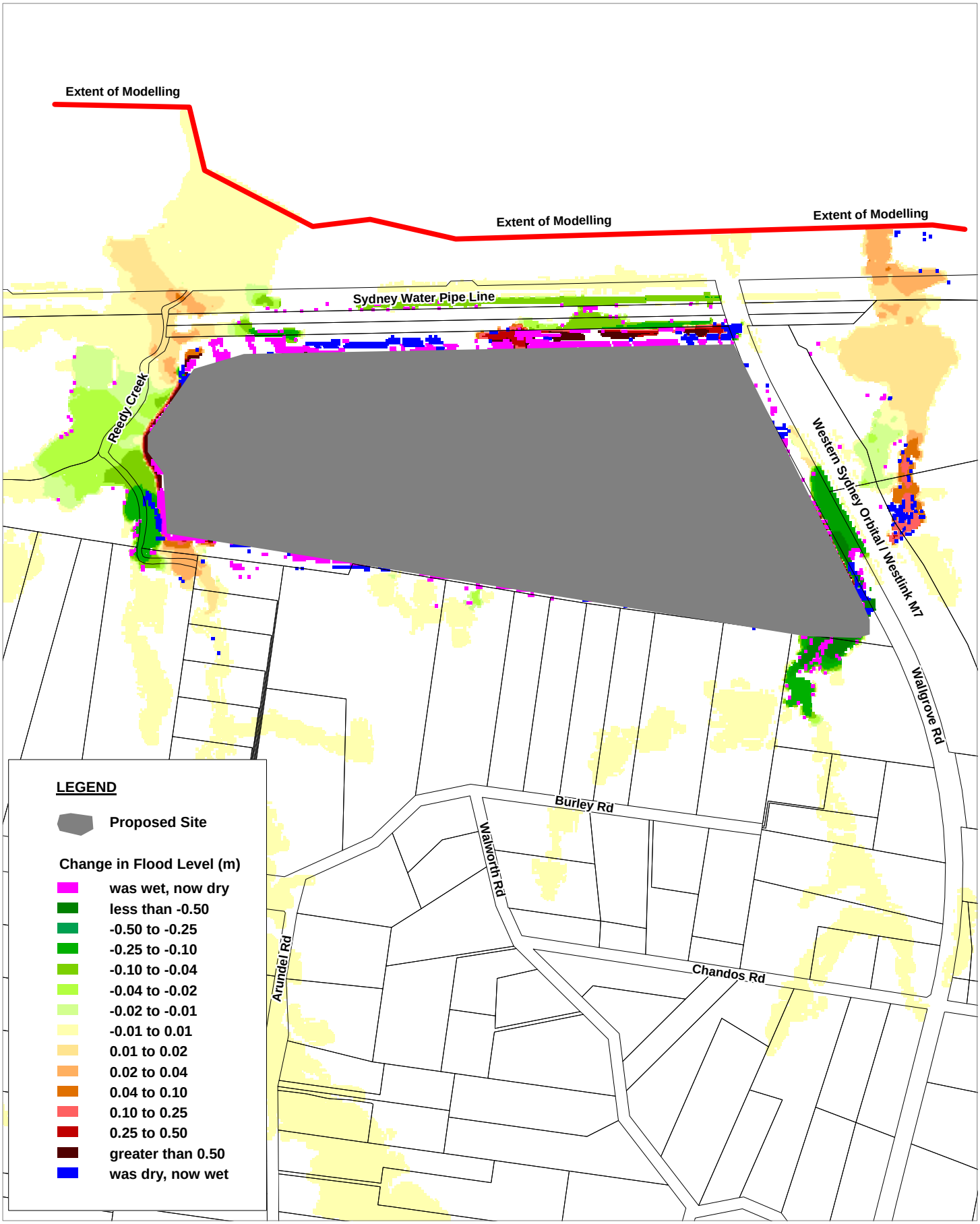
Filepath : T:\M20101.JL.WallgroveRd_FIA\MapInfo\Drawings\R.M20101.001.03.ModellingReport\WgR_Fig6-11_Dif_D01_012__E01_012_100y_VMax_RevA.WOR



Title:

813-913 Wallsgrove Rd, Horsley Park - 10% Rainfall Increase 20 Year ARI Change in Peak Flood Height

Figure: **6-12**

Rev: **A**

N

0 125 250m

Approx. Scale

BMT WBM

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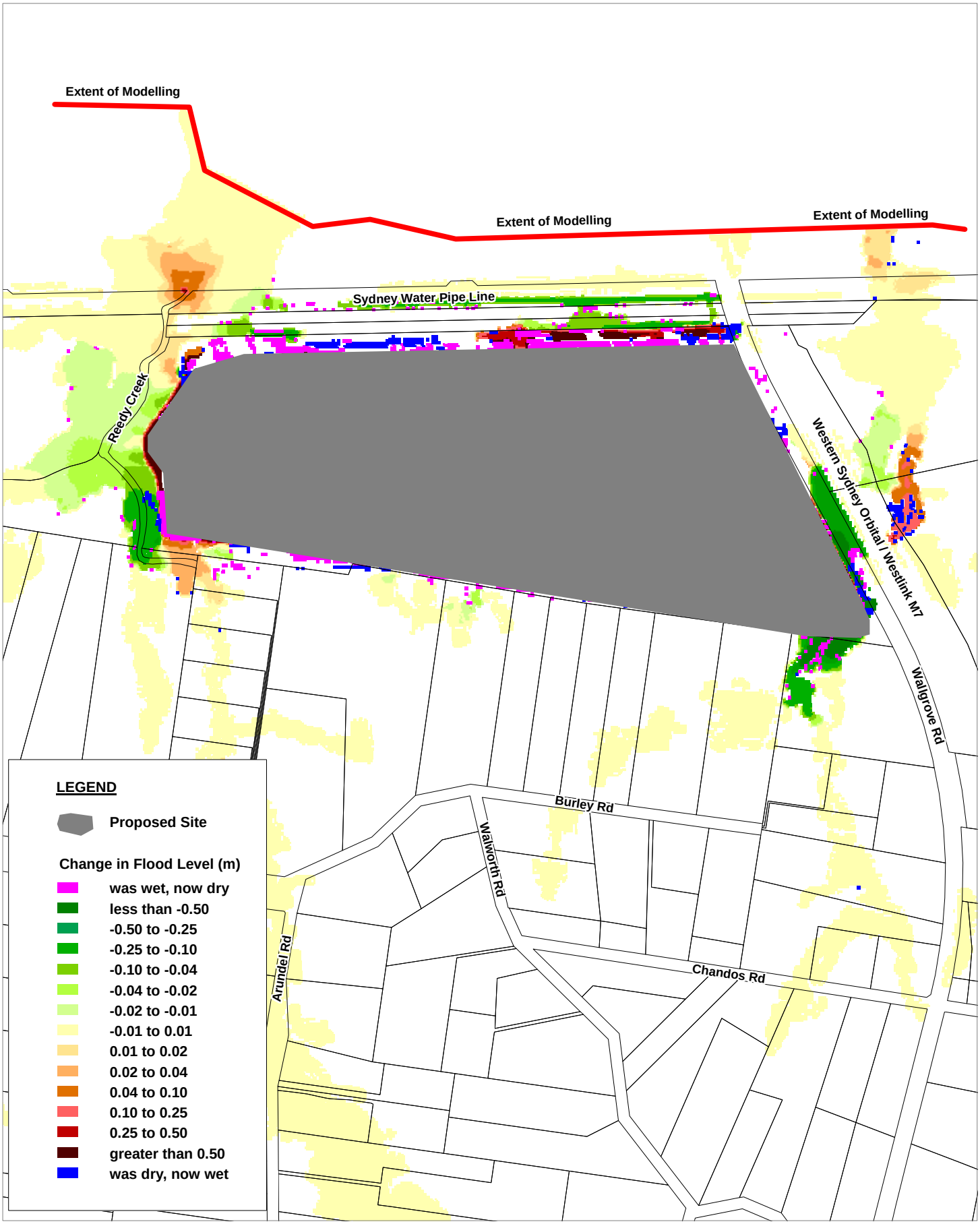
Filepath : T:\M20101.JL.WallgroveRd_FIA\MapInfo\Drawings\R.M20101.001.03.ModellingReport\WgR_Fig6-12_Dif_D10_012__E10_012_20y_HMax_RevA.WOR



Title:

813-913 Wallsgrove Rd, Horsley Park - 10% Rainfall Increase 50 Year ARI Change in Peak Flood Height

Figure: **6-13**

Rev: **A**

N

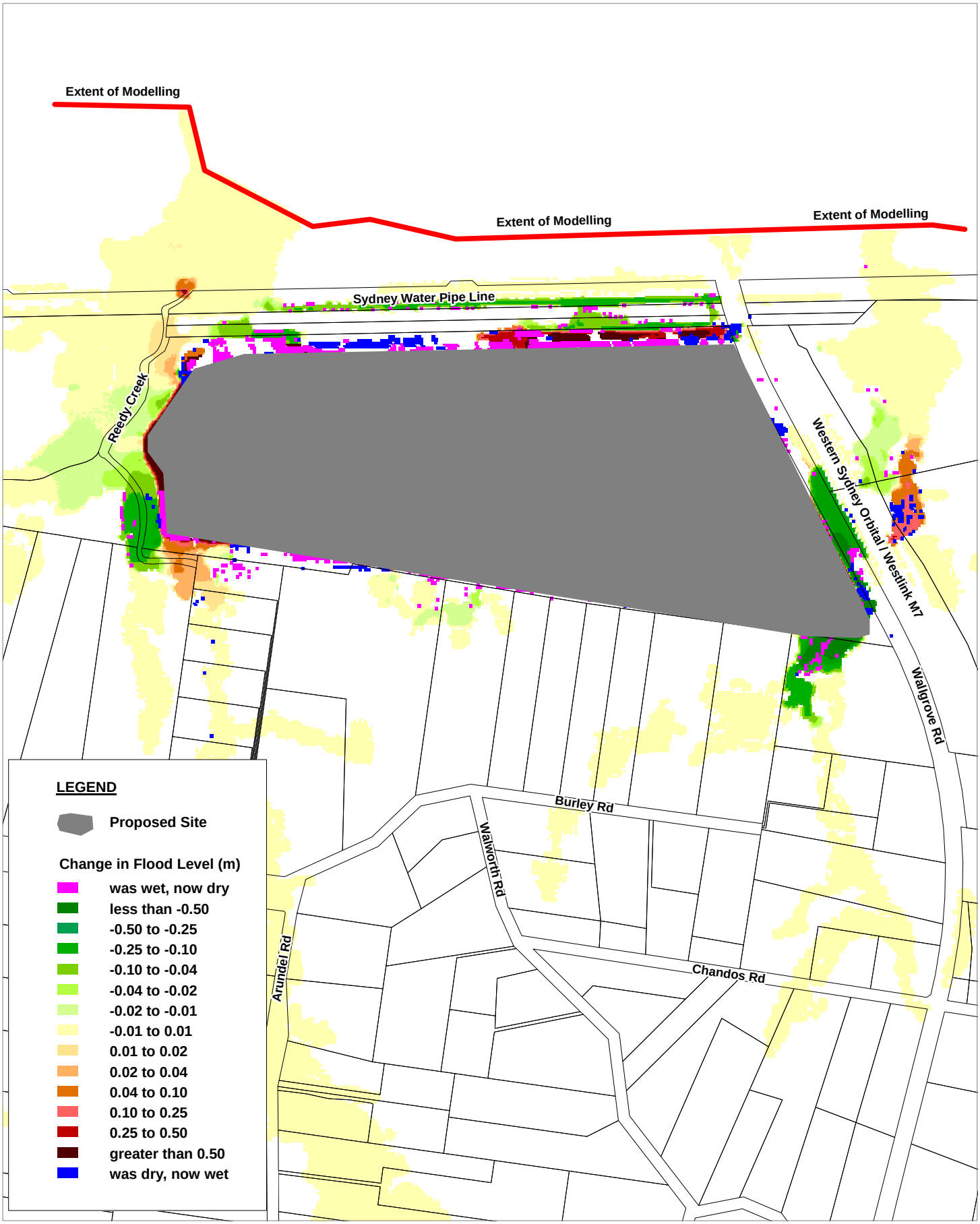
0 125 250m

Approx. Scale

BMT WBM

www.bmtwbm.com.au

Filepath : T:\M20101.JL.WallgroveRd_FIA\MapInfo\Drawings\R.M20101.001.03.ModellingReport\WgR_Fig6-13_Dif_D10_012__E10_012_50y_HMax_RevA.WOR



Title:

813-913 Wallsgrove Rd, Horsley Park - 10% Rainfall Increase 100 Year ARI Change in Peak Flood Height

Figure: **6-14**

Rev: **A**

N

0 125 250m

Approx. Scale

BMT WBM

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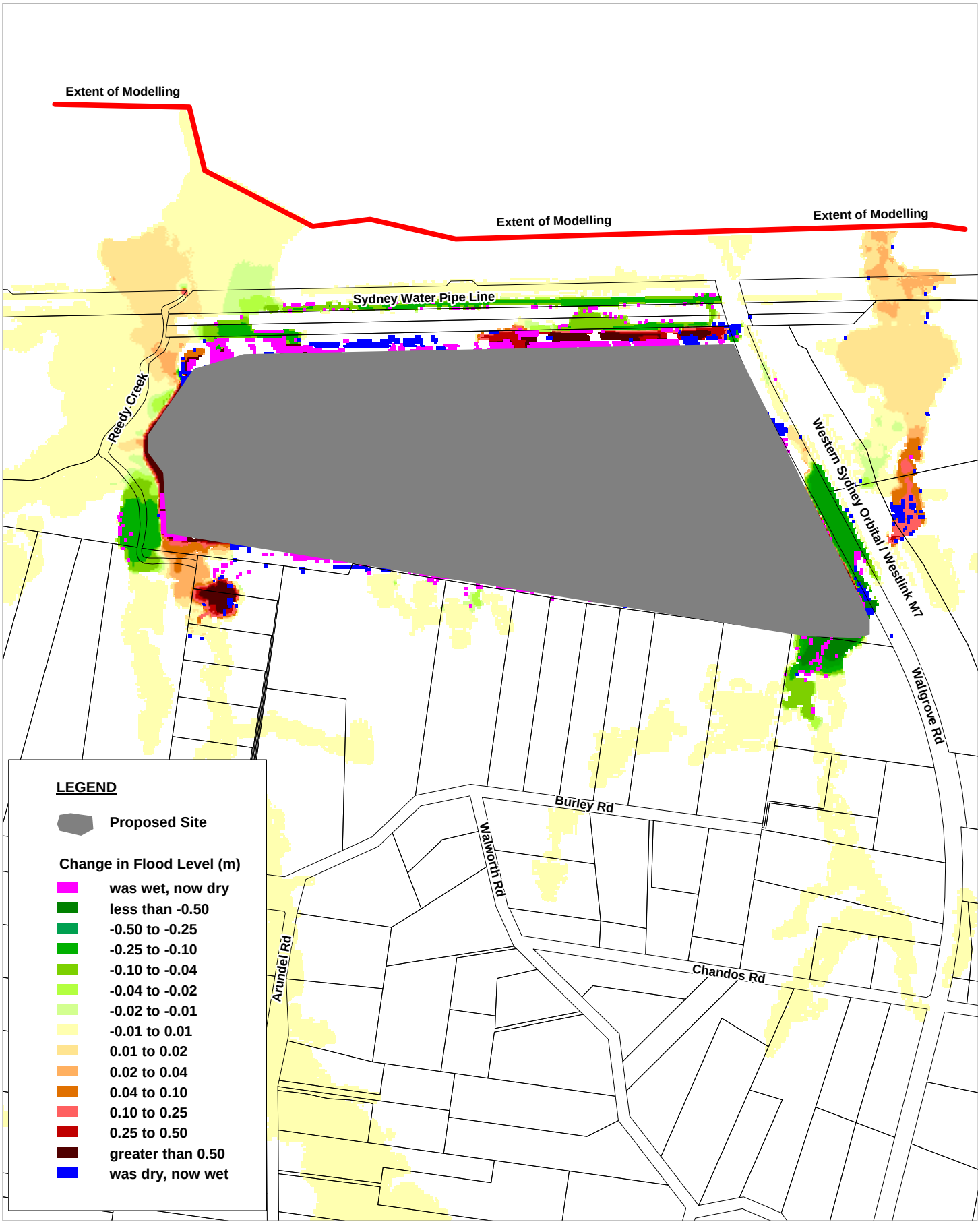
Filepath : T:\M20101.JL.WallgroveRd_FIA\MapInfo\Drawings\R.M20101.001.03.ModellingReport\WgR_Fig6-14_Dif_D10_012__E10_012_100y_HMax_RevA.WOR



Title:

813-913 Wallsgrove Rd, Horsley Park - 10% Rainfall Increase 500 Year ARI Change in Peak Flood Height

Figure: 6-15

Rev: A

N

0 125 250m

Approx. Scale

BMT WBM

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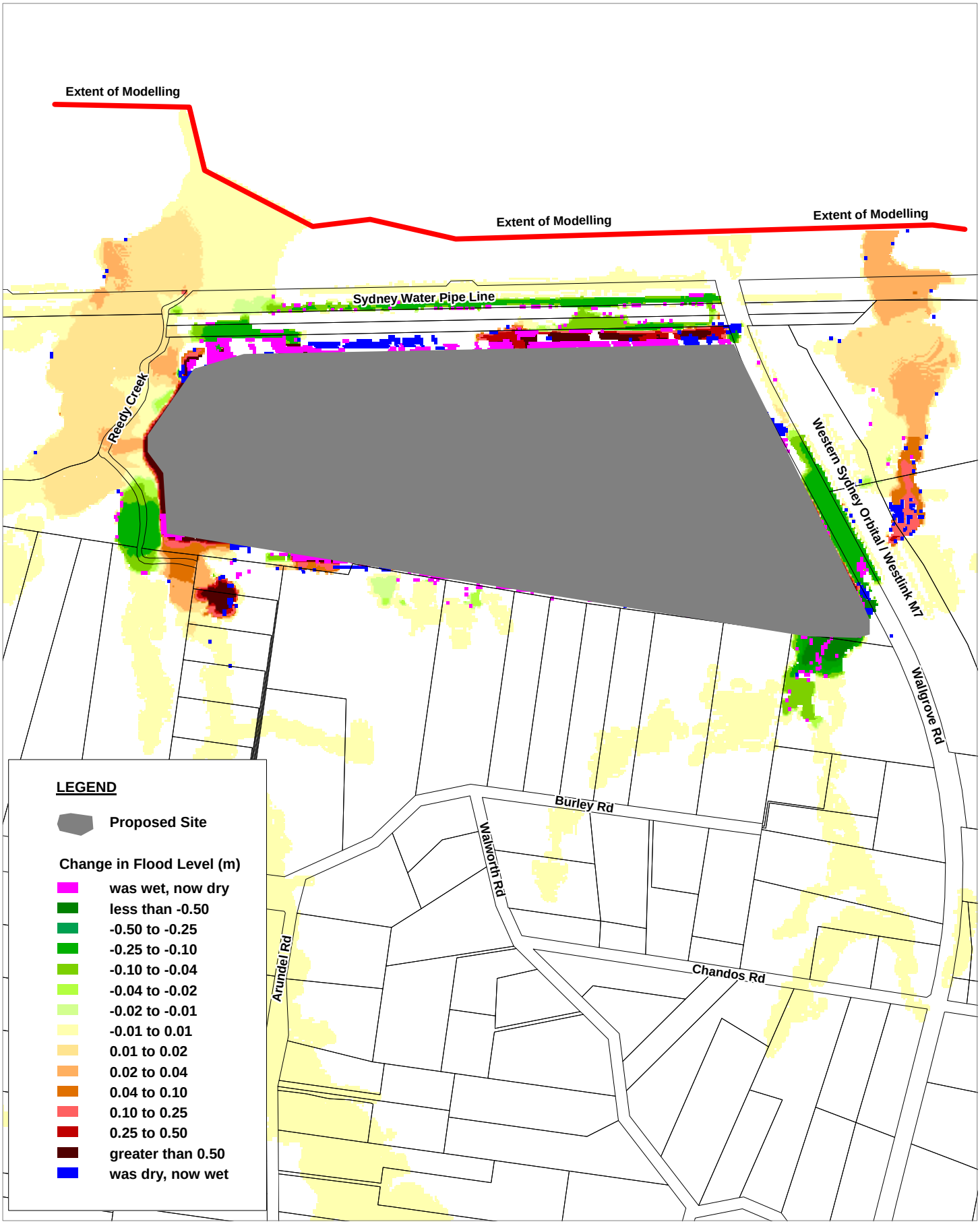
Filepath : T:\M20101.JL.WallgroveRd_FIA\MapInfo\Drawings\R.M20101.001.03.ModellingReport\WgR_Fig6-15_Dif_D10_012__E10_012_500y_HMax_RevA.WOR



Title:

813-913 Wallsgrove Rd, Horsley Park - 10% Rainfall Increase 2000 Year ARI Change in Peak Flood Height

Figure: **6-16**

Rev: **A**

N

0 125 250m

Approx. Scale

BMT WBM

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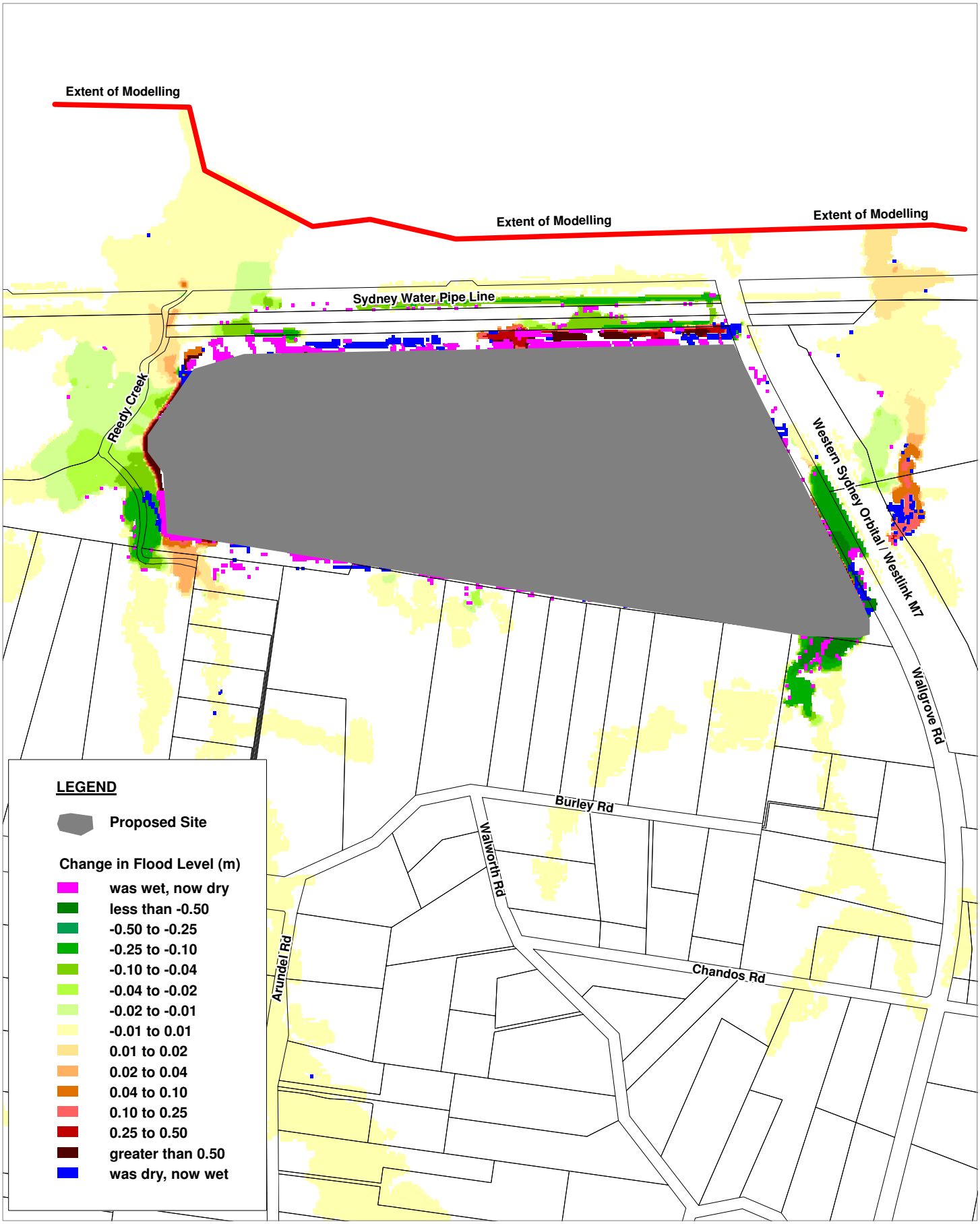
Filepath : T:\M20101.JL.WallgroveRd_FIA\MapInfo\Drawings\R.M20101.001.03.ModellingReport\WgR_Fig6-16_Dif_D10_012__E10_012_2000y_HMax_RevA.WOR



Title:

813-913 Wallsgrove Rd, Horsley Park - 20% Rainfall Increase 20 Year ARI Change in Peak Flood Height

Figure: **6-17**

Rev: **A**

N

0 125 250m

Approx. Scale

BMT WBM

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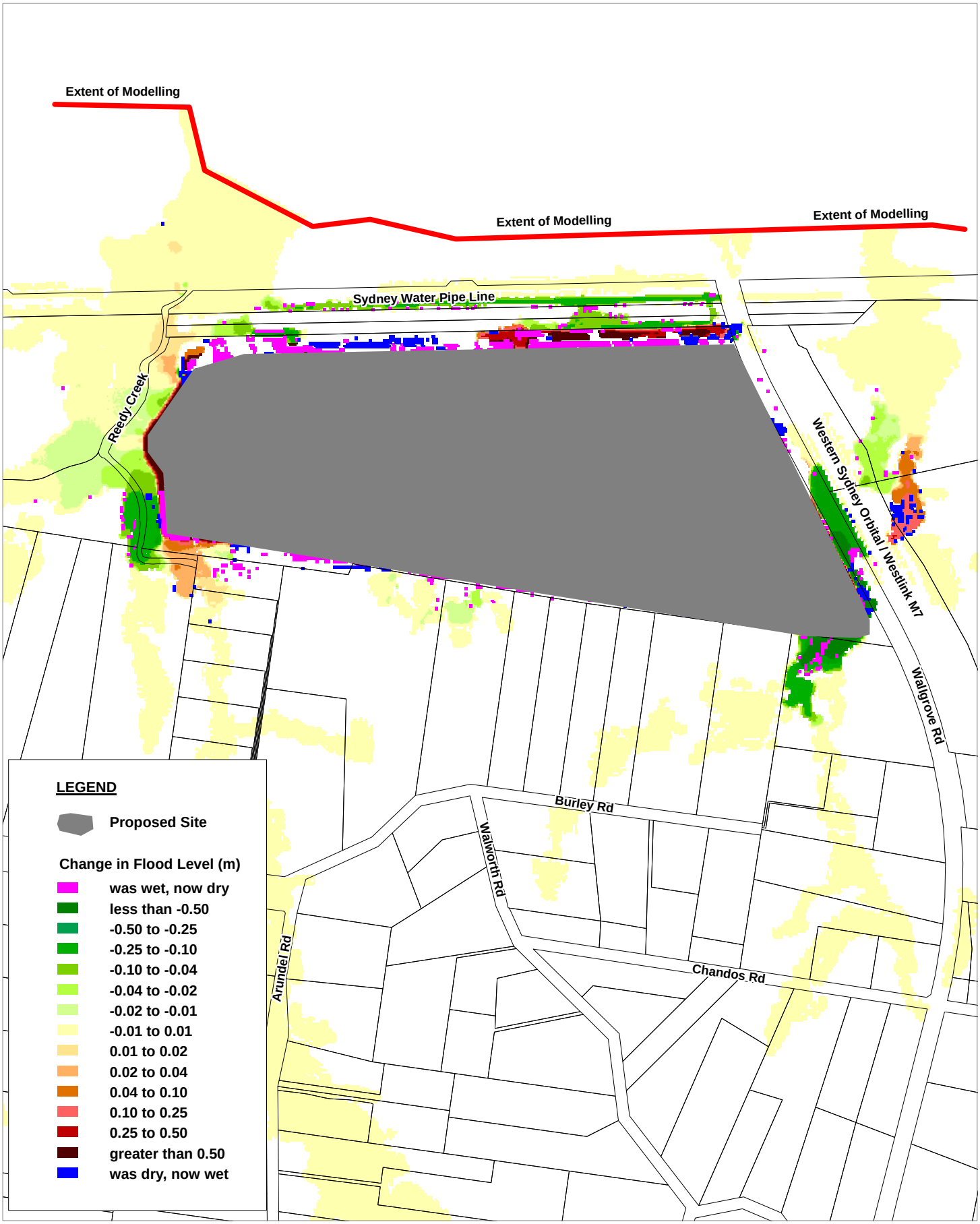
Filepath : T:\M20101.JL.WallgroveRd_FIA\MapInfo\Drawings\R.M20101.001.03.ModellingReport\WgR_Fig6-17_Dif_D20_012__E20_012_20y_HMax_RevA.WOR



Title:

813-913 Wallsgrove Rd, Horsley Park - 20% Rainfall Increase 50 Year ARI Change in Peak Flood Height

Figure: **6-18**

Rev: **A**

N

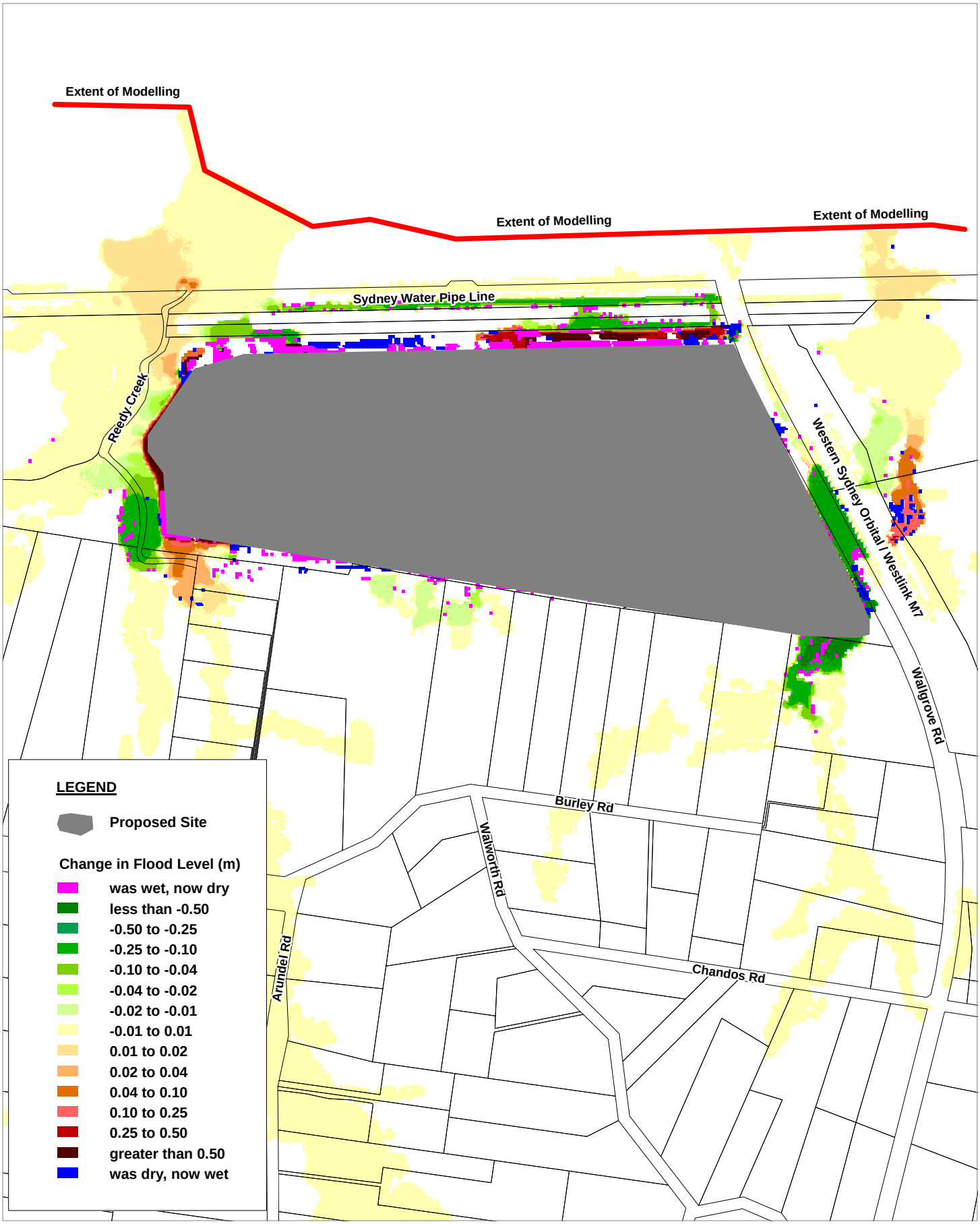
0 125 250m

Approx. Scale

BMT WBM

www.bmtwbm.com.au

Filepath : T:\M20101.JL.WallgroveRd_FIA\MapInfo\Drawings\R.M20101.001.03.ModellingReport\WgR_Fig6-18_Dif_D20_012__E20_012_50y_HMax_RevA.WOR



Title:

813-913 Wallsgrove Rd, Horsley Park - 20% Rainfall Increase 100 Year ARI Change in Peak Flood Height

Figure: **6-19**

Rev: **A**

N

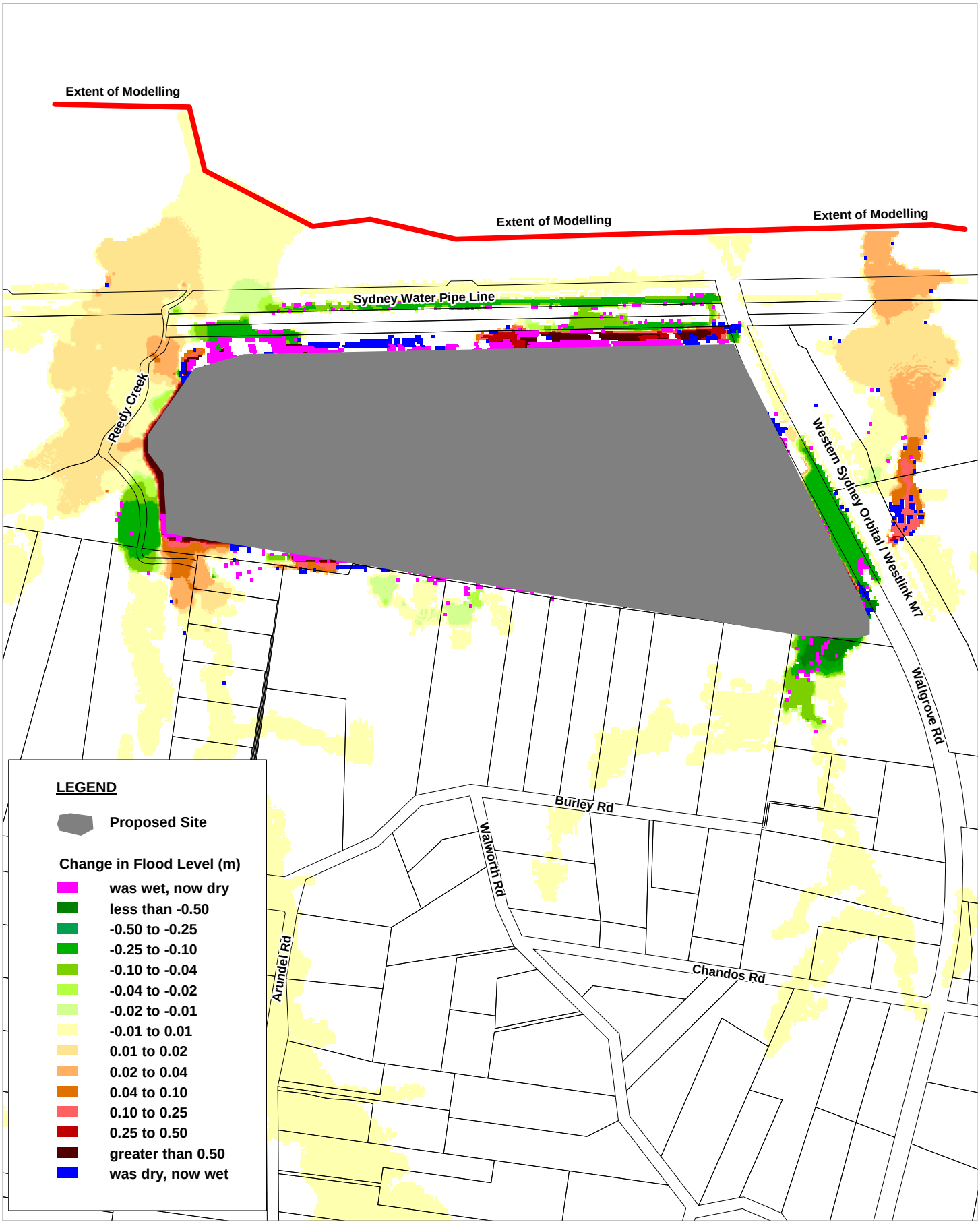
0 125 250m

Approx. Scale

BMT WBM

www.bmtwbm.com.au

Filepath : T:\M20101.JL.WallgroveRd_FIA\MapInfo\Drawings\R.M20101.001.03.ModellingReport\WgR_Fig6-19_Dif_D20_012__E20_012_100y_HMax_RevA.WOR



Title:

813-913 Wallsgrove Rd, Horsley Park - 20% Rainfall Increase 500 Year ARI Change in Peak Flood Height

Figure: **6-20**

Rev: **A**

N

0 125 250m

Approx. Scale

BMT WBM

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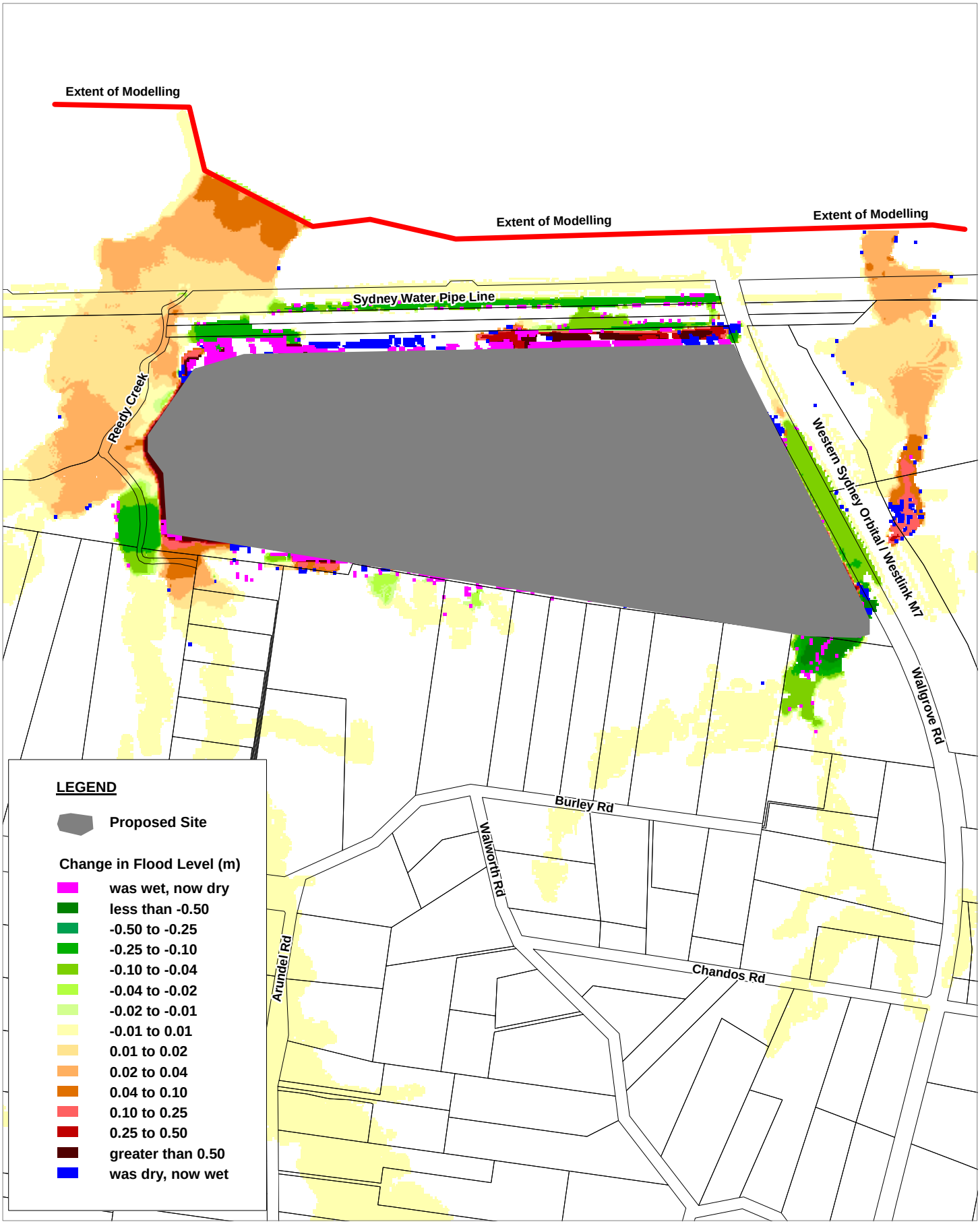
Filepath : T:\M20101.JL.WallgroveRd_FIA\MapInfo\Drawings\R.M20101.001.03.ModellingReport\WgR_Fig6-20_Dif_D20_012__E20_012_500y_HMax_RevA.WOR



Title:

813-913 Wallsgrove Rd, Horsley Park - 20% Rainfall Increase 2000 Year ARI Change in Peak Flood Height

Figure: **6-21**

Rev: **A**

N

0 125 250m

Approx. Scale

BMT WBM

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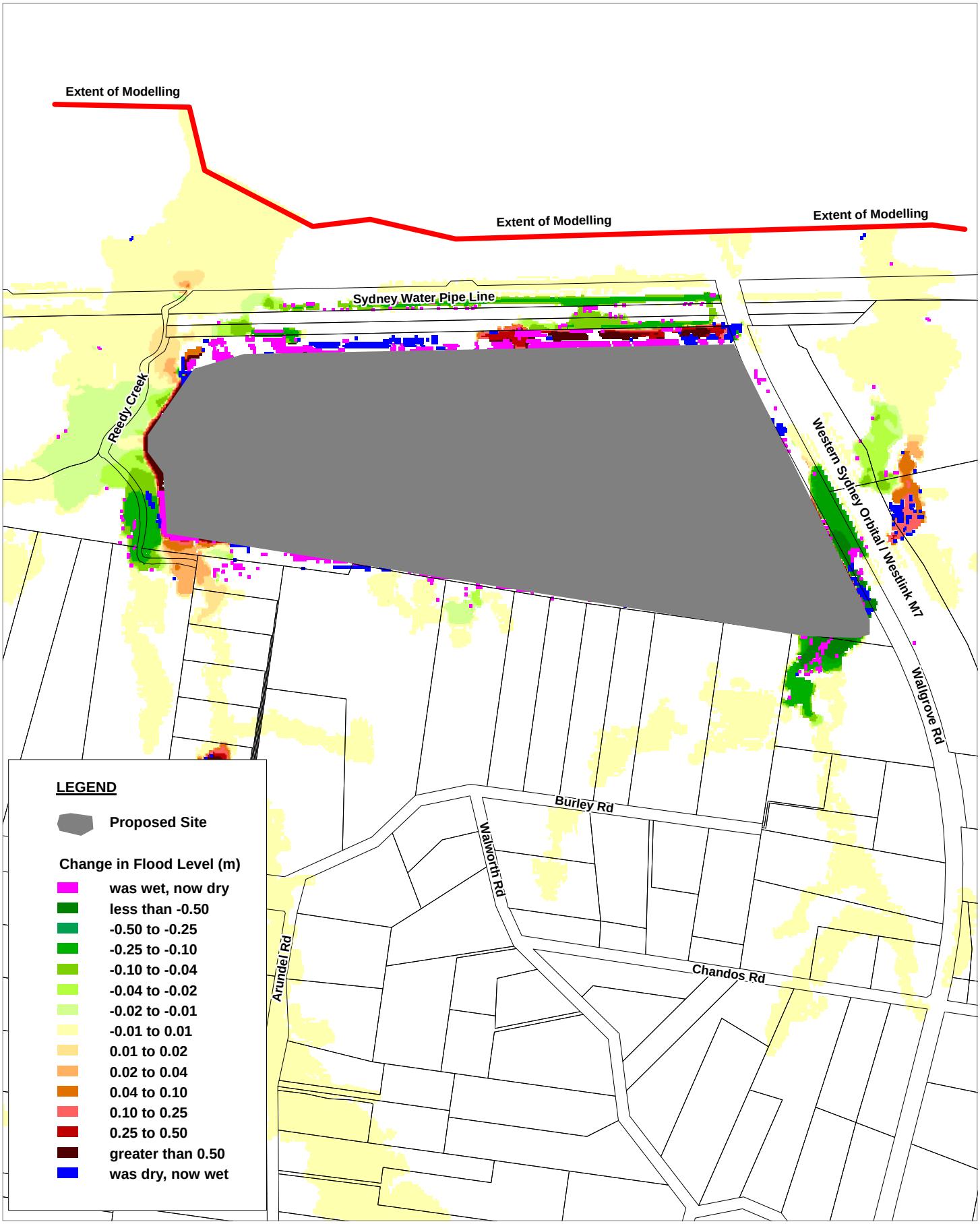
Filepath : T:\M20101.JL.WallgroveRd_FIA\MapInfo\Drawings\R.M20101.001.03.ModellingReport\WgR_Fig6-21_Dif_D20_012__E20_012_2000y_HMax_RevA.WOR



Title:

813-913 Wallsgrove Rd, Horsley Park - 30% Rainfall Increase 20 Year ARI Change in Peak Flood Height

Figure: **6-22**

Rev: **A**

N

0 125 250m

Approx. Scale

BMT WBM

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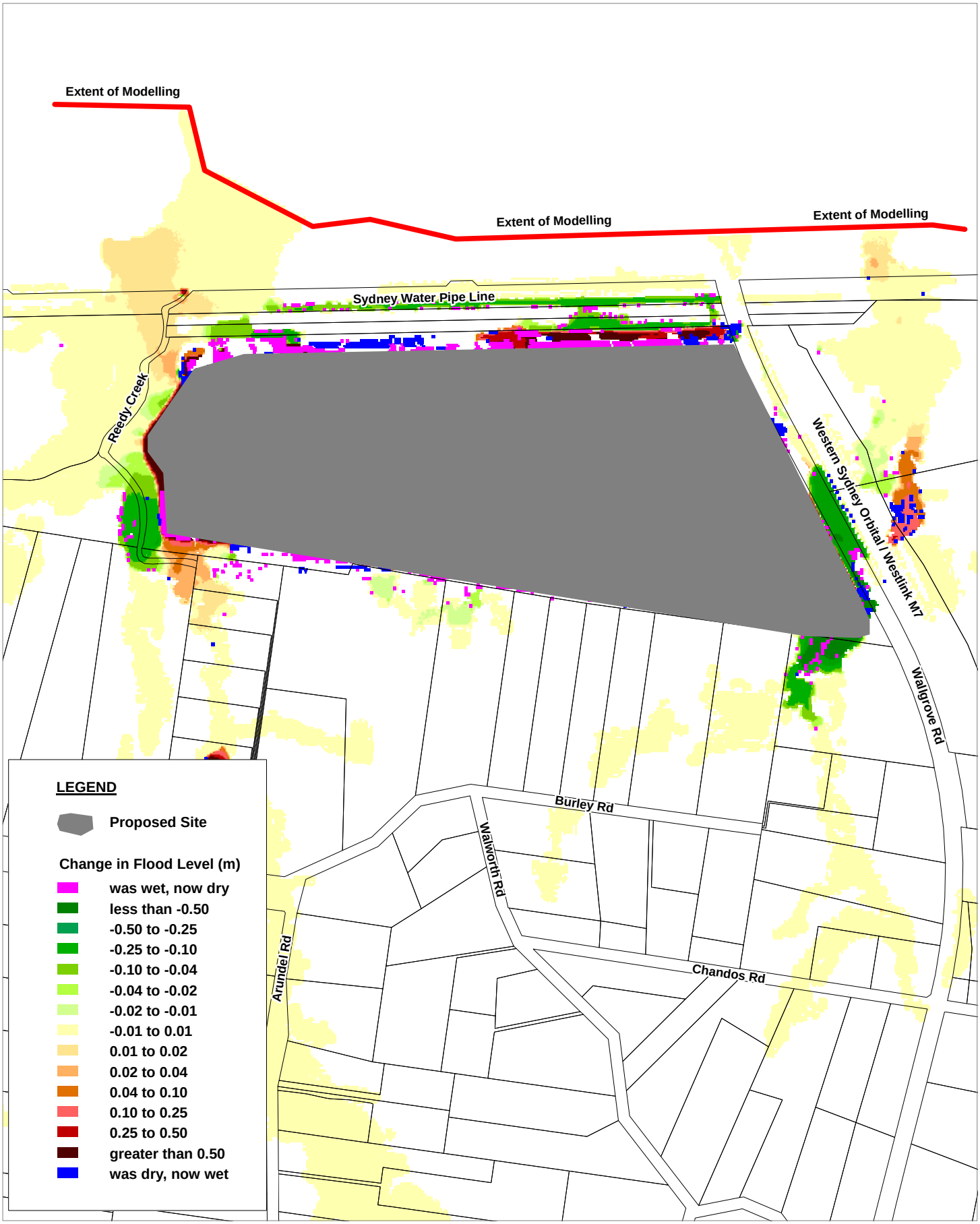
Filepath : T:\M20101.JL.WallgroveRd_FIA\MapInfo\Drawings\R.M20101.001.03.ModellingReport\WgR_Fig6-22_Dif_D30_012__E30_012_20y_HMax_RevA.WOR



Title:

813-913 Wallsgrove Rd, Horsley Park - 30% Rainfall Increase 50 Year ARI Change in Peak Flood Height

Figure: **6-23**

Rev: **A**

N

0 125 250m

Approx. Scale

BMT WBM

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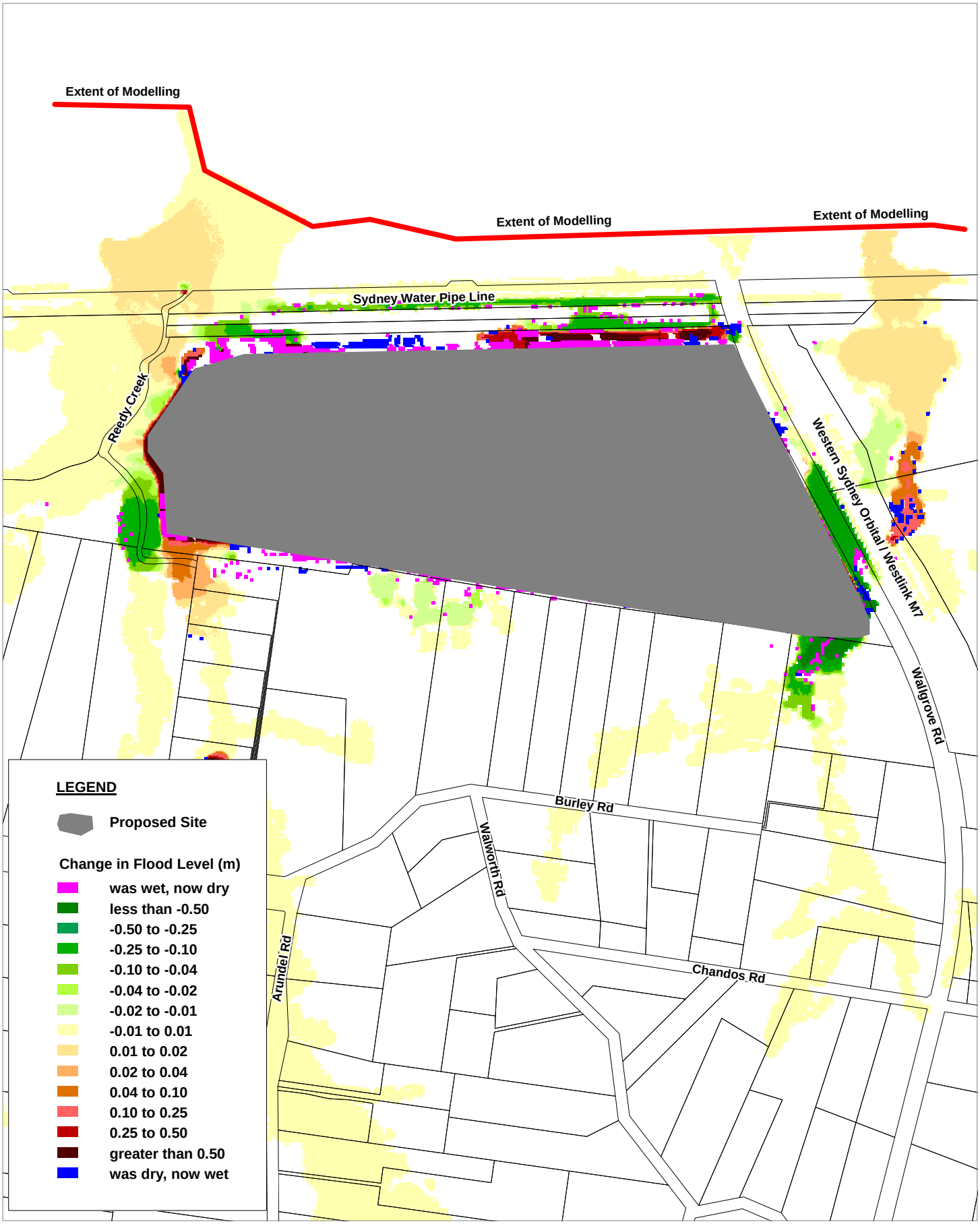
Filepath : T:\M20101.JL.WallgroveRd_FIA\MapInfo\Drawings\R.M20101.001.03.ModellingReport\WgR_Fig6-23_Dif_D30_012__E30_012_50y_HMax_RevA.WOR



Title:

813-913 Wallsgrove Rd, Horsley Park - 30% Rainfall Increase 100 Year ARI Change in Peak Flood Height

Figure: **6-24**

Rev: **A**

N

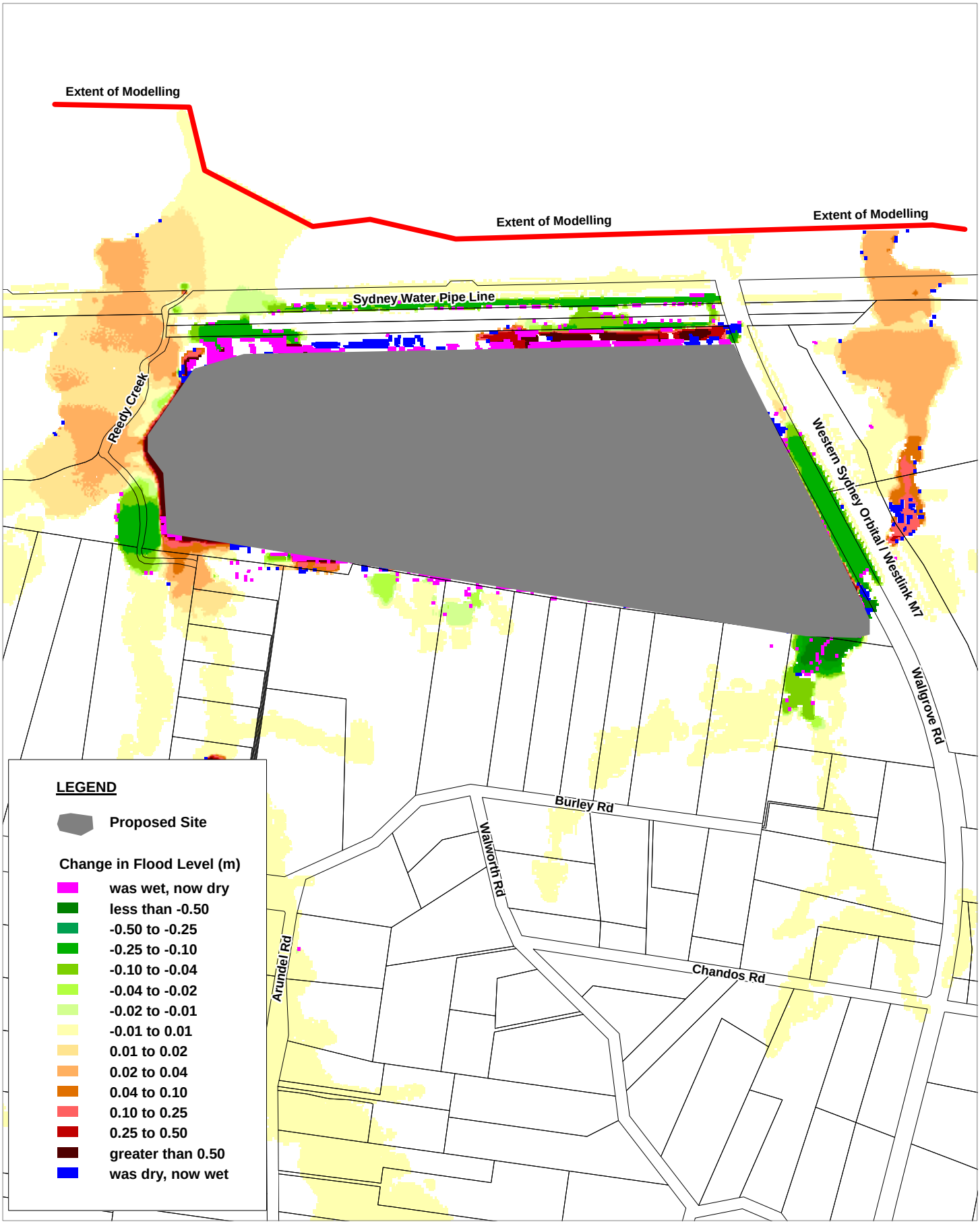
0 125 250m

Approx. Scale

BMT WBM

www.bmtwbm.com.au

Filepath : T:\M20101.JL.WallgroveRd_FIA\MapInfo\Drawings\R.M20101.001.03.ModellingReport\WgR_Fig6-24_Dif_D30_012__E30_012_100y_HMax_RevA.WOR



Title:

813-913 Wallsgrove Rd, Horsley Park - 30% Rainfall Increase 500 Year ARI Change in Peak Flood Height

Figure: **6-25**

Rev: **A**

N

0 125 250m

Approx. Scale

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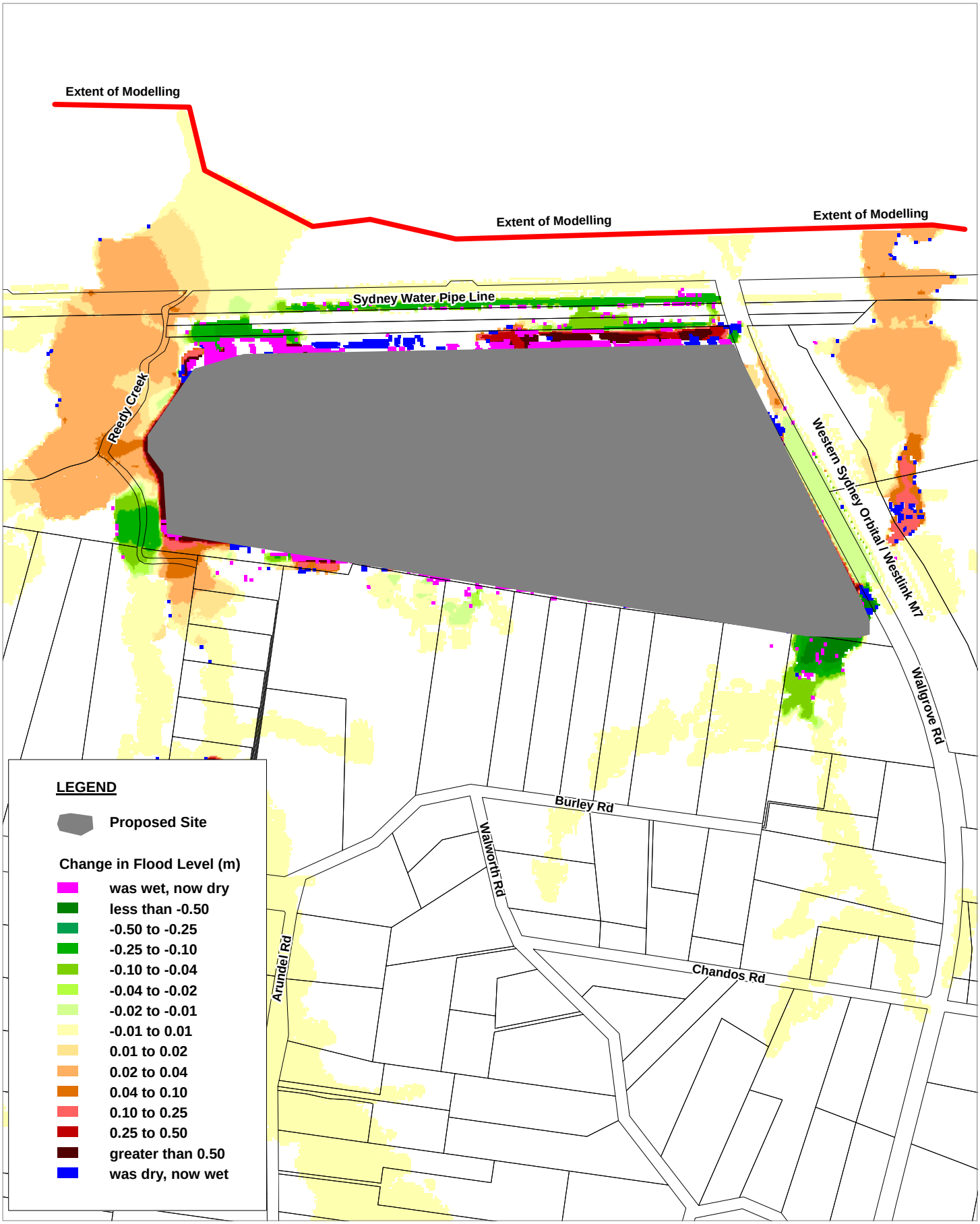

Title:

813-913 Wallsgrove Rd, Horsley Park - 30% Rainfall Increase 2000 Year ARI Change in Peak Flood Height

Figure: **6-26**

Rev: **A**

N

0 125 250m

Approx. Scale

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7 Summary

A fully two-dimensional TUFLOW flood models have been adapted from the Reedy Creek TUFLOW model developed as part of the Rural Area Flood Study (BMT WBM, 2013) to assess the flood impacts of the proposed development at 813-913 Wallgrove Road, Horsley Park.

The modelling has demonstrated that the proposed development can be constructed without significant flood impact on the neighbouring properties. Although, it is noted that localised flood impacts are evident. However, these flood impacts can likely be reduced during the detailed design of the proposed development.

8 References

BMT WBM (2013), Rural Area Flood Study - Ropes, Reedy & Eastern Creeks - Final Report, BMT WBM Pty Ltd, August 2013, Report No. R.M7198.004.02.Final.pdf

Brown Consulting (2013), Stormwater Concept Plan – Proposed for Industrial Development, 813-913 Wallgrove Road, Horsley Park, August 2013, Report No. X12254-01.pdf

BMT WBM Bangalow	6/20 Byron Street Bangalow 2479 Tel +61 2 6687 0466 Fax +61 2 66870422 Email bmtwbm@bmtwbm.com.au Web www.bmtwml.com.au
BMT WBM Brisbane	Level 8, 200 Creek Street Brisbane 4000 PO Box 203 Spring Hill QLD 4004 Tel +61 7 3831 6744 Fax +61 7 3832 3627 Email bmtwbm@bmtwbm.com.au Web www.bmtwml.com.au
BMT WBM Denver	8200 S. Akron Street, #B120 Centennial Denver Colorado 80112 USA Tel +1 303 792 9814 Fax +1 303 792 9742 Email denver@bmtwbm.com Web www.bmtwbm.com
BMT WBM London	1st Floor, International House St Katherine's Way London E1W1TW Email london@bmtwbm.co.uk Web www.bmtwbm.com.au
BMT WBM Mackay	Suite 1, 138 Wood Street Mackay 4740 PO Box 4447 Mackay QLD 4740 Tel +61 7 4953 5144 Fax +61 7 4953 5132 Email mackay@bmtwbm.com.au Web www.bmtwbm.com.au
BMT WBM Melbourne	Level 5, 99 King Street Melbourne 3000 PO Box 604 Collins Street West VIC 8007 Tel +61 3 8620 6100 Fax +61 3 8620 6105 Email melbourne@bmtwbm.com.au Web www.bmtwbm.com.au
BMT WBM Newcastle	126 Belford Street Broadmeadow 2292 PO Box 266 Broadmeadow NSW 2292 Tel +61 2 4940 8882 Fax +61 2 4940 8887 Email newcastle@bmtwbm.com.au Web www.bmtwbm.com.au
BMT WBM Perth	Suite 6, 29 Hood Street Subiaco 6008 Tel +61 8 9328 2029 Fax +61 8 9486 7588 Email perth@bmtwbm.com.au Web www.bmtwbm.com.au
BMT WBM Sydney	Level 1, 256-258 Norton Street Leichhardt 2040 PO Box 194 Leichhardt NSW 2040 Tel +61 2 8987 2900 Fax +61 2 8987 2999 Email sydney@bmtwbm.com.au Web www.bmtwbm.com.au
BMT WBM Vancouver	Suite 401, 611 Alexander Street Vancouver British Columbia V6E 3W1 Canada Tel +1 604 683 5777 Fax +1 604 608 3232 Email vancouver@bmtwbm.com.au Web www.bmtwbm.com