BUNGENDORE FLOODPLAIN RISK MANAGEMENT STUDY

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<table>
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<tr>
<th>Project:</th>
<th>3777 – Bungendore Floodplain Risk Management Study</th>
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<tbody>
<tr>
<td>REV</td>
<td>DESCRIPTION</td>
</tr>
<tr>
<td>3</td>
<td>Final Draft</td>
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<td>4</td>
<td>Updated Final Draft</td>
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<td>5</td>
<td>Final Draft Inc. Comments</td>
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<td>5</td>
<td>Exhibition Draft</td>
</tr>
<tr>
<td>6</td>
<td>Final Report</td>
</tr>
</tbody>
</table>

rp3777rg_crt141201- Bungendore FPRMS [Final].doc  Page i  Rev 6
CONTENTS

ACKNOWLEDGEMENTS .................................................................................................................. 7
FOREWORD ......................................................................................................................................... 8
GLOSSARY .......................................................................................................................................... 10
1. INTRODUCTION ................................................................................................................................. 15
2. NATURE OF THE FLOODING PROBLEM ......................................................................................... 17
  2.1 BACKGROUND .................................................................................................................................. 17
  2.2 HISTORY OF FLOODING AT BUNGENDORE .................................................................................. 17
  2.3 THE EXISTING FLOOD PROBLEM ................................................................................................. 18
  2.4 FUTURE FLOODING PROBLEM ...................................................................................................... 19
  2.5 RESIDUAL FLOODING PROBLEM .................................................................................................. 19
3. UPDATED FLOOD STUDY MODELLING ............................................................................................. 21
  3.1 RMA-2 MODEL UPDATES .................................................................................................................. 21
  3.2 MODEL VALIDATION .......................................................................................................................... 22
     3.2.1 1956 and 1974 Historic Floods ...................................................................................................... 22
     3.2.2 100 Year Recurrence Flood ........................................................................................................ 23
  3.3 UPDATED RMA-2 DESIGN SIMULATIONS ......................................................................................... 24
     3.3.1 Design Water Surface Profiles .................................................................................................... 24
     3.3.2 Flood Level and Flood Extent Mapping .......................................................................................... 24
     3.3.3 Depth and Velocity Mapping ......................................................................................................... 24
     3.3.4 Discussion ..................................................................................................................................... 24
4. FLOOD DAMAGE ASSESSMENT ........................................................................................................ 27
  4.1 WHAT ARE FLOOD DAMAGES? ......................................................................................................... 27
     4.1.1 Flood Damage Categories ............................................................................................................. 27
     4.1.2 Stage – Damage Relationships ..................................................................................................... 29
     4.1.3 Average Annual Damage .............................................................................................................. 29
  4.2 FLOOD DAMAGE ESTIMATE FOR EXISTING CONDITIONS ......................................................... 29
5. POTENTIAL FLOOD DAMAGE REDUCTION MEASURES ............................................................... 33
  5.1 BACKGROUND ................................................................................................................................. 33
5.2 ADOPTED DAMAGE REDUCTION MEASURES ................................................. 33
5.3 HYDRAULIC ANALYSIS OF DAMAGE REDUCTION MEASURES ............... 34
  5.3.1 Measure 1 – Upgrade & Extension of Turallo Terrace Levee .................. 34
  5.3.2 Measure 2 – Upgrade of the Turallo Terrace Levee .............................. 36
  5.3.3 Measure 3 – Overflow Channel across Tarago Road ......................... 36
  5.3.4 Measure 4 – Removal of Dense Vegetation and Creek Re-Shaping at the
                     Confluence of Turallo and Halfway Creek ......................... 37
  5.3.5 Measure 5 – Diversion Channel from Halfway Creek to 
                     Millpost Creek ........................................................................ 38
  5.3.6 Measure 6 – Diversion of Floodwaters upstream of Trucking 
                     Yard Lane through Diversion Channels and Contour Banks .......... 39

Potential For Increased Inundation of the Turalla Property ...................................... 40
Impact of Measure 6 on Accessibility within the Turalla Property ................................. 41
Impact of Measure 6 on Existing Dwelling and Cottage Located on the 
Turalla Property ........................................................................................................ 42

6. ASSESSMENT OF FLOODPLAIN MANAGEMENT OPTIONS ................ 43
6.1 ADOPTED FLOODPLAIN MANAGEMENT OPTIONS ............................... 43
6.2 HYDRAULIC ANALYSIS OF FLOODPLAIN MANAGEMENT OPTIONS ........ 43
  6.2.1 Option S1 – Combination of Measures 4 and 6 ................................. 45
  6.2.2 Option S2 – Combination of Measure 1, Measure 4 and 
                     Measure 6 ................................................................................ 46
  6.2.3 Option S3A – Combination of Measure 1, Measure 3, Measure 
                     4 and Measure 6 ........................................................................ 46
  6.2.4 Option S3B – Combination of Measure 2, Measure 3, Measure 
                     4 and Measure 6 ........................................................................ 47
  6.2.5 Option S4A – Combination of Measure 1, Measure 3 and 
                     Measure 4 ................................................................................ 47
  6.2.6 Option S4B – Combination of Measure 2, Measure 3 and 
                     Measure 4 ................................................................................ 47
6.3 BENEFIT-COST ANALYSIS OF FLOODPLAIN MANAGEMENT
                     OPTIONS ....................................................................................... 48
  6.3.1 Construction Cost Estimates .............................................................. 48
  6.3.2 Flood Damages .................................................................................. 50
  6.3.3 Benefit-Cost Analysis ........................................................................ 52
  6.3.4 Discussion ......................................................................................... 53

7. HAZARD AND HYDRAULIC CATEGORISATION ...................................... 54
7.1 GENERAL ............................................................................................... 54
7.2 UPDATED FLOOD HAZARD .......................................................................................... 54
  7.2.1 Adopted Provisional Hazard Categorisation ......................................................... 55
  7.2.2 Provisional Flood Hazard .................................................................................... 56

7.3 HYDRAULIC CATEGORIES ....................................................................................... 57
  7.3.1 Adopted Hydraulic Categorisation ........................................................................ 57
  7.3.2 Adopted Methodology for Determination of Floodway Corridors ....................... 58

7.3.3 Adopted Methodology for Determining Flood Storage and Flood Fringe ............. 60

8. CLIMATE CHANGE ASSESSMENT ....................................................................... 62
  8.1 BACKGROUND ......................................................................................................... 62
  8.2 CLIMATE CHANGE MODELLING ........................................................................ 63
    8.2.1 Hydrologic Modelling – XP-RAFTS ................................................................. 63
    8.2.2 Hydraulic Modelling – RMA-2 ........................................................................ 63

9. PLANNING RECOMMENDATIONS ....................................................................... 65
  9.1 EXISTING PLANNING DOCUMENTATION ............................................................ 65
  9.2 SECTION 149 CERTIFICATE ............................................................................... 65
  9.3 EMERGENCY RESPONSE ...................................................................................... 65

10. CONCLUSIONS ....................................................................................................... 66

11. REFERENCES .......................................................................................................... 67

APPENDICES

APPENDIX A – ADDITIONAL TOPOGRAPHIC DATA
APPENDIX B - IMPACT OF MEASURE 6 ON TURALLA PROPERTY
APPENDIX C - STAGE-DAMAGE CURVES
APPENDIX D - COST ESTIMATES FOR DAMAGE REDUCTION MEASURES
APPENDIX E - BENEFIT-COST ASSESSMENT
TABLE LIST:

Table 1  - Adopted Element Roughness Values
Table 2  - Predicted Peak Design Flood Levels at Key Locations
Table 3  - Existing Flood Damage Costs for Bungendore
Table 4  - Flood Damage Reduction Measures
Table 5  - Diversion Potential of Measure 6 – Halfway Creek to Millpost Creek
Table 6  - Increased Peak Discharges along Millpost Creek due to Measure 6
Table 7  - Freeboard Available to Existing Cottage and Dwelling Floor Levels
Table 8  - Flood Management Options
Table 9  - Summary of Construction Cost Estimates for Each Flood Damage Reduction Measure
Table 10 - Summary of Construction Cost Estimates for Each of the Adopted Floodplain Management Options
Table 11 - Predicted Flood Damages for the Adopted Floodplain Management Options for the 100 Year Recurrence Flood
Table 12 - Summary of Flood Damage Analysis
Table 13 - Summary of Predicted Benefit-Cost Ratio for Flood Management Options
Table 14 - Adopted Hazard Criteria
Table 15 - Hydraulic Category Criteria
Table 16 - Increase in Peak Flows Resulting From 10% Increase in Rainfall Intensity
Table 17 - Impact of Climate Change on Design Flood Levels
FIGURE LIST:

Figure 1  - Location of the Study area
Figure 2  - Additional Topographic Data Collected Since the 2002 Flood Study
Figure 3  - Updated RMA-2 Model Network Incorporating All Available Survey Data
Figure 4  - Predicted 1956 & 1974 Historic Floodwater Surface Profiles Along Turallo Creek
Figure 5  - Predicted Floodwater Surface Profiles Along Turallo Creek at the Peak of the 100 Year Recurrence Flood
Figure 6  - Predicted Floodwater Surface Profiles Along Turallo creek at the Peak of the Adopted Design Flooding Scenarios
Figure 7  - Predicted Flood Levels at the Peak of the 5 Year Recurrence Flood
Figure 8  - Predicted Flood Levels at the Peak of the 20 Year Recurrence Flood
Figure 9  - Predicted Flood Levels at the Peak of the 50 Year Recurrence Flood
Figure 10 - Predicted Flood Levels at the Peak of the 100 Year Recurrence Flood
Figure 11 - Predicted Flood Levels at the Peak of the Probable Maximum Flood
Figure 12 - Predicted Depths & Velocities at the Peak of the 5 Year Recurrence Flood
Figure 13 - Predicted Depths & Velocities at the Peak of the 20 Year Recurrence Flood
Figure 14 - Predicted Depths & Velocities at the Peak of the 50 Year Recurrence Flood
Figure 15 - Predicted Depths & Velocities at the Peak of the 100 Year Recurrence Flood
Figure 16 - Predicted Depths & Velocities at the Peak of the Probable Maximum Flood
Figure 17 - Adopted Configuration for Flood Damage Reduction Measure 1 and Measure 2
Figure 18 - Longitudinal Profile for Flood Damage Reduction Measure 1 and Measure 2
Figure 19 - Adopted Configuration for Flood Damage Reduction Measure 3, Measure 4 and Measure 5
Figure 20 - Adopted Configuration for Flood Damage Reduction Measure 5
Figure 21 - Variation in Peak 100 Year Recurrence Flood Levels Due to Incorporation of Measure 1
Figure 22 - Variation in Peak 100 Year Recurrence Flood Levels Due to Incorporation of Measure 3
Figure 23 - Variation in Peak 100 Year Recurrence Flood Levels Due to Incorporation of Measure 4
Figure 24 - Variation in Peak 100 Year Recurrence Flood Levels Due to Incorporation of Measure 5
Figure 25 - Variation in Peak 100 Year Recurrence Flood Levels Due to Incorporation of Measure 6
Figure 26 - Comparison of Peak 100 Year Recurrence Flood Extents With and Without Option ‘S1’
Figure 27 - Variation in Peak 100 Year Recurrence Flood Levels Due to Incorporation of Option ‘S1’
Figure 28 - Comparison of Peak 100 Year Recurrence Flood Extents With and Without Option ‘S2’
Figure 29 - Variation in Peak 100 Year Recurrence Flood Levels Due to Incorporation of Option ‘S2’
Figure 30 - Comparison of Peak 100 Year Recurrence Flood Extents With and Without Option ‘S3A’
Figure 31 - Variation in Peak 100 Year Recurrence Flood Levels Due to Incorporation of Option ‘S3A’
Figure 32 - Comparison of Peak 100 Year Recurrence Flood Extents With and Without Option ‘S3B’
Figure 33 - Variation in Peak 100 Year Recurrence Flood Levels Due to Incorporation of Option ‘S3B’
Figure 34 - Comparison of Peak 100 Year Recurrence Flood Extents With and Without Option ‘S4A’
Figure 35 - Variation in Peak 100 Year Recurrence Flood Levels Due to Incorporation of Option ‘S4A’
Figure 36 - Comparison of Peak 100 Year Recurrence Flood Extents With and Without Option ‘S4B’
Figure 37 - Variation in Peak 100 Year Recurrence Flood Levels Due to Incorporation of Option ‘S4B’
Figure 38 - Provisional Flood Hazard Mapping (Map 1 of 3)
Figure 39 - Provisional Flood Hazard Mapping (Map 2 of 3)
Figure 40 - Provisional Flood Hazard Mapping (Map 3 of 3)
Figure 41 - Hydraulic Category Mapping (Map 1 of 3)
Figure 42 - Hydraulic Category Mapping (Map 2 of 3)
Figure 43 - Hydraulic Category Mapping (Map 3 of 3)
Figure 44 - Predicted Flood Levels at the Peak of the Adopted 100 Year ARI Climate Change Scenario
Figure 45 - Variation in Peak 100 Year Recurrence Flood Levels Due to Climate Change
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It has been prepared by incorporating contributions from individuals from the local community and a range of key stakeholders. Contributions from the NSW Office of Environment & Heritage (formerly DECCW) and the Palerang Floodplain Risk Management Committee have been essential to the formation of management strategies for the Study and are greatly appreciated.
FOREWORD

The State Government’s Flood Prone Land Policy is directed at providing solutions to existing flooding problems in developed areas and ensuring that new development is compatible with the flood hazard and does not create additional flooding problems in other areas. The primary objective of the NSW Government’s Flood Prone Land Policy is to reduce the impact of flooding and flood liability on individual owners and occupiers of flood prone property, and to reduce private and public losses resulting from floods, utilising ecologically positive methods wherever possible. Policy and practice are outlined in the NSW Government publication titled, ‘Floodplain Development Manual: the management of flood liable land’ (2005).

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

A detailed description of the inter-relationship between the six iterative stages of floodplain risk management under the NSW Government’s Flood Prone Land Policy is shown in the flow chart presented below. This flow chart also shows the link between the various outcomes of the studies involved in the floodplain risk management process and the implementation of measures (both planning and structural) to reduce flood damages and other negative impacts.
The policy provides for technical and financial support by the Government through the following five sequential stages:

1. **Data Collection**
   - Involves the compilation of existing flood related data such as rainfall records, recorded flows and peak flood levels that have been recorded for historical floods. It also involves the collection of additional data such as river and floodplain cross-sections or spot elevations that define the floodplain topography, as well as social, economic, ecological, land use and emergency management data.

2. **Flood Study**
   - Determines the nature and extent of the flood risk, including the specification of peak flood levels and flow velocities for floods of varying severity up to and including the probable maximum flood (PMF). It also provides information on the extent of floodwaters and on the distribution of floodwaters across various sections of the floodplain.

3. **Floodplain Risk Management Study**
   - Identifies and evaluates management options for the floodplain in terms of their capacity to reduce existing and potential future flooding problems.
   - Provides information on flood behaviour and flood hazard, so that community aspirations for future land-use can be assessed.
   - Provides a framework for revisions to planning instruments such as Local Environmental Plans (LEPs), so that land-use controls are consistent with flood risk and flood hazard.

4. **Floodplain Risk Management Plan**
   - Involves the development of a plan of action for reducing existing flood damages, minimising the potential for further problems in the future and providing mechanisms for flood emergency response management.
   - Involves formal adoption by Council of a plan of management for the floodplain.

5. **Implementation of the Plan**
   - Construction of flood mitigation works to protect existing development;
   - Modification of local environmental plans to ensure that new development is compatible with the flood hazard;
   - Preparation of Development Control Plans for areas of the floodplain where flood compatible development is considered appropriate.

The first and second stages of the process were completed in November 2002 with the publication of the ‘Bungendore Flood Study’ (refer boxes in flow chart highlighted in yellow).

The ‘Bungendore Floodplain Risk Management Study’ constitutes the third stage of the management process for the floodplains of Turallo, Halfway and Millpost Creeks (refer to box in flow chart that is highlighted in red). It has been prepared for Palerang Shire Council and provides the basis for the future management of flood liable lands around Bungendore. This report details the major findings from the investigations that have been undertaken for the Floodplain Risk Management Study.
GLOSSARY

annual exceedance probability (AEP)  The chance of a flood of a given or larger size occurring in any one year, usually expressed as a percentage. For example, if a peak flood discharge of 500 m³/s has an AEP of 5%, it means that there is a 5% chance (that is a one-in-twenty chance) of a peak flood discharge of 500 m³/s or larger occurring in any one year (see average recurrence interval).

Australia Height Datum (AHD)  A common national surface level datum corresponding approximately to mean sea level.

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 flood event will occur on average once every 20 years. The ARI is another way of expressing the likelihood of occurrence of a flood event.

catchment  The land area draining through the main stream, as well as tributary streams, to a particular site. It always relates to an area above a specific location.

design flood  A hypothetical flood representing a specific likelihood of occurrence (for example the 100 year ARI or 1% annual exceedance probability flood). The design flood may comprise two or more single source dominated floods.

development  Is defined in Part 4 of the Environmental Planning and Assessment Act (EP&A Act).

infill development: refers to development of vacant blocks of land that are generally surrounded by developed properties and is permissible under the current zoning of the land. Conditions such as minimum floor levels may be imposed on infill development.

new development: refers to development of a completely different nature to that associated with the former land use. For example, the urban subdivision of an area previously used for rural purposes. New developments involve rezoning and typically require major extensions of existing urban services, such as roads, water supply, sewerage and electric power.

redevelopment: refers to rebuilding in an area. For example, as urban areas age, it may become necessary to demolish and reconstruct buildings on a relatively large scale. Redevelopment generally does not require either rezoning or major extensions to urban services.

discharge  The rate of flow of water measured in terms of volume per unit time, for example cubic metres per second (m³/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).

effective warning time  The time available after receiving advice of an impending flood and before floodwaters prevent appropriate flood response actions being undertaken. The
effective warning time is typically used to move farm equipment, move stock, raise furniture, evacuate people and transport their possessions.

**flash flooding**
Flooding which is sudden and unexpected. It is often caused by sudden local or nearby heavy rainfall. Often defined as flooding which peaks within 6 hours of the causative rainfall.

**flood**
Relatively high stream flow which overtops the natural or artificial banks in any part of a stream, river, estuary, lake or dam, and/or local overland flooding associated with major drainage before entering a water course, and/or coastal inundation resulting from super-elevated sea levels and/or waves overtopping coastline defences excluding tsunami.

**flood behaviour**
The pattern/characteristics/nature of a flood. The flood behaviour is often presented in terms of the peak average velocity of floodwaters and the peak water level at a particular location.

**flood awareness**
An appreciation of the likely effects of flooding and a knowledge of the relevant flood warning, response and evacuation procedures.

**FLOOD FREQUENCY ANALYSIS**
A statistical analysis of historical flood records to determine estimates of the magnitude of floods of a selected probability of exceedance (as adapted from AR&R 1998)

**flood fringe areas**
The remaining area of flood prone land after floodway and flood storage areas have been defined.

**flood hazard**
See hazard

**flood level**
The height or elevation of flood waters relative to a datum (typically the Australian Height Datum). Also referred to as “stage”.

**floodplain**
Area of land which is subject to inundation by floods up to and including the probable maximum flood event, that is, flood prone land.

**flood planning levels (FPLs)**
The combinations of flood levels and freeboards selected for planning purposes, as determined in floodplain risk management studies and incorporated in floodplain risk management plans.


**flood proofing**
A combination of measures incorporated in the design, construction and alteration of individual buildings or structures subject to reduce or eliminate flood damages.

**floodplain management**
The coordinated management of the risks associated with human activities that occur on the floodplain.

**flood prone land**
Land susceptible to flooding by the probable maximum flood (PMF) event. Flood prone land is synonymous with flood liable land.
**flood risk**

Potential danger to personal safety and potential damage to property resulting from flooding. The degree of risk varies with circumstances across the full range of floods. Flood risk can be divided into three types, existing, future and continuing risk. They are described below.

- **existing flood risk**: the risk a community is exposed to as a result of its location on the floodplain.

- **future flood risk**: the risk a community may be exposed to as a result of new development on the floodplain.

- **continuing flood risk**: the risk a community is exposed to after floodplain risk management measures have been implemented. For a town protected by levees, the continuing flood risk is the consequences of the levees being overtopped. For an area without any floodplain risk management measures, the continuing flood risk is simply the existence of its flood exposure.

**flood storage areas**

Those parts of the floodplain that are important for the temporary storage of floodwaters during the passage of a flood. The extent and behaviour of flood storage areas may change with flood severity, and loss of flood storages can increase the severity of flood impacts by reducing natural flood attenuation. Hence it is necessary to investigate a range of flood sizes before defining flood storage areas.

**floodway areas**

Those areas of the floodplain where a significant discharge of water occurs during floods. They are areas often aligned with naturally defined channels. Floodways are areas that, even if only partially blocked, would cause a significant redistribution of flood flow, or a significant increase in flood levels.

**freeboard**

A factor of safety typically used in relation to the setting of floor levels and levee crest levels etc. It is usually expressed as the difference in height between the adopted flood planning level and the flood used to determine the flood planning level. Freeboard provides a factor of safety to compensate for uncertainties in the estimation of flood levels across the floodplain, such as wave action, localised hydraulic behaviour and impacts that are specific event related such as levee and embankment settlement, and other effects such as “greenhouse” and climate change. Freeboard is included in the flood planning level.

**hazard**

A source of potential harm or a situation with a potential to cause loss. In relation to this study the hazard is flooding which has the potential to cause damage to the community.

Definitions of high and low hazard categories are provided in Appendix L of the *Floodplain Development Manual* (2005).

**historical flood**

A flood which has actually occurred.

**hydraulics**

The term given to the study of water flow in waterways; in particular, the evaluation of flow parameters such as water level and velocity.
hydrograph
A graph which shows how the discharge or stage/flood level at any particular location varies with time during a flood.

hydrology
The term given to the study of the rainfall and runoff process; in particular, the evaluation of peak flows, flow volumes and the derivation of hydrographs for a range of floods.

local overland flooding
Inundation by local runoff rather than overbank discharge from a stream, river, estuary, lake or dam.

mainstream flooding
Inundation of normally dry land occurring when water overflows the natural or artificial banks of a stream, river, estuary, lake or dam.

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

minor, moderate and major flooding
Both the State Emergency Service and the Bureau of Meteorology use the following definitions in flood warnings to give a general indication of the types of problems expected with a flood.

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

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

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

peak discharge
The maximum discharge occurring during a flood event.

probable maximum flood (PMF)
The largest flood that could conceivably occur at a particular location, usually estimated from the probable maximum precipitation.

Generally, it is not physically or economically possible to provide complete protection against this event. The PMF defines the extent of flood prone land; that is, the floodplain. The extent, nature and potential consequences of flooding associated with the PMF event should be addressed in a floodplain risk management study.

probable maximum precipitation (PMP)
The greatest depth of precipitation for a given duration that is meteorologically possible over a given size storm area at a particular location at a particular time of the year, with no allowance made for long term climatic trends (*World Meteorological Organisation 1986*). It is the primary input to the estimation of the probable maximum flood.
probability  A statistical measure of the expected chance of flooding (see annual exceedance probability).

risk  Chance of something happening that will have an impact. It is measured in terms of consequences and likelihood. In the context of this flood study (and the subsequent floodplain risk management study) it is the likelihood of consequences arising from the interaction of floods, communities and the environment.

runoff  The amount of rainfall which actually ends up as streamflow, also known as rainfall excess.

stage  Equivalent to “water level”. Both are measured with reference to a specified datum.

stage hydrograph  A graph that shows how the water level at a particular location changes with time during a flood. It must be referenced to a particular datum.

velocity  The speed or rate of motion (distance per unit of time) in a specific direction at which the flood waters are moving.

Typically, modelled flood velocities in a river or creek are quoted as the depth and width averaged velocity, i.e., the average velocity across the whole river or creek section (adapted from Chambers English Dictionary 1988).
1. INTRODUCTION

Bungendore is located on the banks of Turallo and Halfway Creeks which are tributaries that drain to the southern shoreline of Lake George to the north. The village has a population of about 2,754 (Australian Bureau of Statistics, 2011 Census) and is situated about 40 kilometres north-east of Canberra near the New South Wales / Australian Capital Territory border.

Major flooding at Bungendore has occurred on a number of occasions over the last 75 years. The most severe floods occurred in 1934, June 1956, August 1974, and in 1988. The 1934 flood is regarded as being the largest, although it is understood that the resulting damage was similar to that incurred during the 1956 and 1974 floods.

Very little reliable information is available for the 1934 flood. The only available data indicates that the floodwaters peaked at an elevation of 692.78 mAHD at the old railway shed located on the downstream side of the Goulburn to Queanbeyan Railway bridge crossing of Turallo Creek. A level of 691.8 mAHD was recorded at the same shed during the 1956 flood. However, it should be noted that both the railway embankment and the railway bridge have probably been substantially altered over the intervening period.

Available records indicate that floodwaters reached an elevation of 690.9 mAHD at the petrol station located at the north-eastern corner of Gibraltar and Molonglo Streets during the 1956 flood (refer Figure 2). In contrast, a flood level of 690.4 mAHD was recorded at the petrol station at the peak of the 1974 flood. Accordingly, the 1974 flood is generally considered to be about 400 mm lower than the 1956 flood.

More recently, the 1988 flood reached a peak level of about 689.4 mAHD at the petrol station. Therefore, the 1988 flood was about 1 metre lower than the 1974 event.

In any case, events of the magnitude of these floods have caused the inundation of substantial areas of the village. Anecdotal evidence indicates that in the 1956 event, floodwaters reached to within 500 mm of the railway tracks at the bridge crossing of Turallo Creek, and that floodwaters extended up along Gibraltar Street to the site of the current supermarket.

The existing flooding problem at Bungendore has been documented in the ‘Bungendore Flood Study’ (Issue No 3) which was published in 2002. Investigations for this report determined that flooding of the streams that drain through the village can result in damage to both public and private property. Severe flooding, particularly overnight and in response to intense rainfall in the catchment, could present as a major risk for loss of life among those who reside near the creeks.

Therefore, the existing flooding problem at Bungendore is both real and potentially life threatening.

Accordingly, it is appropriate, under the NSW Government's Floodplain Management Program, to consider options for reducing the flood damages that could be experienced by residents and to reduce the risk for loss of life. The associated assessment involves consideration of the flood damages that residents and the broader community may experience as a consequence of the
existing flood problem. These damages are a measure of the cost of flooding under existing conditions.

As outlined above, the NSW Government’s Floodplain Management Program is targeted toward determining measures that can be cost effectively implemented to reduce existing flood damages. Typically, the community is engaged to identify potential flood damage reduction measures (structural measures) and to identify potential planning controls (non-structural measures) that could reduce the impact of floods. These are tested to establish their relative benefit, which is usually measured in terms of the potential reduction in flood damages, or the potential for additional future development that can occur at no increased risk to the community. The measures are also costed and their respective costs compared to their net benefit, thereby allowing a benefit-cost ratio to be determined for each measure.

Measures with a high benefit-cost ratio are typically recommended for inclusion within a Floodplain Risk Management Plan, which is the fourth phase in the floodplain management process (refer to flow chart in Foreword).

This report documents the findings of investigations undertaken to assess a range of potential flood damage reduction measures and floodplain management options that could be implemented at Bungendore to reduce the frequency of flooding. It also documents measures to address emergency response management issues that are likely to exist during major flooding of Turallo, Halfway and Millpost Creeks. The Floodplain Risk Management Study sets out to:

- identify and evaluate management options for the floodplain in terms of their capacity to reduce existing and potential future flooding problems;
- provide information on flood behaviour and flood hazard, so that community aspirations for future land use can be assessed; and,
- provide a framework for revisions to planning instruments such as Local Environmental Plans (LEPs), so that land use controls are consistent with flood risk and flood hazard.

Following completion of the flood study in 2002, additional topographic data has become available for parts of the study area. In order to ensure the RMA-2 flood model is up-to-date, this data was incorporated into the model as part of the floodplain risk management study. The updated modelling results for the 5, 20, 50 and 100 year recurrence floods as well as for the Probable Maximum Flood are documented in this report.
2. NATURE OF THE FLOODING PROBLEM

2.1 BACKGROUND

The contemporary flooding problem along Turallo Creek, Halfway Creek and Millpost Creek in the vicinity of Bungendore can be broken up into four major components, namely:

- the history of flooding at Bungendore,
- the existing flooding problem;
- the potential future flooding problem; and,
- the residual, or continuing flooding problem.

Measures to address these components are complicated by the social consequences of removing people from flood-affected areas and the political and economic attractiveness of the floodplain lands due to their accessibility to existing infrastructure and their lower cost per hectare. Each component of the flooding problem is discussed in the following sections.

2.2 HISTORY OF FLOODING AT BUNGENDORE

Bungendore is located on the banks of Turallo and Halfway Creeks which are major tributaries that drain to the southern shoreline of Lake George. The village has a population of about 2,754 and is situated about 40 kilometres north-east of Canberra near the New South Wales / Australian Capital Territory border.

Major flooding at Bungendore has occurred on a number of occasions over the last 70 years. The most severe floods occurred in 1934, June 1956, August 1974, and in 1988. The 1934 flood is regarded as being the largest, although it is understood that the resulting damage was similar to that incurred during the 1956 and 1974 floods.

Very little reliable information is available for the 1934 flood. The only available data indicates that the floodwaters peaked at an elevation of 692.78 m AHD at the old railway shed located on the downstream side of the Goulburn to Bombala Railway bridge crossing of Turallo Creek. A level of 691.8 m AHD was recorded at the same shed during the 1956 flood. However, it should be noted that both the railway embankment and the railway bridge were probably substantially altered over the intervening period.

Available records indicate floodwaters reached an elevation of 690.9 m AHD at the petrol station located at the north-eastern corner of Gibraltar and Molonglo Streets during the 1956 flood (refer Figure 1). In contrast, a flood level of 690.4 m AHD was recorded at the petrol station at the peak of the 1974 flood. Accordingly, it is generally regarded that the 1974 flood was about 400 mm lower than the 1956 flood.

More recently, the 1988 flood reached a peak level of about 689.4 m AHD at the petrol station. Therefore, the 1988 flood was about 1 metre lower than the 1974 event.
In any case, events of the magnitude of these floods have caused inundation of substantial areas of the village. Anecdotal evidence indicates that in the 1956 event, floodwaters reached to within 500 mm of the railway tracks at the bridge crossing of Turallo Creek, and that floodwaters extended up along Gibraltar Street to the site of the current supermarket.

2.3 THE EXISTING FLOOD PROBLEM

The existing flooding problem relates to those areas where flood damages are likely to arise as a consequence of flooding. It concerns existing dwellings, industrial complexes and commercial premises that would be inundated during a flood, as well as all associated infrastructure within the floodplain, including roads, railways and utility services. In this context, the existing flooding problem is usually addressed by structural measures which aim to modify flood behaviour and thereby reduce flood damages.

As outlined in Section 1, the existing flooding problem at Bungendore is documented in a report titled, ‘Bungendore Flood Study’ (Issue No 3, November 2002). The Flood Study established that the network of streams that drain land adjacent to the village of Bungendore is characterised by creek channels that have limited in-channel flow carrying capacity. Consequently, runoff from the upper catchment can easily lead to overtopping of stream banks and the discharge of floodwaters across the floodplain.

Both Turallo and Halfway Creeks overtop their banks in floods as minor as the 1 year recurrence event. In fact, the majority of the flow carried by Turallo Creek in a 1 year recurrence flood travels overland along the floodplain that adjoins the creek banks.

Calculations indicate that the flow carrying capacity of Turallo Creek (using a channel cross-section located near the northern end of Majara Street) is only 12% of the total flow of 80 m$^3$/s that is predicted in a 1 year recurrence event.

The limited capacity of the Turallo Creek channel is particularly evident upstream of the railway which acts as a levee and causes floodwaters to ‘back up’ (refer Figure 1). As a result, floodwaters inundate Turallo Terrace between Powell Street and Mecca Lane in events rarer than the 5 year recurrence flood.

An existing earth levee extends along sections of the southern creek banks between the railway and the Tarago Road crossing of Turallo Creek. The levee, for the most part, prevents floodwaters from entering the village in events up to and including the 20 year recurrence flood, although the northern end of Butmaroo Street becomes submerged in most floods where floodwaters overtop the creek banks.

Significantly, the levee is overtopped in rarer events and relatively fast flowing floodwaters from Turallo Creek discharge across the levee in a south-westerly direction during events of the magnitude of the 100 year recurrence flood. Modelling shows that floodwaters inundate the northern end of Ellendon and Butmaroo Streets and extend across to Molonglo Street and Halfway Creek.
In events rarer than the 5 year recurrence event, floodwaters also extend in a northerly direction across Bungendore North.

The western end of the village area is particularly susceptible to flooding. Floodwaters ‘back-up’ from the confluence of Halfway and Turallo Creeks, causing inundation of Molonglo Street, and the western ends of Malbon and Gibraltar Streets and Turallo Terrace. Properties fronting the western side of Molonglo Street between Gibraltar Street and Turallo Terrace are predicted to be inundated in events as frequent as the 5 year recurrence flood.

The existing flood problem is discussed in further detail in Section 3 of this report. Section 3 provides details of the updated flood modelling that has been undertaken following completion of the flood study in 2002. The updated modelling results for the 5, 20, 50 and 100 year recurrence floods as well as for the Probable Maximum Flood are discussed and presented as figures showing Water Surface Profiles along Turallo Creek, and the variation in peak flood levels as well as depths and velocities across the study area.

Updated hydraulic and hazard category mapping for the study area based on the updated modelling results is presented and discussed in Section 7.

2.4 FUTURE FLOODING PROBLEM

The potential future flooding problem refers to those areas of the floodplain that are likely to be proposed for future development or to be the subject of rezoning applications.

As land resources for development become increasingly scarce, pressures mount to allow development within floodplain areas where it might otherwise be avoided. The future flooding problem has the greatest potential to cause large scale flood damages along Turallo Creek and presents the greatest potential risk to loss of life.

Council has a duty of care to ensure that its current planning instruments recognise the potential flood risk. Council also has a responsibility to ensure that a Floodplain Management Plan is in place and that this Plan or an associated Flood Policy, can be used to support decisions to approve or reject development proposals on flood affected sections of the LGA.

2.5 RESIDUAL FLOODING PROBLEM

Unless the Probable Maximum Flood (PMF) is adopted as the basis for determining structural and planning measures aimed at reducing flood damages, there will always be a residual or continuing flooding problem.

However, the adoption of the PMF as the ‘planning flood’ is not realistic or practical because it would sterilise a large area of land, thereby forcing development to areas of higher ground which may not historically be serviced or which could introduce unrealistically high infrastructure costs.

Hence, a lesser flood standard is adopted. As a result, measures that are put in place to control flood damage will ultimately be overwhelmed by a flood that is larger than that adopted as the
threshold for the planning control of land use, or as the limiting flood for the design of structural measures.

Accordingly, it is incumbent upon Council to consider the implications of floods greater than the adopted planning flood and to work with the State Emergency Services (SES) to develop a contingency plan for such events.
3. UPDATED FLOOD STUDY MODELLING

As part of the floodplain risk management study, the two-dimensional RMA-2 hydrodynamic model that was developed as part of the ‘Bungendore Flood Study’ (2002) by Patterson Britton & Partners (now WorleyParsons), was updated to incorporate topographic data acquired since 2002. The model was also updated to ensure it reflected current catchment conditions such as recent development of the floodplain and updates to hydraulic control structures.

This updated RMA-2 model was used as the basis for re-visiting the simulation of design flooding scenarios and for the modelling and assessment of floodplain management options.

No changes were made to the XP-RAFTS hydrologic model that had been developed for the flood study and used as the basis for RMA-2 model inflows.

3.1 RMA-2 MODEL UPDATES

The following provides a summary of the data and the major updates incorporated into the RMA-2 model following completion of the flood study. The extent of the additional data and model updates are also summarised in Figure 2.

- Surveyed spot elevations covering floodplain areas upstream of the Goulburn-Bombala railway crossing and extending as far upstream as the Kings Highway bridge crossing of Turallo Creek (refer Figure 2).
- Work-as-executed survey for the Elmslea Estate development located on the northern floodplain of Turallo Creek. The survey extended downstream from the Goulburn-Bombala railway crossing (refer Figure 2).
- Survey data covering for the Darmody site located on the western side of Kings Highway on the southern approach to Bungendore. The survey covered approximately 66 hectares of the floodplain between Halfway and Millpost Creeks (refer Figure 2).
- Work-as-executed drawings and survey of the upgraded Tarago Road bridge crossing (refer Appendix A).
- Survey Data covering parts of the Millpost Creek and Halfway Creek floodplains upstream of King Street. The survey included road crest elevations and details of culverts along Trucking Yard Lane and Kings Highway. The survey data covered an area of approximately 280 ha (refer Figure 2).

Collection of the survey data in February 2012 enabled the RMA-2 model to be extended for an additional 2 kilometre length along Millpost Creek. The data also led to the refinement of the model network in order to more reliably ‘pick-up’ channel inverts as well as floodplain features.

- Survey data covering parts of the Halfway Creek floodplain upstream of Trucking Yard Lane and to the west of Kings Highway in the vicinity of the Turalla irrigation pivot (refer Figure 2). The survey data covered an approximate area of 38.6 ha and was used to improve the
reliability of flooding predications and flood extent mapping along the fringes of the RMA-2 model along Halfway Creek. The survey data was collected in March 2012.

- Spot elevations along the Millpost Creek floodplain to confirm surface elevations in the vicinity of the Davey Property (refer Figure 2).

The survey data and updates outlined above were incorporated into the RMA-2 model through refinement and adjustment of the model network. This was undertaken in order to ensure the additional topographic detail was reliably represented in the model network.

The updated RMA-2 model network developed as part of the floodplain risk management study is shown in Figure 3. As an outcome of the greater refinement of model elements in the updated RMA-2 model, it follows that material roughness values for different land use and floodplain types could be more acutely assigned. Accordingly, the roughness parameters adopted for the 2002 flood study model were reviewed and refined to more reliably reflect the study area. The adopted roughness types and values are shown in Table 1.

The re-calibration of the updated RMA-2 model as well as modelling results for the adopted design flooding scenarios are discussed in the following.

### Table 1 ADOPTED ELEMENT ROUGHNESS VALUES

<table>
<thead>
<tr>
<th>Description of RMA-2 Element Type</th>
<th>Manning’s ‘n’</th>
</tr>
</thead>
<tbody>
<tr>
<td>Defined channel (medium vegetation)</td>
<td>0.045</td>
</tr>
<tr>
<td>Defined channel (dense vegetation)</td>
<td>0.075</td>
</tr>
<tr>
<td>Rural development with limited obstruction</td>
<td>0.040</td>
</tr>
<tr>
<td>Floodplain with short grass</td>
<td>0.030</td>
</tr>
<tr>
<td>Floodplain with high grass</td>
<td>0.035</td>
</tr>
<tr>
<td>Scattered brush, heavy weeds</td>
<td>0.050</td>
</tr>
<tr>
<td>Floodplain with dense trees</td>
<td>0.100</td>
</tr>
</tbody>
</table>

### 3.2 MODEL VALIDATION

#### 3.2.1 1956 and 1974 Historic Floods

Calibration of the RMA-2 flood model had previously been undertaken to the 1956 and 1974 historic floods as part of the flood study investigations. As part of these investigations, an iterative approach was adopted during which adjustments to the model network and surface roughness values were made in order to achieve a better ‘fit’ to available flood mark data and anecdotal information. Section 7.3 of the flood study discusses model calibration.
In order to ensure the updated RMA-2 model was reliably predicting flooding conditions, the model results were validated for the 1956 (100 year recurrence flood) and 1974 historic floods. This was achieved by comparing the peak Water Surface Profiles (WSP) generated along Turallo Creek by the 2002 RMA-2 flood study model and the updated RMA-2 FPRMS model. Peak 1956 and 1974 WSPs have been extracted from the 2002 flood study and 2012 FPRMS modelling and are shown in Figure 4.

Figure 4 indicates that the updated flood model is predicting peak flood levels that are generally within 100 to 200 mm of those reported in the 2002 flood study. This indicates that the recently acquired survey data and model modifications to reflect current floodplain conditions has not led to a significant change in the hydraulics along Turallo Creek. The variances in levels are typically localised and are therefore attributed to localised improvements in topographic data or creek geometry as well as recent upgrades to hydraulic structures or recent development.

Taking into consideration the inaccuracies involved in identifying the actual peak flood mark levels (refer discussion in Section 7.3 of the flood study) and the tolerances of the survey data on which the 2002 flood study model was based, it is considered that the updated RMA-2 flood model reliably predicts flood behaviour within the study area. The updated model is therefore considered suitable for simulation of the adopted design flooding scenarios and for modelling of the adopted floodplain risk management options.

3.2.2 100 Year Recurrence Flood

The updated RMA-2 model was also used to re-simulate the design 100 year recurrence flood. Because of the substantial model refinement that had been incorporated since the flood study (to incorporate the survey data shown in Figure 2), it is expected that the updated modelling results will vary to those predicted for the flood study. The differences are expected to be highest in the vicinity of the Tarago Road bridge and the Railway bridge crossings of Turallo Creek. Significant network refinement was undertaken at these bridge crossings as part of the model updates in order to ‘pick-up’ bridge upgrade works as well as more reliable survey.

A comparison of the design 100 year recurrence peak WSPs generated by the updated RMA-2 model and the flood study model are presented in Figure 5. As shown in Figure 5, flood levels are not predicted to have changed by more than 100 mm in the vicinity of the Elmslea Estate development (between the Railway bridge and Tarago Road bridge crossings). This is in agreement with the modelling undertaken for the Elmslea Estate development which found that the proposed development will have minimal impacts on flood levels along Turallo Creek.

Overall, the modelling results are generally within 100 mm of each other with the exception of some localised variances in the vicinity of the bridge crossings (refer Figure 5). Where flood level differences exceed 100 mm the updated modelling results are considered more reliable due to the finer model resolution and more reliable topographic data utilised.
3.3 UPDATED RMA-2 DESIGN SIMULATIONS

The updated RMA-2 hydrodynamic model of the three creeks in the vicinity of Bungendore village was used to re-simulate the design flooding scenarios that had been adopted and documented the ‘Bungendore Flood Study’ (2002). In that regard, the 5, 20, 50 and 100 year recurrence floods as well as the Probable Maximum Flood (PMF) were re-simulated.

The inflow hydrographs and tailwater conditions that were adopted for the flood study simulations were not changed as part of these updated simulations (refer ‘Bungendore Flood Study’ for further details).

3.3.1 Design Water Surface Profiles

Peak Water Surface Profiles (WSP) were extracted from the updated modelling results for the full range of design flooding scenarios. The WSP presents peak flood levels along Turallo Creek for the entire extent of the RMA-2 model i.e., extending from upstream of the Kings Highway bridge crossing to approximately 3 kilometres downstream of the confluence with Halfway Creek (refer Figure 3).

The profile of design floodwater surfaces for the 5, 20, 50 and 100 year recurrence floods as well as the PMF is shown in Figure 6.

3.3.2 Flood Level and Flood Extent Mapping

Peak flood levels and peak flood extents across the study area were extracted from the modelling results and are shown in Figure 7 to Figure 11. The figures show the variation in flood levels along Turallo Creek, Millpost Creek and Halfway Creek as well as within the urbanised areas of Bungendore.

3.3.3 Depth and Velocity Mapping

Depth mapping was also extracted from the modelling results and is shown in Figure 12 to Figure 16. Where possible the results have been ‘mapped’ to the available survey in order to improve the resolution at which depths are shown.

Velocity vectors for each of the design flooding scenarios are also overlayed on Figure 11 to Figure 15. The vectors give an indication of the direction of flow as well as the peak flow velocity.

3.3.4 Discussion

The predicted extent of inundation of the village area in the 100 year recurrence flood is shown in Figure 10. Properties along Molonglo Street between Turallo Terrace and Malbon Street are most susceptible to inundation with depths of up to 2.0 metres predicted to occur at the peak of the 100 year recurrence flood (refer Figure 15). Figures 12 to 14 indicate that these properties would also be susceptible to flooding during lower events including the 5 year recurrence flood. During these lower flooding scenarios, inundation
increasingly occurs due to flooding from Halfway Creek and from the backing-up of floodwaters from the confluence of Turallo and Halfway Creek.

As shown in Figure 15, properties along Turallo Terrace between Molonglo Street and Butmaroo Street are predicted to be inundated to depths of up 1.1 metres at the peak of the 100 year recurrence flood. Despite the lower depths of inundation compared to properties along Molonglo Street, velocities are generally higher ranging between 0.5 m/sec and 0.7 m/sec (refer Figure 15). These higher velocities occur due to floodwaters ‘rushing’ across properties towards Halfway Creek following overtopping of the existing levee.

Properties fronting Turallo Terrace between Duralla and Modbury Streets are also susceptible to inundation (refer Figure 10 and Figure 15), with floodwaters reaching depths of up to 1.3 metres at the peak of the 100 year recurrence flood. Peak flow velocities are typically lower ranging between 0.2 m/sec to 0.3 m/sec due to the backing-up of floodwaters against the railway embankment.

The existing Turallo Terrace Levee, for the most part, prevents floodwaters from entering the village in events up to an including the 20 year recurrence flood. As shown in Figure 8 and Figure 13, only minor flooding is predicted to occur at the rear of a number of properties adjacent to the levee along Turallo Terrace. This flooding is generally limited to shallow ponding with maximum depths of inundation not predicted to exceed 0.7 metres.

Significantly, the levee is overtopped in rarer events and relatively fast flowing floodwaters from Turallo Creek discharge across the levee in a south-westerly direction during events of the magnitude of the 100 year recurrence flood. Modelling shows that floodwaters inundate the northern end of Ellendon and Butmaroo Streets and extend across to Molonglo Street and Halfway Creek. The updated modelling results predict maximum flow velocities of up to 0.8 m/sec across these properties during the 100 year recurrence flood (refer Figure 15).

Floodwater velocities generally vary between 0.7 m/s and 1.6 m/s along the channels of Turallo and Halfway Creeks at the peak of the 100 year recurrence flood. As expected, flow velocities increase in the vicinity of the railway and Tarago Road bridge crossings. For example, in-channel flow velocities of 2.3 m/s are predicted just downstream of the confluence of Turallo and Halfway Creeks. In-channel flow velocities downstream of the railway crossing of Turallo Creek and the Tarago Road bridge crossing are estimated to be 4.5 m/s and 2.2 m/sec, respectively.

Flow velocities across the floodplain are generally similar to the velocities predicted within the main channel, typically varying by no more than 0.2 m/sec. This reflects the large proportion of floodwaters that are carried as overbank flow.

To the south of the village, floodwaters are predicted to overtop Kings Highway for a length of approximately 770 metres at the peak of the 100 year recurrence flood. The section of Kings Highway overtopped extends south of Trucking Yard Lane where elevations along Kings Highway are at their lowest. Along this section the updated flood modelling results
predict that Kings Highway would be inundated to depths of up 0.3 metres at the peak of the 100 year recurrence flood. However, depths of inundation are typically less than 0.15 metres along most of the 770 metre length of Highway.

PMF conditions see the vast portion of the study area inundated, with the entire town-centre affected. As with lesser floods the land in the vicinity of creek confluences is extremely inundated to great depth, including Elmslea Estate.

Peak flood levels at key locations for each design flood event are listed in Table 2.

Table 2  PREDICTED PEAK DESIGN FLOOD LEVELS AT KEY LOCATIONS

<table>
<thead>
<tr>
<th>LOCATION</th>
<th>PREDICTED PEAK FLOOD LEVEL (m AHD)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>5 year ARI</td>
</tr>
<tr>
<td>Along Turallo Creek</td>
<td></td>
</tr>
<tr>
<td>Turallo Creek upstream of Kings Highway crossing</td>
<td>697.5</td>
</tr>
<tr>
<td>Turallo Creek upstream of railway line bridge crossing</td>
<td>693.2</td>
</tr>
<tr>
<td>Turallo Creek upstream of Tarago Road Bridge</td>
<td>690.4</td>
</tr>
<tr>
<td>Upstream of confluence of Turallo Creek and Halfway Creek</td>
<td>690.2</td>
</tr>
<tr>
<td>Downstream of confluence of Turallo Creek and Halfway Creek</td>
<td>689.9</td>
</tr>
<tr>
<td>Upstream of confluence of Turallo Creek and Millpost Creek</td>
<td>688.5</td>
</tr>
<tr>
<td>Downstream of confluence of Turallo Creek and Millpost Creek</td>
<td>688.5</td>
</tr>
<tr>
<td>Along Halfway Creek</td>
<td></td>
</tr>
<tr>
<td>Halfway Creek adjacent to Malbon Street</td>
<td>690.6</td>
</tr>
<tr>
<td>Halfway Creek adjacent to King Street</td>
<td>691.6</td>
</tr>
<tr>
<td>Halfway Creek upstream of Trucking Yard Lane</td>
<td>695.1</td>
</tr>
</tbody>
</table>
4. FLOOD DAMAGE ASSESSMENT

4.1 WHAT ARE FLOOD DAMAGES?

Flood damages are adverse impacts that private and public property owners experience as a consequence of flooding. They can be both tangible and intangible and are usually measured in terms of a dollar cost.

Tangible damages include direct damages such as the damage to property as a consequence of inundation (e.g., the cost of replacing carpets and removing mud from houses in the aftermath of a flood). Tangible damages can also be indirect damages such as the cost to the community of individuals being unable to get to work because they are isolated due to flooding. These costs can usually be measured and data has been gathered over many years to provide a reliable indication of the likely damage costs that can be incurred by residential, commercial and industrial property owners.

It is more difficult to quantify intangible damages. Intangible damages include less ‘concrete’ impacts such as the trauma felt by individuals as a result of a major flood and the associated health related impacts. Only limited data is available, but it has been stated that intangible damages could be as much or more than the tangible damage cost.

As part of a Floodplain Risk Management Study, it is necessary to determine the total damages that could be incurred as a consequence of flooding. If the total damage cost is significant, it can be argued that works or planning measures to reduce the cost can be justified. The justification process involves determining an estimate of the flood damage that could be expected to occur over the design life of the works (say 30 years). This damage cost is then compared to the damage cost if no works were undertaken. The difference defines the reduction in flood damage cost, or the net benefit. The net benefit of the works is compared against the cost of the works, thereby generating a benefit-cost ratio for the works.

If the benefit-cost ratio is sufficiently high (i.e., ideally greater than 1), it is likely that the works will attract State Government funding and could proceed.

4.1.1 Flood Damage Categories

Flood damage costs for Bungendore were determined based on consideration of the different types of land use across the floodplain. The predominant land uses are:

- residential; and
- industrial or commercial,

Residential, industrial and commercial flood damages include damage to structures (e.g., buildings, houses, factories, offices) and damage to the items within those structures. They also include damages to outdoor facilities and associated infrastructure, and to the land on which the structures are sited.
Damage to infrastructure as a result of flooding includes losses associated with damage caused by inundation of roads, water supply and sewerage services, and damage to utilities such as electricity, gas and telecommunications systems.

Residential, industrial and commercial damages can be separated into direct and indirect damages. Direct damages are the result of the physical contact of floodwaters with the structure and may include the costs associated with repair, replacement or the loss in value of inundated items. Indirect damages represent all other costs not associated with physical damage to property and typically include the loss of income incurred by residents affected by flooding, as well as flood recovery items such as clean-up costs.

The approach developed to calculate flood damages for Bungendore is based upon the development of a representative damage curve for a typical house in study area. A damage curve is a numerical relationship that correlates the depth of flooding to the cost of damages that would result from that flooding. The cost of the damages associated with the flooding increases as the depth of flooding increases.

The approach employed applies procedures outlined in the Department of Environment and Climate Changes’ Draft Guideline No 4 titled, ‘Residential Flood Damage Calculation’. It involves the application of the damage curves documented in the literature with the updated flood modelling results documented in this report.

Damage to residences includes the cost of structural damage, the damage to internal items such as furniture and floor coverings, damage to fences, vehicles and landscaping.

As outlined in the Department of Environment and Climate Change’s Draft Guideline No 4, the data available on flood damages typically only applies to residential properties. Therefore, an estimate of the direct damages associated with the inundation of industrial and commercial premises was based on recorded damage costs for similar premises reported in the literature. This literature includes a range of previous floodplain management studies and recorded data presented in intergovernmental reports.

It was not possible to calculate indirect damages for each individual lot or property. Therefore, the indirect damage costs were assumed to be 5% of the direct damage costs incurred by residential properties. This is in keeping with procedures adopted in other studies such as the ‘Camden Haven Floodplain Management Study’ (2001), and is considered a reasonable approximation based on the relatively short duration of flooding.

Indirect damages for industrial and commercial premises were assumed to be 50% of the corresponding direct damages. The higher proportion was assumed to account for the greater impact of indirect influences such as the slow down that a business could experience due to employees being unable to get to work due to inundation of roads.

There is no data available to define the extent of the public and corporate infrastructure that could be damaged as a result of flooding. Accordingly, infrastructure damages were assumed to be 30% of the total direct and indirect residential (including dwellings and
property damages) and industrial/commercial costs. This is in keeping with approaches employed for other areas of NSW.

4.1.2 Stage – Damage Relationships

Stage-damage curves reflect the potential direct flood damage as a function of the depth of over floor flooding of a building, or the extent of inundation of the land on which the building is sited.

The DECC’s (now OEH) Draft Guideline No 4 outlines the method for determining stage-damage curves for residential dwellings. This procedure is recommended as the basis for derivation of average annual damages and net present values of damages to enable the comparison of management options.

Standard stage-damage curves have also been developed from records of damages gathered from interviews with residents and landowners in flood affected communities. For example, Smith et al (1979) determined stage-damage relationships for different land use types based on data gathered during and following the Lismore floods in the early 1970s.

Accordingly, stage-damage curves were developed for residential properties and commercial/industrial sites based on consideration of the available stage-damage relationships in the literature. The adopted stage-damage curves for the village of Bungendore are included within Appendix C.

4.1.3 Average Annual Damage

The relative cost of the potential flood damages is typically expressed in terms of the Average Annual Damage (AAD). The AAD is the average damage per year that would occur from flooding over a very long period of time.

In understanding this concept, there may be periods where no floods occur or the floods that do occur are too small to cause significant damage. On the other hand, some floods will be large enough to cause extensive damage.

The average annual damage is equivalent to the total damage caused by all floods over a long period of time divided by the number of years in that period (DECC, 2007). It provides a measure for comparing the economic benefits of potential flood damage reduction options.

4.2 FLOOD DAMAGE ESTIMATE FOR EXISTING CONDITIONS

Data defining the floor levels of structures in and around the village that could be inundated by floodwaters was provided by Palerang Council. This data was used in conjunction with peak flood levels generated from the updated flood modelling documented in Section 3, to determine the depth of flooding in the vicinity of these buildings. This allowed the depth of “over floor” flooding to be determined (if any).
Damage costs were assigned to individual buildings according to the depth of inundation and the associated ‘damage’ as reflected in the applicable stage-damage curve. The elevation of residential properties was also extracted from the modelled digital terrain surface in order to determine the costs associated with damage to residential property.

Because flood level information was not available for all properties located within the floodplain, an estimate of floor levels for residential, commercial and industrial properties were estimate by assuming that they were 0.3 metres above the existing ground surface.

Predicted flood damages associated with the 100, 20 and 5 year recurrence floods for existing conditions are provided in Table 3 for Bungendore. The number of structures and properties inundated is also listed. Direct and indirect costs have been included in all damage cost estimates (excluding infrastructure damages which stand alone). All damage costs are expressed in 2012 dollars.

Dwellings and buildings within the village that would be threatened by flooding are generally those located nearest to the southern bank of Turallo Creek and the eastern bank of Halfway Creek.

Based on existing conditions, it is estimated that 29 buildings are potentially threatened by floodwaters in events of the magnitude of the 100 year recurrence flood. In a 20 year recurrence event, a total of 10 buildings would be threatened by floodwaters. Whereas, in a 5 year recurrence event, only 4 buildings would be threatened (refer Table 3).

The number of properties susceptible to flooding is substantially higher with up to 61 properties predicted to be inundated at the peak of the 100 year recurrence flood. Even in the 5 year recurrence flood, approximately 20 properties would be at threat (refer Table 3).
<table>
<thead>
<tr>
<th>FLOOD EVENT</th>
<th>RESIDENTIAL DAMAGES</th>
<th>INDUSTRIAL / COMMERCIAL DAMAGES</th>
<th>INFRASTRUCTURE DAMAGES</th>
<th>TOTAL DAMAGES</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Number of Dwellings</td>
<td>Dwelling Damages</td>
<td>Number of Properties Inundated</td>
<td>Property Damages</td>
</tr>
<tr>
<td>5 Year Recurrence Flood</td>
<td>2</td>
<td>$47,900</td>
<td>18</td>
<td>$159,900</td>
</tr>
<tr>
<td>20 Year Recurrence Flood</td>
<td>7</td>
<td>$276,600</td>
<td>31</td>
<td>$239,800</td>
</tr>
<tr>
<td>100 Year Recurrence Flood</td>
<td>21</td>
<td>$1,047,900</td>
<td>53</td>
<td>$319,700</td>
</tr>
</tbody>
</table>
Residential dwellings and commercial premises that could be inundated during a 100 year recurrence flood include:

- houses on the northern side of Gibraltar Street between Molonglo Street and Ellendon Street;
- houses on the western side of Molonglo Street between Gibraltar Street and Malbon Street;
- houses on the eastern side of Molonglo Street between Gibraltar Street and Malbon Street;
- houses on the northern side of the intersection between Turallo Terrace and Butmaroo Street;
- a house on the corner of Turallo Terrace and Mecca Lane;
- a house on the eastern side of Duralla Street between Turallo Terrace and Gibraltar Street;
- a house on the northern floodplain of Turallo Creek south of Elmslea Estate;
- service station on the corner of Molonglo Street and Gibraltar Street.

As shown in Table 3, it is predicted that during the 100 year recurrence flood, the damages associated with the inundation of potentially flood affected properties would amount to about $3,085,400.

The total flood damage estimate for each design flood event was combined with the probability of occurrence to determine an Average Annual Damage (AAD) cost for existing conditions. The results of this analysis determined the average annual damage for the Village of Bungendore to be about $438,180.

This estimate of the AAD is based on the total tangible damages only. That is, the calculations do not consider the potential intangible costs that are likely to be experienced, particularly in the larger floods.

Accordingly, the intangible damages associated with flooding at Bungendore are considered to be significant and an important component of the overall flood scenario.
5. POTENTIAL FLOOD DAMAGE REDUCTION MEASURES

5.1 BACKGROUND

Information presented in the ‘Bungendore Flood Study’ (2002) indicated that there is a significant potential for flooding to impact and cause damage to infrastructure and residents at Bungendore. These damages would include financial losses to individual property and business owners and losses to the overall community as a result of damage to infrastructure and disruption to everyday life.

As an outcome it was considered appropriate to proceed with preparation of a Floodplain Risk Management Study in order to identify a range of options that could be implemented to reduce the flood damages that the community could be exposed to in the future. Since this process began in 2005, a number of options for floodplain management have already been implemented by Palerang Council. These include:

- Construction of Elmslea Estate on the northern floodplain of Turallo Creek, including floodplain modifications to create a commensurate ornamental lakes system and community playing fields;
- Upgrading of the Tarago Road bridge to increase the conveyance capacity to relieve flooding upstream along Turallo Creek; and
- Upgrading of the Railway Bridge crossing over Turallo Creek to increase the bridge waterway area to increase conveyance capacity.

The updated modelling results in Section 3, as well as the damage analysis outlined in Section 4, indicates that a substantial threat of flooding still remains for much of the community. Investigation of additional floodplain management options is required as part of the floodplain risk management process in order to further safeguard the community and reduce the existing flood damages that could be incurred by the community.

The proposed floodplain management options are discussed below.

5.2 ADOPTED DAMAGE REDUCTION MEASURES

A floodplain risk management study is a multi-disciplinary process that needs to consider a number of different factors to develop an appropriate mix of management measures that can be implemented to deal with the flood risk (NSW Government, 2005). Each floodplain risk management measure will have both advantages and disadvantages. The purpose of the floodplain risk management study is to quantify the relative merits of each measure, giving consideration to any flooding, social, economic and environmental consequences.

As part of this Study, the Bungendore Floodplain Management Committee developed a range of measures aimed at addressing the existing and potential future flood problem. This involved the formulation of a list of potential Flood Damage Reduction Measures.
The Flood Damage Reduction Measures were devised with a view to reducing the existing flood damages that could be incurred by the community. The Flood Damage Reduction Measures that were adopted are listed in Table 4.

<table>
<thead>
<tr>
<th>MEASURE No.</th>
<th>DESCRIPTION OF MEASURE</th>
<th>OVERVIEW</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Upgrading and extension of levee along Turallo Terrace</td>
<td>Refer Figure 17 &amp; 18</td>
</tr>
<tr>
<td>2</td>
<td>Upgrading of the Turallo Terrace levee (no extension)</td>
<td>Refer Figure 17 &amp; 18</td>
</tr>
<tr>
<td>3</td>
<td>Installation of overflow channel across Tarago Road</td>
<td>Refer Figure 19</td>
</tr>
<tr>
<td>4</td>
<td>Removal of dense vegetation and creek re-shaping at the confluence of Turallo, Halfway and Millpost Creeks</td>
<td>Refer Figure 19</td>
</tr>
<tr>
<td>5</td>
<td>Installation of diversion channel from Halfway to Millpost Creek</td>
<td>Refer Figure 19</td>
</tr>
<tr>
<td>6</td>
<td>Diversion of floodwaters upstream of Trucking Yard Lane through construction of contour banks and excavation to construct a diversion channel</td>
<td>Refer Figure 20</td>
</tr>
</tbody>
</table>

Each measure was investigated to establish the hydraulic impact in terms of its potential to reduce peak flood levels and / or flood hazard. A discussion of the hydraulic impact of implementing each of these measures in isolation is presented in Section 5.3.

### 5.3 HYDRAULIC ANALYSIS OF DAMAGE REDUCTION MEASURES

#### 5.3.1 Measure 1 – Upgrade & Extension of Turallo Terrace Levee

Measure 1 involves upgrading and extending the existing levee that is located along the rear of properties that front Turallo Terrace between Molonglo and Majara Streets. This would involve increasing the height of the existing levee so that it is not overtopped in floods up to and including the 100 year recurrence event and extension of the levee east from the railway to Mecca Lane. The extent of the proposed levee upgrade and the location of the proposed extension are shown in Figure 17 and Figure 18.

Although this option will not act to reduce flood levels within Turallo and Halfway Creeks, it will prevent floodwaters from entering the majority of the village. As outlined in the Flood Study and Section 3 of this report, floodwaters overtop the existing levee in events rarer than the 20 year recurrence flood and inundate properties located between Ellendon and Molonglo Streets.
In order to assess the benefit of the proposed levee upgrade, the RMA-2 hydrodynamic model was modified to incorporate a levee with a crest elevation greater than the predicted 100 year recurrence flood level.

It was assumed that the proposed levee would have a crest elevation 500 mm above the elevation of the 100 year recurrence flood. This will require the crest elevation of the proposed levee to be up to 2 metres above the natural surface of the floodplain in the area between the railway and the Tarago Road bridge, and up to 2.5 metres above the natural surface of the floodplain along the alignment of the proposed extension to the levee.

The modified RMA-2 model was used to simulate flood behaviour with the levee in place for the 5, 20 and 100 year recurrence events.

The results from the simulations were compared to the predicted peak flood levels and velocities for existing conditions (i.e., as generated in the Flood Study) and “difference maps” of peak water level were generated. The difference maps give an indication of the relative magnitude of water level changes and the location at which they occur. A difference map showing changes in peak flood levels for the 100 year recurrence event is presented as Figure 21. A negative value indicates a drop in level, while a positive value indicates an increase in flood level.

As shown, the proposed levee upgrade is particularly effective in reducing flood levels in areas of the village that are currently susceptible to flooding. In fact, the levee upgrade would prevent flooding of properties east of Ellendon Street in events up to and including the 100 year recurrence flood. West of Ellendon Street, peak 100 year recurrence flood levels would be reduced by up to 0.09 metres (refer Figure 21).

However, the difference mapping indicates that some flood level increases would be predicted to occur to the north of the levee upgrade and upstream of the levee extension. As shown in Figure 21, these flood level increases are not predicted to exceed 0.12 metres.

Investigations indicate that the proposed levee upgrade and extension would reduce the number of properties inundated in events of the magnitude of the 100 year recurrence flood from 61 to 31. The areas that would be most substantially benefited are the areas between Molonglo and Ellenden Streets and between Duralla and Modbury Streets.

Dwellings that would benefit from the levee extension include those situated:

- on the corner of Ellendon Street and Turallo Terrace;
- on the northern and southern side of Turallo Terrace, between Ellendon and Butmaroo Streets; and,
- on the southern side of Turallo Terrace between Duralla and Modbury Streets.
5.3.2 Measure 2 – Upgrade of the Turallo Terrace Levee

Damage Reduction Measure 2 involves upgrading of the Turallo Terrace Levee to increase crest elevations above the peak 100 year recurrence flood level. A freeboard allowance of 0.5 metres is also proposed (refer Figure 17 and 18).

Upgrading of the existing levee was considered as a standalone damage reduction measure (i.e., without the proposed levee extension component) following the realisation that its construction and material costs would comprise a minor component of the total required for Measure 1. As shown in Figure 18, the upgrade component of the works requires significantly less material/fill in order to achieve a crest elevation that is 500 mm above the peak 100 year recurrence flood level. This saving in material costs in combination with the associated savings in construction costs supports the investigation of the upgrade scenario in isolation.

Because of the similarities between Measure 1 and Measure 2 (i.e., Measure 2 represents a reduced version of Measure 1), flood modelling was not undertaken for Measure 2 in isolation. Notwithstanding, the flood level difference mapping proposed for Measure 1 and shown in Figure 21 is considered suitable for gaining an understanding of the predicted benefits of Measure 2 in isolation.

In that regard, the predicted variation in peak 100 year recurrence flood levels and extents is shown in Figure 21 for Measure 2. All flood level increases upstream of the Railway Bridge are generated as an outcome of the levee extension component and as such are not relevant to Measure 2.

Further discussion of the modelling results applicable to the levee upgrade scenario is included in Section 5.3.1.

5.3.3 Measure 3 – Overflow Channel across Tarago Road

Investigations for the Flood Study established that flooding between the railway crossing and the Tarago Road bridge crossing of Turallo Creek, can to some extent, be attributed to the afflux caused by the Tarago Road Bridge. However, further investigations undertaken as part of this study determined that the alignment of the channel of Turallo Creek adjacent to the embankment created by the northern approaches of the road bridge, was as much a cause of the afflux as the bridge itself.

Accordingly, the Committee proposed that one of the potential options for flood damage reduction should comprise the construction of a flood relief channel that would allow floodwaters to bypass the Tarago Road bridge crossing of the creek during major events. Measure 3 was therefore developed to comprise the construction of a “relief floodway” that would allow the higher flows to leave the channel about 250 metres upstream of the Tarago Road Bridge crossing (refer Figure 19). The channel would divert floodwaters across Tarago Road so that they re-entered the creek about 200 metres downstream of the confluence of Turallo and Halfway Creeks.
The updated FPRMS RMA-2 model was modified to incorporate the proposed relief floodway. This was achieved by reducing the ground surface elevations along the alignment of the proposed floodway by approximately 2 metres so that a fairly constant grade was established between the upstream and downstream ends of the floodway. It was assumed that the floodway was a straight, earth lined channel with a trapezoidal cross-section.

The proposed floodway would need to pass under the existing Tarago Road, and thereby a bridge or culvert structure would need to be incorporated into the detail design. The influence of this crossing on hydraulic behaviour was represented by slightly reducing the available cross-sectional flow area and applying a higher roughness coefficient.

The modified model was used to simulate flood behaviour in the 5, 20 and 100 year recurrence events. Results from these simulations were compared to the corresponding set of results derived for existing conditions, and difference maps were created to show the anticipated change in peak flood level and flow velocity.

A difference map showing the change in flood level resulting from implementation of the relief floodway is presented in Figure 22. This indicates that peak flood levels along Molonglo Street between Gibraltar Street and Turallo Terrace would reduce by up to 0.10 metres with the proposed relief floodway in place. More detailed inspection indicates that floodwaters would be lowered by 0.08 metres in the vicinity of properties fronting Molonglo Street. This is considered to be a significant reduction in peak flood level.

Results from simulations for the 20 and 5 year recurrence events indicate that floodwaters would typically be lowered by 0.06 and 0.04 metres, respectively. Hence, the relief floodway appears to be particularly effective in lowering flood levels in this area in events rarer than the 20 year recurrence flood.

Despite the reduction in flood levels afforded by the implementation of the relief floodway, it does not reduce levels enough during the 100 year flood to prevent the existing Turallo Terrace levee from overtopping. Hence, the number of properties potentially affected by flooding would remain relatively unchanged.

Notwithstanding, those properties in the vicinity of Molonglo Street would typically experience less damage than is currently the case for a flood of a given frequency.

5.3.4 Measure 4 – Removal of Dense Vegetation and Creek Re-Shaping at the Confluence of Turallo and Halfway Creek

Modelling indicates that the removal of vegetation at the confluence of Turallo and Halfway Creeks in isolation, will only marginally reduce peak flood levels during large floods. However, the reshaping of both Turallo and Halfway Creek could enhance the capacity for floodwaters to “escape” more rapidly from the village reach of Turallo Creek. Accordingly, the additional impact of “streamlining” both creek channels in conjunction with the removal of the dense vegetation was investigated. Excavation of overbank areas at the confluence
was also considered in order to provide additional capacity when floodwaters exceed the channel capacity.

The extent of vegetation removal and excavation proposed as part of Measure 4 is shown in Figure 19.

The RMA-2 model was modified to reflect the proposal by reducing roughness coefficients near the creek confluence and by adjusting model elevations along those overbank areas indicated in Figure 19. In general, elevations along the overbank areas were reduced to approximately 688.0 m AHD, which was reflective of excavation depths of between 1.0 to 1.5 metres.

Simulations were undertaken with the modified model for the 5, 20 and 100 year recurrence events. The results indicate that there is a minor reduction in the extent of flooding through the village. More substantial reductions in flood extent occur across the northern floodplain of Turallo Creek, downstream of Tarago Road. Minor reductions in flood extent are also predicted to occur near the confluence of Turallo and Halfway Creeks. However, there are very few assets in this area and therefore the proposed works are unlikely to result in substantial reductions in flood damages.

A difference map showing the change in water level resulting from the proposed vegetation removal and excavation is presented in Figure 23. The difference mapping indicates that a maximum decrease in peak water level of 0.11 metres is predicted to occur east of the creek confluence along Molonglo Street. Flood level reductions of up to 0.08 metres are predicted to occur as far east as Ellendon Street and as far south as Malbon Street.

Despite the reduction in flood levels afforded by Measure 4, it does not significantly reduce the extent of flood liable land. Hence, the number of properties potentially affected by flooding would remain relatively unchanged.

Notwithstanding, those properties in the vicinity of Molonglo Street and the northern end of Turallo Terrace would typically experience less damage than is currently the case for a flood of a given frequency due to a reduction in the likely depths of inundation.

### 5.3.5 Measure 5 – Diversion Channel from Halfway Creek to Millpost Creek

Damage Reduction Measure 5 involves excavation of high ground separating the Halfway Creek and Millpost Creek floodplains. The proposed excavation shown in Figure 19 would act as a diversion channel during times of high flow along Halfway Creek.

Figure 24 shows the predicted benefits of Measure 5 in terms of changes to flood levels at the peak of the design 100 year recurrence flood. As shown, the highest flood level decreases of up to 0.11 metres are predicted to occur in the vicinity of the diversion channel. Downstream in the vicinity of Molonglo and Gibraltar Streets, the predicted flood level decreases are lower typically varying between 0.08 and 0.05 metres.
The required extent and depths of excavation are significant at this location and thus acts to limit the potential of this measure; due to the comparatively large costs. Investigation of alternate locations between Trucking Yard Lane and Gibraltar Streets did not identify any more suitable locations. As an outcome, the proposed Measure 5 was found to have limited potential and was not investigated further.

5.3.6 Measure 6 – Diversion of Floodwaters upstream of Trucking Yard Lane through Diversion Channels and Contour Banks

Damage Reduction Measure 6 involves construction of a contour bank and diversion channel in order to convey a percentage of flow from Halfway Creek to Millpost Creek. The proposed alignment of contour banks and extent and depth of excavation to construct the diversion channel were determined based on an iterative modelling approach. The proposed layout of Measure 6 is shown in Figure 20.

The RMA-2 model was modified to incorporate the proposed contour bank and diversion channel by adjusting the network grid and increasing/reducing node elevations where required. The modified model was used to re-simulate the 5, 20 and 100 year recurrence events.

The results indicated the adopted layout of Measure 6 (refer Figure 20) would have the capacity to divert up to 80 m³/s at the peak of the 100 year recurrence flood. As shown in Table 5, this represents a diversion of approximately 50%. The diversion potential of the Measure 6 during the 5 year and 20 year ARI floods is also shown in Table 5.

Table 5 Diversion Potential of Measure 6 – Halfway Creek to Millpost Creek

<table>
<thead>
<tr>
<th>ARI (Years)</th>
<th>TOTAL FLOW ALONG HALFWAY CREEK (m³/s)</th>
<th>DIVERTED FLOW VIA MEASURE 6 (m³/s)</th>
<th>PERCENTAGE DIVERTED (%)</th>
</tr>
</thead>
<tbody>
<tr>
<td>5</td>
<td>85</td>
<td>35</td>
<td>41</td>
</tr>
<tr>
<td>20</td>
<td>120</td>
<td>55</td>
<td>46</td>
</tr>
<tr>
<td>100</td>
<td>160</td>
<td>80</td>
<td>50</td>
</tr>
</tbody>
</table>

Figure 25 shows the change in peak 100 year recurrence flood levels predicted to occur as an outcome of Measure 6. A maximum flood level decrease of up to 0.37 metres is predicted to occur along Halfway Creek approximately 800 metres downstream of Trucking Yard Lane. Further downstream in the vicinity of Malbon and Gibraltar Streets the flood level decreases are reduced varying between 0.2 and 0.12 metres (refer Figure 25).

As expected, the diversion of flows from Halfway Creek to Millpost Creek will also result in some flood level increases along Millpost Creek downstream of the diversion channel. A maximum increase of up to 0.3 metres occurs immediately downstream of the diversion.
channel at the peak of the 100 year recurrence flood. The predicted flood level increases are lower further downstream, typically varying between 0.1 and 0.2 metres.

The majority of the flood level increases are predicted to occur within the Turalla Property which occupies much of the eastern and western floodplain of Millpost Creek. In that regard, although substantial flood level reductions and benefits would occur within the Bungendore Village as an outcome of Measure 6, some negative impacts would be expected within the Turalla Property.

The potential for Measure 6 to impact the Turalla Property is discussed in further detail in the following.

**Potential For Increased Inundation of the Turalla Property**

As shown in Table 5, the preliminary design of Measure 6 would potentially divert up to 50% of the total 100 year recurrence flow from Halfway Creek to Millpost Creek. The magnitude and percentage of diversion is predicted to reduce for lower design floods.

Table 5 has been expanded in order to quantify the increase in flows along Millpost Creek that could impact the Turalla Property. The expanded table, Table 6, shows that diversion of 50% of flow from Halfway Creek would result in an increase in peak flows along Millpost Creek of up to 55%. A lower increase in peak flow of up to 44% is predicted at the peak of the 5 year recurrence flood.

**Table 6 Increased Peak Discharge along Millpost Creek Due to Measure 6**

<table>
<thead>
<tr>
<th>ARI (Years)</th>
<th>TOTAL FLOW ALONG HALFWAY CREEK (Downstream of Proposed Diversion) (m³/s)</th>
<th>TOTAL FLOW ALONG MILLPOST CREEK (Downstream of Proposed Diversion) (m³/s)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>EXISTING</td>
<td>WITH ‘FDRM 6’</td>
</tr>
<tr>
<td>5</td>
<td>85</td>
<td>50 (-41%)</td>
</tr>
<tr>
<td>20</td>
<td>120</td>
<td>65 (-46%)</td>
</tr>
<tr>
<td>100</td>
<td>160</td>
<td>80 (-50%)</td>
</tr>
</tbody>
</table>

NOTES:  
1. Design events lower than the 5 year ARI flood have not been modelled as part of the Floodplain Risk Management Study.  
2. Increase in peak flow along Millpost Creek assumes peak flow rate along Halfway Creek occurs simultaneously.

Based on the bed elevations of the proposed Measure 6 - Diversion Channel, there would be the potential for minor flows to be diverted from Halfway Creek to Millpost Creek during
lower floods such as the 1 and 2 year ARI. The magnitude of diversion would however be minimal, following the trend of decreasing diversion shown in Table 6.

**Impact of Measure 6 on Accessibility within the Turalla Property**

Three (3) existing crossings are located within the Turalla Property which have been used to provide internal access throughout the site during occasions of ‘low flows’ within Millpost Creek. The locations of these crossings are shown in Figure B1 of Appendix B.

Figure B2 to B7 have been prepared to show the predicted impacts of Measure 6 on flood levels and flood extents in the vicinity of the Turalla Property for the 5, 20 and 100 year recurrence floods.

Based on the modelling results shown in Figure B2 to B7, the proposed ‘FDRM 6’ would have some impact on the three existing ‘low flow’ crossings located on the Turalla property. As shown on Figure B3, each of the crossings are predicted to be inundated at the peak of the 5 year recurrence flood; with and without Measure 6. Modelling results for the 5 year recurrence flood show that under existing conditions depths of between 0.1 to 2.5 metres would be predicted across the crossings.

The highest depth of overtopping of up to 2.5 metres is predicted along the northernmost crossing which is located just upstream of the Turrallo Creek confluence. The southernmost crossing, located immediately downstream of Measure 6, would also experience substantial inundation at the peak of the 5 year recurrence flood with depths of up to 0.7 metres predicted (refer Figure B3). Due to the significant depths of overtopping predicted at the peak of the 5 year recurrence flood, there is potential for the northern and southernmost crossings to also experience overtopping during events as low as the 1 and 2 year recurrence floods.

The crossing located to the east of the existing cottage and dwelling is predicted to experience only minor overtopping of up to 0.1 metres at the peak of the 5 year recurrence flood (refer Figure B3). We understand however that this crossing has been washed away with only the embankments remaining.

Based on the above depths of overtopping, Measure 6 is considered to have minimal impact on the accessibility provided by the northern and southernmost crossings. These crossings are already predicted to experience substantial overtopping during floods as frequent as the 1 and 2 year recurrence floods under existing catchment conditions.

The crossing located to the east of the existing cottage and dwelling could potentially experience more frequent inundation and higher depths of overtopping. As shown in Figures B3, B5 and B7, increased flood levels of between 0.1 and 0.15 metres would be predicted in the vicinity of the crossing if Measure 6 were implemented.
Impact of Measure 6 on Existing Dwelling and Cottage Located on the Turalla Property

The flood modelling results shown in Figures B2 to B7 show that the existing cottage and dwelling are not predicted to experience over-floor flooding under existing conditions and with the proposed Measure 6. A comparison of the surveyed floor levels of the dwelling and cottage and peak 5 year, 20 year and 100 year recurrence flood levels are shown in Table 7.

Table 7  Freeboard Available to Existing Cottage and Dwelling Floor Levels

<table>
<thead>
<tr>
<th>Average Recurrence Interval (Years)</th>
<th>Peak Flood Level (mAHD) With Measure 6</th>
<th>Existing Dwelling</th>
<th>Existing Cottage</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>Floor Level (mAHD)</td>
<td>Freeboard (m)</td>
</tr>
<tr>
<td>5</td>
<td>691.30</td>
<td>692.40</td>
<td>1.10</td>
</tr>
<tr>
<td>20</td>
<td>691.44</td>
<td></td>
<td>0.96</td>
</tr>
<tr>
<td>100</td>
<td>691.56</td>
<td></td>
<td>0.84</td>
</tr>
</tbody>
</table>

NOTE: Finished Floor Levels for the existing cottage and dwelling were surveyed by Council and provided to WorleyParsons in November 2012.

Table 7 therefore shows the proposed Measure 6 would not cause over-floor flooding of the existing dwelling and cottage during floods up to and including the 100 year recurrence flood.
6. ASSESSMENT OF FLOODPLAIN MANAGEMENT OPTIONS

6.1 ADOPTED FLOODPLAIN MANAGEMENT OPTIONS

The Committee considered the results from the analysis of the Flood Damage Reduction Measures and determined a range of Flood Management Options that were to be considered as part of further investigation. These options comprised combinations of the various Flood Damage Reduction Measures listed in Table 4.

Although each of the floodplain risk management options will result in a positive impact on flooding conditions, they may also generate negative impacts such as flood level and/or flow velocity increases. The purpose of the floodplain risk management study is to quantify the relative merits of each option, giving consideration to any flooding, social, economic and environmental consequences.

To assess the merits of each of the options identified in Table 5 on the following page, hydraulic modelling and a cost benefit analysis was completed.

6.2 HYDRAULIC ANALYSIS OF FLOODPLAIN MANAGEMENT OPTIONS

The hydraulic benefit and cost-benefit that would be afforded by each floodplain management option was determined using the RMA-2 flood model that was developed as part of the ‘Bungendore Flood Study’ (2002) and updated as part of the floodplain risk management study (refer Section 3). Different versions of the RMA-2 model were developed for each option and each was used to simulate flood behaviour with each of the proposed options in place.

The impact of each option was then quantified by developing flood extent and flood level difference mapping for each option.

Difference maps are created by comparing peak flood level and flow velocity estimates at each node in the RMA-2 model from simulations undertaken for both existing and post-development (i.e., incorporating the proposed management options) scenarios. This effectively creates a contour map of predicted changes in peak flood levels and flow velocities and allows easy determination of the impact that each proposed management option is likely to have on existing flood behaviour and characteristics.

The hydraulic benefits of each of the floodplain management options are discussed in the following.
## Table 8  FLOOD MANAGEMENT OPTIONS

<table>
<thead>
<tr>
<th>OPTION</th>
<th>CONSISTS OF MEASURES</th>
<th>FLOOD MANAGEMENT OPTIONS</th>
</tr>
</thead>
</table>
| S1     | 4 & 6                | Removal of dense vegetation and creek re-shaping at the confluence of Turallo, Halfway and Millpost Creeks  
         |                      | Diversion of floodwaters upstream of Trucking Yard Lane through construction of contour banks and excavation to construct a diversion channel |
| S2     | 1, 4 & 6             | Upgrading and extension of levee along Turallo Terrace  
         |                      | Removal of dense vegetation and creek re-shaping at the confluence of Turallo, Halfway and Millpost Creeks  
         |                      | Diversion of floodwaters upstream of Trucking Yard Lane through construction of contour banks and selective excavation |
| S3A    | 1, 3, 4 & 6          | Upgrading and extension of levee along Turallo Terrace  
         |                      | Installation of overflow channel across Tarago Road  
         |                      | Removal of dense vegetation and creek re-shaping at the confluence of Turallo, Halfway and Millpost Creeks  
         |                      | Diversion of floodwaters upstream of Trucking Yard Lane through construction of contour banks and selective excavation |
| S3B    | 2, 3, 4 & 6          | Upgrading of the Turallo Terrace (no extension)  
         |                      | Installation of overflow channel across Tarago Road  
         |                      | Removal of dense vegetation and creek re-shaping at the confluence of Turallo, Halfway and Millpost Creeks  
         |                      | Diversion of floodwaters upstream of Trucking Yard Lane through construction of contour banks and selective excavation |
| S4A    | 1, 3 and 4           | Upgrading and extension of levee along Turallo Terrace  
         |                      | Installation of overflow channel across Tarago Road  
         |                      | Removal of dense vegetation and creek re-shaping at the confluence of Turallo, Halfway and Millpost Creeks |
| S4B    | 2, 3 and 4           | Upgrading of the Turallo Terrace (no extension)  
         |                      | Installation of overflow channel across Tarago Road  
         |                      | Removal of dense vegetation and creek re-shaping at the confluence of Turallo, Halfway and Millpost Creeks |
6.2.1 Option S1 – Combination of Measures 4 and 6

Floodplain Management Option ‘S1’ consists of creek re-shaping and removal of vegetation at the confluence of Turallo Creek and Halfway Creek, as well as structural works to divert flows from Halfway Creek to Millpost Creek upstream of Trucking Yard Lane. The location and extent of works proposed as part of each of these measures is shown in Figure 19 and Figure 20, respectively.

Flood modelling of the 5, 20 and 100 year recurrence floods was completed for Option ‘S1’ using a modified version of the RMA-2 model i.e., with the options in place. To assess the benefits of Option ‘S1’, flood extent mapping was produced from the results for the 100 year recurrence flood. The predicted extent of inundation with and without Option ‘S1’ is shown in Figure 26.

As shown in Figure 26, Option ‘S1’ results in a reduced extent of flooding at the peak of the 100 year recurrence flood along Halfway Creek downstream of Trucking Yard Lane. Flood extents are most significantly reduced upstream of Malbon Street where backwater influences from Turallo Creek are minimal. Flood extents are also reduced within the village along Gibraltar and Molonglo Streets, albeit to a lesser extent.

Figure 26 also shows that flood extents would be increased along parts of the Millpost Creek floodplain downstream of the proposed diversion channel and Trucking Yard Lane.

Difference mapping showing the impact of Option ‘S1’ on peak 100 year recurrence flood levels is shown in Figure 27. As shown, Option ‘S1’ will have the potential to reduce flood levels in the vicinity of Gibraltar and Molonglo Streets by up to 0.25 metres. The highest flood level decrease is predicted to occur at the rear of properties along Molonglo Street (refer Figure 27).

Flood level increases along Millpost Creek are not predicted to exceed 0.3 metres (refer Figure 27). In the vicinity of the Davey Property, flood level increases are predicted to be less than 0.15 metres. Despite increases of this magnitude at the peak of the 100 year recurrence flood, floodwaters are not predicted to cause inundation of the existing dwelling or cottage which are sited on the property.

The reduction in flood levels along Halfway Creek, and increased levels along Millpost Creek, are a result of the proposed channel diverting approximately 80 m³/s of flow during the 100 year recurrence flood (of a total flow of 160 m³/s). This represents a diversion of approximately 50% of the peak flow from Halfway Creek to Millpost Creek.

The approximate diversion capacity of the channel and contour bank (Measure 6) was summarised in Table 5 for the 5, 20 and 100 year recurrence floods.
6.2.2 Option S2 – Combination of Measure 1, Measure 4 and Measure 6

Floodplain Management Option ‘S2’ consists of creek re-shaping and removal of vegetation at the confluence of Turallo Creek and Halfway Creek, structural works to divert flows from Halfway Creek to Millpost Creek upstream of Trucking Yard Lane, as well as the upgrading and extension of Turallo Terrace Levee. The location and extent of works proposed as part of each of these measures is shown in Figure 17 to 20.

Flood extent mapping was also produced for Option ‘S2’ and is shown in Figure 28. Because of the overlap in adopted measures that form Option ‘S1’ and ‘S2’, the changes in flood extents upstream of Gibraltar Street are very similar (compare Figure 26 and Figure 28). The reduction in flood extent is however more significant downstream of Gibraltar street within the village due to the complete blockage of floodwaters overtopping Turallo Terrace Levee. The upgrade of the Turallo Terrace Levee therefore prevents inundation of the village from flooding along Turallo Creek during events up to and including the 100 year recurrence flood. Accordingly, the inundation of properties along Molonglo Street and Gibraltar Street occurs due to flooding along Halfway Creek in isolation (refer Figure 28).

As shown in Figure 29, flood level difference mapping indicates that Option ‘S2’ would have the potential to reduce flood levels within the village by up to 0.36 metres. This indicates that the upgrading of the Turallo Terrace Levee would be predicted to result in a further 0.14 metre decrease in levels within the village above that predicted for Option ‘S1’ (compare flood level difference mapping for Option ‘S1’ and ‘S2’, Figure 27 and Figure 29 respectively).

Upgrading and extension of the Turallo Terrace Levee is also predicted to cause minor flood level increases of up to 0.07 metres along Turallo Creek (refer Figure 29). The magnitude of these increases are offset by the hydraulic benefits of the creek re-shaping and removal of vegetation at the creek confluence.

6.2.3 Option S3A – Combination of Measure 1, Measure 3, Measure 4 and Measure 6

Floodplain Management Option ‘S3A’ is a further progression of Options ‘S1’ and ‘S2’, incorporating a further damage reduction measure; Measure 3. The incorporation of the overflow channel across Tarago Road will have the potential to further offset the flood level increases that are predicted to be generated as an adverse impact of the Turallo Terrace levee upgrade.

Flood extent and flood level difference mapping for Option ‘S3A’ are shown in Figure 30 and Figure 31. Figure 30 indicates that incorporation of the overflow channel will have minimal impact on flood extents upstream along Turallo Creek. The predicted differences in flood extents and flood levels are similar elsewhere when compared to Option ‘S2’; and Option ‘S1’ along Millpost Creek and Halfway Creek (refer discussion in Section 5.4.1 and 5.4.2).
6.2.4 Option S3B – Combination of Measure 2, Measure 3, Measure 4 and Measure 6

Floodplain Management Option ‘S3B’ and Option ‘S3A’ are identical with the exception of Option ‘S3B’ adopting the reduced scope of Measure 2 instead of Measure 1. This Option had been proposed in recognition of the significant construction and material costs required to extend the Turallo Terrace Levee east of the Railway Line.

Flood extent and flood level difference mapping for Option ‘S3B’ are shown in Figure 32 and Figure 33. The modelling results are identical to those for Option ‘S3A’ with the exception of those floodplain areas upstream of the Railway Line that would no longer be ‘shielded’ by the proposed levee extension; i.e., Measure 1.

6.2.5 Option S4A – Combination of Measure 1, Measure 3 and Measure 4

Floodplain Management Option ‘S4A’ is the first floodplain management option that does not include the construction of a channel to divert flows from Halfway Creek to Millpost Creek (Measure 6). This option is therefore focused on improving hydraulics along Turallo Creek upstream of the confluence with Halfway Creek.

Flood extent and flood level difference mapping for floodplain management Option ‘S4A’ is shown in Figure 34 and Figure 35, respectively. As expected, Option ‘S4A’ is not predicted to decrease flood extents or flood levels upstream of Malbon Street along Halfway Creek. Furthermore, flood level decreases within the village are up to 0.12 metres lower than had been predicted when Measure 6 was included. This provides an indication of the benefit the flow diversion upstream of Trucking Yard Lane (Measure 6) has on flooding within the village (compare flood levels decreases predicted on Figure 31 and Figure 35 for Option ‘S3A’ and Option ‘S4A’, respectively).

6.2.6 Option S4B – Combination of Measure 2, Measure 3 and Measure 4

Floodplain Management Option ‘S4B’ is similar to Option ‘S4A’ with the exception of the proposed extension of the Turallo Terrace Levee to the east of the railway line (refer Figure 17 and Figure 18). It was considered appropriate to test the impact of the removal of the levee extension on flooding conditions given the significant costs associated with the levee extension component in isolation.

Figure 36 and Figure 37 show the impact of Option ‘S4B’ on 100 year recurrence flood extents and peak flood levels, respectively. The impacts are generally similar to those generated for Option ‘S4A’ (refer Section 5.4.4) with the exception of floodplain areas upstream of the railway crossing in the vicinity of the proposed levee extension. In that regard, a maximum flood level decrease of 0.31 metres is still predicted to occur.
6.3 BENEFIT-COST ANALYSIS OF FLOODPLAIN MANAGEMENT OPTIONS

A benefit-cost analysis was undertaken to assess the economic viability of implementing the proposed flood management options. The cost of construction works was estimated and compared with the predicted monetary benefit offered by each option in terms of the potential reduction in flood damages.

In order to determine the relative benefits of a range of structural flood risk mitigation measures, it is necessary to firstly understand the extent of the damages that could be incurred in major floods if no mitigation measures were implemented. That is, the potential flood damages need to be determined for existing conditions.

This information is also required in determining the benefit-cost ratio for any proposed mitigation works. The benefit is effectively measured as the reduction in damages that would arise as a result of constructing particular mitigation works (e.g., constructing levees). If the benefit is determined as an average annual reduction in flood damage cost, it is then possible to compare this against the cost of the works, measured also as an average annual cost over the design life of the works.

The ‘Average Annual Damage’ (AAD) was calculated for each scenario according to the damages corresponding to the different design events, factored by their probability of occurrence. The ‘benefit’ was calculated over a design life of 30 years using a Net Present Value (NPV) analysis of the reduction in AAD for each management option relative to the AAD that would be incurred under existing conditions.

A benefit -cost ratio was determined for each floodplain management option. The overall ‘cost’ is an estimate of the capital required to implement the management option in 2012 dollars, and also incorporating an allowance for maintenance during the 30 year life of the works.

6.3.1 Construction Cost Estimates

Construction cost estimates for each measure were determined based on the application of indicative costs rates outlined in ‘Rawlinsons Construction Handbook Edition 30, 2012’ to preliminary quantities of construction materials and services. Cost estimates for each of the flood damage reductions measures are included as Appendix D.

A summary of the estimated costs for each measure is outlined in Table 9. Cost estimates for each of the floodplain management options are outlined in Table 10.
Table 9  Summary of construction cost estimates for each flood damage reduction Measure

<table>
<thead>
<tr>
<th>MEASURE No.</th>
<th>DESCRIPTION</th>
<th>CONSTRUCTION COST ESTIMATE ($ AUD)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Upgrading and extension of levee along Turallo Terrace</td>
<td>2,494,000</td>
</tr>
<tr>
<td>2</td>
<td>Upgrading of the Turallo Terrace levee (no extension)</td>
<td>687,000</td>
</tr>
<tr>
<td>3</td>
<td>Installation of overflow channel across Tarago Road</td>
<td>595,000</td>
</tr>
<tr>
<td>4</td>
<td>Removal of dense vegetation and creek re-shaping at the confluence of Turallo, Halfway and Millpost Creeks</td>
<td>278,000</td>
</tr>
<tr>
<td>5</td>
<td>Installation of diversion channel from Halfway to Millpost Creek</td>
<td>1,551,000</td>
</tr>
<tr>
<td>6</td>
<td>Diversion of floodwaters upstream of Trucking Yard Lane through construction of contour banks and excavation to construct a diversion channel</td>
<td>1,409,000</td>
</tr>
</tbody>
</table>

Table 10  Summary of construction cost estimates for each of the adopted floodplain management option

<table>
<thead>
<tr>
<th>OPTION No.</th>
<th>DESCRIPTION</th>
<th>CONSTRUCTION COST ESTIMATE ($ AUD)</th>
</tr>
</thead>
<tbody>
<tr>
<td>S1</td>
<td>Combination of Measures 4 and 6</td>
<td>1,687,000</td>
</tr>
<tr>
<td>S2</td>
<td>Combination of Measures 1, 4 and 6</td>
<td>4,181,000</td>
</tr>
<tr>
<td>S3A</td>
<td>Combination of Measures 1, 3, 4 and 6</td>
<td>4,776,000</td>
</tr>
<tr>
<td>S3B</td>
<td>Combination of Measures 2, 3, 4 and 6</td>
<td>2,969,000</td>
</tr>
<tr>
<td>S4A</td>
<td>Combination of Measures 1, 3 and 4</td>
<td>3,367,000</td>
</tr>
<tr>
<td>S4B</td>
<td>Combination of Measures 2, 3, and 4</td>
<td>1,560,000</td>
</tr>
</tbody>
</table>
6.3.2 Flood Damages

Flood damages for floodplain management options were determined according to the process outlined in Section 4.1.1.

The reduction in flood damages were determined on the basis of the reduced extent and level of flooding that would occur if the respective options were implemented. The reduced level of flooding has been established by simulating the 5, 20 and 100 year recurrence floods with each of the floodplain management options assumed to be “in place” or constructed.

The damages resulting from inundation during the 100 year recurrence flood are listed in Table 11 for each floodplain management options. The number of structures and properties inundated is also indicated in this analysis.

Direct and indirect costs have been included in all damage cost estimates (excluding infrastructure damages which stand alone). All damage costs are expressed in 2012 dollars.

The results of the flood damage analysis (refer Table 11) shows that the floodplain management Option ‘S3A’ will result in the greatest associated reduction in flood damages in the 100 year recurrence event. Option ‘S1’ offers the least reduction in flood damages.

Table 12 provides a summary of the flood damages calculated for each of the design flooding scenarios.
Table 11 PREDICTED FLOOD DAMAGES FOR THE ADOPTED FLOODPLAIN MANAGEMENT OPTIONS FOR THE 100 YEAR RECURRENCE FLOOD

<table>
<thead>
<tr>
<th>FLOODPLAIN MANAGEMENT OPTION</th>
<th>RESIDENTIAL DAMAGES</th>
<th>INDUSTRIAL / COMMERCIAL DAMAGES</th>
<th>INFRA-STRUCTURE DAMAGES</th>
<th>TOTAL DAMAGES</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Damage to Dwellings</td>
<td>Damage to Properties</td>
<td>Number of Sites Inundated</td>
<td>Estimated Cost of Damages</td>
</tr>
<tr>
<td>------------------------------</td>
<td>---------------------</td>
<td>---------------------------------</td>
<td>-------------------------</td>
<td>--------------------------</td>
</tr>
<tr>
<td>Existing Conditions</td>
<td>21</td>
<td>53</td>
<td>8</td>
<td>$1,047,900</td>
</tr>
<tr>
<td>S1</td>
<td>12</td>
<td>40</td>
<td>4</td>
<td>$504,700</td>
</tr>
<tr>
<td>S2</td>
<td>6</td>
<td>23</td>
<td>2</td>
<td>$183,200</td>
</tr>
<tr>
<td>S3A</td>
<td>3</td>
<td>19</td>
<td>2</td>
<td>$89,400</td>
</tr>
<tr>
<td>S3B</td>
<td>8</td>
<td>27</td>
<td>2</td>
<td>$323,300</td>
</tr>
<tr>
<td>S4A</td>
<td>8</td>
<td>28</td>
<td>3</td>
<td>$308,600</td>
</tr>
<tr>
<td>S4B</td>
<td>12</td>
<td>35</td>
<td>3</td>
<td>$507,300</td>
</tr>
</tbody>
</table>
### Table 12 Summary of flood damage analysis

<table>
<thead>
<tr>
<th>OPTION No.</th>
<th>TOTAL DAMAGES (Including direct and indirect costs) ($)</th>
<th>5yr ARI</th>
<th>20yr ARI</th>
<th>100yr ARI</th>
</tr>
</thead>
<tbody>
<tr>
<td>Existing</td>
<td></td>
<td>845,300</td>
<td>1,535,300</td>
<td>3,085,400</td>
</tr>
<tr>
<td>S1</td>
<td></td>
<td>454,800</td>
<td>747,200</td>
<td>1,877,800</td>
</tr>
<tr>
<td>S2</td>
<td></td>
<td>454,800</td>
<td>668,300</td>
<td>1,204,500</td>
</tr>
<tr>
<td>S3A</td>
<td></td>
<td>389,900</td>
<td>629,300</td>
<td>964,000</td>
</tr>
<tr>
<td>S3B</td>
<td></td>
<td>454,800</td>
<td>707,000</td>
<td>1,360,000</td>
</tr>
<tr>
<td>S4A</td>
<td></td>
<td>288,000</td>
<td>828,800</td>
<td>1,504,600</td>
</tr>
<tr>
<td>S4B</td>
<td></td>
<td>286,800</td>
<td>865,400</td>
<td>1,799,000</td>
</tr>
</tbody>
</table>

### 6.3.3 Benefit-Cost Analysis

A benefit-cost analysis was undertaken to assess the economic viability of implementing the proposed flood management options. The cost of construction works was estimated and compared with the predicted monetary benefit offered by each option in terms of the potential reduction in flood damages.

The results of the benefit-cost assessment for each of the adopted floodplain management options are included as Appendix E.

A summary of the analysis is presented in Table 13.

### Table 13 Summary of Predicted Benefit-Cost Ratio for Flood Management Options

<table>
<thead>
<tr>
<th>OPTION No.</th>
<th>APPROXIMATE PRESENT VALUE OF COST TO IMPLEMENT</th>
<th>AVERAGE ANNUAL DAMAGE*</th>
<th>PRESENT VALUE OF BENEFITS</th>
<th>BENEFIT / COST RATIO</th>
</tr>
</thead>
<tbody>
<tr>
<td>Existing</td>
<td>-</td>
<td>$438,200</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>S1</td>
<td>$1,600,000</td>
<td>$245,300</td>
<td>$2,079,000</td>
<td>1.30</td>
</tr>
<tr>
<td>S2</td>
<td>$3,683,000</td>
<td>$220,900</td>
<td>$2,109,000</td>
<td>0.57</td>
</tr>
<tr>
<td>S3A</td>
<td>$4,124,000</td>
<td>$196,600</td>
<td>$2,352,000</td>
<td>0.57</td>
</tr>
<tr>
<td>S3B</td>
<td>$2,734,000</td>
<td>$228,500</td>
<td>$2,262,000</td>
<td>0.83</td>
</tr>
<tr>
<td>S4A</td>
<td>$3,033,000</td>
<td>$206,200</td>
<td>$2,292,000</td>
<td>0.76</td>
</tr>
<tr>
<td>S4B</td>
<td>$1,490,000</td>
<td>$216,700</td>
<td>$2,386,000</td>
<td>1.60</td>
</tr>
</tbody>
</table>
6.3.4 Discussion

The results of the benefit-cost analysis indicates that Option ‘S4B’ is the most cost effective floodplain management option with a benefit-cost ratio of 1.60. This is largely due to the comparatively low present value of the costs to implement compared to most other proposed options. Furthermore, the present value of benefits is also significant and is the highest of all the options.

The primary reason for the comparatively low cost to implement Option ‘S4B’ is the adoption of Damage Reduction ‘Measure 2’ as opposed to ‘Measure 1’. As shown in Table 9, the difference in costs between ‘Measure 1’ and ‘Measure 2’ is approximately $1,800,000. This difference in costs is directly associated with the additional material and construction costs required to extend the existing Turallo Terrace Levee upstream of the railway crossing. Table 13 indicates that the significant additional cost to extend the Turallo Terrace Levee does not return a comparable benefit or a positive return on investment (compare benefit-cost ratio for Option ‘S4A’ and ‘S4B’ in Table 13). This is similarly the case for Option ‘S3A’ and ‘S3B’

Options ‘S1’ is also predicted to return a benefit-cost ratio greater than 1 and as such, is considered to provide a reasonable return on investment. The third highest benefit-cost ratio was calculated to Option ‘S3B’ with a value of 0.83 (refer Table 13).
7. HAZARD AND HYDRAULIC CATEGORISATION

7.1 GENERAL

The personal danger and physical property damage caused by a flood varies both in time and place across the floodplain. Accordingly, the variability of flood patterns across the floodplain over the full range of floods, needs to be understood by flood prone landholders and by floodplain risk managers.

Representation of the variability of flood hazard across the floodplain provides floodplain risk managers with a tool to assess the existing flood risk and to determine the suitability of land use and future development. The hazard associated with a flood is represented by the static and dynamic energy of the flow, which is in essence, the depth and velocity of the floodwaters. Therefore, the flood hazard at a particular location within the floodplain, is a function of the velocity and depth of the floodwaters at that location.

The NSW Government’s ‘Floodplain Development Manual’ (2005), characterises hazards associated with flooding into a combination of three hydraulic categories and two hazard categories. Hazard categories are broken down into high and low hazard for each hydraulic category as follows:

- Low Hazard – Flood Fringe
- Low Hazard – Flood Storage
- Low Hazard – Floodway
- High Hazard – Flood Fringe
- High Hazard – Flood Storage
- High Hazard – Floodway

As a result, the manual effectively divides hazard into two categories, namely, high and low. An interpretation of the hazard at a particular site can be established from Figure L1 and L2 on the following page, which have been taken directly from the manual.

The first of these graphs shows approximate relationships between the depth and velocity of floodwaters and resulting hazard. This relationship has been used to define the provisional low and high hazard categories represented in the second of these plots.

7.2 UPDATED FLOOD HAZARD

Hazard mapping had previously been prepared for the Turallo Creek, Halfway Creek and Millpost Creek floodplains as part of investigations for the ‘Bungendore Flood Study’ (2002). As part of this provisional assessment, the hazard mapping was based on hazard criteria documented in the ‘Floodplain Development Manual’ (2001) and was based on modeling results developed for the flood study.

As an outcome of the updated modeling results (refer Section 3) and the updated ‘Floodplain Development Manual’ (2005), revised flood hazard mapping has been produced for the floodplain as part of the investigations for the Floodplain Risk Management Study. The adopted hazard criteria and hazard mapping is discussed in the following.
7.2.1 Adopted Provisional Hazard Categorisation

As shown in the Figures L1 and L2, flood hazard is a measure of the degree of difficulty that pedestrians, cars and other vehicles will have in egressing flooded areas, and the likely damage to property and infrastructure. At low hazard, passenger cars and pedestrians (adults) are able to move out of a flooded area. At high hazard, wading becomes unsafe, cars are immobilised and damage to light timber-framed houses would occur.

Flood hazard is categorised according to a combination of the flow velocity and the depth of floodwater. The categories are defined by lower and upper bound values for the product of flow velocity and floodwater depth.

Spatial and temporal distributions of flow, velocity and water level determined from the computer modelling undertaken as part of this study, were used to determine the flood hazard along the Turallo Creek, Halfway Creek and Millpost Creek floodplains.
Hence, for the purpose of understanding how the flood hazard affects existing development and areas of potential future development, it is useful to further subdivide areas falling within the high hazard category, into High Hazard, Very High Hazard and Extreme Hazard.

Similarly, the low hazard category defined in the manual has been subdivided to create a Low Hazard and a Medium Hazard category.

A summary of the criteria adopted for each hazard category is listed in Table 14.

### Table 14  ADOPTED HAZARD CRITERIA

<table>
<thead>
<tr>
<th>HAZARD CATEGORY</th>
<th>CRITERIA</th>
<th>PRACTICAL APPLICATION</th>
</tr>
</thead>
<tbody>
<tr>
<td>Low</td>
<td>Depth (d) &lt; 0.4 m &amp; velocity (v) &lt; 0.5 m/s</td>
<td>Suitable for cars (vehicle instability unlikely)</td>
</tr>
<tr>
<td>Medium</td>
<td>exceeding Low criteria, and (d \leq 0.8) m, (v \leq 2.0) m/s, and (v \times d \leq 0.5)</td>
<td>Suitable for heavy vehicles and wading by able bodied adults</td>
</tr>
<tr>
<td>High</td>
<td>exceeding Medium criteria, and (d \leq 1.8) m, (v \leq 2.0) m/s, and (v \times d \leq 1.5)</td>
<td>Suitable for light construction, timber frame, brick veneer etc</td>
</tr>
<tr>
<td>Very High</td>
<td>exceeding High criteria, and (0.5) m/s &lt; velocity &lt; (4) m/s &amp; (v \times d \leq 2.5)</td>
<td>Suitable for heavy construction, steel frame, concrete etc</td>
</tr>
<tr>
<td>Extreme</td>
<td>exceeding Very High criteria and (v &gt; 4) m/s</td>
<td>Unsuitable for development – indicates significant conveyance of flow or floodway</td>
</tr>
</tbody>
</table>

#### 7.2.2 Provisional Flood Hazard

The criteria presented in Table 14 were used to develop provisional hazard mapping for the floodplain of Turallo Creek, Halfway Creek and Millpost Creek in the vicinity of Bungendore. Results from the flood modelling that was undertaken for this study (refer Section 3) were combined with the hazard category criteria listed in Table 14 to generate the flood hazard mapping.

Provisional flood hazard mapping generated for the 100 year ARI flood is presented in Figures 38 to Figure 40.

The mapping indicates that a large proportion of the floodplain would be subject to a high to very high flood hazard. Only localised parcels of the floodplain, most of which are located within the creek channels, are predicted to be classified as extreme hazard.
As shown in Figure 38, a number of properties along Halfway Creek along Molonglo Street between Malbon Street and Turallo Terrace are predicted to experience high hazard flooding. The majority of inundated properties are classified as low to medium flood hazard.

The hazard represented in this mapping is provisional only. This is because it is based only on an interpretation of the flood hydraulics and does not reflect the effects of other factors that influence hazard (see clause L6 to Appendix L of the Floodplain Development Manual). For example, access to an otherwise low hazard area may be through a high hazard area and this may present an unacceptable risk to life and limb and as such the provisional low hazard area may be changed to high hazard.

7.3 HYDRAULIC CATEGORIES

7.3.1 Adopted Hydraulic Categorisation

The NSW Government’s ‘Floodplain Development Manual’ (2005) also characterises flood prone areas according to the hydraulic categories presented in Table 15. The hydraulic categories provide an indication of the potential for development across different sections of the floodplain to impact on existing flood behaviour.

Unlike for the hazard categorisation outlined on the previous page, the ‘Floodplain Development Manual’ (2005) does not provide explicit quantitative criteria for defining hydraulic categories. This is because the extent of floodway, flood storage and flood fringe areas is largely dependent on the geomorphic characteristics of the floodplain in question.

Although there are no specific procedures for identifying or determining hydraulic categories, a rigorous methodology involving several stages of analytical analysis in conjunction with flood modelling has been developed by Thomas & Golaszewski (2012). This methodology has been applied with success to similar floodplains in NSW and has been shown to provide a robust procedure for defining floodway extent.

Most recently, this methodology was applied to the Lower Hastings River floodplain as part of investigations for the ‘Hastings Floodplain Risk Management Study’ (2012) and the ‘Camden Haven River Flood Study’ (Final Draft, 2012).

The hydraulic category mapping that was prepared for the Turallo Cree, Halfway Creek and Millpost Creek floodplains as part of the Bungendore Floodplain Risk Management Study investigations is shown in Figure 41 to Figure 43.

The following sections describe the methodology that was employed to determine the hydraulic category mapping.
Table 15 HYDRAULIC CATEGORY CRITERIA

<table>
<thead>
<tr>
<th>HYDRAULIC CATEGORY</th>
<th>DESCRIPTION</th>
</tr>
</thead>
</table>
| FLOODWAY           | - those areas where a significant volume of water flows during floods  
|                    | - often aligned with obvious natural channels  
|                    | - they are areas that, even if only partially blocked, would cause a significant increase in flood levels and/or a significant redistribution of flood flow, which may in turn adversely affect other areas  
|                    | - they are often, but not necessarily, areas with deeper flow or areas where higher velocities occur. |
| FLOOD STORAGE      | - those parts of the floodplain that are important for the temporary storage of floodwaters during the passage of a flood  
|                    | - If the capacity of a flood storage area is substantially reduced by, for example, the construction of levees or by landfill, flood levels in nearby areas may rise and the peak discharge downstream may be increased.  
|                    | - Substantial reduction of the capacity of a flood storage area can also cause a significant redistribution of flood flows. |
| FLOOD FRINGE       | - the remaining area of land affected by flooding, after floodway and flood storage areas have been defined.  
|                    | - Development in flood fringe areas would not have any significant effect on the pattern of flood flows and/or flood levels. |

7.3.2 Adopted Methodology for Determination of Floodway Corridors

The adopted methodology for determination of hydraulic categories for the study area involved several stages of assessment that relied on rigorous analytical analysis of all available hydraulic, topographic, cadastral and geomorphic data-sets.

Once the detailed investigations to determine the extents of floodway corridors were completed, an analytical assessment was also undertaken to determine the extent of flood storage and flood fringe areas. Each of these hydraulic categories was then combined to develop hydraulic category mapping for the study area which can be incorporated into future mapping layers linked to Council’s Local Environmental Plan.

A detailed breakdown of the methodology applied to determine the hydraulic category mapping is outlined in the following sections.

**Determination of Floodway Extent**

The floodway extent was determined based on an assessment of aerial photography, topographic data and existing 100 year ARI flood modelling results. Determination of this extent or “line” considered the following:

- the location of flood storages that are readily identifiable from aerial photography;
- the location and potential impact of hydraulic controls and geomorphic features that could influence floodwater movement and flood characteristics (e.g., velocity);
- mapping of contours of ‘velocity-depth’ product ($V \times D$); and,
- mapping of the variation in peak flow velocity.

Because of the complex nature of flooding at the confluence of Turallo Creek, Halfway Creek and Millpost Creek and the varied floodplain types encountered across the study area, establishment of a standard set of criteria was not considered appropriate for the determination of all floodway extents. For example, definition of the floodway extent based on a single target value for velocity or velocity-depth product ($V \times D$) would limit the reliability of the investigation findings.

Accordingly, to ensure the assessment of floodway extent was completed reliably, the study area was divided into numerous precincts to enable assessment on a ‘local’ scale.

A set of interactive flood maps was produced for each of these precincts to show key hydraulic data including the variation in $V \times D$, peak flow velocities and peak flood depths. The results of modeling of the design 100 year ARI flood were used as the benchmark for the analysis.

The interactive flood maps were used to identify areas of the floodplain representing:

- high depth and high velocities; i.e., high $V \times D$ (*generally considered floodway*);
- high depth and low velocities (*generally considered flood storage*); and,
- low depth and low velocity (*generally considered flood fringe*).

In this regard, an analysis of the floodway extents was undertaken to identify areas where the velocity-depth product is greater than 0.8 m²/s and where flow velocities are greater than 0.5 m/s. The alignment of significant flow paths across the floodplain (*i.e.*, potential flood runners), as inferred by the velocity and $V \times D$ contour mapping, was also considered in determining the preliminary floodway extents.

Due consideration was also given to the full range of design flood events; that is, the assessment was not solely reliant on hydraulic data for the 100 year ARI event. Particular attention was paid to identifying floodways that could emerge during varying stages of the Probable Maximum Flooding scenario i.e., the PMF was ‘stepped through’ to establish any flow paths that emerged above and beyond those determined for the 100 year ARI event.

This methodology was applied to generate a “Preliminary” Floodway Extent.

The Preliminary Floodway Extent was further verified by comparison with mapping of the width of the floodplain that would be required to convey 80% of the peak flow. Trial analyses for this project and similar floodplain risk management studies have shown a good correlation between the transitions in velocity-depth product contour mapping, geomorphic characteristics and the width of the floodplain that conveys about 80% of the flood flow. A discussion of this criteria and its appropriateness for defining floodway extent is provided in Thomas et al (2012).
The width occupied by 80% of the flow was readily determined for any location within the lower reaches of the floodplain using the Flow Extraction tool within waterRIDE™. This width was then used to verify and adjust the Preliminary Floodway Extent.

Prior to finalising the floodway corridor a further review was undertaken to apply a practical “common sense” check of the floodway extent against cadastral and property constraints. The review relied on flood engineer judgment and experience to “fine tune” the floodway extent mapping. Consideration was also given to property boundaries and land use zoning boundaries. For example, in some cases it was found that the floodway extent could be adjusted by a short distance, of up to 10 metres, to line-up with the property boundaries without having any significant impact on the conveyance capacity of the floodway corridor. This ensured a practical common sense approach which avoided unnecessary constraints being placed on particular properties near the edge of the floodway corridor.

Application of this process led to the determination of those areas of the floodplain that would be classified as floodway.

**7.3.3 Adopted Methodology for Determining Flood Storage and Flood Fringe**

Following determination of those areas of the floodplain categorised as floodway, investigations were focused towards identifying the remaining hydraulic categories, namely flood storage and flood fringe. As outlined in the NSW ‘Floodplain Development Manual’ (2005), flood storage and flood fringe make up the remainder of the floodplain outside of the floodway corridor.

Flood storage areas are typically defined as those flood prone areas that afford significant temporary storage of floodwaters during a major flood. If filled or obstructed (through the construction of levees or road embankments) the reduction in storage would be expected to result in a commensurate increase in flood levels in nearby areas. The remaining flood prone areas not classified as floodway or flood storage are termed flood fringe.

In order to determine the boundary between flood storage and flood fringe, the variation in peak flood depths in areas outside of the floodway extent was mapped to identify areas inundated to depths of approximately 0.3 metres. A depth of 0.3 metres was selected as it is considered to be the transitional point between flood storage and flood fringe.

In terms of the study area, peak depths below 0.3 metres are generally considered to correspond to areas where negligible flow is conveyed and represent a relatively small proportion of storage for floodwaters.

In accordance with the Floodplain Development Manual (2005), this represents areas which are unlikely to have any significant impact on the pattern of floodwater distribution through a river and floodplain system and associated flood levels.

Accordingly, the boundary between flood storage and flood fringe was defined by a peak 100 year ARI flood depth of 0.3 metres.
Flood storage and flood fringe mapping for the floodplains of Turallo Creek, Halfway Creek and Millpost Creek is presented as Figure 41 to Figure 43.
8. CLIMATE CHANGE ASSESSMENT

8.1 BACKGROUND

To date, the NSW Government has published a number of documents which provide guidance to account for climate change impacts on flooding. The guidelines address the impacts of climate change on peak rainfall intensities as well as sea level rise projection. These documents include:

  This guideline provides an estimate of the range for increases in sea level associated with climate change. It also provides an estimate for the change in “Extreme Rainfall” in different parts of NSW.

  This document provides direction on appropriate risk mitigation techniques for flood planning areas, as well as an updated direction for the assessment of ocean boundary conditions in flood modelling.

  This document provides the technical background for the sea level rise projections adopted in the above documents.

These documents do not represent an exhaustive list of the information prepared by the NSW Government. However, they are considered the most pertinent providing an overall guide to the current projections of the impacts of climate change.

As addressed in the above documents, there are two main drivers for CC flood impacts:

1. Sea Level Rise (SLR) - Assessment of the impacts using the NSW Government’s SLR benchmarks of 0.4 m by 2050 and 0.9 m by 2100.

2. Changes to rainfall intensity – The guideline recommends consideration of increased rainfall intensities and storm volumes of 10%, 20% and 30%.

The potential impacts of climate change on sea levels does not apply to this study due to the significant distance of the study area inland from the coast line of NSW. Accordingly, sea level rise is not considered as part of this assessment.

The Practical Consideration of Climate Change guideline recommends that sensitivity analyses be undertaken to assess the impact of changes in peak rainfall intensity of 10%, 20% and 30% on flooding. In the context of Bungendore, it is considered appropriate to focus on a 10% increase in rainfall intensity, given the current projection for the increase in rainfall intensity for the Murrumbidgee area is 5% and that further investigations are currently being carried out to refine estimates associated with increases in rainfall intensity.
In the context of the above considerations, the assessment of climate change will be based on the adoption of a 10% increase in rainfall intensity on peak flows in the 100 year recurrence event.

### 8.2 CLIMATE CHANGE MODELLING

Hydrologic (XP-RAFTS) and hydraulic (RMA-2) modelling was required in order to determine the potential impacts of the adopted climate change scenario on peak flood levels within the study area. The methodology and modelling results for the hydrologic and hydraulic components of this assessment are discussed in the following.

#### 8.2.1 Hydrologic Modelling – XP-RAFTS

The existing XP-RAFTS hydrologic model that was developed as part of the ‘Bungendore Flood Study’ (2002) was used to simulate a design storm based on a 10% increase in the design 100 year recurrence rainfall intensity. To accomplish this, the 100 year recurrence design hyetograph was increased by 10% and the RAFTS model was used to route the resultant runoff through the catchment draining to the study area.

Table 16 provides a summary of the estimated increase in peak 100 year recurrence flood discharge at upstream boundaries adopted for the RMA-2 model simulations (refer Figure 3). The average increase in peak discharge resulting from the 10% increase in rainfall intensity was established to be about 12.9%. The resulting design flood hydrographs were used as boundary conditions for the climate change simulation.

<table>
<thead>
<tr>
<th>RMA-2 INFLOW LOCATION</th>
<th>PEAK DISCHARGE (m³/s)</th>
<th>INCREASE IN PEAK FLOW (%)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>100yr ARI</td>
<td>100yr ARI + 10%</td>
</tr>
<tr>
<td>Turallo Creek</td>
<td>261.4</td>
<td>295.1</td>
</tr>
<tr>
<td>Halfway Creek</td>
<td>161.1</td>
<td>181.9</td>
</tr>
<tr>
<td>Millpost Creek</td>
<td>147.4</td>
<td>166.5</td>
</tr>
</tbody>
</table>

#### 8.2.2 Hydraulic Modelling – RMA-2

The updated RMA-2 model was used to simulate the adopted climate change scenario i.e., design 100 year recurrence flood + 10% increase in rainfall intensity. The peak discharges determined in Table 16 were adopted as the upstream boundary inflows for the climate change simulation.

Peak flood levels for the adopted climate change scenario (design 100 year recurrence event + 10% increase in rainfall intensity) are shown in Figure 44. Difference mapping
showing the location and extent of flood level increases due to the 10% increase in rainfall intensity is shown in Figure 45.

As shown in Figure 45, flood level increases are predicted to range between 0.03 metres to 0.17 metres throughout the study area. The highest flood level increase is predicted to occur upstream of the Railway Bridge Crossing where flood levels and the increased flows are predicted to back-up against the railway embankment. Within the village, flood level increases are predicted to range between 0.10 metres and 0.11 metres (refer Figure 45).

The change in peak flood levels as a result of the adopted climate change is summarised in Table 17 for a number of key locations throughout the study area.

### Table 17  Impact of Climate Change on Design Flood Levels

<table>
<thead>
<tr>
<th>LOCATION</th>
<th>PREDICTED PEAK FLOOD LEVEL (m AHD)</th>
<th>DIFFERENCE IN LEVELS</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>100 year ARI</td>
<td>100 year ARI + 10%</td>
</tr>
<tr>
<td>Along Turallo Creek</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Turallo Creek upstream of Kings Highway crossing</td>
<td>698.4</td>
<td>698.46</td>
</tr>
<tr>
<td>Turallo Creek upstream of railway line bridge crossing</td>
<td>694.2</td>
<td>694.37</td>
</tr>
<tr>
<td>Turallo Creek upstream of Tarago Road Bridge</td>
<td>690.9</td>
<td>690.98</td>
</tr>
<tr>
<td>Upstream of confluence of Turallo Creek and Halfway Creek</td>
<td>690.6</td>
<td>690.69</td>
</tr>
<tr>
<td>Downstream of confluence of Turallo Creek and Halfway Creek</td>
<td>690.3</td>
<td>690.39</td>
</tr>
<tr>
<td>Upstream of confluence of Turallo Creek and Millpost Creek</td>
<td>689.0</td>
<td>689.10</td>
</tr>
<tr>
<td>Downstream of confluence of Turallo Creek and Millpost Creek</td>
<td>688.9</td>
<td>688.99</td>
</tr>
<tr>
<td>Along Halfway Creek</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Halfway Creek adjacent to Malbon Street</td>
<td>691.0</td>
<td>691.10</td>
</tr>
<tr>
<td>Halfway Creek adjacent to King Street</td>
<td>692.1</td>
<td>692.18</td>
</tr>
<tr>
<td>Halfway Creek upstream of Trucking Yard Lane</td>
<td>695.3</td>
<td>695.33</td>
</tr>
</tbody>
</table>
9. PLANNING RECOMMENDATIONS

9.1 EXISTING PLANNING DOCUMENTATION

As part of the study, a review of the range of existing planning instruments that relate to flooding was undertaken. This involved a review of the following documents:

- Yarrowlumla Local Environmental Plan 2012 (draft, on public exhibition);
- Yarrowlumla Council Interim Local Flood Policy for the village of Bungendore; and,

9.2 SECTION 149 CERTIFICATE

In the interests of flood awareness, and in order to address Council’s duty of care, it is recommended that notations on Section 149 certificates be updated. The modifications should include:

- Notification of the approximate level of the PMF in the vicinity of the land to which the certificate applies.
- Notification of the level that floodwaters reached in the 1956 or 1974 flood in the vicinity of the land to which the certificate applies.

9.3 EMERGENCY RESPONSE

Investigations completed for the Flood Study indicate that a significant number of properties experience inundation in floods up to and including the 100 year recurrence event. Furthermore, modelling and a review of historical floods indicates that warning times for inundation of low lying areas of the town are typically within 12 hours of the onset of heavy rainfall in the catchment. Accordingly, it is recommended that:

- A flood warning system be developed for Bungendore in conjunction with the SES, and;
- Protocols be determined for flood emergency response for Bungendore, including flood damage minimisation strategies, and options for community awareness of the potential risk.
10. CONCLUSIONS

As part of the Floodplain Risk Management Study, additional topographic data has been incorporated into the RMA-2 hydraulic model that had been developed as part of the 2002 flood study. Incorporation of this survey data has led to significant refinement of the model network thereby improving the reliability of the topography on which the model is based.

Verification of the updated RMA-2 model was undertaken successfully to the historic 1956 and 1974 floods, as well as to the design 100 year recurrence flood. This verification process determined that the updated modelling results were typically within 100 to 200 mm of those documented in the ‘Bungendore Flood Study’ (Issue 3, 2002).

Accordingly, the updated RMA-2 model was used as the basis of the flood modelling investigations for the floodplain risk management study.

The updated modelling results for the adopted design flooding scenarios (5, 20, 50 and 100 year recurrence floods as well as the Probable Maximum Flood) were documented in Section 3 of this report. Updated flood level mapping, and depth and velocity mapping was produced for each of the design flood events. These figures are included as Figures 7 to 16.

The following conclusions can be drawn from the hydraulic and benefit-cost analyses undertaken for the Floodplain Management Study.

(1) The most cost effective flood management option that will result in a reduction in existing flood damages in Bungendore is Option ‘S4B’. This option involves the upgrade of the existing Turallo Terrace levee (without extending the levee east of the railway line), channel clearing and excavation at the confluence of Turallo and Halfway Creek, and the construction of a flood relief channel across Tarago Road. As shown in Table 13, a benefit-cost ration of 1.60 was determined for Option ‘S4B’.

However, it should be noted that the costs associated with implementing this option do not include an allowance for any compensation that may be required to construct the flood relief channel nor does it include allowance for any geotechnical investigations that may be required as part of the levee upgrade. This may substantially lower the benefit-cost ratio of 1.60.

(2) The analysis showed that Option ‘S1’ has a benefit-cost ratio of 1.30. Although some flood level increases were predicted to occur along the Millpost Creek floodplain, of up to 0.30 metres (refer Figure 27), these increases are typically along undeveloped sections of the floodplain. In the vicinity of the Davey Property, flood level increases are less than 0.15 metres. Despite increased peak 100 year recurrence flood levels, floodwaters would not be predicted to inundate the existing dwelling and cottage cited on the property.

Therefore, it is recommended that Option ‘S1’ and ‘S4B’ be considered for inclusion within the floodplain management plan.

(3) Option ‘S3B’ formed a combination of Options ‘S1’ and ‘S4B’ and returned a reasonable benefit-cost ratio of 0.83. This was the third highest of the six options considered.
11. REFERENCES


FIGURES
FIGURE 1
LOCATION OF THE FPRMS STUDY AREA
ADDITIONAL TOPOGRAPHIC DATA COLLECTED SINCE THE 2002 FLOOD STUDY
Predicted Peak 1974 Flood Levels [2002 Flood Study Modelling]
Predicted Peak 1974 Flood Levels [2012 FPRMS Modelling]
Predicted Peak 1956 Flood Levels [2002 Flood Study Modelling]
Predicted Peak 1956 Flood Levels [2012 FPRMS Modelling]

PREDICTED 1956 & 1974 HISTORIC FLOODWATER SURFACE PROFILES ALONG TURALLO CREEK
[2002 AND 2012 RESULTS]
Predicted Peak 100yr ARI Flood Levels [2002 Flood Study Modelling]
Predicted Peak 100yr ARI Flood Levels [2012 FPRMS Modelling]

PREDICTED FLOODWATER SURFACE PROFILES ALONG TURALLO CREEK AT THE PEAK OF THE 100 YEAR RECURRENT FLOOD [2002 AND 2012 RESULTS]
Predicted Peak 5yr ARI Flood Levels [2012 FPRMS Modelling]
Predicted Peak 20yr ARI Flood Levels [2012 FPRMS Modelling]
Predicted Peak 50yr ARI Flood Levels [2012 FPRMS Modelling]
Predicted Peak 100yr ARI Flood Levels [2012 FPRMS Modelling]
Predicted Peak PMF Flood Levels [2012 FPRMS Modelling]
NOTE

The variation in peak 5 year ARI flood levels are shown at a reduced contour interval of 0.3 metres (the larger view is shown at 1 metre intervals).
FIGURE 8

PREDICTED FLOOD LEVELS AT THE PEAK OF THE 20 YEAR RECURRENCE FLOOD [BASED ON UPDATED FPRMS MODELLING]

NOTE: The variation in peak 20 year ARI flood levels are shown at a reduced contour interval of 0.3 metres (the larger view is shown at 1 metre intervals).
FIGURE 9

PREDICTED FLOOD LEVELS AT THE PEAK OF THE 50 YEAR RECURRANCE FLOOD
[BASED ON UPDATED FPRMS MODELLING]

NOTE
The variation in peak 50 year ARI flood levels are shown at a reduced contour interval of 0.3 metres (the larger view is shown at 1 metre intervals).
PREDICTED FLOOD LEVELS AT THE PEAK OF THE 100 YEAR RECURRENCE FLOOD
[BASED ON UPDATED FPRMS MODELLING]

NOTE: The variation in peak 100 year ARI flood levels are shown at a reduced contour interval of 0.3 metres (the larger view is shown at 1 metre intervals).
FIGURE 11

PREDICTED FLOOD LEVELS AT THE PEAK OF THE PROBABLE MAXIMUM FLOOD
[BASED ON UPDATED FPRMS MODELLING]

NOTE
The variation in flood levels at the peak of the Probable Maximum Flood are shown at a reduced contour interval of 0.3 metres (the larger view is shown at 1 metre intervals).
FIGURE 12

PREDICTED DEPTHS AND VELOCITIES AT THE PEAK OF THE 5 YEAR RECURRENT FLOOD
[BASED ON UPDATED FPRMS MODELLING]
FIGURE 13

PREDICTED DEPTHS AND VELOCITIES AT THE PEAK OF THE 20 YEAR RECURRENCE FLOOD [BASED ON UPDATED FPRMS MODELLING]

BUNGENDORE FLOODPLAIN RISK MANAGEMENT STUDY

INSET Close-up of flooding in the vicinity of the Village
FIGURE 14

PREDICTED DEPTHS AND VELOCITIES AT THE PEAK OF THE 50 YEAR RECURRENCE FLOOD [BASED ON UPDATED FPRMS MODELLING]
FIGURE 15

PREDICTED DEPTHS AND VELOCITIES AT THE PEAK OF THE 100 YEAR RECURRENCE FLOOD [BASED ON UPDATED FPRMS MODELLING]
FIGURE 16

PREDICTED DEPTHS AND VELOCITIES AT THE PEAK OF THE PROBABLE MAXIMUM FLOOD
[BASED ON UPDATED FPRMS MODELLING]
FIGURE 17

ADOPTED CONFIGURATION FOR FLOOD DAMAGE REDUCTION MEASURE 1 AND MEASURE 2

'Measure 2' – Upgrade of the existing Turallo Terrace Levee (refer cross-section of existing and proposed levee alignments on Figure 18)

'Measure 2' – Upgrade & Extension of the existing Turallo Terrace Levee (refer cross-section of existing and proposed levee alignments on Figure 18)
LONGITUDINAL PROFILE FOR FLOOD DAMAGE REDUCTION 'MEASURE 1' AND 'MEASURE 2'
ADOPTED CONFIGURATION FOR FLOOD DAMAGE REDUCTION MEASURE 3, MEASURE 4 AND MEASURE 5

Extent of excavation proposed as part of 'Measure 4' along overbank areas to increase conveyance capacity at confluence during flooding scenarios.

Extent of vegetation removal proposed as part of 'Measure 4' to minimise friction losses within Turallo and Halfway Creek channels and along overbank areas at the confluence.

Extent of excavation proposed as part of 'Measure 5' to construct a 'high flow' channel to divert flows from Halfway Creek to Millpost Creek.

Proposed alignment of 'Measure 3' – Installation of Overflow Channel across Tarago Road.

Bungendore Floodplain Risk Management Study

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Bungendore Floodplain Risk Management Study

DRAFT

FIGURE 19
FIGURE 20

ADOPTED CONFIGURATION FOR FLOOD DAMAGE REDUCTION MEASURE No 5

Alignment and extent of proposed diversion bank.
Length - 170 metres
Av. Height - 1 metre (no freeboard)

Alignment and extent of proposed diversion channel
Length - ~ 130 metres
Width - ~ 100 metres
Av depth of Cut ~ 1 metre

NOTE:
Velocity vectors shown represent post-development velocities at the peak of the design 100 year ARI flood.
Refer Figure 17 and 18 for details of Measure 1 — Upgrading and extension of levee along Turallo Terrace.
FIGURE 22

VARIATION IN PEAK 100 YEAR RECURRENCE FLOOD LEVELS DUE TO INCORPORATION OF MEASURE 3

Refer Figure 19 for details of Measure 3 – Overflow channel across Tarago Road

- 0.13 m

+ 0.15 m

- 0.11 m

- 0.08 m

- 0.07 m

ELMSLEA ESTATE

BUNGENDORE

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3777 - Bungendore Floodplain Risk Management Study
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FIGURE 22

VARIATION IN PEAK 100 YEAR RECURRENCE FLOOD LEVELS DUE TO INCORPORATION OF MEASURE 3
Refer Figure 19 for details of Measure 4 – Removal of dense vegetation and creek re-shaping at the confluence of Turallo and Halfway Creek.
Refer Figure 19 for details of Measure 5 – Diversion channel from Halfway to Millpost Creek.
Refer Figure 20 for details of Measure 6 – Contour banks and diversion channel to divert flow from Halfway Creek to Millpost Creek.
FIGURE 26

COMPARISONS OF PEAK 100 YEAR RECURRENCE FLOOD EXTENTS WITH AND WITHOUT OPTION ‘S1’

Refer Figure 19 for details of Measure 4 – Removal of dense vegetation and creek re-shaping at the confluence of Turrallo and Halfway Creek.

Refer Figure 20 for details of Measure 6 – Contour banks and diversion channel to divert flow from Halfway Creek to Millpost Creek.
Refer Figure 19 for details of Measure 4 – Removal of dense vegetation and creek re-shaping at the confluence of Turallo and Halfway Creek.

Refer Figure 20 for details of Measure 6 – Contour banks and diversion channel to divert flow from Halfway Creek to Millpost Creek.
FIGURE 28

COMPARISON OF PEAK 100 YEAR RECURRENCE FLOOD EXTENTS WITH AND WITHOUT OPTION ‘S2’

Refer Figure 20 for details of Measure 6 – Contour banks and diversion channel to divert flow from Halfway Creek to Millpost Creek

Refer Figure 19 for details of Measure 4 – Removal of dense vegetation and creek re-shaping at the confluence of Turallo and Halfway Creek

Refer Figure 17 and 18 for details of Measure 1 – Upgrading and extension of levee along Turallo Terrace

Refer Figure 21 for details of Option ‘S2’ Extent
Refer Figure 20 for details of Measure 6 – Contour banks and diversion channel to divert flow from Halfway Creek to Millpost Creek

Refer Figure 19 for details of Measure 4 – Removal of dense vegetation and creek re-shaping at the confluence of Turallo and Halfway Creek

Refer Figure 17 and 18 for details of Measure 1 – Upgrading and extension of levee along Turallo Terrace

Refer Figure 29 for details of VARIATION IN PEAK 100 YEAR RECURRENT FLOOD LEVELS DUE TO INCORPORATION OF OPTION ‘S2’
Refer Figure 20 for details of Measure 6 – Contour banks and diversion channel to divert flow from Halfway Creek to Millpost Creek.

Refer Figure 19 for details of Measure 3 – Overflow channel across Tarago Road.

Refer Figure 19 for details of Measure 4 – Removal of dense vegetation and creek re-shaping at the confluence of Turallo and Halfway Creek.

Refer Figure 17 and 18 for details of Measure 1 – Upgrading and extension of levee along Turallo Terrace.

Refer Figure 20 for details of Measure 6 – Contour banks and diversion channel to divert flow from Halfway Creek to Millpost Creek.
Refer Figure 17 and 18 for details of Measure 1 – Upgrading and extension of levee along Turallo Terrace
Refer Figure 19 for details of Measure 3 – Removal of dense vegetation and creek re-shaping at the confluence of Turallo and Halfway Creek
Refer Figure 19 for details of Measure 3 – Overflow channel across Tarago Road
Refer Figure 19 for details of Measure 3 – Overflow channel across Tarago Road
Refer Figure 19 for details of Measure 3 – Overflow channel across Tarago Road

VARIATION IN PEAK 100 YEAR RECURRENCE FLOOD LEVELS DUE TO INCORPORATION OF OPTION ‘S3A’

-0.38 m
-0.37 m
-0.43 m
-0.12 m
+0.10 m
+0.07 m
+0.16 m
+0.10 m
+0.20 m
+0.30 m
Refer Figure 19 for details of Measure 4 – Removal of dense vegetation and creek re-shaping at the confluence of Turallo and Halfway Creek.

Refer Figure 19 for details of Measure 3 – Overflow channel across Tarago Road.

Refer Figure 17 and 18 for details of Measure 2 – Upgrade of existing levee along Turallo Terrace.

Refer Figure 20 for details of Measure 6 – Contour banks and diversion channel to divert flow from Halfway Creek to Millpost Creek.

Refer Figure 19 for details of Measure 6 – Contour banks and diversion channel to divert flow from Halfway Creek to Millpost Creek.

Refer Figure 20 for details of Measure 6 – Contour banks and diversion channel to divert flow from Halfway Creek to Millpost Creek.

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Refer Figure 20 for details of Measure 6 – Contour banks and diversion channel to divert flow from Halfway Creek to Millpost Creek.
Refer Figure 19 for details of Measure 3 – Overflow channel across Tarago Road

Refer Figure 19 for details of Measure 3 – Removal of dense vegetation and creek re-shaping at the confluence of Turallo and Halfway Creek

Refer Figure 19 for details of Measure 3 – Contour banks and diversion channel to divert flow from Halfway Creek to Millpost Creek

Refer Figure 17 and 18 for details of Measure 2 – Upgrade of existing levee along Turallo Terrace

Refer Figure 20 for details of Measure 6 – Contour banks and diversion channel to divert flow from Halfway Creek to Millpost Creek

VARIATION IN PEAK 100 YEAR RECURRENT FLOOD LEVELS DUE TO INCORPORATION OF OPTION ‘S3B’
Refer Figure 19 for details of Measure 4 – Removal of dense vegetation and creek re-shaping at the confluence of Turallo and Halfway Creek

Refer Figure 19 for details of Measure 3 – Overflow channel across Tarago Road

Refer Figure 17 and 18 for details of Measure 1 – Upgrading and extension of levee along Turallo Terrace

LEGEND:
- Peak 100 year ARI flood extent for existing conditions
- Peak 100 year ARI flood extent with Option ‘S4A’ in place

FIGURE 34

COMPARISON OF PEAK 100 YEAR RECURRENCE FLOOD EXTENTS WITH AND WITHOUT OPTION ‘S4A’
Refer Figure 19 for details of Measure 4 – Removal of dense vegetation and creek re-shaping at the confluence of Turallo and Halfway Creek.

Refer Figure 19 for details of Measure 3 – Overflow channel across Tarago Road.

Refer Figure 17 and 18 for details of Measure 1 – Upgrading and extension of levee along Turallo Terrace.

VARIATION IN PEAK 100 YEAR RECURRENCE FLOOD LEVELS DUE TO INCORPORATION OF OPTION ‘S4A’
Refer Figure 19 for details of Measure 4 – Removal of dense vegetation and creek re-shaping at the confluence of Turallo and Halfway Creek.

Refer Figure 19 for details of Measure 3 – Overflow channel across Tarago Road.

Refer Figure 17 and 18 for details of Measure 2 – Upgrading of the existing levee along Turallo Terrace.
Refer Figure 19 for details of Measure 3 – Overflow channel across Tarago Road

Refer Figure 19 for details of Measure 4 – Removal of dense vegetation and creek re-shaping at the confluence of Turallo and Halfway Creek

Refer Figure 17 and 18 for details of Measure 1 – Upgrading of existing levee along Turallo Terrace

Refer Figure 19 for details of Measure 2 – Removal of dense vegetation and creek re-shaping at the confluence of Turallo and Halfway Creek

VARIATION IN PEAK 100 YEAR RECURRENCE FLOOD LEVELS DUE TO INCORPORATION OF OPTION ‘S4B’
FIGURE 39

PROVISIONAL FLOOD HAZARD MAPPING

[MAP 2 of 3]
The variation in flood levels at the peak of the adopted 100 year ARI climate change scenario are shown at a reduced contour interval of 0.3 metres (the larger view is shown at 1 metre intervals).
VARIATION IN PEAK 100 YEAR RECURRENCE FLOOD LEVELS DUE TO CLIMATE CHANGE

- 10% INCREASE IN RAINFALL INTENSITIES
Appendix A

Additional Topographic Data
TOPOGRAPHIC & HYDROGRAPHIC SURVEY
ALONG HALFWAY & MILLPOST CREEKS
BUNGENDORE
CLIENT: PALERANG COUNCIL
SEE SHEETS 5 - 14 FOR SECTIONS OF WATERWAYS AND LEVEES
TO BUNGENDORE

KINGS
697.29

HIGHWAY

1.21 x 0.36 BOX CULVERT
RW 698.36 U/S
698.45 O/S

CULVERT 9

TO KINGS HIGHWAY

MILLPOST

LANE

#600mm RCP
RW 697.28 U/S
697.25 O/S

CULVERT 10

FIG. 11 – LOOKING EAST

FIG. 12 – LOOKING SOUTH

CLIENT: PALERANG COUNCIL

TITLE: TOPOGRAPHIC & HYDROGRAPHIC SURVEY
ALONG HALFWAY & MILLPOST CREEKS, BUNGENDORE
DETAIL OF STORMWATER STRUCTURES

DATE 24/01/2012

POLKINGHORNE HARRISON LONGHURST
115 Yangie Street, Grafton NSW 2460
Ph: (02) 6664 3192
13 Glorioso Street, Bungendore NSW 2621
Ph: (02) 6338 0144
www.phisurveyors.com.au

FILE: 12011412.pdf

SCALE: 1:100

A2 – 5/3/2014
10 April 2012

Manager, Environment & Water Resources - Southern Operations
Worley Parsons
Level 11
141 Walker Street
North Sydney
NSW 2060

Attention: Mr Chris Thomas

Bungendore Flood Risk Management Study – Additional Survey Data

Dear Chris,

A CD is enclosed containing the additional survey data of Halfway and Millpost Creeks provided to us by PHL Surveyors. It contains:

- A digital 3 dimensional Autocad dxf file showing all the detail and spot heights collected
- An excel spreadsheet with each ground spot elevation; and
- A pdf copy of the revised plans.

Yours faithfully,

P J Mathew
Project Engineer
Palerang Council
South abutment scour protection

North abutment scour protection

Disused road & existing culvert

Carriageway facing north
Table 1 - Piling Details

<table>
<thead>
<tr>
<th>Pile Number</th>
<th>Location</th>
<th>Design Ultimate Vertical Load</th>
<th>Cur off Bending Level</th>
<th>Anticipated Bending Load</th>
<th>Calculated set for 1.84m</th>
<th>M/N (mm/10 blows)</th>
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Piling Notes:
- Piles shall be 250KCI 1.8 grade 300 steel piles.
- The anticipated punching levels are estimations. As the contractor has elected to change the pile types, adjustments to contract length shall be made by comparing measured driving resistance from CAPWAP against the calculated performance of the tendered concrete piles.
- The calculated sets are for a net driving energy of 50kJ and 18m length of pile.
- The minimum net driving energy shall be 70kJ.
- The maximum net driving energy shall be 70kJ.
- The minimum penetration depth of the piles shall be 12m below the soffit of the existing bridge.

Table 2 - Setout

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<td>721 896.381</td>
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General Notes:

- The form supplied is for the purpose of approval works for which it was specifically prepared. Unauthorised transmission to parties other than for the purpose of approval shall not be used or reproduced in any form other than the drawing and the original design concepts contained therein shall not be used or reproduced in any form other than the scale shown.

Piling Notes:

- Mass concrete block added at abutments.

Substructure Setout

- Table 2 - Setout
- Skew Diagram
- Bungendore bridge design
- Jim Alexander Bridge Design
- Shire of Palerang
- JOB NUMBER 0712
- SHEET 3 OF 31
- DRAWING: D03
- DESIGN: JRA
- REV 3
- DATE 10/12/07
- DRAWING SCALES TRUE AT A3
- DRAWING IS COPYRIGHT JIM ALEXANDER BRIDGE DESIGN.
Appendix B

Impact of Measure 6 on Turalla Property
Existing 'Low Flow' Crossing
NOTE: Gravel crossing of the creek with a low flow pipe

Existing dwelling and cottage located on the Turalla Property

Potential Location for Crossing Upgrades

NOTE: The crossing has reportedly been washed away. Only approach embankments remain.
FIGURE B2

VARIATION IN PEAK 5 YEAR RECURRENCE FLOOD LEVELS DUE TO INCORPORATION OF ‘FDRM 6’

FLOOD DAMAGE REDUCTION MEASURE 6 (FDRM 6)

+ 0.11 m
+ 0.08 m
+ 0.09 m
+ 0.14 m
+ 0.16 m

BUNGENDORE

ELMSLEA ESTATE

Millpost Creek

WorleyParsons

Flood Levels Due to Incorporation of ‘FDRM 6’

3777 - Bungendore Floodplain Risk Management Study
fg3777/gp30325-Ag1_FDRM 6 Impacts (5yr).doc
VARIATION IN PEAK 5 YEAR RECURRENCE FLOOD EXTENTS DUE TO INCORPORATION OF ‘FDRM 6’

LEGEND:
- Peak 5 year ARI flood extent for existing conditions
- Peak 5 year ARI flood extent with ‘FDRM 6’ in place

Existing dwelling and cottage located on the Turalla Property

Existing 'Low Flow' Crossing

Flood Damage Reduction Measure 6 (FDRM 6)
FIGURE B4

VARIATION IN PEAK 20 YEAR RECURRENCE FLOOD LEVELS DUE TO INCORPORATION OF ‘FDRM 6’

Flood Damage Reduction Measure 6 (FDRM 6)

+ 0.14 m
+ 0.10 m
+ 0.18 m
+ 0.22 m
+ 0.08 m
FIGURE B5

VARIATION IN PEAK 20 YEAR RECURRENCE FLOOD EXTENTS DUE TO INCORPORATION OF 'FDRM 6'

LEGEND:
- Peak 20 year ARI flood extent for existing conditions
- Peak 20 year ARI flood extent with 'FDRM 6' in place

Existing dwelling and cottage located on the Turalla Property

Flood Damage Reduction Measure 6 (FDRM 6)
VARIATION IN PEAK 100 YEAR RECURRENCE FLOOD LEVELS DUE TO INCORPORATION OF ‘FDRM 6’

Flood Damage Reduction Measure 6 (FDRM 6)
FIGURE B7

VARIATION IN PEAK 100 YEAR RECURRENCE FLOOD EXTENTS DUE TO INCORPORATION OF ‘FDRM 6’

LEGEND:
- Peak 100 year ARI flood extent for existing conditions
- Peak 100 year ARI flood extent with ‘FDRM 6’ in place

BUNGENDORE
ELMSLEA ESTATE

Flood Damage Reduction Measure 6 (FDRM 6)
Existing dwelling and cottage located on the Turalla Property
Existing ‘Low Flow’ Crossing
Existing ‘Low Flow’ Crossing
Existing ‘Low Flow’ Crossing

3777 - Bungendore Floodplain Risk Management Study
fg3777rg130325-fig6_FRM 6 Extent DIFF (100yr).doc
Appendix C

Stage Damage Curves
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<th>COMMERCIAL LIGHT</th>
<th>COMMERCIAL MEDIUM</th>
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Appendix D

Cost Estimates For Damage Reduction Measures
# Bungendore FPRMS Measure 1 - Turallo Terrace Levee Extension & Upgrade

**Project No.:** 3777  
**Project Name:** Bungendore FPRMS  
**Date:** 20-Feb-13

## Disclaimer

This cost estimate is based on Worley Parsons’ experience and judgement as a firm of practising professional engineers familiar with the construction industry. This cost estimate can NOT be guaranteed as we have no control over Contractor’s prices, market forces and competitive bids from tenderers. This cost estimate excludes design fees, project management fees and authority approval fees.


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**TOTAL (SYDNEY):** $2,037,813  
**SUB TOTAL (BUNGENDORE, +2.0%):** $2,078,569  
**SUB TOTAL (+20% CONTINGENCY):** $2,494,283

*Cost Est Summary (M1)*  
3777rg_wjh130221_Measure 1 and 2 Costing.xls
This cost estimate is based on WorleyParsons' experience and judgement as a firm of practising professional engineers familiar with the construction industry. This cost estimate can NOT be guaranteed as we have no control over Contractor’s prices, market forces and competitive bids from tenderers. This cost estimate excludes design fees, project management fees and authority approval fees.

### Note

### Item Description

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**TOTAL (SYDNEY)**: $561,624

**SUB TOTAL (BUNGENDORE, +2.0%)**: $572,856

**SUB TOTAL (+20% CONTINGENCY)**: $687,427
Bungendore FPRMS Measure 3 - Overflow Channel across Tarago Road

Project No.: 3777  
Project Name: Bungendore FPRMS  
Date: 20-Feb-13

Disclaimer
This cost estimate is based on Worley Parsons’ experience and judgement as a firm of practising professional engineers familiar with the construction industry. This cost estimate can NOT be guaranteed as we have no control over Contractor’s prices, market forces and competitive bids from tenderers. This cost estimate excludes design fees, project management fees and authority approval fees.

Note: Wherever possible, cost estimates are based on Rawlinsons Australian Construction Handbook Edition 30, 2012

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Bungendore FPRMS Measure 5 - Diversion Channel

Project No.: 3777
Project Name: Bungendore FPRMS
Date: 20-Feb-13

Disclaimer
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Note: Wherever possible, cost estimates are based on Rawlinsons Australian Construction Handbook Edition 30, 2012

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<td>cum</td>
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TOTAL (SYDNEY) $1,267,503
SUB TOTAL (BUNGENDORE, +2.0%) $1,292,853
SUB TOTAL (+20% CONTINGENCY) $1,551,424
**Bungendore FPRMS Measure 4 - Vegetation Removal & Overbank Excavation / Shaping**

**Project No.:** 3777  
**Project Name:** Bungendore FPRMS  
**Date:** 20-Feb-13

**Disclaimer**
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*Note: Wherever possible, cost estimates are based on Rawlinsons Australian Construction Handbook Edition 30, 2012*

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**TOTAL (SYDNEY)** $227,428  
**SUB TOTAL (BUNGENDORE, +2.0%)** $231,977  
**SUB TOTAL (+20% CONTINGENCY)** $278,372
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**TOTAL (SYDNEY)** $1,151,044

**SUB TOTAL (BUNGENDORE, +2.0%)** $1,174,065

**SUB TOTAL (+20% CONTINGENCY)** $1,408,878
Appendix E

Benefit-Cost Assessment
## BENEFIT-COST ANALYSIS

**BUNGENDORE FLOODPLAIN RISK MANAGEMENT STUDY**

**Option S1**

### Measures 4 and 6

**Values in $'000 (Real Terms)**

|                      | Year 1 | 2    | 3    | 4    | 5    | 6    | 7    | 8    | 9    | 10   | 11   | 12   | 13   | 14   | 24   | 25   | 26   | 27   | 28   | 29   | 30   |
|----------------------|--------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| **Benefits (Damage Reduction)** | -      | 50   | 192  | 192  | 192  | 192  | 192  | 192  | 192  | 192  | 192  | 192  | 192  | 192  | 192  | 192  | 192  | 192  | 192  | 192  | 192  | 192  |
| Vegetation Removal / Creek Re-shaping | 278    | 278  | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    |
| Darmody Diversion    | 1,409  | 400  | 1,009| -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    |
| Maintenance         | -      | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    |
| **Total Costs**      | 678    | 1,009| 3    | 8    | 8    | 8    | 8    | 8    | 8    | 8    | 8    | 8    | 8    | 8    | 8    | 8    | 8    | 8    | 8    | 8    | 8    |
| **Net Balance**      | -      | 678  | -    | 959  | 189  | 184  | 184  | 184  | 184  | 184  | 184  | 184  | 184  | 184  | 184  | 184  | 184  | 184  | 184  | 184  | 184  |

**Present value of Benefits**

2,079

**Present value of Costs**

1,600

**Net Present Value**

479

**Internal rate return (%)**

10.1%

**Benefit Cost Ratio**

1.30

**Real Discount Rate (%)**

7%
Option S2

Measures 1, 4 and 6

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Present value of Benefits: 2,109
Present value of Costs: 3,683
Net Present Value: -1,574
Internal rate return (%): 1.7%
Benefit Cost Ratio: 0.57
Real Discount Rate (%): 7%
Option S3A

Measures 1, 3, 4 and 6

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Present value of Benefits: 2,352
Present value of Costs: 4,124
Net Present Value: -1,772
Internal rate return (%): 1.6%
Benefit Cost Ratio: 0.57
Real Discount Rate (%): 7%
Option S3B

Measures 2, 3, 4 and 6

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Present value of Benefits 2,262
Present value of Costs 2,734
Net Present Value - 473
Internal rate return (%) 5.0%
Benefit Cost Ratio 0.83
Real Discount Rate (%) 7%
### Option S4A

#### Measures 1, 3 and 4

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<th>Values in $ '000 (Real Terms)</th>
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<tbody>
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<td>Vegetation Removal / Creek Re- shaping</td>
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<td>Total Costs</td>
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</tbody>
</table>

Present value of Benefits       | 2,292  |
Present value of Costs           | 3,033  |
Net Present Value                | 741    |
Internal rate return (%)         | 4.2%   |
**Benefit Cost Ratio**           | 0.76   |
Real Discount Rate (%)           | 7%     |
### Option S4B

#### Measures 2, 3 and 4

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</table>

Present value of Benefits: 2,386
Present value of Costs: 1,490
Net Present Value: 897
Internal rate return (%): 12.8%
Benefit Cost Ratio: 1.60
Real Discount Rate (%): 7%