

Hexham Train Support Facility Flood Impact Assessment

Final Report
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Hexham Train Support Facility Flood Impact Assessment Final Report

Prepared For: QR National

Prepared By: BMT WBM Pty Ltd (Member of the BMT group of companies)

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CONTENTS

Contents	i
List of Figures	ii
List of Tables	iii
1 INTRODUCTION	1
1.1 Purpose of this Report	1
1.2 Site Location	1
1.3 Computer Modelling Tool	1
2 EXISTING FLOOD BEHAVIOUR	4
2.1 Flooding Mechanisms	4
2.2 Hunter River Flood Hydrology	6
2.3 Design Flood Conditions	6
2.4 Comparison with Previous Studies	11
3 PROPOSED DEVELOPMENT	13
3.1 Description	13
3.2 Cumulative Impacts	13
4 FLOOD MITIGATION	16
4.1 Description	16
4.2 Mitigated Impacts	16
4.2.1 Impacts on Surrounding Land	16
4.2.2 Impacts on Local Infrastructure	17
4.2.3 Impacts on Local Housing	18
4.2.4 Impacts on Local Businesses	19
4.2.5 On-site Flood Risk	19
4.2.6 Impacts on Geomorphology	20
5 F3 UPGRADE	30
5.1 Description	30
5.2 Cumulative Impacts	30
6 CLIMATE CHANGE CONSIDERATIONS	36

7	FLOOD EMERGENCY RESPONSE MANAGEMENT	42
7.1	Background Information	43
7.1.1	Flood Behaviour in the Hexham Area	43
7.1.2	Flood Levels	43
7.1.2.1	<i>Historical Floods</i>	43
7.1.2.2	<i>Design Floods</i>	44
7.1.3	Potential Flooding Mechanisms	44
7.1.3.1	<i>Historical Floods</i>	44
7.1.3.2	<i>Bank Overtopping During Mainstream Flooding</i>	44
7.1.3.3	<i>Backwater Overtopping During Mainstream Flooding</i>	45
7.1.3.4	<i>Critical Flooding Mechanism</i>	47
7.1.4	Flood Warning Times	47
7.2	Flood Evacuation	48
7.2.1	Potential Evacuation Routes	48
7.2.2	Evacuation Timing	49
7.3	Suggested Emergency Response Measures	51
7.3.1	Procedures to Facilitate Evacuation	51
7.4	Procedures for Reducing Impacts and Potential Flood Damages on Development	51
8	CONCLUSIONS	52
9	REFERENCES	53
APPENDIX A:	FLOOD MAPS FOR EXISTING CONDITIONS	A-1
APPENDIX B:	FLOOD IMPACTS FOR THE PMF EVENT	B-1

LIST OF FIGURES

Figure 1-1	Study Locality	2
Figure 2-1	Local Floodplain Topography	5
Figure 2-2	1% AEP Peak Flood Depths and Levels – Existing Conditions	8
Figure 2-3	1% AEP Peak Flood Velocities – Existing Conditions	9
Figure 2-4	1% AEP Peak Unit Discharge – Existing Conditions	10
Figure 3-1	Impact on Peak 1% AEP Flood Level – Train Support Facility, Hexham Relief Roads and Access Road	14
Figure 3-2	Impact on Peak 5% AEP Flood Level – Train Support Facility, Hexham Relief Roads and Access Road	15

Figure 4-1	Location of Flood Relief Culverts Distribution	21
Figure 4-2	Impact on Peak 1% AEP Flood Level with Flood Mitigation – Train Support Facility, Hexham Relief Roads and Access Road	22
Figure 4-3	Impact on Peak 1% AEP Flood Velocity with Flood Mitigation – Train Support Facility, Hexham Relief Roads and Access Road	23
Figure 4-4	Impact on Peak 2% AEP Flood Level with Flood Mitigation – Train Support Facility, Hexham Relief Roads and Access Road	24
Figure 4-5	Impact on Peak 2% AEP Flood Velocity with Flood Mitigation – Train Support Facility, Hexham Relief Roads and Access Road	25
Figure 4-6	Impact on Peak 5% AEP Flood Level with Flood Mitigation – Train Support Facility, Hexham Relief Roads and Access Road	26
Figure 4-7	Impact on Peak 5% AEP Flood Velocity with Flood Mitigation – Train Support Facility, Hexham Relief Roads and Access Road	27
Figure 4-8	Impact on Peak 10% AEP Flood Level with Flood Mitigation – Train Support Facility, Hexham Relief Roads and Access Road	28
Figure 4-9	Impact on Peak 10% AEP Flood Velocity with Flood Mitigation – Train Support Facility, Hexham Relief Roads and Access Road	29
Figure 5-1	Impact on Peak 1% AEP Flood Level with Flood Mitigation – Rail Developments, Access Road and F3 Upgrade	32
Figure 5-2	Impact on Peak 1% AEP Flood Velocity with Flood Mitigation – Rail Developments, Access Road and F3 Upgrade	33
Figure 5-3	Impact on Peak 5% AEP Flood Level with Flood Mitigation – Rail Developments, Access Road and F3 Upgrade	34
Figure 5-4	Impact on Peak 5% AEP Flood Velocity with Flood Mitigation – Rail Developments, Access Road and F3 Upgrade	35
Figure 6-1	Impact on Peak 1% AEP Climate Change Flood Level – Rail Developments with Flood Mitigation	37
Figure 6-2	Impact on Peak 1% AEP Climate Change Flood Level – Rail Developments with Flood Mitigation	38
Figure 6-3	Impact on Peak 1% AEP Climate Change Flood Velocity – Rail Developments with Flood Mitigation	39
Figure 6-4	Impact on Peak 1% AEP Climate Change Flood Level – Rail Developments and F3 Upgrade with Flood Mitigation	40
Figure 6-5	Impact on Peak 1% AEP Climate Change Flood Velocity – Rail Developments and F3 Upgrade with Flood Mitigation	41
Figure 7-1	Potential Flooding Mechanisms in the Vicinity of Hexham	46
Figure 7-2	Potential Evacuation Routes from Hexham	50

LIST OF TABLES

Table 2-1	Design Flood Levels for Proposed Development Site (m AHD)	7
Table 2-2	Comparison of the 1% AEP Peak Flood Levels (m AHD) Predicted by Previous Studies	12
Table 7-1	Characteristics of Historical Floods at Hexham	44
Table 7-2	Design Flood Levels for Hexham	44

Table 7-3	Overtopping of the Pacific Highway Between Tarro and Sandgate	45
Table 7-4	Lag Time Before Modelled Peak Flood Level Reaches Hexham	48
Table 7-5	Primary Vehicular Evacuation Routes	49

1 INTRODUCTION

1.1 Purpose of this Report

This report has been commissioned by ADW Johnson on behalf of QR National for the purposes of identifying potential impacts of the proposed Hexham Train Support Facility, in conjunction with other planned developments in the vicinity of the site. The current report builds on a previous Flood Impact Assessment for the proposed development (WorleyParsons, 2011). The flood impact assessment of this report considers the cumulative impacts of the QR National Train Support Facility, ARTC Hexham Relief Roads and the access road alignment from the Tarro interchange (referred to as the 'proposed works'). The cumulative impacts of the proposed works and the RMS Pacific Highway upgrade from the F3 to Heatherbrae are also assessed.

The assessment includes a detailed flood impact investigation using an existing TUFLOW flood model to define existing flood conditions and quantify flooding impacts related to the proposed developments. The existing flood model was initially developed for the Williams River Flood Study, completed by BMT WBM in 2009 on behalf of Port Stephens Council (Council) and was further developed as part of the Williamstown / Salt Ash Flood Study Review (BMT WBM, 2011). Council has kindly given permission to use the existing model in the current flood impact assessment.

The flood impact assessment presented in this document details the nature of the proposed development and the analysis undertaken to quantify potential flood impact.

1.2 Site Location

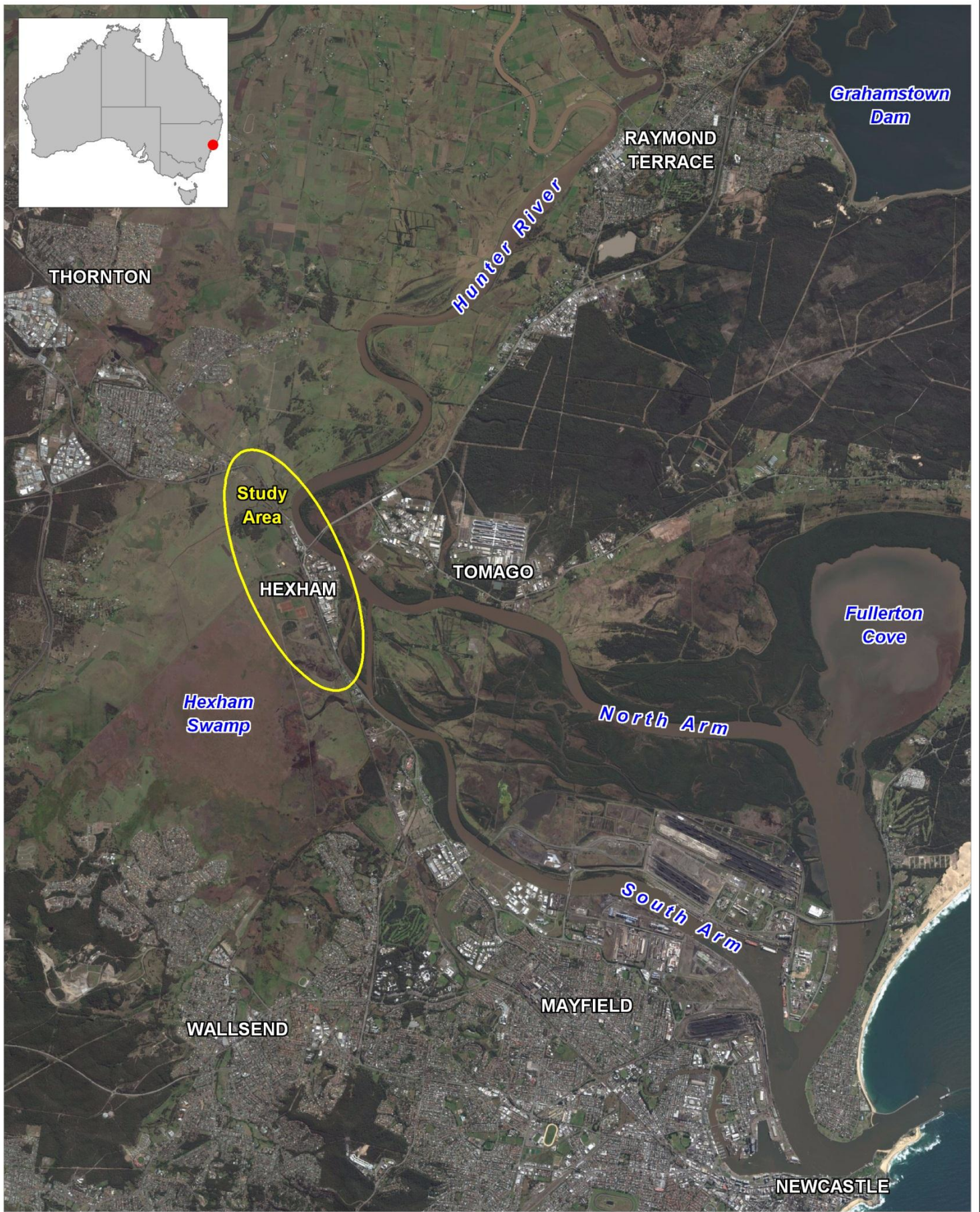
The proposed site of the Train Support Facility is located within the Lower Hunter Valley, near Hexham and is presented in Figure 1-1.

1.3 Computer Modelling Tool

A detailed two dimensional computer model of the Lower Hunter floodplain was developed by BMT WBM as part of the Williams River Flood Study (BMT WBM, 2009), on behalf of Port Stephens Council and Dungog Shire Council. The model used a regular 40 by 40 m grid, covering an area of some 120 square kilometres.

There is considerable interaction between flooding in the lower parts of the Williams River and the Hunter River, requiring a model linking the two floodplains. The Hunter River model was developed as part of a project for the Roads and Traffic Authority (RTA) investigating a new Pacific Highway crossing of the Hunter River.

The hydraulic model was calibrated to the February 1990, March 1978 and May 2001 flood events. In terms of the Lower Hunter reach relevant to the subject proposed development site, the February 1990 flood event was the principal event used to calibrate the lower section of the Williams River model and the lower Hunter River model, being the largest Hunter River flows (coincident with a Williams River flood).



Title:
Study Locality

Figure:
1-1

Rev:
A

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



0 2 4km
Approx. Scale



Filepath : K:\N2197_Hexham_Rail_Development\MapInfo\Workspaces\DRG_001_120227_Locality.WOR

The hydraulic model was further developed for the Williamstown / Salt Ash Flood Study Review (BMT WBM, 2011) which extended the modelled floodplain from Fullerton Cove through to Port Stephens. The interaction of the Hunter River with the Williamstown / Salt Ash floodplain is important for assessing large magnitude flood events in the Lower Hunter, particularly when considering potential climate change impacts. The combined design flood flows from the Hunter River and Williams River match the flood frequency analysis at Raymond Terrace from the Lower Hunter River Flood Study (PWD, 1994)

The same computer model that was developed for these studies has been used for the investigations described in this report.