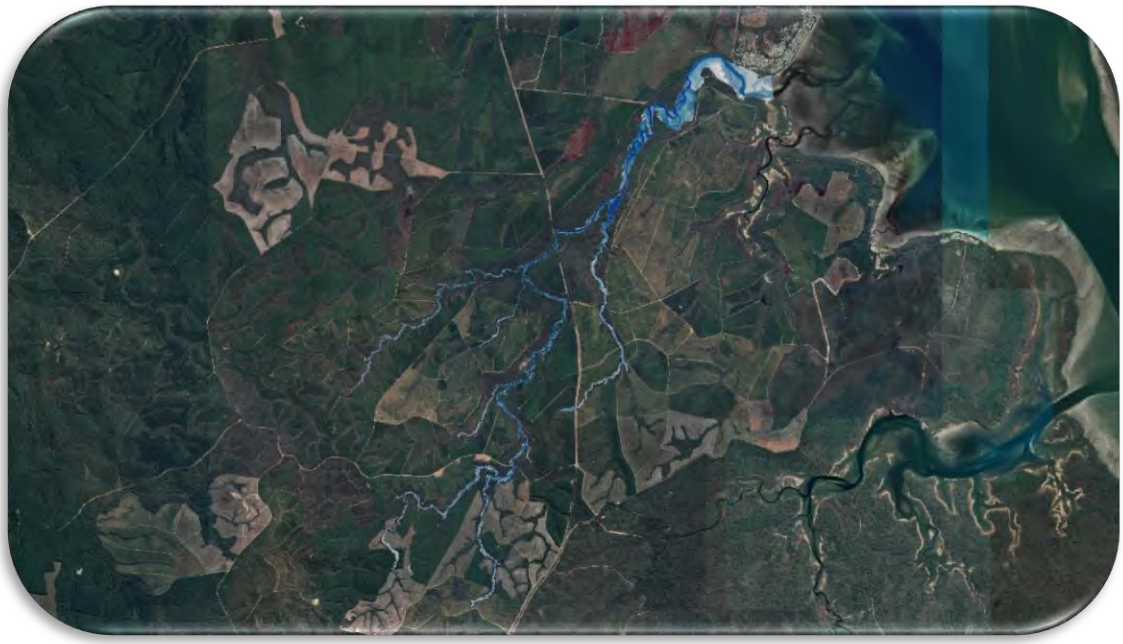
Fraser Coast Regional Council

Poona Catchment

Flood Study Report









May 2023

Issue Rev 2

Document Status

Revision	Date	Author	Approval
01	24/01/2023	DC | AB	AB
02	17/05/2023	AB	AB

Project Details

Project Name	Poona Catchment Flood Study Report
Client	Fraser Coast Regional Council
Client Project Manager	Rhys Blackwood
Project Manager	Adam Berry
Authors	Daniel Copelin | Adam Berry

COPYRIGHT

Synergy Solutions Pty Ltd has produced this document for Fraser Coast Regional Council for their sole use only. The concepts and information contained in this document are the copyright of Synergy Solutions Pty Ltd. Third party use or copying of this document in whole or in part without written permission of Synergy Solutions Pty Ltd constitutes an infringement of copyright.

Synergy Solutions Pty Ltd does not warrant this document is definitive nor free from error and does not accept liability for any loss caused, or arising from, reliance upon the information provided herein. This report must be read in conjunction with the assumptions and limitations section.

1 Table of Contents

1 Table of Contents 3
2 Executive Summary 5
3 Background 6
4 Available Data 6
4.1 GIS Datasets 6
4.2 Lidar 6
4.3 Site Inspections 7
4.4 External Agency Data 7
5 Hydrologic Model Development 7
5.1 URBS Model Layout 7
6 Hydraulic Model Development 9
6.1 Model Extents 9
6.2 Boundaries 9
6.3 Digital Elevation Model 9
6.4 Cell Size Development 9
6.5 Hydraulic Structures 10
6.6 Manning's Roughness 11
7 Design Events 13
7.1 Summary 13
7.2 Design Rainfall IFD 13
7.3 Design Event Losses 14
7.4 Aerial Reduction Factors 14
8 Climate Change Assessment 15
9 Probable Maximum Flood 15
10 Model Results and Discussion 16
10.1 Median Temporal Pattern Selection 16
10.2 Critical Durations 17
10.3 Post Processing Information 17
11 Validation 19
11.1 Regional Flood Frequency Assessment 19
12 Flood Risk Based Outputs 20
12.1 Overview 20

12.2 Outputs 22
13 Cross Drainage and Route Assessment 23
13.1 Culvert and Bridge Flood Immunity 23
13.2 Township Route Assessment 24
14 Conclusion 25
15 Limitations and Assumptions 25
16 Appendix A | Model Build Maps 26
17 Appendix B | Existing Flood Maps 27
18 Appendix G | Flood Risk Map 28

Figures List

Figure 5-1 Sub Catchments 8
Figure 6-1 Poona Creek Bridge 11
Figure 10-1 Example Median Temporal Patterns 16
Figure 10-2 Comparison 1% AEP Critical Durations 17
Figure 10-2 1% AEP Depth 18
Figure 12-1 Flood Risk Development (Queensland Reconstruction Authority) 20
Figure 12-2 AIDR Hazard Curve 21
Figure 12-3 AIDR Hazard Definition 21
Figure 12-4 Flood Risk Output (Synergy 2020) 22
Figure 12-5 Flood Risk Based Mapping 22
Figure 13-1 Scrubby Creek Causeway and Culverts 24

2 Executive Summary

An investigation and assessment utilising a 1D/2D model has been undertaken of the Poona system and the following outcomes were noted in the flood study:

1. A detailed 1D/2D model was constructed incorporating major hydraulic structures such as bridges and culverts included.

2. Design events have been undertaken utilising 2019 Australian Rainfall and Runoff methods. The study has simulated all of the events, durations and ensembles in the hydrologic model to ensure the catchment is fully understood and represented.

3. The flood study results were utilised to provide outputs such as level, depth and velocity for all events. In addition, the hazard outputs were used to produce an initial flood risk-based output which can be utilised in the future for risk-based land use planning endeavours.

4. The flood study results were utilised to better understand constraints within the road network, particularly for the main entrance and exit routes to the coastal township.

Overall, this assessment has been a robust undertaking utilising all of the latest and relevant approaches to flood modelling in accordance with ARR19. The flood model provides valuable information and data to assess flood risk and also provides the ability to update land use planning policies and flood hazard overlays if desired.

3 Background

Synergy Solutions has been engaged by Fraser Coast Regional Council to undertake a package of flood studies within the Great Sandy Strait area. These consist of four regional creek models and five urban drainage models to better understand the flood risk and constraints associated with flooding. This report represents the Poona catchment and the riverine/creek flooding that impacts the townships.

The Poona catchment is within the Fraser Coast Region and is located adjacent to the Great Sandy Strait and aspects of the catchment include:

- The catchment area is approximately 85.2 square kilometres in area and the longest travel path is approximately 23.8 kilometres.
- The catchment consists of the coastal township of Poona.
- The main creek is Poona Creek which discharges to the Sandy Strait adjacent Poona.
- The catchment consists of primarily rural zoning throughout. The township of Poona has a mix of rural residential and low density residential zonings. Detailed assessment of this has been undertaken in the township urban drainage models.
- There is one bridge within the catchment at Poona Creek Bridge.
- Vehicle (and emergency) access to Poona is restricted with only one road (Poona Road) which connects the township to Maryborough Cooloola Road.

4 Available Data

A variety of existing data sets were either provided or sourced from a range of agencies for this study. The data sets included a range of digital and hardcopy data provided by Council, Department of Transport and Main Roads (DTMR) and Bureau of Meteorology (BoM). A summary of the various data sets is outlined separately below.

4.1 GIS Datasets

A range of GIS datasets were sourced and provided to Synergy to inform the flood modelling and study. The information below represents a summary of the data made available.

4.2 Lidar

A digital elevation Model (DEM) was sourced through Council and other sources to represent the catchment. A one metre resolution LiDAR data set captured in 2014 was made available that covered all of the catchment (and all the hydraulic area) initially.

Furthermore, the 2022 Lidar was made available in December 2022 and used in the final existing and design modelling runs.

4.3 Site Inspections

Site inspections were undertaken by Synergy Solutions to inform the flood study. The site inspections were undertaken at key points throughout the area and targeted the following aspects:

- Utilising a rapid direct rainfall model to identify initial flows paths and areas of interest.
- Inspection of bridges through the catchment. The inspection assisted with understanding bridge blockages and filling missing data not available from drawings. Measurements were taken of bridge dimensions where possible and safe/practical to do so.
- Inspection of major developments, road corridors and major cross drainage structures.
- Inspection of vegetation particularly on the creek corridor to inform Manning's roughness values.
- A detailed review and inspection of major culverts was undertaken to fill missing gaps of Council and DTMR information. Measurements were taken for the number of culverts/pipes and their sizes.

4.4 External Agency Data

DTMR was contacted by Council to source information on cross drainage information. DTMR supplied some information on cross drainage structures for Maryborough Cooloola Road which was incorporated into the modelling.

5 Hydrologic Model Development

The following information lists the information, parameters and analysis that was undertaken in order to produce and refine a detailed URBS hydrological model.

5.1 URBS Model Layout

In developing the URBS model, a high level of detail was incorporated into sub catchment breakdown, routing parameters and rainfall data. The sub catchment breakdown was also undertaken to ensure major cross drainage culverts were represented and any major trunk drainage systems.

As discussed with Council, the main requirements of this study were to ensure the main Council owned cross drainage structures where possible were modelled.

Sub Catchment Delineation

A direct rainfall model was initially simulated to ensure the flowpaths and catchment areas were well understood. The sub catchment breakdown was undertaken initially with HEC-HMS and then refined manually to ensure the correct placement of connections to the 2D model and to ensure future development areas could be well represented.

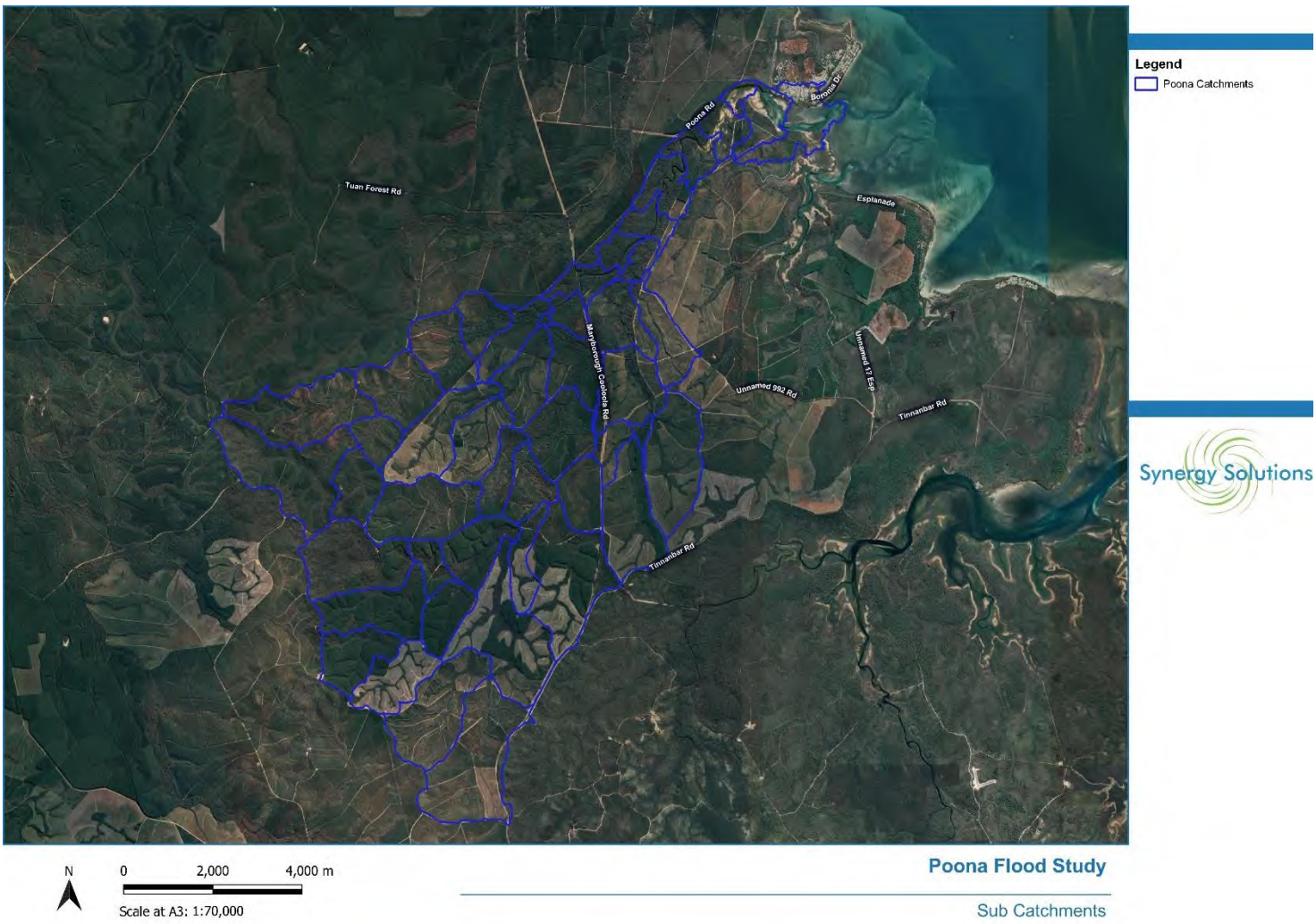


Figure 5-1 Sub Catchments

Link Routing Process

Zonal statistics were also utilised to accurately assign flowpath lengths, slopes etc into each sub catchment. In this regard, channel routing has been developed based on the lengths and slopes derived from the DEM.

Impervious Fractions and Factors

Impervious areas were developed using a scripted process through QGIS which utilises Manning's roughness grids to accurately account for impervious areas. Zonal statistics were utilised to extract information and assign it to relevant sub catchments. In addition, urbanisation and forest factors were applied to each land use within the model.

This process provides a fundamentally improved estimation of impervious areas rather than estimating percentages through inspection of aerials.

URBS Parameters

URBS parameters were selected on the basis of recommendations in the URBS manual and an understanding of previous projects of a similar nature in Fraser Coast and other Council areas. As no calibration was undertaken/possible, refinement of the URBS parameters was not possible.

6 Hydraulic Model Development

As part of the flood study for the Poona catchment, a detailed 1D/2D TUFLOW model has been developed. The TUFLOW model was based on TUFLOW software version 2020-10-AD-iSP-w64 and also makes use of the Highly Parallelised Compute (HPC) solution scheme. The information below represents the individual build elements of the TUFLOW model.

6.1 Model Extents

The model extents have been selected to align with LiDAR information available and in order to locally focus on the key areas of the Townships and major cross drainage structures. The extents were also determined by Council's brief and the requirement of the majority of the catchment to be modelled hydraulically.

6.2 Boundaries

The upstream and downstream boundaries of the model have been carefully selected to provide the best balance of a highly detailed local assessment, without extending hydraulic representation in the very upper reaches of the catchment.

This enables better capture of the two main tributaries and the focus for the study. The boundaries on the creek are as follows:

- The upstream boundary is defined by the extent of the catchment and the sub catchment inputs. The majority of the catchment has been modelled hydraulically. Sub catchments from the URBS model are connected via 2D SA connections to the Tuflow model.
- A downstream boundary that is a sufficient distance from the interest areas, however it is noted that this is restricted due to the close proximity to Sandy Strait. The downstream boundary has been assigned using a HT boundary to simulate existing and climate change runs. Council's required climate change parameters required Mean High Water Springs (MHWS) plus 800mm for climate change (sea level rise).

6.3 Digital Elevation Model

As described above a one metre resolution LiDAR data set captured in 2022 was used to develop a DEM for the hydraulic model. Due to the use of Sub grid sampling and a fine resolution DEM of 5.0 metres, all flowpaths were adequately represented.

6.4 Cell Size Development

The TUFLOW cell size was chosen via a detailed and iterative process of running many flood models to provide the necessary accuracy for a creek system, simulation times, Australian Rainfall and Runoff (ARR) considerations and to adequately and accurately represent any floodplain storage or characteristics that would affect water levels and/or flows.

The following is noted with regards to this:

- Combinations of grid sizes of between 3 metres and 20 metres were simulated for a range of combinations of events, durations and ensembles.

- As per guidance and testing provided by Tuflow, it was found that the flows and timing were relatively insensitive to grid size due to the use of Sub Grid Sampling. The table below shows the negligible differences between cell sizes.
- Due to the complexity of this catchment, it was determined that running ALL of the events, durations and ensembles hydraulically with a slightly coarser grid was the ideal way forward.
- In addition, the remap feature of Tuflow was used, whereby the 1m resolution DEM of the model was used to remap the outputs for a finer grid resolution.
- This process takes full advantage of the new Tuflow features whilst allowing simulation of the entire combinations hydraulically. Thus, a more accurate outcome is achieved due to the complexity of the catchment.

Table 6-1 Grid Comparison Assessment

Output	5m Grid	10m Grid	15m Grid	20m Grid
Flow (m3/s)	303.689	304.079	304.585	304.595
Time to Maximum (hours)	13.25	13.25	13.25	13.25

As it can be seen from the table, there is negligible difference between scenarios and thus it was determined that a coarser grid size could be used.

6.5 Hydraulic Structures

Major hydraulic cross drainage structures have been represented in the Poona catchment and modelled within the 1D Estry model of Tuflow. The following information details each of these hydraulic structures in detail.

Culverts and Pipes
Council provided a GIS dataset for culverts in the catchment area and all of the cross-drainage structures were represented. The extent of this representation was defined by the sub catchment breakdown and the desire from Council to have focus on the Council owned roads.

It should be noted that as part of this project, a detailed urban drainage flood study has been undertaken on the townships. These models provide a better understanding of the urban drainage issues of the townships and fully represent the urban drainage network accordingly.

Bridges
On the Poona system is one bridge within the hydraulic extents that require representation in the hydraulic model. The bridge was represented using layered flow constrictions and parameters were sourced from a combination of site inspections, Council GIS information and estimation using terrain data and aerials. The parameters used for the layered shapes in TUFLOW were also developed from the Technical Guideline developed by DTMR titled Hydrologic and Hydraulic Modelling dated October 2019. This guideline provides specific advice on applying TUFLOW parameters for bridges. The parameters for the layered shape files are shown below in the table below.

Table 6-2 Bridge Details

Name	L1 Obvert (AHD)	L1 Block (%)	L1 FLC	L2 Depth (m)	L2 Block (%)	L2 FLC	L3 Depth (m)	L3 Block (%)	L3 FLC
Poona Creek Bridge	4.53	5	0.07	0.8	100	1.6	0.5	30	0.05

All the bridges used the terrain surface as the invert of the bridge.



Figure 6-1 Poona Creek Bridge

6.6 Manning's Roughness

Roughness values have been prepared based on the Manning's roughness "n" value in accordance with ARR19 and based on aerial imagery, GIS process, artificial intelligence and field inspections. The Manning's roughness classifications are shown in the tables and figures below.

The process for defining the Mannings roughness values was as follows:

- The background planning scheme zones were used as a first reference.

- GIS process and artificial intelligence (AI) was used to establish a surface mannings roughness. The process uses types of examples manually implied and AI then applies this to the entire catchment. This becomes the initial basis and provides an exceptional level of detail for vegetation.
- Council's road and buildings GIS layers are then utilised to override the raster.
- Other major features (such as major grass , waterways and concrete channels) are manually specified.
- The mannings roughness files are then read in the exact order listed above.

Manning's roughness values were be refined as necessary to provide a locally specific application for the flood model.

Table 6-3 Manning's Roughness Values

Classification	Manning's n
Light Vegetation/floodplain	0.050
Open Ground	0.045
Dense Vegetation	0.085
Bare Earth	0.035
Water	0.030
Medium Vegetation	0.070
Road Pavement	0.016
Buildings	0.2
Concrete Channel	0.016
Overgrown Channel	0.030
Grass Channel	0.035
Watercourse with Vegetation	0.050
Rural Residential Zone	0.070
Low Density Residential	0.12
Medium Density Residential	0.15
High Density Residential	0.20

7 Design Events

The information below provides an overview of the design events methodology and modelling.

7.1 Summary

The design event modelling and outputs have been undertaken in accordance with the parameters and guidance listed in Australian Rainfall and Runoff 2019. The following is a summary of the work undertaken:

- The URBS and TUFLOW models have been utilised as the basis for providing the design event modelling.
- Parameters and inputs such as pipes, bridges, terrain and Manning's roughness values have remained consistent with other flood models undertaken within the Fraser region (Bunya Creek Flood Model etc).
- The analysis utilised an assessment of multiple storm durations and all ten temporal patterns in accordance with ARR19.
- Due to the success of validating slightly coarser grid cells using Sub Grid Sampling and high-resolution remapping, the entire hydraulic ensemble set was simulated. It was not possible to use the URBS model for temporal pattern selection due to the unusually low slopes in the coastal catchments. However, the method adopted was superior regardless and reduced uncertainty.
- Tuflow's median ensemble batching tool was used to find the median temporal pattern for each duration and event. Tuflow's maximum surface tool was then used to provide a maximum surface of all the median durations combined for the entire catchment.
- Verification has been undertaken using the Regional Flood Frequency Estimation Method (RFFE). At site flood frequency analysis was unable to be undertaken as there are no gauges within the area. The RFFE method provided some validation of design flows.
- Climate change outputs for the 1% AEP have been produced by utilising the RCP 8.5 scenario applied to Mean High Water Springs (MHWS) and based on conversations with Council.

Overall, the framework used, and the modelling and outputs produced are robust with strict adherence to the ARR19 guidance. In addition, steps and methods have been undertaken and processed to ensure the outputs are conservative yet practical.

7.2 Design Rainfall IFD

Design flood estimates have been derived on the design IFD guidance outlined in ARR2019 and includes the updated rainfall IFD prepared by the Bureau of Meteorology (BoM) which superseded the previous ARR1987 IFD information. The updated IFDs are considered to be more appropriate and superior to the former ARR1987 IFDs as they include a greater overall number of rainfall stations as well as more stations with a period of record exceeding 30 years.

7.3 Design Event Losses

Design event losses were considered in combination of assessment of the ARR Datahub losses, consideration of other flood models in the area which had calibration undertaken and Council's planning scheme guidance. As the flood frequency data and assessment was not available, unfortunately this was not able to be utilised to further verify and refine losses across different design events.

Table 7-1 FCRC Planning Scheme Losses

Zone	Initial Loss	Continuing Loss
Impervious Surface	0	0
Pervious Surfaces (non-sand)	15	2.5
Pervious Surfaces (sand)	35	2.5

The following is noted with regards to losses

- The Datahub initial loss provides an initial loss of 58mm and 7.2mm continuing loss
- For coastal regions, FCRC's scheme recommends 35mm and 2.5mm
- Previous works in Bunya Creek with a calibrated model resulted in losses of 25mm and 2.0mm.

A direct rainfall model was undertaken for the region using the ARR datahub losses above. The results indicated that no /minimal flow would be output from the hydrology model until above the 39.2% AEP event (i.e. no flooding would occur in the catchment).

Discussion with Council indicated that this was not representative of the catchment conditions or the region in general. Thus, a decision was made to utilise the FCRC values of 35mm and 2.5mm to ensure a conservative output was gained. Essentially this would also offset some of the issues that are faced with regards to a reduction in rainfall depths with the latest ARR2019 revision.

7.4 Aerial Reduction Factors

Areal Reduction Factors (ARFs) have not been applied as the focus of the study is across the entire catchment. This provides a conservative assessment for multiple points of interest.

8 Climate Change Assessment

The longest guidance that is provided in ARR2019 applies for climate change projections out to 2090 and at the direction of Council, for this project design rainfall depths were generated assuming Representative Concentration Pathway (RCP) of 8.5.

ARR2019 did not recommend any changes in temporal patterns, spatial patterns or loss rates associated with climate change projections for design floods, recognising that although there was preliminary research demonstrating that some of these flood causing factors may be sensitive to climate change there was insufficient definitive advice on these factors at the time the ARR chapter was drafted (2015). As such, these parameters have been kept consistent with the current day 1% AEP.

The Poona catchment lies within the East Coast North Natural Resources Management cluster (see Figure 1.6.1 of Bates et al., 2019). Using the guidance in ARR2019, this region is projected to have a 3.7°C increase in temperature to 2090 under RCP 8.5. Applying ARR2019 results in a projected 19.7% increase in design rainfall depths, under this scenario.

A change to the downstream boundary associated with sea level rise was undertaken with the following information:

- The MHWS value of 0.98m AHD was taken from the Big Tuan location.
- The 800mm increase in sea level rise was added to the MHWS to a value of 1.78m AHD.
- The sea level scenario was undertaken under the recommendation by Council and in discussion with the project team.

Overall, it is expected that the sea level aspect will impact the bottom portion of the catchment and rainfall intensity increase will have a more profound impact on the upper portions of the study area.

9 Probable Maximum Flood

The Probable Maximum Flood (PMF) was estimated using the Probable Maximum Precipitation Design Flood (PMPDF) estimation technique of ARR2019. The following methodology was undertaken:

- The Annual Exceedance Probability of the PMP was based on the guidelines outlined in ARR2019, which themselves are based on the estimates outlined in ARR1987 and found to be consistent with more recent reviews.
- Temporal patterns were based on the areal temporal patterns developed for the GTSMR PMP methods for durations greater than 24 hours (BoM, 2003), and a combination of both 24-hour GTSMR and longest duration Generalised Short-Duration Method (GSDM) patterns for durations less than 24 hours.
- For the PMF estimation as it is assumed that the pre-burst rainfalls associated with the PMP design burst will either partly or fully satisfy soil moisture deficits.

The results of the PMF assessment are shown within the Appendices.

10 Model Results and Discussion

The following section of the report provides an overview of the results of the design events of the Poona system.

10.1 Median Temporal Pattern Selection

As described previously, all events, durations and ensembles were simulated through the hydraulic model. Tuflow's median ensemble batching tool was used to find the median temporal pattern for each duration and event. An example of this is shown below for the 1% AEP 2 hour duration.

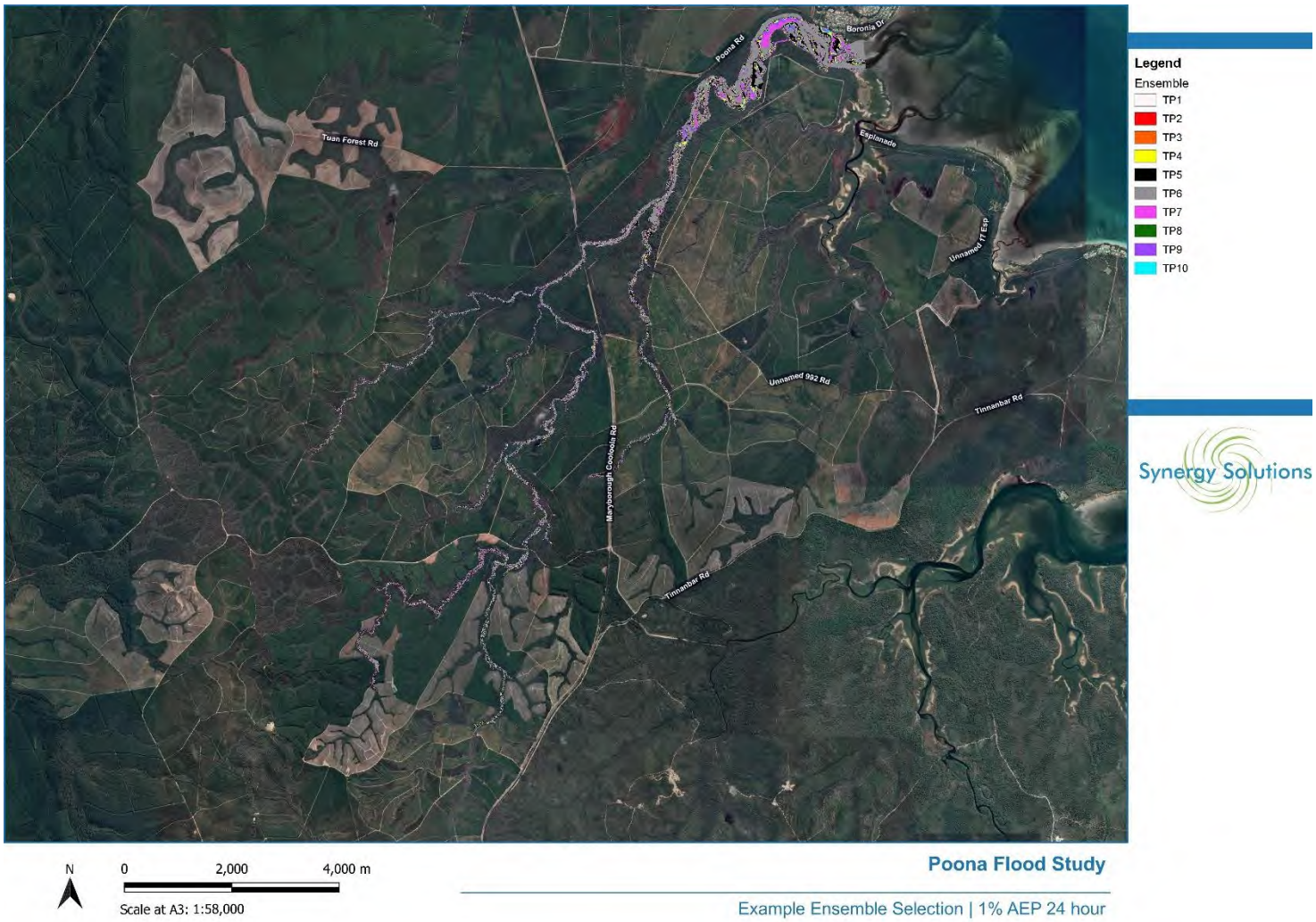


Figure 10-1 Example Median Temporal Patterns

10.2 Critical Durations

Critical durations across the catchment were mapped utilising all durations for all events. An example output for the 1% AEP is shown below.

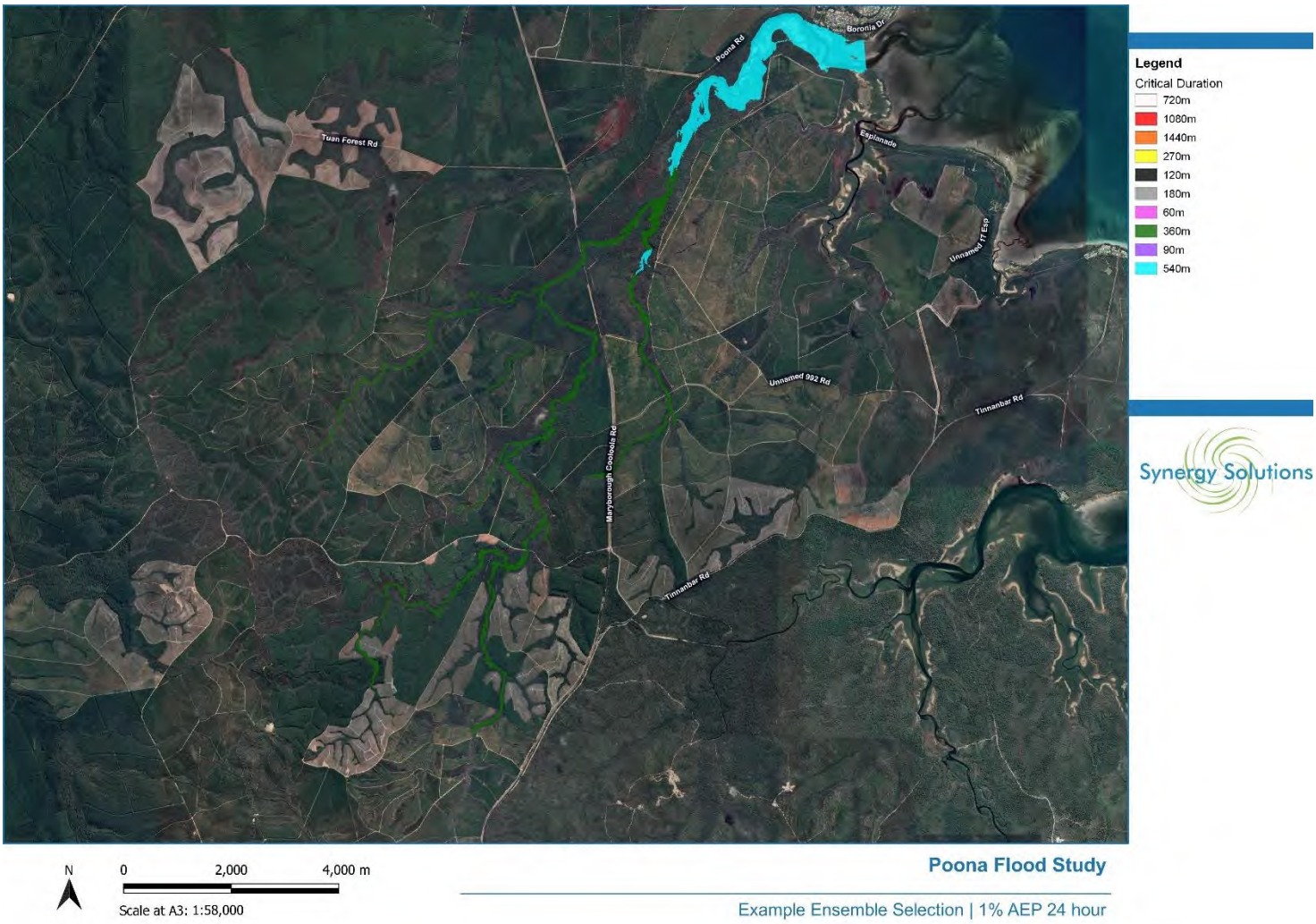


Figure 10-2 Comparison 1% AEP Critical Durations

10.3 Post Processing Information

After simulations of all the relevant events, durations and focal points the following post processing was undertaken:

- TUFLOW's asc to asc tool was utilised to collate and provide the maximum surfaces for all durations for all events.
- Each result (level, depth, hazard etc) was maximised based on the collation of the selected temporal pattern and duration and output as a maximum surface combined.
- TUFLOW's remapping tool was then utilised. The remap tool utilises sub grid sampling and the use of the underlying 1 metre digital elevation model to remap the surface to a finder resolution.



Figure 10-3 1% AEP Depth

11 Validation

Validation of flood modelling is an important component of accurate assessment of design flows and thus flood levels. Unfortunately, there are no flood gauges within the catchment and as such only coarse methods can be utilised.

11.1 Regional Flood Frequency Assessment

An assessment below shows the design events verse the RFFE estimates at the discharge location of the catchment and main focus area. The RFFE output makes mention that the catchment is an unusual shape, and the results should not be relied upon. This is evident in the validation whereby the flows only just fit above the RFFE lower estimate.

Table 11-1 RFFE verse Design Events Comparison 1% AEP

Location	1% Design Event Flow (m3/s)	RFFE Estimate (m3/s)	RFFE Lower Estimate (m3/s)	RFFE Upper Estimate (m3/s)
Bottom Catchment	334.708	542	153	1900

Table 11-2 RFFE verse Design Events Comparison 20% AEP

Location	5% Design Event Flow (m3/s)	RFFE Estimate (m3/s)	RFFE Lower Estimate (m3/s)	RFFE Upper Estimate (m3/s)
Bottom Catchment	198.019	264	93.7	729

Each estimate of design flow fits within the lower and upper bounds of the RFFE estimate, however it is noted the flows are on the lower side. Lower design flows are likely associated with reduced rainfall depths with ARR2019 which has been noted across Queensland as an issue to address in the future. Without a gauge with a long history and a flood frequency assessment, there is no reasonable/legitimate way to adjust/increase flows to match FFA.

It is considered that the RFFE provides a reasonable validation. The full RFFE extracts are available in the appendices.

12 Flood Risk Based Outputs

Whilst not strictly required within the current scope of works by Council, additional information was processed and assessed for the project. This included converting the flood model hazard into a risk-based output and also a preliminary assessment of flood risk in the area.

It should be noted that this assessment is not detailed and does not fulfill the requirements of a flood risk assessment.

12.1 Overview

Fraser Coast Regional Council (Council) has initiated projects to develop a new flood risk-based approach that can be incorporated into the revised planning scheme. Currently Council's flood overlays which were developed prior to the introduction of the requirement of flood risk-based planning.

The aim of the flood risk framework is to implement the policy objectives of the State Planning Policy (SPP) state interest policy for Natural Hazards, risk and resilience and to ensure that the Fraser Coast Planning Scheme provides effective planning responses to flood risk. The development of the initial flood risk framework (which is currently being revised) is detailed below.

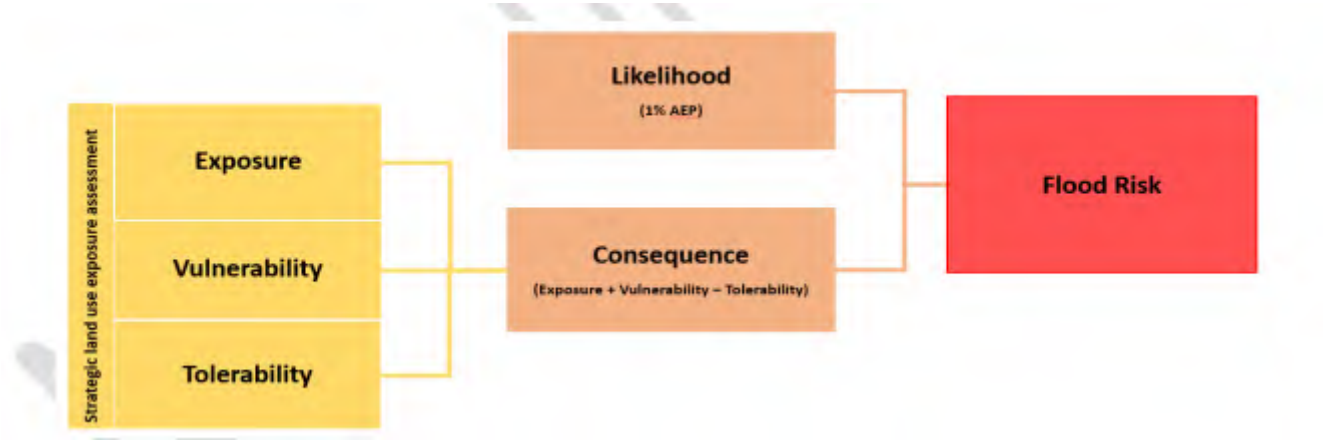


Figure 12-1 Flood Risk Development (Queensland Reconstruction Authority)

The likelihood of flooding measures how frequently a particular area floods and the size of the flood (for examples, smaller floods take place more frequently than larger floods). The SPP principles for preparing flood risk assessments requires Council to consider the widest range of flood events possible across the risk spectrum (i.e. for which data is locally available).

Hazard was determined in accordance with the generic risk approaches listed in ISO 31000. The 'general flood hazard vulnerability curves diagram is considered best practice and recommended by Engineers Australia and the Australian Institute of Disaster Resilience (AIDR). The hazard results were replicated using individual velocity and depth outputs, as well as the combined velocity depth product outputs from the models for likelihood and applying those outputs to the general flood hazard vulnerability curves model parameters.

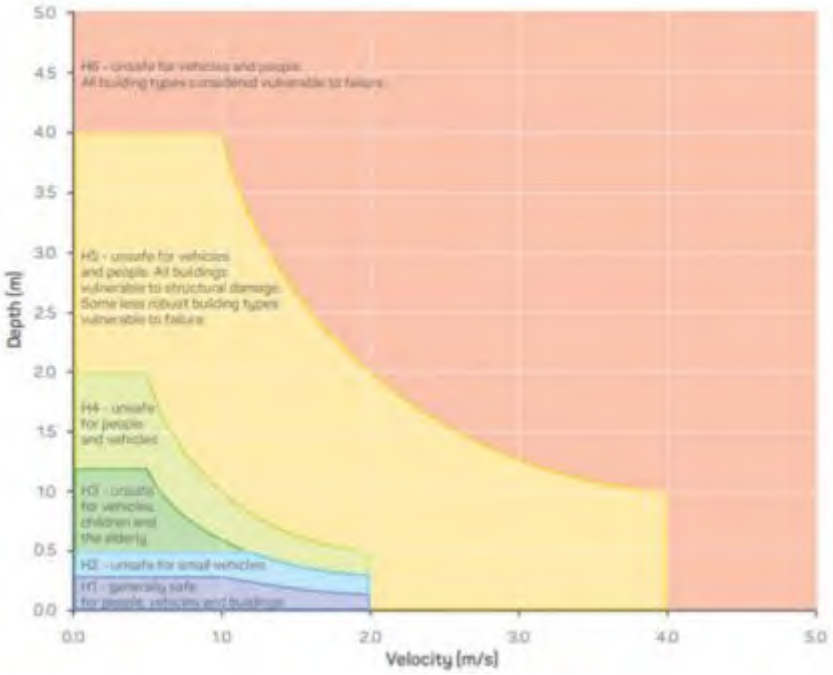


Figure 12-2 AIDR Hazard Curve

H1	Generally safe for people, vehicles and buildings.
H2	Unsafe for small vehicles. Either minimal hazard or hazard to small vehicles but is still below a traditional DFE (1%).
H3	Unsafe for vehicles, children and the elderly. These areas have the capability to cause injuries, fatalities and sweep cars away. Legitimate risk.
H4	Unsafe for people and vehicles. These areas have the capability to cause injuries, fatalities and sweep cars away. Legitimate risk.
H5	Unsafe for vehicles and people. All buildings vulnerable to structural damage. Some less robust building types vulnerable to failure. These areas may cause fatalities and even structural failure of buildings. Generally high conveyance zones and any filling or works within these areas can have significant implications in neighbouring areas.
H6	Unsafe for vehicles and people. All building types considered vulnerable to failure. These areas may cause fatalities and even structural failure of buildings. Generally high conveyance zones and any filling or works within these areas can have significant implications in neighbouring areas.

Figure 12-3 AIDR Hazard Definition

The above methodologies for likelihood and hazard are combined to quantify flood risk, which resulted in the following mapped flood risk outputs listed below.

Likelihood		Hazard				Mapped Flood Risk
		Depth Velocity Classification	Limiting Factors*	General Flood Hazard Vulnerability Curves		
1% AEP + CC	x	D*V =< 0.3	1.0m/s velocity 0.3m depth	H1	=	Low
		D*V =< 0.6	2.0m/s velocity 0.5m depth	H2		Medium
		D*V =< 0.6 - 1.0	3.0m/s velocity 1.0m depth	H3		High
				H4		
		D*V =< 1.0	N/A	H5		Extreme
				H6		

Figure 12-4 Flood Risk Output (Synergy 2020)

In addition to the 1% AEP + CC event, the Probable Maximum Flood (PMF) is used to provide an indication of the floodplain extent, and this forms the category “very low risk”. Currently Council is revising the flood risk framework to incorporate other flood risk elements such as time to inundation and vulnerability etc to form a wider understanding of flood risk.

12.2 Outputs

The 1% AEP + CC hazard outputs and the PMF height extent was processed using Synergy’s custom python script which uses the parameters listed above to produce the risk-based map. The mapping is shown below.

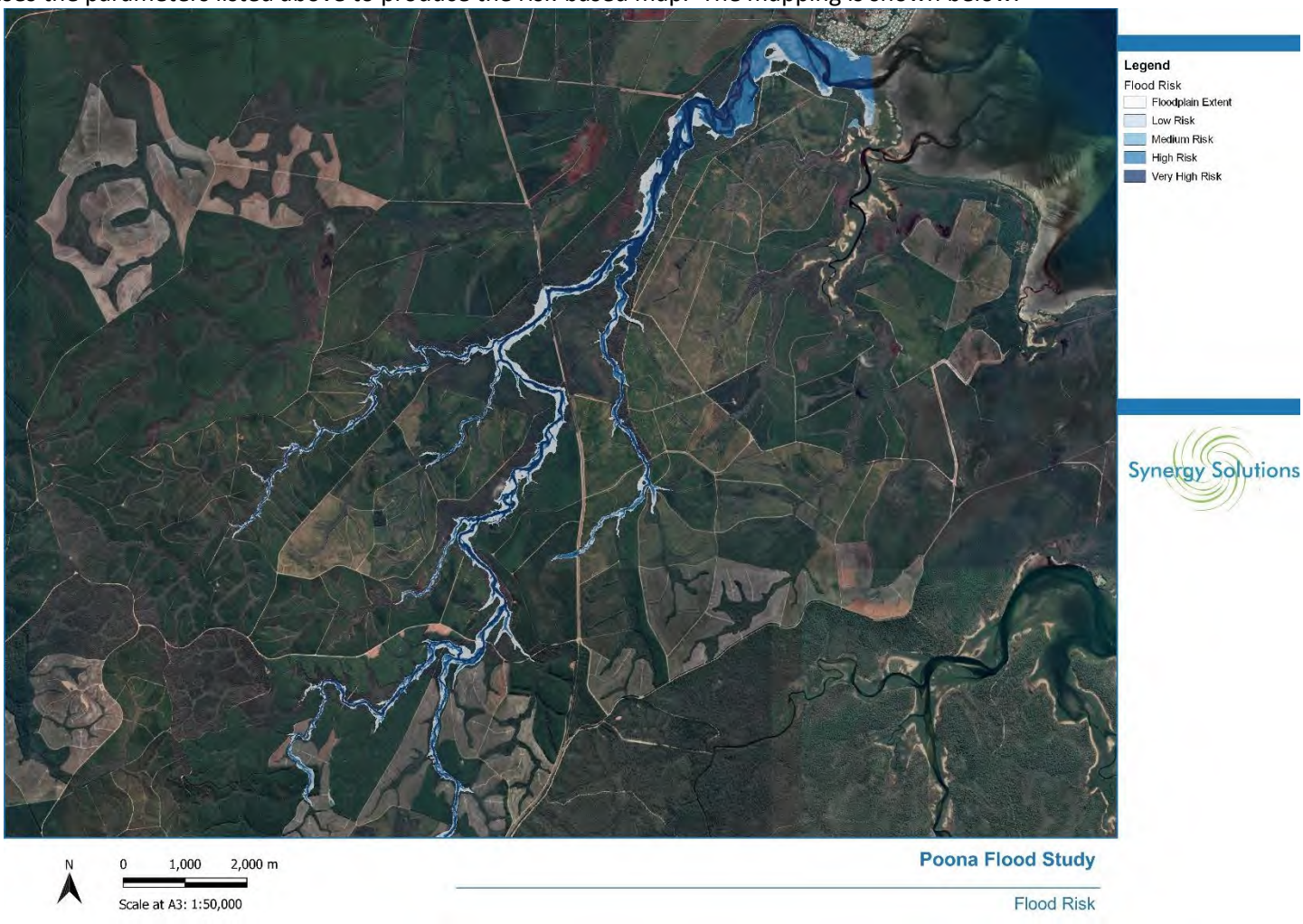


Figure 12-5 Flood Risk Based Mapping

13 Cross Drainage and Route Assessment

One of Council's main drivers of understanding the flooding within the region was to gain an appreciation of the main access roads, their flood immunity, and the potential for access/evacuation to be restricted during flood events. Council specifically excluded assessment of DTMR controlled roads as a study is currently occurring concurrently to investigate flood immunity of their network.

13.1 Culvert and Bridge Flood Immunity

An assessment of major cross drainage infrastructure was undertaken. In addition, the main access road to the township was assessed. The assessment investigated the current flood immunity of the road and the expected immunity from FCRC's planning scheme (also referenced in QUDM). In general, minor roads are required to have a 10% AEP immunity and major roads to have a 2% AEP immunity. Whilst the level of immunity is debatable for rural class roads, flood immunity for roads is not well specified. In addition, because the routes are primary evacuation routes, it is sensible to try to aim for similar levels of immunity as urban roads.

In addition, a high-level duration of closure value has been applied ranging from short (< 1 hour), medium (3 hours) to long (> 6 hours). This will assist in prioritising any future works (i.e. a road that has low immunity on a major road and long duration of inundation would rank the highest).

The table below provides an overview of the assessment:

Table 13-1 Cross Drainage Assessment

Pipe/Bridge Name	Location	Asset Size (mm)	Road Immunity Required (AEP)	Road Immunity Achieved	Meets Standard	Duration of Closure
Scrubby Creek Causeway	Poona Road	3x (2400x1800)	2%	39.35%	Yes	Long



Figure 13-1 Scrubby Creek Causeway and Culverts

13.2 Township Route Assessment

The Poona township is accessed off the Maryborough Cooloola Road through Poona Road. The following is noted regarding this:

- Maryborough Cooloola Road is a state-controlled road (DTMR) and as such has not been a focus point of this study as requested by Council and DTMR are undertaking a detailed assessment of the road. Regardless, it has been noted in the flood modelling results that this road is severely restricted with regards to its flood immunity. This ultimately prevents both townships from leaving or entering the area during floods. Further detail can be extracted from the flood model if required.
- Poona Road is impacted by flooding which is detailed in the urban drainage study of the township.
- The Scrubby Creek causeway provides access to the township of Poona and the causeway is actually contained within the Maaroom and Boonooroo Creek model. It is noted that this road has a low immunity of 39.35% AEP.

14 Conclusion

A flood model was built to investigate the drainage aspects surrounding the Poona catchment. The model constructed investigated both Little and Big Tuan Creeks and the associated tributaries, road networks and the major cross drainage aspects. In addition, a cross drainage assessment was undertaken and an initial flood risk based output processed and mapped.

The flood modelling investigation showed that:

- The Poona Township is generally outside of all flood extents up to the Probable Maximum Flood. There are some isolated portions of properties that are impacted in the PMF however.
- Outside of the township areas there are no notable flood impacts.
- The Scrubby Creek causeway, which is the main access to the township of Poona, only has a very low flood immunity of 39.35% AEP.

The results of this flood study should be read in conjunction with the Poona detailed Urban Drainage Flood studies undertaken by Synergy 2023. All studies provide an overview of flood risk to the townships with regards to creek and overland flowpath/drainage related flooding issues.

15 Limitations and Assumptions

The work undertaken in this report and project, is subject to the following limitations:

- Data provided by external sources and Council is assumed true and correct. Where possible, verification of data has occurred on site, however this is limited in the extent and scope possible.
- Aspects of this project have been discussed and agreed with Fraser Coast Regional Council. Limitations are present within these joint project decisions and have been identified.
- Council specifically requested only Council controlled roads be investigated for cross drainage immunity. It was noted within the flood study that DTMR roads had flood immunity issues, and this will impact access to the coastal towns.
- The flood modelling undertaken makes use of ARR2019 provisions. It has been noted in the industry and within this report that there are possible issues with the rainfall depths within the new Intensity Frequency Duration outputs. As no flood gauges exist in the catchment, a site-based flood frequency could not be undertaken and thus no investigation of this could be undertaken.

16 Appendix A | Model Build Maps



Synergy Solutions

N

0 2,000 4,000 m

Scale at A3: 1:58,000

Poona Flood Study

Example Ensemble Selection | 1% AEP 24 hour



Legend

Ensemble

- TP1
- TP2
- TP3
- TP4
- TP5
- TP6
- TP7
- TP8
- TP9
- TP10

Synergy Solutions

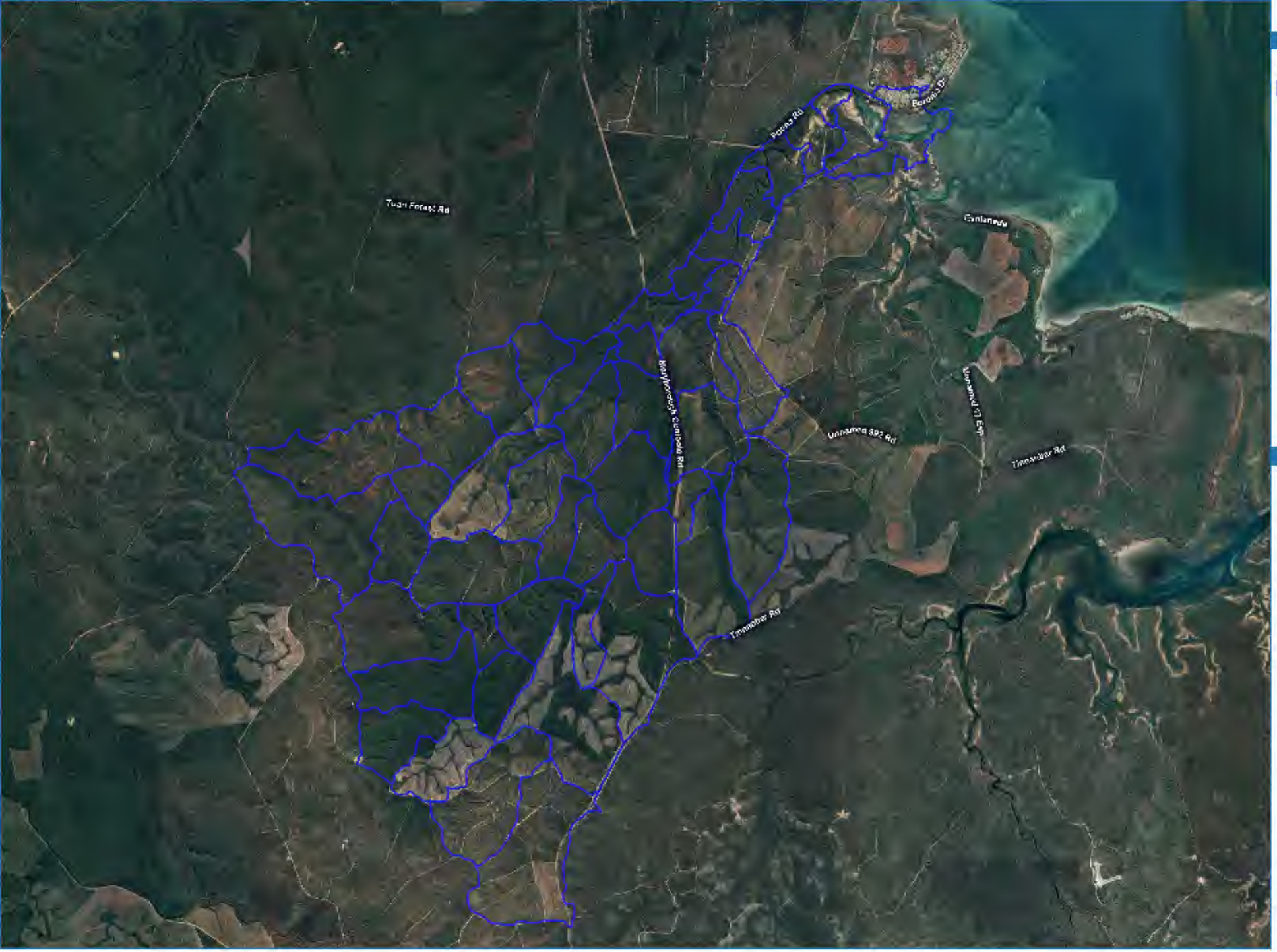
N

0 2,000 4,000 m

Scale at A3: 1:58,000

Poona Flood Study

Example Ensemble Selection | 1% AEP 24 hour



Legend

Poona Catchments

Synergy Solutions

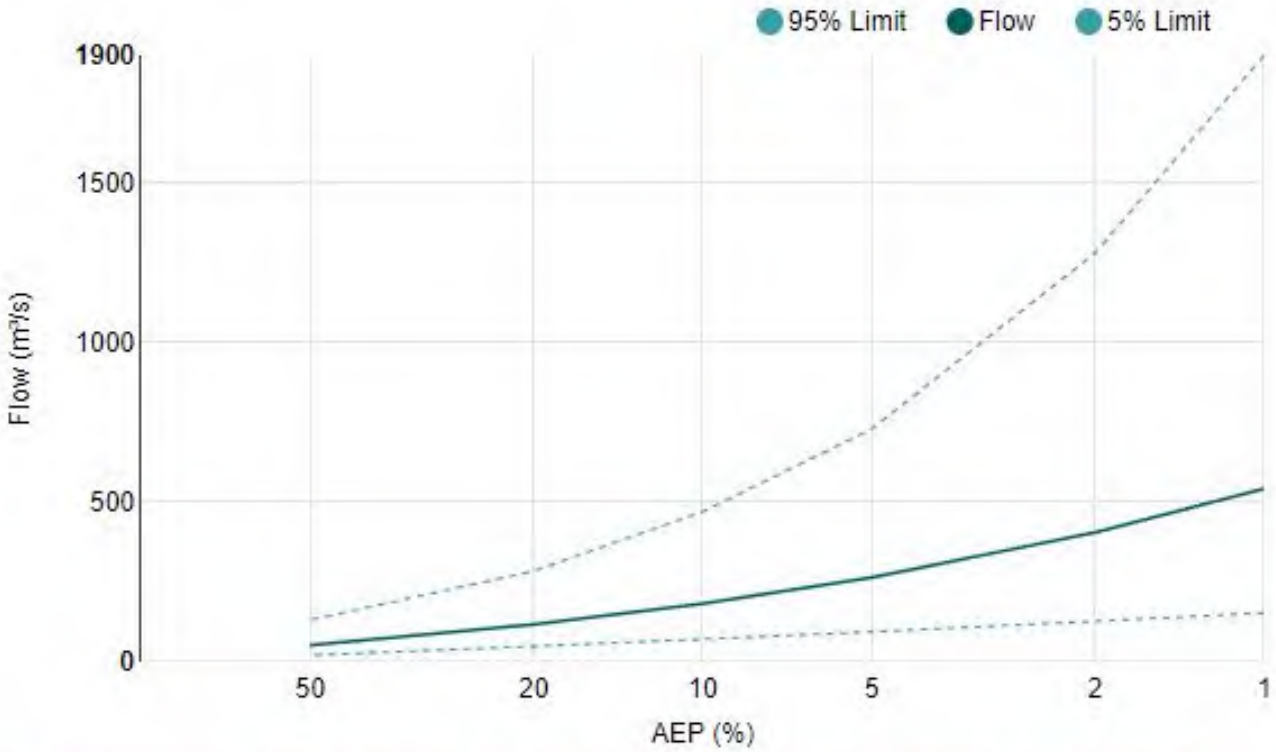
N

0 2,000 4,000 m

Scale at A3: 1:70,000

Poona Flood Study

Sub Catchments



*The catchment has unusual shape. Results have lower accuracy and may not be directly applicable in practice.

AEP (%)	Discharge (m^3/s)	Lower Confidence Limit (5%) (m^3/s)	Upper Confidence Limit (95%) (m^3/s)
50	51.8	20.5	131
20	117	48.4	284
10	182	70.9	470
5	264	93.7	729
2	405	127	1280
1	542	153	1900

17 Appendix B | Existing Flood Maps



Synergy Solutions

N

0 1,000 2,000 m

Scale at A3: 1:50,000

Poona Flood Study

63.2% AEP | Depth



Synergy Solutions

N

0 1,000 2,000 m

Scale at A3: 1:50,000

Poona Flood Study

39.35% AEP | Depth



Synergy Solutions

N

0 1,000 2,000 m

Scale at A3: 1:50,000

Poona Flood Study

18.13% AEP | Depth



Synergy Solutions

N

0 1,000 2,000 m

Scale at A3: 1:50,000

Poona Flood Study

10% AEP | Depth



Synergy Solutions

N

0 1,000 2,000 m

Scale at A3: 1:50,000

Poona Flood Study

5% AEP | Depth



Synergy Solutions

N

0 1,000 2,000 m

Scale at A3: 1:50,000

Poona Flood Study

2% AEP | Depth



Synergy Solutions

N

0 1,000 2,000 m

Scale at A3: 1:50,000

Poona Flood Study

1% AEP | Depth



Synergy Solutions

N

0 1,000 2,000 m

Scale at A3: 1:50,000

Poona Flood Study

1% AEP + Climate Change | Depth



Synergy Solutions

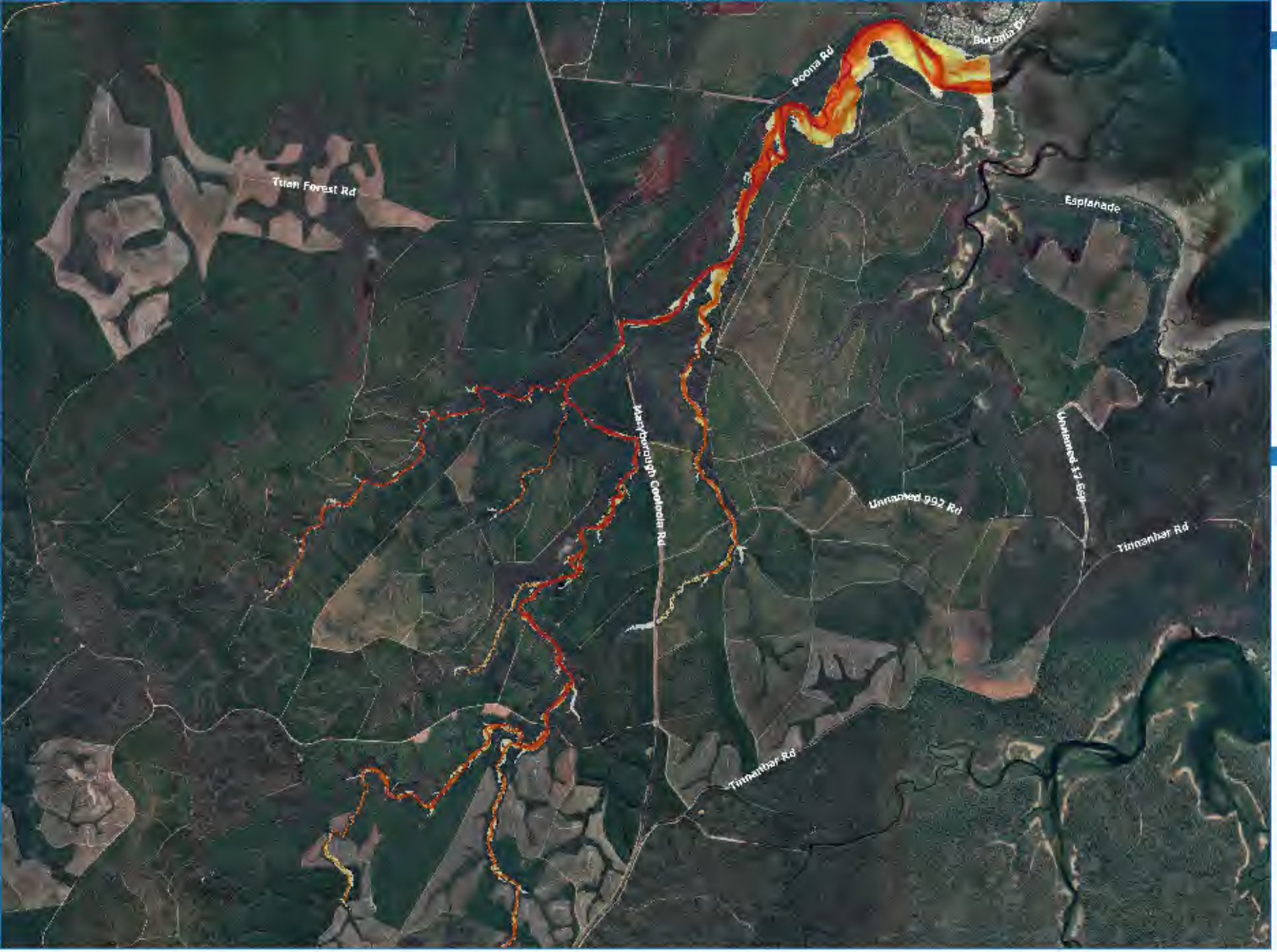
N

0 1,000 2,000 m

Scale at A3: 1:50,000

Poona Flood Study

1% AEP + Climate Change | Velocity



Synergy Solutions

N

0 1,000 2,000 m

Scale at A3: 1:50,000

Poona Flood Study

1% AEP + Climate Change | Velocity Depth Product



Legend

Hazard (AIDR)

- H1
- H2
- H3
- H4
- H5
- H6

Synergy Solutions

N

0 1,000 2,000 m

Scale at A3: 1:50,000

Poona Flood Study

1% AEP + Climate Change | Hazard



Synergy Solutions

N

0 1,000 2,000 m

Scale at A3: 1:50,000

Poona Flood Study

0.2% AEP | Depth



Synergy Solutions

N

0 1,000 2,000 m

Scale at A3: 1:50,000

Poona Flood Study

0.05% AEP | Depth



Synergy Solutions

N

0 1,000 2,000 m

Scale at A3: 1:50,000

Poona Flood Study

Probable Maximum Flood | Depth

18 Appendix G | Flood Risk Map



Legend

Flood Risk

- Floodplain Extent
- Low Risk
- Medium Risk
- High Risk
- Very High Risk

Synergy Solutions

N

0 1,000 2,000 m

Scale at A3: 1:50,000

Poona Flood Study

Flood Risk