FIGURE 5.2
Rational Method Areas

Area 1
Area 2
Area 3

Creeks
Railway Line
Major Roads

Fairy Meadow Beach
Flagstaff Point
Wollongong CBD
Wollongong Railway Station
Inner Harbour
Port Kembla

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0 1 2
kilometers
Quasi 2D cross section split (looking downstream)

This area is the invisible ‘embankment’ between the two flow paths
This level is the same for both cross sections
The connecting lateral weir is set to this level

Cross section split locations

Modelled peak water levels

How peak water level results can be interpreted

Location of cross section split was defined by observing local flow paths during the site inspection and from the available survey

Model incorporates a lateral weir at the location of splits
FIGURE 6.5
Cumulative Rainfall Pluviograph - August 1998

Cumulative Rainfall Pluviograph

Percentage Cumulative Rainfall

Time

- Figtree Reservoir (313mm)
- Glennifer Brae (336mm)
- Mount Kembla (299mm)
- Port Kembla (157.5mm)
- Wollongon City Council (169mm)
FIGURE 6.6
February 1984 Storm Isohyets

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Creeks
Railway Line
Major Roads
Storm Isohyet (mm)

Fairy Meadow Beach
Flagstaff Point
Wollongong CBD
Wollongong Railway Station
Port Kembla Inner Harbour

Unanderra Railway Station
Wollongong CBD
Fairy Meadow Beach
Flagstaff Point
Wollongong CBD
Port Kembla

FIGURE 6.6/Figures 200
J1946/R1986/V6/1 September 200
LAWSON & TRELOAR
1 September 2006
Cumulative Rainfall Pluviograph

Percentage Cumulative Rainfall

Time

Mount Keira (406.5mm)  Wongawilli (799.5mm)  Port Kembla (190.5mm)

Cumulative Rainfall Pluviograph - February 1984

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Cumulative Rainfall Pluviograph

 FIGURE 6.9
 Cumulative Rainfall Pluviograph - June 1991

Figtree Reservoir (367.5mm) - Mount Kembla (429 mm) - Port Kembla (344mm) - Dombarton Loop (433mm)
Cumulative Rainfall Pluviograph

- Berkely (150.5mm)
- Figtree (253.5mm)
- Mt Kembla (246.5mm)