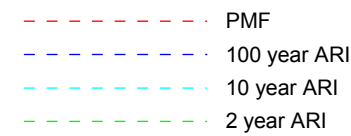


**LEGEND**

POST-PROJECT  
CONDITIONS



PRE-PROJECT  
CONDITIONS

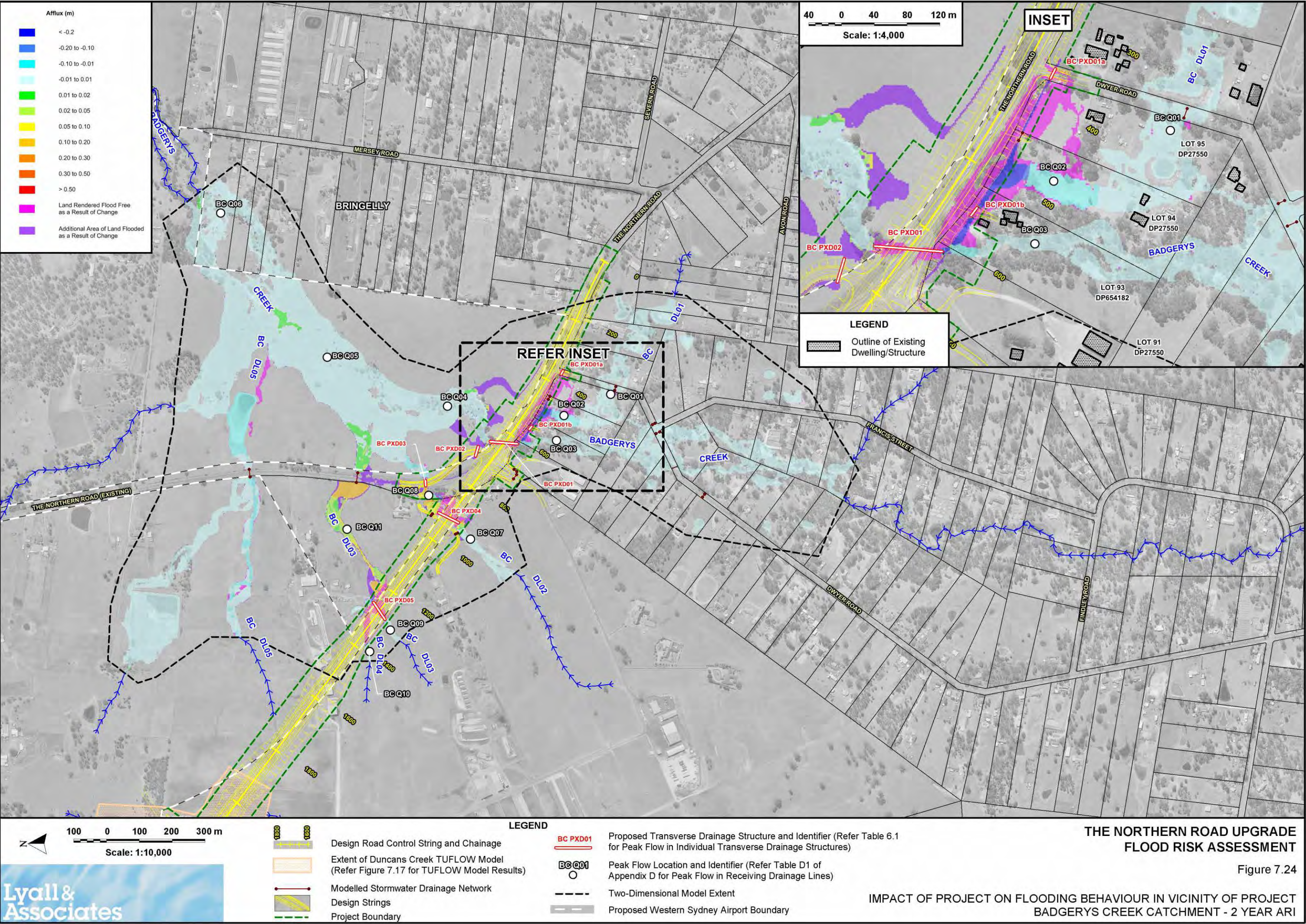


**THE NORTHERN ROAD UPGRADE  
FLOOD RISK ASSESSMENT**

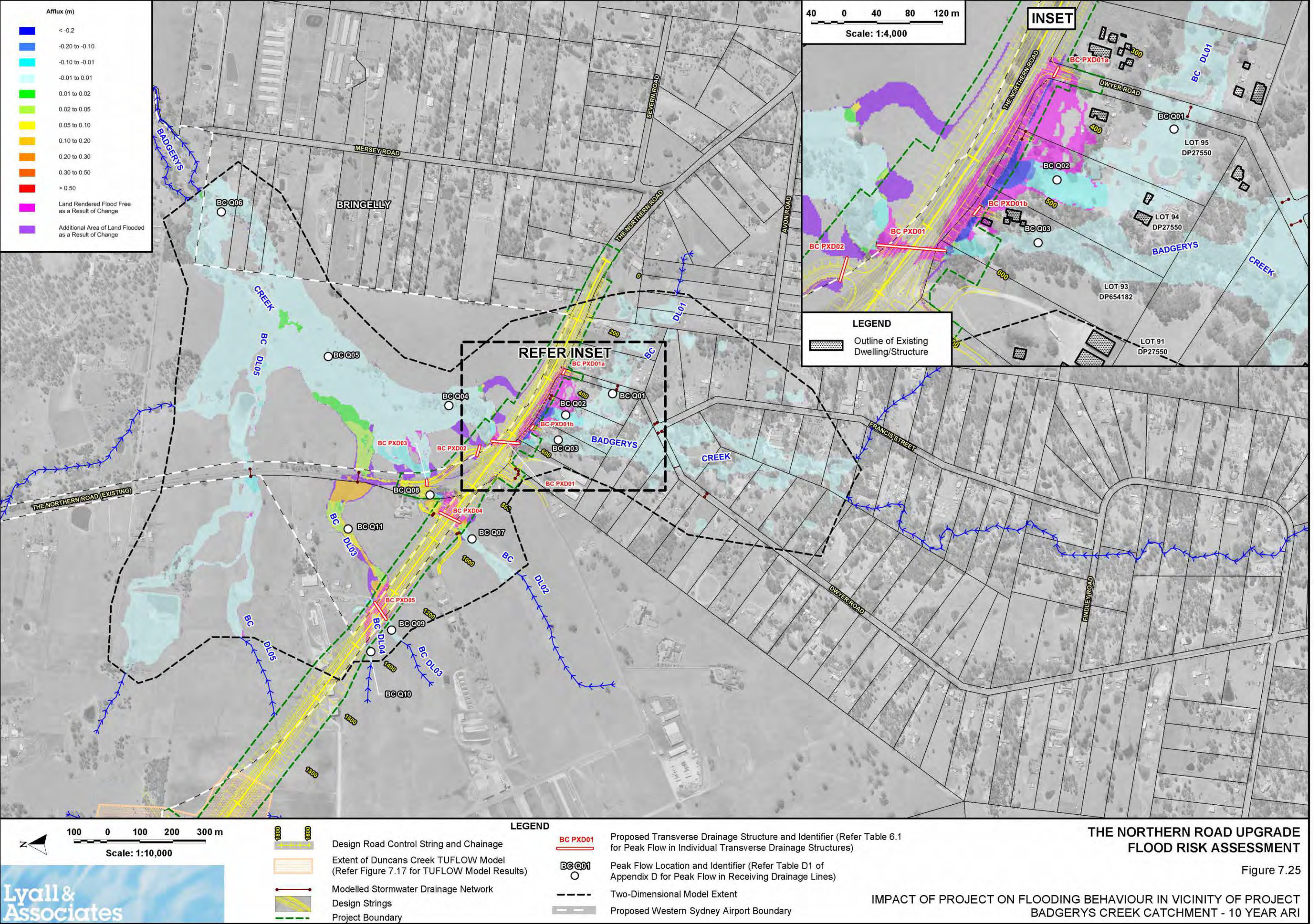
Figure 7.23

DESIGN WATER SURFACE PROFILES - BADGERYS CREEK CATCHMENT  
POST-PROJECT CONDITIONS

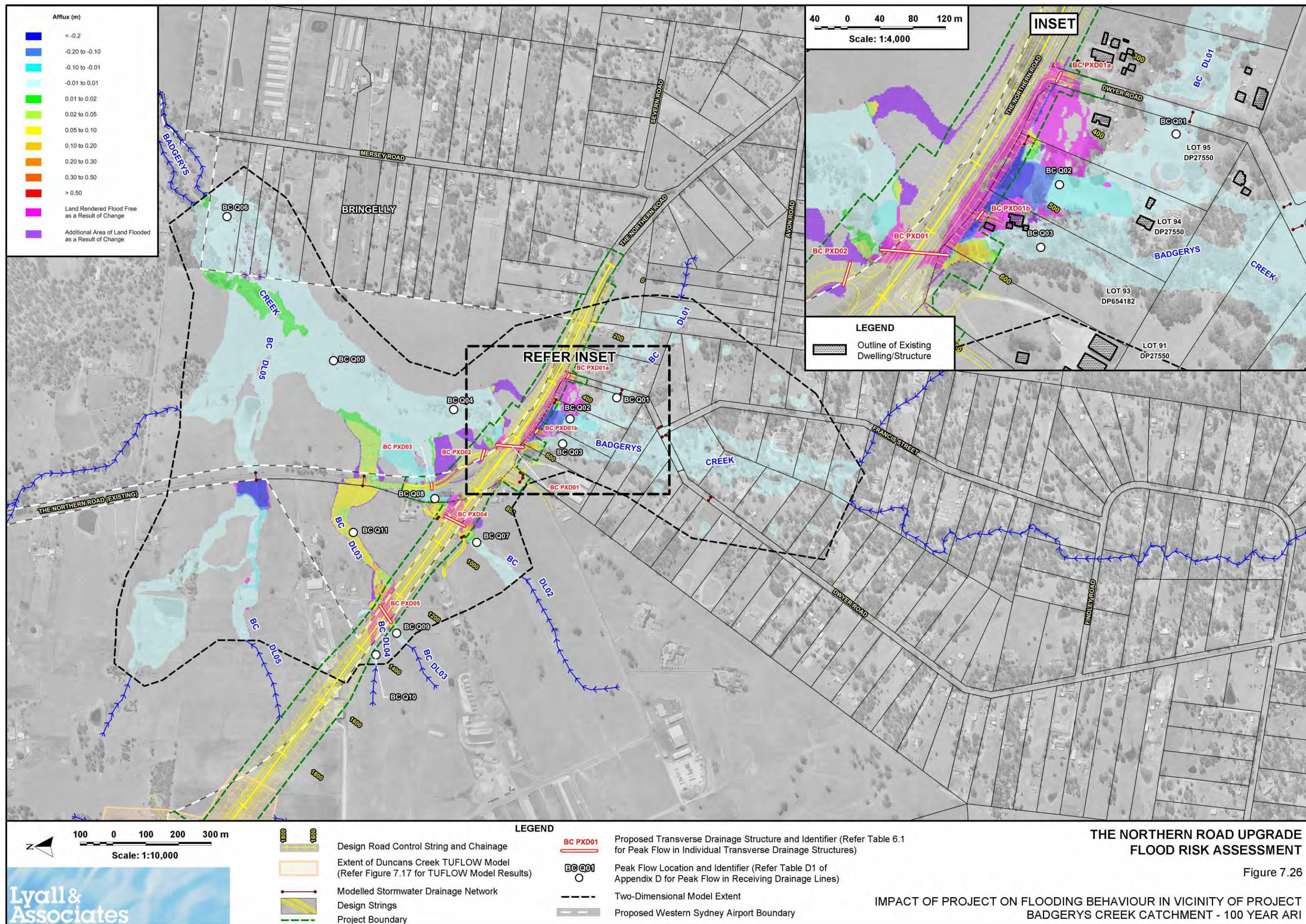




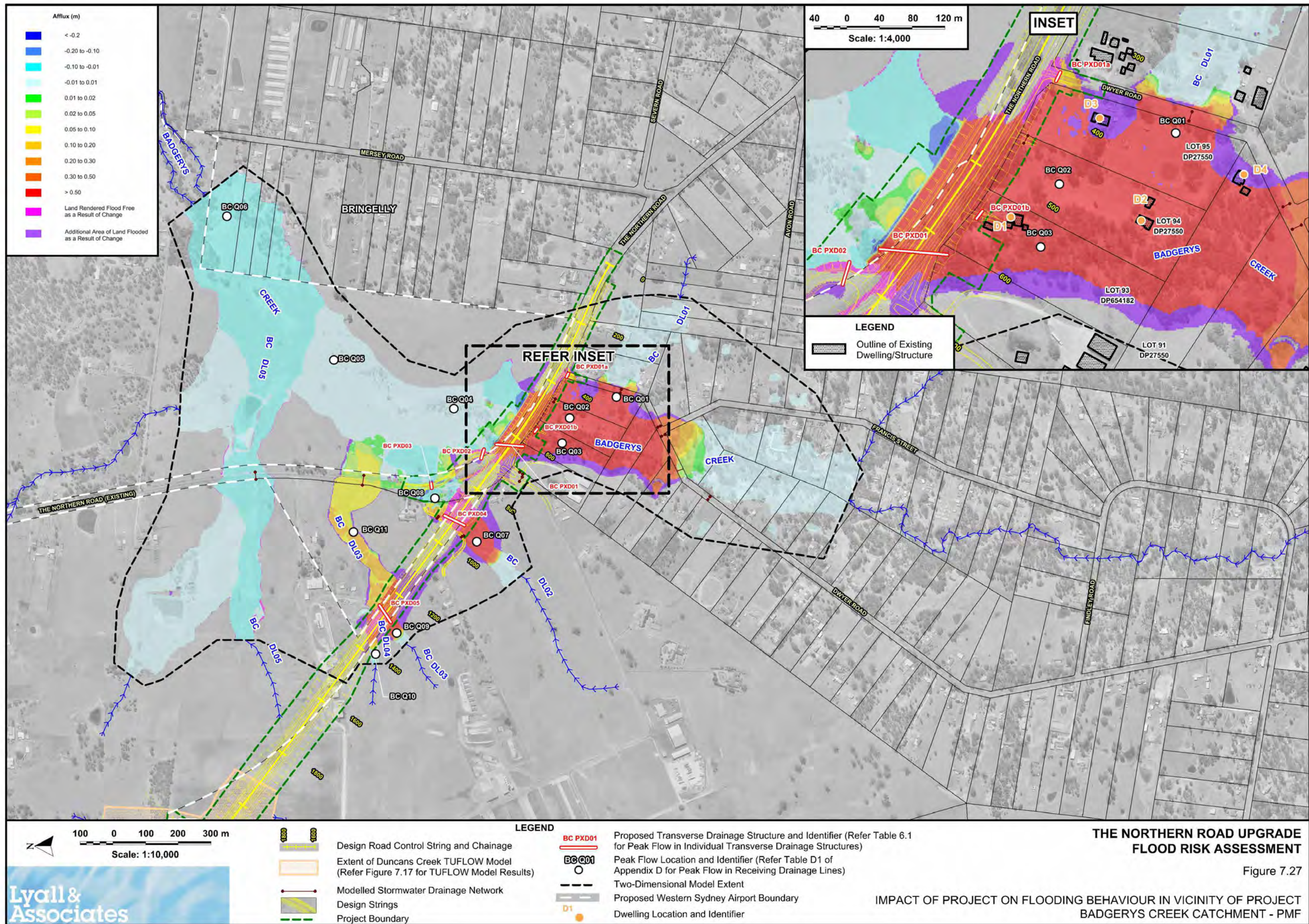








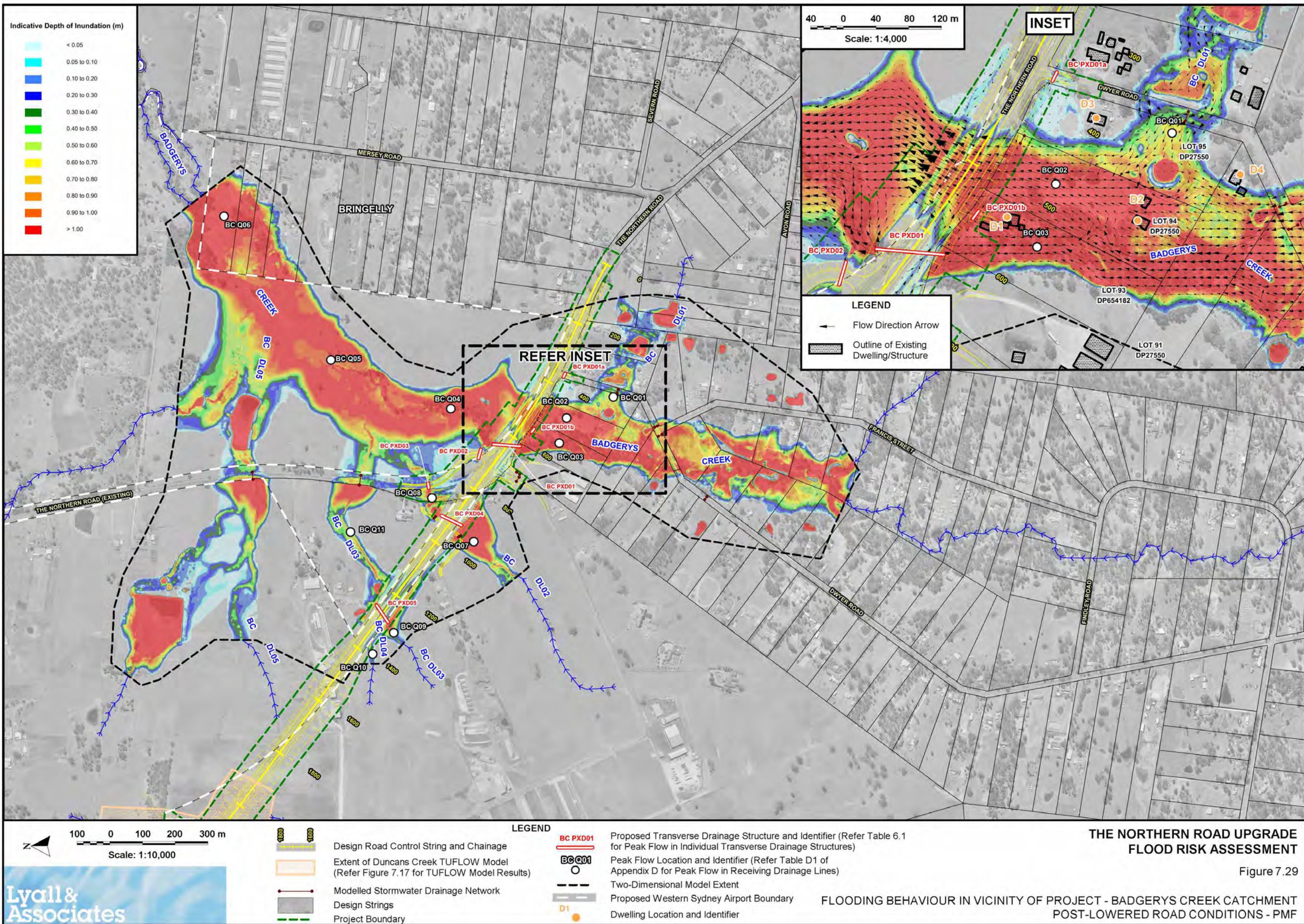




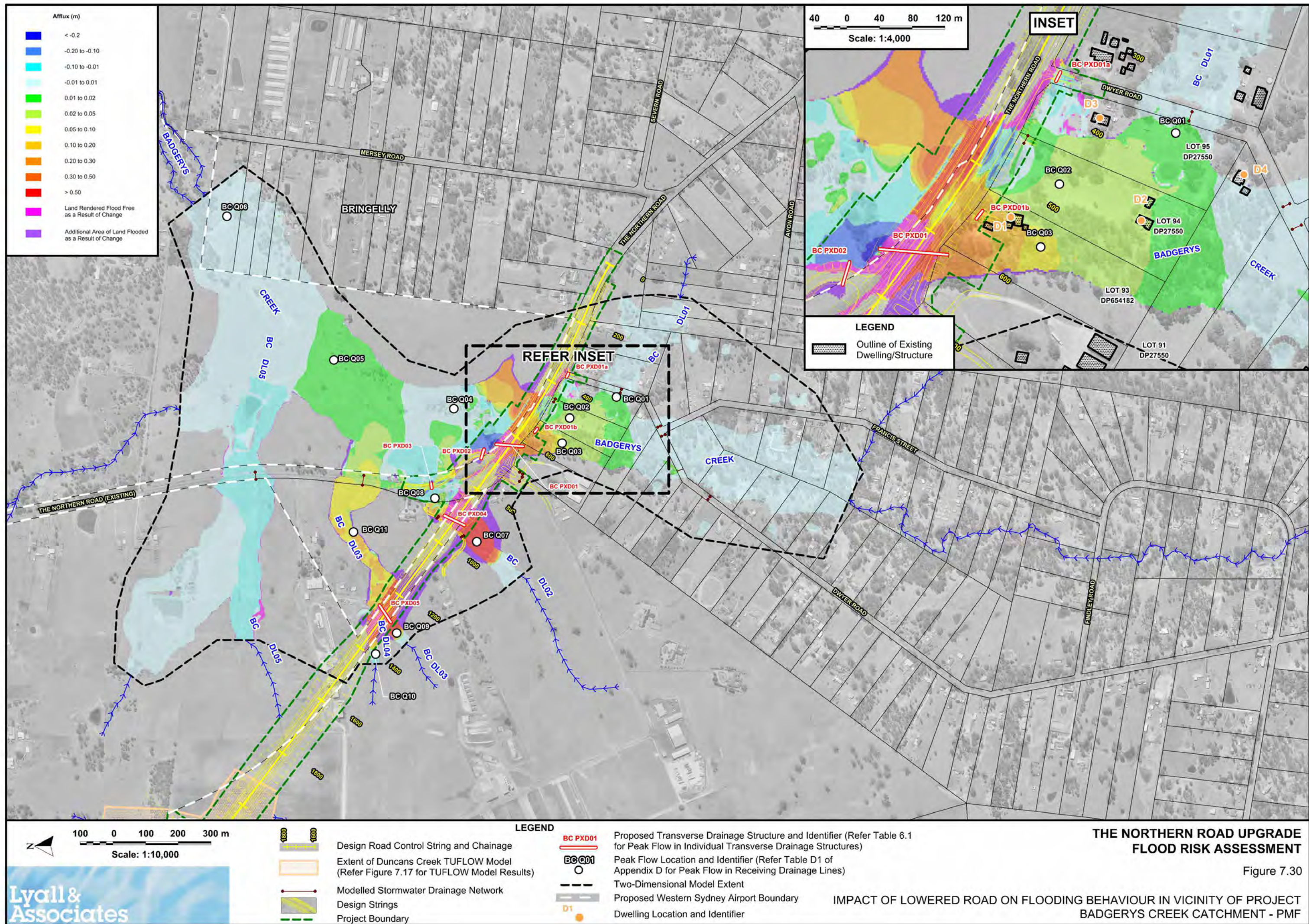




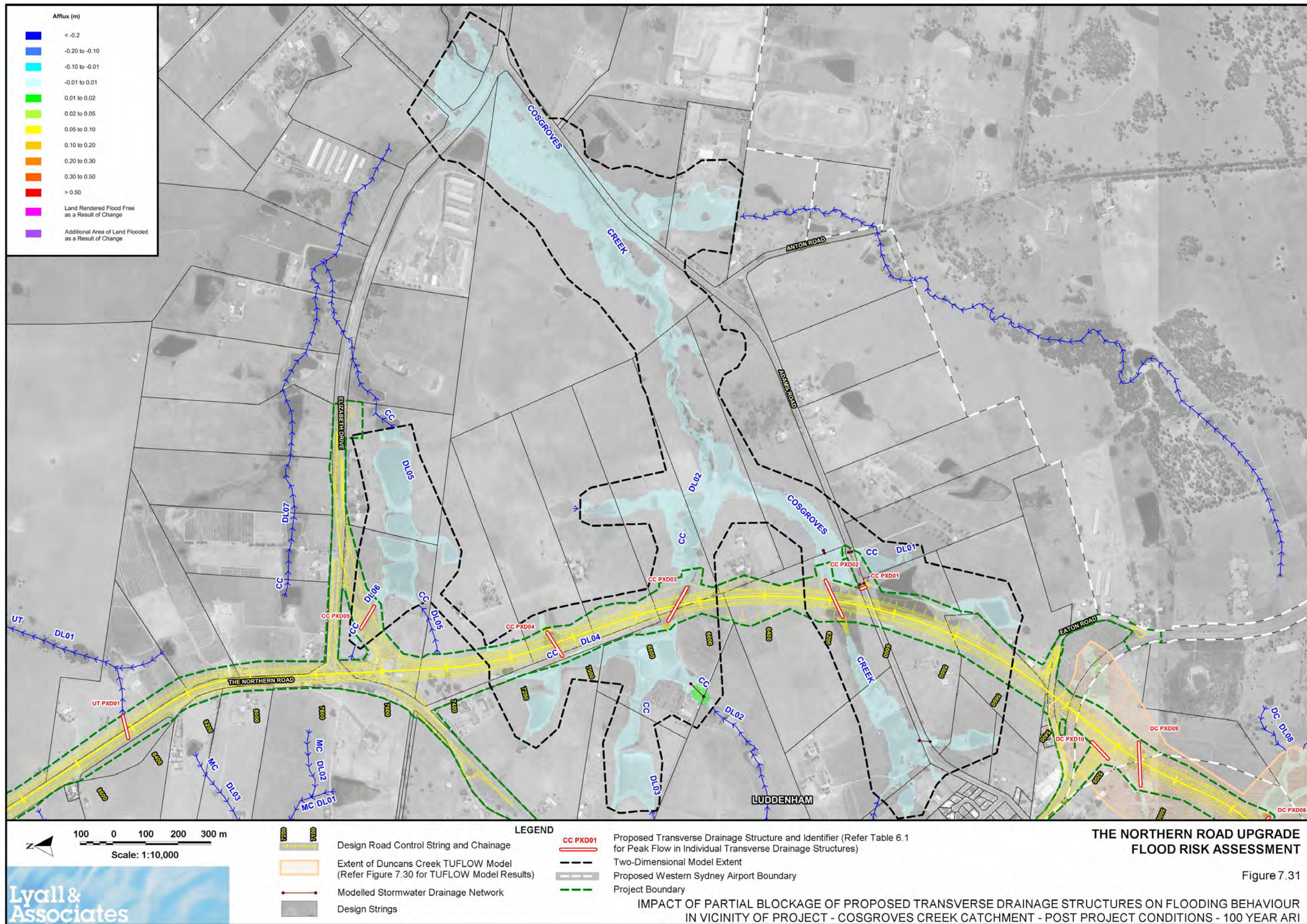




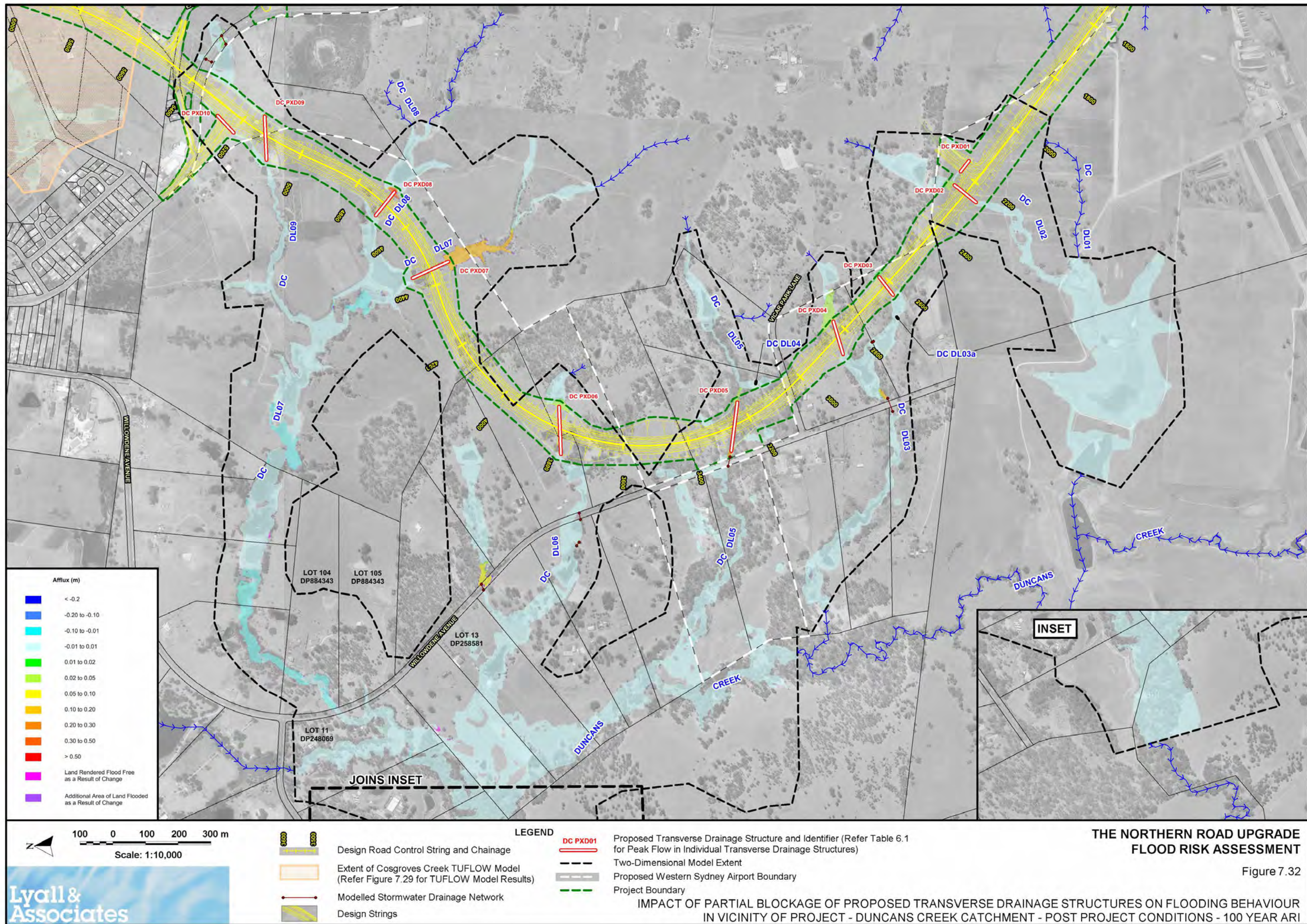




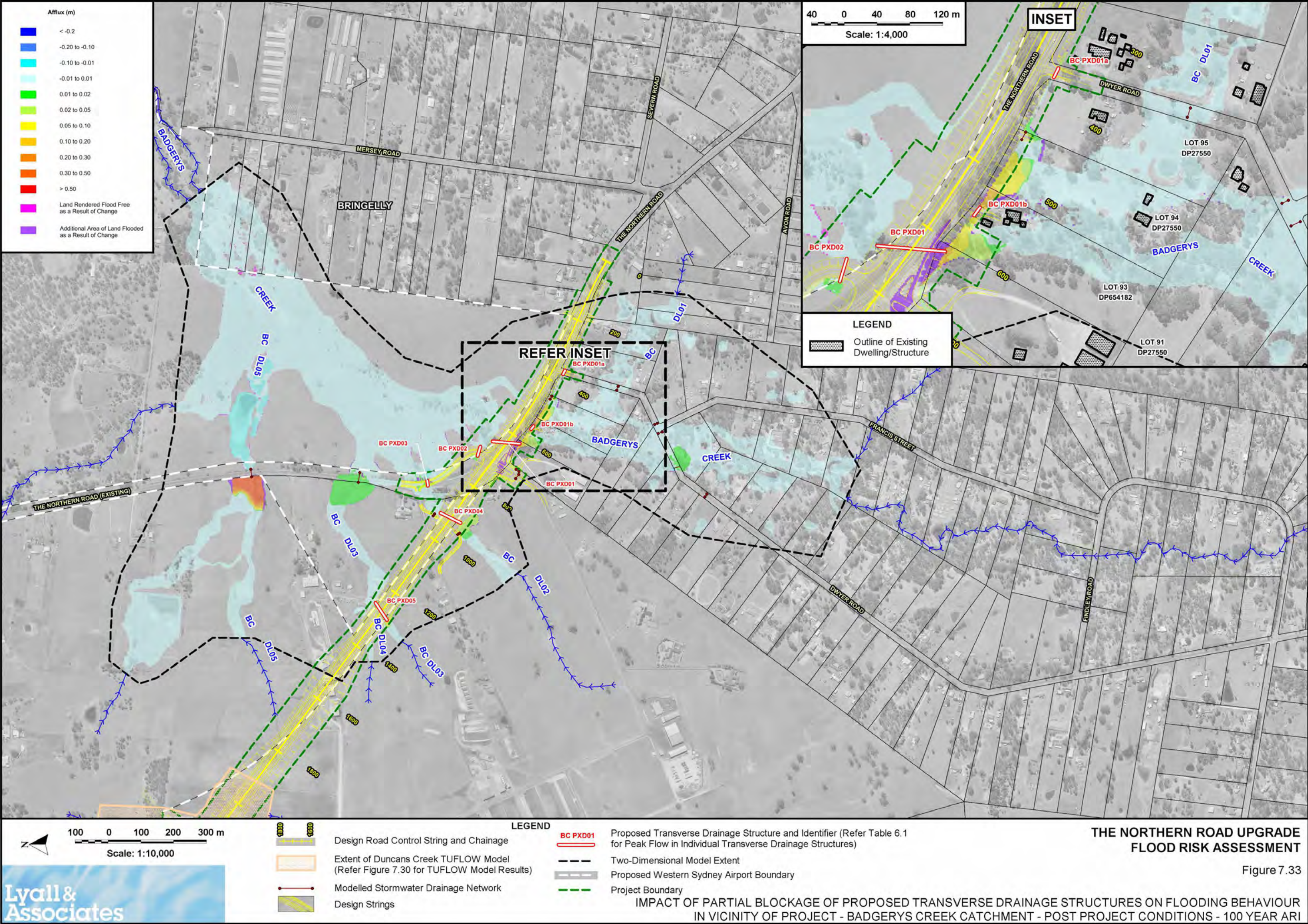




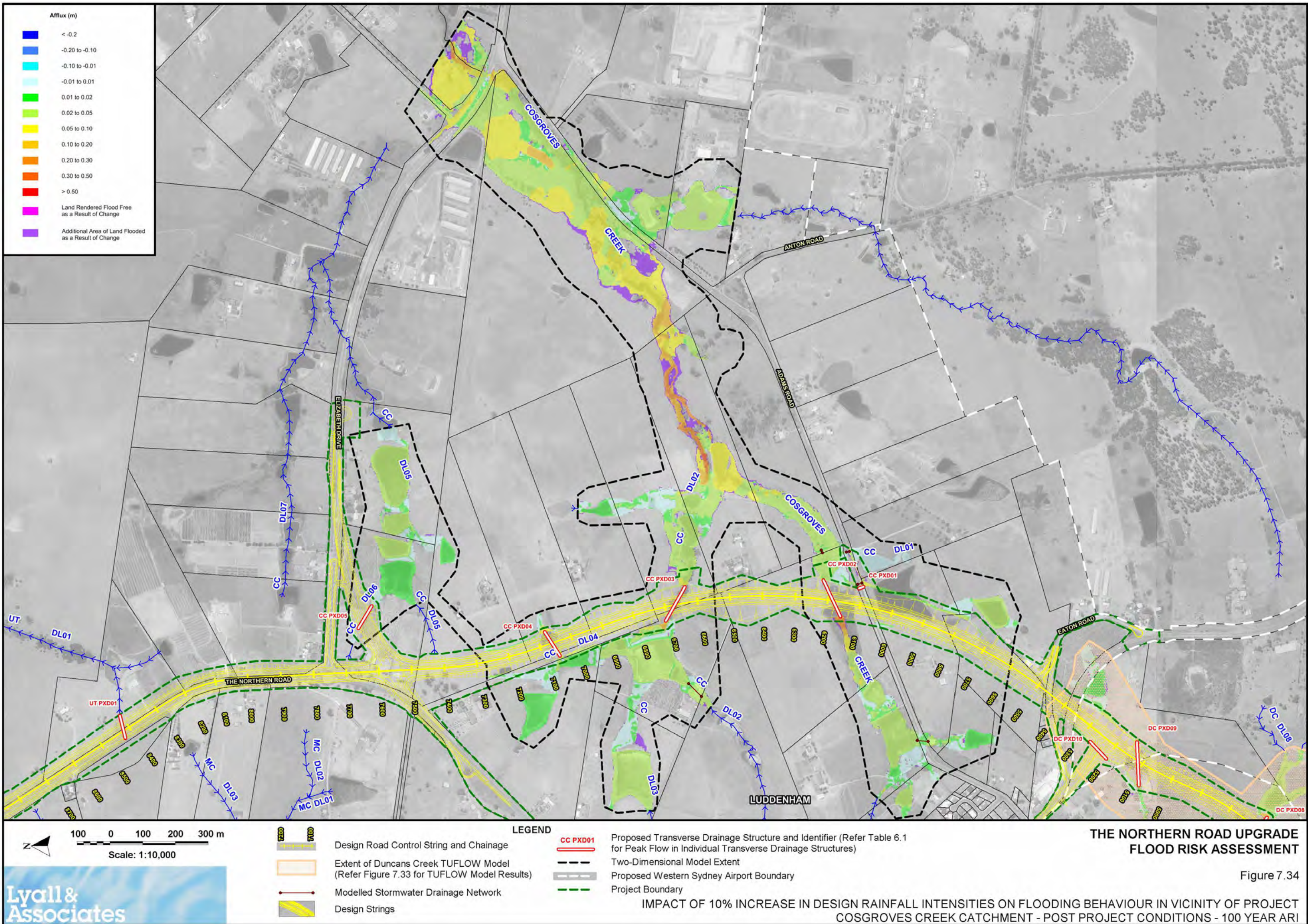




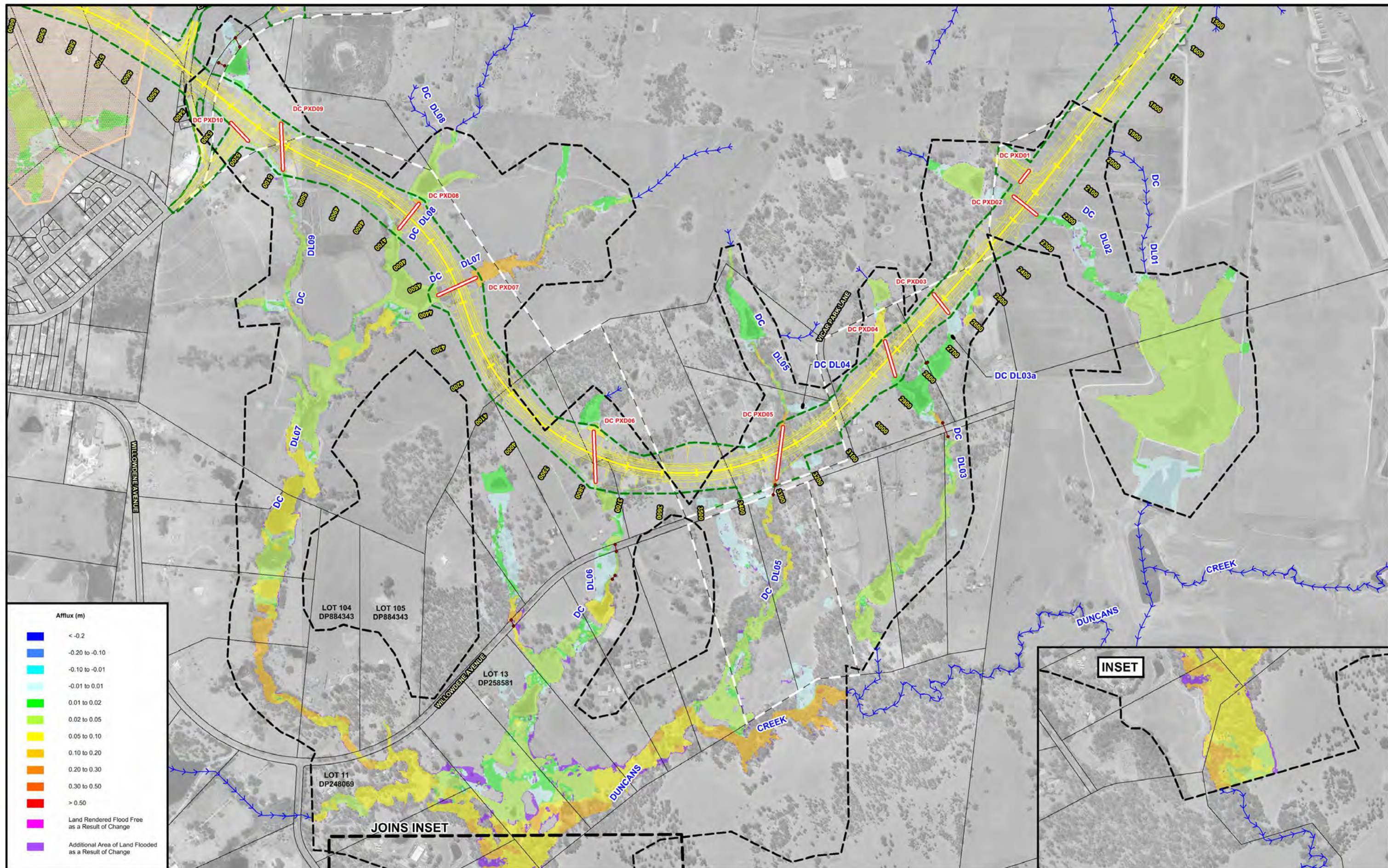










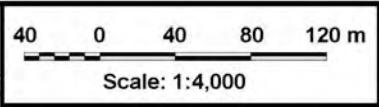
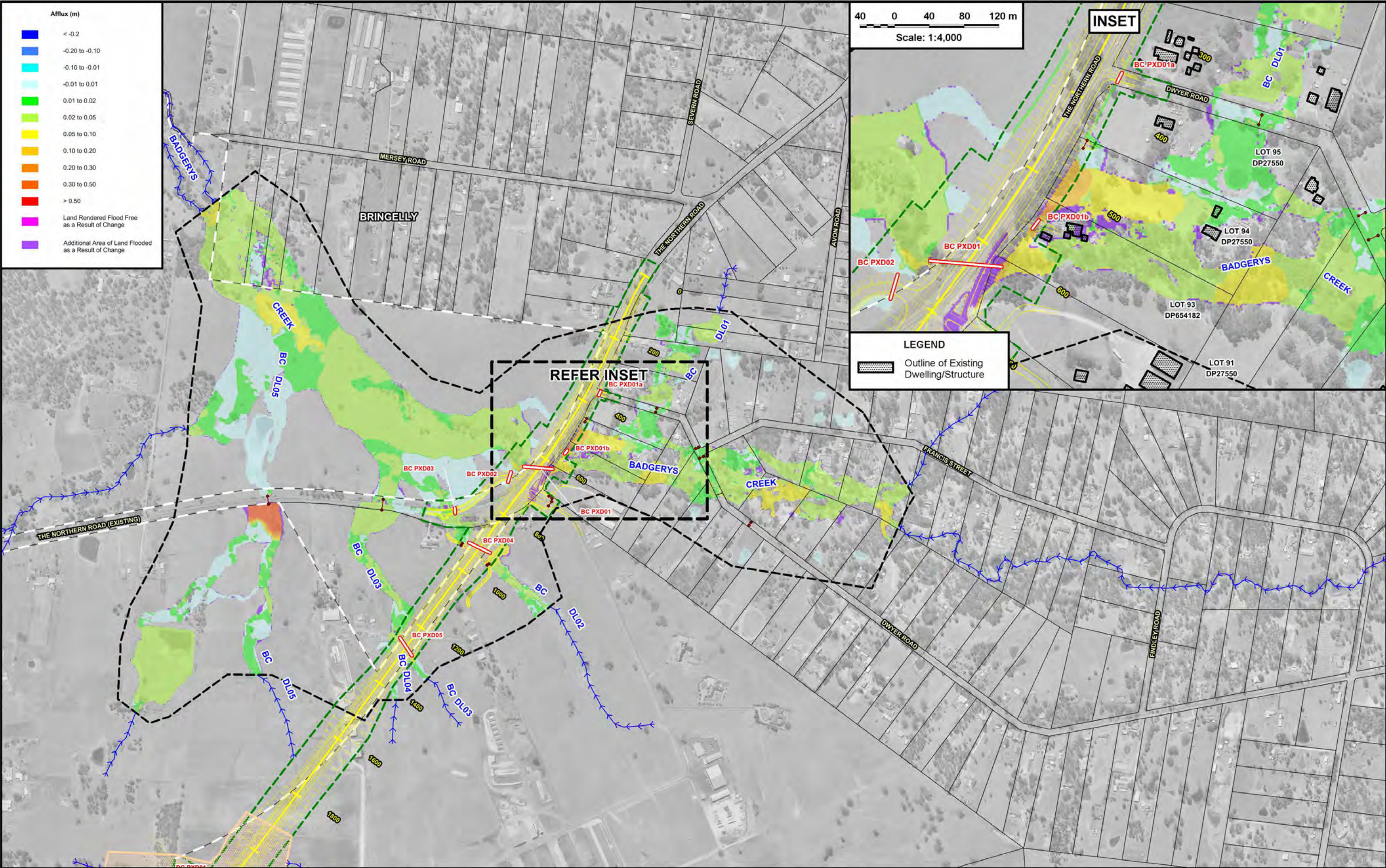


# THE NORTHERN ROAD UPGRADE FLOOD RISK ASSESSMENT

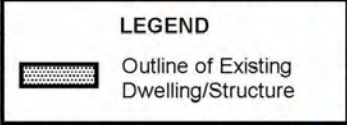
Figure 7.35

IMPACT OF 10% INCREASE IN DESIGN RAINFALL INTENSITIES ON FLOODING BEHAVIOUR IN VICINITY OF PROJECT  
DUNCANS CREEK CATCHMENT - POST PROJECT CONDITIONS - 100 YEAR ARI





INSET



100 0 100 200 300 m

Scale: 1:10,000

**Lyall & Associates**

**LEGEND**

	Design Road Control String and Chainage		Proposed Transverse Drainage Structure and Identifier (Refer Table 6.1 for Peak Flow in Individual Transverse Drainage Structures)
	Extent of Duncans Creek TUFLOW Model (Refer Figure 7.33 for TUFLOW Model Results)		Two-Dimensional Model Extent
	Modelled Stormwater Drainage Network		Proposed Western Sydney Airport Boundary
	Design Strings		Project Boundary

**THE NORTHERN ROAD UPGRADE FLOOD RISK ASSESSMENT**

Figure 7.36

IMPACT OF 10% INCREASE IN DESIGN RAINFALL INTENSITIES ON FLOODING BEHAVIOUR IN VICINITY OF PROJECT  
BADGERYS CREEK CATCHMENT - POST PROJECT CONDITIONS - 100 YEAR ARI